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INSIDE...  
**NIGEL ROEBUCK**  
ON FERRARI'S MOST UNPOPULAR STAR

Britain's F1 hero speaks

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And why this race is key to his title challenge

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Figures shown are for comparability purposes; they only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load.

\*There is a new test used for fuel consumption and CO<sub>2</sub> figures. The CO<sub>2</sub> figures shown, however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.





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JULY 2019



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**NIKI LAUDA**  
A life less ordinary

World champion driver, successful team boss, a man who survived against all the odds. His recent death sent shockwaves through Formula 1. Our editor in chief, Andrew van de Burgt, worked alongside Lauda in his days at Jaguar. Here is his personal tribute to a true F1 legend.

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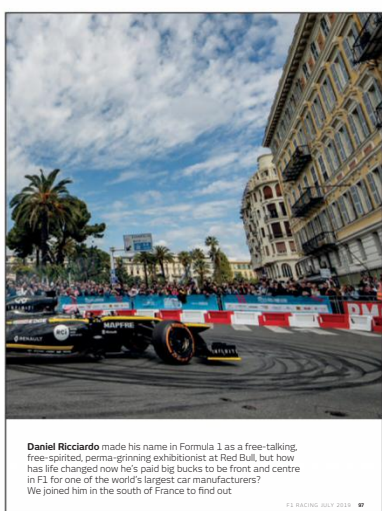


**THEY ASK THE QUESTIONS**  
**DAMON HILL**

The 1996 world champion turned Sky Sports F1 pundit answers questions from his peers on subjects such as Jacques Villeneuve, working with Patrick Head and his collaboration with Delf Leppard.

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DANIEL RICCIARDO SETTLES IN AT RENAULT

**'NICE'** work if you can get it

Daniel Ricciardo made his name in Formula 1 as a free-talking, free-spirited, perma-grinning exhibitionist at Red Bull, but how has life changed now he's paid big bucks to be front and centre in F1 for one of the world's largest car manufacturers? We joined him in the south of France to find out.

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Ben Anderson

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 instagram.com/f1\_racing\_mag

## It's all about the money, money, money...

As Formula 1's proposed 2021 revolution gathers momentum, the gears of its political machine squeal as they slowly but surely drive the championship away from the mists of lofty ideals – better racing, sustainability and closer competition – and towards the clear skies of cold, hard reality – compromise.

Nothing is agreed until everything is agreed, of course, but important details are reaching definition. A budget cap of \$175million per year appears to command broad consensus, mainly because it is slightly higher than the midfield teams wanted and slightly lower than the big teams wanted.

The cap will not cover driver salaries, engines and marketing expenses, sensible when you consider the principal aim is restricting the aerodynamic development largely responsible for the competitive chasm behind Ferrari, Mercedes and Red Bull.

Depending on what Lawrence Stroll is prepared to invest in Racing Point, I can't see any of F1's midfield teams (excluding Renault and McLaren) reaching this cap, even if driver salaries, marketing and engine costs were included, but it should still force a significant reduction in spending by F1's 'big three'.

That's if – and it's a big if – the cap can be policed correctly. Christian Horner made the point recently that each team has a different structure, so finding a one-size-fits-all solution to maintain equilibrium in the new 'Formula 1 Financial Regulations' will not be easy. Red Bull is a separate entity to Honda;

Mercedes and Renault manufacture their own engines but in physically separate locations from their chassis; while Ferrari houses everything under one giant roof. There is potential to accidentally favour certain structures over others, especially when every team is unique, and won't be doing its job if it doesn't try to exploit loopholes.

Horner talks about the law of unintended consequences, which F1 must be forensic about when defining new rules. Recent proposals to bring parc fermé forward to Friday morning is a case in point. It *could* stop bigger teams stretching away from the competition before qualifying begins, as well as easing the mechanics' workload but, as Toto Wolff points out, this will simply shift work away from the circuit and into the virtual world.

This is already happening because the battleground of modern F1, between the haves and the have-nots, is the world of simulation, where top teams essentially test during the race weekends, employing groups of engineers and drivers to help the race teams perfect their cars before qualifying. The rise of 'Virtual F1' is itself an unintended consequence of testing restrictions, implemented to reduce costs and rebalance the competitive picture.

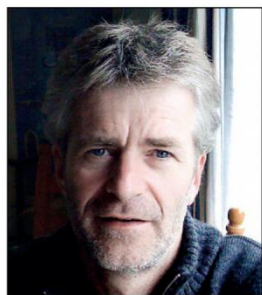
Which brings us neatly back to the budget cap: a laudable way to tackle F1's inequality, but one that, if all consequences are not carefully considered, could end up unintentionally doing precisely the opposite.

### Contributors



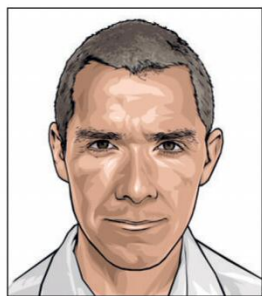
#### EDD STRAW

Straw started reporting on F1 in 2008. This month's column is on Valtteri Bottas (p28) and he also interrogated Damon Hill (p86)



#### ALISTER THORPE

This month Thorpe was invited to Claire Williams's Ascot home where she agreed to be photographed for a Long Interview (see p72)



#### STUART CODLING

A trip to the south of France led our executive editor, Codders, to meet Dan Ricciardo during a Renault demonstration run, see page 96



#### JAMES ROBERTS

Jimmy's chat with Claire Williams covers life growing up around F1, right up to the present day as Williams deputy team principal, p72

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*Michael Schumacher raises his fist in victory at FORMULA 1 GRAN PREMIO DI SAN MARINO 2002*  
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## Close encounters of the Monaco kind

Monaco is always a great place for photographers because nowhere else do you get as close to the cars as here. After shooting the start at the exit of the tunnel, I spent the last 20 minutes of the race next to the guardrail just before the chicane.

I was watching Max Verstappen close on Lewis Hamilton and stayed in position just in case he attempted a move. That happened two laps from the end, as Verstappen attempted a pass on the inside.

Luckily I was on a wide angle lens and high shutter speed, so I was able to capture the move in its entirety. Only when I saw a replay on TV did I realise how close I was to Verstappen.



### Photographer

Hasan Bratic

**Where** Monte Carlo, Monaco

**When** 4.53pm, Sunday  
26th May 2019

**Details** Sony A9,  
24mm lens, 1/1000th @ F2.8





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## Lewis reflects after crowd boos

The pit building and podium in Montréal were rebuilt in time for this year's Canadian GP, so I was able to photograph *parc fermé* looking down from the new, wider podium.

I watched as race winner Lewis Hamilton carefully took off his helmet and HANS device and then jubilantly went over to celebrate with his team. Despite what had happened on-track, he was pretty exultant at winning at a place he loves.

But as he was being interviewed for TV, he then heard the crowd boo. Although they are predominantly Ferrari fans, Hamilton's body language appeared to change and he suddenly became more reflective on his victory.



**Photographer**  
Steven Tee

**Where** Montréal, Canada

**When** 3.50pm, Sunday  
9th June 2019

**Details** Canon EOS-IDX MkII,  
102mm lens, 1/1000th @ F7.1

## Harvest time for Gasly's Red Bull

From experience I know there's an opportunity to frame a striking rear shot of an F1 car from the exit of the Monaco tunnel, so that's where I headed for practice early on Saturday morning.

There are a couple of challenges with this shot, namely shooting through the safety fence and tracking the cars as they move to the right of the race track.

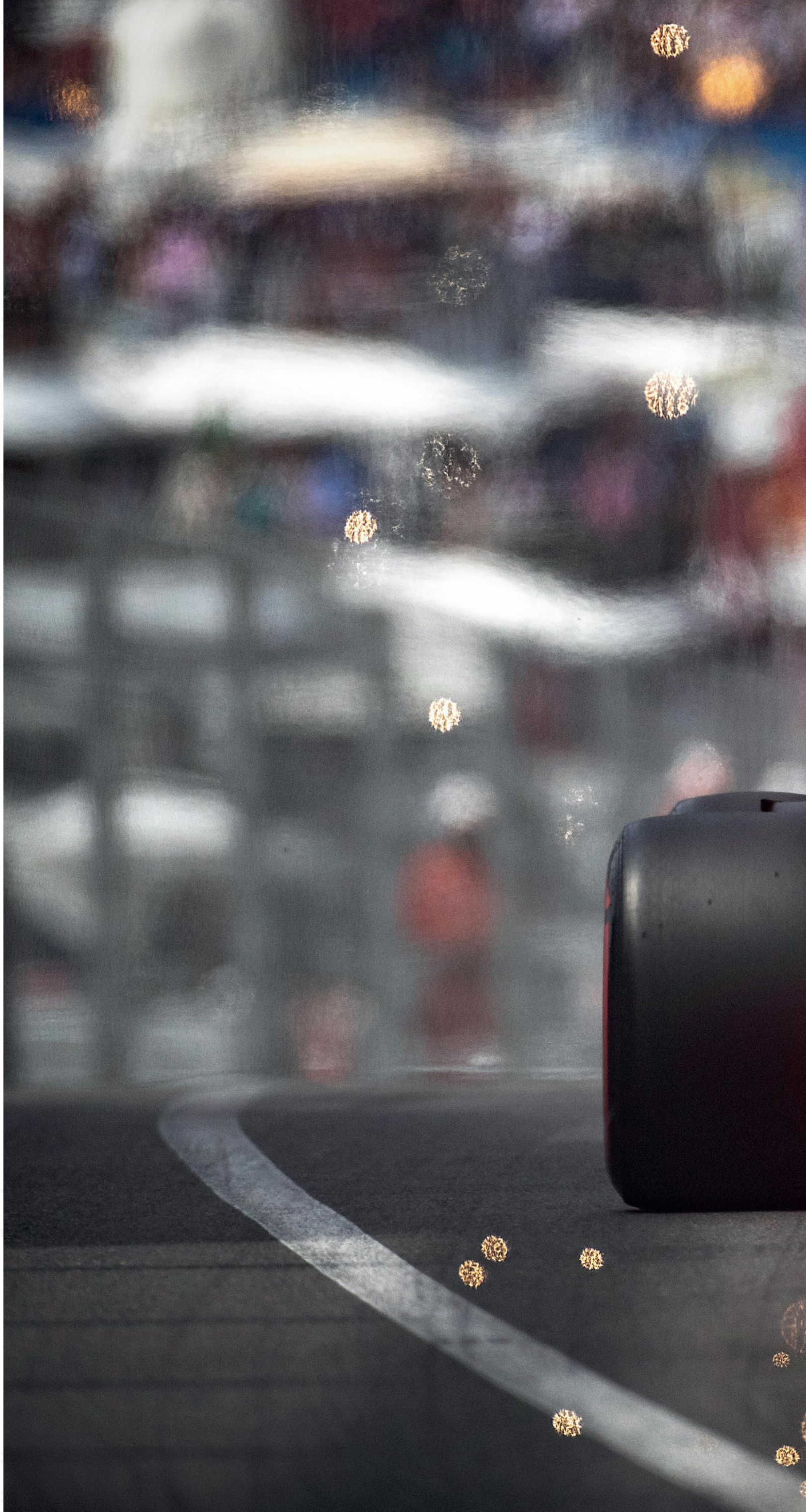
This shot of Pierre Gasly in the Red Bull was taken on his out-lap. He isn't going particularly fast as you can see the new-for-'19 red lights on his rear wing flashing, indicating to anyone following that his Red Bull is harvesting with its energy recovery system.



**Photographer**  
Glenn Dunbar

**Where** Monte Carlo, Monaco  
**When** 12.14pm, Saturday  
25th May 2019

**Details** Canon EOS-1DX MkII,  
600mm lens, 1/8000th @ F4.5









## A day shooting after a walk in the woods

This is one of my favourite places to photograph from during the Canadian Grand Prix weekend. It takes a little while to find this spot, but I made the trek for the start of FP2.

From Turns 1 and 2, you have to walk around the outside of the track and I'm positioned close to the fast kink in between the first and second chicanes. I'm shooting through the trees, while my back is to the mighty St Lawrence seaway.

The technique to this shot is quite tricky – but you need a long exposure to get the Ferrari (in this case Charles Leclerc's) sharp, while blurring the trees in the foreground by panning. The problem is the cars are doing about 160mph at this point...

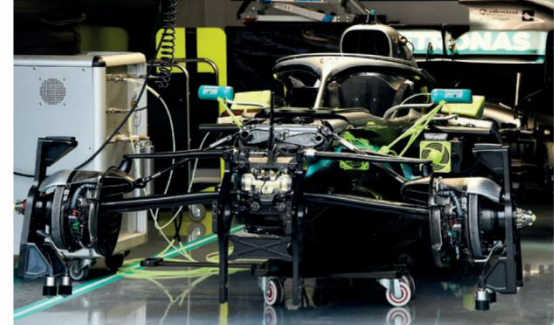


**Photographer**  
Glenn Dunbar

**Where** Montréal, Canada

**When** 2.35pm, Friday 7th June 2019

**Details** Canon EOS-1DX MkII, 190mm lens, 1/10th @ F8



JONATHAN NOBLE

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## WHY IS MERC SO FAST THIS YEAR?

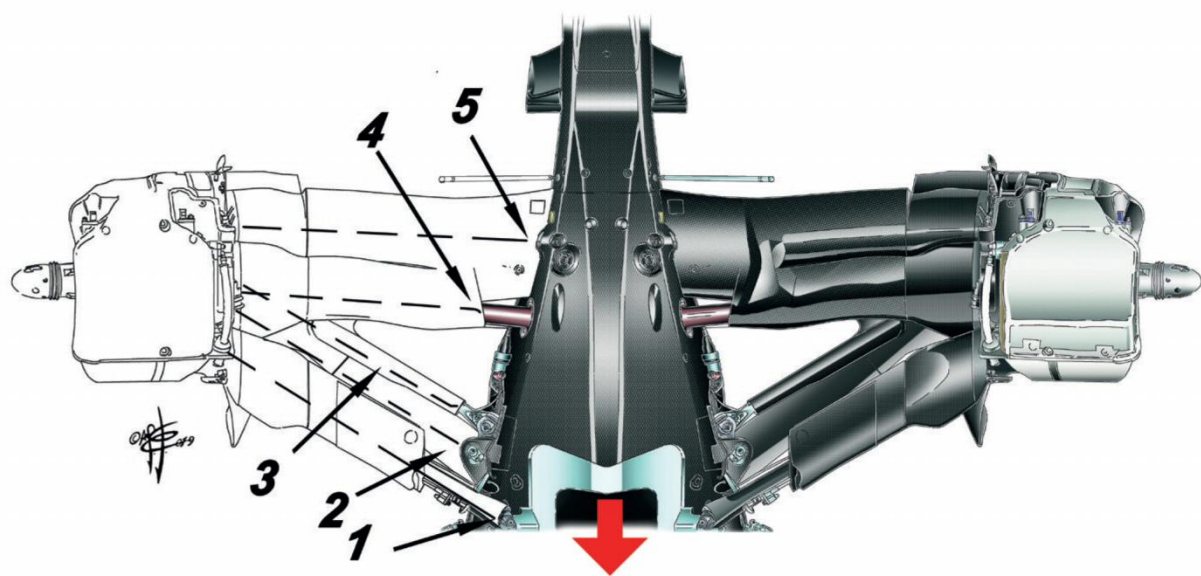
**01** In the fight between Ferrari and Mercedes, it is slow-corner performance that has emerged as the key area of improvement for Mercedes in 2019.

For all the tenths of a second that Ferrari gains on the straights – thanks to an engine power advantage and a more aero-efficient car – Mercedes claws that back and more with pace in slow turns. The W10 now allows Lewis Hamilton and Valtteri Bottas to brake late, carry extra speed and swiftly rotate the car through the corners.

“It is clearly a big improvement since last year,” says Bottas. “We saw in some of the slow-speed corners we were not the best but now we have made huge steps and definitely the front end of the car is a lot better on entry. It means you can brake a tiny bit later and rely on the front to get the car turned through to the exit. Compared to last year the car is feeling much more like it is going where you

Mercedes has negated Ferrari's power advantage by finding more pace through slow speed corners





want it, and that is a good feeling.”

Mercedes clearly has more peak downforce than Ferrari, but it has emerged that some of the step forward has come from a new suspension setup.

At the front, Mercedes has developed a double bracket solution that has effectively shortened the pushrod. This has helped the nose to dive relative to the suspension when a lot of steering lock is used in slow bends, which is useful for maintaining a stable aero platform and loading up the front tyres. But there’s more intrigue about what Mercedes has done at the rear of the car. The team has developed a unique multi-link suspension system that takes on an idea

**Mercedes has developed a unique multi-link suspension that has resulted in extra speed in the slow corners**

The Mercedes design, and the gains the team has made, has even prompted wild speculation it has developed some kind of rear-wheel steering concept, but technical director James Allison has brushed that idea off.

“I know that it’s hard for people to believe us when we say stuff, but honestly this talk about our rear suspension just makes us giggle,” he told Swedish F1 broadcaster Viasat. “There’s this enormous story that has built up around what our rear suspension is and what it does. You just think, ‘where on Earth did that come from?’ We’ve just got a car with a nice aero platform, lots of grip from the aero platform that the suspension is good at delivering onto the road. The car goes quickly as a result of that.

“There’s a little bit of a misconception about slower corners. You often read commentary from people not inside the engineering parts of teams saying there’s no aerodynamic effect in slow corners, they are too slow, it’s all about mechanical grip. In reality the opposite’s true. The most important corners aerodynamically are the slow ones. If you improve the car’s aerodynamic performance at low speed, you get lap time in droves.”

It’s a lesson Ferrari has learned the hard way in 2019.

## BRITISH GP FIGHT FOR SURVIVAL

**FOR ALL THE TENTHS OF A SECOND THAT FERRARI GAINS ON THE STRAIGHTS MERCEDES CLAWS THAT BACK AND MORE WITH PACE IN SLOW TURNS**

Red Bull has used at the front of the RB15.

As the above graphic by technical illustrator Giorgio Piola shows, at (1) there is the front leg of the lower wishbone, at (2) is the front leg of the top wishbone, with the attachment covered by the front rocker linkage, and at (3) is the pullrod.

But the interesting points are at the rear, where at (4) the wishbone covering also extends to the driveshaft. The main body of the wishbone

element is at (5), and the carbon fibre ‘body’ features a slot gap as it bends further outboard to work the airflow harder.

The design delivers mechanical gains to better manage rear tyre temperatures – something Mercedes has really got on top of this year – and brings aerodynamic benefits. The suspension arms generate an airflow that is better aimed for optimising the rear diffuser performance, with an increase in load that does not increase drag.

According to the regulations, only six suspension members can be used per wheel upright – with a traditional wishbone counting as two – hence Mercedes appears to have cleverly included the trackrod (which retains the horizontal position of the rear wheel and controls toe in/toe out) in the rear wishbone geometry.



02

PICTURES: ANDY HONE; GIORGIO PIOLA; JOSE RUBIO; JAKOB EBREY

**It’s not just teams and drivers** that are fighting each other in Formula 1 this year, because some of the sport’s tracks are also scrapping it out to stay on the calendar.

The arrival of new races in Vietnam and Holland for 2020 has left F1 owner Liberty Media in a scenario where it can take its pick from five venues – Britain, Spain, Germany, Italy and Mexico – to fill the remaining slots ▶



in the calendar. Two new races in, means two are out for next year. For British fans this is not ideal, because as *F1 Racing* closed for press there was still no guarantee the British GP would continue beyond 2019.

Silverstone previously had a deal to host the race until 2026, but at costs rising to £25m per year. Two years ago, the race promoter opted to activate an early break clause and exit the contract after 2019. Negotiations over a new contract continue. Silverstone is playing hard ball, reckoning Liberty knows losing the British Grand Prix – with a British world champion currently dominating the championship and most of the teams based in this country – would be embarrassing.

The trade-off may be that Silverstone is denied a traditional five-year extension. Instead, it could get a two-year contract, to allow for renegotiation once F1 has assessed the impact of the 2021 rule changes on the political and financial landscape.

Silverstone circuit boss Stuart Pringle is taking nothing for granted as negotiations continue: “I remain optimistic that we’ll reach an accommodation that works for both parties. But we’re not there yet. I think there are two standout important races among the five that are up for renewal. I’d rather be batting for this circuit than the others.”

The other standout venue Pringle is referencing is Monza, which also looks set to keep its place on the calendar. Although the fate of the Italian GP has regularly hung in the balance in recent years, the Automobile Club of Italy said last month that things were heading in the right direction after it had reached agreement over the ‘economic aspects’ of a new deal.

That means the three remaining venues are fighting it out for what looks like the final slot. Germany already has an option in place for 2020 as part of its deal to host a race this year. That option runs to pretty much the same terms as the 2019 event, so the ball is in Liberty’s court as to whether it wants to take



**Germany (top) and Spain (above) could be the losers when the 2020 calendar music stops**

that up or drop it if a better offer is available. That puts the onus on Spain and Mexico to come up with the money.

The Spanish GP appeared to be dead when it emerged Zandvoort would be taking an early date in May. Officials in Barcelona were making more optimistic noises during ▶

## F1 DIGEST THE MONTH'S BIG STORIES AT A GLANCE

**20.05.19** W Series points leader Jamie Chadwick joins Williams as a development driver

**21.05.19** A proposed layout for a GP in Rio de Janeiro is unveiled, but a race is not expected before 2021

**21.05.19** Kyalami owner ‘committed’ to grand prix amid F1 interest



**22.05.19** Italian Formula 4 racer Leonardo Lorandi is appointed a Renault “affiliate driver”

**24.05.19** F1 abandons its plan to switch to a standard gearbox in 2021

**02.06.19** Lewis Hamilton reveals on David Letterman’s show he could race in F1 for another five years



**06.06.19** March co-founder Robin Herd passes away at the age of 80



**13.06.19** F1 chiefs agree to delay the presentation of the 2021 regulations until late October

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# BACK TO COMPETE

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**Mexico, despite huge patriotic support, may go if government help is not forthcoming** its race weekend, but a plea from the country's automobile club for government help is potentially a bad sign. Mexico's future too rests on government support, but local authorities are not convinced the expenditure is justified. The battle between Spain, Germany and Mexico may come down to dollars in the end. Whichever venue is able to pool together the most attractive offer for Liberty will probably be the final winner in this fight to remain in F1.

## NO AGREEMENT ON 2021 RULES

**03 Formula 1 teams are often** accused of never being able to agree on anything. But, in a break with the norm, they were unified on one thing shortly after the Canadian Grand Prix: that they cannot agree exactly what the sport's 2021 rules overhaul should look like.

Liberty Media is pushing on with plans for a radical overhaul of F1 for 2021, and an end of June deadline in the FIA's statutes to get the rules in place added urgency to discussions. After months of debate with teams, the FIA and Liberty presented a vision for technical, sporting and financial rules on the eve of the Canadian GP weekend.

While there was approval for the general outline of what was proposed, honing in on the details has proved more difficult. After what were described by insiders as often "heated" meetings in Canada, concerns about certain aspects of the rules meant that there was not enough support to get them approved by teams.

The paralysis created a serious risk of the 2021 changes not happening, so the FIA called a team summit in Paris the week after the race. Also invited were tyre supplier Pirelli and driver representatives, with Lewis Hamilton, Nico Hülkenberg and GPDA chair Alex Wurz attending.

The only agreement after the meeting was that discussions should continue until October, although some teams only committed to that on the basis a \$175m budget cap – which commands broad support – was set in stone.

What happens next will be a series of further meetings to try to shape the rules, so that all teams think they are workable and will deliver on the aims of making F1 more exciting and level the playing field in financial terms. FIA president Jean Todt remains optimistic the extra time will prove useful in getting things sorted.

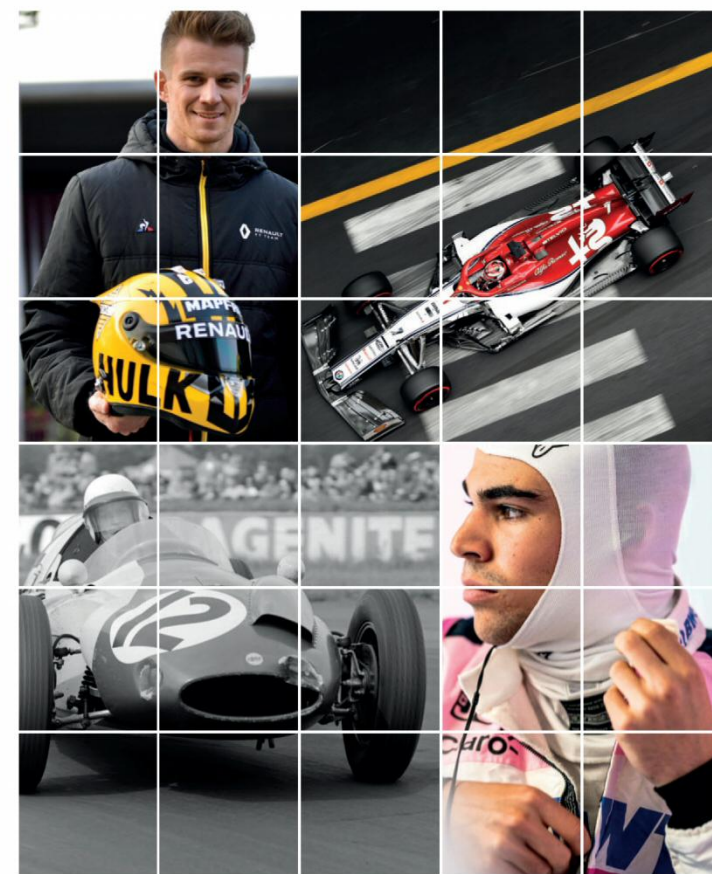
"I'm not worried at all," he said. "Very often I'm worried because nobody agrees. For once, we managed to have the 10 teams agreeing, the commercial rights holder and the regulator of the championship. So, now we must make sure everybody is working."

**“ WHILE THERE WAS APPROVAL FOR THE GENERAL OUTLINE OF WHAT WAS PROPOSED, HONING IN ON THE DETAILS HAS PROVED MORE DIFFICULT ”**

# F1 MASTERMIND

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- Q1** What has Lance Stroll managed to do in a GP that team-mate Sergio Pérez has yet to achieve?
- Q2** How many Dutch Formula 1 GPs have not been held at Zandvoort?
- Q3** Which engine manufacturer has more world championship F1 race wins: Ford or Renault?
- Q4** Who drove for Tyrrell in the team's final season in Formula 1 in 1998?
- Q5** Who is the most recent Formula 1 driver to be born in London?
- Q6** In what year did Mark Webber win the first of his nine grands prix?
- Q7** Tony Brooks managed only one hat-trick of win, pole and fastest lap, at a circuit that only held one world championship F1 race. Where was it?
- Q8** In Monaco Kimi Räikkönen became the fifth driver in F1 history with 300 entries to his name but he has failed to start which three races?
- Q9** True or false: Nico Hülkenberg has never recorded a grand prix fastest lap?
- Q10** How many first-time grand prix winners have there been this century: 17, 19 or 21?



**1** Start from the front row (Italy, 2017) **2** 3 Ford (176 to 168) **4** Ricardo Rosset and Toranosuke Takagi **5** Alexander Albon **6** False, he has two (Singapore 2012, China 2016) **7** 19 **8** Belgium (1959) **9** 2009 **10** 2001, USA 2005, Malaysia

PICTURES: ZAK MAUGER; JERRY ANDRE; GLENN DUNBAR

# BORN TO PERFORM



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*La meccanica delle emozioni*



Fuel economy and CO<sub>2</sub> results for the Alfa Romeo Quadrifoglio range: MPG (l/100km) combined: 27.2 (10.4) to 24.6 (11.5). CO<sub>2</sub> emissions: 222 - 206 g/km. Fuel consumption figures determined on the basis of WLTP regulation (EU) 2017/1347. CO<sub>2</sub> figures, based on the outgoing test cycle, will be used to calculate vehicle tax on first registration. Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load.



# THE F1 ANALYST

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evolved Hamilton is more robust, utterly in control and the odd bad weekends that occasionally, but consistently, cropped up have been eliminated. Each of the past three seasons have started, by his standards, relatively weakly but in no way can they be considered bad. Hamilton described his performances in the early stages of this year as 'average', but average for him is still plenty good enough to lead the championship and win five of the first seven races. Bottas at his best has never had a run like that.

What Hamilton is now able to do is work with the car, get on top of it and then master it. In both 2017 and 2018, during the early stages of those seasons, he was at his least convincing and Bottas looked relatively good. That pattern has been repeated this year, albeit with Bottas much closer in terms of points. Bottas is still yet to make sure he will remain at Mercedes in 2020, so given the tendency for his campaigns with the team to unravel he must keep up this level relative to Hamilton for a while yet simply to ensure he stays on.

Let's assume Bottas maintains his level, what then? He has made it clear that he is determined to fight for the championship and, given his being out of title contention was one of the justifications for team orders robbing him of Russian GP victory last year, staying within range of Hamilton is clearly the minimum he will accept.

It's unrealistic to believe Bottas can consistently beat Hamilton, not unless some kind of sudden decline sets in for the five-times world champion – who recently said he feels he can go on for another five years in F1. What Bottas can do is stay close by delivering at or close to his best at the highest possible rate. The question then is can he destabilise Hamilton? The collision on the first lap of the 2016 Spanish GP, when Rosberg moved right to defend against Hamilton out of Turn 3 and both ended up out of the race, was that season's defining moment. The team shared the blame, Hamilton felt he had been let down and that some factions favoured Rosberg, and it created a bad atmosphere. Rosberg thrived in this environment, got the best out of himself while Hamilton couldn't and, combined with some good luck, Rosberg nicked the title.

So, Bottas 'does a Rosberg' and might history repeat itself? After all, Hamilton has been rock solid since the start of 2017 but has never faced a serious threat from inside the team, so it's a scab Bottas could attempt to pick at with his own Rosbergesque shenanigans. But even if Bottas were willing to trigger a civil war with Hamilton, which seems unlikely given his temperament, it would backfire. Rosberg was well-established

## IS IT ALREADY TOO LATE FOR BOTTAS?

**How do you beat Lewis Hamilton?** That's a question Valtteri Bottas will have been asking himself recently, sporadically coming up with a good answer but not the definitive one that will allow him to be victorious over a season. This question might prove to be at the heart of whether or not the 2019 world championship battle is already over.

Hamilton has only been beaten by a team-mate over a season twice in 12 attempts. The first was by Jenson Button at McLaren in 2011 as Hamilton became swept up in a maelstrom of on-track incidents amid suspicions of distractions away from the circuit. That Hamilton is long becalmed, so well-balanced does he have his professional and personal lives, so there's little hope for Bottas there. Perhaps Nico Rosberg is a more recent, and potentially relevant, example to follow?

Rosberg won the 2016 championship partly thanks to luck, with Hamilton suffering a disproportionate number of the few significant Mercedes engine problems that occurred that season. But Hamilton also left too many points



**After his good start to the season Bottas has found himself falling away from Hamilton of late**

on the table – eventually leading to a realisation that no matter how good you are, you must leave nothing to chance and take every score going. This has made him a more relentless competitor and closed the obvious chinks in his armour. Add to that Rosberg's willingness to be ruthless in his dealings with Hamilton, who he knew inside-out given they were first team-mates in karting way back in 2000, and you have one answer as to how to beat Hamilton to the title.

