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Alex Albon Zandvoort grandstands
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FRITS VAN ELDIK

“PERHAPS THE BEST RIGHT NOW. ALTHOUGH YOU ALSO NEED THE LUCK OF HAVING THE RIGHT CAR.”

DUTCH
F1 photographer talks about Max Verstappen

EDITORIAL

For races may end with the checkered flag, but the stories that truly matter—those born amidst dunes, banked curves, and the echo of a one-of-a-kind fanbase—are written long before the lights go out.

And as Zandvoort's engines fall temporarily silent, leaving a void hard to fill, eyes are already turning toward the horizon, holding their breath in anticipation of Madrid igniting the spark of a new era on the tarmac. |

Beatriz Maldonado
CMO, Founder

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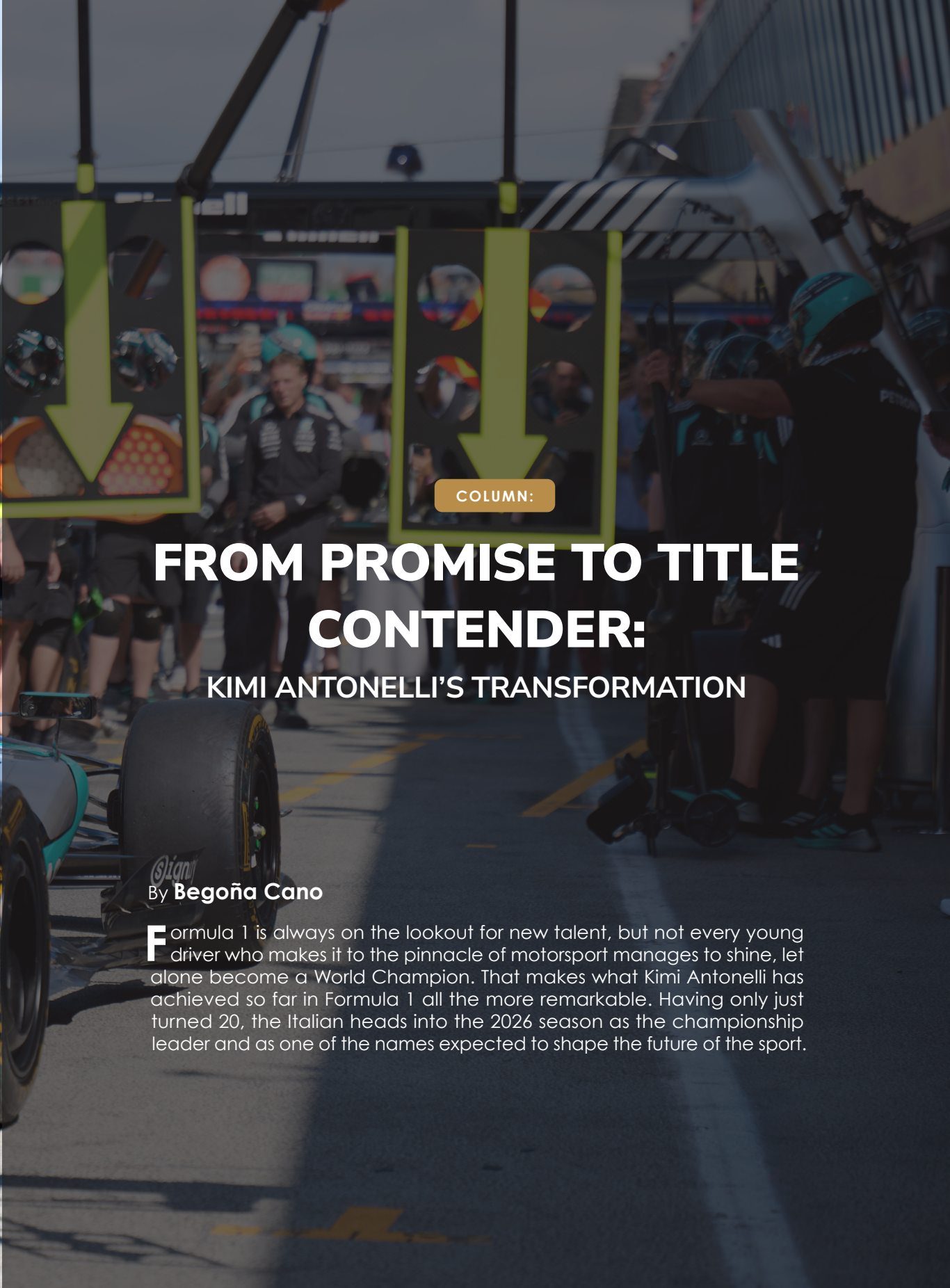
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Mercedes Pit Lane Zandvoort
Diego Merino / JG MP



FROM PROMISE TO TITLE CONTENDER:

KIMI ANTONELLI'S TRANSFORMATION

By **Begoña Cano**

Formula 1 is always on the lookout for new talent, but not every young driver who makes it to the pinnacle of motorsport manages to shine, let alone become a World Champion. That makes what Kimi Antonelli has achieved so far in Formula 1 all the more remarkable. Having only just turned 20, the Italian heads into the 2026 season as the championship leader and as one of the names expected to shape the future of the sport.



Kimi Antonelli made his Formula 1 debut with Mercedes in 2025, following an outstanding career through the junior categories. The Italian joined Mercedes to fill the seat vacated by Lewis Hamilton. Although several names were considered for the role, Toto Wolff ultimately made the bold decision to put his faith in a driver with no Formula 1 experience. He was not wrong to do so.

His first season was far from straightforward. Despite showing considerable speed, Antonelli made the kind of mistakes that are common for a rookie. However, the pressure was particularly intense, not only because of the driver he was replacing and the team he was driving for, but also because of the enormous expectations placed on him. From the very beginning, he was constantly compared with his team-mate, George Russell.

A year later, however, the situation has changed completely. The numbers explain the transformation better than anything else. Following the Dutch Grand Prix at Zandvoort on 23 August, Antonelli has 242 points and sits at the top of the championship standings. He has taken six victories from twelve Grands Prix, along with ten podium finishes and six pole positions. He has also

scored 26 points across the five Sprint races held so far. In total, he leads with 242 points, ahead of George Russell and Lewis Hamilton on 183.

The improvement from 2025 is particularly striking. In 2026, Antonelli has become the most consistent and successful driver in the championship. The Italian himself has acknowledged that the difficulties of his rookie season helped strengthen his mindset.

The change cannot be explained by experience alone. There is also a technical factor. Formula 1 introduced an entirely new set of regulations in 2026, with the cars requiring a different approach to energy management, aerodynamics and power-unit operation. Antonelli appears to

have adapted particularly well to those characteristics.

That is why a question that seemed somewhat premature only a few months ago is now beginning to carry more weight: are we simply witnessing an outstanding season from a young driver, or are we watching the emergence of a future World Champion?

In 2025, the Italian had to find his feet and go through a period of learning: unfamiliar circuits, tyre management, new teams and, above all, the pressure of competing for one of the teams at the front of the grid. Added to that was the constant comparison with his team-mate George Russell, who entered the season with a clear advantage in experience.



IZQUIERDA
Kimi Antonelli
en Zandvoort

DERECHA
George
Russel y Kimi
Antonelli

Diego Merino
/ JG MP

The situation has been reversed in 2026. Mercedes has explained that Antonelli's transformation has several components: greater maturity, more experience, increased self-confidence and an especially strong adaptation to the 2026 regulations. The numbers tell the story. After being clearly outperformed by his team-mate George Russell for much of 2025, the Italian has become Mercedes' benchmark driver in 2026.

There were plenty of raised eyebrows when Mercedes decided to sign him, with many believing it would have been more sensible to choose a more experienced driver and allow Antonelli to gain experience with a smaller team. Mercedes got the decision right. The team recognised the talent the young Italian possessed, and his driving style has several characteristics worth highlighting.

His driving style is relatively aggressive, which fits the characteristics of the Mercedes and the 2026 cars particularly well, suggesting that he has arrived at the right moment. He also has a strong ability to orchestrate attacks and adapt to the car. Then there is his speed over a single lap, which has become one of his greatest assets in the championship. He currently has six pole positions to his name. This combination of abilities, together with his consistency in races and his ability to manage pressure, has placed him in the privileged position of leading the Formula 1 World Championship.

It is a difficult position to manage, and failing to do so can come at a cost, as has been the case with Oscar Piastri. Although the Australian remains an outstanding driver, McLaren's loss of dominance has affected his performance. His situation is far from irrecoverable, but he has gone from being one of the most prominent names of the previous season to attracting considerably less attention.

Mercedes can no longer treat Kimi Antonelli as a project for the future, nor simply as another rookie. The Italian has now become the team's strongest opportunity to lift the World Championship trophy at the end of the season. That introduces a new kind of pressure for the young driver. Until now, Antonelli had to prove that he could win races and beat his team-mate. Now he has to prove that he can win the championship — a remarkable challenge at such a young age.

The conclusion is clear: Kimi Antonelli is no longer a prospect. He is a genuine title contender. 



Kimi Antonelli en conferencia de prensa
en Monza
Quintana Foto



CHRONICLE:

LONDRES EP: THE END OF AN ERA

By **Beatriz Maldonado**

For four seasons, the third generation of electric single-seaters took Formula E to some of its most extreme settings. London was the last. The circuit built around ExCeL London hosted the final two races of the 2025/26 season, with three drivers separated by just five points in the championship fight and two titles still to be decided.

Pascal Wehrlein, Jake Dennis and Mitch Evans arrived in the British capital knowing that any mistake could change everything. The context was just as significant: this was the final weekend of the GEN3 era, the last Formula E race at ExCeL and Lucas di Grassi's farewell after more than a decade competing in the championship.

WEHRLIN STRIKES FIRST

On Saturday, Wehrlein understood before anyone else that the championship could begin to take shape in qualifying. Porsche locked out the front row, with Wehrlein on pole alongside Nico Müller. It was only the second time in Formula E history that Porsche had secured a qualifying one-two. Dennis would start fifth, with Evans third.

Wehrlein controlled the pace from the start, while the two Porsches worked together to keep Evans behind. But in Formula E, a race is rarely decided on track alone. Energy management, ATTACK MODE and, above all, the PIT BOOST can change the order in a matter of seconds.

Evans tried to break the balance with an early stop and the use of ATTACK MODE. Wehrlein responded by increasing the pace and protecting his position. Then came the factor nobody could control.

On lap 21, Lucas di Grassi hit the wall at Turn 9. The Brazilian was contesting his final weekend as a professional driver, and the crash brought his last Formula E race to an earlier end than he would have wanted. The Full Course Yellow neutralised the circuit just as Wehrlein needed to complete his PIT BOOST.

With the field neutralised, Wehrlein was able to make the stop with almost no time lost. Evans, who had already pitted, was caught out by the timing difference and dropped down the order. What could have been a three-way battle suddenly became a huge opportunity for Wehrlein.

Wehrlein won from pole, taking his third victory of the season and, more importantly, retaking the championship lead. Jake Dennis finished second, while Mitch Evans came home eighth. The three drivers had arrived in London separated by five points; after Saturday, Wehrlein led Dennis by five, while Evans knew he had to win on Sunday if he wanted to keep the title in his own hands.



LEFT
Nick Cassidy at
the pits

RIGHT
Londres E-Prix

BELOW
Pascal Wehrlein
getting out of pits

Formula E

EVERYTHING CAME DOWN TO SUNDAY

On Sunday, Formula E found itself in an unusual situation: the championship leader had the advantage, but not complete control. Dennis was still close enough to take the title with a strong result, while Evans remained mathematically in contention.

Qualifying changed the picture once again. Nyck de Vries put the Mahindra on pole, while Wehrlein would have to build his championship from a less comfortable position. Dennis was not in an ideal position either.

De Vries led the field away and Mahindra immediately became a major factor. Edoardo Mortara settled behind his team-mate, while Taylor Barnard moved

forward patiently. Evans, aware that only a victory would give him the championship, began closing in on the leaders.

The Jaguar team had arrived in London ahead of Porsche and needed to protect that advantage. Antonio Félix da Costa and Evans were not only fighting for themselves; every position could also decide the Teams' Championship.

