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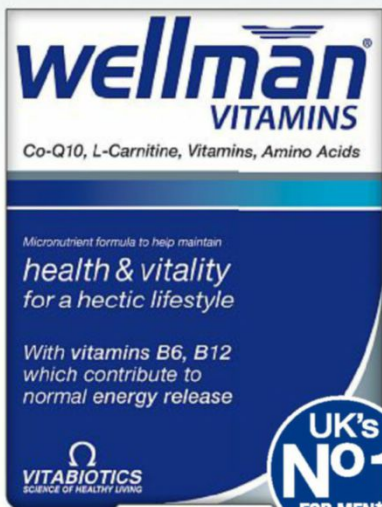
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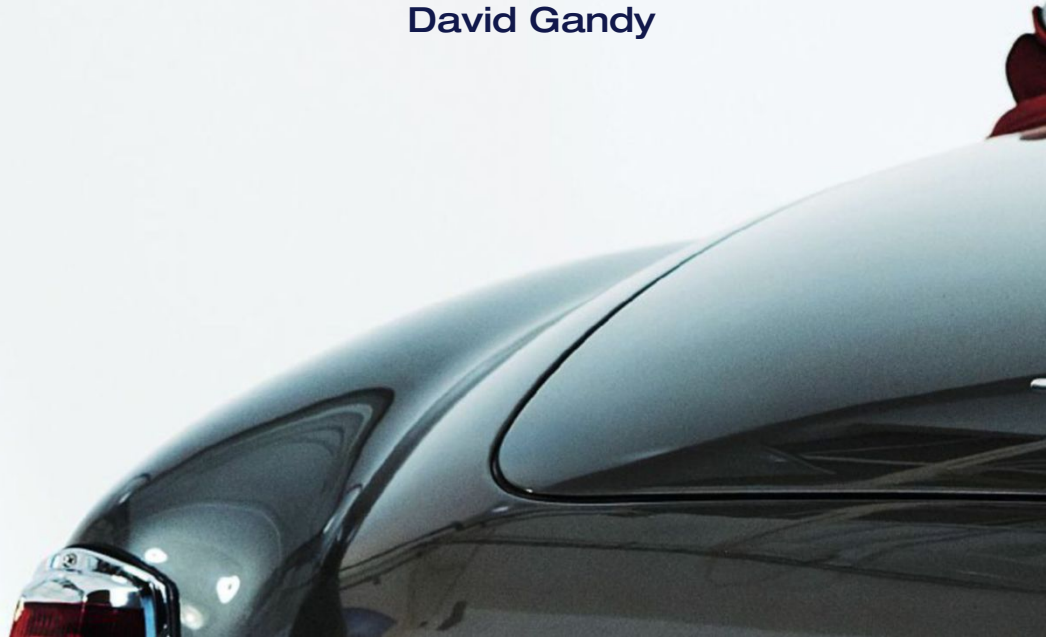
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40

ALONSO DOES INDY

He skipped the Monaco Grand Prix to take his chances on one of the jewels in the 'triple crown' – the Indy 500. And what a race he had...



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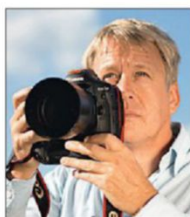
Why we can always expect the unexpected



Damien Smith

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Contributors



STEVEN TEE

There was a notable absence in Monte Carlo. Having not missed a GP in over 30 years, Steven was instead shooting Alonso at Indy (page 40)



PAT SYMONDS

In this month's column (p28) Pat reflects on how a race meeting on 24 March 1967 inspired his choice of career



LORENZO BELLANCA

It's been another busy month for one of our star photographers. Check out Lorenzo's stunning Parade images of Monaco (p8)



ALEXANDER PUSHKIN

The words of the Russian poet chime perfectly with our late-night photographic tour of the Spanish GP paddock, on page 68

Lewis Hamilton wasn't too popular in the US during Fernando Alonso's crack at the Indy 500 in May. Why? Something to do with his off-the-cuff, dismissive comments on a racing world of which he has zero experience – that's why.

"I looked at the times and, frankly, for his first ever qualifying, for Fernando to be fifth – what does that say about Indy?" he sniffed to French newspaper *L'Équipe*. "A great driver, if he cannot win in Formula 1, will look for other races to win. But to see him fifth against drivers who are there all year is... interesting."

Hamilton should know better than anyone that snap judgements based on headline facts without context can be misleading. Would he accept that his fourth place on the Melbourne grid at his grand prix debut in 2007 was an indictment of F1's quality back then? Had he bothered to find out more, he'd have learned that Alonso's performance on his oval debut was down to a studious approach to a breed of racing that has a bit more to it than simply turning left. Rather than reflecting badly on IndyCar's regulars, Alonso's ability to hit the Brickyard running at full pelt was further evidence to explain why McLaren rate him so highly. The 101st Indy 500 will be remembered for a long time thanks to Fernando – even though he didn't win it.

On the same day in Monaco, a grand prix played out that will be a little easier to forget. Still, five out of six great races this year is a positive return for F1

and let's never forget that the odd clanger is only natural. A couple of weeks earlier in Spain we witnessed a modern classic as Hamilton and Sebastian Vettel went toe to toe. The Barcelona circuit hasn't always inspired great action, but on this day it sure did. That's the thing about sport when it's real and unscripted: it's unpredictable. One day, thanks to a certain set of circumstances, it can be mundane, but on another the smallest variable can turn a race into an unmissable thriller.

Then again, even a quiet race such as Monaco has its nuances. Were Ferrari working team orders in favour of Vettel over Kimi Räikkönen or was it a quirk of the circuit on this given day that Seb's used ultrasoft Pirellis were still what he needed to get the job done and pull off a rare strategic 'overcut'? Hamilton had his view, but as his team boss Toto Wolff believes, the truth was probably not so clear cut. Things in motor racing rarely are.

Happily, what we do know for sure is that you, the fans, believe grand prix racing in general is in an improving state of health. That's the key message from Motorsport Network's 2017 Global F1 Fan Survey, which reports back this month after a great public response. There's a real sense of optimism pervading F1 right now, as you'll see from the results on page 34. How refreshing.

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Customer hotline/back issues 0344 848 8825

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F1 Racing is published monthly in the above territories. Formula One, Formula 1 and F1 (trademarks of Formula One Licensing BV, a Formula One Group company) are used under licence

Circulation queries Seymour Distribution Ltd, 2 East Poultry Avenue, London EC1A 9PT, Tel +44 (0)20 7429 4000. Fax +44(0)20 7429 4001. Email: info@seymour.co.uk ISSN 13614487. EAN 07713614480012. Printed by William Gibbons & Sons Ltd, 28 Planetary Rd, Willenhall, Wolverhampton WV13 3XT. Colour by Haymarket Prepress © 1996 Autosport Media UK
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Subscriptions F1 Racing subscriptions, Autosport Media UK 3 Queensbridge, Northampton, NN4 7BF, UK. Email: help@f1racing.themagazineshop.com. Tel 0344 848 8826. Overseas Tel +44(0)1604 251 454. F1 Racing (ISSN number 74597X) is published monthly by Autosport Media UK, 1 Eton Street, Richmond, TW9 1EF, UK. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK, 1 Eton Street, Richmond, TW9 1EF, UK. Air Business Ltd is acting as our mailing agent. We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100. Autosport Media UK Ltd is a part of Motorsport Network LLC

Thanks to Carolyn Anderson, Mike Arning, Matt Bishop, Renato Bisignani, Matteo Bonciani, Ian Burrows, Steve Cooper, Susan Crowther, Nathan Crosbie, Olivier Fisch, Clarisse Hoffmann, Norman Howell, Darren Jones (get well soon!), Stuart Morrison, Chris Murray, Carl Price, Charlotte Sefton, Andy Stobart, Edd Straw, Tim Sullivan, Lynden Swainston, Otmar Szafnauer, Nicole Trice, Martin Turner, Andrew Van de Burgt, Bob Wayman





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Alonso tackles the historic Brickyard

I'd been to Indy before to cover the eight F1 races that were held there from 2000-07, but this was my first visit to the showpiece Indianapolis 500 race. The beauty of the event was that I could concentrate on the one job I had, which was to shadow Fernando Alonso for the whole weekend.

This image was taken from the very top of the Pagoda, the tower above the pits that contains Race Control and the VIP hospitality suites.

In this high-shutter speed panning shot, Fernando is running over the iconic strip of bricks that made up the original track surface. Sadly, this was just three or four laps before his engine blew up.



Photographer

 **LAT IMAGES:** Steven Tee

Where Indianapolis, USA

When 3.10pm, Sunday
28 May 2017

Details Canon EOS-1DX MkII,
200mm lens, 1/1000th @ F5.6 ▶



Rookie Alonso wows the crowds

From the moment I went on a parade with Alonso through the city of Indianapolis on Saturday, it was clear that he was already a fan favourite. Everywhere he went he was cheered by supporters.

I wanted to try to capture some of that enthusiasm, so I went to stand between Turns 1 and 2 to take this picture with the crowd in the background.

I was quite impressed that so many people stayed to watch the entire race from their seats and weren't tempted to disappear behind the grandstand to buy the large turkey legs that were on offer! The atmosphere of the event was truly amazing and the support for Fernando was huge.



Photographer

 **LAT IMAGES:** Steven Tee

Where Indianapolis, USA

When 2.51pm, Sunday
28 May 2017

Details Canon EOS-1DX MkII,
200mm lens, 1/100th @ F13 ▶

When F1 and Indy combine

Fernando Alonso's bright orange McLaren-Honda is unmissable from the Pagoda overlooking the start/finish line and pitlane. Here he has just completed his 16th lap, as you can see from Indy's iconic scoring pylon.

One concern I had was a rumour that US Vice President Mike Pence was planning to watch the race from the Pagoda, so there was a chance security would restrict my access to the top floor of the building. Thankfully he chose to watch from the hospitality suites on the outside of Turn 2 instead, so it wasn't a problem.

From here you can also make out the old F1 grid markings facing in the opposite direction.



Photographer

LAT IMAGES: Steven Tee

Where Indianapolis, USA

When 12.37pm, Sunday
28 May 2017

Details Canon EOS-1DX MkII,
200mm lens, 1/1600th @ F8 ▶





INDY 500

LAP	16
1	10
2	9
3	98
4	20
5	21
6	27
7	29
8	26
9	28
10	19
11	12
12	15
13	5
14	7
15	77

TIME BACK

0.3117	0.3117
0.7294	0.7294
1.2769	1.2769
1.7848	1.7848
2.1330	2.1330







Re-emerging from the shadows


It was great to see my old chum Jenson Button come out of semi-retirement for this one-off appearance in the Monaco Grand Prix.

This photograph is from the Saturday morning practice session – I took it from an apartment overlooking the outside of the first corner and it's an overhead panning shot of the McLaren, just as Jenson is beginning to brake for Ste Dévote. You can see the sunlight just starting to break through the trees overhead.

The yellow line you can see on the track denotes the pitlane exit, which drivers must not cut across when they are returning to the circuit.



Photographer

 **LAT IMAGES:** Lorenzo Bellanca

Where Monte Carlo, Monaco

When 11.45am, Saturday
27 May 2017

Details Canon EOS-1DX MkII,
135mm lens, 1/60th @ F13 ▶



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Ferrari: the harbour masters of Monaco


This is one of my favourite images from Monaco: an iconic view of the track running up from Ste Dévote to Casino Square and back along the harbour front to Tabac. It was taken from the same apartment building on the outside of the first corner, to which I was able to gain access on Saturday morning during FP3.

I was quite fortunate to be able to capture both Ferraris in this shot. What's nice is that it simply tells the story of their weekend of domination.

Actually, look more closely and you'll see Kimi Räikkönen is coming out of the chicane and is off the racing line (he should be behind the trees). He's just let a Mercedes past...



Photographer

 **LAT IMAGES:** Lorenzo Bellanca

Where Monte Carlo, Monaco

When 11.13am, Saturday
27 May 2017

Details Canon EOS-1DX MkII,
85mm lens, 1/1000th @ F6.3



ANTHONY ROWLINSON

[@Rowlinson_F1](#)

THE NEED FOR SPEED

01 **You make your own luck**, apparently, but if you're going to pledge \$8bn on the future health of the world's biggest global sporting franchise then you'd better hope that your stars are aligned, a black cat has crossed your path and that every clover in the yard has four leaves.