Bottas's first problem is that the 2016 Hamilton is no longer what he's facing. The

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*La meccanica delle emozioni*



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at Mercedes having been at the team three seasons longer than Hamilton, so was on firmer ground. Bottas is in the position where if he caused problems he would be out the door as sure as he would be if he underperformed. It's neither a path he can go down, nor one he would want to go down. Hamilton's leadership is unquestioned, while Mercedes will not be willing to get into the situation it did previously when everyone was walking on eggshells and

desperate not to be seen to favour one over the other. If you invest energy in managing internal tensions, the risk is you are exposed to threats from outside. And Hamilton and the team are also wise to such tricks.

Speaking at the Spanish Grand Prix, off the back of his defeat to Bottas in Azerbaijan, Hamilton explained how any such situations are nipped in the bud and why there's no chance this will go down the 2014-16 route. This was in response to a question about Toto Wolff suggesting he saw a little of

**“BOTTAS IS IN THE POSITION WHERE IF HE CAUSED PROBLEMS HE WOULD BE OUT OF THE DOOR AS SURE AS HE WOULD BE IF HE UNDERPERFORMED”**

Hamilton v Rosberg in the battle between Bottas and Hamilton at the first turn in Baku.

“He has seen a glimpse of that but what's really important is we pull together as a team,” said Lewis. “We've discussed it and hopefully rectified it and that won't spring up again. Whereas what happened before, an individual just continued to go down that route. That's not what we have here.”

The only question is whether next time they are side by side on track, as they were in Baku when Hamilton could have hung his team-mate out to dry but likely cost Bottas places in doing so, things

will get a little more aggressive. As Hamilton also said in Spain “we're not going to be touching, that's for sure, but in terms of giving up positions, that won't happen again”. Perhaps how aggressive Hamilton is next time will be a measure of how seriously he takes Bottas as a threat?

But as Bottas can't go down the path of war, if he is to have a chance of beating Hamilton, there's only one way: brute force. That means beating him more often than not in qualifying, and doing the same in the race. History tells us that's desperately unlikely.

**Bottas needs to think long and hard about the route he must take to beat Hamilton to the 2019 title**



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# UNDER THE HOOD

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epoxy tooling block material. An engineer will pass the virtual CAD model through a process called tool pathing, which programmes the large 5-axis machines that cut the tooling block to the required shape.

Once machined the surface must be brought to a high gloss finish. This is still largely done by hand sanding with wet and dry paper followed by the application of a high gloss epoxy paint. The pattern will then be inspected using laser scanning or a 3D coordinate measuring machine, as any errors at this point will be reproduced in every component made.

The next stage of the process is to make the mould itself. These are normally made from carbon, which may sound extravagant but

has the advantage that when the items are finally cured at high temperature, the mould will expand at the same rate as the carbon fibre component inside it. The pre-preg used will, however, be one of the cheaper varieties and many plies will be laid to make a very rigid mould that is an inverse of the final component. If the mould is large, such as for the monocoque, a stiffening frame will be incorporated in the lay-up. After the initial cure, the mould will be solid but will then be post-cured at a higher temperature to enhance its robustness for further use.

With moulds finished the production work can start. The first stage is to lay the pre-impregnated carbon cloth in the mould. This is done by highly skilled laminators who follow the precise design that has been

## HOW F1 TEAMS MAKE VITAL AERO PARTS

**In last month's column** we looked at composite materials and investigated the plethora of different fibres, weaves and resins that allow these materials to be accurately tuned to the many different requirements of strength and stiffness required in a Formula 1 car.

While the process of forming metallic components through casting, fabricating, machining and even 3D printing is relatively well understood, the process of manufacturing carbon composite items is somewhat complex, so now we will try and de-mystify some of those complexities.

A composite component will be of one of two distinct forms, either a solid monolithic, relatively thin structure, such as a brake duct, where the carbon fibre plies are formed together to produce an item that resembles something made out of sheet metal, or, more commonly, a composite structure consisting of two thin skins that carry the loads in the component but which are separated by a core material, which is typically a honeycomb structure but can also be a very light foam.

The manufacturing process for composite components starts, as always, in the designer's Computer Aided Design (CAD) system. The design starts as a 3D model of the finished component and detail will be added to this as the design evolves through stress analysis. The designer decides what types of carbon and resin systems to use, exactly how many plies and what orientation of those plies is needed.

The 3D model forms the basis of the pattern from which moulds for the component will be made. The pattern is a solid representation of the finished component usually machined from an



The beginning of the manufacturing process for composite components is always a CAD system



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A stiffening frame is incorporated in the lay-up if the component – such as the monocoque – is large

determined by the designer and verified by the stress engineers. The orientation of the plies is particularly important so some experimentation sometimes has to be made with how the material is draped into the mould. The pre-preg can be a little reluctant to get into sharp corners and the laminators will often use a domestic hair drier to heat the resin, hence lowering its viscosity and allowing the material to become more pliable.

Several layers, known as plies, may be built up in this way. Each one must be placed precisely to the instructions contained in the laminating book and sometimes lasers or augmented reality type video systems help the laminator align the plies exactly. Sometimes it is necessary to ensure the material is well consolidated with no air bubbles between plies. This will be done by applying a vacuum and moderate heat to the laminate to force the plies together and into the mould. This is a process known as debulking.

With all the plies in place the final cure can be carried out. Firstly, the carbon fibre in the mould is covered with a release film. This in turn is covered in a cotton wool-like breather fabric and finally a vacuum bag, which is sealed to the mould with a putty-like tape. Vacuum line attachments

are pushed through the vacuum bag and the whole assembly put in an autoclave, in effect a huge oven that can be pressurised. With a vacuum drawn on the work the cure cycle begins. This involves bringing the temperature and pressure up in a controlled manner. Typically this is a two-stage process with an intermediate temperature and pressure allowing the resin to flow and for gasses to escape before finally consolidating the materials and fully wetting the fibres. A typical cure cycle might slowly heat the assembly to 175 degrees centigrade with around 6 bar pressure in the autoclave. This will be held for some time before both pressure and temperature are ramped down.

If a core is to be used then this can either be incorporated in a single hit of outer laminate, core and inner laminate, or assembled into a pre-cured outer laminate. A film adhesive will be placed between the core and the skins to ensure adhesion.

To apply loads into the structure, inserts may

also be co-cured into the structure. These will be typically aluminium or solid carbon and a foaming adhesive may be used to ensure a bond to the skins and core.

Once cooled, the component will be released from the mould and cleaned up before undergoing dimensional checks. If the component is structural, for example a wing or suspension leg, it will also undergo X-ray or ultrasonic scanning to check for consolidation, before being subjected to a mechanical proof strength test and finally being fitted to the car.

The rise in composite technology in F1 has brought improved safety and lightweight structural efficiency. While the material may have been invented in the aerospace sector, it is F1 that has pushed its limits in both material science and application, to the point where it is now also a viable material for lightweighting road vehicles for reduced fuel consumption.

## THE RISE IN COMPOSITE TECHNOLOGY IN F1 HAS BROUGHT IMPROVED SAFETY AND LIGHTWEIGHT STRUCTURAL EFFICIENCY

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# STRAIGHT TALK

MARK GALLAGHER

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## IN F1 EVEN THE UNPREDICTABLE IS PREDICTABLE

**Six races, six wins for Mercedes** and it's not surprising that many people held their heads in their hands after Monaco, despite the best efforts of Max Verstappen. Yes, it was tight, but Mercedes still won. We have to face facts – this is a sport predicated on predictable outcomes.

When major technical changes occur, such as

in 2014, one or two teams usually make best use of the step-change in technology or performance, followed by a tight midfield, then a tail-end dealing in battles of the non-racing variety: people, money, or both.

As regulations mature, the midfield will close on the leading teams, but by then everyone is bored with one or two-team domination, so the rules are changed again, which, ironically, guarantees we repeat the cycle.

Qualifying neatly sorts the field into pace order and, drivers being good at exploring a car's limits,

**Data science means that leading teams, such as Mercedes, can develop strategies that almost guarantee a particular outcome**

we often end up with a Noah's Ark grid – two by two in team order.

From lights out we all know that the fastest cars are out front, the second fastest cars behind etc. Williams is not going to come through the field; Mercedes is not going to flounder around having just locked out the front row.

Strategies are data-driven, optimised and, in this environment of marginal gains on steroids, mistakes are minimised. Most cars finish most of the races most of the time. Reliability has never been better.

Neil Martin of Random Logic Ltd is a data scientist who enjoyed long spells in race strategy roles at McLaren, Ferrari and Red Bull, and confirms what many fear. "Teams at the front are risk averse," he says. "They develop sensible 'boring' strategies aimed at de-risking as much as possible and guaranteeing an outcome. A dominant team like Mercedes can develop a safe lead, pit one lap after their main competitors – thus mirroring their pitstops – meaning there is no possibility of performing the undercut."

Martin confirms that dominant teams can even afford the odd error without affecting the outcome. If the top two or three teams have 0.5s per lap over the midfield, that means a half-minute advantage by race end.

Such is the performance of the leading teams – fixed in the pecking order of relative speed – they don't even bother modeling race strategies against their midfield 'rivals' or backmarkers, apart from considering traffic after a pitstop or when lapping traffic. This confirms another point – the lesser teams are not even in the same race.

Teams also don't like their drivers to race each other, so they often race as a one-team unit. We don't have races of 20 independent drivers, rather 10 unified strategies, further managing outcomes.

In this de-risked, data managed sport, the only variables that can upset the outcome are – ahem – predictable. Martin confirms these as: pitstop blunders, strategy errors, grid penalties, driver errors in qualifying, Safety Cars, a wet race, or incorrect tyre choices.

Consequently, the top teams learn how to respond to safety cars and avoid penalties, and employ drivers who minimize mistakes, and are good in the wet and obsess about tyres.

As F1 has moved from analogue to digital, the outcomes are almost as predictable as when you click-to-buy on your Amazon account and a box arrives a few hours later. F1 teams know precisely when their package will arrive at the chequered flag. This is the central problem for a sport whose fans crave racing yet whose players strive every day to produce the opposite.



PICTURE: GARETH HARFORD; ILLUSTRATION: BENJAMIN WACHENJE

## THIS MONTH

### Ivo Bozukov

Director of  
Global Strategy  
SportPesa

The change of ownership at Force India brought a new name into Formula 1, Racing Point, and with it a new title sponsor, SportPesa. Football fans will know the name from its sponsorship of Everton, Arsenal, Southampton and Hull, but now the Kenyan-based sports betting group is ramping up its global profile through Formula 1

### CV

**2014-2019**

Director of Strategy,  
SportPesa Gaming  
and Media

**2014-2019**

Director, Global  
Tubing

**2011-2013**

Director of Sales  
and Marketing,  
FlexSteel

Technologies

**2007-2011**

Director,  
TrakiaBioproduct

**2003-2006**

Marketing Manager  
Maverick Tube  
Corporation

**F1 Racing:** What is SportPesa?

**Ivo Bozukov:** SportPesa is a technology brand. What we do is IT-based and we have a series of services: we have a newsdesk, which is 22 people in Africa and in Liverpool, and approximately 400 IT developers and another 400 people, who are management and operations etc. We also provide, in the countries where we are licensed, real-money gaming services, with a focus on sports. It's our most important and prominent product. We operate in Kenya, Tanzania, South Africa, UK, Italy and Ireland.

**F1R:** Why is SportPesa involved in Formula 1?

**IB:** The reason we entered F1 is that we had an extremely successful run with sponsoring football teams, boxing, rugby and other sports. But we felt we needed to give our technology, platform and brand a bigger stage and I think F1 will provide the brand with its rightful place in the industry, and also provide a springboard for our non-gaming services, which are a lot more global. We feel that when you get down to that global level Formula 1 can deliver, we can get to the markets we typically wouldn't be able to get to.

**F1R:** What attracted you to Racing Point?

**IB:** When we met the people at Racing Point we realised there was a very similar mentality – a mentality of being the underdog. And I think seeing the people inside of the organisation through the power of sheer will, not necessarily money, delivering on that consistently, attracted us.

**F1R:** What do you get from the relationship with the team?

**IB:** It's multi-tiered. One is the branding, that's the obvious one and everybody gets that. The interesting part is the collaboration. We are a technology company and deep down F1 is a technology venture. I think some of the lessons, as we exchange information, are about how the team engineers things in terms of processes and employs people in a way that they can deliver the best, not necessarily in the most

INTERVIEW  
ANDREW VAN  
DE BURGT

well-paid and cushy conditions. Those lessons are starting to permeate and have an effect on our workforce and improve motivation.

**F1R:** What's the perception of Formula 1 in Africa?

**IB:** In terms of gaming, it's a challenging enterprise. If you draw a parallel to football – and I apologise for that to a motorsport audience – the reason there are so many in-play markets and so many sub-markets to a game is because of information. Because there is so much information now from what Opta did, it presents the consumer with an educated opportunity to participate in this. The move to democratise F1 and to push data out more will open that opportunity eventually. But in the meantime, the perception of the sport is still very much as not for the masses, and in Africa it's not very reachable. We hope, through our SP Sport news service and social media, to deliver on a level and on a scale that's probably never been attempted before to an emerging audience.

**F1R:** Would a South African GP return help?

**IB:** I don't think it particularly makes any difference to us as a company, but looking at 1.3 billion people living in Africa, I think it's a recognition of the emerging power of the continent. I'd encourage F1 to grow as far as it can. I love the sport and what it did for me when I was growing up. I'd get to transition myself for two hours to a new corner of the world. If we can deliver that experience and bring people into Africa remotely that would be pretty amazing.

**F1R:** What's your personal background?

**IB:** I was born in Bulgaria. At 18 I went to college in the US, and ended up living the American dream if you will. I've lived there for the last 20 years. I've worked in different industries, oil and gas, private equity, renewable energies and through one of those paths I was involved in a venture that after 10 years of hard work has turned into what SportPesa is now. So, it's exciting to be a part of this and to grow it further.





# HOW TO MASTER SILVERSTONE

McLaren's **Lando Norris** talks us round the home of British motor racing and reveals its secrets

**This year's British Grand Prix** will be Lando's first Formula 1 race at Silverstone, but he's already a winner here in European F3 and finished on the podium in F2 last year – on top of evaluating development parts for McLaren's F1 cars over countless virtual laps in his previous role as the team's simulator king. He certainly knows his way around the home of British motor racing...

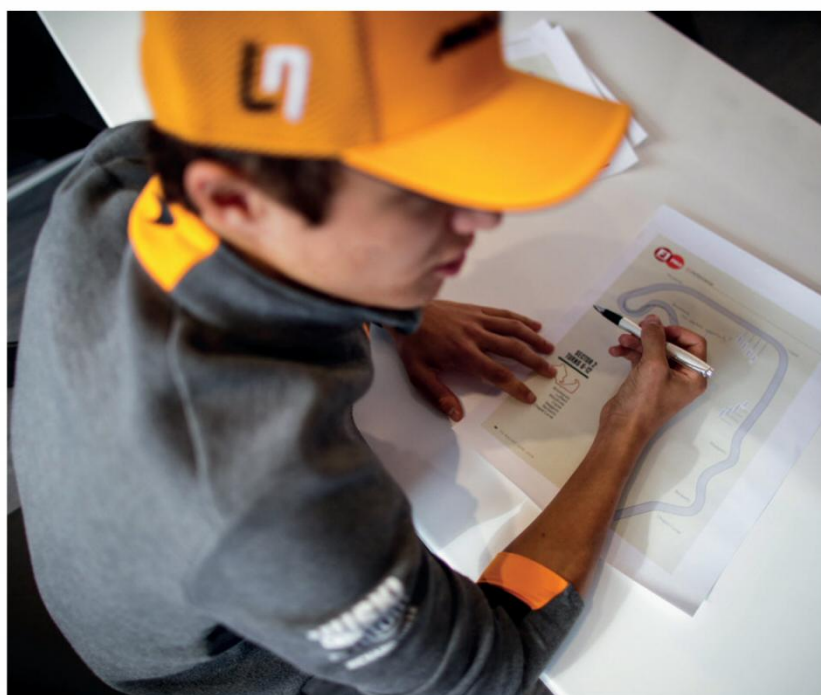
## SECTOR 1

"There's a bit of a question over whether to take Abbey flat, and it will change between practice and the race. In qualifying you're allowed DRS all the way to Village, and last year some cars – I think the Red Bulls – were able to take Abbey flat with the DRS open. You obviously gain a bit if you can do that, but some people crashed here last year through trying to keep the DRS open – or it not closing – at the entry. In the end, most people turned it off just before they turned in, to get the load back on the rear tyres, and then it's up to you where you open it again... because Farm is still a bit of a corner, and if your rears aren't working properly you can still spin.

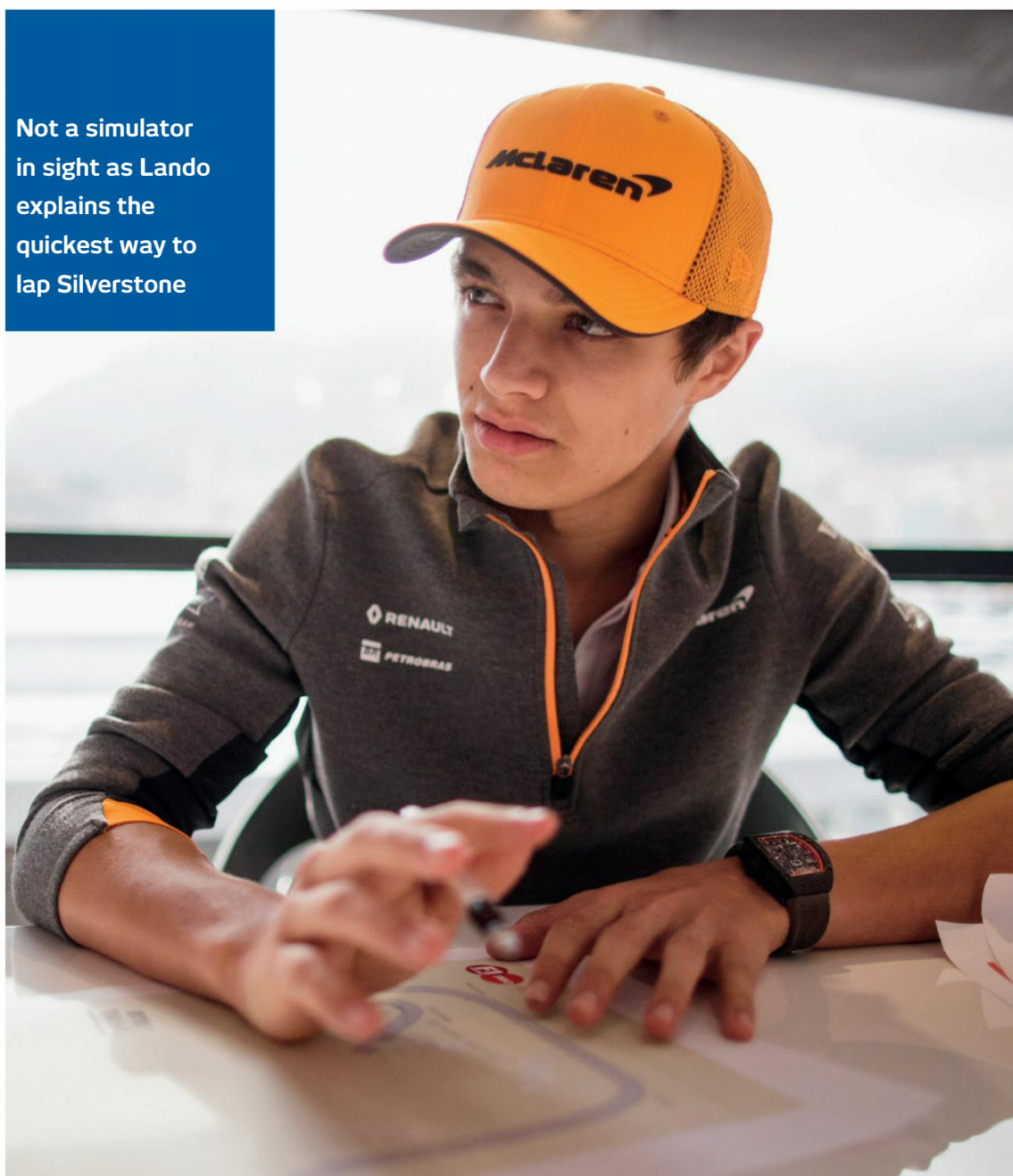
"Abbey isn't a super-exciting corner in terms of overtaking but it makes for a tricky start to the lap, and it's where you start preparing for a possible overtake at Village. If the car is edgy or sliding through here and you need to save the tyres, you can peg the speed back a bit and save the fronts or rears, whichever is the biggest limitation.

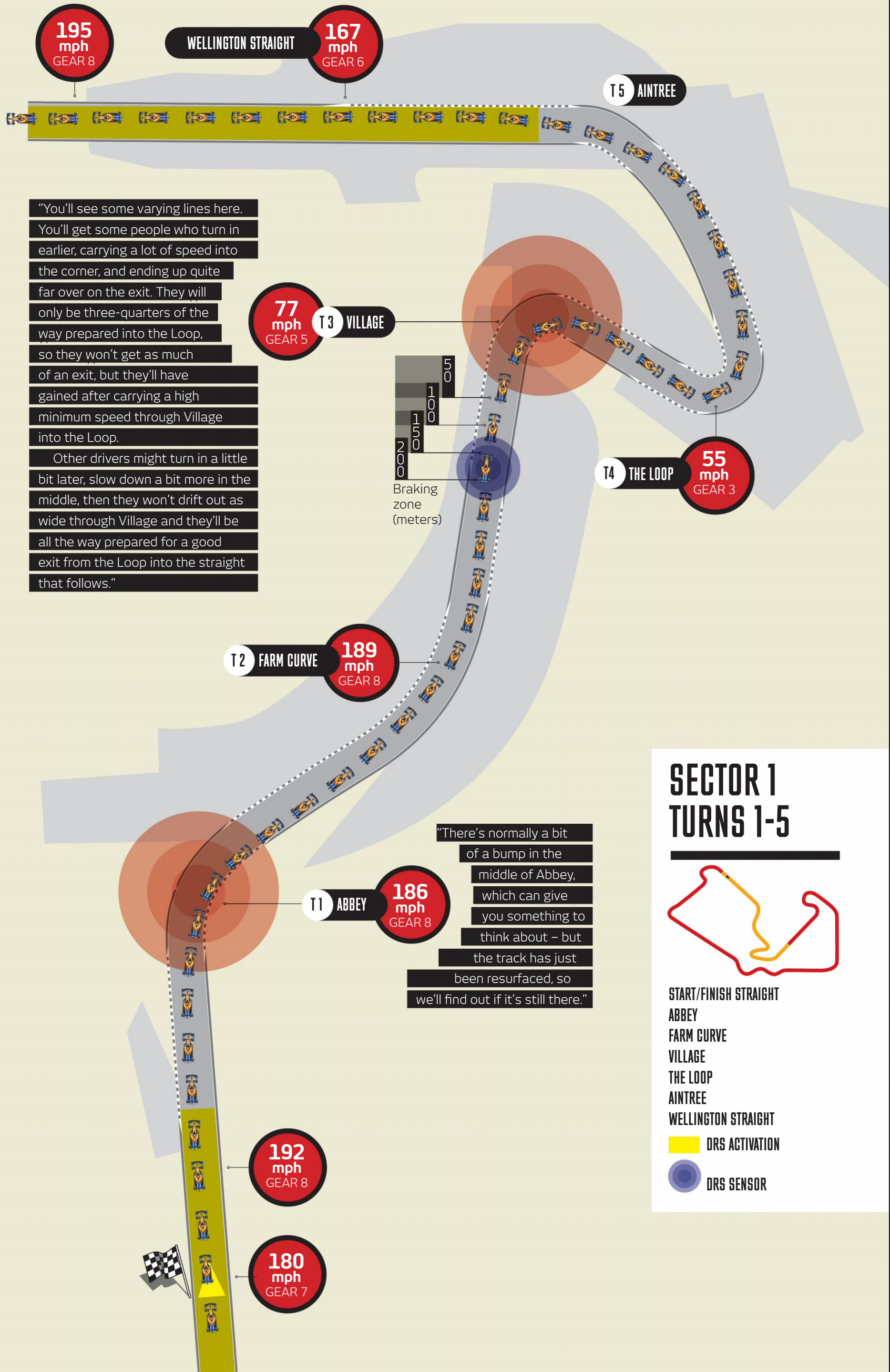
"You drift over a bit out of Farm, more so if you're using DRS in qualifying, but then you need to get back to the left-hand side for the braking point. You have to be straight, and as far over to the left as possible, because this combination of corners ends in another straight and another overtaking opportunity.

"Village is decent for overtaking – especially on the first lap when we're running so close – and there are a number of lines you'll see through there over the weekend. This whole section is preparation for the Wellington Straight so it's an important part of the lap. Aintree isn't even a corner as far as an F1 car is concerned – you're flat from the exit of the Loop, except maybe in the wet. You want a good exit but you don't want the rear wheels to spin, because that affects tyre life." ▶



Not a simulator in sight as Lando explains the quickest way to lap Silverstone





**195 mph**  
GEAR 8

WELLINGTON STRAIGHT

**167 mph**  
GEAR 6

T5 AINTREE

"You'll see some varying lines here. You'll get some people who turn in earlier, carrying a lot of speed into the corner, and ending up quite far over on the exit. They will only be three-quarters of the way prepared into the Loop, so they won't get as much of an exit, but they'll have gained after carrying a high minimum speed through Village into the Loop. Other drivers might turn in a little bit later, slow down a bit more in the middle, then they won't drift out as wide through Village and they'll be all the way prepared for a good exit from the Loop into the straight that follows."

**77 mph**  
GEAR 5

T3 VILLAGE

Braking zone (meters)  
200  
150  
100  
50

**55 mph**  
GEAR 3

T4 THE LOOP

**189 mph**  
GEAR 8

T2 FARM CURVE

"There's normally a bit of a bump in the middle of Abbey, which can give you something to think about – but the track has just been resurfaced, so we'll find out if it's still there."

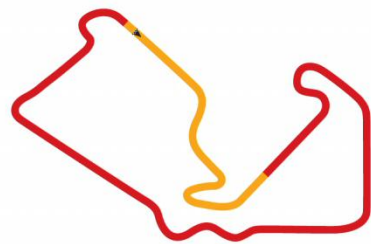
**186 mph**  
GEAR 8

T1 ABBEY

**192 mph**  
GEAR 8

**180 mph**  
GEAR 7

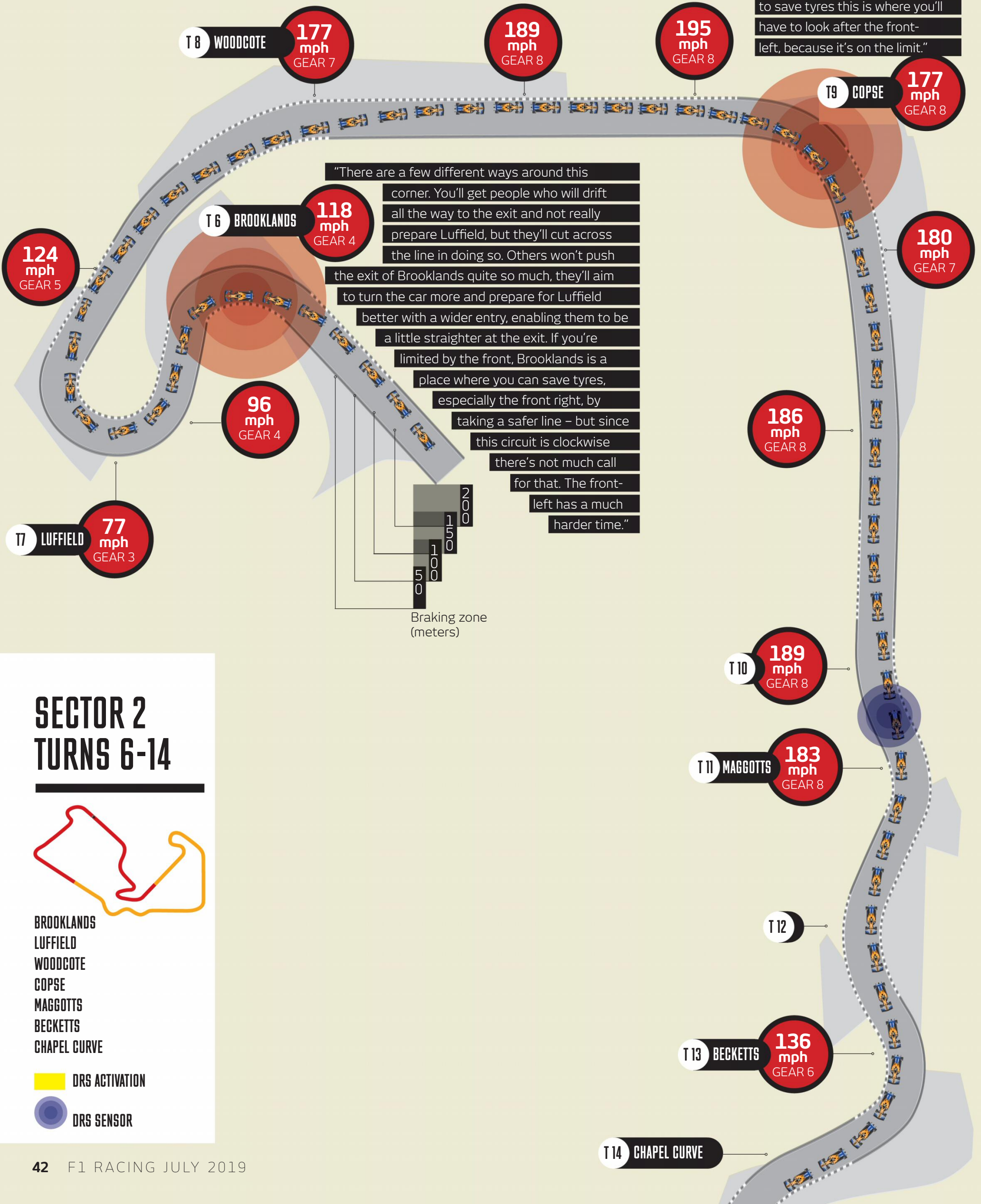
## SECTOR 1 TURNS 1-5



- START/FINISH STRAIGHT
- ABBNEY
- FARM CURVE
- VILLAGE
- THE LOOP
- AINTREE
- WELLINGTON STRAIGHT
- DRS ACTIVATION
- DRS SENSOR

"Flat, flat, flat. Yes! On the initial turn-in you might struggle with the rear of the car because you go into the turn aggressively, and that can be a limitation. But you've got a lot of load in the car because the G-forces are high, so if you want to save tyres this is where you'll have to look after the front-left, because it's on the limit."

"There are a few different ways around this corner. You'll get people who will drift all the way to the exit and not really prepare Luffield, but they'll cut across the line in doing so. Others won't push the exit of Brooklands quite so much, they'll aim to turn the car more and prepare for Luffield better with a wider entry, enabling them to be a little straighter at the exit. If you're limited by the front, Brooklands is a place where you can save tyres, especially the front right, by taking a safer line - but since this circuit is clockwise there's not much call for that. The front-left has a much harder time."



## SECTOR 2 TURNS 6-14



- BROOKLANDS
- LUFFIELD
- WOODCOTE
- COPSE
- MAGGOTTS
- BECKETTS
- CHapel CURVE

- DRS ACTIVATION
- DRS SENSOR



## SECTOR 2

“**Brooklands is one of the places** you’ll probably see the most overtaking moves because of the DRS zone down the straight. You can pass on the outside or the inside here, but most of the overtakes are done on the outside.

“There’s a variation of lines here again because of the width of the track. What makes this a good opportunity for passing is that if you’re halfway there through Brooklands, you can hang on in there and try to finish it off at Luffield, or again down through Woodcote into Copse.