Evans did his part. He overtook, managed his energy and began to close the gap to the leaders. By lap 20, he had reduced the deficit to the front group by around two and a half seconds.

THE CHAMPION CHANGED THREE TIMES

As the race progressed, London stopped being an ordinary race. On lap 27, Wehrlein was instructed to let Sébastien Buemi through. The move, combined with pressure from Antonio Félix da Costa, dropped the Porsche driver to 12th, outside the points. Dennis took advantage, moving up to eighth and, for a few moments, becoming the virtual World Champion. The title had changed hands. Wehrlein fought back, eventually moving into tenth and back into the points. The championship was his once again.

Then, on lap 31, Joel Eriksson lost control at Turn 16. Wehrlein and Dennis were caught up in the

incident. The Porsche dropped out of the points and Dennis suffered damage that brought his race to an end.

Within a handful of laps, the championship had gone from Wehrlein to Dennis, back to Wehrlein and finally into the hands of a driver who was not directly involved in the title fight at all.

Mitch Evans needed to win the race to become World Champion. As the final stages began, Evans was fourth. The problem was that ahead of him were Taylor Barnard, Nyck de Vries and Edoardo Mortara.

LEFT
Jean Eric Vergne,
Citroën

CENTRAL
Round 17 of Formula
E at London E-Prix

RIGHT
Taylor Barnard and
his victory with DS
Penske

Formula E



BARNARD FINDS HIS MOMENT

While the championship contenders were taking each other out of the equation, Taylor Barnard was putting together the most important race of his young career.

The Briton had started the day sixth on the grid. He was not fighting for the championship and did not carry the same pressure. He simply had to make the most of the opportunity in front of him. Mahindra appeared to have the race under control, with De Vries and Mortara running first and second. But Barnard had saved one final card for the closing stages.

Suddenly, the final winner of the GEN3 era was decided. Taylor Barnard crossed the line first, ahead of Nyck de Vries and Edoardo Mortara. It was Barnard's first Formula E victory and, at 22 years and 76 days, made him the youngest winner in the history of the championship.

For DS PENSKE, it was also a special farewell: the victory came in the team's final race before DS Automobiles' departure from the championship.

But behind Barnard, there was still a much bigger story to resolve.

WEHRLEIN, CHAMPION WITHOUT A POINT

Pascal Wehrlein was World Champion for the second time. The title had been decided in the strangest way possible: not by winning the final race, but by surviving it.

Wehrlein finished the season on 169 points, just five ahead of Dennis, while Evans ended the year third on 160. The Porsche driver had taken three victories during the campaign and secured his second championship after winning his first in 2023/24.

Dennis fell just short. He had arrived in London as championship leader after a spectacular comeback during the second half of the season. He finished second on Saturday and, on Sunday, briefly moved to the top of the standings. But the late-race incident ended his title hopes.

JAGUAR SAVES THE SUNDAY

The Drivers' Championship was not the only title decided in London.

Jaguar TCS Racing arrived at the final race with Porsche still capable of taking the Teams' Championship away from them. The pressure was considerable. Porsche had already secured the Manufacturers' title in Tokyo, but Jaguar wanted to end the season with both of its drivers fighting all the way to the finish.

The efforts of Evans and, in particular, Antonio Félix da Costa allowed Jaguar to finish ahead of Porsche and claim the 2025/26 Teams' World Championship.

It was Jaguar's second Teams' title in Formula E. Porsche, meanwhile, had to settle for Wehrlein's Drivers' Championship and the Manufacturers' title secured weeks earlier.



ABOVE
Podium round 16 London EP. Jake Dennis, Pascal Wehrlein and Antonio F. Da Costa

BELOW
Pascal Wehrlein, Season 12 champion Formula E



THE FINAL GOODBYE

GEN3 arrived in Formula E for the 2022/23 season. Over four seasons, it changed the way the championship was raced, with lighter cars, greater efficiency and an increasingly close relationship between energy, strategy and spectacle. London was its final appearance.

It was also the last race at ExCeL London, a regular fixture on the season finale calendar and one of the most recognisable venues in the championship's recent history.

And it was Lucas di Grassi's final weekend. The Brazilian retired after a Formula E career that began in the championship's inaugural season and ended with 14 victories, 42 podiums and more than 1,000 points. His farewell, however, did not have the ending he would have imagined: a crash in Saturday's race and a mechanical problem during Sunday's practice sessions marked his final hours as a driver.

A FINAL RACE FIT FOR THE OCCASION

London had a little bit of everything: a dominant victory for Wehrlein, a PIT BOOST strategy that changed the outcome, a championship that changed hands several times, an incident that eliminated two of the title contenders, an unexpected winner and the first victory for a driver still establishing his name in the championship.

Formula E left London with three different stories and the same feeling: that a chapter was coming to an end.

The next generation will bring new cars, new regulations and new protagonists. But it will be difficult to find a more dramatic way to close the previous one.

ANALYSIS:

MONZA IS MERCEDES TO LOSE:

SCARBOROUGH'S TAKE AFTER ZANDVOORT

By Diego Merino

We analyse with Craig Scarborough how the leading teams arrive after the Dutch Grand Prix and what to expect from their cars at Monza, from 4 to 6 September.

AERODYNAMICS

Straight-line efficiency

TYRE MANAGEMENT

Degradation and temperature

BALANCE

Braking stability

George Russell at
Zandvoort
Diego Merino / JG MP

We should not expect a radically different grid at Monza, warns Craig Scarborough. Even at the lowest-downforce circuit on the calendar, teams rarely run their cars at the absolute minimum. "The Monza cars aren't going to be that different," he explains. "With the top-speed mode, the default wing levels will still be relatively high. Even with the old drag-reduction system, you almost never ran extremely thin wings." In other words, the temptation to chase maximum speed down a single straight has always given way in practice to the compromise demanded by the rest of the lap.

What is genuinely unpredictable is the battle behind that aerodynamic detail: a fight that has effectively been reduced to three teams, with a fourth now out of the equation.

THE MERCEDES QUESTION

Scarborough still sees Mercedes as the favourite, although its advantage has narrowed. "Mercedes probably still has some advantage. I think their superiority in tyres and chassis has been reduced, but even so, I think they're the ones getting the most out of the power unit, and I think that will show at Monza."

Part of that power-unit advantage, he suggests, was built early in the season and away from the car itself. "The way they use the power unit has improved enormously. One of the things Toto did well from the start of the year was to hide a lot of the power-unit operating settings from their customer

teams." Whatever the precise technical detail, the competitive effect is clear: Mercedes' works team has been operating with options that its own customers did not have.

But Scarborough is equally clear that this advantage is not unconditional. "That said, they run the risk of starting to fall behind if these updates don't arrive." He goes further, directly linking the team's development rate with what is at stake for its team principal: "If they end up losing the championship, Toto's position will have to be assessed by the board, given the advantage they've had this year."

It is a strong statement, and one that makes Monza more than just another race on the calendar. "I would say Monza is Mercedes' championship to lose this year."

FERRARI: THE DRAG PROBLEM

Ferrari's position is harder to read, largely because one question remains unanswered. "I'm not sure where Ferrari is with its power-unit upgrade," says Scarborough. What he is certain of is the car's aerodynamic deficit heading into Monza: "Of all the teams, I think they're the ones that have to change their car the most to be competitive at Monza. The car is still carrying a lot of drag."

That does not mean he sees Ferrari as being far off the pace overall. Quite the opposite.



LEFT
Ferrari at Monza

ABOVE
Lewis Hamilton at
Zandvoort

BELOW
George Russell at
Zandvoort

Diego Merino / JG
MP





ABOVE
Ferrari brake duct and nose

BELOW
Ferrari sidepod

Diego Merino / Momentum Racing

"I think Ferrari should be performing better with the car they've got. I think their final result, despite all the complaints about the team's strategy, could have been much better." His reading of the actual performance gap is one of narrow margins: "Ferrari is only missing a little bit of pace compared with its rivals, something that can be offset by the right weather and the right circuit, because that's when tyre management becomes the most important factor."

MCLAREN: RECOVERED, BUT STILL DIFFICULT

Of the three contenders, it is McLaren's recovery that earns the most recognition from Scarborough. "McLaren has recovered enormously from its problems at the start of the season, both with the chassis and in the way it uses the power unit."

The car, however, has not suddenly become easy to drive. "The McLaren is still horrible to drive: it never seems to settle in high-speed corners." What has changed, he says, is the tyre situation: "Their tyre management is starting to work in their favour, obviously depending on the track and the weather conditions."

RED BULL: OUT OF THE CONVERSATION

Scarborough's tone changes noticeably when he turns to Red Bull, the team he now excludes entirely from the title fight. "It's a shame: Red Bull seems to have dropped out of this race. I thought they would recover better from their problems at the start and middle of the season, but the car, if anything, seems increasingly difficult to handle, and their updates aren't giving the team the performance that McLaren and Ferrari are finding."

He places the problem well beyond the current car. "I think there is still something fundamentally wrong with Red Bull's understanding of the car, between the design simulation and what happens on track. It seems they found something better in terms of correlation towards the end of last year, heading into this season, but even so, the car simply isn't easy to drive or perform."

A CHAMPIONSHIP DECIDED BY TYRES, NOT PURE PACE

Looking at the bigger picture, Scarborough's assessment of the season has as much to do with the current state of the sport as it does with any individual team. "The difference between the three leading teams — and I think we now have to exclude Red Bull from this conversation — has more to do with tyre management than pure

pace, energy management or race pace. Even reliability seems to have levelled out between the teams."

That, he argues, is precisely what is keeping the championship open. "There are many races left, and many updates still to come, as well as many different circuits and weather conditions. I don't think you can easily predict who is going to win the championship."

BEHIND THE BIG THREE

Further down the grid, Scarborough sees the most interesting battle between Racing Bulls and Alpine, although Monza may not be the venue where it is settled. "The fight behind them is also becoming very interesting, between Racing Bulls and Alpine. I think there was a step forward there; I don't think we saw the best of it at Zandvoort. I'm not sure we'll see it at Monza either."

Haas, meanwhile, has dropped out of that battle, and Scarborough's assessment shifts from the car's performance to something closer to an organisational diagnosis. "It's a shame Haas has also fallen out of that fight. There is a core of very good engineers there, with good experience both at leading teams and, perhaps more importantly, at teams operating with limited budgets."

He is not convinced that the situation is being managed correctly at senior level either. "I'm not sure the management is handling the situation well within the team," he says, pointing to what he considers the wrong signing and Graeme Lowdon's departure as the two biggest mistakes.

He closes with a broader reflection on just how difficult Haas' task really is — and that of any new entrant. "I think a lot of people underestimate the enormous task of building a Formula 1 car from scratch. Even 15 years ago, when those teams entered with the new budget and the Cosworth engine package, it was incredibly difficult for them to develop everything the car needed. Now, under the current regulations, that task is many times greater." ■



LEFT
Rear-side view of the Aston Martin
Formula 1 car

ABOVE
Rear impact structure and rear wing of
a Visa Cash App RB team car

BELOW
Racing Bulls rear wing

Diego Merino / Momentum Racing



ENTREVISTA:

DE MONZA AL MADRING

By **Beatriz Maldonado**
and **Diego Merino**

The season is entering its decisive phase and the calendar presents one of the sharpest contrasts of the year: from the Autodromo Nazionale di Monza, where top speed and the slipstream dictate every lap, to Mading, Madrid's new street circuit that will push drivers to the limit between walls.

To understand how they are tackling this dual challenge, we spoke exclusively with Mari Boya, Ernesto Rivera, Noel León, and Rafael Villagómez. Four drivers who arrive at the final stretch of the season with different objectives, but facing two circuits that will demand immediate adaptation.

MONZA: SPEED, SLIPSTREAMS, AND LITTLE ROOM FOR IMPROVISATION

Monza is one of the most unique circuits on the calendar. The long straights force teams to trim downforce to maximise top speed, but doing so too much can

Noel León and Diego Merino
Quintana Foto

compromise the car under braking and through the more technical sections.

For Rafael Villagómez, the balance relies above all on exploiting the slipstream.