That being so, F1's ruling trio of Chase Carey, Sean Bratches and Ross Brawn would have been formidable table partners in the *Casino de Monte-Carlo* over the Monaco GP weekend for, right now, 'their' sport is delivering in the most sublime fashion. Not for the first time this year I've found myself stepping back from the barriers while watching trackside, such is the sheer velocity of 2017's 'full-fat' F1 cars and the huge forces being contained by the superheroes at the wheel. During FP1 at Monaco, I stood inside the tunnel, just past the apex, looking back down the track towards Portier. Even on the brightest day it's gloomy here, but the cars



"The Monaco tunnel has always been the craziest, most surreal and intense place to watch an F1 car"



This years' Formula 1 machines are faster and more furious than ever before – watching them do their stuff is a visceral experience

explode into view, attacking your senses under maximum acceleration. Concrete shakes beneath you, sparks hover like fireflies as they pass; a breath of hot air passes over exposed skin, prolonging the presence of what you've just witnessed. Drink deep; savour the speed. F1 2017 is fast.

The Monaco tunnel has always been the craziest, most surreal and intense place to watch an F1 car, but elsewhere around the harbour – at Tabac and the super-quick Swimming Pool entry – this generation of car just dazzles. Anyone who might ever think 'I could do that', as regards taking an F1 car to its limit within such corset-tight confines, need only watch a session from these three corners to realise that, no, they probably couldn't.

The more visceral performance characteristics of 2017 cars, blessed as they are with up to 20 per cent more grip and downforce since last year, only serves to underline that fact and to remind us that when F1 is serving up the right kind of on-track entertainment, front and centre, trouble at the fringes tends to fade away. For what's not to like about seeing Kimi Räikkönen take his first pole in nine years, with the fastest lap ever recorded (1min 12.178s) in the context of an unfolding Ferrari-vs-Mercedes battle to carry us through the season?

So while it's probably unfair to say that Liberty 'got lucky' with the timing of their purchase of F1's commercial rights over the autumn and winter of 2016-17, the quality of the show they acquired has bought them a whole lot of breathing space. They'll need it as they continue to formulate plans for more off-track entertainment, and for F1's longer-term sporting and commercial direction, but when the racing's right, everything else kind of falls into place.

This truth has served grand prix racing well over the decades. Why do the wild 1930s Auto Union and Mercedes-Benz race cars still transfix those who learn of their existence? Why did F1 mandate a dramatic power increase for 1966? Why do we remain awed by the exploits of Mansell, Berger, Warwick, Prost etc in those '80s turbo cars that could pump out in excess of 1,400bhp? Why are big, fat slicks on wide-track chassis so much more alluring than skinny sleds on grooved rubber? It's because all these things speak of speed and light up the exploits of those skilled and brave enough to meet their challenge.

This message has come through loud and clear in the global fan survey undertaken by *F1 Racing's* parent company, Motorsport Network (the highlights from which you can read over pages 34-39). 'Band-aid' fixes, such as DRS to remedy a perceived lack of overtaking, or

“THE CORE APPEAL OF THIS MAGICAL SPORT IS SIMPLE: PUT THE BEST DRIVERS IN THE FASTEST CARS AT THE MOST CHALLENGING CIRCUITS IN THE WORLD - AND LET THEM RACE”



For now, F1 is enjoying a renaissance with the fans, but Chase Carey and co need to turn an eye to the sport's future

artificially degrading tyres, reverse grids and changes to the race format were all regarded with scepticism by the survey's 148,170 respondents, underlining that the core appeal of this magical sport is simple: put the best drivers in the fastest cars at the most challenging circuits in the world – and let them race. You don't need anything else.

This is fine, of course, when two, or maybe three teams interpret a regulatory framework with sufficient aplomb to deliver cars of comparable performance, because that brings true competition. Those who *can* tend to be the best-resourced operations, able to pay the highest salaries to secure the most gifted drivers. This year is providing a model of how F1 can get it right, with a fair wind and a bit of collaborative endeavour over the rules 'n' regs: we have Lewis vs Seb nip-and-tuck for rival tribes; two Finns contributing notable cameos and a third heavyweight, Red Bull, clawing their way back into contention.

A SEASON IN THE SUN

But much as Liberty must be enjoying this moment in the sun, their brains trust remain intent on the broader, global trends that swirl around Formula 1 and question its viability in a fast moving, voraciously consumptive age. So while it's truly fabulous that F1 has by and large got it so right this year, on track, what of 2018 and beyond? How can 'repeatability' be built into the sport's culture, so that season after season deliver compelling sporting contests that satisfy not just the existing audience, but also those who are not yet turned on to motorsport; then, further, those plucky, risk-taking participants whose endeavours allow the whole thing to happen: the teams and circuits?

Representatives of these organisations are, *F1 Racing* understands, pushing Liberty very hard right now, both to secure their position with the new management and to influence decisions that might impact their businesses.

A number of circuit promoters are currently in the process of attempting to re-negotiate race-hosting contracts fixed with Ecclestone-era Formula One Management that they now reckon are unsustainable, given their in-built year-on-year fee-escalator clauses. For example, Silverstone's owners, the BRDC, could terminate their deal to host the British GP from 2019 onwards, so long as they give notice of their intention to do so by the time of this year's race in July. The self-styled 'Home of the British Grand Prix' would not lightly jettison their blue-riband event, but neither do the BRDC wish to push Silverstone into bankruptcy for the sole honour of hosting their banner race.

In the meantime, the British Grand Prix remains anointed as one that Liberty deem essential for the core health of the championship – part of the foundation upon which a global spectacle is built. Between these two positions, something has to give. ▶

As for the teams, the notion of a cost-capped budget set somewhere around the \$150m per season mark appears to be crystallising, although it's far from being universally agreed yet. Under one model seen by *F1 Racing*, teams would receive \$100m per season from Liberty as a 'participant' fund. They would then be free to source a further \$50m from sponsors and other backing. Their total audited spend would not be allowed to exceed the notional figure of \$150m, with \$10m 'fixed' as engine spend and driver salaries also bundled into that total. End-of-season prize money distribution, based on each team's championship position, would then be shared on a sliding scale from a maximum of around \$70m, to a minimum of \$10m.

The underlying principle here is that teams would receive more from Liberty to participate, but less performance-based cash, thus ensuring, in theory, that competent minnows such as Manor need not go bust. The promise of F1 team ownership being a viable business model for those not owned by global car manufacturers should then entice more new entrants to join, thus helping underpin F1's longevity. Simple?

Not really, because there is *no way* the current major players will sacrifice their existing, extremely beneficial financial arrangements enshrined under the Constructors' Championship Bonus arrangement and operate in F1 on reduced terms. So somehow, by the end of the current Concorde Agreement in 2020, some kind of accommodation has to be reached if terms for the future cost of competition are to be agreed.

There remain further, awkward philosophical questions for Liberty to wrestle with: what's the future of free-to-air versus pay television? Where might a digital live stream of the broadcast show sit alongside conventional programming? What is the place of the manufacturers at the decision-making table? And how environmentally conscious must Formula 1 be?

“THE UNDERLYING PRINCIPLE HERE IS THAT TEAMS WOULD RECEIVE MORE FROM LIBERTY TO PARTICIPATE, BUT LESS PERFORMANCE-BASED CASH, THUS ENSURING, IN THEORY, THAT COMPETENT MINNOWS SUCH AS MANOR NEED NOT GO BUST”



LAT IMAGES: ANDY HONE; GLENN DUNBAR; SAM BLOXHAM

The current inequitable division of prize money is a hot topic in F1. More just solutions are being sought that could have saved the likes of Manor

These matters, reaching to the very heart of F1's business and sporting function, were glossed over by the previous regime, which remained focused on delivering profit for shareholders, having disavowed any other apparent strategy. Almost overnight, though, that era has passed and initiatives such as the Fan Festival first staged at the Spanish GP are hugely welcome totems of a more modern F1. But this is surely just the start. ▶

F1 DIGEST THE MONTH'S BIG STORIES AT A GLANCE

17.05.17 F1 and MotoGP bosses hold talks to work out how to avoid calendar clashes

18.05.17 Pirelli drop the hard tyre from British GP options

24.05.17 Force India announce tie-up with charity Breast Cancer Care



25.05.17 Teams told to revise rear jack points in the wake of Billy Monger F4 accident



27.05.17 Lola founder Eric Broadley dies, aged 88



27.05.17 Honda admit their MGU-H can last for only two races

31.05.17 Sauber nominate F2 racer Gustav Malja for August's in-season Hungaroring test



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ES ARE GOOD

03

It's enlightening to note how much of this apparently new F1 fan-focused thinking has its roots in another of Liberty's championships, Formula E. That series, now in its third year, is sucking in ever more interest (and cash!) from major manufacturers, thanks to its enticing proposition of being a technology testbed that's also eco-oriented and family-friendly.

At the Monaco ePrix, two weeks before this year's F1 grand prix, the waterside area given over to hospitality units when F1 is in town was instead dedicated to Formula E's own Fanzone. Here, suppliers and manufacturers showcase all sorts of technological razzle-dazzle, such as 3D printing, the Roborace autonomous car, a race-games 'arcade' (where fans can compete

against real, live Formula E drivers), and a 'human gyroscope' in which anyone brave enough can sit and be twirled in all directions to experience what a racer feels inside a cockpit. FE's Fanzone is central to that series' offering, as are city-centre circuits, an open paddock and ticket prices as low as €20 per day.

While F1 is unlikely ever to pursue quite such an open-door policy – a degree of 'aspirational unattainability' is central to its own appeal, after all – it's no coincidence that the cleansing winds of optimism that have swept through grand prix

paddocks this season are blowing in from a region rather closer to home than many in F1 might have realised.

And there's another way in which FE could do F1 an almighty favour. Considering how difficult it will be to convince big-budget manufacturer teams to accept a cost cap and how fond they are of showcasing technological excellence through a hybrid engine formula, might it not be better for everyone if Formula E instead becomes the manufacturers' playground, leaving F1 free to pursue the simpler, cheaper goal of delivering the best racing spectacle possible? After all, does anyone (manufacturers aside) really care which engine powers the world champion? As Fernando Alonso's Indy adventure has proved so dramatically, it's the human and sporting spectacle that matters.

FE already has support from Renault-Nissan, Jaguar, Audi and BMW, with others including Mercedes, Fiat group and "a major Korean manufacturer" all having expressed an interest in future participation. Let this series be where car-makers satisfy their corporate egos.

Leave F1 free to shock and awe as only it can. **👉**

Formula E is becoming a playground for big-budget manufacturers, leaving F1 free to simply put on the best racing spectacle



DOES ANYONE (MANUFACTURERS ASIDE) REALLY CARE WHICH ENGINE POWERS THE WORLD CHAMPION? AS FERNANDO ALONSO'S INDY ADVENTURE HAS PROVED SO DRAMATICALLY, IT'S THE HUMAN AND SPORTING SPECTACLE THAT MATTERS

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- Q1** Which was the only team to have both drivers score points in the first five races of 2017?
- Q2** Drivers from which country have won more Canadian GPs: Germany or Britain?
- Q3** Who was Jenson Button's first ever team-mate in Formula 1, at Williams in 2000?
- Q4** What comes after Ilmor, Mercedes, Ford, Petronas, BMW and Ferrari – and what are they?
- Q5** Their win percentages from races started in F1 were 8.95% and 6.66%, but was it Gilles or Jacques Villeneuve who had the higher figure?
- Q6** Which three current drivers have started more than 100 races without registering a win?
- Q7** What did Nico Rosberg achieve for the final time in his F1 career in Baku in 2016?
- Q8** True or false: The last time there were as few as two full-time British drivers on the F1 grid was back in 2009?
- Q9** Who won the last ever Canadian GP held at Mosport Park in 1977, and what was he driving?
- Q10** When did Kimi Räikkönen last finish in the top three in the championship?



1 Force India **2** Britain (1) **3** Ralf Schumacher **4** Honda: they are Sauber's F1 engine suppliers **5** Gilles Villeneuve **6** Hülkenberg, Pérez and Grosjean **7** A hat-trick of win, pole and fastest lap **8** False, it was 2010 **9** Jody Scheckter, Wolf WRT **10** 2012



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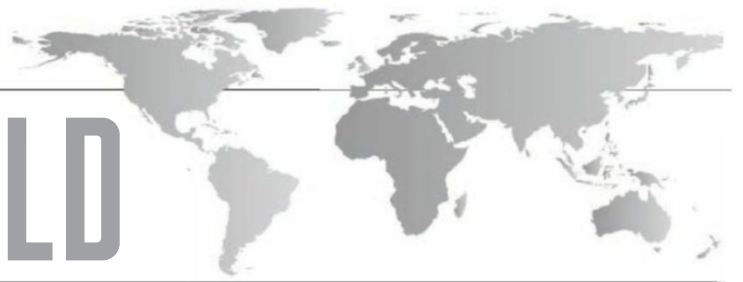
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Your guide to modern and classic F1 happenings across the globe



16-18 June
VARAC Vintage Grand Prix,
Mosport

karting race for teams (there were still some places available as *F1 Racing* went to press) followed by a champagne reception and a charity auction in honour of the late John Surtees CBE. Lots include behind-the-scenes tours at Red Bull and Mercedes, and a weekend's use of a Ferrari California T.