“This is quite a high-speed corner – more so than it might look on a diagram. It’s a decent brake, but you come off the brakes quite quickly and carry a lot of speed in – you almost brake after you start to turn because it’s a long and flowing corner. Some drivers will turn then brake, and sort of trail the brakes halfway into the corner and then release. Others might push it a bit more, brake in a straight line and then turn.

“Luffield is a tricky corner, mainly because it’s difficult to carry a lot of speed into it, but also because you’re trying to apply power while you’ve still got the steering wheel turned, so you’ve got a combined G-force for the car to cope with. You’re asking it to accelerate while turning fairly sharply, so if the car doesn’t have a strong rear it can make acceleration quite snappy and oversteery. You’ll see a difference between cars here because some change direction well, while others are limited by the front or rear – and whereas Brooklands is front-limited because you turn in gradually and the front can wash out, Luffield is a place where you might get a bit of understeer in the middle phase but the rears are more likely to give up because of the long exit.”

“Through the old start-finish straight and into Copse, you’re pretty much flat-out, although it gets very difficult if you’re following another car. You lose a lot of front downforce when that happens. Luckily you’ve got a mile of run-off here, so if you need to go off, you can.”

“Maggotts – when you look on a map you’d almost believe you could straight-line this first section, but there are kerbs on the entry and exit. So, it’s a corner – just one you take flat out at around 200mph. By this point you’ve been flat out for maybe 20 seconds.

“It’s left-right-left, and for the final part you stay as far to the right as possible. For the first kink left you’re still on the throttle, turning in very aggressively and late, staying close to the apex kerb for the best exit to the next part of the corner. Depending on conditions and the new surface it’s probably flat through the second part of Maggotts too, Here you want to be as far to the left as possible to open up Becketts. This is where the downforce is really being maximised.

“If you’ve taken downforce off to get more speed down the straights, the second part of Maggotts might not be flat – you might have to take a small lift and lose a bit there to gain on the straights. Even so, you’re pulling 4G or 5G through that corner...

“As you enter Becketts you drop down a gear or two but it’s still very fast. You might have a quick dab on the brakes, but with a car carrying this much downforce you lose a lot of speed just by coming off the throttle. Then you get back on it as soon as you can – maybe even before the apex – for a good exit towards Chapel and onto the Hangar Straight. This section is all about maximising the exits.” ▶

**“DEPENDING ON CONDITIONS AND THE NEW SURFACE IT’S PROBABLY FLAT THROUGH THE SECOND PART OF MAGGOTTS TOO, HERE YOU WANT TO BE AS FAR TO THE LEFT AS POSSIBLE TO OPEN UP BECKETTS”**



Flat through Copse is the only way to go. If it all goes wrong at least there’s a lot of run-off

**SECTOR 3**

“There’s a possible overtaking opportunity into Stowe, but not very often, mainly because it’s so difficult to follow another car through Maggotts and Becketts – you lose downforce in the dirty air, you have to back off so as not to slide and damage the tyres, and the car in front starts to get away from you again. Then, if they get a decent exit from Becketts, they can be far enough ahead that you can’t claw the gap back, even though you’ve now got the advantage on the straight because they’re pushing the air out of your way. If it’s wet you can set something up, if it’s dry then not so much.

“As you come onto Hangar Straight you naturally drift over to the right because you’re trying to open the car up, make Chapel less of a corner. Then, since the straight is actually slightly diagonal – pointing over to the right – you naturally drift over to the left-hand side without turning the steering wheel as you approach Stowe.

“You’re maximising the downforce through Stowe - it’s a fast corner with high G-forces so it’s quite tough on the body, particularly your neck. It’s down one or maybe two gears and just leaning on the brake rather than hitting it. Then you have to pick up the throttle again very quickly. This part of the track is front-limited and you can pick up a lot of understeer – it’s very easy to damage the front-left tyre so you have to be mindful of that. There’s a lot of run-off here but you can be punished for exceeding the track limits.

“Part of the challenge at this point is the elevation change. The rest of the circuit is pretty flat but here the track comes to a crest as you’re coming out of Stowe on the power.

It’s very difficult to follow another car through this section because the front of the car loses grip as you go over the crest towards Vale.

“The braking into Vale is very tricky because the track slopes down after the crest. You’re over towards the right on the approach, and because of the elevation change the front of the car is a bit unloaded. In effect, the crest acts like a ramp, so it’s very easy to lock the left-front wheel in particular. This is a very tricky corner to get right.

“It’s a challenging end to the lap because the tyres will be going away, and Vale asks a lot of the fronts and then the rears. It’s a big braking zone and you’re down to second or third gear, then you short-shift and accelerate towards the second part of the corner, where you really only feather the throttle because it opens up a lot at the exit.

“Again, you’re thinking here about maximising your exit from the section. You don’t want to carry too much speed into the first part of Vale – it will compromise you in the second part, where you want to get round with the smallest throttle lift possible. In just a couple of seconds you’re going from putting a really heavy load on the front wheels, braking and turning, to squeezing the maximum from the rears, turning and accelerating.

“Again, you’ve got a lot of combined G-forces on the car – lateral forces combined with acceleration – so it can become twitchy and nervous. But a fast exit from the second part of Vale is important because the next corner, Club, is flat-out, and then you’re back on the straight for the start of another lap.” 🏁



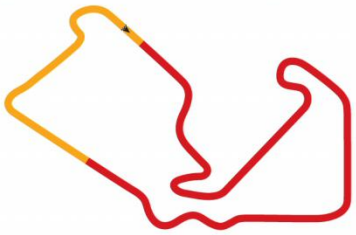
**“YOU’RE  
MAXIMISING  
THE DOWNFORCE  
THROUGH STOWE  
– IT’S A FAST  
CORNER WITH HIGH  
G-FORCES SO IT’S  
QUITE TOUGH ON  
THE BODY”**



Brake, turn,  
accelerate and  
repeat. Just another  
51 laps to go

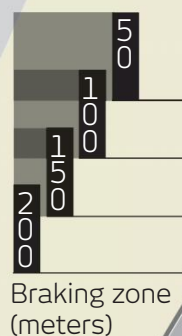


# SECTOR 3 TURNS 15-18



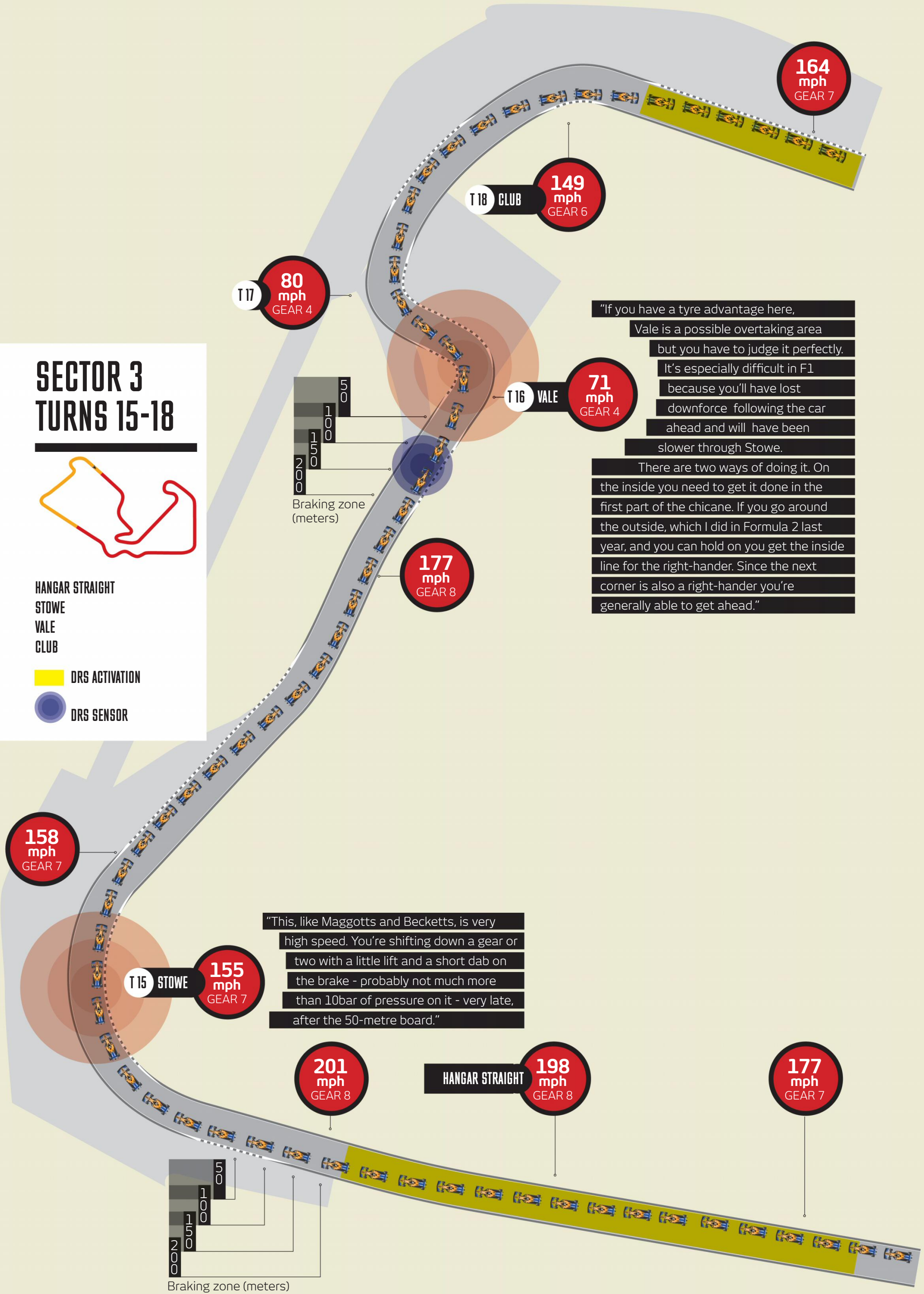
HANGAR STRAIGHT  
STOWE  
VALE  
CLUB

 DRS ACTIVATION  
 DRS SENSOR



"If you have a tyre advantage here, Vale is a possible overtaking area but you have to judge it perfectly. It's especially difficult in F1 because you'll have lost downforce following the car ahead and will have been slower through Stowe. There are two ways of doing it. On the inside you need to get it done in the first part of the chicane. If you go around the outside, which I did in Formula 2 last year, and you can hold on you get the inside line for the right-hander. Since the next corner is also a right-hander you're generally able to get ahead."

"This, like Maggotts and Becketts, is very high speed. You're shifting down a gear or two with a little lift and a short dab on the brake - probably not much more than 10bar of pressure on it - very late, after the 50-metre board."



**164 mph**  
GEAR 7

**149 mph**  
GEAR 6

**80 mph**  
GEAR 4

**71 mph**  
GEAR 4

**177 mph**  
GEAR 8

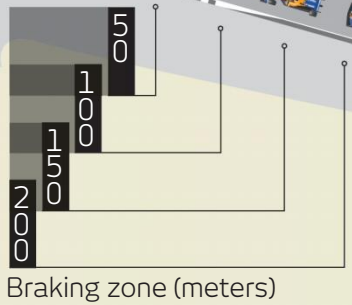
**158 mph**  
GEAR 7

**155 mph**  
GEAR 7

**201 mph**  
GEAR 8

**198 mph**  
GEAR 8

**177 mph**  
GEAR 7



## MY F1 DIET

Williams rookie **George Russell** talks us through his three go-to lunches during a typical grand prix weekend

WORDS STUART COOLING

PICTURES GLENN DUNBAR



### Option 1



Mashed potato  
Omelette  
Roasted sweet potato

“I really love my food but you don’t want a three-course meal at lunchtime during a race weekend. I like a decent breakfast. Usually in hotels I’ll get a small plate of fruit, a bit of muesli and yogurt – maybe with some strawberries – and a piece of toast with some scrambled eggs.

“Three small portions but making the most of the relaxed environment. Then at lunch I’ll pretty much have the same meal Friday, Saturday and Sunday: a soft-cooked omelette with some mashed potato and sweet potatoes. It’s an easy meal to digest when you’re on the go.”

### Option 2

Roast chicken breast  
Mixed salad leaves  
Avocado, cucumber and peppers  
Chickpeas  
Black sesame seeds



“A big salad – loads of greens and vitamins – is what I’d usually have every day when I’m at home. And it’s definitely what I’d have for lunch on the Thursday of a grand prix weekend.

When I’m having this at home I’d get a full tin of pulses – chickpeas, kidney beans, whatever – in there, and I might add some cheese. It depends on what the protein is – with tuna I’ll have feta, with chicken I might put mozzarella or something like that in. But it will definitely be this size – a big bowl!”

### Option 3



Grilled salmon  
Boiled rice  
Broad beans  
Asparagus

“This is a nice, simple, balanced and digestible alternative lunch with greens, veggies, protein and carbohydrates. You could easily change the protein element for another type of fish or meat if you wanted to.

“With a bit more rice, to get even more carbs in, this would make a good dinner option too. I would maybe even have some bread with it. I’m a big believer in doing what you think is right for you. If you think having a bar of chocolate before qualifying will help you, go for it. It’s a mental game, really.”

Russell likes to keep his weekend lunches light, but believes in doing what is right for the individual





# PRIDE OF THE PADDOCK

**S**peed is at the heart of everything in Formula 1, from the total commitment of a qualifying lap, to blink-of-the-eyes reactions off the start line, to instinctive wheel-to-wheel racing where vital decisions taken in milliseconds make the difference between winning and losing. Huslig Collective, based in Austin Texas, USA, understands that need for speed, which is why the company time and again proves the perfect partner for race teams, not just in F1 but all over the world, from DTM to NASCAR.

Beyond the circuits, speed drives every aspect of paddock life, whether it be a crucial decision on a front wing design to cutting a multi-million-dollar deal to sign a driver or new sponsor. And anyone who enters this ultra-competitive realm must always keep the pace. Company president Mark Huslig understands that, thanks to his expertise gained over 24 years of exclusive VIP design work at the highest level.

That knowledge is why Huslig Collective was the obvious choice when the new owners of the Racing Point F1 team set a challenge for its fresh start in grand prix racing in 2019. The project? To commission a functional and impressive team mobile unit for the European F1 races that made a clear statement of the owners' commitment for the long haul. Time was short. But tight deadlines are Huslig Collective's speciality, which is why the company didn't hesitate to take on the challenge.

The plan was bold: to conceive and build a new unit rather than simply refurbish the current one, to provide dynamic team and guest spaces, to offer the latest in technology and connectivity, faster setups

and takedowns and to present a new and more dynamic presence in the F1 paddock. It was the last day of November 2018 when the first project meeting was held between Racing Point, Huslig Collective and team transport and rigging provider Roland Eisensohn. The race was on.

Such a project, to match Racing Point's brief on brand identity, functionality, sponsorship needs and flexibility, would usually take at least eight to twelve months. Yet in April 2019, just five months later – 18 weeks – the multi-floor unit was complete and ready for its debut at the Spanish Grand Prix in Barcelona in May.

Just as F1 always demands, Huslig had delivered on time. This company, that specialises in high-end motorhomes and VIP aircraft interiors, shares the values of each F1 team, providing custom solutions for every need: private bespoke motorhomes for drivers, technical trailers, race bases and team hospitality units. When you've successfully delivered for hedge fund managers, fashion moguls, business tycoons and even royal families, working on helicopters to 747 jet airliners, pressure to deliver in F1 is never too much to handle.

The result for Racing Point was a spectacular team space: a three-storey unit built from 19 custom-built containers. The exterior architecture features striking use of full-height insulated glass panels and long ribbon windows, providing excellent views of the paddock. Inside, a sophisticated design hides the container-built aspect perfectly, featuring a palette of contemporary materials.

The ground floor provides the main team and guest dining space, seating up to 40, with a large service bar and buffet serving station. There are also



## Promotional Feature



areas for press briefings and meetings, a private press team office big enough for eight people and a restaurant-style fully equipped kitchen featuring a large walk-around centre work island.

The first floor is secured for VIP access only, featuring two drivers' suites equipped with private showers and toilets, seating space, closets and physio tables. The spacious VIP office features a circular conference table for eight, a desk for two, lounge seating and two 55" TVs. Completing the floor is a large lounge area with multiple seating and dining groupings, multiple large TV's, and a serving bar.

Then on the roof is a stunning entertainment space, half a fully air-conditioned interior, while the other half is an outdoor patio area that includes adjustable roof louvres and a sliding glass wall to divide the two parts. Fitted here is a large service bar, high bar seating for 30, lounge seating for 12 and a large service pantry and prep space. With fantastic views of the paddock, it's the perfect venue for evening parties, drink receptions and sponsor functions.

Design details include LED daylight panels and accent lighting, including on stairwells, iPad remote-controlled applications and Sky satellite systems, while the unit is made from the best and most suitable materials. Exteriors feature double-paned, insulated, mirror-filmed privacy glass, while interiors include quality Silestone countertops and work surfaces, stainless steel and gunmetal accents throughout and CNC-produced panels for quick construction and easy replacement.

Huslig works with the best to deliver such spaces. The interior constructions and installations were completed by German specialist Werk33, while the custom-built containers were made by Jost. Like F1, this business is a team effort.

That fast work and expertise has come together to provide Racing Point with a space that is the envy of F1 in 2019. Within the exclusive confines of the British Grand Prix paddock, just a stone's throw from the team's base, it promises to be the pride of Silverstone.



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# NIKI LAUDA

## A life less ordinary

Niki Lauda was a world champion driver, team boss, a man who survived against all the odds. His recent death sent shockwaves through Formula 1. Our editor in chief, **Andrew van de Burgt**, worked alongside Lauda in his days at Jaguar. Here is his personal tribute to a true F1 legend

PICTURES  **motorsport**  
IMAGES

**THIS WAS JUST THE KIND** of brief that I'd got into motorsport for. Early on in 2001, Niki Lauda had been parachuted into the underperforming Jaguar Formula 1 set-up as team principal, as tensions mounted between its owners, Ford, and the outfit that had been winning races as Stewart Grand Prix just a season and a half earlier.

Given that I was working for the team, keeping its jaguar-racing.com website updated, it was only logical that I would be sent off to speak to the new boss to gather his thoughts and ▶

PICTURE: RAINER SCHLEGELMILCH



Formula 1 paid its own tribute to Lauda on the grid before the race in Monaco

PICTURES: GLENN DUNBAR; RAINER SCHLEGELMILCH

aspirations for his new role. It was my first job in the sport I'd loved since I was a child, and I'd already had the opportunity to spend time with people like Johnny Herbert (lovely and helpful), Eddie Irvine (difficult) and Sir Jackie Stewart, who'd sold his team to Ford but remained in an advisory role.

But going to interview Lauda was in a different league. This was someone who, when I was growing up, was not just one of the most instantly recognisable drivers on the planet, but in the whole of sport, or in fact, one of the most recognisable people in the world full stop.

Having played a starring role in the globally televised climax to the 1976 F1 season, and with his back story way beyond the wildest dreams of

a contemporary *Britain's Got Talent* producer, Lauda had transcended stardom in motorsport to attain Hollywood actor or rock star levels of general public awareness.

An old battered copy of *Motor Sport* from 1977 that lived in the loft above our garage was one of my first contact points with F1. It told the story of Lauda's triumphant return to Germany a year after his life-threatening crash and I read the ink off the page. My dad's portmanteau impression, "It's a piece of shit Murray", which he would invariably say whenever Lauda appeared on screen for an interview, was guaranteed to make me giggle as we watched Lauda's successful second Formula 1 career play out before us on Sunday afternoons.

My interview took place at Ford's Premier Automotive Group's office on Berkeley Square in Mayfair. Even at the time it felt weird that this meeting wasn't happening at the Jaguar Racing factory in Milton Keynes. In hindsight, it was symbolic of the disjointed arrangement between the owners and the people on the ground running the race team.

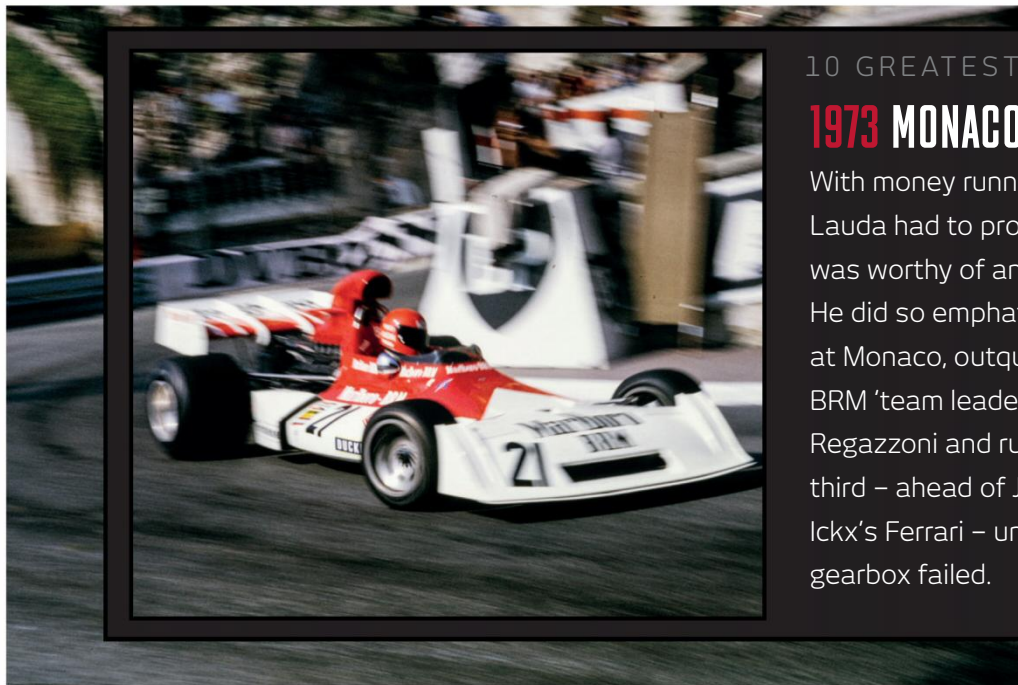
The office was as lavish as you'd expect, but when I was called in to see Lauda he was wearing faded blue jeans, green jumper and the iconic red baseball cap. He stood up to greet me as I entered the room, shook my hand, "so, what do you want?" he asked me, and we were off.

The interview was unmemorable, mainly because I wasn't after the story behind what he



## THE MAKING OF A LEGEND

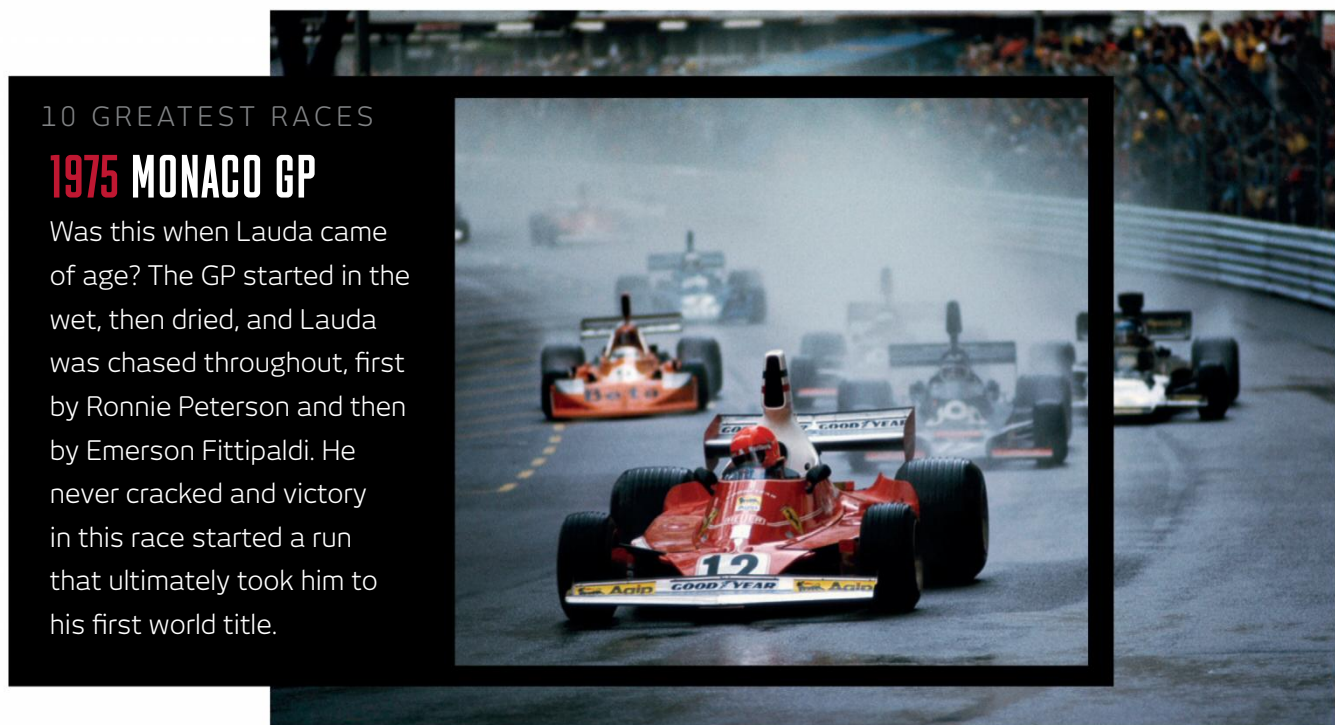
Autosport editor **Kevin Turner** highlights the races that shaped and moulded the remarkable career of Niki Lauda



10 GREATEST RACES

### 1973 MONACO GP

With money running out, Lauda had to prove he was worthy of an F1 seat. He did so emphatically at Monaco, outqualifying BRM 'team leader' Clay Regazzoni and running third – ahead of Jacky Ickx's Ferrari – until the gearbox failed.



10 GREATEST RACES

### 1975 MONACO GP

Was this when Lauda came of age? The GP started in the wet, then dried, and Lauda was chased throughout, first by Ronnie Peterson and then by Emerson Fittipaldi. He never cracked and victory in this race started a run that ultimately took him to his first world title.

said to Ron Dennis following his unsentimental sign-off to his former champion in 1985, or Niki's motivations to get back behind the wheel just weeks after staring death in the eye. Instead I needed some PR-friendly lines on what great potential the Jaguar team had and how he was going to turn it all around. Anodyne stuff at best.

It did serve a useful purpose, though, as it meant I'd established the tiniest measure of a relationship, which paid off when I was given a much more interesting Lauda assignment, his return to the cockpit as he tested the car...

In the 17 years since Lauda had last raced in F1 the two most significant developments in the sport had been the vast increase in aerodynamic grip, with windtunnel and CFD developments

optimising every surface of the car, and electronics, euphemistically labelled 'driver aids'.

In his previous role as a TV pundit, Lauda had asserted that with semi-automatic gearboxes and traction control, a trained monkey could drive a contemporary F1 car. While the test at Valencia in January 2002 was dressed up as a chance for him to understand the modern cars so that he could help the drivers get more from the latest R3 contender (he couldn't, but then who could?), in reality it was a jolly for the boys, with Lauda's boss Wolfgang Reitzle also having a go in the car. Looking back, it really is no surprise the team failed...

In those days of dial-up internet, while Jaguar was struggling on track it was leading the field in

terms of its digital presence, and so I went to Valencia with a high-spec video camera to capture behind-the-scenes footage. I then edited that with the track filming created for the TV news release to produce a very unique take on the day.

I'd also been handed my first ever *Autosport* commission (a precursor of how my career would develop over the coming months), and having had that previous meeting I didn't have to go through the tedium of explaining who I was and what I was doing and maybe meant I got a slightly deeper insight.

"I think it might be more difficult to be quick in these cars than it was in my era," Lauda told me after he'd completed his run – which ▶



## NIKI LAUDA A LIFE LESS ORDINARY



### 10 GREATEST RACES

#### 1976 ITALIAN GP

Probably the greatest comeback in motorsport. Six weeks after his near-fatal Nürburgring accident, Lauda returned to the cockpit at Monza. He started the weekend scared and had to peel his bloodied balaclava off afterwards, but took a heroic fourth.



included a quick spin (“I spun because I braked where Pedro [de la Rosa] told me to brake”) – during which he was roughly 10 seconds off the pace. “Those cars were more physically difficult to drive, in these cars everything is done for you,” he said. “But I would have preferred to race these cars, no question.”

That last statement encapsulated Lauda’s lack of sentimentality for an era venerated more by rose-tinted armchair dwellers than those who put their life on the line. In the last Lauda interview with *F1 Racing*, which I conducted in Abu Dhabi at the end of the 2017 season, I asked what it was like when the drivers actually socialised with each other.

“Bullshit question!” he fired back immediately. There was a glint of mischief in his eye and it set the scene perfectly. “There was more respect in

dangerous situations but we were enemies.”

Of course, the Jaguar project failed and Lauda returned to his role as a pundit, where his unfiltered observations and profound understanding of the life of the racing driver made him a natural draw, even if some of his more unreconstructed opinions left him at odds with the modern world.

Lauda was one of 70 casualties when the axe swung at Jaguar as Ford paid the price for (former CEO and president) Jack Nasser’s overly optimistic expansion into the world of the luxury car market. Quite how much the team’s failure to make a marked improvement was down to Lauda or their unwillingness to give him the support he needed is moot and worthy of a book of its own, but it’s a chapter of his career that is uncharacteristically ill-starred.

The same comment can be levelled at his stint as a consultant at Ferrari, where between 1993 and 1996 he witnessed one of the least successful periods in the team’s illustrious history.

Although that has to be qualified against the turmoil that was going on behind the scenes, and a ship that was only steadied once Jean Todt was at the helm and Ross Brawn and Rory Byrne had been conscripted to shore up the design and build process.

But usually Lauda’s was a life of successes, whether it was winning three world titles, setting up three different airlines or assisting Mercedes as it re-wrote the record books. He was born into a wealthy Viennese family, which he famously defied to follow his racing dream. There was little in his early racing results to suggest he was going to be an F1 great, especially compared with the stellar performances of F2 contemporaries such as Ronnie Peterson, but he backed himself and even doubled down on his bank loan to secure himself a place at BRM for 1973.

The gamble paid off. It says a lot about the state of both F1 and Ferrari at the time that the team would take a punt on a driver who at that stage was yet to even score a point in a grand prix. But a dearth of options – following Stewart’s retirement, the only active world champions on the grid in 1974 were Emerson Fittipaldi at McLaren and the aging Denny Hulme and Graham Hill, who were in the twilight of their careers – added to Ferrari’s terrible form (it scored a miserable 12 points in 1973) meant it was hardly the choice pick for any of the other established superstars.

While the results might not have suggested it, Lauda had already made a reputation for himself as having a strong mechanical understanding, which made him a great development driver. This, combined with his blunt delivery, could ▶

### 10 GREATEST RACES

#### 1977 SOUTH AFRICAN GP

This Kyalami race, remembered mainly for the horrific crash that claimed the lives of Tom Pryce and a marshal, was the scene of Lauda’s first victory since his terrible Nürburgring accident. He overtook James Hunt early on, then nursed his overheating Ferrari to win.



PICTURES: ERCOLE COLUMBO; RAINER SCHLEGELMILCH; DAVID PHIPPS

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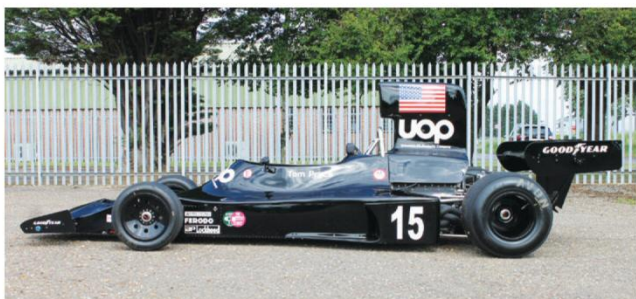
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10 GREATEST RACES

1978 MONACO GP

Lauda became famous for his calculating approach to racing to such a degree that it's easy to forget he was also fast. After a puncture, Lauda hurled his Brabham-Alfa around the streets to charge from sixth to second, lapping 1.9 seconds faster than anyone else.



have killed his nascent Ferrari career almost before it started.