"It's the first time we've used the low-downforce setup. The straights here are monstrous, and that's what matters. A good tow. And in qualifying, that's always a bit of a scramble, so you have to stay very alert."

Rafael Villagómez
VarAmersfoot F2
Driver

The slipstream is no minor detail at Monza. Finding the right car ahead, but also the correct gap to prepare your lap, can make the difference between a good qualifying session and losing several places.

Noel León agrees with that reading and puts the focus on preparing the flying lap. "Mainly, being in the right position with a tow. The tow is very important here at Monza, so having a good gap and doing a good warm-up. With that, you ensure a good lap."

But Monza isn't solely about straights. For Mari Boya, some of its most demanding areas continue

to be those where the driver must combine heavy braking with a rapid recovery of speed.

"I really like Ascari, which is the final part, sector 3. It's a corner where there's heavy braking, where you want to enter hard but get back on the gas quickly because afterwards there's a pretty long straight section."

While his rivals seek the perfect balance between top speed and stability, Ernesto Rivera arrives at Monza with a specific goal in mind: the championship.

"I'd like to finish in the Top 3. I'm three points off third place. It's very important to have good qualis, both here and in Madrid, and play it very smartly here in the race. It's a long race, the slipstream, a lot of overtakes."

Monza, therefore, will be as much a test of speed as of race management. And with championship positions still at stake, the margin for making mistakes will be slim.

MADING: WHEN SPEED MEETS THE WALLS

If Monza rewards aerodynamic efficiency and the ability to exploit the slipstream, Mading poses a completely different problem.

Madrid's new street circuit combines fast corners, narrow sections, and a scarce margin for error. The initial benchmarks gathered in Formula 3 already point to a layout that will demand confidence, precision, and rapid adaptation.

Ernesto Rivera feels the most immediate comparison is with Monaco, albeit with one fundamental difference: the speed.

"I think the most complicated track I've driven resembles Monaco, because it's a street circuit, but much faster. So on almost every corner you're right on the limit of crashing."

The difficulty won't just lie in the corners. On a street circuit, drivers will also have to quickly learn where they can use the kerbs and how much margin they can afford to leave relative to the walls.

For Mari Boya, the second chicane will be one of the key points.

"Above all the second chicane, especially the kerbs, requires... you have to take the kerbs to go fast, but the kerbs are quite high. So mastering that technique and, above all, with 45 minutes of free practice straight into quali, it will be a total challenge."

Mari Boya
Formula 2 Driver

That format makes the first practice session especially important. With little time to find the limits of the car and the circuit before qualifying, every lap will have value. And that's where another factor comes in: risk.

Noel León sums it up from a driver's perspective.

"There are a lot of risks you can't be taking on a street circuit, obviously, because you have to make a more progressive build-up. But at the end of the day you have to get in there and get close to the walls to go fast."

MONZA AND MADRID COULD HARDLY BE MORE DIFFERENT.

One rewards top speed, aerodynamic efficiency, and the ability to find a good slipstream. The other demands precision, adaptation, and confidence to progressively get closer to the walls.

For all four drivers, moreover, they arrive at an important moment in the season. Rivera is looking to cement himself in the top three of the championship; Boya and León face two circuits that will put their adaptability to the test; and Villagómez is preparing for one of the most extreme contrasts on the calendar. **||**



LEFT
Diego Merino and
Mari Boya

ABOVE
Ernesto Rivera

BELOW
Rafael Villagómez

Diego Merino





Kimi Antonelli and Lando Norris at Zandvoort
Diego Merino / JG MP



“I LOVE THIS PLACE
I GREW UP HERE”

// FRITS VAN ELDIK

2 Zandvoorts

Pag 36

Frits Van
Eldik

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MADRING

Pag 84



HISTORY:

A TALE OF TWO ZANDVOORTS

By **Cyril Nytichenko**

If you stand in the paddock at Zandvoort with your eyes closed, the wind blowing off the North Sea smells the exact same as it did sixty years ago. Salt, burnt high-octane fuel, and pine needles from the dunes.

Open your eyes, however, and you are standing in two different worlds.

Zandvoort has always been a track of two distinct halves. It is a circuit of absolute light and pitch-black shadow, of romantic motorsport mythology and sheer, unadulterated tragedy. We all know the architectural lineage, of course. We don't need a history lesson to recall that the legendary John Hugenholtz shaped these curves into the dunes, just as he would later carve out Jarama and Suzuka.

Yet, there is a dark, poetic irony in the asphalt here. Hugenholtz, a man who dedicated his life to racing flow and safety innovation, met his ultimate end on the very streets of Zandvoort—a fatal road car crash in early 1995 claiming his wife instantly and leaving the master track-builder to succumb to his injuries weeks later. It's a tragic footnote, but one that fits the haunting duality of this place. The track gives, and the track takes.

THE GOLDEN AGE AND THE SHADOWS

The early incarnation of Zandvoort was the ultimate proving ground. This is where a young Jim Clark made his World Championship F1 debut in 1960. Seven years later, it was right here that Clark handed the revolutionary Ford Cosworth DFV its maiden victory on its very first outing with the Lotus 49. It was a golden era of mechanical brilliance and pure driver bravery.

But Zandvoort's sand dunes have also swallowed lives. You cannot talk about the classic layout without feeling the ghostly chill of 1973 and

the horrifying, helpless loss of Roger Williamson. It was a place that demanded everything and gave no quarter.

Yet, when the classic era bowed out in 1985, it gave us one last masterpiece: Niki Lauda's final, heroic F1 victory, holding off a charging Alain Prost in an absolute masterclass of defensive driving. Then, the gates closed, the engines went quiet, and Zandvoort slipped into the history books. Or so we thought.

THE MODERN RESURRECTION

Let's be honest: without the orange-clad hurricane of Verstappen-mania, Formula 1 would never have returned to these dunes. The modern revival was a gamble on paper—bringing 1,000-horsepower hybrid land-jets to a narrow, old-school ribbon of tarmac.

While the orange flares and grandstand DJ sets defined the modern aesthetic, the true magic of 21st-century Zandvoort peaked right out of the gate in 2021.

That 2021 edition was, without a shadow of a doubt, the single most intense Grand Prix weekend of the modern era. We hadn't seen a title fight stripped of corporate diplomacy like that since the legendary brawls of Schumacher vs. Häkkinen, or a young Fernando Alonso going toe-to-toe with Michael in 2006.

In 2021, you had a relentless, fearless young Max Verstappen bearing the weight of an entire nation, taking on Lewis Hamilton



Jim Clark Zandvoort victory
Peter Windsor



Zandvoort fans
Frits Van Eldik

at the absolute zenith of his powers in a Mercedes. It wasn't an exercise in good manners or PR-friendly driving standards. It was raw, high-stakes, ruthless Grand Prix racing.

2026: THE ULTIMATE SEND-OFF
Which brings us to 2026. If 2021 set the modern benchmark, 2026 matched it with pure, chaotic drama.

This weekend was proper racing. The narrowness, the banked curves, and the absolute lack of tarmac runoff meant that any mistake carried a real price. Seeing Max crash out on home turf sent a shockwave through the dunes, completely blowing the race wide open.

From there, it became an instant classic. We were treated to an absolute masterclass in racecraft and pure experience from Fernando Alonso and Nico Hülkenberg, who managed their tires and placed their cars with surgical precision. Up front, Lando Norris put on a stunning display to hold off the Mercedes onslaught, pushing and shoving his way through traffic on a track where passing is supposed to be "impossible."

It felt like the perfect, chaotic send-off for this iteration of the Dutch Grand Prix.

WHAT LIES AHEAD?

As the paddock packs up and the orange smoke finally clears, there's a bittersweet feeling in the air. But in the modern world of Formula 1, you should never say never.

With street circuits popping up everywhere and logistics becoming ever more complex, who knows what the calendar will look like in five years? If someone in Spain decides they're tired of assembling and disassembling the new Madring layout every single year, maybe we'll end up with a Hispano-Dutch Grand Prix right back here in the dunes.

It's a crazy sport, and Zandvoort has survived crazier turns of fate. For now, though, as the sun sets over the North Sea, Hugenholtz's masterpiece has once again left its mark on Formula 1 history.



LEFT
Zandvoort Scheivlak
area, turn 7

ABOVE
Verstappen victory in
Zandvoort 2021

BELOW
Turn 1 Zandvoort

Frits Van Eldik



101:

ZANDVOORT

WHEN YOU DON'T NEED THE MOST MODERN PADDOCK

By Ignacio Merino

No, it does not have the newest facilities on the calendar. Nor does it have the largest paddock or the most spectacular infrastructure. And yet Zandvoort proves that in Formula 1, it is not always the one with the most that comes out on top, but the one that knows how to make the best use of what it has.

The circuit is nestled between the dunes and the sea, on a stretch of land that leaves very little room for expansion. This lack of space has forced the organisers to rethink the usual paddock layout, resulting in a solution that is as unconventional as it is effective: splitting it in two.

On one side is the Engineering Paddock, located behind the garages and reserved for team operations. On the other is the Hospitality Paddock, where the commercial side of the Grand Prix is concentrated: guests, sponsors and premium experiences.

At first glance, having the paddock split in two might seem like a problem. Up close, however, it is an intelligent way of working within the limitations of the site. And, as we will see, one of the reasons this weekend has carved out a place of its own on the calendar.

A PADDOCK DESIGNED AROUND FUNCTION, NOT CONVENIENCE

Modern Formula 1 requires a huge amount of space. Teams no longer arrive at a Grand Prix with a handful of trucks and a small group of mechanics: there are offices, engineering rooms, storage areas, catering facilities and a vast number of engineers and mechanics working around each car.

At the same time, the Grand Prix has become a major commercial event. Sponsors bring guests, brands organise experiences, and hospitality is an increasingly important part of the business.

Does it make sense for all of that to share exactly the same space? Zandvoort has decided that it does not. In one area, people work; in another, they host. The teams can focus on their operations while the commercial side of the weekend has its own environment, with its own access points and its own pace.

It is not the most spectacular solution, but it is the most practical: less interference between those who are there to work and those who have come to experience Formula 1.

WHAT NO LONGER FITS: THE LIMIT WHEN IT COMES TO SUPPORT CATEGORIES

The growing demand for space from Formula 1 teams is not simply an internal logistical problem. It also has a very visible consequence for the support-category programme over the weekend.

Zandvoort did host Formula 2 in 2022 and 2023, and Formula 3 in 2022. But the experience made clear just how close to its capacity the circuit operates: the F3 paddock had to be set up outside the main paddock area, forcing access points to be temporarily closed and causing congestion among spectators.

Since 2024, F2 and F3 have preferred to race together at the same European circuits in order to share costs between teams competing in both categories. And this is where Zandvoort finally runs out of room: there is simply no space for two additional paddocks on top of Formula 1's own paddock, which is already split in two.

It is a limitation that contrasts with other European circuits — even one as compact as Monaco, which still manages to accommodate F2 and F3 during its Grand Prix weekend despite the narrowness of its streets. At Zandvoort, by contrast, even that possibility is now beyond consideration.

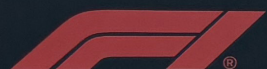
ABOVE
Band playing in the Zandvoort paddock
Diego Merino / JG MP

LEFT
Dutch hospitality inside the paddock
Diego Merino / JG MP

CENTRAL
Orange bicycles in support of Verstappen's "Orange Tide"
Diego Merino / JG MP

RIGHT
Flags, FIA, Netherlands
Diego Merino / JG MP





Official Partner
of Formula 1®



Paddock Club and hospitality
Diego Merino / JG MP

THE PRICE: MORE DISTANCE, LESS ROUTINE

That division also comes at a cost. For journalists and photographers, moving between the two areas requires a good knowledge of the circuit and careful planning of every journey. If a driver is in one paddock and a story suddenly breaks in the other, there is a walk involved — and in Formula 1, a comment can become a headline within seconds.

But that same dispersal has an interesting upside. Where other circuits concentrate everyone in a single location, at Zandvoort people are more spread out, and encounters happen in less predictable places. What initially appears to be an inconvenience ultimately becomes, for those who work there year after year, part of the weekend's charm.