11 July
Henry Surtees
Foundation
Team Karting
Challenge

JUNE

10-11 June
> HGPCA Grand Prix de l'Age d'Or, Dijon-Prenois

11 June
F1 Canadian Grand Prix,
Montréal

16-18 June
> VARAC Vintage Grand Prix, Mosport
Fresh from appearing on the Canadian Grand Prix support card, the Masters USA series for 3-litre F1 cars from 1967-1985 will appear at Mosport, home of the Canadian GP from 1967-77 until the event moved to Montréal.

25 June
> F1 Azerbaijan Grand Prix, Baku



1-2 July
Goodwood Festival
of Speed

JULY

1-2 July
> FIA Masters Grand Prix de France Historique, Magny-Cours, France

> Goodwood Festival of Speed, Sussex
As well as the regular demo runs and special features, this year's festival will mark the 110th anniversary of the opening of Brooklands – the UK's first temple

9 July
> F1 Austrian Grand Prix, Spielberg

11 July
> Henry Surtees Foundation Team Karting Challenge, Brooklands
A two-hour endurance

of speed and the first purpose-built paved racetrack. See legendary pre-war machinery, such as the fire-spitting Delage 15 S8.

16 July
> F1 British Grand Prix, Silverstone

28-30 July
> Silverstone Classic

30 July
> F1 Hungarian Grand Prix, Hungaroring

Racers including Damon Hill and 'Fast' Freddie Spencer will be in attendance.



16 July
F1 British Grand Prix,
Silverstone

AUGUST

11-13 August
> HGPCA Oldtimer Grand Prix, Nürburgring

27 August
> F1 Belgian Grand Prix, Spa-Francorchamps

SEPTEMBER

1-3 SEPTEMBER
> HGPCA Zandvoort Historic Grand Prix



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THE RACER'S EDGE

PETER WINDSOR

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FLING OPEN F1'S DOORS AND MIX THINGS UP!

Silverstone, 1977: there were 85,000 spectators on the day. Two British drivers were competing in the British Grand Prix, James Hunt and John Watson, each with a major chance of victory. And there was a classic Formula 1 support race featuring none other than Stirling Moss and Jack Brabham in Maserati 250Fs.

The good news, of course, is that we no longer have to say "Ah, those were the days" because the signs are that Formula 1's new owners, Liberty Media, are fully aware of just how good it was then, and of just how good it could be again. Of course there's still a long way to go; Formula 1 for a decade or more has been in freefall. The signs, though, are uplifting. Whenever you see an F2 or GP3 paddock being squeezed to the fence to make more room for a new public car park (all the better to enable the punters to tour the support paddocks) then you know that the sport is heading in the right direction.

I won't bang on about the points that I've made in columns past. I know it's going to be a long time before we remove the guards from the F1



garage doors and open up the technology for the fans genuinely to enjoy. And I'm not holding my breath to see which drivers or which engineers are going to allow themselves to wear microphones during race debriefs and/or the rides

back to the hotel. When the F1 world finally realises that what happens *between* the races is just as important – show-wise – as the races themselves (or maybe even *more* important, on the basis that it's the potential fans who *aren't* watching Formula 1 races that we need to attract) then, yes, I think we'll have cracked it.

In the meantime, and in the context of Liberty's 'Brave New F1 World', I'd like to ask why all the F1 teams stopped putting on those track rides they used to stage for the fans at the German Grand Prix a few years back? My years spent working with the guests of Formula 1 sponsors have, for me, made it absolutely clear: there's only one thing more memorable than having a Q&A or autograph session with a favourite driver of your choice – and that's sitting next to said driver while he's doing his thing out on a race track.

I love watching the sport's great drivers at work. I love to see their balance, their judgement, their feel, their co-ordination – and I talk about these things and think about them for weeks and months after the day in question. I really don't

think I'm in any way unusual in this respect. Yet golf is about the only other sport I can think of in which the average fan can stand right up there next to the pro. And the golf world maximises that attribute with events called 'Pro-Ams'. They are usually held on a Wednesday, the day before the real sporting action begins. Serious sponsors pay fortunes to hit balls with the world's best.

Exactly the same thing could work in F1 – but it shouldn't only be available to the moneymen. It should be for the fans, too. You could strap yourself into a Mercedes, Ferrari, McLaren or Renault and sit next to any of the current F1 drivers as *they* do things that *you* couldn't do in a million years. You want the F1 drivers to be more

accessible, more human? You want F1 to penetrate the minds of a new generation of potential viewers that have become exposed to dozens of other great sports and activities that didn't even exist ten years ago? Sit them next to Max Verstappen as he drifts an Aston Martin through the Becketts complex. Strap them into an AMG Mercedes for a ride with Sergio Pérez around the Circuit of The Americas.

And Wednesdays would work for the sponsors, thank you very much. Let's devote late afternoons on Thursday, Friday and Saturday to the fans.

That's the first thing: beyond that – and I'm not saying this just because of the Alonso/Indy 500 thing – I think it's high time that Formula 1 drivers started competing once again in other forms of motorsport. The old arguments about brand loyalty no longer apply: every Formula 1 manufacturer has at least one (non-single-seater) motor-racing programme to their name, if not several.

Liberty say that they want the Formula 1 drivers out there in the public eye. So do we all. Imagine, then, the impact of Nico Hülkenberg entering a Renault Clio race. It's win-win: the manufacturer receives a ton of publicity; Hülkenberg generates a truckload of new fans; and the young Renault racers have a big name to compete against. Lewis could do some DTM; Seb Vettel could race Ferrari Challenge. You could put Carlos Sainz into a Formula E car or Stoffel Vandoorne into a BTCC Honda. I totally get the danger thing, but

Fernando Alonso tries the McLaren-Honda-Andretti, ahead of his Indy 500 outing – an inspired move that has made headlines globally



“IF FERNANDO CAN COMPETE IN THE INDY 500, DANIEL RICCIARDO CAN CERTAINLY RACE A RENAULT CLIO”



Renault have the Clio Cup, and every F1 manufacturer has at least one racing programme to their name

this is 2017 and the circuits and the sports/touring/GT cars aren't exactly precarious. If Fernando can compete in the Indy 500, Daniel Ricciardo can certainly race a Clio.

It would be a healthy thing for the world of motorsport, too: I've written in the past about the importance of cultivating local driver talent in new-frontier countries (China, India, Korea, Bahrain,



Abu Dhabi etc) and suggested that a certain percentage of F1's total income should be invested in this sort of future. You don't have to be a genius to realise that the Chinese Grand Prix would be a totally different race – and that the Chinese economy would play a much more significant role in F1 – if there were one or two very fast Chinese drivers actually competing in Formula 1. Since that isn't going to happen in a hurry either, the concept of F1 drivers competing in other series strikes me as a good short-to-medium-term solution. There are plenty of good Asian touring and GT programmes, and dozens more in Europe and the Americas.

All it needs now is for someone to open the floodgates and get this thing started. 🚗



THIS F1 LIFE

PAT SYMONDS

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For many years my father had taken me to motor races. It was something we did a few times a year and it was something I always looked forward to. My bedroom wall had a pinboard covered in pictures of cars and I avidly read everything I could about them. That day, however, changed my hobby from an interest to a passion. New Formula 2 regulations were introduced in 1967 and the first race was held at Snetterton on that day. Through the wonders of eBay I was recently able to obtain a programme for the event. It not only brought back many memories but was also an eye-opener as to how our sport has evolved over the years.

As well as the F2 race that day there were events for sportscars

and saloons (as touring cars were known then). That in itself is probably not surprising, although a race that included eight Ford GT40s in the entry was just one mark of the quality of the event. What would surprise today's fans was who was driving the cars. The Formula 2 field included Jochen Rindt, Jackie Stewart, John Surtees, Graham Hill, Jack Brabham and many others. I still pinch myself to think that so many of those drivers present that day, my heroes as a young schoolboy, in later life turned out to be good friends.

In the touring car race, Graham Hill, fresh from finishing fifth in the first heat of the F2 race, entertained us all by three-wheeling his tiny Lotus Cortina as he mixed it with the Ford Mustang of Jack Brabham. As a sign of the times, also in the programme is an advert for the Lotus Cortina, an extremely high-performance car in those days, which could be yours for just £1,068.

Now those who know me will also know that nostalgia is not something for which I generally have time. I'm far more interested in the present and even more so in the future. However, I also appreciate that sometimes, in order to determine the future, we should be aware of the past. This, after all, is the reason we sat through those interminable history lessons at school.

So we need to ask if, in the brave new world that Formula 1 is now promising us, there's anything to be learned from former times. This journey into my past experiences suggests that there is. I touched on the subject in my last column, but these days ▶

VARIETY IS THE KEY TO F1'S SUSTAINABILITY

As well as the highly informed specialist journalists who attend every grand prix, there are always a number of local reporters who turn up looking for the more human stories associated with the sport. Some years ago I was interviewed by one such journalist in the USA, who wanted to know how I had become interested in Formula 1, and what had made me choose to become an engineer in such a volatile industry. I replied that



I had been influenced by my father, who had a passion for both engineering and motorsport, and that the environmental influence of this had, over time, fuelled my own passion.

The journalist didn't find this to be a satisfactory

answer and insisted that there must have been a particular incident that was instrumental in my decision to make a career in the sport. Although at the time I was sure that it had been a gradual process, I spent some time afterwards thinking about the question and realised that the journalist had been correct: 24 March 1967 had, in fact, been the day when I realised that there really was only one career for me.



The 1965 British Saloon Car Championship race at Oulton Park. Jack Brabham in a Ford Mustang leads Jim Clark in a Lotus Ford Cortina, in an era when F1's stars would often compete against each other in different series



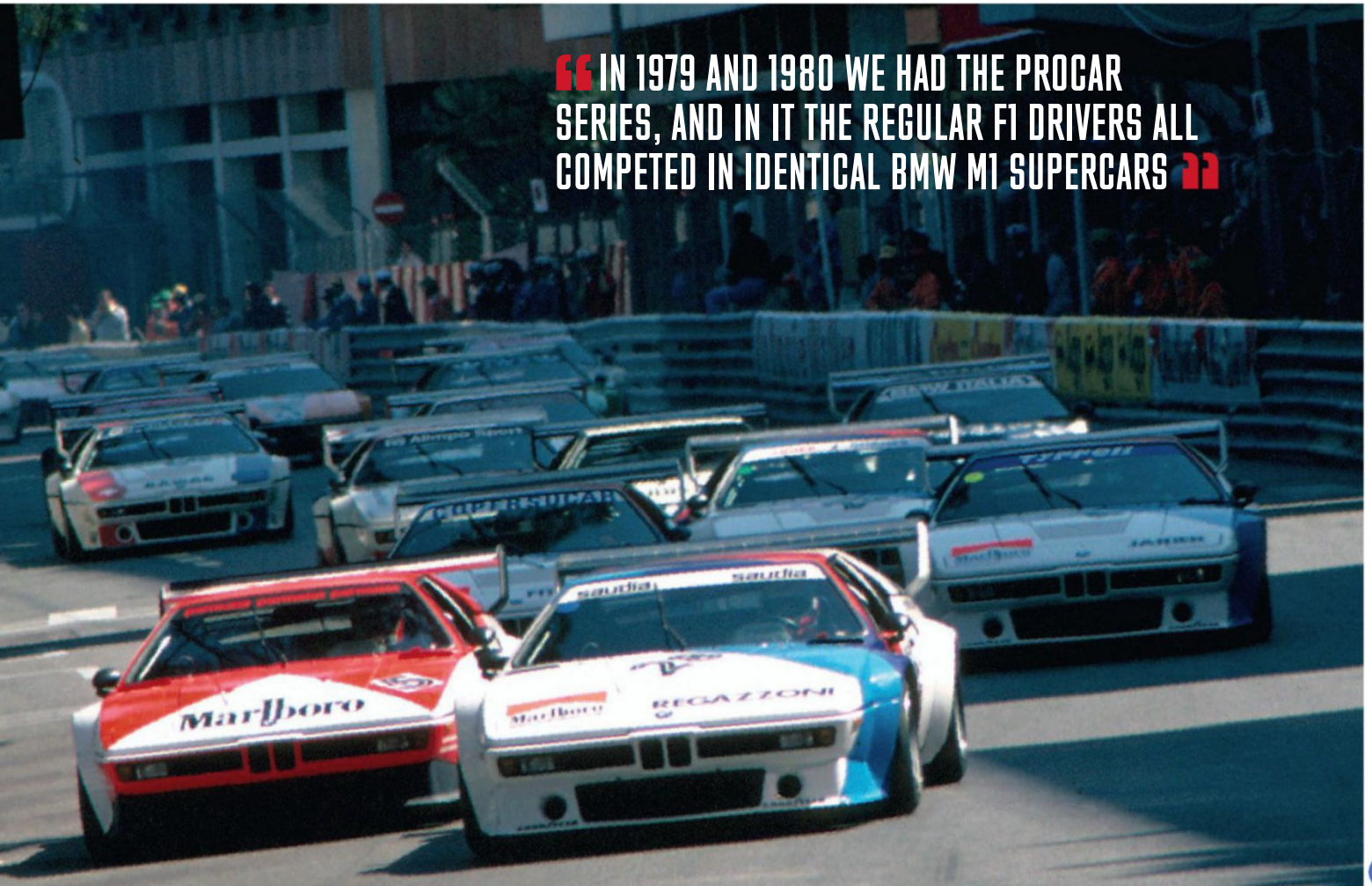
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“ IN 1979 AND 1980 WE HAD THE PROCAR SERIES, AND IN IT THE REGULAR F1 DRIVERS ALL COMPETED IN IDENTICAL BMW M1 SUPERCARS ”



LAT IMAGES: ANDY HONE, GLENN DUNBAR, JED LEICESTER

present today, but could be easily overcome by using more neutral machines, such as the Radical SR3 or the KTM X-Bow, both of which have appeared in the Race of Champions.