A Fiorano test at the end of the 1973 revealed the 312B3 suffered from chronic understeer. "Shit" was Niki's unequivocal assessment. This was a sentiment Enzo Ferrari was unaccustomed to hearing and Lauda was asked what needed to be done to improve the car and what time benefits this would bring.

When he suggested that "three to five tenths" was feasible, he was instructed that if that target wasn't achieved at the very next test, he'd be sacked! Working closely with designer Mauro Forghieri they developed a new front suspension in record time and went eighth tenths faster next time out...

That not only secured Lauda his place in the Old Man's affections (capricious as they were), it built a bond with Forghieri that would underscore one of Ferrari's most successful periods. Lauda quickly asserted himself over Clay Regazzoni to become the team's unequivocal number one, even if a poor run of reliability curtailed his title hopes.

There were no such issues in 1975 and Lauda breezed to the championship. He was on course to repeat that in 1976 when that dreadful ▶

10 GREATEST RACES

1982 US GP (WEST)

Lauda underlined his class by winning on just his third race back after coming out of retirement in 1982. His McLaren tracked Andrea de Cesaris early on, pounced in traffic, then drove off into the distance to win easily at Long Beach.



PICTURE: RAINER SCHLEGELMILCH



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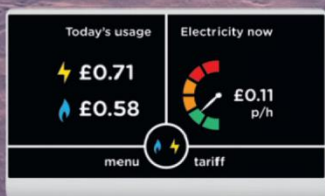
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10 GREATEST RACES

1983 SOUTH AFRICAN GP

Having persuaded McLaren to run the TAG Porsche turbo engine during the final races of 1983, Lauda demonstrated its potential by charging through the field from 12th on the grid at Kyalami. He was set for a stunning second when the turbo failed.



10 GREATEST RACES

1984 FRENCH GP

Lauda reckoned he could have beaten McLaren team-mate Alain Prost at Dijon even if the Frenchman hadn't suffered a wheel problem. As it was, Lauda overcame starting ninth and a miscommunication about a tyre change to score a vital victory.



accident happened at the Nürburgring.

The scars from the accident – both mental and physical – would have a profound impact. *Autosport's* technical illustrator Giorgio Piola had been a constant presence in the Ferrari pit throughout this time and he noticed how the accident changed Lauda's character.

“For me Niki had two lives,” he recalls, “Before, as a journalist, it was quite difficult talking to him because he was very technical, nearly a private computer, much more than Michael Schumacher for example. He was very shy, he was talking only about the cars and not giving any concession to the human side.

“After the accident, I found a completely different man. In the beginning the difference was so big. He wanted to live again, so he made this world by himself and he filled his life. He became a real man, very deep, very human, two different people. It was good, because the second person was even better than the first. The first was only a wonderful driver, the second person was still a wonderful driver and a wonderful man.”

But of course the changes were physical too. ▶

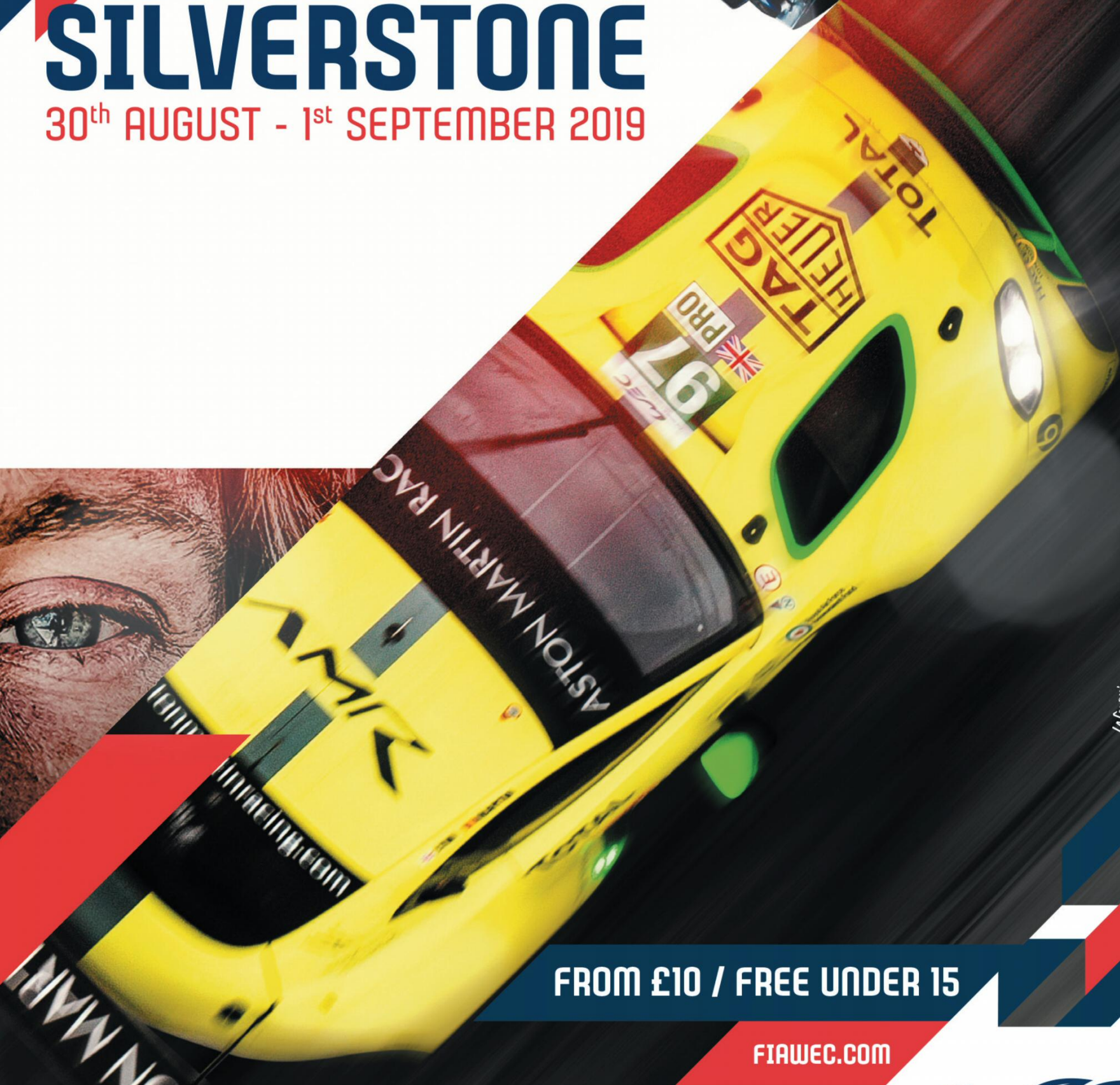
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## NIKI LAUDA A LIFE LESS ORDINARY

The fire that engulfed Lauda left the world with a constant reminder of what he had endured. And this played a significant part in defining his legend.

*“Ein ohr,  
Ein ohr,  
Ein ohr, ein ohr, ein ohr  
Niki Lauda,  
Niki Lauda,  
Niki Lauda hat ein ohr!”*

At the German GP one year, former *F1 Racing* head honcho Anthony Rowlinson, future features editor James Roberts and I decided to explore the camp sites in the forests of Hockenheim. It was an eye-opening window into the world of mechanised Michael Schumacher effigies spraying ‘champagne’, pop-up bars and sausage-stacked barbecues – and hoards of mulleted fans singing an ode to one of their idols.

Rowlinson recorded a video of it and showed it to Alan Henry, the journalist in the paddock with the closest relationship to Lauda. “Show it to Niki,” he said, “Go on, he’ll find it hilarious.”

Sadly, the opportunity never arose, but how many other drivers have songs about them? None as far as I’m aware. Idolatry doesn’t get any more flattering than that.



### 10 GREATEST RACES

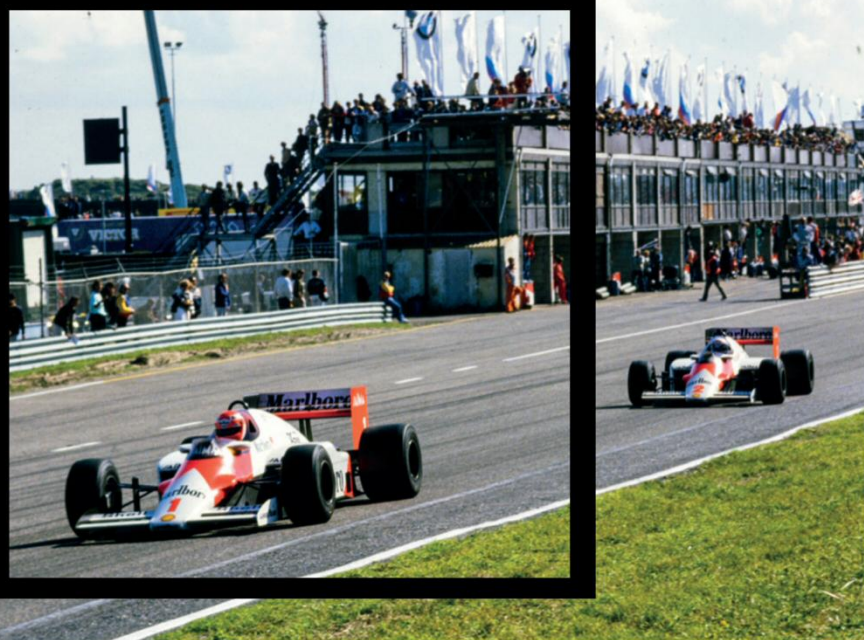
#### 1984 PORTUGUESE GP

The 1984 season finale at Estoril was the race Lauda always regarded highly. Despite various problems, he rose from 11th to take the second place he needed to beat team-mate Prost to the crown by half a point.

### 10 GREATEST RACES

#### 1985 DUTCH GP

Despite a handling imbalance, Lauda moved to the front during the pitstops. McLaren team-mate Prost closed him down and launched a serious attack in the closing stages. Lauda held him off to take his 25th and final F1 victory by 0.2s.



PICTURES: RAINER SCHLEGELMILCH; CHARLES COATES

## THE LAST WORD: TOTO WOLFF ON LAUDA THE LEGEND, AND LAUDA HIS FRIEND



**Niki's the most known** personality in Austria. Every kid in the 70s, 80s or 90s knew he was the most famous Austrian. Everyone was looking up to him and I was doing the same. We had another link: my first wife is his cousin, so we knew each other from before. We started to know each other better when I was involved at Williams; we started to travel together to some races.

At the beginning, when we were both parachuted into Mercedes F1, it was difficult for us to compromise. We both had our own companies, we both took our own decisions, and the Daimler Board wished to have the two of us in two different roles. It took a half a year to a year until we calibrated it right. I remember there was a moment where we sat down and he said 'I have come to the conclusion that it is better the two of us push in the same direction, that we are going to reach our goal

earlier'. Since then our relationship developed from respect and understanding to friendship.

His loyalty to the team was immense. It was a huge advantage having someone who didn't need to be politically correct anymore. Niki could say everything he wanted. In a world today when everything is so slipstreamed and corporate, and everybody thinks twice what they say because things can be spun around, it was so refreshing and important for F1 to have somebody who just didn't care. He was a foreign minister that was able to say everything, even the biggest controversy, and so his role in the team had so many facets: a great friend, sparring partner, a mentor, somebody that was giving us direction, that was exercising pressure when pressure was needed, protecting us from the politics. Equally, getting Lewis into the team, which was a milestone for Mercedes.

All of these inputs are dearly missed.

It is one thing that the world and the F1 community has lost the biggest icon, but it is a totally different and much more difficult situation to have lost a friend. We have been missing Niki in every single race at the end of last season, when he fell ill, and at the beginning of this season. But again, being faced with him not being anymore among us, being faced with me personally not texting him anymore, or speaking to him after the weekend, receiving his feedback. Losing him as a sparring partner is the most difficult.

It's so difficult for me to try to talk about Niki, the icon for F1 that he was. I think the biggest icon that we had. Because my emotions are so overwhelming as a friend. It's just a huge black cloud, and somebody that is so dearly missed in this team, and in F1. I feel we have lost what was the heart and soul of F1.



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SIX

OF

THE

BEST?



## THE MAKING OF A SILVERSTONE LEGEND

If **Lewis Hamilton** wins this year's British Grand Prix he will eclipse both Jim Clark and Nigel Mansell as the most successful British driver to win on home soil. Even if he fails, the fast sweeps and rain of Silverstone will forever be associated with some of Hamilton's most brilliant performances. We reflect on past glories with the man gunning for his sixth home win this month...

WORDS JAMES ROBERTS

PICTURES  **motorsport**  
IMAGES

**The British summer can go** one of two ways. Roasting heat, clear blue skies and scorched grass. Or thick, leaden clouds, a cool breeze with a persistent threat of rain. On the banks of Silverstone's daunting corners, the hardy perennials make their July pilgrimage come rain or shine. Some years they are pink and shirtless; other times, sodden – battling the elements underneath a plastic poncho.

Bedecked in red, white and blue with a cool box of warm tinnies, their eyes are focused on the ribbon of asphalt in the distance, waiting for a glimpse of their man: the silver arrow sporting a tint of fluorescent turquoise.

As the number 44 machine races into view, their spirits lift. From the crowded spectator banks they watch ▶





2007

The euphoria of his first Silverstone pole was only converted into third, but the fan reception fired the desire to return the following year and go two better

him hustle his Mercedes around the majestic sweeps of Maggotts and Becketts – titanium skid block sparking as it hits the ground at 190mph. Then gone in an instant, flat-chat down Hangar Straight – out of view, but still audible, on and off the throttle as he makes another tour of the windy former airfield.

Lewis Hamilton has become synonymous with the British Grand Prix. For four consecutive years he was unbeatable at Silverstone, fuelled by the support of his fans. Twice, in 2015 & 2017, he achieved the grand slam: pole, fastest lap and victory. Aside from winning the world championship, a victory in a driver's home grand prix is the next best thing. Stirling Moss, Tony Brooks, Jackie Stewart, James Hunt, John Watson, Damon Hill, Johnny Herbert and David Coulthard can all testify to that. Jim Clark won this race five times; Nigel Mansell on four occasions – and another at Brands Hatch in the 1985 European GP. 'Our Nige' even said he was "prepared to kill himself" for his home crowd.

With a calendar that criss-crosses the globe, the familiarity of a home race gives drivers an advantage over the opposition. "You know the language, the food, the culture and the weather patterns," says Mansell. "It's where you did your grass roots racing and there's an immediate comfort zone."

Visiting Silverstone ahead of this year's grand prix, Lewis Hamilton stands in the Wing above the pits. Over his shoulder, Turn 1 is now an eighth-gear, 186mph right-hander, but when Hamilton first came to this circuit, Abbey was a left-handed kink heading under the bridge that still takes traffic to the infield. He is here to reflect on past visits to the home of British motorsport.

"I remember coming to Silverstone and standing at the back of the McLaren garage," says Hamilton, "looking at the F1 cars on track and dreaming of one day racing here – and holding onto that dream for such a long time. It's very strange to think that now I have five grand prix wins here."

His grass roots learning came in Formula Renault (a winner in 2003) and in GP2, which first alerted the Silverstone crowd to his brilliance behind the wheel. Victory in both races in 2006 included an audacious three-wide pass on the inside of Maggotts – out manoeuvring rivals Nelson Piquet Jr and Clivio Piccione. Silverstone had a new prince.

In his debut season in F1, in 2007, Hamilton took his third career pole position at the British GP with what he described at the time as a "lap



out of nowhere." Despite only finishing third, he came back the following year to take an emphatic victory in torrential rain – on a day when most of his competitors fell off the track. It remains one of his greatest wins and the moment he was crowned as British Grand Prix royalty, elevating him to the status of king of the Silverstone masses.

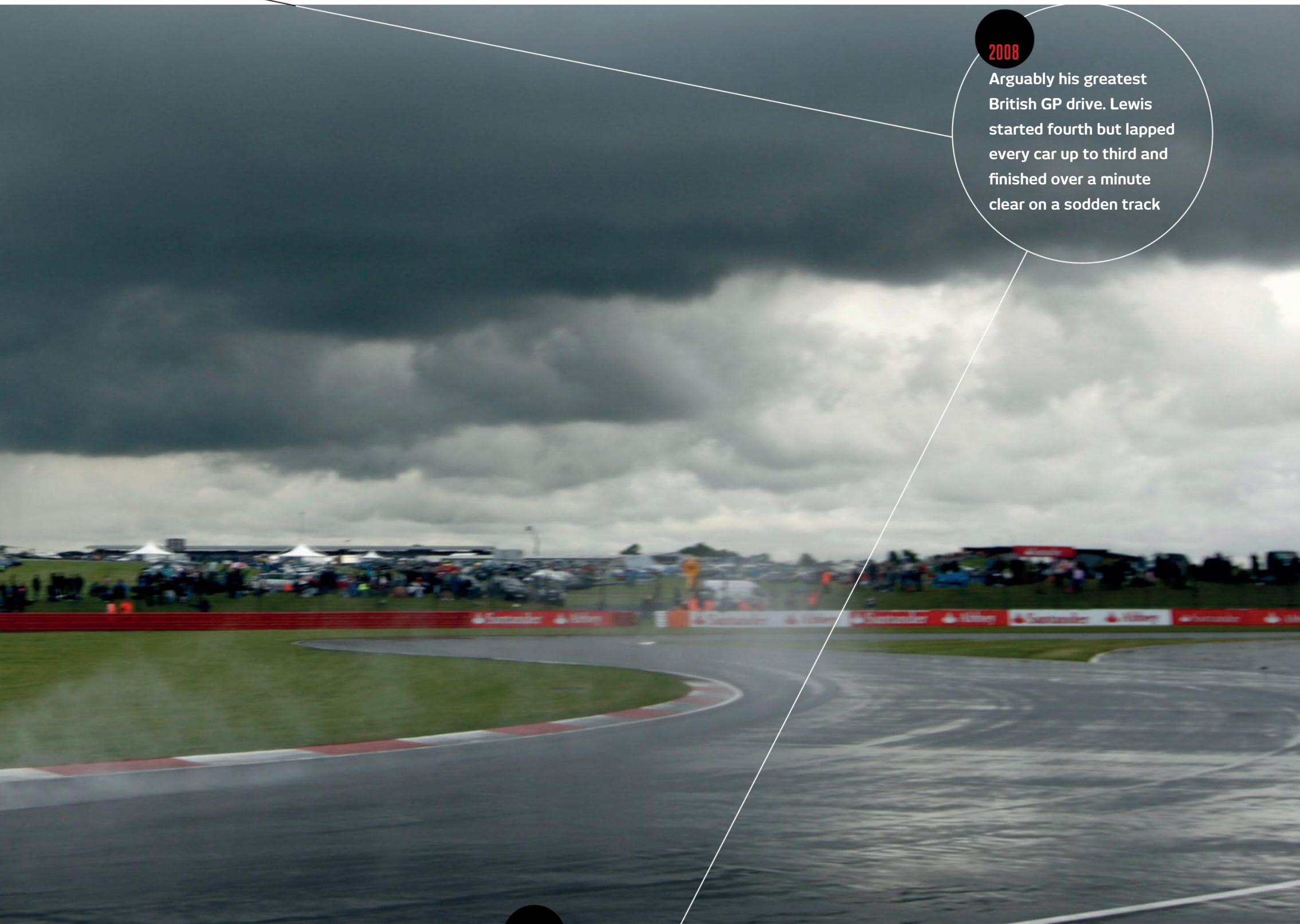
"My first win at Silverstone in F1 was in 2008, but the year before was incredible too," recalls Hamilton. "I remember the cheer I got for getting that pole. Whilst it's hard to hear the sound over the car, I could when I was off throttle and I could see all the fans celebrating.

"After not being able to win in the first year, I was so driven to bring it home for the fans the

following year. It rained and qualifying was not so good for us – I was fourth on the grid, which was a bit of a downer.

"I chose a certain setup for the car before practice, but it didn't work so well in the dry. Luckily it rained on the Sunday and I recall my brother Nicolas coming into my room and saying: 'don't worry, you've got this'. It was a great moment, as he gave me such a boost.

"I went out, had the best start [immediately up to second], had a couple of close moments trying to overtake my team-mate [Heikki Kovalainen] and from then on, I continued to lap at a crazy pace and out-performed my rivals. I lapped everyone up to third place."



2008

Arguably his greatest British GP drive. Lewis started fourth but lapped every car up to third and finished over a minute clear on a sodden track

As he gazes from the pit building towards the bridge in the distance, in his mind's eye Lewis is picturing the former layout. By 2008 the kink at Abbey had been slowed into a left-right chicane, with a grandstand positioned on the outside of the corner. On that wet July day, 11 years ago, most drivers approached the chicane backwards. Hamilton never pirouetted his McLaren, but did have his one and only 'off' as he nervously slithered across the grass.

"On the way through the old Abbey chicane, just before the bridge in the grandstand, everyone had umbrellas and ponchos on. I came through there and people were spinning off all the time. I made it through and saw the crowd ▶

2014

The first of four straight wins with Mercedes and THAT podium where Lewis famously asked, "where's the gold one, man?", when presented with the race sponsor's trophy





2015

On pole Lewis had to contend with the fast-starting Williams pair of Massa and Bottas, but a superb out-lap after his only stop propelled him into a lead he held to the end

stand up every single lap. That was the time I first felt a great connection to the British fans, and since then it's continued to grow every year."

The final laps, typically, were held in bright sunshine and Lewis was able to savour for the first time the joy of holding aloft the famous gold Royal Automobile Club trophy. The prestigious cup was made in 1871, measures 64cm tall and is worth around £100,000. It carries the date and name of every British Grand Prix winner and was the trophy Hamilton asked for when he stood on the podium for his second win in 2014.

After four years of hard-charging antics, but in less competitive machinery, his return to the top step was an emotional occasion – and Lewis wanted to celebrate in style. After first being presented with a bland award that represented the race's main sponsor, Hamilton wanted the honour of holding the true British GP trophy again. He called out on live TV, "Where's the

gold one, man?"

Behind the scenes, the men in suits hurriedly brought the prestigious cup out from one of Silverstone's cupboards and Hamilton raised the 2.7kg award above his head. He even took it to his post-race press conference before it was returned under lock and key to British motorsport's governing body.

"That year was my second with Mercedes and the first with the new hybrid formula and I knew I had a car that could fight for the world title," Hamilton says. "The British Grand Prix that year was crazy because I had a bad qualifying session. It was raining on a certain part of the circuit and I remember starting the lap and I was a second down already in the first sector, so I thought there was no way I could beat my time.

"I backed off, only to find that other drivers had also been a second off but the last sector was dry and they managed to beat their times. I was

distraught, I couldn't believe that I had given up because it's something which I never do. I was gutted that I had let myself down.

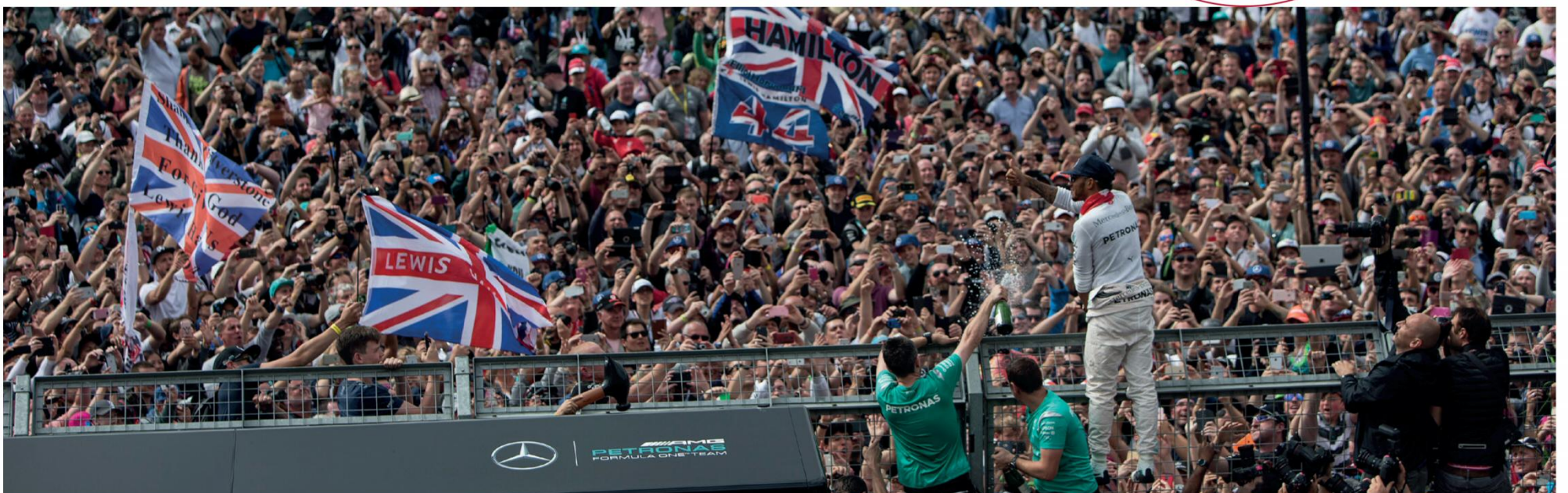
"I flew home to stay with my dad, my stepmum and my brother for the night. I was in my room and I think at the time had just got my dog, Coco. My dad was there and it was a touching moment between us when he just gave me that lift that I needed – which he has given me since I was a kid.

"I came back the next day, after a good home cooked meal, and knocked it out the park. I started sixth and built my way back up and was chasing down Nico [Rosberg]. I was 1000% going to get him – because I had to – because it's the British Grand Prix, but he had a gearbox failure before I could overtake him. But I still got my win..."

That victory in 2014 was the first of four consecutive victories for Hamilton at home, matching the feat of Jim Clark between 1962-65 (the Scot's wins came at Aintree, Silverstone, Brands Hatch and then again at Silverstone). ▶

2016

Behind team-mate Nico Rosberg in the points going into the race, Lewis mastered the tricky conditions for win number four to cut his deficit to just a single point



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But they haven't always been plain sailing. The two Williams of Felipe Massa and Valtteri Bottas tried to ruin the fairytale with a sensational start in 2015. A year later, the weather intervened with a torrential downpour that meant the race started behind the safety car. But both times, victory belonged to the Stevenage lad.

Two years ago, Hamilton was lambasted for not appearing at a live demo organised by F1 in central London, but he came to the track absolutely determined to put on a show – and the response of the crowd washed away all the criticism of the previous week. The swell of support and size of the faithful is growing significantly as the victories keep on mounting.

Last year, in a summer swept up in patriotic fervour with England's football team doing well in the World Cup, Hamilton wanted to play his part in the national sporting pride.

He set a record sixth Silverstone pole with a sensational lap he described at the time as "one

**“EVEN THOUGH IT'S WORTH THE SAME AMOUNT OF POINTS AS EVERY OTHER RACE – IT'S ALMOST LIKE A HEALING WEEKEND BECAUSE IT GIVES YOU A SPUR TO CONTINUE FOR THE REST OF THE YEAR”**

of the most pressurised I have ever had.” After beating Sebastian Vettel by just thousandths of a second, he leapt from his cockpit and knelt down next to his Mercedes – visibly shaking with adrenaline. “The lap was intense – it took everything out of me,” he said. “It felt like one of the best laps I have ever produced.” Once again, the crowd showed their appreciation and if it wasn't for first lap contact with Kimi Räikkönen, victory would have been assured.

“The support I have had from the British fans has grown every year,” Lewis says. “I first went crowd surfing with them after I won in 2016 and I don't know what came into my mind when I decided to do that.

“I was trying to wave to everyone and I just leaped out. I've always wondered why crowds stand there when someone leaps off stage. If someone jumped off stage towards me, I would move out of the way and let them fall! So I was nervous that would happen to me. It didn't and it was a special moment.”

The British GP sits in the middle of the season and Lewis admits the buzz he gets from winning his home race spurs him on for the rest of the year, enabling him to push on and get stronger as



2017

An intense lap resulted in a record sixth consecutive British GP pole and was followed by a fifth Silverstone win, equalling the record for wins on home soil of Clark and Mansell

the pressure of the title race rises.

“I have a crazy amount of support and I'm forever grateful to the people that come and save up throughout the year and travel from all over the country to support me on that one weekend,” Hamilton says.

“Even though it's worth the same amount of points as every other race – it is the most valuable one. It's almost like a healing weekend because of all the work you put in to be a world champion, then you come here and it gives you a spur to continue for the rest of the year.”

Lewis takes one last look over the start/finish straight and remarks on what a great location it would be to spectate from. In a few weeks' time he will be on track, doing what he does best at this fortress of speed in front of his adoring fans.

His journey through the sport is forever entwined with this historic circuit. As it was during Mansell's day. It's appropriate the track commands such high respect from the current drivers, as its high-speed challenge rewards the most skilful. “I'm super excited about this year's race and can't wait to see the great crowd,” says Lewis. Just one more victory – a sixth – will allow his name to stand apart from all others in the British Grand Prix record books. **GT**



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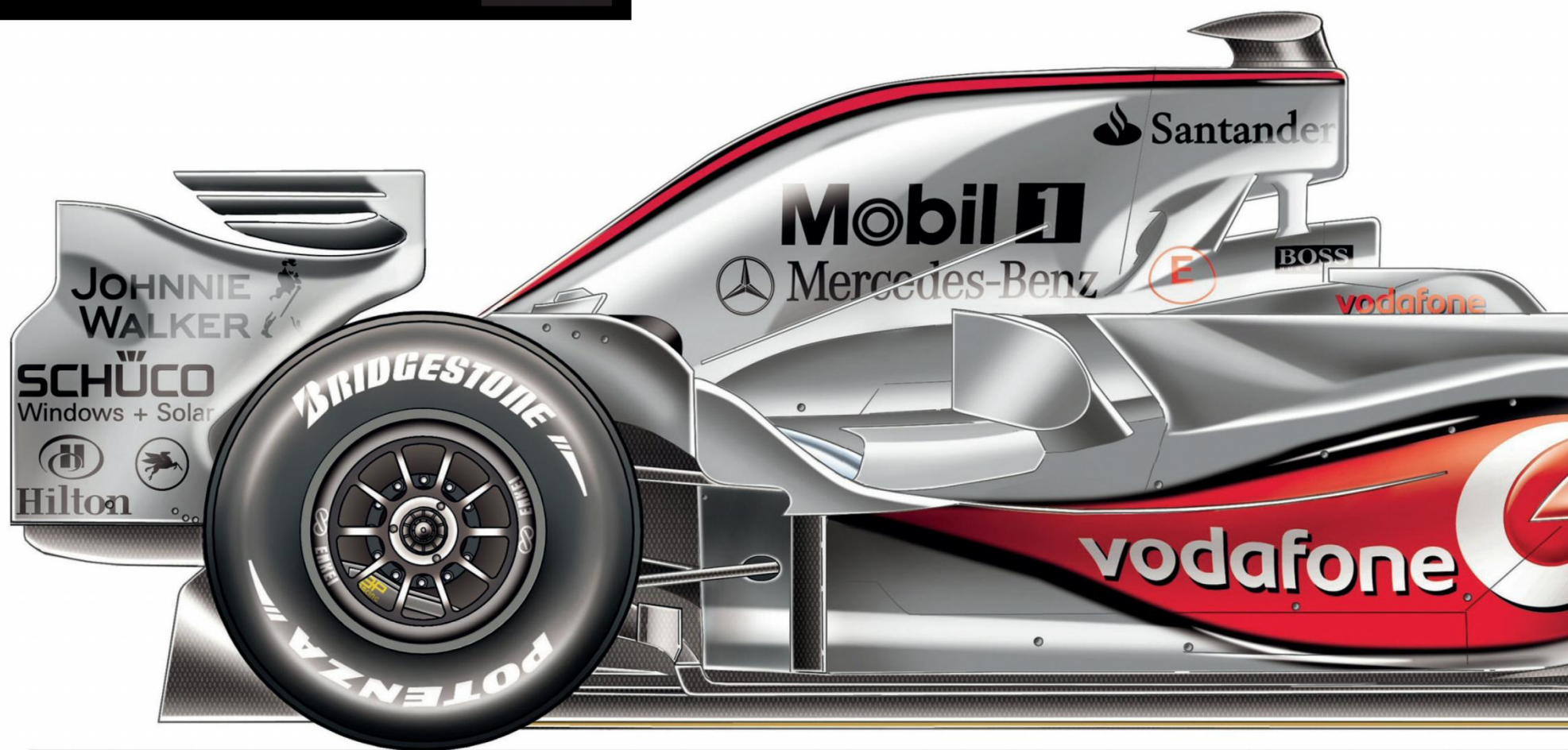
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# McLAREN MP4-23 TECHNICAL ANALYSIS

WORDS JAKE  
BOXALL-LEGG

ILLUSTRATION  
GIORGIO PIOLA



## CONCEPT

On the back of being rocked by the 2007 Spygate scandal, in which leaked Ferrari documents found their way into the hands of McLaren, the MP4-23 was born under high scrutiny. Subject to inspection by the FIA, which wanted to ensure the car included none of Ferrari's intellectual property, the governing body was satisfied enough for it to be pressed into service for 2008.