A PERSONALITY THAT CANNOT BE MANUFACTURED

Zandvoort does not try to be something it is not. Its facilities are not the newest in the championship, nor does it have endless space in which to build a huge paddock. Nor does it seem to need it: the teams have their workplace, guests have theirs, the media have theirs, and the organisers manage to deliver a modern Grand Prix using infrastructure shaped by its history and location.

This is where an idea worth remembering emerges: modern infrastructure is not, in itself, better infrastructure. What matters is whether it works when the cars arrive and the noise begins. A building may look spectacular on paper, but if getting around

becomes chaotic, it stops being impressive as soon as the action gets under way.

People also adapt quickly. Teams know the layout, journalists know where they need to go, photographers have their routes memorised and guests understand which areas they can access. Poor infrastructure forces you to suffer it; Zandvoort simply requires you to understand it. And once you do, it stops being the disadvantage it appeared to be on paper.

A REFLECTION OF A COUNTRY

The organisation of a Grand Prix is often, metaphorically, a reflection of the country that hosts it. And in the case of the Netherlands, that reading is particularly revealing.

Because of its geographical situation — much of the country reclaimed from the sea and protected by dykes and canals — the Dutch have spent generations facing the same everyday challenge: finding space within a confined space. Every metre of land is considered, organised and put to use, because there is none to spare.

Zandvoort is no exception to that logic. Rather, it is its miniature expression within the Formula 1 calendar. The same country that has learned to live with limited land applies that instinct to the organisation of its Grand Prix: not expanding what cannot be expanded, but making better use of what is already there.

Seen in this light, the paddock split in two becomes more than just a logistical solution. In its own way, it is a sporting translation of a way of understanding space that is, at heart, deeply Dutch.

WHAT IS GAINED IN RETURN FOR THE LOGISTICAL CHALLENGE

And this is the key to understanding why, despite the complication of having the paddock split in two, the Dutch Grand Prix has become one of the most distinctive events on the calendar.

The very same dunes that prevent the paddock from expanding are the ones that surround the track and create an atmosphere unlike any other circuit. The sea of orange fans turns every session, whether there are cars on track or not, into one continuous celebration. And the closeness between the spectators and the action, inherited precisely from a circuit that was never able to expand outwards, is now one of the great attractions of the entire weekend.

The lack of space — the same limitation that forces the paddock to be divided in two and leaves out support categories that fit comfortably at other circuits — is also what has given Zandvoort its compact, intense character, so different from that of other tracks on the calendar. What would simply be a limitation elsewhere has become part of its identity here.

That is why, even if you have to walk further between one paddock and the other, and even if the facilities are not the most modern in the championship, the Dutch weekend remains one of the most distinctive of the season. Not despite its limitations. In large part, because of them. 

ABOVE
Lewis Hamilton
at the Zandvoort
cornerDiego Merino /
JG MP

LEFT
Zandvoort Paddock
Diego Merino / JG MP

RIGHT
Carlos Sainz arriving
at the Zandvoort
paddock
Diego Merino / JG MP





GET TO KNOW:

THE LAST LAP

A PROUD DUTCH PHOTOGRAPHER'S
FAREWELL TO ZANDVOORT

By **Diego Merino**

«I LOVE THIS
PLACE, I
GREW UP
HERE »

FRITS VAN ELDIK
On Zandvoort's final farewell
to Formula 1

Frits Van Eldik has spent more than three decades doing what most photographers can only dream of: following Formula 1 around the world with a camera. A professional since 1991, the Dutchman has photographed more than 450 Grands Prix and attended 26 editions of the 24 Hours of Le Mans. He is known for his slow-shutter images, capturing speed as movement rather than freezing it in place — a signature style that has earned him Canon ambassador status and a place among the sport's most respected photographers.

I met him trackside at Zandvoort during the 2026 Dutch Grand Prix, on home soil, for what everyone here already knows will be the final time Formula 1 races across the Dutch dunes.

You can hear it in his voice before he has even finished the sentence: that particular mix of affection and resignation that only appears when you have loved a place for a very long time. "To be honest, I have mixed feelings," he says, looking towards the grandstands rising above the dunes. "The event itself is beautiful, the atmosphere is excellent. But working here as a photographer is not my ideal place." He laughs, almost apologetically, as if the confession were a small betrayal of a circuit he clearly adores. "I look forward to Sunday night, when everything is over, because there is a lot of work to do here."

It is a very Zandvoort complaint, in the end: logistics born from a circuit built within the landscape, rather than around it. "Our parking is very far away, so walking back and forth to the car to get equipment, dry clothes or whatever is quite difficult," he explains. "And you can do some really beautiful things around the track, but during the hour that a session lasts, you are very limited in what you can do. It is not easy to move around."

Compared with other Grands Prix, he says, the time pressure is unusual: sixty minutes to decide what is possible and what is not, with no second chances once the light or the moment has passed. But the frustration never quite manages to extinguish the affection underneath it. "I love this place. I grew up here," he says, and for a moment his tone changes completely, softer, almost childlike. "It is always a surprise when you see all the grandstands here, and it has become a proper circuit. Two weeks later you come back and it is a small, beautiful circuit for everyday use: a completely different atmosphere."



Jos Verstappen Formula 3 masters,
Zandvoort 1993
Frits Van Eldik

FRITS VAN ELDIK

“Small events that explode, and everyone who has been here will never forget it. It is one big party.”

When I ask him for his favourite memory, he does not have to think for long. His mind goes straight back to 1991, to the Marlboro Masters of Formula 3, the event Zandvoort was really known for before Formula 1 returned. “David Coulthard won the first one,” he recalls. At the time, he was working for Marlboro, and the race, which was free to attend, became something of a local phenomenon. “People could get tickets when they were at the supermarket there, and that is how it all started,” he says, still slightly amazed all these decades later. “It

was absolutely packed.”

This is where the conversation takes an unexpected turn, one that says a great deal about just how small the motorsport world really is. At the time, Van Eldik was working alongside a young engineer in Michael Schumacher’s garage, a man who was also heavily involved in Ferrari demonstrations: Stefano Domenicali. Fast-forward to 2021, the year Formula 1 finally returned to Zandvoort, and the two men came face to face again. “We saw each other and said, ‘Do you remember that we were here in 2000?’” Van Eldik recalls, shaking his head slightly as he remembers it. “A completely different job, but I was already a photographer, and now he is the boss of Formula 1.”

He says it matter-of-factly, without emphasising the significance, but

there it is: two careers connected to the Netherlands, one small circuit, three decades apart. “Those memories are great. Small events that explode and become so popular with the public. That was the main motorsport event in the Netherlands at the time. Everyone who has been here since 2021 will never forget it. It is one big party.”

“We saw him doing things and said: this is unusual. Natural talent.” on watching a young Max Verstappen on the karting track

And then, inevitably, the conversation turns to the driver who made all of this possible: the reason a nation of cyclists and speed skaters filled the grandstands beside the dunes for a Grand Prix. Van Eldik’s relationship with Max Verstappen goes back further than most, to when Max could barely walk.

“I have known Max since he was two or three years old,” he says. “When he started karting, I spent a lot of time at the karting tracks, and I would often watch his father

LEFT
Frits Van Eldik at Zandvoort 2026
Diego Merino / JG MP

CENTRAL UP
Max Verstappen Zandvoort 2025
Frits Van Eldik

CENTRAL BELOW
Starting Zandvoort 2025
Frits Van Eldik

RIGHT
Trophy taken by Lando Norris
Frits Van Eldik





Max Verstappen last lap at
Zandvoort
Diego Merino / JG MP

Jos, and we would look at each other, and we would see him doing things that made us say: this is unusual. Natural talent."

There is genuine pride in the way he says it, the pride of someone who watched up close as something exceptional was taking shape, long before the world was paying attention. "We always said that if he didn't make it to Formula 1, nobody would. We had the feeling that he was a special talent. Becoming a world champion, of course, is not something you expect straight away, but now I think he is one of the best drivers on the planet. Perhaps the best at the moment. Although you also need the luck of having the right car."

It is an appropriate note on which to end, precisely here: a photographer who has spent his entire life just a few kilometres from this circuit, who watched a future world champion learn to drive before he was even old enough to drive a road car, and who now, one final time, has to decide what he can capture in an hour of track action before Zandvoort's Formula 1 story closes for good.

Mixed feelings, he called them. But listening to him talk about this place, it is difficult not to notice which of those feelings carries the most weight.



REPORTAGE:

WHAT FORMULA 1 LOSES WHEN

ZANDVOORT FALLS SILENT

By **Diego Merino** | Photos **Diego Merino** / JG MP

The 2026 Dutch Grand Prix closed the chapter on one of the calendar's most beloved races—and on a way of measuring success that F1 no longer seems to reward.

Orlando Ríos has been covering Zandvoort since 1979, when he first arrived from Argentina with a group of journalists at a circuit unlike anything else on the calendar at the time: right next to the beach, in the middle of summer. He fell in love with the track from the moment he first set foot there, and has not missed a single edition since Zandvoort returned to the calendar in 2021.

“Not much has changed here,” he says now, decades later. He pauses for a moment, as if briefly returning to that summer of 1979, before continuing: “The layout has changed, but the spirit of the circuit has not. It is a small, narrow circuit, overtaking is not easy, and it is still just as attractive. It gives you the impression of being at a circuit from another era — the press room, the width of the paddock, everything — but Formula 1 has adapted to the circuit,” rather than the other way around.

That, ultimately, is exactly what is being lost. “It is technically interesting as well, and it is not boring — drivers generally like it because they really have to drive,” says Ríos.

“These aren’t circuits cooked up by computers, but a circuit with a soul.”

Orlando Ríos

F1 journalist; has covered Zandvoort since 1979.





"They are not circuits designed by computers, but a circuit with a soul. And that is something we are losing, as we will this year with the Dutch Grand Prix." Above all, he regrets not being able to return next year. After this weekend, the sport moves on without one of the modern era's most unlikely success stories: a small seaside town that turned a Grand Prix into a national celebration, and yet could not make the numbers add up.

Forty-seven years after his first visit, Zandvoort brought its final 2026 edition to a close in front of 325,000 spectators, with Sunday ending in an emotional ceremony headlined by Martin Garrix, following a brilliant victory for Lando Norris and a disappointed Max Verstappen, who retired after a first-lap collision. In the face of such disappointment, the Dutch champion made a point of highlighting just how much he would miss the circuit and the unrivalled atmosphere created by his passionate compatriots at his home race.

A HOME RACE BUILT AROUND A DRIVER — AND AN ENTIRE COUNTRY

No race on the current calendar has been embraced by its host country as completely as the Dutch Grand Prix. Since Zandvoort's return in 2021, built almost entirely around Max Verstappen's rise to three world titles — and counting — close to two million fans passed through its gates over six editions, all of them sold out. The grandstands became a solid wall of orange; the town itself, with a population of barely 17,000, effectively became a temporary city during race week.

During Thursday's FIA press conference for the media, Verstappen himself summed it up bluntly: "The history that is here, the huge number of fans who love motorsport, and the layout is great" — "proper old-school driving", as he described a circuit he felt had genuine character compared with some newer venues that "lack a little bit of character".

Lando Norris pointed to something less tangible than lap times: "the event itself, the fans" — "good atmosphere, good passion". Nico Hülkenberg went further, comparing the paddock atmosphere to "being in a club", with "a real festival character" that few other events on the calendar can claim.

"When a driver wins over a new fanbase, that has huge value: more than racing in places where that passion does not exist."

Jonathan Noble

F1 journalist

Jonathan Noble, the respected British journalist who has covered the sport for two decades, felt the same pull on the ground this year, tempered by the same question everyone kept returning to. "It is quite sad that this is the last time we will be here for a while, because you can never say never, but it is a good circuit, small and old-school," he says. In his view, what Formula 1 could lose goes beyond one particular circuit: "I think it could miss the atmosphere and the



ABOVE

Verstappen speaking to the media during the FIA press conference on Thursday.

BELOW

The past is always very present at Zandvoort.

RIGHT

Orlando Ríos Portait



crowds, and it reminds you that when a driver wins over a new fanbase, that has huge value — more than racing in places where that passion does not exist.”