It's already in the pipeline that a grand prix weekend will

encompass the driver development series of Formula 3 and Formula 2, and so it should. In addition, we need to have series that aren't for open-wheel single-seaters. The Porsche Supercup, which currently supports most Formula 1 races, is a starting point, but it would be great if each country also added a round of their own national touring car series, or even if the FIA were willing to bring the World Touring Car Championship in. We should provide a full programme of entertainment, both on and off the track, without the single-mindedness that leads to thinking that the Formula 1 grand prix is the only event of note.

In rethinking the format of the F1 race weekend, it's important not to confine our thinking to a process akin to rearranging the deckchairs on the Titanic. Far more important is that we ensure that the metaphorical ship is made unsinkable. 🚗



GP weekends often host F1, F2, GP3 and Porsche Supercup races – and there's definitely room for more

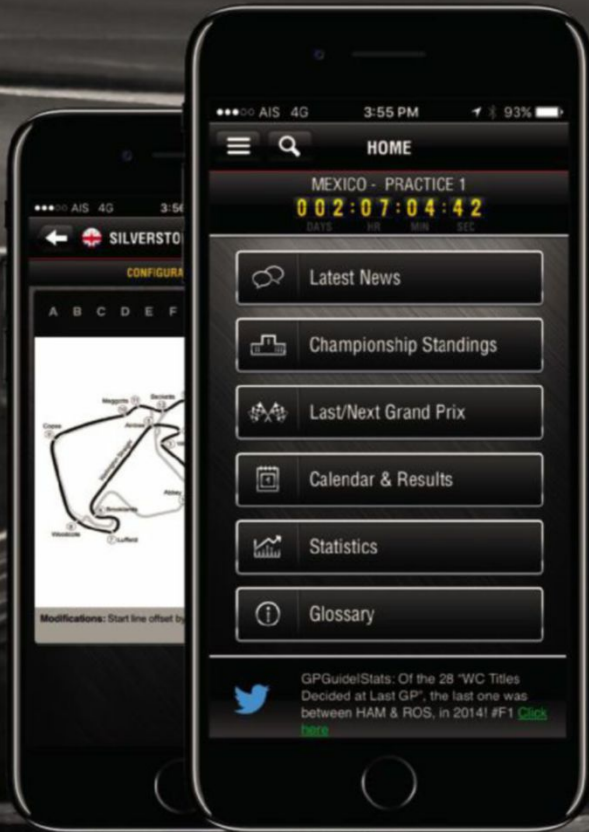
it has become accepted that grand prix drivers do very little else but compete in grand prix races.

I believe that for 'new F1' to put entertainment at the top of its to-do list, we should get a chance not just to see the drivers and teams challenging the field as they do now, but also the drivers competing against each other in identical cars. In 1979 and 1980 we had the Procar Series, and in it the regular F1 drivers all competed in identical BMW M1 supercars. In the first year Niki Lauda became champion and in the following year Nelson Piquet took the honours. Unfortunately, as BMW prepared for their own entry into Formula 1, the series was dropped.

Even in those less commercial days there were some difficulties over conflicts of interest – for example, the Renault drivers weren't allowed to drive in the series. Those obstacles would still be

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POWER PLAY

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SINGLE-MINDED FOCUS IS WHAT BRINGS RESULTS

Although Red Bull's management refutes the suggestion, I'm still going to make it: the pointers are that at least half of the RB13's performance deficit to the sharp end of the grid can be traced back to the team's relationship with a motor manufacturer other than engine supplier Renault. The reason, plainly, is a dilution of effort.

True, the French power units are hardly top of the pops in the horsepower stakes. Renault-equipped Carlos Sainz, racing for Red Bull's sister team, complained during the Spanish GP weekend about being unable to overtake a Sauber propelled by a 2016 Ferrari unit on the long main straight, despite an extended DRS zone. But sources within Red Bull have talked openly about the shortfall being shared "50/50 between chassis and engine".

The latest aerodynamic upgrades have reduced the deficit and Red Bull claim to have closed the gap by 50-odd per cent. Still, that suggests the chassis remains 0.3 seconds off those of Mercedes and Ferrari, despite 2017's regulations playing to aero efficiency – previously a Red Bull advantage provided by chief technical officer Adrian Newey,



RB13 is catching up since Newey's full-time return

who is an aero engineer *par excellence*, finding clean air where others wallow in dirt.

Last year, though, Red Bull and Aston Martin entered into an 'Innovation Partnership'. The Valkyrie – a 6.5-litre V12-powered hypercar for road and track – is the first fruit of their joint venture to "combine cutting-edge F1 technology with Aston Martin's signature design", and is due to appear in 2018. The relationship is also celebrated with Aston Martin's logo on team gear and the flanks of both race cars.

Aston make no secret of the fact that the overall concept is Newey's, with design and detailing in the hands of Aston's chief creative officer Marek Reichman. The conceptual phase of this project coincided with F1's largest regulatory revamp in a decade, in which aerodynamics have been a key area of potential performance gain or loss.

Did Newey take his eye off the windtunnel during this period to concentrate on the Valkyrie? Team boss Christian Horner says not, stating in Bahrain: "Adrian is splitting his time between the two projects, so you could argue 'Adrian being half-time involved in Formula 1, has that had an impact or not?', but the group is sufficiently big to cope. Of course, his interest and input into Formula 1 is pretty intense at the moment."

The key phrase is "at the moment", because, prior to Valkyrie, Newey's input and interest was always "pretty intense". Ron Dennis once described him as "the most competitive person I've ever met", so much so that designs produced under his scrupulously detailed watch have won world championships for Williams, McLaren and Red Bull, making him the only technical director to win constructors' titles with a trio of different teams.

But speaking in the aftermath of the Spanish Grand Prix, in which one of his drivers, Daniel Ricciardo, trailed in a distant third, Horner disclosed that Newey would have no further input into Valkyrie now that the design process had moved to the next phase, stating: "His element has now come to an end." Horner also confirmed that Newey had been dividing his time 50-50 between that project and F1.

Horner admitted that, "Since the Barcelona tests [in March, when RB13's deficit came to light], Adrian has been very involved with this car." This begs the obvious question: did Newey's focus on Valkyrie

jeopardise Red Bull's on-track performance, particularly given that the gap to Ferrari and Mercedes has narrowed substantially since his full-time return to racing matters?

Rather than enter a state of denial, Horner would do well to study F1 history: From the mid-'60s through to the early 1970s, Ferrari usually focused on sportscar development each year until after Le Mans. The result was that having won the 1964 title, they took just 13 grand prix victories and no further F1 titles in a decade. After knocking sportscars on the head in 1973, Ferrari promptly won three championships, and 30 grands prix in four years.

In 1992 McLaren, having claimed six of the past ten constructors' titles, introduced their F1 road-going sportscar, which in GT form won Le Mans. After that, the team won zero grands prix between 1994 and 1996, returning to the podium's top step at the end of 1997 – after F1 production ceased – before winning the next two drivers' titles. Executive management again focused on road cars in 2010, and race results have subsequently dropped off.

Williams, once solely focused on F1, moved into touring cars in the mid-'90s with Renault, and then sportscars with BMW, before acquiring a hybrid power company and setting up Advanced Engineering campuses in the UK and Qatar (mid- to late-2000s). They last took a title in 1997, and have achieved just two wins since 2003.

It proves that sustained success in F1 demands single-minded focus on the task in hand, no matter what team bosses tell us.

FORMULA 1 IN 2017



The results of Motorsport Network's 2017 Global F1 Fan Survey reveal renewed optimism and a sense that the sport is now heading in the right direction

IN 2015, Motorsport Network, now the parent company of *F1 Racing*, conducted a Global F1 Fan Survey in partnership with the Grand Prix Drivers' Association. That survey revealed record levels of dissatisfaction among F1's fans. Negative words such as 'boring', 'corrupt' and 'threatened' featured prominently. Less than seven per cent of fans viewed the sport as being in better health than five years previously, and F1's status was at an all-time low.

Two years on, the findings from the 2017 Global F1 Fan Survey paint a very different picture. Fans now believe that the sport gets many things right. With minor amendments, some of which are already in the pipeline, fans feel happy with the format, quantity and structure of Formula 1.

All the signs point towards a strong recovery, but F1 still has much to do to satisfy fans' media consumption demands. Specifically, it must address the impact of the growth of Pay TV deals, and strike a balance between the value and volume impact of paid TV output. Fans have indicated a preference for consuming F1 live in all its glory via television or online streaming, and the latter is clearly F1's biggest opportunity to increase consumers of its great racing product.

Increasingly, fans *do* now view F1 as the pinnacle of motorsport, featuring the world's best drivers competing in the most innovative and technologically-advanced machinery. Changes implemented by the FIA since 2015 have rightly positioned drivers back at the heart of a physically challenging sport.

While F1 attracts fans on a non-tribal basis, Ferrari's position as F1's favourite team has strengthened and is now more than double that of the second-most popular team, Mercedes. In the drivers' standings, both Lewis Hamilton and Fernando Alonso have enjoyed strong gains since 2015 and are now F1's two most popular stars – despite Alonso's difficult time on track.

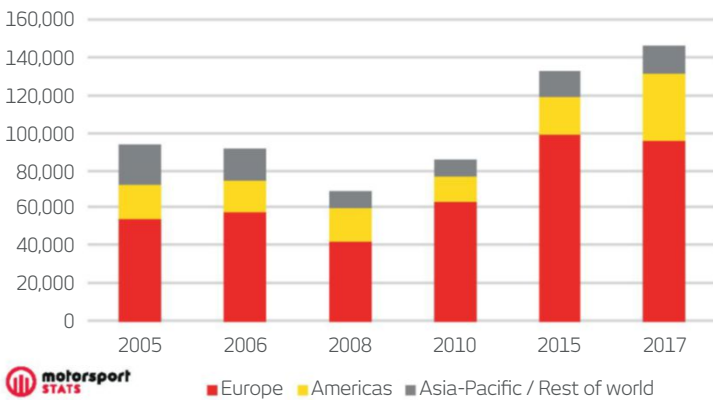
The 2017 Global F1 Fan Survey was commissioned, created, governed and delivered by Motorsport Network with a total of 148,170 responses collected, making this study the largest ever conducted in F1. The extracts provided on the next four pages, compared with results from previous studies, give a fascinating insight into the changing face of F1 and how the sport is perceived by fans across the globe today. ▶



THE F1 AUDIENCE

Global F1 Fan Survey sample (2005-2017)

Responses came from fans in 194 countries. European responses accounted for 63% of the overall sample compared with over 70% in all previous studies. There has been a large increase in response from the Americas, which now represent nearly 25% of the total number of respondents.

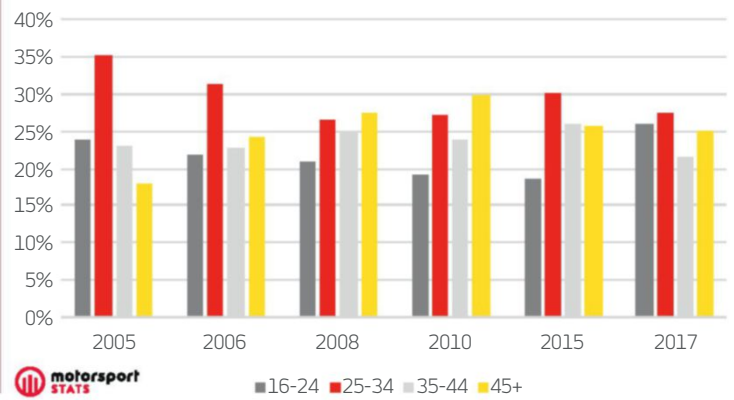


Key findings

- This was the largest ever sample of fan feedback, with 215,892 visitors to the survey and 148,170 analysed responses
- It's also the youngest ever sample, with 26% of respondents aged under 25
- The survey showed increased participation among female fans at over 10%
- A sharp increase in response came from North, Central and South America
- Senior executive and professional audiences have risen to more than 20%
- MotoGP is established as the next most-followed series after F1

Age profile of respondents (2005-2017)

The 2017 survey attracted the youngest age profile of respondents ever. The average age of respondents fell below 36 for the first time since our studies began. Asia-Pacific had the highest percentage of younger fans (aged 16-24) at 29%, and the Americas the lowest with 18.4%.