An evolution of 2007's MP4-22, the car featured a longer wheelbase to make the most of the 'crazy aero' that was in vogue at the time. A refined version of the bridge wing appeared at the front, pairing up with a marginally higher nose that could make use of a greater front wing pressure surface.

The engine package was settled as F1 introduced an engine freeze to cut costs. Hence, the focus was on optimising complex aerodynamics for one last time, before new regulations took everything back to basics.

## INNOVATION

A lot of the MP4-23's detail is featured at the rear wing, as McLaren's engineers tried to draw the maximum downforce from it. The outboard ends of the mainplane were raised and blended forwards to develop more performance at the point at which it meets the endplates. This was combined with more dramatic endplate cutouts, seeking to create more space for expansion on the suction side of the wing.

The aperture below the main airbox inlet was also expanded for greater cooling, meaning that the team could trim the sidepods in a little to try to improve aerodynamic performance.

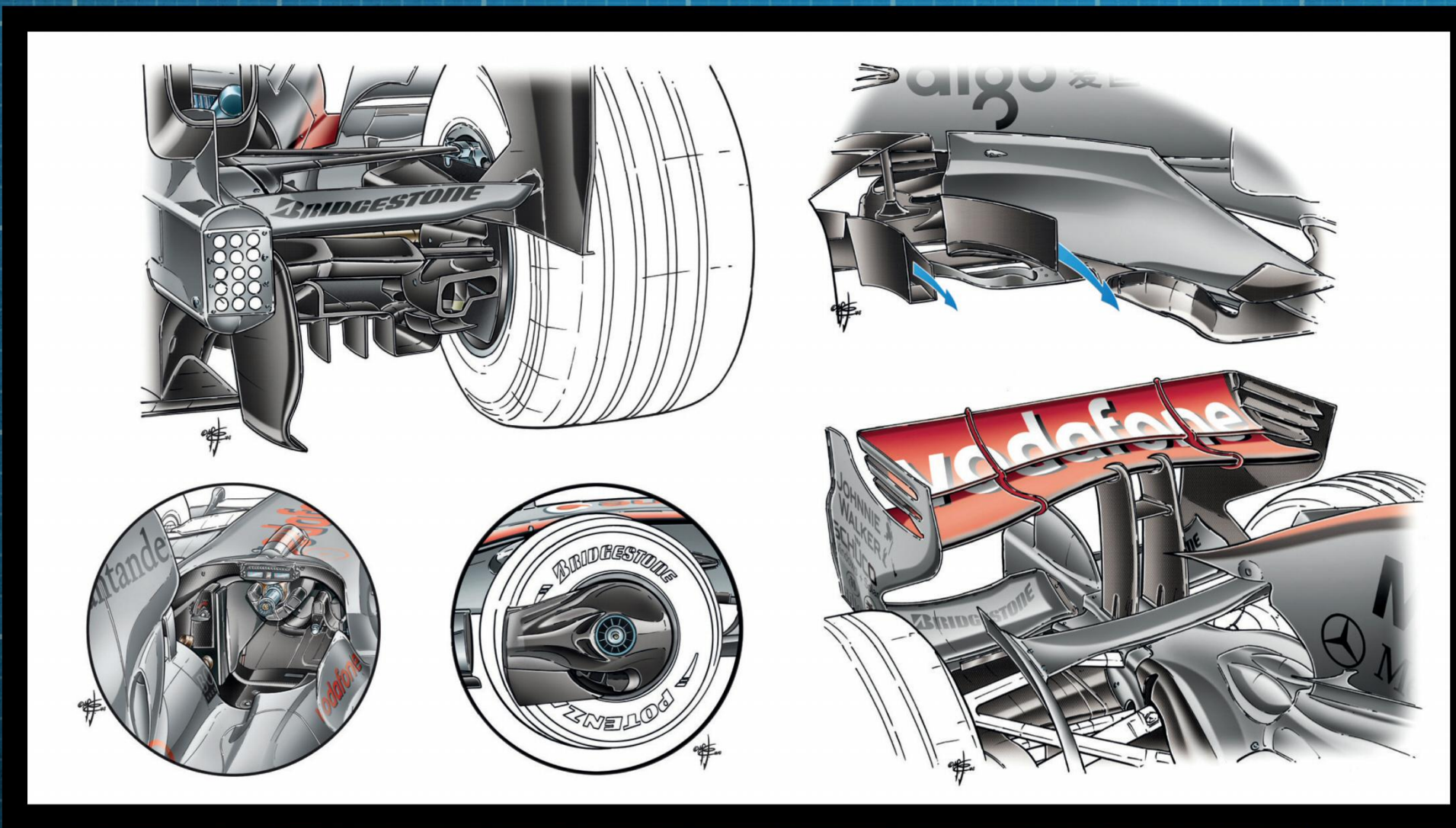
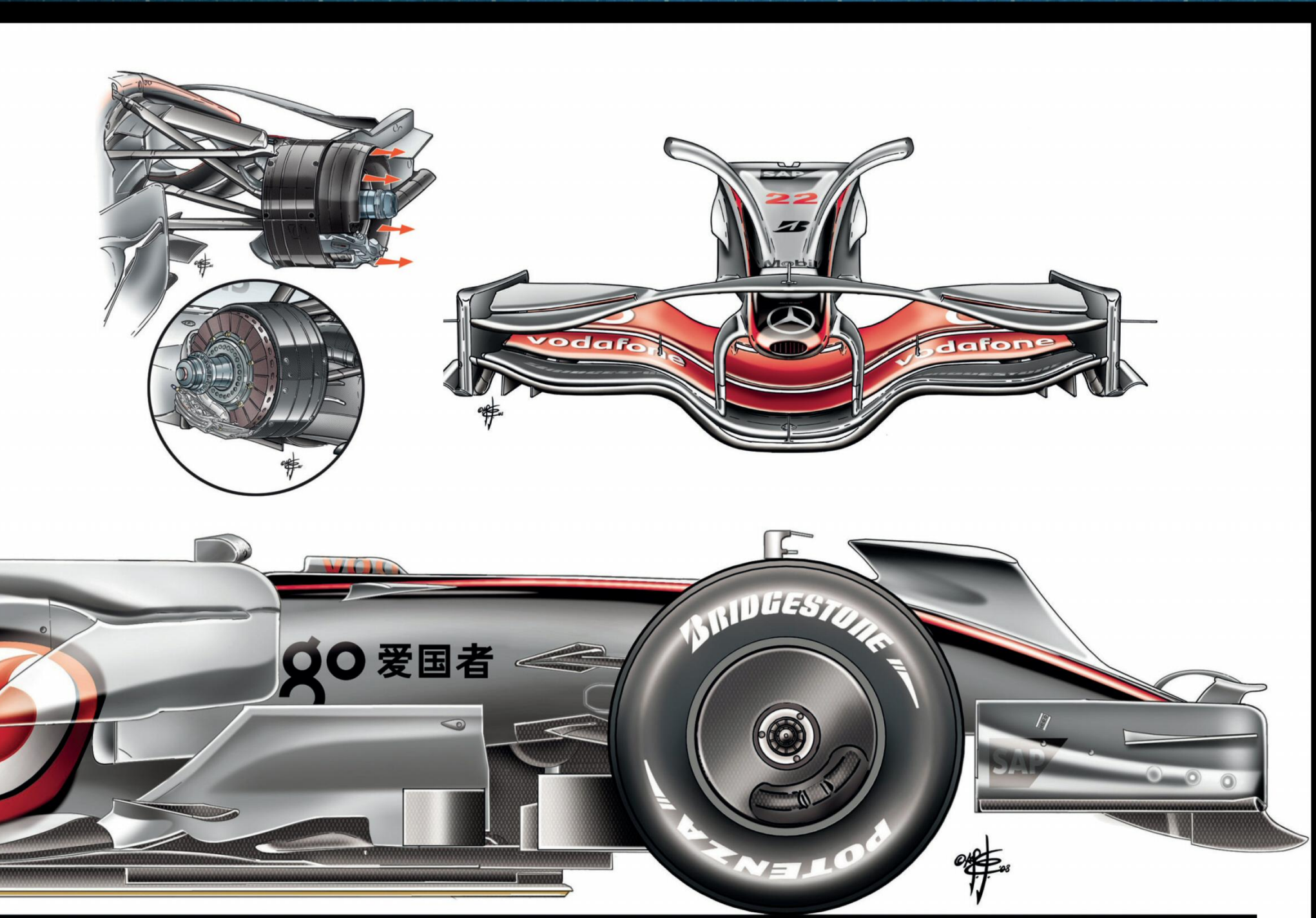
Traction control was banned during the off-season leading in to 2008, but McLaren aimed to cover for its loss by allowing the drivers to adjust the torque between corners – minimising wheelspin to boost traction on corner exit.

## EVOLUTION

One of the strengths of the MP4-23 was its adaptability. Remember, this was McLaren in its pomp, with the resources and the personnel to tack new parts to the car on a regular basis. At Silverstone, the car ran with asymmetrical sidepod inlets in deference to the predominantly right-handed corners, and sprouted 'Dumbo wings' at the front – large 'ears' that swept airflow downwards to clean up the supply to the rear of the car.

BMW and Honda had previously introduced the Dumbo wing design, but McLaren put its own stamp on it. The engineers at Woking were able to innovate and react to contemporary trends.

The MP4-23 was the last of its lineage, and the following year's car – the MP4-24 – developed for the new regulations suffered from a difficult birth as the aerodynamicists sought to overturn what would ultimately prove to be a flawed concept.





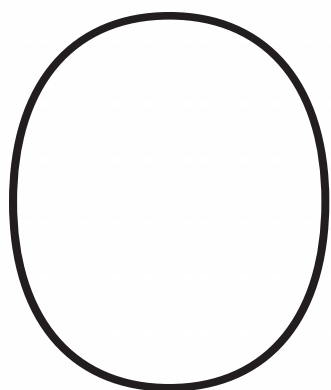
# THE LONG INTERVIEW

Six years ago Claire Williams took over the day-to-day running of Williams when she became deputy team principal. After early success the current form of the team is at rock bottom. Her ambition was never to take on the top job, but now Claire feels it's her duty to return Williams to its rightful place at the top of F1. She invited us to into her home for a frank interview about her racing life...

WORDS JAMES ROBERTS  
PORTRAITS ALISTER THORPE

THIS IS  
CLAIRE  
WILLIAMS





**n the outskirts of** Ascot, on the Berkshire border, Claire Williams is putting her 19-month old son down for an afternoon nap. She descends the staircase and places a finger to her lips to indicate hushed tones while Nate drifts off. We've been invited to her home for a snapshot of domesticity before the madness of Formula 1 resumes. It's a chance to glean perspective on the demands of a working mum

who is also the deputy team principal of a Formula 1 team.

We're welcomed into this bright home by her husband Marc Harris, recently tasked with establishing a bespoke young driver programme for Williams, which has Formula 2 title contender Nicholas Latifi and Jamie Chadwick – a race winner in the nascent all-female W Series – already on its books.

As we chat over coffee (while mindful of not spilling a drop on the immaculate white sofas) ahead of the serious discussion about her life growing up as Sir Frank Williams's daughter and the current plight of the team, we talk TV shows. Claire is a self-confessed fan of boxsets, gameshows and sitcoms.

"When we were young we always used to sit around the TV together and watch *Coronation Street* as a family," she says. "Although Dad didn't. The only show he would watch was *Dynasty*. He loved it."

It's perhaps apt that she has taken over the family's business of running a Formula 1 team and does so while balancing bringing up the next generation. Nate will often accompany Claire to races, although, as she explains, that wasn't the way her father did things...

**F1 Racing:** When you were growing up, you didn't go to that many grands prix did you?

**Claire Williams:** We didn't go to any, we weren't allowed. Dad never took us. But I get that. He was busy with a dream and a mission, and ferrying his wife and kids around would only get in the way of that. No one else takes their family to work, so why should he?

I remember going to a few grands prix with my brothers, like Silverstone, but it was a case of not being seen or heard, so we had to make ourselves busy doing jobs in the kitchen or wandering around the merchandise area. I remember getting lost once crying my eyes out behind the back of the Benetton motorhome and a very nice lady rescued me. It's different today, as I might take Nate to a few races. I'm proud of that, I don't care what people think about it – I'm a working mum. But that's a different generation and a different mindset.

When I was growing up, Dad never took any money out of the business, so it wasn't like we lived a lavish lifestyle. When I went to an overseas race at 14, I travelled with team manager Dickie Stanford and the team. Frank had a private plane – but we never went on it as a family. We didn't have boats or things like that. I've always loved being properly inside the race team and understanding it. I love the people that work for us and who are so passionate for F1. I used to like staying at the track late, getting a rag to clean the car in the garage or making tea for the mechanics. Maybe they thought I was an annoying teenager who didn't get out of their way when they were busy, but all I remember was everyone was very lovely to me.

**F1R:** But even back then, it was never your goal to one day take over and run the team. Didn't you go to university to study Spanish and Portuguese?

**CW:** How the hell did you find that out? It's supposed to be a secret! I failed and I was thrown out. I loved Spanish and went to Newcastle, but they only did the course with Portuguese as well, yet I didn't know a single word. After years at an all-girls boarding school, suddenly I was in the wider world, had a little car and was bombing around all over the place. Studying was not on my agenda whatsoever. I failed that course and pleaded with them to let me stay and study politics, and they agreed.

Amusingly Newcastle University got in touch recently to say they were holding an alumni hall of fame and there's now a huge banner of my face with 'Claire Williams OBE 1994-99'. At the time, no one knew who I was. They are now celebrating one of the most unsuccessful students they have ever had!

**F1R:** When do you refer to your father as "Frank" and when is he "Dad"?

**CW:** If I'm talking personal things with someone I know and trust then a lot of it is Dad. If I'm at work it's *always* Frank.

**F1R:** After graduating you worked at Silverstone in the press office, then for six years in the communications office at Williams. How did you go from there to running the team?

**CW:** As I said earlier, I always enjoyed working at the team, whether it was franking the mail when I was six, stealing stationary from the cupboard, working in the travel office or going to races in the press office. I was happy doing the latter, I never asked for pay rises or promotions.

Then we had a few changes. Adam Parr came in as CEO and in about 2010 I was promoted to head of communications and soon after I was in charge of investor relations when we became a listed company. Then my remit oversaw the marketing, commercial and sponsorship department. From being the most junior person in it, suddenly the department was mine. Parr was the architect for my upward trajectory and he put me on the board in 2012 to represent the family shareholding as commercial director. I remember going to my first board meeting and I've never been more terrified.

Toto [Wolff] was with us at the time as a shareholder and was helping with the team post-Adam Parr, but then he got a call from Mercedes that winter. He got Bernie Ecclestone involved and suggested I move into the deputy team principal role just a few weeks after my mum [Virginia Williams] died in

2013. It all happened very quickly, going from press officer to having six promotions in four years. My head was spinning.

**F1R:** The last GP your mother attended was at Barcelona in 2012. That was an eventful weekend for the team. At the time of writing, it was the most recent victory for Williams in F1...

**CW:** It was an extraordinary weekend and one I'll never forget. It was Dad's 70th birthday celebrations and we had a big party where all the lovely people in the paddock came and joined us. Pastor Maldonado qualified second and then Lewis Hamilton was disqualified. We were celebrating Frank's 70th when we heard we were on pole.

Then the race. Oh my god, I couldn't believe we were leading and I don't know why there aren't more heart attacks among team principals in F1. I was trying to pacify myself because Fernando Alonso was on his gearbox for lap after lap. I know people say it was a fluke, but Pastor had his moments and I also feel that weekend God was looking down on us because it was my Mum's last ever race which she came to. She was more ill than she made out to anybody. She was so heartbroken at that time with how Williams had fallen. One of my greatest regrets was she didn't see the success we had in 2014 and 2015.

Pastor won the race and I was doing some TV interviews ▶

The high and lows of Spain 2012, the team's most recent win and a frightening garage fire (inset)



PICTURES: GLENN DUNBAR; STEVE ETHERINGTON



I PINCH MYSELF THAT I WAS BORN INTO THIS AMAZING WORLD AND I AM THE DAUGHTER OF FRANK AND VIRGINIA WILLIAMS, TWO AMAZING PEOPLE WHO HAVE DONE SUCH EXTRAORDINARY THINGS

in front of our garage and all of a sudden the cameraman just dropped his camera on the floor and I remember thinking, 'well that's a bit bloody rude!' I heard this commotion and I turned around and everyone was running away.

Holy shit, what the hell is going on?! There was a big explosion and pandemonium broke out. I couldn't believe it. My memory is pretty poor, but the pitlane fire we had was so vivid. I was head of comms at the time and the crisis policy was my responsibility to make sure all our mechanics were together – but they were scattered everywhere.

Mum was in the motorhome, while Dad and I were in the garage and we all got separated. Mum was terrified thinking we had all been blown-up in the garage. Thankfully Christian Horner helped her and took her to Red Bull to be looked after. No one knew what had happened, it was chaos.

I was at the track very late into the following morning and was awake all night dealing with stuff as we had one member of the team who was quite badly injured. It was just horrific, dealing with something so big. Barcelona for me is just a track that has high emotions: last race we won, last race Mum came to, and the awful fire – plus the dramas in testing this year. I always have to look for positives about that track.

**F1R:** Did the disaster that weekend make you consider what the team went through at Imola in 1994, when Ayrton Senna suffered his fatal accident?

**CW:** I was 16 at the time and at home, so I've really only spoken to Ann Bradshaw, our press officer at the time, about that weekend. She had to deal with the team and the media. Losing a driver is the one thing that terrifies me, because I've been brought up with Dad having those experiences and that's the one thing as a team principal that keeps me up at night. I find that thought absolutely horrendous.

**F1R:** Have you spoken to Frank about Imola?

**CW:** No, I've never spoken to him about it. He doesn't talk about it. Being in the position I am now, I know that if I lost one of my drivers I don't know how I would deal with it. To carry on shows an extraordinary tenacity. I think it would be too much of an invasion of his privacy to ask him. That generation is very private. They don't spill their emotions – and Dad never has, as I know it deeply, deeply affected him.

**F1R:** When you were young, you had an embarrassing moment with Ayrton in your pyjamas once didn't you?

**CW:** Yes I did... I'm delighted that I've shared that with the world. Sometimes I feel my role is like an out of body experience. I pinch myself that I was born into this amazing world and I am the daughter of Frank and Virginia Williams, two amazing people who have done such extraordinary things. With Marc and I, the stage we are at in our lives, this was the point Dad had his accident. I think to myself, what if Marc had an accident now? How would I deal with that? To have your husband as a quadriplegic. I don't know how my mother dealt with that. I find it extraordinary.

To think that Ayrton Senna saw me in my 'jammies', it's a bit odd. I remember Nigel Mansell taking me to a fair in Zandvoort when I was about four. How cool is that? I used to hang out with Mark Thatcher's bodyguards and as kids we'd ask them if we could look at their guns... it's the most extraordinary ▶

Claire is proud of the fact that she and husband Marc can take son Nate to the odd race, such as Bahrain in 2018 when he was only six months old



PICTURE: JERRY ANDRE





# CV

**Name** Claire Williams  
**Born** 21.07.76

- 2013-19** Deputy team principal, Williams F1
- 2012-13** Director of marketing and communications, Williams F1
- 2011-12** Head of investor relations, Williams F1
- 2010-11** Head of communications, Williams F1
- 2003-09** Communications officer, Williams F1
- 2000-02** Press officer, Silverstone
- 1994-99** Studied politics at Newcastle University

**ALL THESE PEOPLE CALLING FOR ME TO RESIGN... HOLD ON. I TOOK THE TEAM FROM NINTH AND EIGHTH IN 2011 AND 2012 TO TWO THIRD PLACES IN 2014 AND 2015. PEOPLE FORGET THAT**

life and I don't take any of it for granted. My parents made us understand the important values in life: manners, respect, courtesy, kindness, and not taking anything for granted.

**F1R:** From your current position, can you explain what has caused Williams to slide?

**CW:** Firstly, it's really easy for people to forget that we've had one bad year. All these people calling for me to resign... hold on. I took the team from ninth and eighth in 2011 and 2012 to two third places in 2014 and 2015. People forget that.

CEO Mike O'Driscoll and I inherited a team that had been left to languish across a number of key areas, whether it was engineering or operations. In hindsight, we probably only made surface changes, such as the engine, drivers and bringing

in a title partner and a few senior people.

If I'm honest, it was early days for me – I didn't know what I know now – and because we were doing well we didn't continuously look at things that weren't quite right. We had changes in technical people over that period that took us into 2015 and 2016 and things started declining from around then.

It's difficult to say it was exactly one thing, a number of things put you in that position. We know what they are and we know we can fix them. Obviously aero is a crucial performance differentiator and if you haven't got that right, you're screwed. But we have other areas of weakness in our team where we need to improve. We haven't had a proper planning function in place. Operations have got some issues, we have weaknesses in aero and a whole number of departments. ▶

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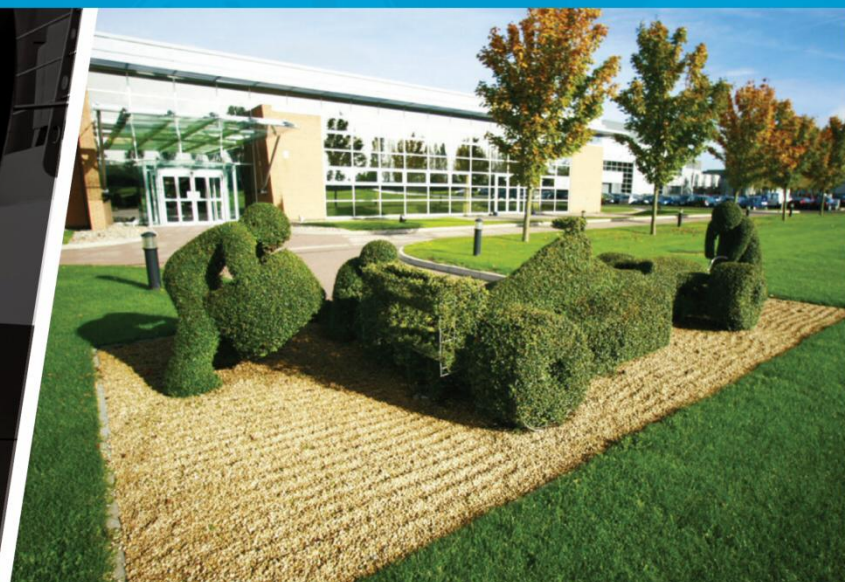
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# WILLIAMS





IF WE HAVE THE REGULATIONS WE BELIEVE ARE COMING FOR 2021: GREATER FINANCIAL RESTRICTIONS (I.E. THE COST CAP) AND A MORE EQUITABLE DISTRIBUTION OF PRIZE FUND, THEN I THINK WILLIAMS WILL BE IN A VERY STRONG PLACE COME 2021 AND BEYOND

We perhaps needed to hit rock bottom to work out what those issues are. Now we know what the problems are we have a plan in place, which will become clearer over the next six months. We knew that it wouldn't be the work of a moment to get us back to where we want to get to. People are very impatient in F1 and I understand that. I can't click my fingers and produce a solution for tomorrow.

Frank took a decade to get his F1 team on track. We have averaged P6 over the past ten years and we just had one terrible year last year and yes, this year is going to be terrible – but there are clear reasons for that.

**F1R:** What is the plan to return Williams to the glory days?

**CW:** Well, the general landscape of F1 hasn't helped our cause. The listed parts issue, which created collaborations between teams such as Ferrari and Haas, hasn't helped us and I don't believe it's in line with the true DNA of our sport. If that's the direction the sport is going then we can decide whether we want to be part of a sport where collaboration takes place.

Then there's the complete disparity of income between teams. We are a long-serving team where we make everything in-house and that's probably cost us over the past couple of years. Teams like Haas have half our workforce and make half the stuff. We've probably not been quick enough to respond to those circumstances, or we never had the foresight to see them coming. We now need to make sure Williams is fit for purpose in the future. If we have the regulations we believe are coming for 2021: greater financial restrictions (i.e. the cost cap) and a

more equitable distribution of prize fund, then I think Williams will be in a very strong place come 2021 and beyond.

I'm not going to talk about recent drivers or management. It's been a difficult journey, but there are many positives. We have a new title sponsor, Rokit, which is supportive of us and the Williams brand, and two great drivers who are smart enough to help our engineers.

So many fans have stuck by us because we have this fighting spirit and we don't give up when times are tough. It's important to have that resilience when people scream at you or criticize you. I know we are heading in the right direction. We are in F1 because we love it. The nature of the sport means you have bad times and good times – and only one person can win.

I still believe I'm doing the best job I can for the team. Williams has a huge resilience and will be in our sport for a long time to come. **F1**



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# NOW THAT WAS A CAR

No. 78

WORDS JAKE  
BOXALL-LEGGE  
PICTURES  
JAMES MANN

# FERRARI 156

SHARKNOSE

INSETS: MOTORSPORT IMAGES



Ahead of the game when F1 downsized to 1.5-litre engines, Ferrari's striking 156 dominated 1961, the Scuderia taking a first constructors' crown to go with Phil Hill's drivers' title

**A**nyone who thinks today's Mercedes supremacy is tiresome won't view Ferrari's stranglehold on the 1961 season so fondly. The Scuderia's performance at that year's British Grand Prix – the last time a team locked out the podium in its entirety – was a paragon of dominance, braving tough weather conditions to clinch a 1-2-3 finish. But, like Mercedes today, its supremacy was built on the foundations of having interpreted a new set of regulations better than the rest.

The FIA was worried the speeds F1 cars could reach – although modest by today's standards – were too fast for the ensemble of circuits the championship frequented. The decision was made to bring the engine capacity down for 1961, to 1.5-litre engines, a not entirely popular decision.

Regardless, that ruling suited those who had already thrown the smaller engines into the mix. Ferrari's 'Dino' V6 engine enjoyed an outing in 1960 with Wolfgang von Trips at the wheel, while Porsche and Coventry Climax had already run smaller-capacity units in Formula 2. Conversely, Maserati went in with little experience, while BRM had to use Climaxes, as its own engines weren't ready for the new season.

Ferrari, then, was undoubtedly well prepared for the new formula, but nor did it rest on its laurels. Instead of persisting with the F2 engine it had experience of, the team's engineering personnel – conducted by the larger-than-life Carlo Chiti – decided to crack open the V-angle of the engine, from 65° to 120°, to increase the balance and lower the centre of gravity. It was also lighter, bringing the car closer to the first ever minimum weight limit – set for 1961 at 450kg.

The result was Ferrari's 156, visually unlike anything else seen on the grid. Back then, front-mounted radiators were a la mode, but one of Chiti's flourishes was to chisel the nose into a point, positioning two diagonal air vents to feed the radiator.

**NOW  
THAT  
WAS  
A  
CAR**  
No. 78

**FERRARI  
156**  
SHARKNOSE

**“NEXT TIME  
OUT THE 156  
HAD THE ROOM  
TO UNLOCK  
ITS SEARING  
PAGE AND  
ANNEXED THE  
FRONT ROW  
AT ZANDVOORT”**

Famously, this became known as the 'sharknose' – a sleek, avant-garde alternative to the more agricultural aesthetic of the 156's counterparts.

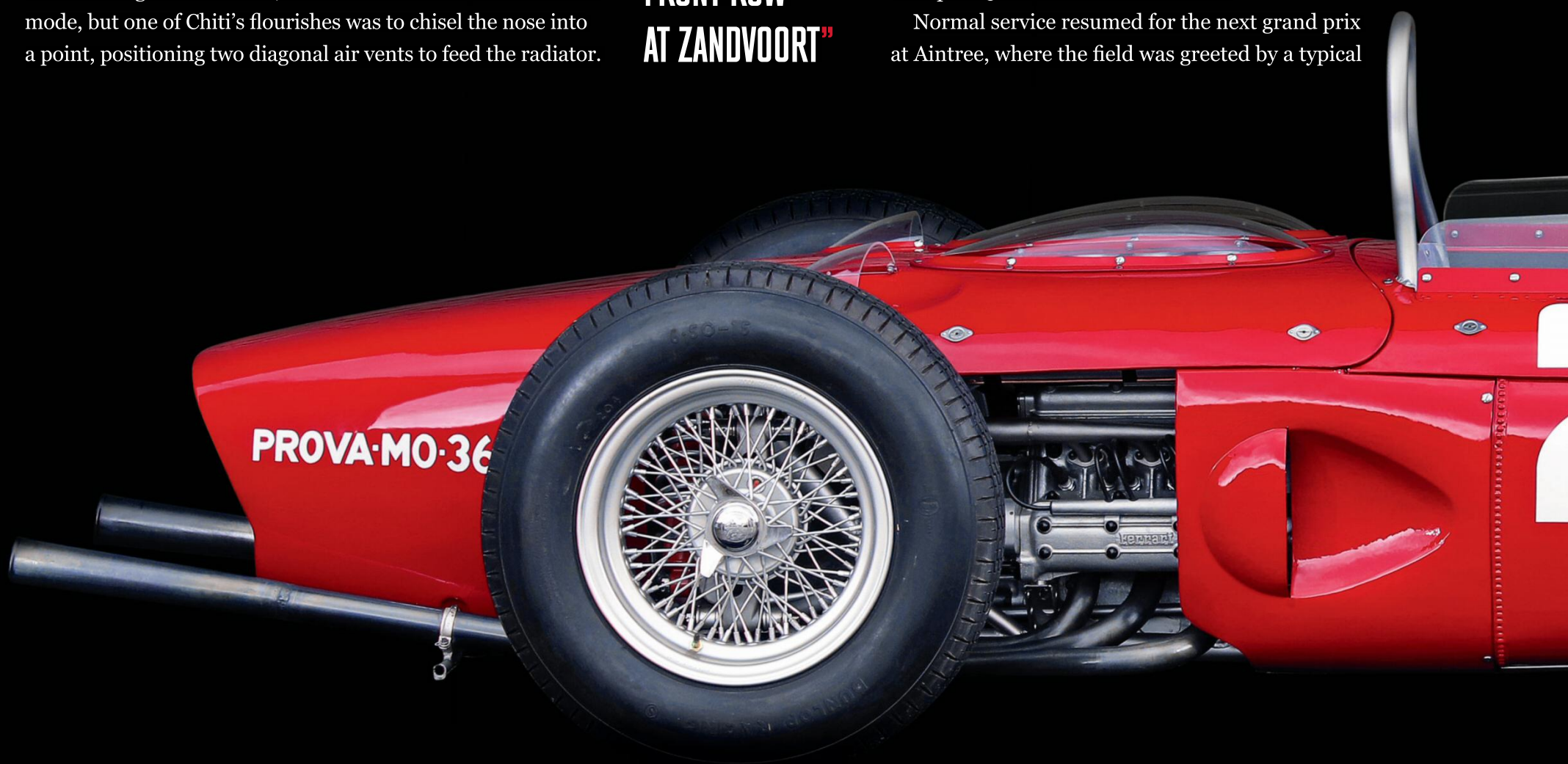
One of those, the Lotus 18, was a small, boxy design. A year old as it began the 1961 season, it somehow bested the trio of 156s that Ferrari sent to the season opener at Monaco. There, Stirling Moss put in a terrific drive to clinch victory, minus the side panels on his car. Nevertheless, Phil Hill beat von Trips to third to kick off their burgeoning championship battle.