A CIRCUIT THAT PUNISHED MISTAKES

Part of what made Zandvoort unique was the layout itself: narrow, undulating and pressed against the Dutch coastal dunes, with two genuinely banked corners — Turn 3 and the final Arie Luyendijk Bocht — a rarity anywhere on the current calendar.

“It has dunes, it has banking, it has one of the craziest crowds in Formula 1, and it is simply a beautiful track: old-school, really beautiful,” says Michael Potts, a South African photographer based in the Netherlands who has photographed the circuit for years, knows every corner of the track and experiences the race almost as if it were his home event.

“It has dunes, it has banking, it has one of the craziest crowds in Formula 1.”

Michael Potts
F1 photographer

Old-school drivers feel that same level of challenge built into the layout itself. “I think there are a lot of combinations of corners,” says Marc Surer, who raced in Formula 1 in the early 1980s and has covered the sport for Swiss broadcaster SRF ever since. “When you make a mistake in one corner, you carry it into the next, so you need a good rhythm to set a good time. There is only one straight, and the rest is corner after corner, so the flow you need on this track is very important.” On other circuits, long straights give drivers time to relax; at Zandvoort, they never do. “You do not have time to relax here,” says Surer. “So yes, I think it is a loss.”

“You do not have time to relax here. So yes, I think it is a loss.”

Marc Surer
F1 driver,
1979–1986; SRF
commentator

Oscar Piastri described it as “one of the best tracks we have all year” to drive. Lance Stroll was more direct about what made it special: “it is just one of those old-school tracks” — with gravel and grass right at the edge of the racing line, where “if you put a wheel off, you are in trouble”. In an era of enormous run-off areas, that was practically unique.



ABOVE
Michael Potts, Formula 1 photographer

BELOW
Marc Surer, F1 1979–1986 driver

RIGHT
Diego Merino and Michael Potts



LEFT
Rocking at Zandvoort

ABOVE
Drum set at
Zandvoort

BELOW
Arie Luyendijk Bocht

THE SUSTAINABILITY ARGUMENT F1 LIKES TO CITE

Zandvoort was also the promotional model Formula 1 turned to when it wanted to talk about sustainability. According to figures from the organisers themselves, around 98% of fans travelled to the circuit by train, bicycle or on foot — an extraordinary figure for an event attracting more than 100,000 people per day — thanks to a car-free ticketing policy and a dedicated rail connection introduced for the occasion. The race won Promoter of the Year and an ESG award at the 2023 F1 Promoter Awards.

THE BIGGEST PARTY IN A SMALL TOWN

The economic and civic argument was equally strong. Mayor David Moolenburgh put it simply: "For me, it is incredible to see so many happy faces in my town." One local resident summed up the pride of hosting the event: "A small town of 17,000 people can organise a party for 100,000 people every year." Hotels, restaurants and local businesses built entire seasons around race week.

EVERY BOX TICKED, EXCEPT THE NUMBERS

This is the part of the story that makes Zandvoort's departure hurt more than most: it did not fail any of the criteria F1 usually cites when justifying a race's place on the calendar.

Full grandstands. A beloved circuit. A genuine local hero. Sustainability credentials that the sport itself actively promotes.

Community backing bordering on civic pride. And yet it leaves after 2026 because, without the kind of state or sovereign backing that now supports much of the calendar, none of that translated into a hosting fee the race could sustainably afford.

It is a genuinely uncomfortable fact for a sport that likes to talk about legacy and fan experience: proof that a race can do almost everything right and still lose its place to a venue whose government simply signs a bigger cheque.

IT IS NOT AN ISOLATED CASE

Zandvoort's departure fits into a broader pattern, and it is worth widening the lens here because the countries losing their races are hardly marginal. Germany and France both featured on the original 1950 Formula 1 World Championship calendar; the French Grand Prix, first held in 1906, is widely regarded as the first Grand Prix in motorsport history. Neither country currently has a race of its own.

The German Grand Prix alternated for years between Hockenheim and the Nürburgring before disappearing from the calendar permanently after 2019, despite Germany having given the sport Michael

Schumacher and Sebastian Vettel, arguably the two most dominant champions of the modern era.

The Nürburgring made a one-off appearance during the pandemic in 2020 — the Eifel Grand Prix, held on the modern circuit rather than the legendary 21-kilometre Nordschleife — but it was a stopgap, not a return. Hockenheim's Turn 6 hairpin remained a proven overtaking spot until the end; what was missing during the years of German dominance was ticket demand and, over time, the economics of the hosting fee simply stopped working.

France's case is very similar. Paul Ricard returned in 2018 after a decade away, only to disappear from the calendar again after 2022, criticised for its vast, clinical run-off areas and lack of close racing. The modern circuit the country remembers most fondly, Magny-Cours (1991–2008), and its older, more romantic venues — Reims-Gueux, Rouen-Les-Essarts — belong to an F1 that, under the sport's current commercial model, does not appear likely to return.

The same story has played out at Sepang (Malaysia), Kyalami (South Africa), Istanbul Park (Turkey), Fuji (Japan), Imola and Mugello (Italy) — circuits highly valued by drivers and fans, pushed aside largely for the same reason Zandvoort is now leaving.

ABOVE
Zandvoort 2026

BELOW
The battle of
the Lotuses at
Zandvoort in 1978
Frits Van Eldik





A CALENDAR BEING REDRAWN

What connects all these departures is not a lack of racing quality, fan enthusiasm or motorsport pedigree; by almost any measure, it is quite the opposite. What has changed is who is willing to pay for a Grand Prix to exist. Middle Eastern venues, Las Vegas and Miami do not need to sell every ticket to justify their place on the calendar, because state or sovereign backing effectively guarantees the promoter's return regardless of attendance. Zandvoort, like Hockenheim and Paul Ricard before it, had to sustain its race through its own revenues — and for six years, remarkably, it came close to doing so.

NOT EVERYONE BELIEVES THIS IS REALLY OVER

Not everyone in the paddock is convinced that this is a definitive goodbye. “Will it really be the last lap? I doubt it. I think we will be back here next year,” says Potts. “It is unpredictable, very unpredictable. It is the first time we are not going to do it again” — said in the same breath, as if he were not quite prepared to rule out a return.

Noble points in the same direction from the other end of the paddock: “you can never say never”.

“Will it really be the last lap at Zandvoort? I doubt it.”

Michael Potts
F1 photographer

Because, with all the drawbacks that come with an old-school circuit — its narrow layout, the way it punishes every mistake, the near absence of run-off areas — the whole of Formula 1 will miss it: drivers, teams, media and fans alike.

A circuit with that kind of soul is irreplaceable: heritage like this cannot be built overnight. And so, whether it wins or loses the battle against the numbers, Zandvoort will live on forever in the memory of everyone who loves Formula 1. 

Sebastian Vettel frustrated as he gets out of his car after the crash at the 2018 German GP
GP
F1.com



HISTORY:

THE CRUELEST SIDE OF RACING AT HOME

By **Ana Cordera**

Home circuits mean something more to a driver. It is not simply about scoring points — not because of the points at stake, but because of everything that happens around them: family in the grandstands, friends, fans who have watched you grow, and the expectation of winning precisely there. Racing at home can be an advantage. It can also become a pressure that is difficult to bear.

That is why, when things go wrong, the blow tends to hurt so much more.

Max Verstappen experienced it last weekend at Zandvoort. The Dutchman suffered a spectacular high-speed crash at the final corner of the Dutch Grand Prix and, although he walked away unharmed, he had to say goodbye early to his final home race as a Red Bull driver.

For Verstappen, a four-time world champion and a three-time winner at Zandvoort, the retirement was particularly painful. But the Dutchman is far from the only driver to have experienced the bitter side of racing in front of a home crowd.

Throughout Formula 1 history, several drivers have watched major opportunities slip away precisely when they most wanted to give their fans something to celebrate.

SERGIO PÉREZ | 2023 MEXICAN GRAND PRIX

Few images capture the frustration of racing at home better than Sergio Pérez sitting in the Red Bull garage while the Autódromo Hermanos Rodríguez continued to roar without him.

Checo started fifth on the grid, with Charles Leclerc on pole. The start, however, immediately changed the picture.

Both Red Bulls made spectacular launches and Verstappen dived down the inside of Leclerc. Pérez, meanwhile, spotted a gap around the outside of the Ferrari and decided to go for it.

The Mexican was almost alongside Leclerc by the time they reached the first corner. But as the Monegasque began to turn in, his left-rear wheel made contact with the Red Bull's front right.

Pérez's car was launched off the track, while Leclerc managed to continue with damage to his front wing.

For Checo, the race was over.

The most painful part was not simply the retirement. The Mexican had seen a genuine opportunity to fight for victory at his home Grand Prix, possibly the best opportunity he had had up to that point. And he lost it within seconds, in front of thousands of fans who had spent the entire weekend waiting to see him on the podium.

Pérez later acknowledged that he had taken a risk and paid a very high price for it. He had seen the gap and decided to go for it. The problem was that, with three cars fighting for the same piece of track through the first corner, there was very little room for correction.

While Checo's race came to an end, Leclerc continued to finish third.

"I WAS ONLY
THINKING ABOUT
WINNING IN
MEXICO, AND WHEN
I HAD THE CHANCE,
I TOOK A RISK—
PERHAPS TOO MUCH
OF ONE."

SERGIO PÉREZ



Sergio Pérez, accident with Charles Leclerc at the 2023 Mexican GP
PlanetF1.com

DAMON HILL | 1993 BRITISH GRAND PRIX

Damon Hill was only beginning to establish himself when he arrived at Silverstone in 1993. He had been promoted from Williams test driver to a race seat and had already taken five podiums in the first eight races of the season. At home, it seemed the time had come to take the next step.

Hill made a perfect start and passed pole-sitter Alain Prost, while the Frenchman became embroiled in a battle with Ayrton Senna. With his main rivals occupied behind him, the Briton began to pull away at the front and everything pointed towards his first Formula 1 victory.

But with just 18 laps remaining, the engine gave up. Hill's silence contrasted with the disappointment of a crowd that had already imagined itself celebrating. The blow was even harder because, at the following race, a puncture in Germany once again snatched away a victory that had seemed within his grasp.

His first win finally came in Hungary. A year later, Hill also won the British Grand Prix and, in 1996, went on to become world champion.

CHARLES LECLERC | 2021 MONACO GRAND PRIX

For Charles Leclerc, racing in Monaco has always carried a special significance. He literally grew up just a few kilometres

from the circuit and knows its streets as well as any driver. He has also experienced the frustration of being unable to turn that speed into a home victory.

To be precise, in 2021 Leclerc set the fastest time during the early stages of qualifying. But in the closing moments of Q3, he lost control on the exit of the Swimming Pool section and hit the barriers.

The accident brought out a red flag, and Leclerc retained pole position. The problem came afterwards. Ferrari could not repair the car in time and, before the race, a

gearbox problem forced the Monegasque to withdraw. He had taken pole in his home country, but could not even line up on the grid.

A year later, in 2022, Monaco was cruel to Leclerc once again. Starting from pole again, an ill-judged Ferrari strategy in changing conditions left him with a disappointing fourth place.

It was not until 2024 that Leclerc finally achieved victory at his home Grand Prix — the dream of every driver.

Photos

LEFT
Damon Hill getting
out of his car at
Silverstone in 1993.
F1.com

RIGHT
Charles Leclerc
disappointed at the
2021 Monaco GP.
Soy Motor





Oscar Piastri's accident before the start of the Australian GP
PlanetF1

DANIEL RICCIARDO | 2014 AUSTRALIAN GRAND PRIX

Daniel Ricciardo arrived in Melbourne in 2014 carrying enormous responsibility on his shoulders. It was his first race with Red Bull, and the Australian had qualified third, between the two Mercedes of Lewis Hamilton and Nico Rosberg.

With Hamilton retiring with an engine problem, Ricciardo crossed the line second and became the first Australian to stand on the podium at his home Grand Prix.

The celebrations, however, were short-lived.

After the race, Ricciardo was disqualified because his Red Bull had exceeded the 100kg-per-hour fuel-flow limit during the opening lap.

The result disappeared from the statistics, but it would not take long for him to prove that the podium had not been a fluke. Later in the season, he took three victories while Mercedes dominated almost everything else.