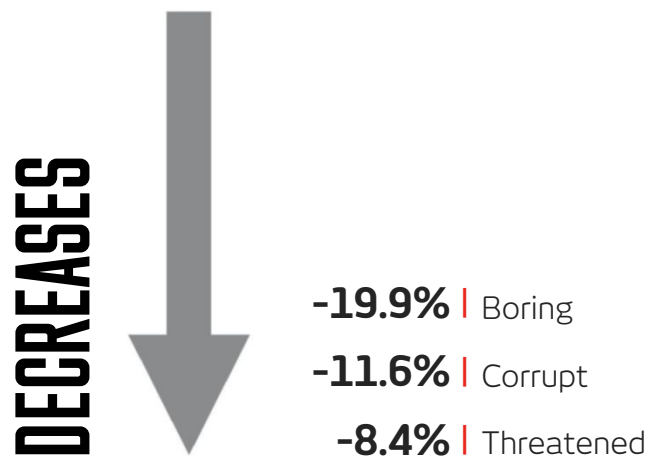
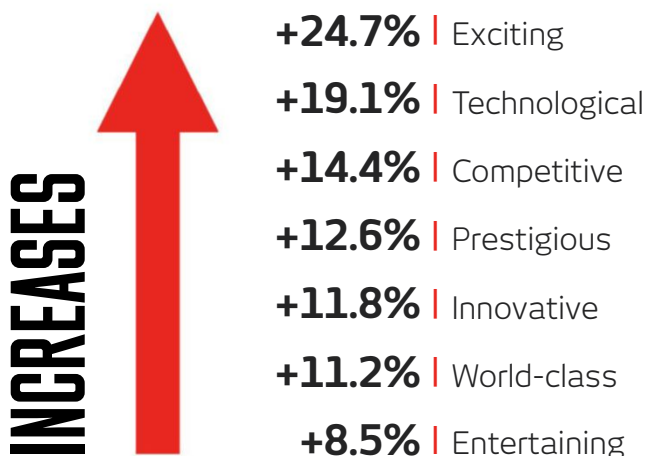


F1 BRAND HEALTH

Key findings

- The 2015 GPDA/Motorsport.com survey documented a sport in crisis
- This year, the 2017 survey records a welcome wave of optimism among fans
- Positive brand attributes show a strong improvement compared with 2015
- There is a sharp decline in F1's perceived negative attributes
- Fans see Formula 1 as being in a far healthier state than it was in 2015
- Work is needed to attract fans and balance business and sporting interests
- Maintaining F1's status as the pinnacle of motorsport is critical to fans ▶

Formula 1 brand attribute changes (2015 vs 2017)



The Mexican GP returned to the calendar in 2015, followed by a sharp increase in response to the survey from the Americas



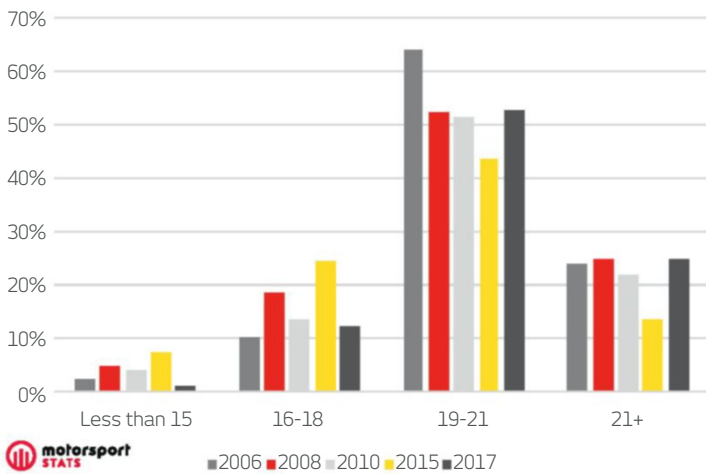
THE F1 CALENDAR

Key findings

- Fans in Asia-Pacific are 50% more likely to attend a race than those in Europe
- Fans continue to strongly favour a season with 19-21 races
- Four GPs stand out as critical to fans: Monaco, Monza, Silverstone and Spa
- Fans strongly support the return of F1 to Germany and France
- Abu Dhabi and Singapore have great support, especially among younger fans
- Good vantage points, a strong support programme and pitlane/paddock access are key for driving fan attendance
- Fans would pay 16% more for tickets in 2017, but prices still felt to be too high

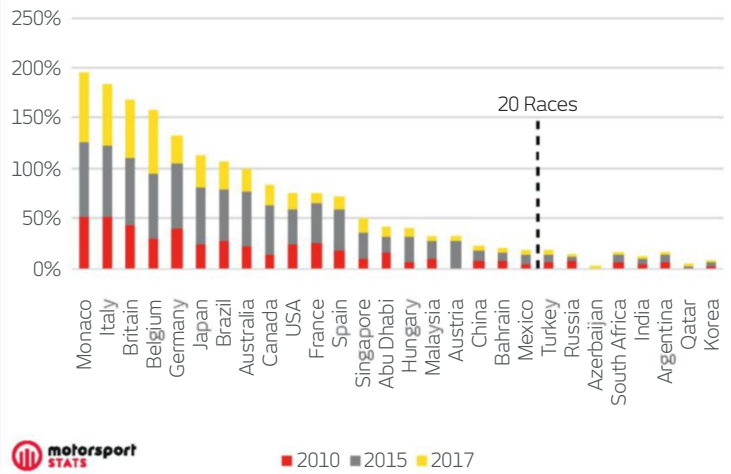
Preferred number of grands prix per season (2006-2017)

Since 2006, fans have provided a clear and consistent preference for a 19-21 race calendar.



Fans' ranking of GP importance (2010-2017)

Feedback from 2010, 2015 and 2017 provides a clear picture of the fans' 'perfect' F1 season, in terms of what they'd like to see on the calendar.



Three-time champion Lewis Hamilton has seen his popularity double since 2015, putting him ahead of Fernando Alonso

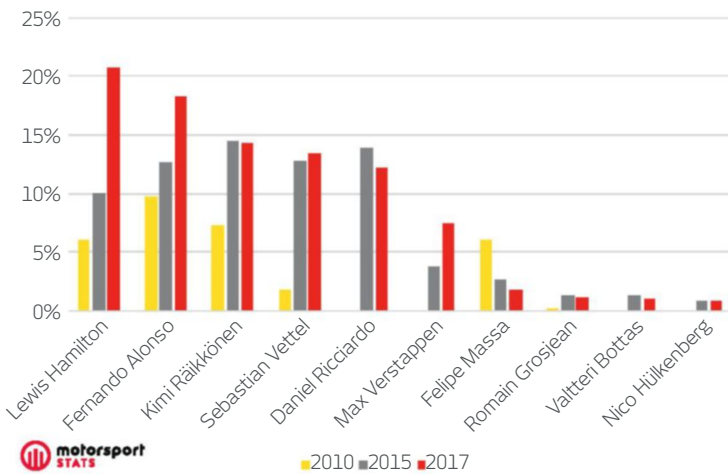
THE F1 COMPETITORS

Key findings

- Lewis Hamilton (#1) and Fernando Alonso's (#2) popularity has increased
- Lewis is particularly popular in Europe and the Americas
- Räikkönen's and Vettel's popularity remains broadly unchanged at #3 & #4
- Ferrari have reinforced their position as the #1 most supported team
- Ferrari ranked as number one team across all regions
- Mercedes' on-track success and driver line-up has produced huge gains in popularity, lifting the team from #4 in 2015 to #2 in 2017

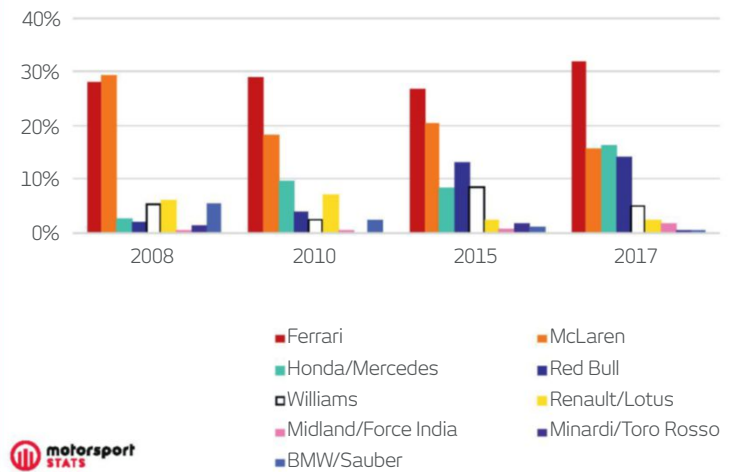
Formula 1 driver rankings (2010-2017)

Lewis Hamilton's popularity has doubled since 2015; he now commands a level of fan support on a par with that enjoyed by Michael Schumacher.



Formula 1 team rankings (2008-2017)

Ferrari have strengthened their position as the world's favourite F1 team, with nearly one-third of the global fanbase ranking them as number one.



F1 SPORTING CHANGES

Key findings

The 2017 results are very similar to 2015's.

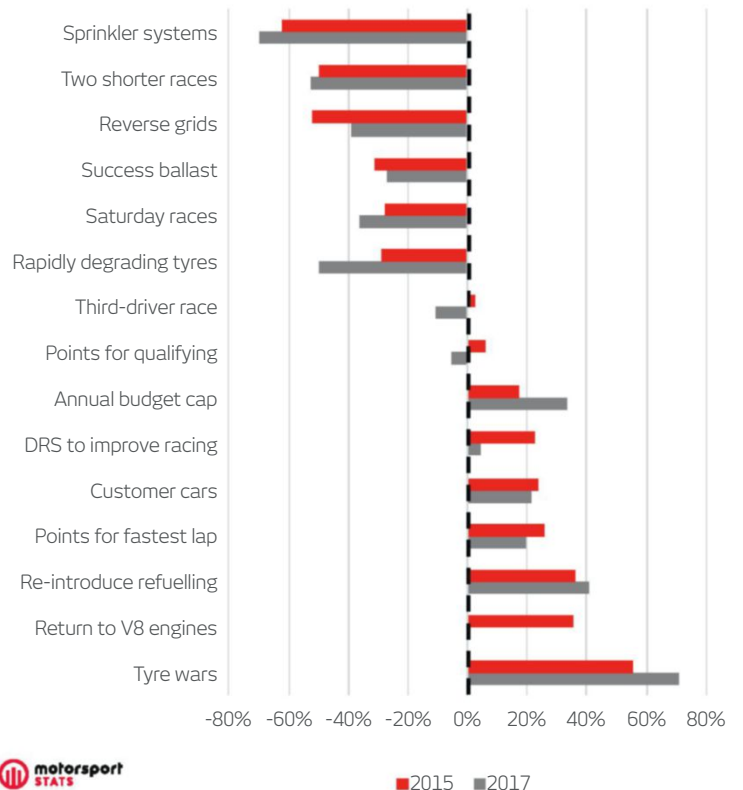
Fans say no to gimmicks...

- Sprinkler systems, success ballast, reverse grids and rapidly degrading tyres are all of little interest to the global fanbase
- Fans are also not interested in changes to the event format. They don't want Saturday races, third-driver races, or shorter races

But fans have lent their support to...

- Annual team budget caps, which should be agreed and policed
- Allowing independent teams to purchase and compete with 'customer cars'
- The awarding of championship points for the fastest lap
- A return to in-race refuelling
- The return of V8 engines
- A return to tyre competition between manufacturers

Fans' preferences for Formula 1 sporting changes (2015-2017)



Fernando Alonso's Indy 500 adventure ended with another blown Honda engine, but for once that didn't stop him smiling. He had a ball as his chase for motor racing's triple crown began...