Next time out the 156 had the room to unlock its searing pace and annexed the front row at Zandvoort – the order Hill, von Trips and Ginther, although Hill barely made it to the start having lost a clutch pin, which required a hasty fix. Just as Hill's problem abated, Ginther almost stalled off the line and was swallowed up by Jim Clark and Graham Hill. But von Trips hit the front, and the German led throughout to win – Ferrari team-mate Phil Hill resisting Clark for second.

Carrying its irrepressible dominance into Spa, the usual trio was joined by home heroes Willy Mairesse and Olivier Gendebien, and the latter helped the team to Formula 1's last ever 1-2-3-4 finish – Hill taking the honours by less than a second from von Trips, with Ginther and Gendebien some way back.

Ferrari almost went from heroes to zeroes at Reims, as the intense heat of the French summer brought out the worst in the 156s. Asked to slow down, Hill and von Trips – leading the race – did so but von Trips's engine called it a day before half-distance. The nightmare continued; Hill spun where the circuit had begun to break up, stalling and collecting Moss, while Ginther succumbed to oil pressure problems. Thankfully, late entrant Giancarlo Baghetti claimed victory, holding up with an old-spec 65° V6 to win first time out.

Normal service resumed for the next grand prix at Aintree, where the field was greeted by a typical



#### RACE RECORD

**Starts** 48  
**Wins** 5  
**Poles** 6  
**Fastest laps** 5  
**Other podiums** 13  
**Points** 133

#### SPECIFICATION

**Chassis** Tubular steel spaceframe  
**Suspension** Double wishbones, coil springs and telescopic dampers  
**Engine** Ferrari 178 120° V6  
**Engine Capacity** 1477cc  
**Power** 190bhp @ 9,500 rpm  
**Gearbox** Five-speed manual gearbox  
**Tyres** Dunlop  
**Weight** 460kg  
**Notable drivers** Phil Hill, Wolfgang von Trips, Richie Ginther, Giancarlo Baghetti, Ricardo Rodriguez, Lorenzo Bandini, Willy Mairesse, Olivier Gendebien



British summer – torrential rain bombarded the outskirts of Liverpool, leading Ferrari to use plastic covers for the engine intakes to protect the carburettor. Hill and Ginther were on the front row, finding a moment when the track was at its driest, while the qualifying fly in the ointment was Jo Bonnier, who hurled his Porsche to join them on row one – ahead of von Trips.

Off the line, in conditions better suited to powerboat racing, von Trips pipped Ginther and Bonnier to grab second place, with Moss on the American's tail. Hill was determined to forge into a lead, while a mistake from Ginther allowed Moss to pass.

Coming up to lap tail-ender Keith Greene, Hill inadvertently relinquished the lead to von Trips, followed by Moss, who kept close tabs on the Ferrari. But the Brit, hustling von Trips all the way, sustained fading brakes and eventually pulled into the pits on the 45th lap, bumping Hill and Ginther into the top three. And that's how it remained; von Trips claimed his final

Formula 1 victory, with 46s over Hill in hand.

Moss won the next race at the Nürburgring to end Ferrari's winning streak, while von Trips remained in control of the championship – heading to Monza ahead by four points from Hill. There, the championship fight ended in tragedy. Ferrari locked out five of the top six positions on the grid – von Trips ahead of them all. But the German dropped back in the early stages, which brought him next to Jim Clark's Lotus.

The two made contact on the run to the Parabolica and von Trips climbed the embankment – flying into the crowd. Sixteen people perished, including von Trips, while Hill reluctantly took the title in the most tragic of circumstances.

A version of the 156 raced after the car shredded its shark-like features at the end of 1962, but was never as successful or as dominant as it was in 1961. A sad footnote is that all of the chassis were subsequently destroyed by Ferrari so only reproductions of this beautiful title-winning machine remain. **F1**





# YOU ASK THE QUESTIONS

THEY

# DAMON HILL

The 1996 world champion turned Sky Sports F1 pundit answers questions from his peers on subjects such as Jacques Villeneuve, working with Patrick Head and his collaboration with Def Leppard...

WORDS EDD STRAW

PICTURES  
ZAK MAUGER



**motorsport**  
IMAGES

**Damon Hill is one of only 33 drivers** to have won the Formula 1 world championship. As a driver, he went toe-to-toe with all-time greats like Michael Schumacher, Ayrton Senna and Alain Prost, and remains a key part of the grand prix paddock today through his punditry role with Sky Sports F1. Yet he's an unassuming character who almost seems surprised to be interviewed, as if what he has to say doesn't carry weight. Yet as he makes his way down the paddock for his rendezvous with *F1 Racing* in Racing Point's hospitality unit, he's stopped at regular intervals to pass comment on the talking points of the day. There's one simple reason for that, he's worth listening to.

Now 58, there's no sign of Hill losing respect for the latest generation of drivers, many of whom have supplied questions for *F1 Racing* to put to him. He's also a thinker, someone who always has an interesting perspective or unusual insight to bring to the table rather than the derisory better-back-then soundbites a few retired greats might favour. And he certainly has a healthy respect for today's drivers.

"These guys now, they're so mature so young, I'm flabbergasted," he says, settling into the surroundings of the Racing Point team for which, in its earliest guise as Jordan, he took his final grand prix win at Spa in 1998. "They are prepared in a way I don't think anyone of our generation was in their 20s. They are way ahead. The game has moved on a bit."

The man himself has also evolved, as he explains in his response to our opening question from one of his Sky Sports F1 colleagues.

**Why can't you be more like you are on Twitter when you're on air?**

Anthony Davidson

I guess because I signed with Sky! I don't know if my Twitter style would suit digital broadcasting.

**F1 Racing:** Do you enjoy social media?

**Damon Hill:** I'm a Johnny-come-lately to it. I've enjoyed the opportunity to comment on anything you like in your own way. It's a gift we've all been given and we've either used it wisely ▶



or we've used it badly. It's a challenge for everyone now. When I was racing, you were asked questions and you had to think carefully about your answer. The whole experiment with social media has put everyone in that situation. There's clearly a dark side to it as well, and we have to manage that, but it's given some people, from sport particularly, a say on things they might not have been able to get across before, to defend themselves or give their point of view without it being mediated by *F1 Racing* or *Autosport*.

**From your time as Williams team-mates in 1994, was Ayrton Senna really the driver in terms of speed, commitment, testing ability, feel, work ethic – and did he help you during your relatively brief time together?**

Derek Warwick

I had precious little time being team-mate to Ayrton. The time I did have was very revealing and I learned from watching. But I watched, like everyone else, Ayrton as a competitor, as an aspiring racing driver, as a fan of the sport. I won't lie, there were times when I was appalled by some of the things he did, and didn't quite go with his attitude that there was only room for one

person on the circuit. But you have got to admire his commitment. He was a very courageous person and I feel privileged to have known him even just for a brief time.

**What was the reason for you and your father, Graham Hill, having the same helmet design and do you know why he used it?**

Sebastian Vettel

It was the design of a cap of the London Rowing Club. My dad said the only two sports he was ever any good at were the ones where he was sitting down, and in one he was even facing the wrong way! He loved rowing and that's how he met my mum, so

the Hill family started with rowing. My mum actually rowed for England. I wasn't a rower though. I had a rowing machine and did my back in! Because he died, I think there was an element of wanting to honour him and, maybe a bit of heraldry! I was proud to be a Hill and loved the distinctive helmet so I wanted to do it proud.

**F1R:** It's a great design as well isn't it?

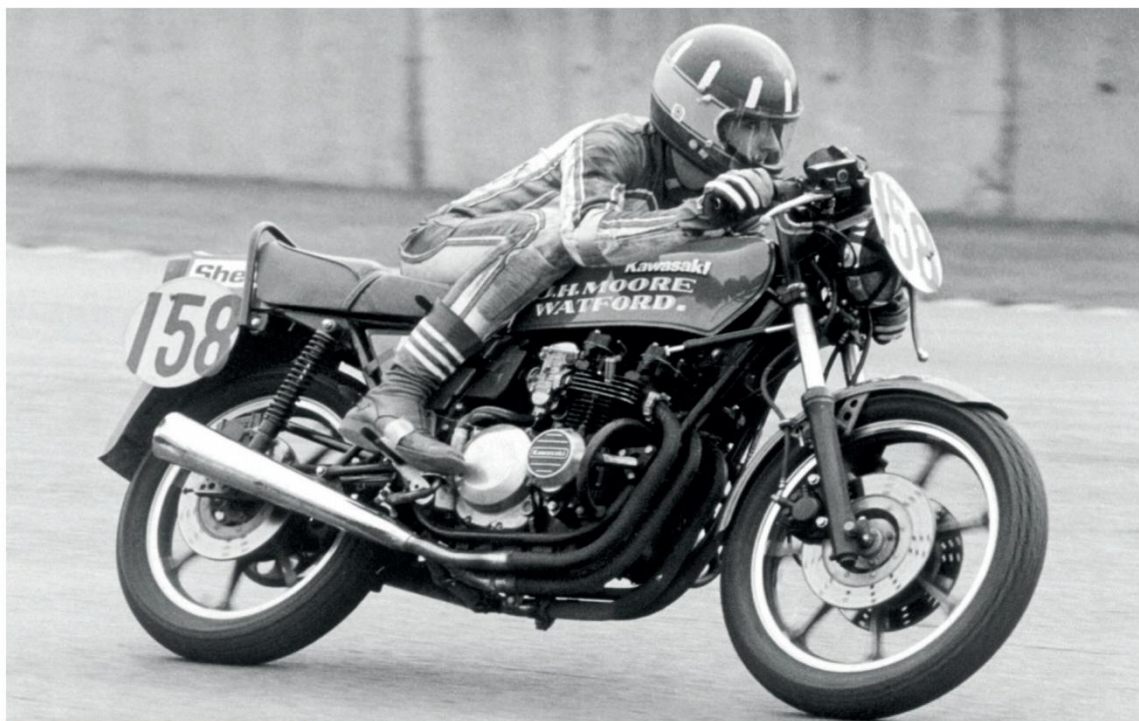
**DH:** Modern drivers could learn a lot from looking at the power of simplicity in design. More is not always more.

**What is your craziest Eddie Jordan story?**

Karun Chandhok

When we were coming back from an F3000 race at Enna and we were late trying to catch the flight, Eddie was driving and there was

about six of us in the car. The police had blocked the road because there was a lorry on fire. Eddie realised this was quickest way to get through and started to get irate and do his routine on the policeman. I was sitting there thinking 'this is Sicily, these guys have guns – what is he doing?' He waved a piece of paper around as if he had some sort of diplomatic immunity and eventually gets back in the car and says 'I'm going anyway'. He did it and we didn't get shot or blown up. Maniac.



**On a production Kawasaki at Donington Park in 1980 at the start of his motorsport career**

**You started your career on two wheels, won the world championship on four. Would you rather have been world champion on two wheels or four? And you are not allowed to say both.**

Pat Symonds

I can't wish for anything other than what I got. I succeeded in motorsport and I was happy in either branch. I loved going fast around race tracks. I suppose my spirit is closer to motorbikes perhaps, but then to have made it to the very top in Formula 1 means I couldn't really ask for anything more.

**How does it feel to share my birthday – September 17th?**

Esteban Ocon

And Stirling Moss! A lot of people I get on with are Virgos – Barry Sheene was a Virgo! It feels good to share that birthday, I think 17 is a good number because

it has number seven in it, which is Moss's number, and September is a good month. I'm happy to share it with Esteban.

**F1R:** And another quick driver for that birthday?

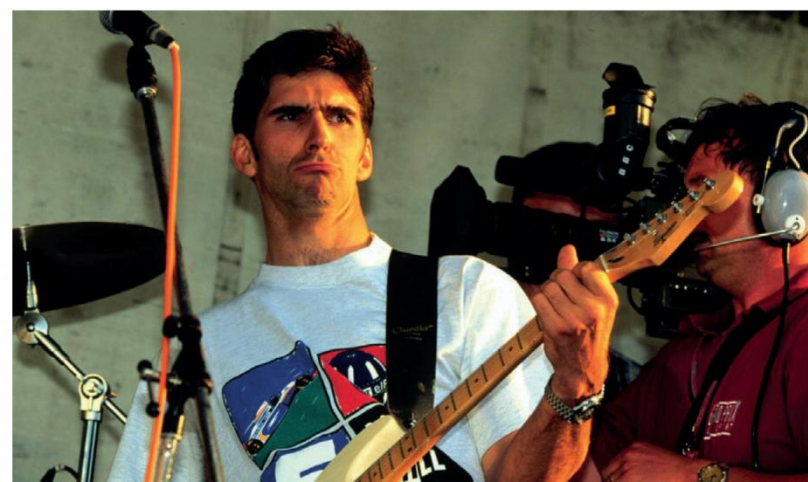
**DH:** A much underused driver, a talent. Let's hope we see him back racing as soon as possible.

**Are you what caused Adrian Newey to lose his hair? And will you play a guitar solo at the British Grand Prix party again?**

Christian Horner

I'll join in but I won't play a solo. Adrian's looking more and more like Professor Pat Pending from *Wacky Races*. He's a thinker and they do say that people with a lot of testosterone lose their hair, so he's obviously got more than Christian!

“ I FEEL PRIVILEGED TO HAVE KNOWN HIM [AYRTON] EVEN JUST FOR A BRIEF TIME ”



**How did it feel to break down in the Arrows while leading in Hungary in 1997?**

George Russell

It was a semi-breakdown. It was a weekend of disbelief. I signed for Arrows, which had a cat in hell's chance of doing anything, and the only thing that made me think something could happen was the

Bridgestone tyres. The car handled really well in Hungary and the tyres were brilliant, while Goodyear brought cheese! To find myself in the lead, I thought 'it has been a great weekend up to now so if it breaks down I'll still have had a ball' but it kept going. Two laps from the end I got stuck in gear, then the throttle goes because it's all hydraulics. I went round on tickover and managed to get back but I ended up second. It was cruel to get that close.

“  
I THOUGHT  
'IT HAS BEEN  
A GREAT  
WEEKEND  
UP TO NOW,  
SO IF IT  
BREAKS DOWN  
I'LL STILL  
HAVE HAD A  
BALL'  
”



**I used to race against your son Josh in Formula Renault.**

**What's he doing now?**

Pierre Gasly

He had flair and he had talent, I saw some great races from him, but you can tell when someone does not wholly believe this is for them. I always sensed that he wasn't 100% hungry for it.

I didn't pull the plug, he pulled the plug. He now plays in a band called The Severs. He's a very good drummer. ▶



So, so close. An unexpected win for Arrows in Hungary in 1997 looked on the cards until the very end



**How difficult was it working with Patrick Head?**  
Johnny Herbert

Remember, my dad was Graham Hill, so Patrick was a pussycat. I liked his directness. He's passionate about racing and engineering, and forthright. He knew my job better than I did. He's intellectually a very potent individual. If you get wounded easily or are sensitive then he's probably not the bloke for you.

**Would it be easier for a driver from the 1950s to drive a current car or a modern driver to drive a car from the 1950s?**  
Lando Norris

The '50s drivers would need to be in the gym for a long time because they wouldn't be as able to cope with the G-forces, plus it's a lot more difficult with technology and strategy. Would they have liked that and have coped with these cars? I think they'd get the knack. The difficulty would be going backwards and doing the Nürburgring in a seat that feels like it's out of the car not in it, with no seatbelts, in the wet, not knowing where the limit is. And would they have been able to carry on with losing their mates regularly?

**How tough a competitor was Michael Schumacher?**  
Alex Albon

As tough as they come. He had everything covered and he and his team went about motor racing with a fine tooth comb, looking at every possible loophole. He had enormous natural talent. From what I learned, I don't think he was very good at setting the car up but had an ability to drive anything, like Ayrton.

**How drunk were Def Leppard when they asked you to play on their record Demolition Man?**  
David Croft

I met them in Dublin and they said "you should come round and we'll put you on the album". Maybe it was a joke but I turned up! You can hear me on the guitar as it fades out on Demolition Man on the album Euphoria. The album went platinum and I've actually got a platinum disc. They were very nice guys, very generous.

**What do you think made you such a great driver?**  
Gil de Ferran

I wish I got compliments like that all the time. When I started working with Sky, where they call the presenters 'the talent', I said that was the first time I'd been called that. I was never called that when racing.  
**F1R:** So what were the qualities that made you successful?  
**DH:** A dogged determination not to give up, and a competitive bug. I must also have had some degree of natural ability, And luck. You have to be in the right place at the right time. 🏁

**Who was quicker, you or Jacques Villeneuve?**  
Charles Leclerc

We took turns.  
**F1R:** Very diplomatic...  
**DH:** Jacques was on a high when he joined Williams in 1996. He

came out with some ridiculous comment before the season asking if you'd be able to overtake someone around the outside of the last turn at Estoril

Everyone looked at him with their mouths open and thought he must be completely mad. Then he did Michael Schumacher there in the Portuguese Grand Prix. He was a seat-of-the-pants driver and talented, but when he got what he wanted, maybe the fire went out? But I'm avoiding the question, who was quicker? Well, me, obviously, because I beat him!

**How hard was it to lead the Williams team in the wake of Imola 1994?**  
Romain Grosjean

It wasn't an experience anybody would want to go through – the team didn't want it, no-one in F1 did. We had to deal with the deaths of two drivers and when

you go through that you ask yourself 'why do something when you can lose your life and cause a lot of people grief?' It wasn't something I envisioned myself doing at the start of the season. I wasn't equipped to deal with the pressure, especially because I had a lot of support from Brazil and felt a huge responsibility.

“ IF YOU GET WOUNDED EASILY OR ARE SENSITIVE THEN PATRICK'S PROBABLY NOT THE BLOKE FOR YOU ”

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# NIGEL ROEBUCK'S FORMULA ONE HEROES

## DIDIER PIRONI

PICTURES  motorsport  
IMAGES

IT IS  
37 YEARS  
SINCE THE  
DEATH

of Gilles Villeneuve, the most beloved racing driver of his generation, a man without whom, for many, motor racing was never the same again.

Intrinsic to the accident at Zolder was the conduct of his Ferrari team-mate, Didier Pironi. At Imola, two weeks before, the red cars – low on fuel – had been cruising to a 1-2, Gilles ahead, but on the final lap, at the last overtaking point, Pironi abruptly whipped past, and stole the victory.

To that moment, Villeneuve had trusted Pironi, but now vowed never to speak to him again: 13 days later, on a banzai lap at the end of qualifying, came the accident.

Pironi would always profess innocence in the Imola affair, claiming he believed they were fighting for the win. The facts – not least ‘Hold’ on the team’s pit boards – suggested otherwise, but when all was said and done, Villeneuve was gone, leaving Pironi master of all he surveyed at Ferrari. Emotions ran high. “Imola was about more than stealing a win,” said one eminent paddock figure. “Pironi knew what effect it would have on someone of Gilles’ mentality, and wanted to undermine him.”

In manner, Pironi was quiet, almost timid, and in 1981 seemed content to play the number two role at

Ferrari. Throughout that season Pironi played it humble, stressing his close relationship with Villeneuve, emphasising how much Gilles had helped him. In reality, though, the demons were alive inside him – how was it possible, in equal cars, for another to beat him?

Prior to joining Ferrari, Didier had driven impressively for Ligier, winning once in 1980 but let down often by poor reliability. Having Jacques Laffite as a team-mate was one thing, however, Villeneuve quite another. “When Gilles was alive,” said Ferrari designer Mauro Forghieri, “he was so obviously the best that we perhaps underestimated Didier, because he was usually beaten by a man with the same car.”

As 1982 approached, Ferrari – now with a chassis designed by Harvey Postlethwaite – looked in good shape. At Kyalami neither car finished, but Villeneuve led much of the Brazilian Grand Prix, again conclusively faster than Pironi.

After qualifying in Rio, Gilles asked me if he could have a word. It was about Didier, who had recently had a huge testing accident at Paul Ricard: “He’s a bit shaken up, but he’ll be fine by the next race. Can you ask your colleagues to go easy on him this weekend?”

This demonstrated a selflessness almost unknown among grand prix drivers, who rarely pass up an opportunity to capitalise on a team-mate’s weaknesses: Villeneuve was a man without guile, and in the aftermath of his death, one wondered if Pironi had any idea of the friendship he had tossed away.

Shortly before the Imola weekend Didier married Catherine, his longtime girlfriend, and while Ferrari team director Marco Piccinini was present as best man, Gilles and his wife, Joann, were not so much as invited. He thought that strange, and mentioned it during the practice days. “Joann says I shouldn’t be surprised,” he shrugged. “She’s never trusted Didier...”

Two weeks after Zolder, the clans gathered at Monaco, where Pironi, now the only Ferrari driver, finished second. There followed a third in Detroit, and then it was on to Montréal, where he took pole position at this circuit newly named for Villeneuve. “I want to dedicate it to Gilles,” he said over the PA, “because we all know if he’d been here, he’d have been on pole.”

At that moment, I happened to be talking to Keke Rosberg. “If it hadn’t been for him,” he muttered, “Gilles *would* have been here...” It was a reflection of what many were feeling. At the same time, though, animosity towards the man did not colour judgement of the driver. In the car Didier was more than good; he was coming to be great, and many saw him as the likely world champion of 1982.

On the Montréal grid, though, he stalled, and into the Ferrari hurtled the Osella of rookie Riccardo Paletti, who suffered terrible injuries, and died an hour later.

At Zandvoort Pironi won conclusively, then finished second at Brands Hatch, in the process taking the championship lead for the first time. It was in a confident frame of mind that he went to his home race at Ricard. Postlethwaite put it more strongly than that. “Something very strange came over Didier,” he said. “He had big personal problems, but they didn’t seem to concern him. He became incredibly arrogant and over-confident about everything – including the fact that he was going to be world champion.”


Big personal problems he certainly had, for he had become involved with an actress, whom he had met during a photoshoot for *Paris Match*, and his marriage, barely three months old, was over.

At Ricard, unable to run with the Renaults, Pironi finished third and extended his points lead. Then came Hockenheim.

On the Saturday morning I arrived a little late, and practice was already underway. Fiercely hot the day before, it was now wet and cool. From the press car park I chanced to look across to the end of the straight before the stadium, and what I saw was a red car high in the air, its nose pointing skyward. Landing tail first, it then began somersaulting, coming to rest at the trackside.

The rescue scene was from Hades. Pironi had suffered the hideous lower leg injuries so common in an era when drivers sat virtually between the front wheels, and his bloodied face was a mask of agony as Sid Watkins and others worked on him.

As Didier recovered over time, he began to speak of returning to Formula 1, and Enzo Ferrari promised there would be a car for him. No one, though, took either man too seriously. Pironi had raced a car for the last time.

Five years on, now the father of twin sons (named Didier and Gilles), Pironi had turned his competitive instincts to powerboats. In August 1987 he crashed in the Needles Trophy, off the Isle of Wight. Encountering heavy wash, Didier declined to back off, and drowned when his boat flipped upside down. There was sorrow in the F1 paddock, but perhaps less grieving than there might have been. 

**ANIMOSITY TOWARDS THE MAN DID NOT  
COLOUR JUDGEMENT OF THE DRIVER**



The relationship between Pironi and Villeneuve (below) soured at Imola and Ferrari's hopes for 1982 rested with Didier until his accident

PICTURES: RAINER SCHLEGELMILCH







# 'NICE' *work if you can get it*

WORDS STUART COOLING PICTURES GLENN DUNBAR



**Daniel Ricciardo** made his name in Formula 1 as a free-talking, free-spirited, perma-grinning exhibitionist at Red Bull, but how has life changed now he's paid big bucks to be front and centre in F1 for one of the world's largest car manufacturers? We joined him in the south of France to find out



lags bearing the tricolour of France and the logos of the French Grand Prix flap and stretch taut in the stiff breeze blowing in off the Mediterranean. High above the bustling *Promenade des Anglais*, one of the most famous and evocative seafronts in the nation, the sun is engaged in a protracted arm-wrestle with a particularly large and fluffy cumulus cloud whose bovine pace stands in stark contrast to the force of the breeze. It is as if the very elements themselves are digging in their heels and saying... *wait for it...*

Of Daniel Ricciardo there is no sign except for an excited knot of humanity rolling in

from the borders of the French Grand Prix Roadshow Fan Village, attesting to his presence like a moving radar trace. Surrounded by a throng of selfie-seeking supplicants waving phones, notebooks and pens, Daniel arrives – maybe. There’s too many people to see past, but the vivid yellow cap and flashes of that 1000-watt grin suggest he’s there.

Those on the other side of the barriers crane their necks and hold their gimbals and selfie sticks aloft in hope. Cyclists duck and weave around pedestrians with other things on their mind. Faces press up against the window panes of the elegant apartments overlooking the sea front. The azure, impassive Mediterranean continues to mind its own business, absent-mindedly lapping at the pebble beach.

Beneath an awning, two racing cars wait to stretch their legs. Technicians swarm around a Renault RS.01, a gullwinged carbon-chassis GT3 whose Nissan GT-R-sourced V6 is prompted, as we look on, into a chattering start-up before settling into a gruff and menacing idle. But the primary focus of attention is a yellow Formula 1 car whose pointy, stepped nose is a dead giveaway to its 2012 provenance. Back then it raced in black-and-gold Lotus branding during Enstone’s time under GenII Capital ownership, and indeed this, an E20, was the last but one ‘Team Enstone’ car to win a grand prix.

Nearby a lady with a DSLR camera mounted to a substantial lens in one hand, and a large leather handbag enclosing a chihuahua tucked under her other arm, juggles her priorities. The dog regards *F1 Racing* with hauteur typical of the breed; fixing your correspondent with a gimlet eye not unlike the disapproving stare of Dame Maggie Smith in her role as the Dowager Countess in *Downton Abbey*. The peevish pooch continues to look askance as their owner toddles off to photograph Christian Estrosi, the Mayor of Nice, who is holding court by the E20.

The return of the French Grand Prix to the calendar has galvanised the latent passion for F1 in this part of the world and Estrosi, one of the prime movers behind the race’s revival

and its return to Paul Ricard, is clearly delighted to be at the centre of it. That Renault, a car maker so quintessentially part of the French psyche that it’s known simply as *La Regie* – ‘the company’ – should be keen to support the project is no surprise. And Ricciardo, though paid handsomely for the privilege of driving for Renault’s F1 team, needs little prompting to grandstand for the crowds. He’s utterly in his element as an entertainer.

“I don’t really know,” Dan says when *F1 Racing* asks him what he might otherwise have been doing on a sunny late-spring bank holiday. “I’d probably take it easy... maybe a bike ride... I’ve been out on the mountain bike a couple of times with Wurzy [Alex Wurz, Grand Prix Drivers Association chairman]. I’m always up for a mountain bike ride – it takes you out of the city, off the main roads, gets you in a bit of nature...”

There’s a beach here, albeit one composed of pebbles rather than sand, and indeed this entire sweeping stretch of the French Riviera – memorably summed up by one-time Saint-Jean Cap Ferrat resident Somerset Maugham as “a sunny place for shady people” – is a dramatic landscape of rocky nodes and steep, zig-zagging streets and paths.

Since hitting F1’s big time with Red Bull in 2014 Daniel has, like many elite sportspeople and most if not all the F1 grid, made neighbouring Monaco his home. As such, attending today’s French GP roadshow and styling it up along the promenade in a couple of racing cars hardly represents an inconvenience – and he’s perfectly used to the glad-handing demands of a major team after so many years under the Red Bull umbrella.

Still, given the peripatetic lifestyle of an F1 driver, ‘home’ is a fluid concept – indeed, we picked Daniel up this morning from one of many anonymous-looking apartment blocks in Fontvieille, a new district of Monaco that was part of the Mediterranean until the land was reclaimed from the sea in the 1960s. Sundry other racing drivers, sports stars and businessfolk live here, but you’d be hard pressed to spot them while cruising the streets.

**“BECOMING AN F1 DRIVER WAS NEVER ABOUT MONEY. IT WAS ALWAYS ABOUT GOING FAST AND WANTING TO BE THE BEST”**



“It – becoming an F1 driver – was never about money,” Daniel muses. “It was always about going fast and wanting to be the best. F1 in my head wasn’t about the lifestyle, it was about these guys being the best in the world so I had to try to be there. It’s pretty crazy and it still feels weird, but obviously in a good way.”

“Coming from Oz, we’re used to homes, back yards and space. That’s one thing you don’t get in Monaco. The apartment living is a bit of a change but, saying that, we [racing drivers] probably spend more nights in hotel rooms than anything else, and that’s been my life for the past 10 years or so. I guess I’m not used to living in a home – as such – full time any more. Yeah, if I were here 365 days a year I’d probably get a bit claustrophobic because I do need my space.”

**Ricciardo seems to be settling in at Renault and his appearance at a sunny Nice event went down very well with the locals**

“Still, the coast is beautiful and the roads are amazing, so when the weather’s nice... well, I’m an Australian and I need sunshine to function! When it’s above 20 degrees it’s a great place to

be and to get out and train and whatever, and there’s a good little network of people here. But the downside is that most of that network is racing drivers, and you get kind of bored talking about racing cars all the time, so it is nice to get out and mingle with people from different areas of life.”

The key to Daniel’s star factor – apart from the well-documented business of being quick, having an assured feel for tyre management and a deft touch when braking *in extremis* – is his genuinely unfiltered personality. Antics such as the post-race ‘shoey’ marked him out as one of F1’s free spirits, a throwback of sorts to the likes of Innes Ireland, ▶

**In a 2012-vintage V8 E20 Dan whips the Nice crowd into a fingers-in-the-ears frenzy**



Graham Hill and James Hunt, and a stark contrast to the buttoned-down corporatists and career drivers who pass through the sport while barely leaving a ripple on the surface of its history.

'Shooting the boot' on the podium was all well within the spirit of Red Bull, a team that wore its steely competitive streak lightly beneath a well-practiced veneer of extreme-sports marketing guff. But how will such high-spirited antics play when it's a multi-national automotive corporation signing the cheques – especially one that's recently weathered a great deal of negative publicity unrelated to F1? You might, cruelly, reflect on Renault's current place in the competitive order and conclude that both team and driver have other, more pressing issues to grapple with before the matter of



**“IT CAN GET KIND OF BORING TALKING ABOUT RACING CARS ALL THE TIME SO IT IS NICE TO GET OUT AND MINGLE WITH PEOPLE FROM DIFFERENT AREAS OF LIFE”**

what to do on the podium arrives on the agenda.