OSCAR PIASTRI | 2024 AUSTRALIAN GRAND PRIX

The most recent case before Verstappen belonged to Oscar Piastri. The Australian arrived in Melbourne determined to make amends after losing the 2023 championship to his team-mate Lando Norris at the final race. On top of that, the opening race of the new regulatory era was taking place at home.

Everything seemed set for him to begin the season with a statement of intent.

But McLaren did not make the expected start under the new regulations and Piastri could only qualify fifth, albeit ahead of Norris.

Even so, his race never actually began. During the formation lap to the grid, Piastri clipped the kerb on the exit of Turn 4, lost control and ended up in the wall. His car was completely destroyed as Australian fans watched in disbelief.

And the nightmare continued a week later in China, where problems with the McLaren cars prevented both Piastri and Norris from starting.

The Australian had to wait until Japan, the third round of the season, to finally contest his first Grand Prix of the year.

JAMES HUNT | 1976 BRITISH GRAND PRIX

The 1976 British Grand Prix was one of the strangest chapters in the intense championship battle between James Hunt and Niki Lauda.

At Brands Hatch, Lauda started from pole and retained the lead through the first corner. However, contact with his Ferrari team-mate Clay Regazzoni sent the latter into a spin, before he was hit by Hunt's McLaren.

The race was stopped with a red flag. Hunt could not complete the lap back to the pits because of the damage to his car, but his McLaren was repaired and the Briton took the restart.

After running behind Lauda for part of the race, Hunt managed to pass him and went on to win in front of his home crowd.

It appeared to be the perfect victory. But two months later, an unexpected twist arrived. Ferrari protested the result, arguing that Hunt had not completed the lap back to the pits when the red flag was shown and therefore should not have been allowed to take part in the second start.

The protest was upheld and Hunt was disqualified. The irony was that, despite losing the victory in the stewards' room, Hunt would go on to win the 1976 World Championship in one of the most memorable seasons in Formula 1 history.

SEBASTIAN VETTEL | 2018 GERMAN GRAND PRIX

Arriving at Hockenheim as championship leader and leaving without a single point was probably the last thing Sebastian Vettel had imagined.

The German had an eight-point advantage over Lewis Hamilton before the 2018 German Grand Prix. While Hamilton suffered hydraulic problems in qualifying and started from 14th, Vettel took pole.

For much of the race, everything appeared to be under control. Vettel was leading and heading towards victory in front of his home crowd when rain began to fall in the closing laps. As he reached the stadium section, he lost control of his Ferrari and ended up in the barriers.

The blow was twofold. Not only had he thrown away an almost certain home victory, but Hamilton capitalised on the retirement to win the race after starting 14th and retake the championship lead.

From that point onwards, the picture changed completely. Hamilton never relinquished the lead again and went on to claim his fifth world championship.

Racing at home can provide some of the most important moments of a driver's career, but it can also turn a small mistake into a disappointment that is difficult to forget. Pérez, Hill, Leclerc, Ricciardo, Vettel, Piastri and Hunt experienced it in very different ways: some lost the race, others never even made it to the start, and one even had to wait months before losing a victory he had earned on track.

Because in front of your home crowd, you are not simply racing for a result. You are racing with every expectation resting on your shoulders. And sometimes, that is precisely what makes a home race so special — and so impossible to forget. 

Max Verstappen at Zandvoort
F1.com



INTERVIEW:

MADRING

IT ARRIVES TO CHANGE THE F1 MAP IN EUROPE

By **Diego Merino** | Photos **Diego Merino**

In the months leading up to the first Formula 1 Spanish Grand Prix in Madrid, the street circuit—set to end the Spanish capital's long drought—has become the most talked-about topic in paddocks around the world.



LEFT
Madring's presentation

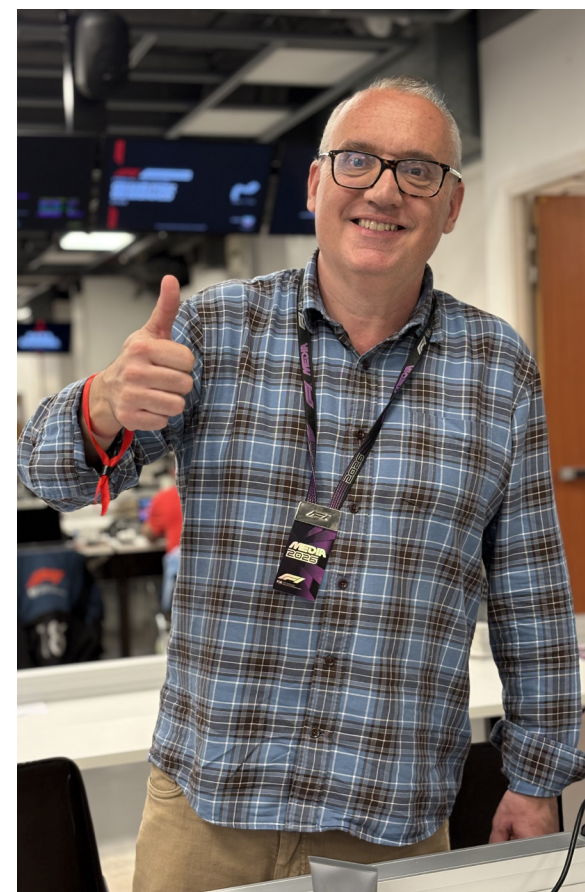
RIGHT
Jesús Balseiro, *Diario AS* correspondent, and Carlos Miquel, Cadena COPE correspondent.

During the Monaco Grand Prix, we sat down with two Spanish journalists who have been ever-present in the premier category for decades. Jesús Balseiro, correspondent for Diario AS, and Carlos Miquel, correspondent for Cadena COPE, share the same enthusiasm, while tempering expectations. They discuss the logistical challenges and dare to look ahead at what Madrid could mean for the future of motorsport in Europe.

A PROJECT THAT WILL BE READY — JUST IN TIME

The first question hanging over the Madring is the same one that has accompanied almost every major urban Formula 1 project over the past decade: will everything be ready?

Jesús Balseiro puts it into historical perspective. "Over the last eight or ten years, we have seen several major projects like Madrid that always face some kind of urgency in the final months, and they always just about make it in time to get started," says the AS journalist, recalling that the inaugural race in Jeddah, where numerous works were still unfinished on the eve of the event, did not prevent the Grand Prix from running smoothly. "Madrid will be the same," he concludes confidently.





ABOVE
Madrिंग promotional event with Carlos Sainz

BELOW
Progress on the stands

Carlos Miquel, from COPE, adds a more emotional perspective to the analysis. "I saw it as a Herculean mission, incredibly difficult, and in the end they are pulling it off," admits the journalist, highlighting the complexity of organising an event of this scale in a major city: municipal permits, road closures and noise management. For Miquel, the achievement is a collective one, but there are names behind it: "With determination, a lot of political backing and a huge effort from Formula 1 and Luis García Abad, Fernando Alonso's manager, they have achieved the most important thing, which is getting the track built."

The journalist nevertheless warns that the surroundings of the circuit may be "a little less spectacular" during this first edition, something he considers perfectly natural for a debut and expects to improve over the years.

Balseiro focuses on what will happen on the track itself: "It won't be the typical boring street circuit. I don't think the drivers will be unhappy with it, although there are a few 90-degree corners that always tend to attract a little more criticism." Beyond the circuit, he points to the factors that will determine the spectator experience: the quality of the grandstands, the atmosphere, how photogenic the layout is and, above all, logistics. "There must not be major traffic jams getting in and out," he says, knowing that mobility in a metropolis like Madrid will be one of the event's biggest tests.

MADRID, A EUROPEAN AND LATIN AMERICAN HUB FOR FORMULA 1

Beyond the technical aspects of the circuit, both journalists agree that the Spanish capital occupies a unique position on the Formula 1 calendar that goes far beyond its geography.

"Formula 1 doesn't have European capitals hosting Grands Prix,"

Balseiro points out.

"It is very difficult to develop a Grand Prix close to a major airport and a major city, and Madrid is going to offer that."

The AS correspondent draws a revealing parallel: Madrid as the European Miami, a hub connecting the continent with Latin America. "I see Madrid as a European hub, but also as a Latin hub on this side of the Atlantic, much like Miami can be on the other side." In his view, the city fits perfectly with the concept of a Grand Prix that Formula 1 is pursuing today: a complete spectacle, a tourist destination and an experience that extends far beyond the race itself.

Carlos Miquel goes even further, openly championing the city's appeal: "Madrid is the best capital in Europe, without a doubt. It is the most welcoming place, with the best hospitality, the best hotels, the most convenient opening hours, and it is a major tourist hub."

The clearest evidence of that magnetism, according to the COPE journalist, can be found in the ticket sales figures themselves. Although 75% of buyers are Spanish, markets such as the United States already account for between 6% and 7% of sales of the 93,000 tickets available. "That means someone with no tradition of following Formula 1 wants to watch a race in Madrid," he concludes.

DEMAND HAS COME AS NO SURPRISE TO ANYONE IN THE PADDOCK

If there is one subject on which the two correspondents speak with one voice, it is the overwhelming success of ticket sales. Neither says they are surprised, and both explain why from different but complementary perspectives.

Balseiro recalls an image etched into the memory of any Spanish motorsport fan: Checo Pérez's demonstration run through central Madrid a couple of years ago. "You had to be there hours beforehand, because otherwise you couldn't see anything, there were so many people who had come to watch a Formula 1 car do three five-minute runs."

For the AS journalist, that was already a clear indication of what was to come. He also points to the

Carlos Sainz speaks during the Madring presentation.



profile Madrid has established as a city of major events: "Madrid is now that kind of city where major events happen. Every weekend there is a major concert, there is a visit such as the Pope's visit now... Madrid is a city accustomed to major events, and I think Formula 1 fits into all of that very well."

Miquel, meanwhile, adds a personal note that connects the past with the present.

"I didn't get to see the last race at Jarama 45 years ago; I watched it on television," the COPE journalist admits. "So finally, I'm going to be able to leave my house to cover a Formula 1 Grand Prix."

An intimate anecdote that nevertheless captures the feeling of an entire generation of Spanish fans, for whom Formula 1's return to Madrid represents something of a long-standing historical debt finally being settled.

CAN MADRID AND BARCELONA COEXIST ON THE CALENDAR?

The most uncomfortable question is also the most inevitable: with Madrid now on the scene, does the Circuit de Barcelona-Catalunya have a future? Jesús Balseiro answers honestly and without sugar-coating it.

"I see it as difficult, beyond the rotation agreement Barcelona has," he says. His argument is not so much about an internal rivalry between the two Spanish circuits as it is about the global pressure facing a calendar that already stands at 24 races. "Portugal has a race over the next two years, and that already tells you something about the interest from other countries and other regions of the world."

"There are markets such as Thailand, Southeast Asia, Africa, which still doesn't have a race, and South America, where at the moment there is only Brazil." Against that backdrop, keeping three events on the Iberian Peninsula seems simply unsustainable to him. "I find it difficult to see three races fitting into a 24-race calendar in the Iberian Peninsula," he concludes.

Carlos Miquel does not directly enter that debate in his comments, but the enthusiasm with which he describes Madrid's potential as an international venue speaks volumes about where he believes the balance of power is heading.

A DREAM FULFILLED, A FIRST TEST STILL TO COME

The Madrid arrives carrying all the expectations of a historic debut, together with all the uncertainties that accompany any major urban project in its early days. Two journalists with decades of experience in Formula 1 agree on the essentials: the circuit will be ready, the city is prepared for the challenge, and the impact of the Madrid Grand Prix on the global motorsport map could be far greater than the attendance figures alone suggest.