REBORN IN THE USA

WORDS DAMIEN SMITH
PICTURES STEVEN TEE;
MIKE LEVITT
 LAT IMAGES





Alonso poses with one of the original bricks from the iconic Brickyard – the Indianapolis Motor Speedway

Alonso brought discipline, study and focus to his Indy challenge. As a result, he was on the pace from the word go





“Last thing,” said Fernando Alonso at the wrap of his final Indianapolis 500 press conference. In an affectionate nod to the most famous tradition of the great American race, he pulled a carton of Indiana’s finest dairy product out from under the desk and took a swig. “I didn’t win, but I will drink a little bit of milk,” he said with a smile. “You followed me every single minute for two weeks, but I really enjoyed it. Thanks for the welcome. See you in Austin.”

The big grin was reciprocated with laughter, a round of applause – and the transformation was complete: a Spanish Formula 1 driver little known in the Land of the Free just a month ago had somehow gained the status of all-American hero. He’d lost the race, but won new friends along the way.

Alonso missed out on gulping from the genuine quart of milk that tradition dictates over F1 champagne at the Indy 500 – but not by much. He was sensational on his oval racing debut, from the solo test on 3 May that drew 2.1 million YouTube and Facebook views, through the two weeks of practice during which he quickly settled among the pacesetters, and into the race weekend in front of a 300,000-strong crowd. Alonso was a genuine contender for victory, and it was only an oh-so-familiar smoking Honda engine that robbed him of a chance to go for the fairy-tale finish.

The standing ovation and roar of approval must have softened the disappointment as he stepped from his McLaren-Andretti Dallara just 21 laps short of the flag. Once the helmet was off he was gracious and upbeat, and the ready smile that had been a feature of his time at Indy quickly returned. Was this really the same man whose face is usually masked by a brooding,

frustrated death-stare in F1 paddocks week in, week out as he lives with the reality of McLaren-Honda’s lingering hybrid-era nightmare?

This was clearly just the tonic. Indy was good for him – and he was good for the race, bringing the 500 renewed international interest in a manner not seen since Nigel Mansell headed west in 1993 and ’94. His impact looks set to resonate just as it has for ‘Red Five’.

And yet if you’d suggested at the start of the year that a two-time world champion considered among the most complete F1 drivers in history would turn his back on the Monaco GP, of all races, for the relative dangers of a 230mph blast over 500 miles on a track with just four left-hand corners... well, don’t be daft. And all for an unofficial and relatively obscure quest: motor racing’s triple crown.

To conquer the Monaco GP, the Indy 500 and the Le Mans 24 Hours: that’s

the trio of achievements Alonso has set his heart on. Yet there’s neither trophy nor prize money if he manages it. Just the satisfaction that he’d be doubling the membership of an exclusive motor racing club. Graham Hill stands unique with his five Monaco wins from 1963-65 and 1968-69, his Indy success in ’66 and his late-career Le Mans triumph with Henri Pescarolo in 1972.

But why should it matter to Alonso? Simple. After the soaring early years of youngest-ever wins and two world titles, circumstance has frustrated a driver who knows he’s among the best – even if others have surpassed him in the record books. He’s 36 in July, and equalling Michael Schumacher’s seven world titles is now beyond him, so how else can he enshrine his name in the annals of history? For a man who has long gazed beyond the blinkered F1 outlook, all-round motor racing greatness appeals. ▶

TO CONQUER THE MONACO GP, THE INDY 500 AND THE LE MANS 24 HOURS: THAT’S THE TRIO OF ACHIEVEMENTS FERNANDO ALONSO HAS SET HIS HEART ON



But at his age he needs to crack on. Monaco was ticked off long ago, but Indy and Le Mans are demanding challenges that require special attention. At best, he's got ten years to win both.

Project Indy has been Zak Brown's most prominent statement of intent in his short time since effectively replacing Ron Dennis at the helm of McLaren. And it was a masterstroke. Stagnating in the gloom of uncompetitiveness, Brown recognised that he could lose prized asset Alonso without a new focus – and one with a bonus significance to McLaren from their distant past (their cars won Indy three times during the 1970s). It was time to change the narrative.

From casual conversations over dinner, the plan became reality through a partnership with top IndyCar team, Andretti Autosport, run by former McLaren F1 driver Michael Andretti.

On 12 April, the shock news was announced; Alonso drove his orange retro-liveried Dallara IndyCar for the first time on the 2.5-mile Speedway on 3 May – and took his bow in the 500 on 28 May. That's the whirlwind life of working under Zak Brown.

SO JUST HOW WELL DID HE DO? Well, first off he returned the Dallara to Andretti without a mark on it, which is impressive in itself. There's an old IndyCar adage about those who've hit the wall and those who are about to. Fernando remains firmly in the latter group for now, despite many hours and days of running at 230mph-plus – speeds in another world from what he's used to in F1.

The Indy 500 is unique in motor racing in terms of the time dedicated to one race. In the past, the whole month of May was block-booked

THERE'S AN OLD INDYCAR ADAGE ABOUT THOSE WHO'VE HIT THE WALL AND THOSE WHO ARE ABOUT TO. FERNANDO REMAINS FIRMLY IN THE LATTER GROUP FOR NOW

for endless days of practice. Today, it's limited to two weeks, but that still gave Alonso sufficient time to learn a new craft. Former race winner Gil de Ferran was on hand to 'mentor' the rookie, although he admitted his services were barely required. What impressed him was Fernando's work ethic and respectful approach to the task in hand. Andretti ran a fleet of six cars in the race and the band of drivers were happy to help the incoming superstar find his feet, but Alonso offered much in return: a palpable motivational lift for each crew member by his very presence.

Before practice sessions, he'd head to the simulator for a few hours, trying different lines and set-up approaches, before heading to briefings and the real thing. As Brown put it: "He was a student of the Indianapolis 500. Some drivers say 'put me in and let me do the rest'. But he was very

studied, disciplined and focused, taking it one day at a time and, ultimately, I think that's why he was 20 laps away from a great result."

Qualifying is a unique pressure-cooker taking place the weekend before the race – and an event in itself. Rather than being timed over just one lap, drivers run alone over four with their average speed dictating how they are graded. After Saturday's runs, the fastest nine go through to Sunday and the second round of shoot-outs to decide the grid's first three rows. Impressively Alonso was among them.

New Zealander Scott Dixon, a driver perhaps considered Alonso's IndyCar equivalent, set a four-lap average of 232.164mph to take pole. Fernando managed 231.300mph to qualify fifth, in the middle of the second row between Takuma Sato and JR Hildebrand. The IndyCar establishment was seriously impressed. ▶

McLAREN HONDA MCL32 Vs McLAREN-HONDA-ANDRETTI

Chassis

Formula 1: Carbon-fibre monocoque unique to each team and manufactured independently

IndyCar: All teams run a Dallara IC-12, with Honda or Chevrolet body kit

Engine

Formula 1: 1.6-litre turbocharged V6 with energy recovery system, produced by Honda, Ferrari, Mercedes or Renault

IndyCar: 2.2-litre twin turbocharged V6 from Honda or Chevrolet

Horsepower

Formula 1: Approx 750bhp including energy recovery

IndyCar: 550-700bhp depending on turbo boost

Top speed

Formula 1: Approx 225-230mph (362-370km/h)

IndyCar: 235-240mph (378-386km/h)

0-60mph

Formula 1: Approx 2.1-2.7secs, depending on circuit layout

IndyCar: Approx 3secs

Fuel

Formula 1: BP Ultimate fuel (unleaded)

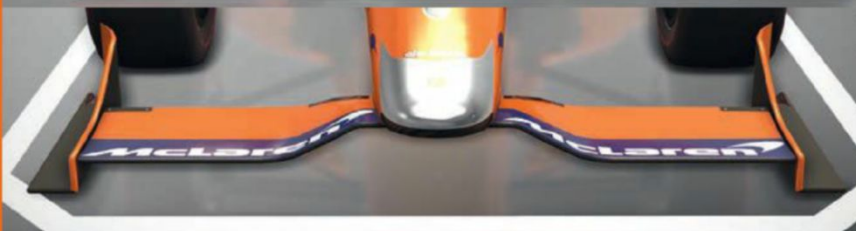
IndyCar: Sunoco E85R fuel (blend of 85% ethanol and 15% gasoline)

Fuel capacity

Formula 1: 105kg/142.43 litres maximum for race distance

IndyCar: 51.6kg/70.0 litres

Indy is all about ceremony, with (from left) a lengthy autograph session, driver introductions and a parade



The garage area where cars are repaired is dubbed 'Gasoline Alley' – on race day, cars are pushed out under the sign to the pits

The Andretti Autosport team servicing Alonso's car – they helped keep him at the sharp end throughout his race





Mario Andretti, 1978 Formula 1 world champion and a multiple-discipline all-round legend himself, couldn't speak highly enough of Alonso: "I think, barring mistakes, Fernando is a shoo-in for a top five," he said in the days before the race. "And you never know. His mindset is to win, and that's the mindset you should have no matter where you go as champion because if you don't have that, you've already lost. He's coming here to do the job and to get maximum satisfaction out of it. Quite honestly, he has every reason to feel that confidence."

F1 Racing first caught sight of Alonso in action on the Friday before the race, in the final hour-long shakedown practice. This was 'Carb Day', another venerable Indy tradition and a nod to a time when racing engines were fed by mechanical carburetors – rather than a reference to drivers loading up on pasta...

We joined the paying punters in the giant grandstands at Turn 1, overlooking this majestic and timeless speedbowl. Around 80,000 people had paid a reasonable \$30 to enjoy free-for-all access to the stands, (take note, Formula 1) and from up here the strip of asphalt between the walls looked narrow and intimidating. There is no margin for error.

When you watch an IndyCar on an oval, it forces your brain to recalibrate what your eyes are telling it. The drivers don't brake and shift down for the corners – and it's fast beyond belief. As Alonso admitted, this was nothing like the times he'd visited here for the old F1 grand prix, when the oval's Turn 1 was run as the final corner of the road course, in the opposite direction. At lower F1 speeds, the 'straightaway' had never seemed so narrow.

"FERNANDO IS A SHOO-IN... HIS MINDSET IS TO WIN, AND THAT'S THE MINDSET YOU SHOULD HAVE NO MATTER WHERE YOU GO AS CHAMPION" MARIO ANDRETTI

On 'Carb Day', Alonso was among the last ones out; he played himself in steadily and didn't stay too close to those drivers in front to gain a time-boosting tow. Then, suddenly, he found his groove: a lap of 226.608mph seemed to come out of nowhere. Four others would eventually better it, but we'd already seen enough to understand that this guy was completely at home in a world traditionally considered alien for most road racers. Remarkable – although given who we're talking about, not surprising.

The build-up to the race is formal and markedly sombre since it traditionally happens over the US's Memorial Day weekend when citizens pay their respects to troops who died in combat. They even dedicate a whole day, the Saturday, to ceremonies, parades and a monster autograph session. The line of fans waiting to meet Alonso stretched

reassuringly into the distance – yet another visual prompt of his box-office appeal.

The driver presentations later in the morning revealed more about the stark difference in approach here compared to Formula 1. A special grandstand is erected in the pitlane facing the main infield seating. This is for the drivers, who are called forward for their intro and take their seats in front of a large, enthusiastic crowd who have turned out for the day despite the lack of track action.

Some drivers received more love than others, of course. Brazilian veterans Helio Castroneves and Tony Kanaan have long been considered to be naturalised American heroes (even in Trump-friendly Indiana) and inspired the most enthusiastic cheers of all. But Alonso's reception wasn't far behind in terms of sonic appreciation. His fellow drivers too, welcomed him with a ▶



Alonso rejoins the race from his pitstop behind Andretti Autosport team-mate and eventual winner, Takuma Sato

combination of warmth and humour – a sure sign of the respect he'd earned.

What did Alonso make of it all? On race day the pomp and circumstance revved beyond the red line of anything in F1. Earlier in the week, his patience had been tested by a long day's press junket in New York, and autograph hunters in the pitlane ahead of practice sessions surprised him – but as a model guest, he kept on smiling. If it was forced, he's a good actor.

Finally, after days and many hours of build-up, the cars were rolling. The Indy 500 was upon us – and what a spectacle it would prove to be.

Circumspection from the rolling start made sense, and at first Alonso was happy to drop into the lower reaches of the top ten and bide his time. But before long he was using Honda's impressive power in this arena to move to the front. Working with team-mates Alexander Rossi (once of this parish, of course, with Caterham and Marussia) and Ryan Hunter-Reay, Fernando had the means to show he was a force on this oval. He led on four occasions, for a total of 27 of the 200 laps, and dealt assuredly with racecraft challenges and pitstops. At some of the restarts from the 11 caution periods perhaps he could have been sharper, but that's as far as any criticism can go. This was a sublime performance.