And there are plenty of cynics within the F1 paddock who have interpreted Dan's move to Renault – one done seemingly on the hoof in the middle of last year – as a means of cashing in on the aforementioned star quality. At the time, it appeared to be at the very least an eccentric career move: transferring from a proven race-winning team to one which, while ambitious and well-funded and steeped in history, had already fallen short of several self-proclaimed waypoints on its road to recovery.

“Don't get me wrong, I do like exploiting many of the opportunities I've got now,” says Daniel. “It would be silly not to because it [being an F1] ▶

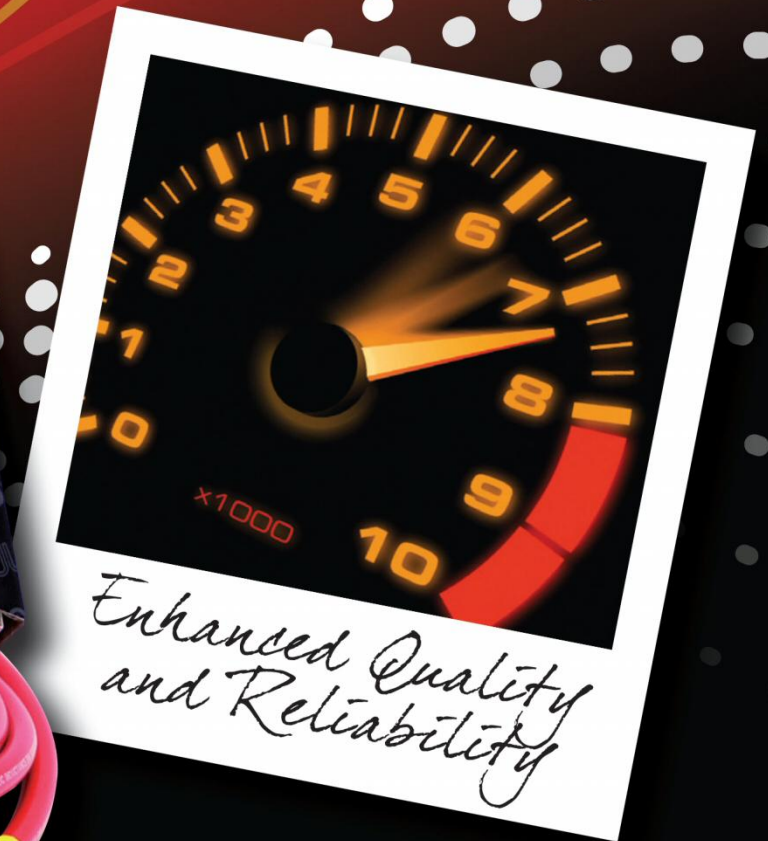
Dan, Christian Estrosi (right) and French GP ambassador Eric Boullier (left) were in demand



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driver] is a privilege and an opportunity to do more with your life. Fortunately, I'm still very driven. Big picture for me is that I want to be the best, to be world champion. It's not about racing just to make enough to go and live somewhere nice. There's still a lot for me to achieve and that's always been first and foremost.

"It's been pretty cool for me to see the difference [between Red Bull and Renault] and I'm still learning about the brand. I certainly see how big it is and how much is involved, and there's a level of responsibility to do well, to keep the image in a good place.

**"THE BIG PICTURE FOR ME IS THAT I WANT TO BE THE BEST. IT'S NOT ABOUT RACING JUST TO MAKE ENOUGH TO GO AND LIVE SOMEWHERE NICE"**

"What we do on the racetrack obviously has massive ripple effects. I guess there's a pressure in that, but that's exciting and it makes me want to do well even more. Red Bull was a massive family, and you saw that particularly when you went to Austria – you knew some people grew up in it, and that was it, that was their life, and they were so loyal to it. And I see that in Renault as well.

"Sure, there's a responsibility that comes with it for me, but that's cool."

Daniel is whisked away to strut his stuff upon the stage: tyre-smoking passenger laps in the RS.01 for VIPs, each of whom depart the cockpit red-faced with the heat, but elated; and as many

runs up and down the promenade as the E20's increasingly tormented Bridgestone rubber can handle. The ear-splitting scream of the high-revving 2.4-litre V8 makes *F1 Racing* a touch nostalgic for the pre-turbo days, only to be brought crashing down to earth after committing that thought to social media along with a video of Daniel performing a rolling burn-out.

"Bloody hairdryers," responds one follower tartly. "Bring back the V12s..."

There's no pleasing some people. But there's much pleasing this crowd: they chant Daniel's name as he unbelt himself and leaps jubilantly from the cockpit onto the E20's nose. Removing his helmet, he gesticulates energetically, conducting a series of Mexican waves that erupt from the gates of the fan village and travel down past the Le Meridien hotel.

Afterwards the crowd will disperse to the narrow side roads and pavement cafes of Nice, suffused with joy about F1 in general and the impending French Grand Prix in particular. For Daniel and the Renault demo crew, it's job done. **F1**



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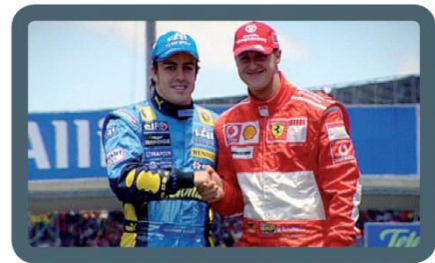




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**motorsport IMAGES**

**Highlights surprise**

Like many other readers, I class myself as a 'die-hard' F1 fan. I've planned countless weekends around free practice, qualifying and race start times.

I was hugely apprehensive about the UK TV paywall coming into effect at the start of this season. However, several races in, I'm pleasantly surprised. I understand Sky TV has restricted Channel 4 from showing highlights until several hours after the chequered flag, which pushes the highlights package into Saturday and Sunday evening prime-time slots. Great!

It's freed up my weekends without the need to rush back home for 1pm to watch a marathon broadcast. And, as I tend to avoid the race result, I spend less time on social media. As a fan who's been committed enough to follow F1 round the globe, it's been much easier managing without live F1 than I thought. Ominously though, if a 'die-hard' like me can turn off, what chance does F1 have of attracting a new audience willing to pay those pay-per-view prices?

**Adam Berriman**  
By email

**Too many penalties**

I have been an F1 fan since 1963 but it has now become a procession behind Mercedes. I've put up with this for the past five years in the hope that some of the other teams would rise to the challenge.

However, the decisions to impose penalties on any team that tries to beat Mercedes (Max in Monaco for unsafe release, Seb in Canada for unsafe return to track) has destroyed my faith in F1. Last time I looked on an admission ticket it said "motor racing is dangerous". Sanitising the racing with ridiculous penalties is killing the sport. I'm off to watch Formula E, BTCC and W Series. Much more exciting...

**Bob Nelson**  
By email

**Leave Tarzan alone**

For modern standards to be met, I am sure much work is required prior to F1 returning to Zandvoort. However, Hermann Tilke must NOT be allowed to mess with the glory that is Tarzan...

**Graeme Innes-Johnstone**  
Elland, UK

**At last**

Hear, hear! I've been saying the same about Ayrton Senna throughout his whole F1 career (*F1 Racing*, June 2019).

I cringe every time I hear someone rave about him. I sigh every time I hear someone who hadn't actually watched any of his races praise him. Excellent driver, yes. One of the best, absolutely. But his misdemeanors, and they

were many and repeated often, were unforgivable.

**Eric Severn**  
By email

**Show some respect**

I have to say when watching the Monaco podium I was shocked!

Before I say any more I think Lewis Hamilton is the best driver of his generation and can do things in an F1 car his rivals can only dream about. But the way he greeted Princess Charlene of Monaco with some sort of a 'high five' left me cringing in my seat.

What is it about sporting icons? Treat people with the respect they deserve, not like you're meeting your mate down the pub!

**Geoff Wilson**  
By email

PICTURES: GLENN DUNBAR; SIMON GALLOWAY; JOSE RUBIO. \*CONTENTS MAY BE SUBJECT TO CHANGE.

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**NEXT MONTH\***



**RENAULT**  
How the Regie's gamble is failing



**KIMI AT ALFA**  
Enjoying life back at his former team

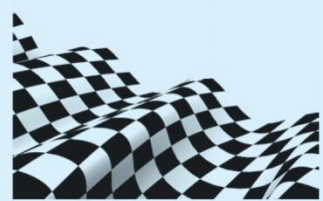


**WILLIAMS**  
The route back from the abyss

**ON SALE**

**AUG 1**

- > Esteban Ocon drives a Mercedes W196 at Reims
- > Now That Was a Car: The Brabham BT49
- > A chat with McLaren's new F1 chief Andreas Seidl
- > Reports from the Austrian and British Grands Prix



FINISHING STRAIGHT

# RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 6

# THE MONACO GP IN 3 KEY MOMENTS



Hamilton repelled this late challenge from Verstappen

PICTURES: HASAN BRATIC; JERRY ANDRE; GARETH HARFORD; GLENN DUNBAR

## 1 Mercedes makes it hard for Lewis

**In the years to follow**, we may yet come to regard this tense rather than exciting Monaco GP as one of Lewis Hamilton's greatest achievements, one in which he slipped and slid for 38 laps on 'dead' tyres under unstinting pressure from Max Verstappen. Lewis himself said it was "the hardest race I've had".

And yet this is Monaco, where it's possible for Formula 1 cars to circulate six seconds a lap off their best without being overtaken. Lewis laid the foundations of his epic win in qualifying on Saturday when he peaked at the perfect moment, having struggled to bend the Mercedes W10 suitably to his will throughout practice.

Outpaced by team-mate Valtteri Bottas on Thursday and by Ferrari's Charles Leclerc in Saturday's single 60-minute session, Hamilton dug deep to produce something special in qualifying. And it coincided with a Ferrari meltdown.

Focusing on getting Leclerc through Q1 on just a single set of tyres, Ferrari got its calculations terribly wrong, underestimating how quickly Leclerc would have to go to avoid elimination. Leclerc squandered his fastest lap of the session with a

lock-up at Rascasse, flat-spotting his tyres, and this should have been Ferrari's cue to abandon Plan A. Instead it parked Leclerc and was caught out as track evolution and growing confidence enabled other drivers to light up the timing screens in the closing minutes. Leclerc was then bundled into the elimination zone by his own team-mate, Sebastian Vettel, himself scrabbling after crashing in FP3.

That meant one of the biggest threats to Mercedes' dominance would start 15th, and Leclerc wouldn't even see the flag. In Q3, meanwhile, Hamilton shook off the tyre preparation issues that had dogged him thus far to deliver a cracker on his final run, annexing pole from Bottas by 0.086s.

When the lights went out on Sunday, Hamilton hooked up crisply from pole and was never headed. Bottas rebuffed a spirited challenge from third-place starter Verstappen at Ste Dévôte and would likely have made it another Mercedes 1-2, with Verstappen and Vettel following in their wake, but for a Safety Car triggered when Leclerc smote the Renault of Nico Hülkenberg on lap 11. The leading group pitted and, although Bottas backed the

others up to avoid being double-stacked, the Red Bull crew worked faster and released Verstappen into his path. Bottas cracked a wheel rim against the pitwall in the squeeze, forcing another stop which dropped him to fourth, while Max was hit with a five-second penalty.

While Hamilton was now equipped with medium tyres, Verstappen, Vettel and Bottas were on hards and well able to run to the end. Once again Hamilton had to dig deep and, amid frequent protests over the radio, managed to scrabble around and fend off Verstappen until the end.

## 2 Not so mad Max

**If Monaco 2018 was the lowest** ebb of Max Verstappen's F1 career – he nerfed the wall in final practice and missed qualifying while team-mate Daniel Ricciardo won from pole – Monaco 2019 demonstrated his new-found maturity.



**What a difference a year makes. Only fourth, but this was a mature performance from Max**

Verstappen qualified third, beating Vettel into fourth, and was barely troubled by the Ferrari in the race. He got a marginally better start than second-placed Bottas but showed restraint at Ste Dévote on lap one, later saying: "There was nothing else I could do really. I was boxed in. I could run into the side of him [Bottas] but then you have the risk of a puncture or a penalty."

Younger Max would have just sent it in and pondered the consequences later. The only blemish on his race, perhaps, was the forceful manner in which he occupied the fast lane when released from his pit box into the path of Bottas, earning a five-second penalty for an unsafe release.

"I didn't know there was anyone next to me because they released me. It was all getting a bit tight," he said. "I couldn't see him."

Verstappen continued to apply pressure to Hamilton while managing his own technical issues – during the pit incident he'd forgotten to switch his engine's torque settings out of 'start' mode and they were locked as he left the pitlane.

Had he got by, Verstappen had the pace to break clear to the tune of more than the five seconds he needed – but Hamilton was resolute, and Max only got one half-chance at the chicane, which resulted in light contact but no damage. That meant second on the road, fourth in the results.

### 3 Leclerc dictates his own downfall

Charles Leclerc was under greater scrutiny than ever in Monaco, for this his home race – indeed, his face adorned the cover of the local edition of Forbes magazine. But while Leclerc was an innocent party in the error that caused him to be eliminated in Q1 – Ferrari ignored his suggestion for another run – he authored his early race departure.

Leclerc made progress from 15th on the grid, passing Kimi Räikkönen on lap one and Lando Norris on the next lap. But he then spent five laps behind Romain Grosjean's 12th-placed Haas before

barging up the inside at Rascasse. Attempting the same move on Nico Hülkenberg next time round, he found the Renault much tighter to the inside line but persisted anyway and clipped the barrier.

The result was a spin and a puncture. After two pitstops Leclerc retired, the car too badly damaged by flailing rubber to continue.

"I played fair, opened the steering and tried to leave him some space, and tried to let us both lift," said Hülkenberg. "He was too ambitious in that moment. I think he was a bit impatient."

**Leclerc's attempt to squeeze past Hülkenberg brought his race to a premature conclusion**



## RESULTS ROUND 6

MONTE CARLO / 26.05.19 / 78 LAPS



1st	<b>Lewis Hamilton</b> Mercedes	1h 43m 28.437s
2nd	<b>Sebastian Vettel</b> Ferrari	+2.602s
3rd	<b>Valtteri Bottas</b> Mercedes	+3.162s
4th	<b>Max Verstappen</b> Red Bull	+5.537s*
5th	<b>Pierre Gasly</b> Red Bull	+9.946s
6th	<b>Carlos Sainz</b> McLaren	+53.454s
7th	<b>Daniil Kvyat</b> Toro Rosso	+54.574s
8th	<b>Alexander Albon</b> Toro Rosso	+55.200s
9th	<b>Daniel Ricciardo</b> Renault	+60.894s
10th	<b>Romain Grosjean</b> Haas	+61.034s**
11th	<b>Lando Norris</b> McLaren	+66.801s
12th	<b>Sergio Pérez</b> Racing Point	+1 lap
13th	<b>Nico Hülkenberg</b> Renault	+1 lap
14th	<b>Kevin Magnussen</b> Haas	+1 lap***
15th	<b>George Russell</b> Williams	+1 lap
16th	<b>Lance Stroll</b> Racing Point	+1 lap***
17th	<b>Kimi Räikkönen</b> Alfa Romeo	+1 lap
18th	<b>Robert Kubica</b> Williams	+1 lap
19th	<b>Antonio Giovinazzi</b> Alfa Romeo	+2 laps

#### Retirements

**Charles Leclerc** Ferrari 16 laps - floor damage

#### Fastest lap

Pierre Gasly: 1min 14.279s on lap 72

#### TYRE COMPOUNDS USED



Hard (C3) Medium (C4) Soft (C5) Inter Wet

#### CLIMATE

Overcast

#### AIR TEMP

24°C

#### TRACK TEMP

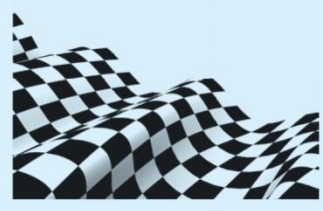
34°C

#### DRIVERS' STANDINGS

1 Hamilton	137pts	11 Norris	12pts
2 Bottas	120pts	12 Kvyat	9pts
3 Vettel	82pts	13 Ricciardo	8pts
4 Verstappen	78pts	14 Albon	7pts
5 Leclerc	57pts	15 Hülkenberg	6pts
6 Gasly	32pts	16 Stroll	4pts
7 Sainz	18pts	17 Grosjean	2pts
8 Magnussen	14pts	18 Giovinazzi	0pts
9 Pérez	13pts	19 Russell	0pts
10 Räikkönen	13pts	20 Kubica	0pts



Includes 5-second penalty for \* unsafe release \*\* crossing line at pit exit \*\*\* leaving track and gaining an advantage



FINISHING STRAIGHT

# RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 7

# THE CANADIAN GP IN 3 KEY MOMENTS



## 1 Vettel only has himself to blame

PICTURES  motorsport  
IMAGES

**Sebastian Vettel was perfectly** clear over team radio when Ferrari informed him he'd received a five-second penalty for re-joining the circuit unsafely in front of Lewis Hamilton, a sanction that ultimately cost Vettel a first victory of 2019: "They are stealing the race from us."

Vettel was understandably angry at the F1 stewards for the decision that turned the result of the Canadian GP against Ferrari. After so many missed opportunities and errors made over the first six races, it looked as though things were finally coming together for the Scuderia.

Sebastian had annexed a brilliant pole position on Saturday (his first since last year's German GP), two tenths clear of Hamilton, and narrowly controlled the race from the front throughout. The Ferrari was visibly less comfortable on the hard tyre fitted for the second stint, though, and Hamilton applied immense pressure in pursuit, eventually forcing a mistake from Vettel entering Turn 3.

Vettel overcooked the entry to the right/left chicane and a big rear slide sent him onto the grass. He rejoined directly into the path of Hamilton's

Mercedes on the racing line, forcing Lewis to slow to avoid a crash. This earned Vettel his sanction from the stewards, for re-joining the track unsafely.

Hamilton, naturally, described Vettel's action as "dangerous" in the heat of the moment, while Vettel called the stewards "blind" and fumed "where the hell am I supposed to go?!", suggesting Hamilton would have overtaken easily had the Mercedes elected to cut back on the inside line rather than try to drive around the outside of the Ferrari.

The FIA stewards, including five-time Le Mans winner Emanuele Pirro, were clear after reviewing slow-motion video footage that "Car 5 left the track at turn 3, rejoined the track at turn 4 in an unsafe manner and forced car 44 off track. Car 44 had to take evasive action to avoid a collision". The way Seb appeared to watch his mirrors then open the steering to cut Lewis off proved key to the decision.

This was a clear contravention of the sporting code, and there is precedent from 2018's Japanese GP, where Max Verstappen was penalised for rejoining into the path of Kimi Räikkönen's Ferrari at the chicane. Vettel's incident was similar, and

stewards must apply the rules consistently.

Vettel paid for making a mistake under pressure. Had Hamilton chosen to cut inside Vettel on exit, he would have capitalised on the error and won the race regardless. As it was, Hamilton had to slow dramatically to avoid crashing, so rightly benefited from a penalty applied to the letter of the law.

However you feel about the damage done to the spectacle of a thrilling race and that the result was determined by the stewards, the ultimate result was right and fair in the circumstances. Vettel really only has himself to blame when all is said and done.

## 2 Ferrari turns a three horse race into two

**There's an argument to say** Vettel would not have cracked under pressure from Hamilton had Ferrari once again not made another strange strategy call earlier in the race.

There was nothing wrong with the decision to



Vettel watches his mirrors, squeezing Hamilton towards the wall

PICTURES: ZAK MAUGER; GLENN DUNBAR; STEVE ETHERINGTON; MARK SUTTON



**An angry Sebastian Vettel decides to show the crowd who was the true winner in Canada**

bring Vettel in for his sole stop at the end of lap 25 of 70, but when Mercedes chose to leave Hamilton out for an extra lap on his fading medium tyres, Ferrari should surely have tried to get Vettel's team-mate Charles Leclerc ahead of Hamilton by stopping him before the Mercedes driver too.

Leclerc was within 2.3s of Hamilton at the end of lap 26 and though the power of the tyre offset was reduced here, Ferrari was very strong on the out-laps. Considering Vettel gained more than three seconds on Hamilton while Lewis was stretching his stint, there looked to be a narrow window of opportunity for Ferrari to attack Mercedes and potentially get both cars into the top two.

As it was, Ferrari did what it has so often done

with the 'second' car in recent seasons: left it to run a overly-long first stint in the hope of a miracle that never came in the second half of the race.

Leclerc was fast in the closing stages on fresher tyres than his two nearest rivals, but went from being an irritant in Hamilton's mirrors in the first stint to nowhere in sight in the second – and Leclerc still finished a second shy of Vettel, even after Sebastian's five-second penalty was applied.

Leclerc enigmatically suggested there were "reasons" behind Ferrari's decision to leave him out, but did not elaborate. "It was quite difficult to challenge the two in front at the beginning," Leclerc said. "We just tried to go long, hoping for a Safety Car that never came."

## 3 The further unraveling of Bottas

**Valtteri Bottas left April's** Azerbaijan Grand Prix with a one-point championship lead over Mercedes team-mate Lewis Hamilton, having won two of the first four races, but has since developed a habit for mistakes and missed opportunities.

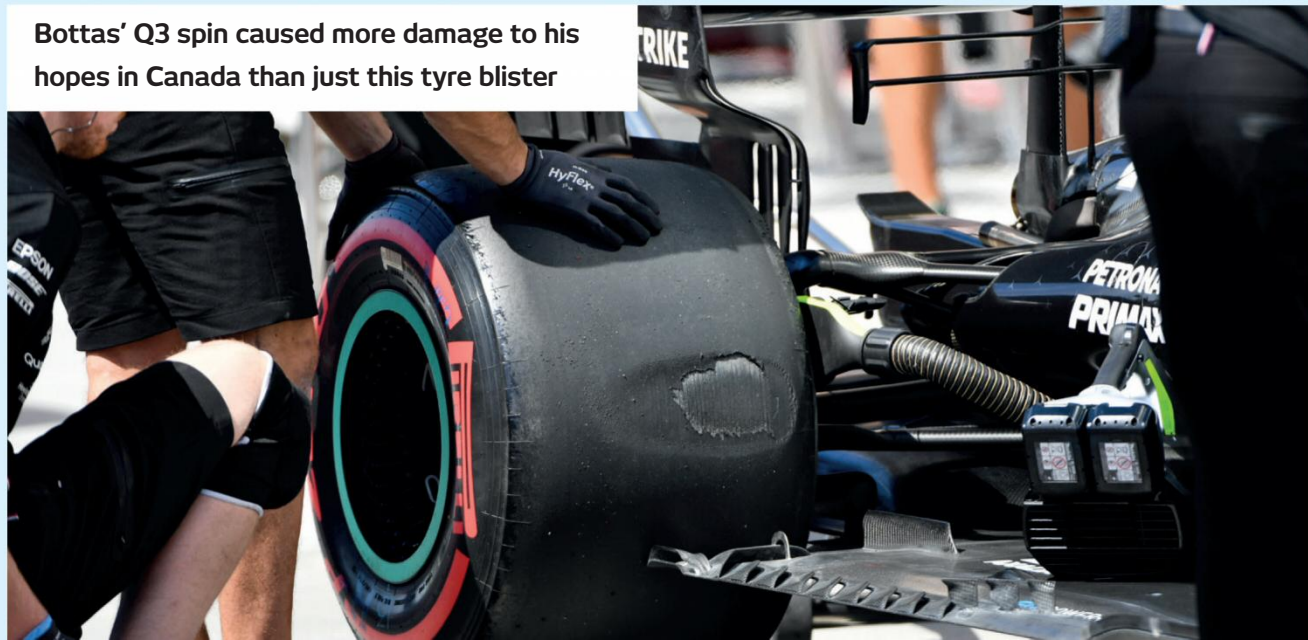
He blew pole in Spain with a poor start, failed to take pole in Monaco having held the upper hand on Hamilton all the way to the final Q3 runs, while in Canada Bottas was, in his own words, "shocking" in qualifying. He spun exiting Turn 2 on his first Q3 run,

then shambled his way to a disappointing sixth.

That left him behind Daniel Ricciardo's Renault and Pierre Gasly's Red Bull on the grid, and Bottas fell behind Nico Hülkenberg's Renault on the first lap. Inevitably the Mercedes, fitted with an upgraded engine for this race, recovered to its natural level, Bottas salvaging fourth.

But he finished 51s behind Hamilton, a driver he is fighting for the title, and looked anything but a true contender as his deficit grew to 29 points.

**Bottas' Q3 spin caused more damage to his hopes in Canada than just this tyre blister**



# RESULTS ROUND 7

MONTRÉAL / 09.06.19 / 70 LAPS



1st	<b>Lewis Hamilton</b> Mercedes	1h 29m 07.084s
2nd	<b>Sebastian Vettel</b> Ferrari	+3.658s*
3rd	<b>Charles Leclerc</b> Ferrari	+4.696s
4th	<b>Valtteri Bottas</b> Mercedes	+51.043s
5th	<b>Max Verstappen</b> Red Bull	+57.655s
6th	<b>Daniel Ricciardo</b> Renault	+1 lap
7th	<b>Nico Hülkenberg</b> Renault	+1 lap
8th	<b>Pierre Gasly</b> Red Bull	+1 lap
9th	<b>Lance Stroll</b> Racing Point	+1 lap
10th	<b>Daniil Kvyat</b> Toro Rosso	+1 lap
11th	<b>Carlos Sainz</b> McLaren	+1 lap
12th	<b>Sergio Pérez</b> Racing Point	+1 lap
13th	<b>Antonio Giovinazzi</b> Alfa Romeo	+1 lap
14th	<b>Romain Grosjean</b> Haas	+1 lap
15th	<b>Kimi Räikkönen</b> Alfa Romeo	+1 lap
16th	<b>George Russell</b> Williams	+2 laps
17th	<b>Kevin Magnussen</b> Haas	+2 laps
18th	<b>Robert Kubica</b> Williams	+3 laps

### Retirements

<b>Alexander Albon</b> Toro Rosso	59 laps - withdrawn
<b>Lando Norris</b> McLaren	8 laps - suspension

### Fastest lap

Valtteri Bottas: 1min 13.078s on lap 69

### TYRE COMPOUNDS USED



Hard (C3) Medium(C4) Soft (C5) Inter Wet

### CLIMATE

Sunny

### AIR TEMP

30°C

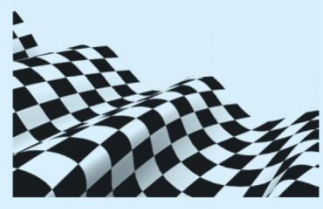
### TRACK TEMP

52°C

### DRIVERS' STANDINGS

1 Hamilton	162pts	11 Räikkönen	13pts
2 Bottas	133pts	12 Norris	12pts
3 Vettel	100pts	13 Hülkenberg	12pts
4 Verstappen	88pts	14 Kvyat	10pts
5 Leclerc	72pts	15 Albon	7pts
6 Gasly	36pts	16 Stroll	6pts
7 Sainz	18pts	17 Grosjean	2pts
8 Ricciardo	16pts	18 Giovinazzi	0pts
9 Magnussen	14pts	19 Russell	0pts
10 Pérez	13pts	20 Kubica	0pts





FINISHING STRAIGHT

# RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 8

# THE FRENCH GP IN 3 KEY MOMENTS



## 1 Is Lewis Hamilton untouchable?

**Eight races and six victories.** Never in his wildest dreams could Lewis Hamilton have expected to be dominating 2019 so convincingly and after 53 laps of Paul Ricard, the Mercedes driver took his 79th grand prix victory with a margin of 18 seconds over team-mate Valtteri Bottas. It was an untroubled, uneventful display. Although the gap to Bottas was

extended by a late-race misfire on the Finn's W10, it was still a commanding performance.

On Friday afternoon, Saturday morning and the first two segments of qualifying Bottas was the quicker Mercedes driver. When it mattered, in Q3, Hamilton found a lap 0.286 seconds faster. Pole number 86 secured. Shortly after the session

Bottas was seen crouched down, head in his hands.

On Sunday afternoon, Hamilton made no mistakes when the red lights were extinguished and he led all 53 laps, the gap growing incrementally all the time. At half distance his lead over Bottas was 12 seconds. While it looked calm from the outside there were a few technical details to overcome, including a part of the seat that broke and blisters on his front tyres in the latter stages. Despite that, the Hamilton steamroller continues unabated – seemingly unstoppable.

"I have never felt that way," he said when asked if he was untouchable. "I do feel strong each weekend I come in and feel I'm starting on the right foot. Then Valtteri goes and puts in bloody good laps every time. I still have my work cut out to perform. But usually I get better when I get into the season..." Ominous words for all his rivals.

It's not just Hamilton, as Mercedes continues to dominate. The result in France was the team's 50th 1-2 finish and it now leads nearest rivals Ferrari by 140 points after just eight races.

Mercedes team boss Toto Wolff came under fire for allowing Hamilton to attend Paris fashion week in the days before the French GP, but he had the perfect response to his critics following the win.

"It's about enabling him [Hamilton] and giving him a framework where he is at his best," said Wolff. "For me, his growth and personal development is really impressive. He's also most critical of himself. I've not met any driver who comes into a briefing and says, 'guys you don't need to look at the data, my driving wasn't good enough,' and this is part of his performance. It's very impressive."

## 2 Vettel's downward spiral continues

**The early part of the** French GP weekend for Ferrari was dominated by a reconvening of the FIA stewards, after an appeal from the team to review Sebastian Vettel's penalty in the preceding race. Ferrari had brought "new evidence" which included testimony from Vettel and footage of Karun Chandhok's Sky Sports analysis of the incident, where Vettel ran wide while leading and returned to the track still ahead of Hamilton. The penalty was upheld after the hearing.



Joy for Hamilton, who has finished first or second in every race so far

PICTURES: GLENN DUNBAR; STEVEN TEE; ANDY HONE

PICTURES motorsport IMAGES



**France was yet another race for Vettel to forget and the pressure is beginning to show**

"If it was me, I would want my team concentrating on the race," said Hamilton when asked about Ferrari's attempts to revoke his win. "When I heard that Karun Chandhok's video was the new evidence, I was relaxed after that..."

To compound the woe at Maranello, several upgrades tested on Friday didn't have the desired effect and were taken off the SF90 for the rest of the weekend. In Q3, Vettel's first run was ruined by a missed upshift and a lack of grip scuppered his final run, putting him only seventh on the grid. On race day, he finished ahead of the McLarens in fifth – and did at least secure the fastest lap on the last tour of the race after a late stop.

But there was further strain in the red camp during qualifying as Vettel was given the 'hurry-up' by his engineer at the request of team-mate Charles Leclerc, who didn't want his lap affected by Vettel directly in front of him on the road. A terse response from the German – "I'm not trying to kill him, don't worry" – spoke volumes for the pressure Vettel is under from all areas: within his team, officialdom and the continued domination from Mercedes. Ironic perhaps, that at this pressurised time of his life, a wedding ring was spotted on Vettel's finger – the 31-year old choosing the time between Montréal and Paul Ricard to marry his teenage sweetheart Hanna Prater.

### 3 New hires and development paying off at McLaren

After years in the doldrums, there were signs of optimism at McLaren with the team qualifying both of their cars in the top six for the first time in five years. Lando Norris again impressed, out-qualifying Carlos Sainz by 0.104secs to start fifth on the grid – and both scored points on Sunday.