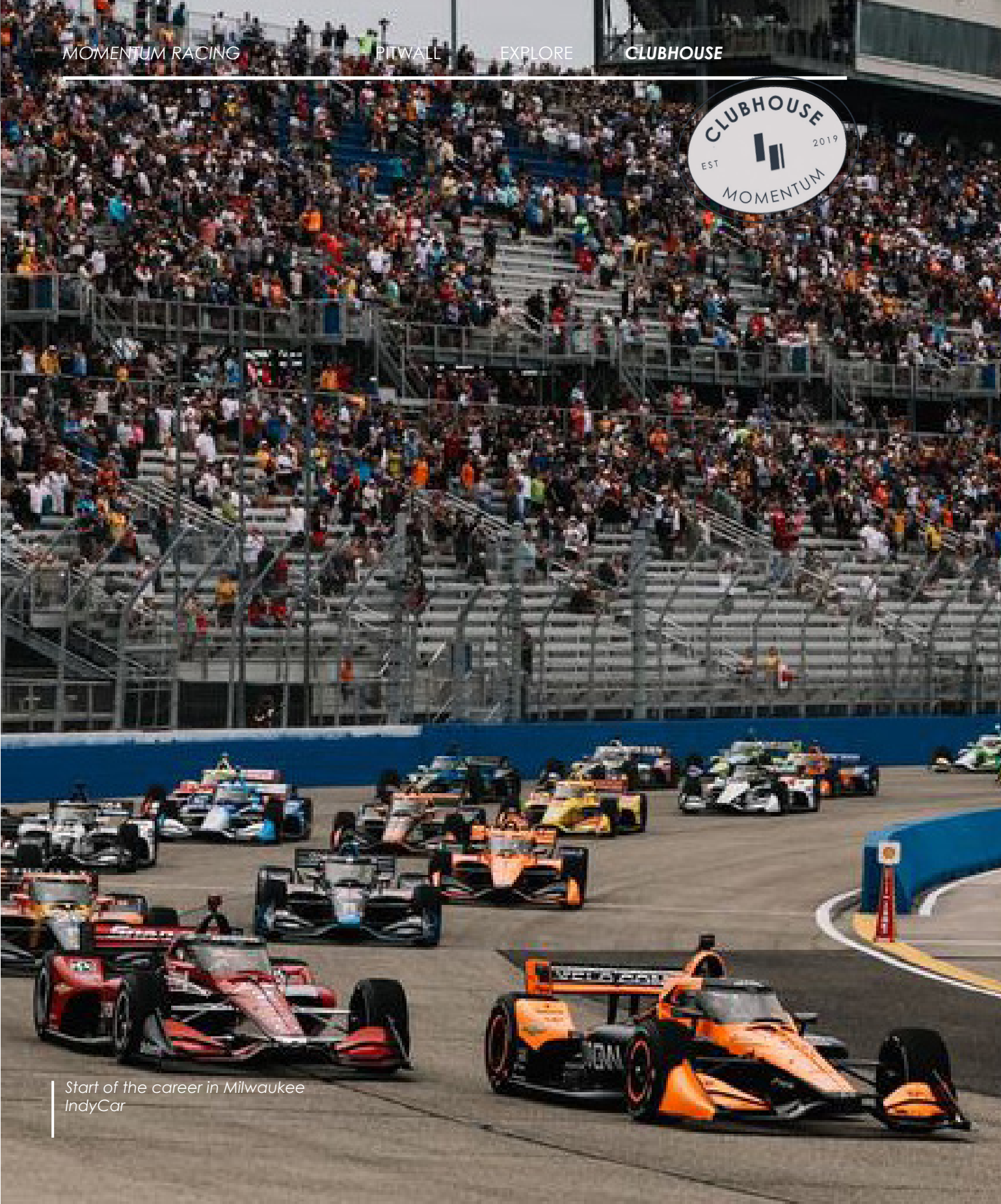
It remains to be seen whether the logistics can deliver, whether the grandstands will generate the same level of excitement as those in other great capitals of the sport, and whether the layout will win over a group of drivers who are notoriously demanding.

But as Carlos Miquel recalls, with that mixture of pride and relief that only comes after waiting 44 years: the most important thing has already been achieved.

The track exists.
Madrid has its race. 

Sources: Jesús Balseiro, correspondent for Diario AS; Carlos Miquel, correspondent for Cadena COPE.





Start of the career in Milwaukee
IndyCar



RECAP:

MOTORSPORT

2 WINS AND 1 CHAMPION

By **Javier Maldonado**



INDYCAR

The problem with running two 250-lap races over the same weekend is that, in theory, you have two races. In Milwaukee, IndyCar ended up with something rather different.

Rain arrived on Saturday, adding another layer of complexity to the weekend. After 90 laps, Pato O'Ward was leading the Snap-on Makers and Fixers 250 when the track was no longer suitable for racing. The red flag came out before half distance had been completed, and the race was suspended until Sunday. What nobody knew at the time was that, before the chequered flag fell for the second time at The Milwaukee Mile, the drivers would have to complete 410 laps.

The delay had already begun before the start. Rain forced the opening race to be postponed by approximately an hour and, when the green flag finally waved, O'Ward started from pole. The Mexican had qualified fourth, but nine-place grid penalties for Scott McLaughlin, Álex Palou and David Malukas for unauthorised engine changes reshuffled the grid. O'Ward seized the opportunity and took control from the outset.

He led the opening 20 laps before Felix Rosenqvist moved to the front. Different pit-stop strategies then began to alter the running order, and O'Ward regained the lead after the first cycle of stops.

On lap 63, a caution was brought out because of moisture on the track, and six laps later several of the leading contenders came into the pits.

On lap 90, the race was finally stopped. O'Ward was still leading. An attempt was made to dry the oval, but there was not enough time or suitable conditions to restart the race that evening. Sunday was therefore set to bring an unprecedented situation: first, the remaining 160 laps of Saturday's race would have to be completed, followed by the second event of the weekend.

PALOU WAITS

Álex Palou arrived in Milwaukee with enough of a points advantage to turn the weekend into his third championship match point. His fifth title was getting ever closer, but the Spaniard did not have the fastest car on Sunday. In the second race, the one originally scheduled for that day, he started from pole but finished fifth.

Palou spent much of the race in conservative mode. At a circuit as short as Milwaukee, with traffic constantly surrounding him and a surface capable of putting particular strain on the tyres, there was little point in taking unnecessary risks. At one stage he even made slight wheel-to-wheel contact, but lifted and prevented the situation from escalating.

Meanwhile, Kyle Kirkwood, his main championship rival, was doing exactly the opposite: fighting his way forward. The Andretti driver had started from 24th and finished sixth. Palou was fifth, enough to keep him ahead of Kirkwood, but not enough to mathematically seal the championship.

O'Ward prevailed once again after a final pit stop allowed him to recover positions and take the lead with 54 laps remaining. Scott McLaughlin finished second, with Christian Lundgaard completing the podium. For O'Ward, it was his second victory of the season.

ROUND TWO

When the suspended race finally resumed, 25 hours and 40 minutes had passed since the red flag had brought the action to a halt. O'Ward immediately moved back into the lead with Rosenqvist behind him, as the drivers resumed the race from lap 91.

The difference now was that 160 laps remained, and the championship outcome was getting closer. Palou did not need to win.

The Chip Ganassi driver had spent much of the day avoiding the outer portion of the circuit, where rubber was accumulating and where several drivers had encountered problems. The wind was also making life difficult: gusts made

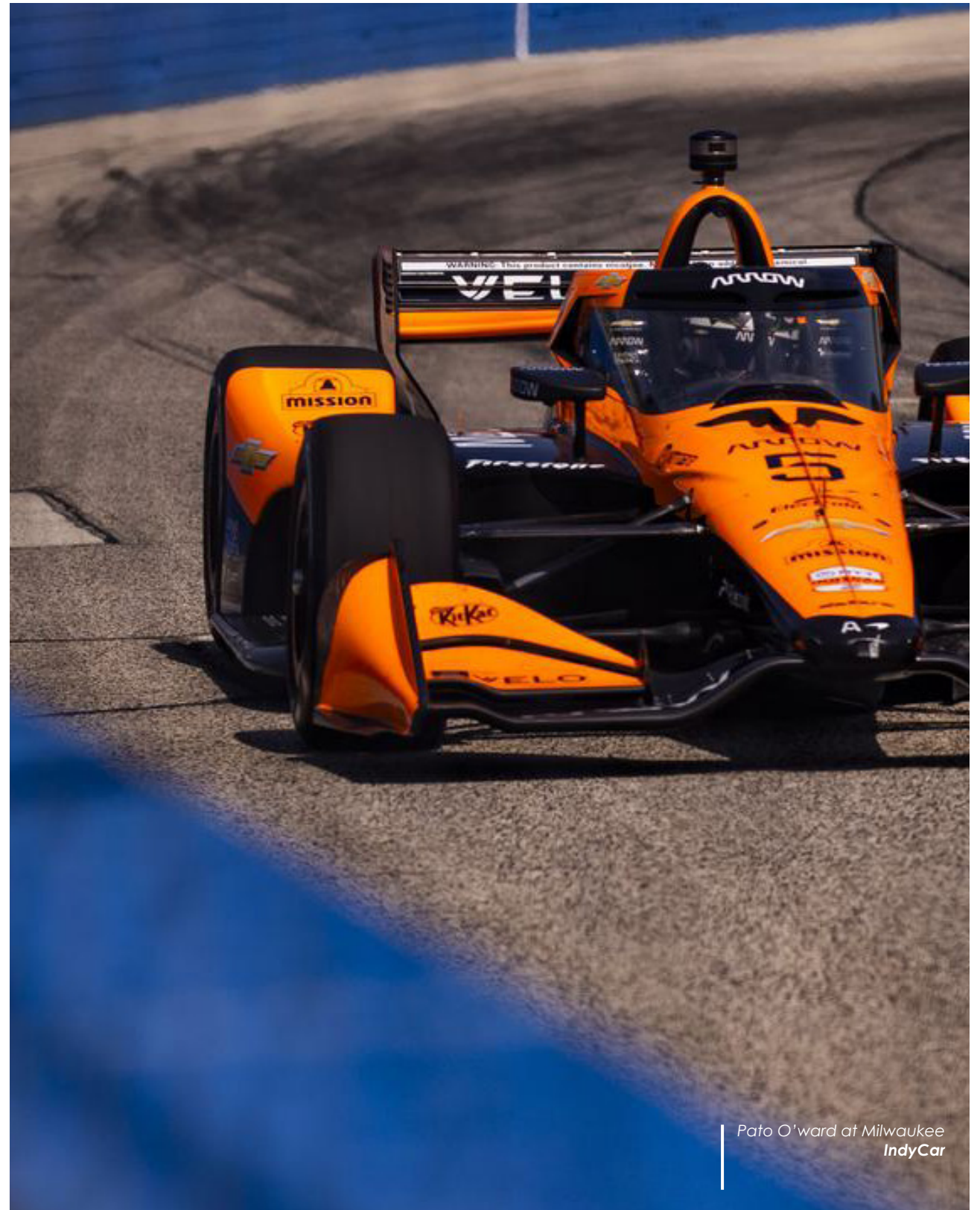
the car particularly unstable through Turns 1 and 2 and on the approach to Turn 3.

Strategy became just as important as outright pace. Some teams tried to bring their stops forward to take advantage of Firestone tyre degradation and gain positions during the pit-stop cycles. Others attempted to make fewer stops. Scott McLaughlin, for example, managed to complete the race with four visits to the pits, one fewer than most of the drivers who finished inside the top ten.

With 19 laps remaining, another restart brought the field back together. David Malukas was leading and was chasing what would have been the first IndyCar victory of his career. O'Ward did not wait. He went down the inside and reclaimed the lead.

Malukas had no answer and, after 250 laps, O'Ward crossed the line first, 1.7535 seconds ahead of the Penske driver. Rinus VeeKay completed the podium after passing McLaughlin in traffic involving lapped cars with just three laps remaining.

This time, there was nothing left to debate. O'Ward had won both races.



Pato O'ward at Milwaukee
IndyCar



A CHAMPIONSHIP WITHOUT A VICTORY

Álex Palou finished tenth. It was not the result he had been looking for when he arrived in Milwaukee, but it was exactly what he needed.

The Spaniard had approached the weekend with the championship in mind, not the victory. While his rivals fought for positions, Palou avoided trouble, kept the car on track and finished both races. With that tenth-place finish, his advantage over Christian Lundgaard reached 100 points, mathematically securing the championship.

At 29, Palou claimed his fifth IndyCar title and his fourth in succession, matching the run achieved by Sébastien Bourdais between 2004 and 2007. Only A.J. Foyt, with seven championships, and Scott Dixon, with six, have won more titles than him.