"I'M SAD FOR FERNANDO, EVERYONE AT McLAREN, EVERYONE AT ANDRETTI. WE'VE HAD A VERY PAINFUL COUPLE OF YEARS" ZAK BROWN

Diverging strategies and the luck of the draw on yellows lost him ground, but he was well in contention and running seventh when the big blow came. Yes, Honda unreliability is a theme here too, as it is in F1. Pre-race doubts were plentiful about how long those not powered by Chevrolet would last, and Hunter-Reay had already departed the scene in a cloud of smoke. Mid-race, Alonso reported on the team radio that something didn't seem right. He pressed on regardless – until a sudden rattle behind his shoulders signalled the dream was over.

Alonso's acceptance of his fate – at least in public – contrasted starkly with the impatient frustration of his boss, Brown. "It's gone up in a puff of smoke, which is something we see all too often," he said with visible emotion.

"I'm sad for Fernando, everyone at McLaren, everyone at Andretti. We've had a very painful couple of years and this was intended as part ▶



**KEVIN
DE BRUYNE**

**RAHEEM
STERLING**

**SERGIO
AGUERO**

**DAVID
SILVA**

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Fernando had hoped to emulate Johnny Rutherford (left) who won the Indy 500 with McLaren in the 1970s. But Alonso *did* come away with the 'Rookie of the Year Award'

of the programme to give us a good result. To be let down again as we have been is just shocking – but not surprising.”

The strained relationship between McLaren and Honda had been wrung a little tighter. Where do they go from here? “We can’t figure it all out tonight,” said Zak. “We’re obviously emotional, so it’s not a good time to make any decision.” But looking on the bright side, his man had delivered exactly what he’d hoped for. “Fernando was mightily impressive,” Brown said. “He didn’t put a wheel wrong all month. Everyone was excited; you could feel the buzz.

Everyone wanted him to win.” Could he have won? “It would have been close. We got a little out of sequence there on the last stop, but he felt he had a car to come through the field. I think he was capable of winning.”

Drivers who retire from races don’t usually get invited to specially arranged official press conferences, but this was different. As Andretti’s ex-F1 ace Sato celebrated becoming the first Japanese winner of the Indy 500 (at least *his* Honda went the distance), Alonso reflected on his experience with a glow of satisfaction.

“I KNOW THAT I CAN BE AS QUICK AS ANYONE IN AN F1 CAR. I DIDN’T KNOW IF I CAN BE AS QUICK AS ANYONE IN AN INDYCAR” FERNANDO ALONSO


“I came here basically to prove myself, to challenge myself,” he said. “I know that I can be as quick as anyone in an F1 car. I didn’t know if I can be as quick as anyone in an IndyCar.”

He does now.

Will he return? “Fernando wants to win the triple crown, so to continue on that journey he’s going to have to give it another go,” said Brown.

“Definitely, yes,” said the man himself. “If I come back here, at least I’ll know how it all works. Let’s see what happens in the following years. I need to keep pursuing this challenge because winning the Indy 500 is not complete.”

For now, it’s back to the old routine: Canada, Azerbaijan and beyond. He didn’t regret missing a processional Monaco GP that wrought further misery for McLaren. And who can blame him?

After the buzz follows the comedown, the tonic now but a memory. For how long can he stomach what is likely to follow? 





Jenson Button's much-heralded one-off return to F1 as an Alonso super-sub for the Monaco GP ended not quite as he would have liked – with broken suspension after a fumbled pass. *F1 Racing* was there to watch his every move

WORDS STUART COOLING

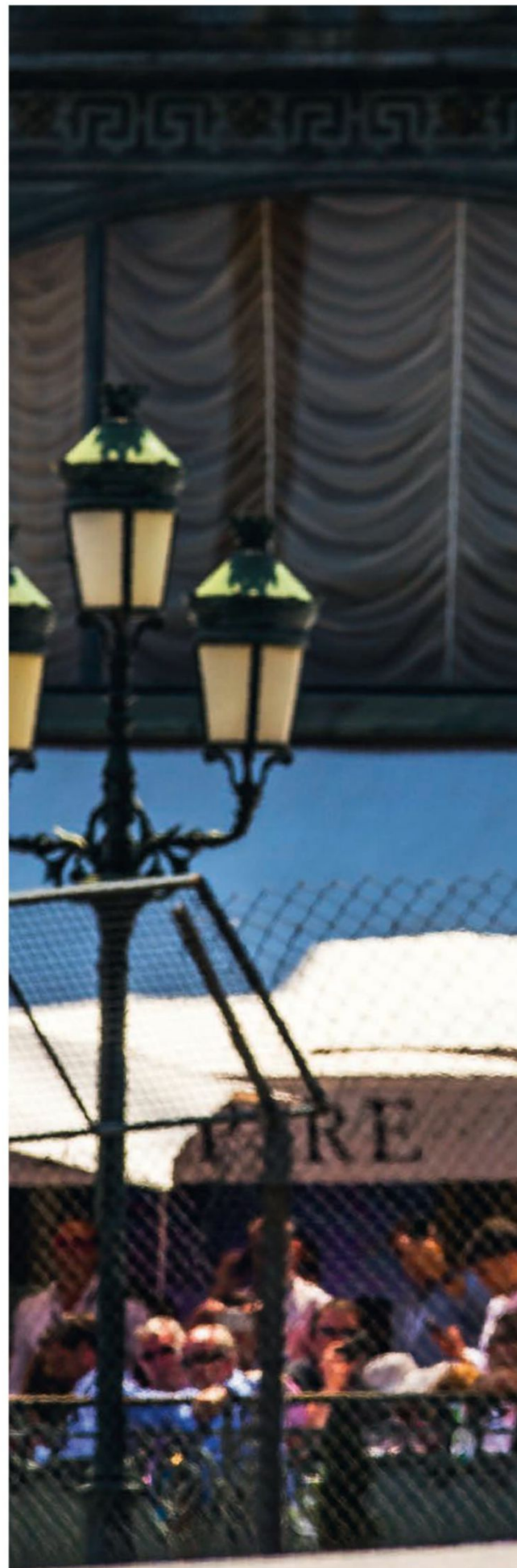
PICTURES  LAT IMAGES: LORENZO BELLANCA & ANDY HONE

BACK WITH A BANG



He's only been gone from Formula 1 for six months, and yet Jenson Button has returned like a long-lost hero. Making a one-off return as a super-sub to replace former team-mate Fernando Alonso for the Monaco Grand Prix, Jenson, 37, had pointedly turned down the chance of experiencing the 2017 McLaren chassis for real in the post-Bahrain test, saying he would rather rehearse Monaco in the simulator.

Predictably, that led some observers to heap doubt, even scorn, upon Jenson's motivation for checking back into the F1 scene. But what was really going on in his mind? *F1 Racing* got a privileged backstage pass to observe him throughout the weekend, and found a man completely at ease with his new life – while happy to be dipping back in to the old one... ▶







WEDNESDAY

A tanned, relaxed-looking Jenson strides into the paddock with a smile on his face. It's as if he's never been away. The phalanx of cameras tracking his every move demonstrate pointedly that Jenson is one of two pillars of the biggest story in town, the other being his reason for coming back: Fernando Alonso vacating the McLaren seat to race in the Indy 500.

Naturally Jenson's presence is required in the FIA's driver press conference, and he fields such pearls of interrogative wisdom as: "Will you be watching the Indy 500?"

He replies with a grin, a twinkle in his eye: "What time is it on?"

Some questioned his commitment after he declined a chance to try the MCL32 at the post-Bahrain test, but Jenson plays that down: "I thought that was useless for me to do – it's a completely different type of circuit. I spent a lot of time in the simulator getting a feel for it.

"Yeah, it's been interesting," he adds. "A few things to learn, but it's still a racing car. I've just got to get used to it being a bit wider..."

There's also serious work to be done, including the extraction test, in which a driver must prove that he can exit the cockpit within five seconds. It doesn't go well: Jenson rips his suit on the mirror and scratches himself on the way out.

"IT WAS STRANGE INITIALLY, BUT I'M DEFINITELY GETTING TO GRIPS WITH IT. HIGH SPEED IS SO MUCH FUN"

WHAT HAS JENSON BEEN UP TO?

McLaren described their arrangements for 2017 – in which Jenson would become a brand ambassador while Fernando Alonso and Stoffel Vandoorne competed in Formula 1 – as "innovative". Naturally we all wondered what this meant, and Jenson himself offered little guidance, joking that he intended to spend the year "lying on a beach".

Well, he has been doing a little bit of that, spending the winter in California and other sun-drenched locations with his model girlfriend Brittny Ward. Thanks to Brittny's dual status as an Instagram celebrity, we have pictorial evidence of where his tan came from.

But Jenson hasn't just been enjoying a life of leisure – he's hoping to qualify for the Ironman World Championships, an extreme triathlon event, in Tennessee later this year. Sadly he was stripped of a decent finishing position – third in his age group – in a qualifying triathlon in April, after failing to observe a speed limit in the bike section.





After seven months away from F1, Jenson relished the return to old rituals – although he admitted there were a few new things to learn

THURSDAY

It's Jenson's first day of track action in six months, but it doesn't take him long to adjust. He's tentative at first in FP1, essaying his opening laps on Pirelli's soft tyres – in spite of the name, the hardest of the compounds available here. Bar a locked right-front brake at the 50-metre board before Tabac he's generally neat and tidy and closes out the session a little over 0.1s off team-mate Stoffel Vandoorne's pace. In FP2 he closes the gap further with a lap just over 0.03s away from Vandoorne's best.

"In FP1, I found my feet pretty quickly," he says afterwards. "FP2 was a bit trickier because there was so much more grip and it's just very

different to what I've experienced over the past seven years. I'm braking for corners and I just feel like I'm going to be in the barriers.

"It was strange initially, but I'm definitely getting to grips with it. High speed is so much fun. The first part of the Swimming Pool is flat – I can't remember the last time it was flat, it probably hasn't ever been for me. That's great; Turn 3 is a lot of fun as well, but there are braking areas where there's a lot of work still to do to get the confidence to brake hard.

"It's the old beginners' thing. You brake early, you lift early, you turn in and accelerate early and you understeer off."

But there are still a few operational wrinkles in a grand prix weekend with which he must acquaint himself: as *F1 Racing* heads into the paddock for the afternoon's rota of media scrums, Jenson comes running past. "Only five minutes to the drivers' briefing," he explains...

"He's a world champion," says McLaren COO Jonathan Neale. "We don't need to do much – that feel and that competitiveness is still there. He's a relaxed individual until you get him in the car, put somebody next to him who's close in terms of speed, and then the internal competition starts and that's fun for the garage as well as for the fans." ▶



“IT WAS GREAT TO HAVE THE CHANCE TO RACE IN MONACO. EVEN THOUGH I’VE LEFT THE SPORT, IT’S ALWAYS A DREAM TO RACE HERE. IT’S BEEN A LOVELY EXPERIENCE, LOTS OF NEW MEMORIES...”



SATURDAY

Even before practice begins again on Saturday there's some bad news to be absorbed and dealt with: Honda have just revealed that they have detected an irregular vibration within the MGU-H on Jenson's car, which means it has to be swapped out for a new one – along with the turbocharger in which the MGU-H is an integral part. That means a whopping 15-place grid drop for Jenson because those components are the car's fifth replacements this season; he's paying the penalty for the bad luck that's driven Fernando to Indianapolis.