The upturn can be attributed to the recent arrival of two prominent hires: new team principal Andreas Seidl and technical director James Key. The development rate of the McLaren chassis has taken a step forward since the car last appeared at a similar circuit to Paul Ricard – the Circuit de

Catalunya in May. Back then, the team could only manage tenth and 12th on the grid.

In the race Norris lost out to his team-mate on the opening lap. Sainz went on to finish a comfortable sixth, while Norris suffered hydraulic issues during the race and couldn't quite keep the Renaults of Daniel Ricciardo and Nico Hülkenberg, and Kimi Räikkönen's Alfa behind him on the final lap. When the stewards hit Ricciardo with penalties for leaving the circuit, gaining an advantage and rejoining unsafely, dropping him from seventh to 11th, Norris was promoted up a place to ninth.



**Paul Ricard was McLaren's best qualifying for five years, with Norris pipping Sainz for fifth**

## RESULTS ROUND 8

PAUL RICARD / 23.06.19 / 53 LAPS



1st	Lewis Hamilton	Mercedes	1h 24m 31.198s
2nd	Valtteri Bottas	Mercedes	+18.056s
3rd	Charles Leclerc	Ferrari	+18.985s
4th	Max Verstappen	Red Bull	+34.905s
5th	Sebastian Vettel	Ferrari	+62.796s
6th	Carlos Sainz	McLaren	+95.462s
7th	Kimi Räikkönen	Alfa Romeo	+1 lap
8th	Nico Hülkenberg	Renault	+1 lap
9th	Lando Norris	McLaren	+1 lap
10th	Pierre Gasly	Red Bull	+1 lap
11th	Daniel Ricciardo	Renault	+1 lap*
12th	Sergio Pérez	Racing Point	+1 lap
13th	Lance Stroll	Racing Point	+1 lap
14th	Daniil Kvyat	Toro Rosso	+1 lap
15th	Alexander Albon	Toro Rosso	+1 lap
16th	Antonio Giovinazzi	Alfa Romeo	+1 lap
17th	Kevin Magnussen	Haas	+1 lap
18th	Robert Kubica	Williams	+2 laps
19th	George Russell	Williams	+2 laps

#### Retirements

Romain Grosjean Haas 44 laps - withdrawn

#### Fastest lap

Sebastian Vettel: 1min 32.740s on lap 53

#### TYRE COMPOUNDS USED



#### CLIMATE

Sunny

#### AIR TEMP

26°C

#### TRACK TEMP

56°C

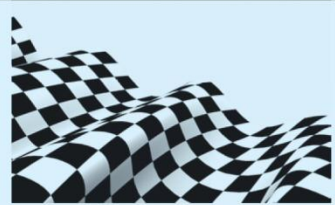
#### DRIVERS' STANDINGS

1 Hamilton	187pts	11 Magnussen	14pts
2 Bottas	151pts	12 Norris	14pts
3 Vettel	111pts	13 Pérez	13pts
4 Verstappen	100pts	14 Kvyat	10pts
5 Leclerc	87pts	15 Albon	7pts
6 Gasly	37pts	16 Stroll	6pts
7 Sainz	26pts	17 Grosjean	2pts
8 Räikkönen	19pts	18 Giovinazzi	0pts
9 Ricciardo	16pts	19 Russell	0pts
10 Hülkenberg	16pts	20 Kubica	0pts



\*includes two 5-second penalties for leaving track and gaining an advantage and failing to rejoin safely





FINISHING STRAIGHT

# RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 10

# BRITISH GP

12-14 July 2019  
Silverstone



PICTURES: CHARLES COATES; ILLUSTRATION: ALAN ELDREDGE



### RACE DATA

- Venue** Silverstone
- First GP** 1950
- Number of laps** 52
- Circuit length** 3.66 miles
- Longest straight** 0.49 miles
- Elevation change** 37.07 feet
- Race distance** 190.262 miles
- Lap record** 1m 30.621s  
Lewis Hamilton (2017)
- F1 races held** 52
- Winners from pole** 19
- Pirelli compounds** C1, C2, C3

### CAR PERFORMANCE

- Downforce level** High
- Cooling requirement** Medium
- Fuel consumption** 2.5kg/lap
- Full throttle** 66%
- Top speed** 199mph
- Average speed** 153mph

### TIMETABLE (UK TIME)

- Friday 12 July**
- Practice 1** 10:00-11:30
- Practice 2** 14:00-15:30
- Saturday 13 July**
- Practice 3** 11:00-12:00
- Qualifying** 14:00-15:00
- Sunday 14 July**
- Race** 14:10
- Live coverage** Sky Sports F1 and Channel 4

### THE MAIN EVENT

With more than half of Formula 1's 10 teams based in the UK, Silverstone is the home race for the majority of the F1 paddock, and for the three British drivers on the grid: Lewis Hamilton, Lando Norris and George Russell.

The reigning world champion has dominated this race in recent years, winning four times on the trot, before his run was halted by Ferrari's Sebastian Vettel last season.

It's a circuit the drivers hold in high regard, thanks to its challenging, high-speed corners – in particular Copse and the 185mph Maggotts-Becketts-Chapel sequence.

As a result of the high lateral forces, Pirelli always brings its hardest tyre compounds to Silverstone and teams strive to engineer a car to achieve maximum speed on the three straights, while still having a strong aerodynamic package to cope with the swift changes of direction.

**KEY CORNER: TURN 7** A clean exit from here, the double-apex right-hander Luffield, is vital because a long period of full throttle follows, during which the drivers don't lift off for over 20 seconds.



### 2018 RACE RECAP

Hopes of a fifth consecutive victory for Lewis Hamilton were dashed when the home favourite was hit by Ferrari's Kimi Räikkönen, after the Finn locked up at Turn 3 on the opening lap.

When Marcus Ericsson crashed his Sauber late in the race, the Safety Car was deployed and bunched up the field, allowing Hamilton to close the gap to the leaders. His team-mate Valtteri Bottas led, but Sebastian Vettel made a move at Brooklands to secure victory five laps from the flag. Hamilton had to settle for third.

### THE WINNERS HERE...



2018  
Sebastian Vettel  
Ferrari



2017  
Lewis Hamilton  
Mercedes



2016  
Lewis Hamilton  
Mercedes



2015  
Lewis Hamilton  
Mercedes



2014  
Lewis Hamilton  
Mercedes



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↑ scale 1 : 12



↑ scale 1 : 18



1 : 8 scale



1 : 6 scale

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FINISHING STRAIGHT

# RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 11

# GERMAN GP

26-28 July 2019  
Hockenheimring



PICTURES: SAM BLOXHAM. ILLUSTRATION: ALAN ELDREDGE



## RACE DATA

- Venue** Hockenheimring
- First GP** 1970
- Number of laps** 67
- Circuit length** 2.842 miles
- Longest straight** 0.77 miles
- Elevation change** 14.11 feet
- Race distance** 190.424 miles
- Lap record** 1m 13.780s  
Kimi Räikkönen (2004)
- F1 races held** 36
- Winners from pole** 16
- Pirelli compounds** C2, C3, C4

## CAR PERFORMANCE

- Downforce level** Medium
- Cooling requirement** Low
- Fuel consumption** 2.1kg/lap
- Full throttle** 60%
- Top speed** 216mph
- Average speed** 143mph

## TIMETABLE (UK TIME)

- Friday 26 July**
- Practice 1** 10:00-11:30
- Practice 2** 14:00-15:30
- Saturday 27 July**
- Practice 3** 11:00-12:00
- Qualifying** 14:00-15:00
- Sunday 28 July**
- Race** 14:10
- Live coverage** Sky Sports F1
- Highlights** Channel 4

## THE MAIN EVENT

While Hockenheim is no longer the flat-out, high-speed blast through the forests it once was, the revised circuit still provides drivers with a challenge and the Turn 6 hairpin offers plenty of opportunities for overtaking.

Located in the Baden-Württemberg region, the 2.8-mile track has hosted the German Grand Prix every second year since 2006. The circuit is only a half an hour's drive from the town of Heppenheim where Sebastian Vettel grew up. He's still yet to win at his home venue (although he has won at the Nürburgring once).

Hockenheim presents a tricky balancing act for the teams as the long straights require low drag and high top-end speed, while the hairpin and tight, narrow stadium section demand good traction and high downforce. The final section is always a spectacular sight with fans packing into the grandstand on the outside of the track.

**KEY CORNER: TURN 2** The cars approach this second-gear corner at 202mph before accelerating to 216mph on the following straight, so braking on entry and getting the power down cleanly on exit are vital.



## 2018 RACE RECAP

On lap 52 of 67 of last year's race, the world championship took a decisive twist. Sebastian Vettel had started from pole position, while title-rival Lewis Hamilton was 14th on the grid after a hydraulic issue in qualifying.

The race dramatically turned on its head and a Ferrari 1-2 became a Mercedes 1-2 after a downpour soaked the track and Vettel slithered out of contention, crashing into the Turn 13 barriers. Hamilton came through the field to take an unlikely victory.

## THE WINNERS HERE...



2018

Lewis Hamilton  
Mercedes



2016

Lewis Hamilton  
Mercedes



2014

Nico Rosberg  
Mercedes



2012

Fernando Alonso  
Ferrari



2010

Fernando Alonso  
Ferrari



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# SUMMER HIGHLIGHTS

Nothing beats experiencing the thrill and atmosphere of live motor racing. Our 2019 MSV summer highlights are listed below, but for a full calendar and in-depth information visit our website [www.msv.com](http://www.msv.com)

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13 July	Tunerfest North	Oulton Park
19-21 July	Bennetts British Superbike Championship	Snetterton
20/21 July	Mini Festival	Brands Hatch
27 July	Vintage Motorsport Festival	Cadwell Park
3/4 August	British GT and BRDC British F3 Championships	Brands Hatch GP
3/4 August	Donington Classic Motorcycle Festival	Donington Park
3/4 August	Kwik Fit British Touring Car Championship	Snetterton
10/11 August	DTM (German Touring Cars)	Brands Hatch GP
10/11 August	Convoy in the Park (Truck Racing)	Donington Park
16-18 August	Bennetts British Superbike Championship	Cadwell Park
18 August	Festival Italia	Brands Hatch
24 August	Vintage Motorsport Festival	Brands Hatch

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Calls will cost 7p per minute plus your telephone company's access charge. All events and dates subject to change.





# TRAVEL

FINISHING STRAIGHT



PICTURE: JERRY ANDRE. OTHER IMAGES: SHUTTERSTOCK

Monte Carlo is easily F1's most glamorous venue

# VISIT THE MONACO GRAND PRIX

MONTE CARLO, MAY 2020

PICTURES motorsport IMAGES

## YOUR GUIDE TO MONACO

First held in back in 1929, the Monaco Grand Prix has long been the jewel in the crown of the Formula 1 World Championship. And while this year's event has already taken place, now is the time to start planning your trip to next season's race, which is traditionally always held on the last weekend of May (subject to FIA confirmation).

Monaco has a spectacular history and an intensely rich mix of entertainment and culture. With Nice just a short trip along the coast, the French Riviera is one of the most glamorous destinations on the F1 calendar.

The principality is home to a diverse array of sights, and the Musée Océanographique de Monaco is a prime example. In 2010 the natural history museum underwent extensive renovations for its 100<sup>th</sup> anniversary. The basement aquarium is home to four thousand species of fish, making it one of the world's most spectacular sights for lovers of marine biology.


While the Musée Océanographique de Monaco is built into the city's iconic cliffs, sat on top of them is Le Rocher, the only remaining part of the Monaco old town. Situated atop a 60-metre-high coastline rock, the area gives visitors a taste of

what life was like for Monegasques before the influx of the rich and famous. There are several staircases that lead up to the rock, where you will find winding medieval streets which look out commandingly over the bay.

Head downtown to find one of Monaco's most celebrated casinos. The main Casino de Monte Carlo, which opened in 1863, is one of the world's most famous playgrounds for the traditional gentry and aristocracy of Europe. Open to sightseers until lunchtime, it is well worth a look inside at the spectacular belle-epoque architecture, which has been the breathtaking



in association with



Try not to break the bank in the famous Casino de Monte Carlo



The Musée Océanographique is home to 4000 species of fish



Winding medieval streets can be found in the old town area



## FAST FACTS

**Flight time:** 2hrs 15mins  
London to Nice  
**Currency:** Euro  
**Time zone:** BST+1  
**Average temperature:** 20°C

backdrop to two James Bond films.

To continue the sightseeing, take a walk to the Cathédrale de Monaco. Built between 1875-1903, the structure stands on the site of the original 1252 parish church in Monaco and is home to Les Petits Chanteurs de Monaco, who sing each Sunday Mass at 10am between September and June. Visitors can also pay their respects at the grave of Grace Kelly, the legendary American actress who swapped Hollywood for Monaco to marry her sweetheart Prince Rainier III.

The Prince's private collection of antique cars is open to the public and is home to around a

hundred classic models from around the world in a five-storey museum. The collection includes William Grover-Williams' Bugatti Type 35 that won the first Monaco GP in 1929.

Take time to also explore neighbouring Nice's St Nicholas Orthodox Cathedral. It was opened in 1912 after nine years of delicate and intricate construction. It is the largest Eastern Orthodox cathedral in western Europe and for over 70 years was subject to a row between the French and Russians over ownership. Adorned with five domes the building is truly spectacular and there are few like it in western Europe.



## ASK THE EXPERT THE THOMAS COOK SPORT REP'S VIEW

### What's your favourite part of the track?

The view from Caravelles offers a stunning bird's eye view. You get to see the start/finish line and the track around the harbour. I also like Grandstand T upper, which has a great view over La Rascasse and easy access to the Thomas Cook Sport Terrace.

### And the best thing to do away from the track?

There's a party atmosphere around the streets of Monaco, so you can just wander, dipping in and out of bars and restaurants. Some people stay in Nice, relaxing on the beach or taking in a bit of retail therapy before the big race.

### If your guests are celebrating, how could they make their experience more amazing?

The Thomas Cook Sport Terrace has a great atmosphere with brilliant views of the harbour and F1 paddock. You won't miss any action with screens located throughout the lounge. There's an open bar and food buffet, as well as an after party, with DJ. I'd also recommend the Mercedes AMG Petronas experience. This VIP event is in the company of a senior Mercedes team member, with open bar and canapés.

### Your top tip for this race and destination?

Pay extra for a grandstand seat to catch the best of the action. You'll be able to walk the track after the race too, so make sure you have your photo taken in pole position.

## THOMAS COOK SPORT BREAK DETAILS

**Return flight from London to Nice, 3-night break, £959pp**

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# F1 UPGRADES

Enhance the F1 experience with the latest must-have products

## F1 2019: THE OFFICIAL VIDEOGAME

PS4, Xbox One & PC

**Price** £49.99

[formula1game.com](http://formula1game.com)

F1 2019, the latest version of Formula 1's highly successful and officially licenced game, has appeared on sale two months ahead of its usual annual release date. The latest version of the game is now available for PS4, Xbox One and PC. As ever it features every track on the calendar and the 2019 driver and team combinations and liveries.

New to this year's title is the addition of the FIA F2 championship with drivers and teams based on the 2018 season. An update of this

year's grid will available as a free digital upgrade in due course.

Once again there is also a host of classic F1 machinery to drive and a special Senna & Prost 'Legends Edition' featuring the McLaren MP4/5B and the Ferrari F1-90 from 1990.

"Every year we make great strides so the game is as authentic and immersive as possible," says Lee Mather, F1 game director at Codemasters. "We also know from fan feedback the classic cars our community want to race. We hope the returning roster, alongside the new vehicles from the Legends and Anniversary editions, will give them the choices they crave."

As ever, this is a must for any F1 gaming enthusiast.

## F1 MANAGER

iOS & Android

**Price** Free (in-game purchases)

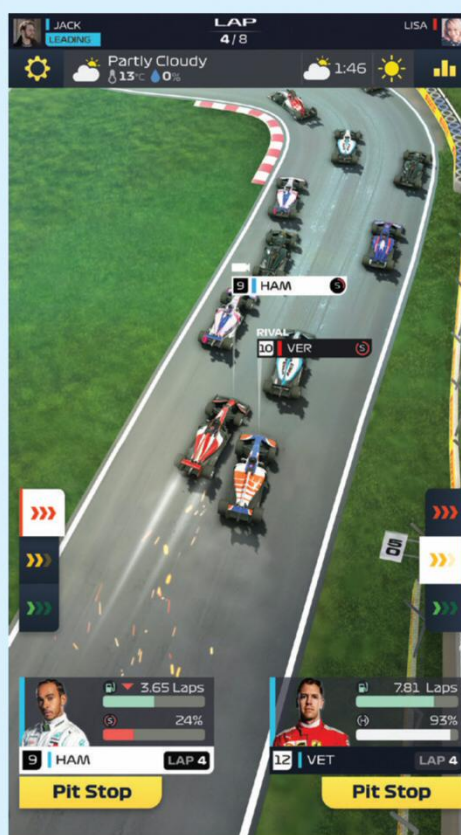
[hutchgames.com](http://hutchgames.com)

You wait all year for a new F1 game to appear and then two go on the market in the same month. Designed for your phone and tablet, rather than putting you in the driving seat, the new F1 Manager game places you on the pitwall.

There are a few of these games available on the market, including iGP manager, which we featured last month, but this is officially licenced and features the real F1 circuits in addition to 2019 drivers and teams.

This is a racing strategy management game in which you undertake a longer-term plan to collect car components and develop your machinery to win promotion to better divisions.

The second aspect of the game is to make in-race decisions, by selecting the correct pitstop strategy and tyre compounds, managing fuel and reacting to weather changes and Safety Car periods. If you've ever been dumbfounded by a team's tactical decisions during a grand prix now is your chance to prove you can do better. A good way to pass the time on a daily commute.



## ONE FORMULA:

### 50 YEARS OF CAR DESIGN

Gordon Murray

**Price** £225

[porterpress.co.uk](http://porterpress.co.uk)

In a huge book, across two volumes and totalling nearly 950 pages (measuring 300mm x 300mm), legendary designer Gordon Murray lovingly details the cars he has been responsible for over the past

50 years. Printed on thick, glossy paper, the book itself is a design triumph, incorporating not only a wealth of archive photographs, but drawings, letters, design plans and doodles from Murray's extensive back catalogue – there are 1,200 illustrations in total.

Enthusiasts will particularly enjoy his McLaren F1 period in the late 1980s and early 1990s, which includes one of the most successful cars of all time, the MP4/4. The book reveals great technical insights into the design and production of the car, including Murray's hand-drawn schedule for building the car ahead of the 1988 season. The book has clearly been a labour of love and is a fitting testament to Murray's extraordinary career spanning 50 years, more than 70 designs and thousands of drawings.

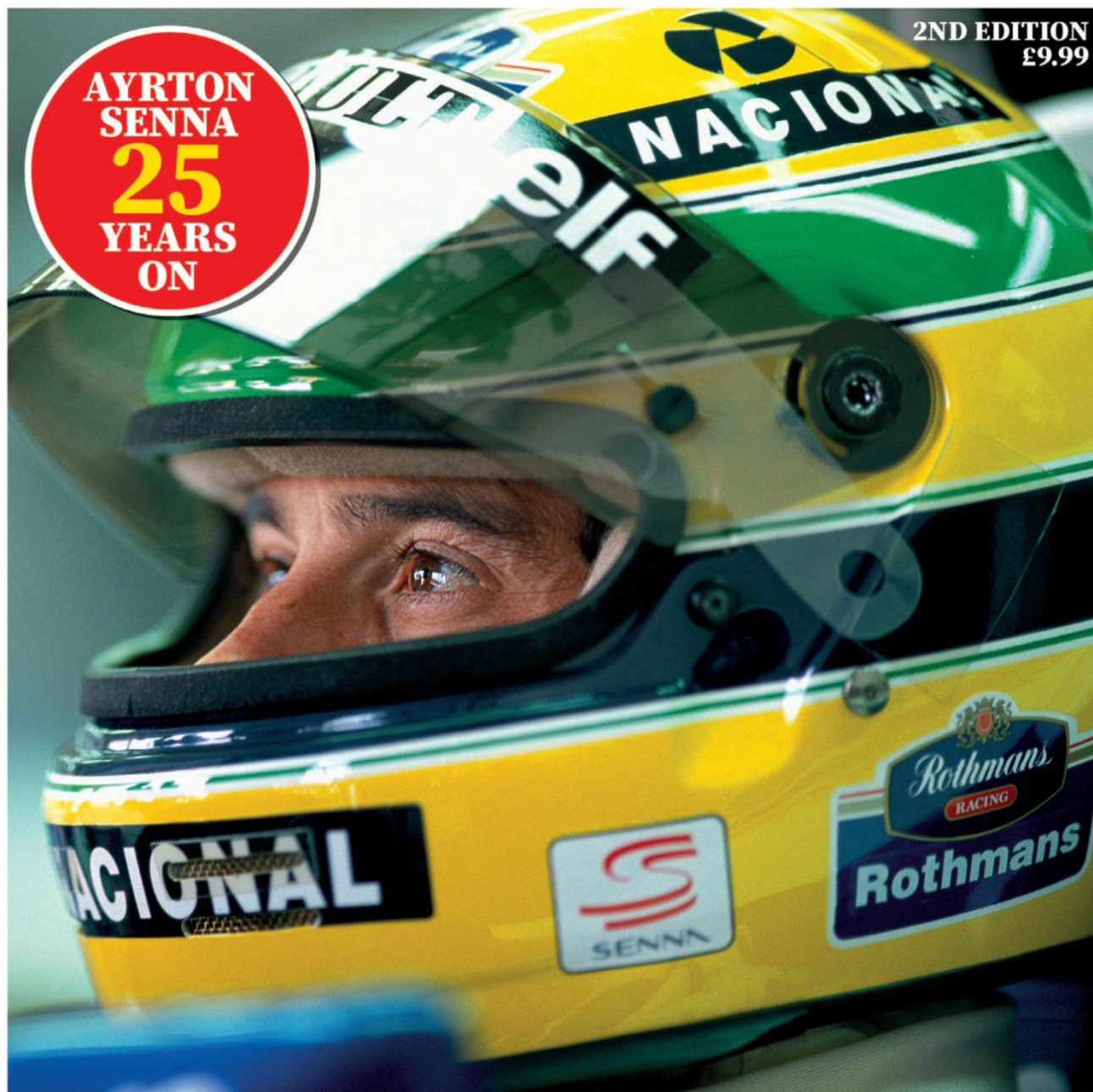


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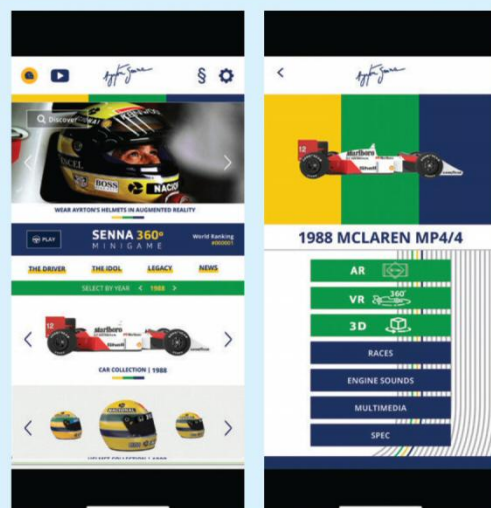
[autosport.com/senna](http://autosport.com/senna)





# ESSENTIALS

FINISHING STRAIGHT



### SENNA 360

iOS & Android

**Price** Free to download (\$1.99 annual subscription for some features)

[senna360.org](http://senna360.org)

To mark the 25th anniversary of Ayrton Senna's death, his family-run charitable foundation has developed a mobile app as a tribute, giving aficionados of the three-time world champion the chance to explore his former cars – from Formula Ford to Formula 1. The '360' aspect allows the user to experience Senna's cars

and helmets in augmented reality, by utilising the camera on their phone to place them in real world scenarios.

There is also a mini game in which you pilot an animated Senna car avoiding obstacles which, amusingly enough, include Alain Prost's helmet. While this is primarily a bit of fun, the virtual museum and interactive experience require an annual subscription of \$1.99. That's because the proceeds support the charitable services of the Instituto Ayrton Senna, the foundation that helps children in Brazil.



### 1000TH GP COIN

Silver & gold

**Price:** \$1,500 minimum order

[roslandcapital.com/f1](http://roslandcapital.com/f1)

Attention all numismatists (coin collectors)! Made from fine silver and gold, a new limited-edition coin was recently unveiled to celebrate the 1000th Formula 1 world championship grand prix.

The officially licenced coin features the names of the historic locations that have hosted F1 races since 1950, as well as a portrait of HRH Queen Elizabeth II together with the legal tender value of the coin. There are various denominations of coins available: 2,000 examples in 2.5oz silver, 100 pieces of the 1kg silver coin and just ten of the 1kg gold coin.

Precious metals dealer Rosland



Capital has previously unveiled officially branded F1 gold and silver coins. All the gold coins are 999.9 fine gold while the silver coins are 999.0 fine silver and are legal tender proofs minted by Swiss-based PAMP SA, one of the world's finest producers of precious metal coins.

### MY GREATEST DEFEAT

By Will Buxton

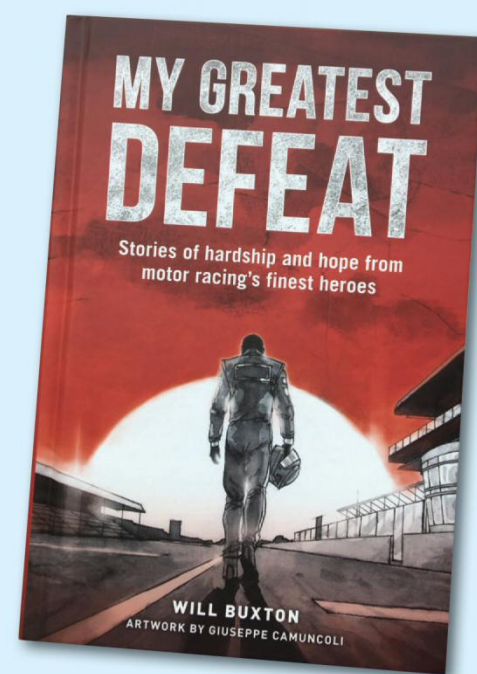
**Price** £19.99

[evropublishing.com](http://evropublishing.com)

Author Will Buxton will be more familiar – particularly for our American readers – as a television presenter, as he was formally the Formula 1 pitlane reporter for both SPEED and NBC Sports on US TV. Prior to that Buxton was a commentator for the GP2 Series, having started as a press secretary to the championship. Today he works for Formula 1's own digital output and is the enthusiastic host of its post-race Twitter show.

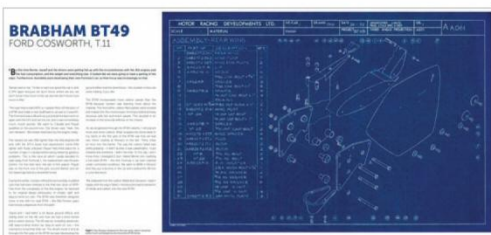
For the past few years, he has been interviewing legends of F1 – including Alain Prost, Niki Lauda, Mika Häkkinen and Damon Hill – as well as greats from other disciplines such as Indycar and sportscars.

Throughout the book each driver discusses with Buxton (in question and answer format) their personal moments of hardship and despair.



Examples include Hill's struggles with depression and Lauda's determination to clear the names of the pilots involved in his airline's tragic accident.

The idea behind the book is that, in opening up with their honesty, these motor racing heroes might be able to offer solace for those who are also facing despair. As Buxton says: "In racing, as in life, our greatest triumphs can be born from our greatest defeats."



**One Formula** is a two-volume blockbuster covering every one of Gordon Murray's 70+ designs, including those he never built. The books are comprehensive, detailed, punchy and fascinating.



Apart from the design story, much of it in Murray's own words, the books are packed with illustrations from his extraordinary archives, including pages from his notebooks, original sketches, correspondence, drawings and behind-the-scenes photographs. These are supplemented by stunning period racing shots by many leading motoring photographers.



The range and breadth of Murray's automotive designs is unique: from World Championship-winning Formula 1 cars to his extraordinary flat-packed vehicle for Africa, from his pre-eminent McLaren F1 supercar to brilliant tiny city cars, from the first sports car he built himself to his revolutionary iStream manufacturing system, it is all in these two heavy and ultra stylish volumes.



F1 Racing readers will receive a 10% discount on the First Edition using the code **READER10**



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\*C.B., *Antique Automobile*, reviewing Heglar's first book, *The Grand Prix Champions*

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# THE FINAL LAP

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# FLAT CHAT

{ FULL THROTTLE  
MUSINGS WITH  
**STUART CODDLING** }

PICTURES motorsport  
IMAGES

## F1 STEWARDS: MISSION IMPOSSIBLE?

**My cats aren't on Twitter.** Neither are they capable of writing a coherent sentence. But as surely as eggs don't bounce, were they possessed of those facilities they'd have deployed them in the immediate aftermath of the Canadian Grand Prix to promulgate their angst about the state of Formula 1 stewarding. After all, everybody else was getting in on the act.

(Parenthetically, how many people who dash off angry letters and emails to specialist magazines, splenetically declaring F1 dead to them and that they will never watch another race, actually follow through? Or do they wake up the next morning consumed with regret, fist clenched in mouth, wishing they could recall the fulminating epistle unread? Something along these lines is, presumably, the daily ritual of whoever runs Rich Energy's Twitter account. But I digress.)

While there was a predictable split along the faultlines of fandom – those who self-identify as 'Team LH' generally weren't too dischuffed about



**It is because of Lewis Hamilton's 2008 Belgian GP penalty that we now have a roster of regular F1 stewards**

the penalty that handed their man the win – a good number of neutrals were also moved to fury. Their view was that the rules are being enforced pedantically and to the detriment of the spectacle. "Just let them race" – isn't that what the FIA has supposedly been trying to do since it first mooted that policy at the beginning of the 2017 season?

But although 'let them race' trips neatly off the tongue, transforming it from a meaningless platitude into a coherent policy acceptable to all F1's stakeholders is a near-impossible feat. A summit between drivers and stewards the Friday before this year's Bahrain Grand Prix produced positive noises, but no firm consensus.

"We told them we weren't going to change anything overnight, we were there to get input," said the chairman of the Bahrain stewards, Garry Connelly. "There are probably three or four major points that we'll take out of it. You can sum it up by saying they want to be allowed to race, but they want it to be safe and fair."

And there's the problem. What is 'fair'? An exacting interpretation of the rules as written, or some kind of softening of the edges in which minor misdemeanours are overlooked for the good of the race? Ultimately neither of these philosophies will satisfy all of the people

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all of the time.

Let's not forget that the FIA enforces its international sporting code, as well as the specific rules relating to F1, in order to be seen to be 'fair'. Cast your minds back to the pre-Jean Todt era and there were plenty of examples in which the governing body was perceived to be meddling arbitrarily with results in order to punish those competitors who didn't rub along nicely with Max Mosley. The prime case study for this is the 2008 Belgian Grand Prix, in which Lewis Hamilton short-cut the Bus Stop chicane when trying to pass Kimi Räikkönen, for which he was given a 25-second penalty *after* winning the race on the road. The aftermath took several farcical turns – some of them in court – and no less an eminence than Niki Lauda called for the introduction of permanent race stewards to avoid a repeat of "the worst decision ever".

It's because of events such as this that we now have a more disciplined and heavily scrutinised roster of stewards which includes experienced ex-drivers, all of whom are charged with enforcing the rules to the letter. Fans and competitors alike *demand*ed that it be so.

Mind you, fans and competitors are happy to change their minds when they think it suits them. Demand change if you want – just be prepared to wear the consequences...

PICTURE: RAINER SCHLEGELMILCH; ILLUSTRATION: BENJAMIN WACHENJE

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