He also became the youngest driver in the history of the series to reach five championships.

PATO'S SUNDAY

The lasting image of the weekend, however, belongs to Pato O'Ward.

Two races. Two victories.

The first came after rain forced the event to be split across two days and following a battle that was ultimately decided in the closing laps. The second, just hours earlier, had come with O'Ward retaking the lead after a rapid final pit stop.

Nobody had won two IndyCar races on the same day since Rick Mears did so at Atlanta in 1981. O'Ward did it again 45 years later.

With his two victories, the Mexican moved to 12 IndyCar wins and closed out one of the strangest weekends of the season.

Milwaukee had begun in the rain and ended with 410 laps completed over a single Sunday. O'Ward took everything that was at stake on the track. Palou, meanwhile, took what he had come looking for from the outset: the championship.

Between them, they left the season with one final image: one driver celebrating two victories on a day nobody had planned; the other lifting his fifth title after a race in which winning had never been the priority. ||

LEFT ABOVE
David Malukas

LEFT BELOW
Christian Langaard Milwaukee

RIGHT
Alex Palou, 5th time champion

BELOW
Kirkwood en pits Milwaukee

IndyCar



REPORTAGE:

INA PAACE AUTOMECHANIKA

By **Beatriz Maldonado**

There are industries that move to the rhythm of the spotlight — Formula 1, hypercars, multimillion-pound launches in Monaco — and there are others that quietly keep the machinery of the automotive world turning. Or, at least, they remain quiet until the doors close on a record-breaking trade show.

What the latest edition of INA PAACE Automechanika Mexico left behind is more than just a cold statistic for a press release. It is a snapshot of pure industrial muscle. The fact that more than 28,500 visitors from 40 countries gathered in Mexico City was no coincidence. It reflects a broader geo-economic urgency: the continent needs replacement parts, optimisation and rapid solutions, and the Mexican market has established itself as the barometer where all of this is being decided.

INA PAACE Automechanika

The truly interesting story behind this edition is not found in the exhibition floor space, but in the hands of the decision-makers holding the chequebooks. The fact that 74% of buyers with purchasing authority and senior positions placed direct orders during the show, while 98% of attendees achieved their commercial objectives, points to an industry that has moved beyond post-pandemic speculation and into decisive action. People do not come here simply to admire attractive catalogues; they come to do business in a market where competition is intense and decisions carry real weight.

And while foreign policy and tariffs threaten to shake up the North American landscape, the aftermarket industry is demonstrating enviable resilience. We saw it in the discussions at the International Aftermarket Symposium and in global debates surrounding the right to repair: private and commercial vehicles are moving rapidly towards

electrification, yet the vehicles already on the road demand immediate solutions, resilient supply chains and better-trained technicians.

Initiatives such as Automechanika Academy, together with the drive towards emerging technologies through Innovation4Mobility, show that the real challenge facing the modern workshop is no longer simply replacing parts, but staying ahead of digital obsolescence.

In the end, while racing cars burn fuel over Grand Prix weekends, on the everyday tarmac of Latin American streets, the real race is being fought in workshops. And judging by what this edition demonstrated, Mexico is not only holding the wheel firmly — it is pressing the accelerator to the floor.

Do not miss the next edition, taking place from 7–9 July 2027 in Mexico City. 



3^o Generation
Formula 3

81



Dallara
F393

About

At the Circuit Zandvoort served as a definitive launching pad for Jos Verstappen's.

Verstappen's masterful performance in the aero-efficient, Spiess-tuned machine proved he was ready for the pinnacle of racing, directly paving the way for his signing with the Benetton F1 team for the 1994 season.

1993

Engine: Opel -Spiess
Designer: Giampaolo Dallara



Momentum

Jos Verstappen



Jos Verstappen
Verstappen.com

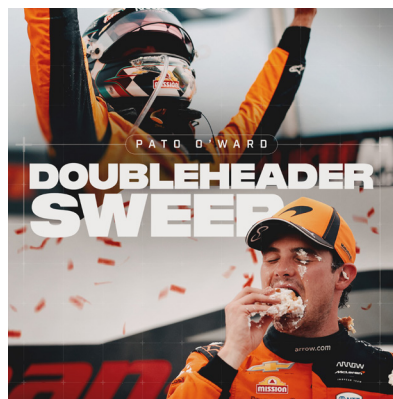


Jos Verstappen and the Opel Team WIS
Formula 3 Masters team
Verstappen.com



Frits Van Eldik
Diego Merino

Scan QR
for video



Indycar So nice, he had to do it twice 🥰
2 días

FUN FACT

INDYCAR SERIES

Palou has already secured his fifth championship, but he will officially receive the Astor Cup at Laguna Seca. With five titles, only A.J. Foyt (7) and Scott Dixon (6) have more championships than he does.

In addition, Palou equaled Sébastien Bourdais's record of four consecutive titles.



Round 14 MADRID Madring circuit

18 °C **5.416 km** **57 Laps**
Air: 36km/h -km/h 22 turns

2025

There is no data, as this is the first time racing on this circuit. It is the inaugural race.

INTERESTING FACTS

F1 returns to Madrid after more than 40 years. The last time Formula 1 raced in Madrid was in 1981, at the Jarama circuit. The return is set for September 13, 2026—45 years later. Madring will also be the seventh Spanish circuit to host an F1 Grand Prix.

The corner likely to become the signature image of Madring is "La Monumental." It is approximately 550 meters long and features a 24° banking. It is a semicircular corner designed to keep cars within the turn for several seconds at high speed.

01.

FIA

FIA President Mohammed Ben Sulayem expressed his support for Argentina's potential return to both Formula 1 and the WRC. Argentina has not hosted an F1 Grand Prix since 1998, while the Rally Argentina has not been part of the WRC since 2019.

[fia.com](https://www.fia.com)

02.

WRC

Mexican driver Miguel Granados, accompanied by Spaniard Marc Martí, finished second in the WRC2 category at the Rally of Paraguay—a particularly significant performance given the event's demanding nature.

[wrc.com](https://www.wrc.com)

03.

INDYCAR

Laguna Seca has just announced that the famous Corkscrew will be renamed the "Zanardi Corkscrew," in honor of Alex Zanardi and one of the most famous overtaking maneuvers in the history of CART/IndyCar.

[indycar.com](https://www.indycar.com)



By Federico López

CHEVROLET Corvette ZR1X

Engine:
5.5-liter twin-turbo V8
+ electric motor

Power:
1,250 hp (1,064 from
the V8 & 186 from
the electric motor)
Torque: 1,063 lb-ft

Speed:
0–100 km/h in 1.9 s
Max. 375 km/h

01.

PROS:

* It is a car capable of competing with the hypercars of our era at a considerably lower price point, coming in at under \$250,000 USD.

*With the ZTK aerodynamic package, it can generate up to 540 kg of downforce at 320 km/h.

*eAWD thanks to the electric motor powering the front wheels.

*Ten-piston front brakes and six-piston rear brakes can bring the car down from 100 km/h in less than 30 metres — something you definitely would not want to test if you have neck problems.

02.

NEUTRAL POINTS:

* Although the car is a hybrid, the vast majority of its power comes from the twin-turbocharged petrol engine. This should keep enthusiasts relatively happy, as the electric motor plays a fairly limited role in delivering the car's performance.

* The car can be driven in "Stealth Mode", allowing it to travel approximately 5–8 kilometres without the petrol engine firing up.

03.

CONTRAS:

* The electric motor takes away the possibility of having a front luggage compartment, or "frunk", which makes the car considerably less practical than a regular Corvette — or even some of the other cars it could compete against.

* The combination of the car's considerable power and relatively low price could potentially put it in the hands of inexperienced drivers, resulting in accidents.

04.

WHY IS IT OUR CAR OF THE MONTH?

Chevrolet's ambition to build a car capable of taking on the biggest names in the business — Ferrari, Lamborghini, McLaren, Porsche and many others — makes it clear that the brand remains focused on performance, driving dynamics and pushing the boundaries.

And it has certainly broken records. Until just a few months ago, the Corvette ZR1X held the record for the fastest lap by an American production car around the famous "Green Hell" — the Nürburgring — with a time of 6:49.275. That beat the previous record held by the Mustang GTD, which had set a 6:52 lap.

However, in April this year, the Mustang GTD received a Competition Package that increased its output to more than 815 horsepower. With the upgrade, it managed to beat the Corvette's time, setting a new record of 6:40.835.

While it may no longer hold the outright record, the outstanding work Chevrolet has done with the Corvette ZR1X is more than enough to earn it our Car of the Month for September 2026. 🏆



THE ART OF ENDURANCE

2025



01.

The Art of Endurance Book

The definitive reference book dedicated to the WEC—the FIA World Endurance Championship—and the world's greatest endurance races. Combining elite motorsport photography, in-depth analysis, and exclusive insights, this official WEC book captures the intensity, competition, and beauty of endurance racing on the world's most iconic circuits.

+ www.cercledart.com/en/produit/the-art-of-endurance-2025/



02.

Girard-Perregaux Laureato Three Gold Bridges Watch

Featuring a radical architecture in which the iconic three suspended bridges are fully skeletonized—appearing as black arrows set against a rose gold or titanium case—this timepiece reimagines the luxury sports silhouette of 1975. It fuses complex mechanical mastery with the timeless elegance of the watch worn daily by Carlos Sainz Jr. in the paddock.

+ girard-perregaux.com



TECH HUB: *Innovation and Technology in Motion*

By **Javier Maldonado**

03.

ALL IN: INDYCAR Tv Show

This production immerses you fully in the intensity of the world's fastest single-seater championship, taking you behind the scenes to witness the extreme pressure, on-track rivalries and the obsessive fight of drivers and teams for glory at the legendary Indianapolis 500 and throughout the entire season. It is an indispensable gem for any motor enthusiast who seeks to understand the true sacrifice behind each green flag.

+ www.youtube.com/watch?v=2DsfsQpIkI&list=PL948kNhk-wMunG3etQKF0pRqR3Ytnumx



DRIVERS	
1. P. Wehrlein	169 pts
2. J. Dennis	164 pts
3.M. Evans	160 pts

CONSTRUCTORS	
1. Jaguar	288 pts
2. Porsche	271 pts
3. Mahindra	252 pts



DRIVERS	
1. K. Antonelli	242 pts
2.G. Russell	183pts
3. L. Hamilton	183 pts

CONSTRUCTORS	
1. Mercedes	425 pts
2. Ferrari	338 pts
3. McLaren	263 pts



SEPTEMBER

01 September
 Birthday
Carlos Sainz

04 - 06 September
 Formula 1
R13 Monza GP



04 - 06 September
 IndyCar
R18 Laguna Seca (Final)



03 September
 Birthday
Marcus Ericsson

10 - 13 September
 WRC
R12 Chile



11 - 13 September
 Formula 1
R14 Madrid GP



14 September
 Birthday
Esteban Ocon

17 September
 Birthday
Damon Hill



25 September
 Birthday
Diego Mejia

24 - 26 September
 Formula 1
R15 Azerbaijan GP



30 September
 Birthday
Mika Hakkinen
Javier Maldonado

30 September
 Birthday
Max Verstappen

Monza
 Diego Merino

Lewis Hamilton at Monza
Quintana Foto



MOMENTUM
Racing

Magazine
Momentum Racing

Editorial Director
Beatriz Maldonado

Editor in chief
Javier Maldonado

Production Coordinator
Beatriz Maldonado

Copy Editor
Javier Maldonado
Beatriz Romero
Antonio Mariscal

Design
Beatriz Maldonado

Editorial Assistant
Natalia Maldonado

Writers
Federico López
Begoña Cano
Ana Cordera
Diego Merino
Juan Gutiérrez
Jastina Golopolosova
Javier Maldonado
Beatriz Maldonado

Journalist/Reporter
Federico López
Ana Cordera

Translation
Javier Maldonado

Photographs
Diego Merino
Miguel Ángel Quintana
Respective
photographers and
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Issue No.
81

MOMENTUM

RACING



Max Verstappen | por Diego Merino / JG MP

No. 81 SEPTEMBER 2026

MOMENTUM RACING

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No. 81 September 2026