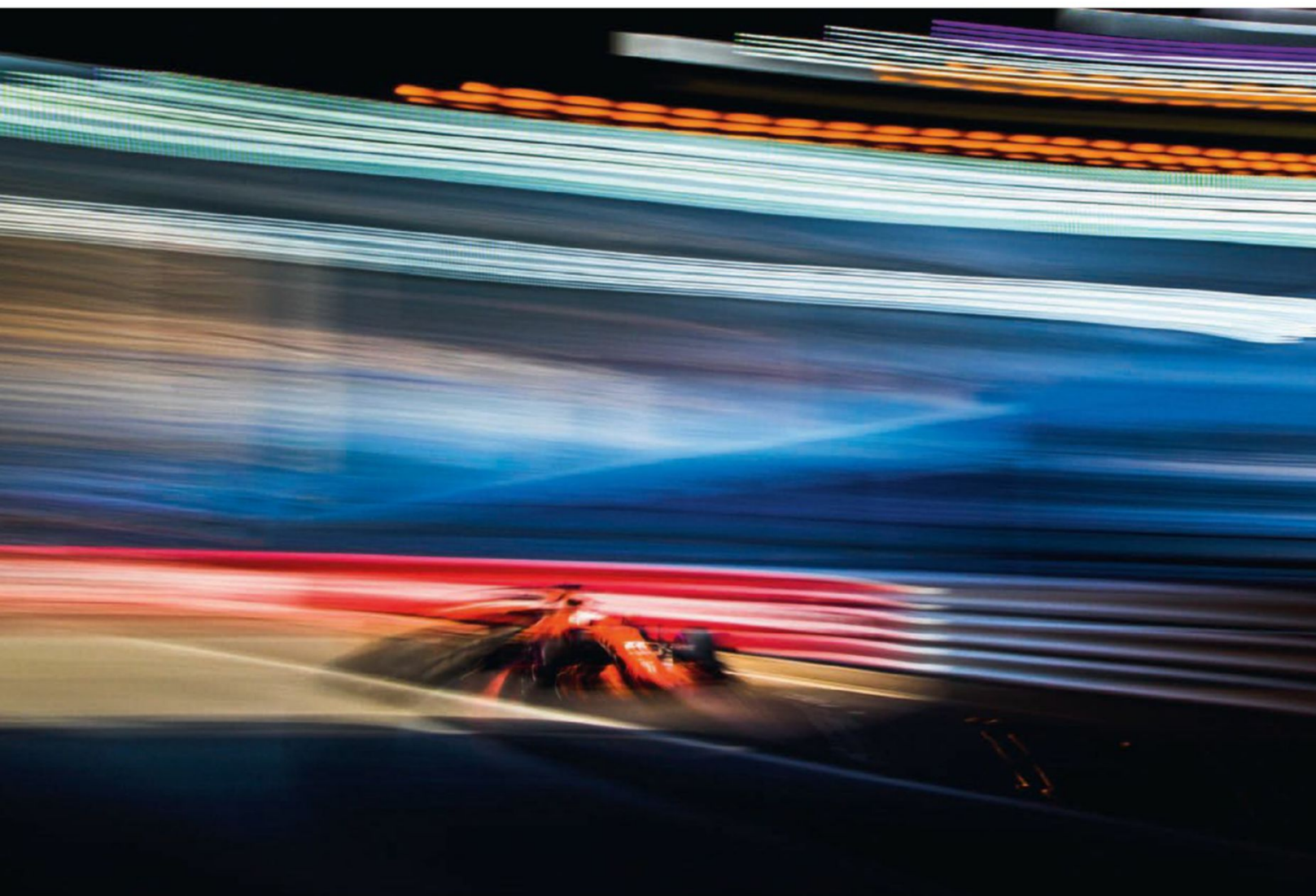
What's most galling of all though, is that in the third practice session, Jenson is 12th quickest,

tantalisingly close to the top ten. He then makes it through to Q3 on merit, as does team-mate Vandoorne, who brings Q2 to a premature halt by crashing at the exit of the Swimming Pool section. That leaves the McLarens ninth and tenth in Q3, since Jenson has just one set of tyres left to use in qualifying and Stoffel can play no further part. Jenson's 15-place penalty therefore puts him right at the back of the grid, but at least helps ease part of the sting from the three-place drop Vandoorne is carrying over from the Spanish Grand Prix.

"I was so excited about qualifying because Thursday went really well," Jenson says. "We

would both have started in the points, so it's a shame. But, hey, it's never easy, is it?"

"This is probably the quickest McLaren that's ever been driven around the Monaco circuit in terms of lap time. In some places I can extract the maximum from it, but in others the amount of grip is just so alien to me. It can be very difficult to find the limit when you're at Monaco – sometimes you need to go over the limit to find it and then bring the car back, but you are unable to do that here because you'll just end up in the wall. The high-speed corners and braking zones are so different to anything I've experienced since the 2000s."





Over all too soon: Button bows out on lap 58 following a botched attempt at overtaking Wehrlein. But he's loved every minute of it

SUNDAY

The team decide to change the floor in Jenson's car in parc fermé, which means he'll start from the pitlane: not much of a penalty since he would have been at the back of the grid anyway. Away from the paddock, he enjoys the rituals of his final day as an F1 driver, bantering with colleagues on the drivers' parade, fielding a live interview over the PA system, and waving to fans.

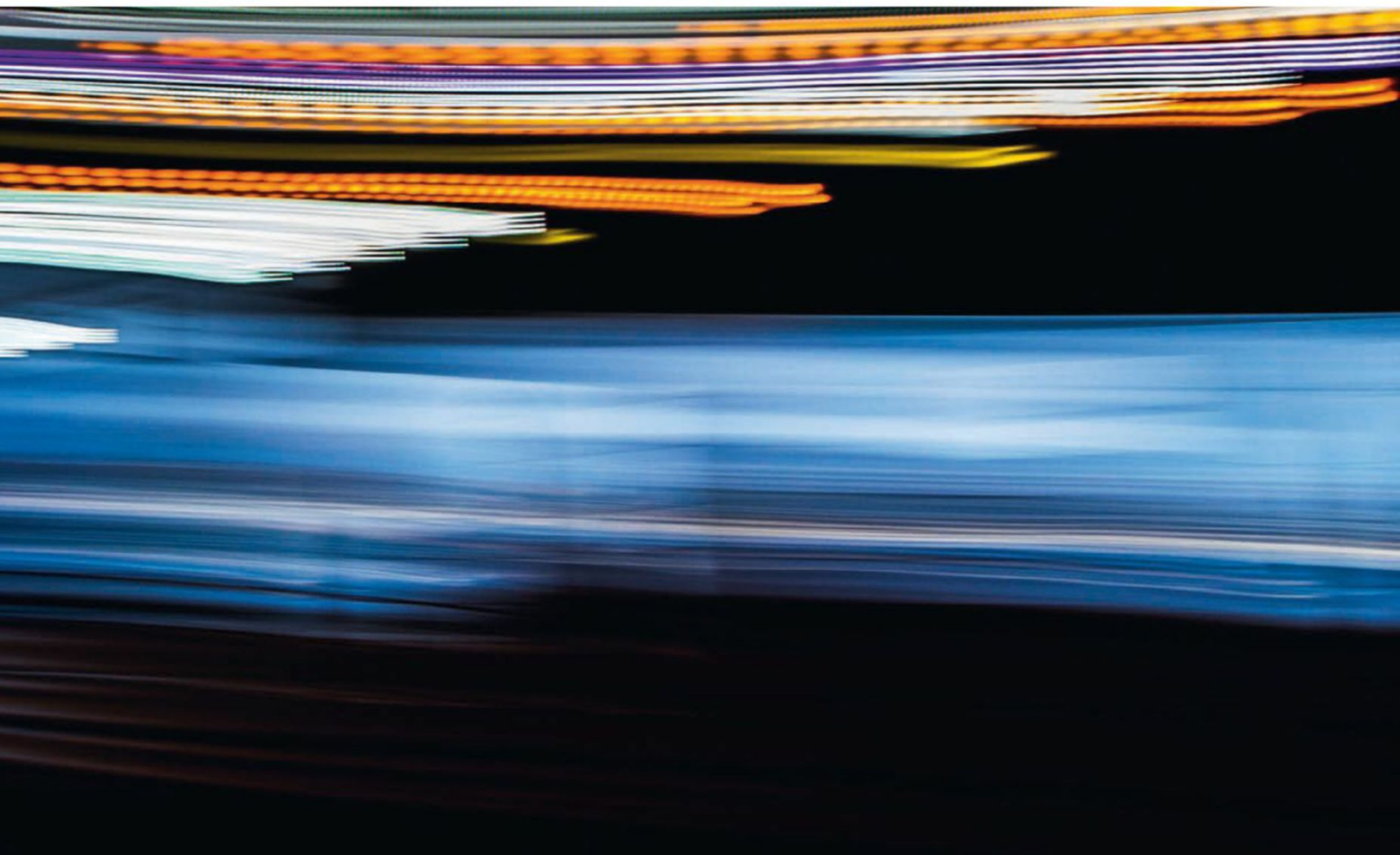
As Jenson settles into the cockpit and prepares for the start procedure, there's the unexpected bonus of a live radio link-up with Fernando, speaking from Indianapolis. They exchange good luck messages. "Stay safe, buddy," says Jenson, signing off. "I'm going to pee in your seat..."

McLaren opt for an alternative one-stop strategy, bringing Jenson in at the end of the first lap for new tyres with a view to him running until the end. Unfortunately Sauber have the same idea with Pascal Wehrlein and send him out just ahead of Jenson, earning the German driver a five-second unsafe-release penalty. Since Wehrlein won't be stopping again, he's a rolling roadblock – and on lap 58 Jenson makes a bid to overtake at Portier that ends calamitously for them both, with Wehrlein in the wall and Jenson out with broken steering. The stewards pitch in with a three-place grid penalty that Jenson is unlikely ever to serve.

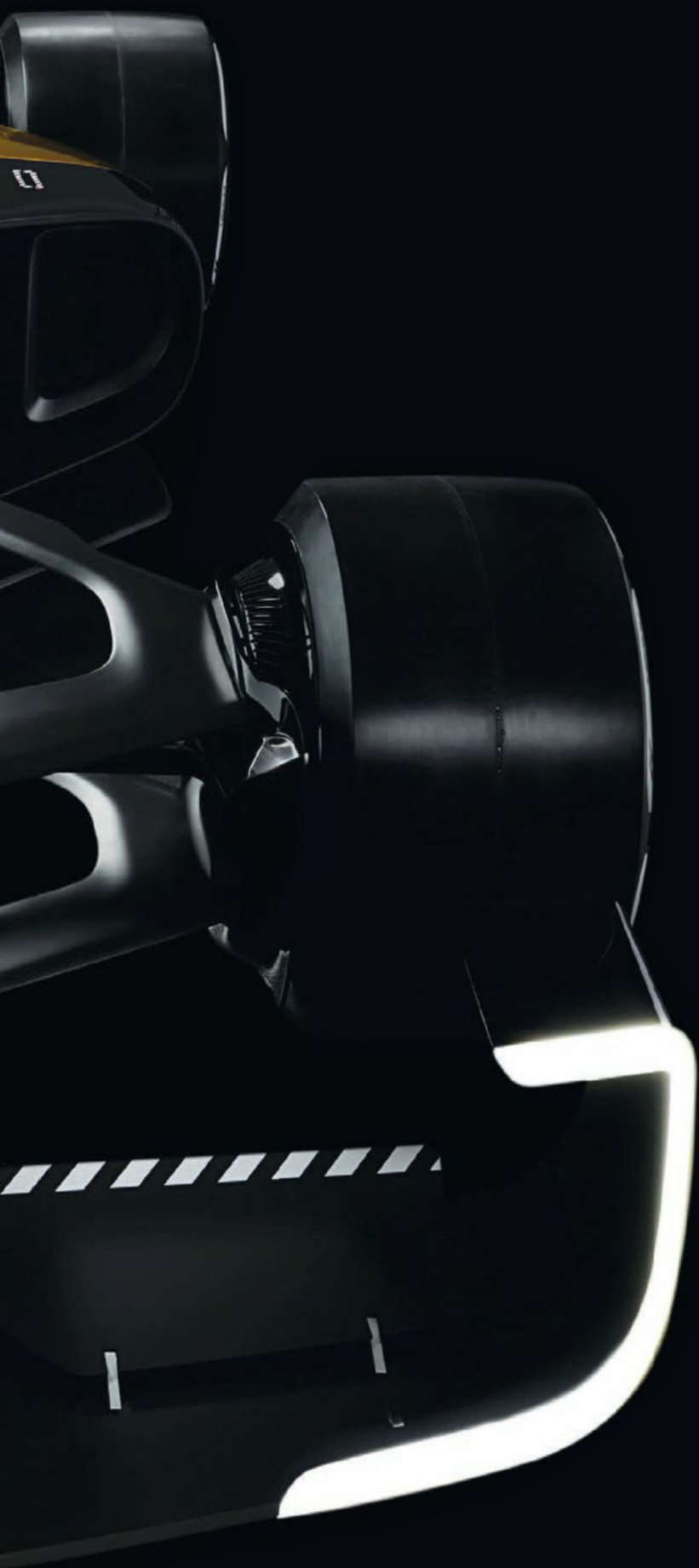
"It was great to have the chance to race in Monaco," he says afterwards. "Even though I've left the sport, it's always a dream to race here. It's been a lovely experience, lots of new memories of driving this type of monster car.

"I was disappointed when I heard about the weight of the car going up, because weight is so important in an F1 car. Yet this is the toughest circuit for a heavy car and they're very nimble around here – so much fun to drive. F1 has definitely moved in the right direction.

"It's been tricky but I've loved it, working with Stoffel and my engineers from the past six years. But... I'm done." 🏎️







NOW
THAT
COULD
BE
A
CAR

WORDS JAMES ROBERTS
PICTURES RENAULT

THE RENAULT R.S. 2027 VISION

Could this be the
shape of the Formula 1
machinery of the future?

How will tomorrow's world look? This is the greatest of all imponderables, for the business of making predictions is freighted with the possibility of them dating quickly or proving to be glaringly wrong. Yet despite this, Renault have recently taken the bold step of unveiling their vision for how a Formula 1 car could appear ten years from now. And rather than simply producing an illustration, they have gone as far as to build a mock-up machine, which they demonstrated at the Shanghai Motor Show in March.

The R.S. 2027 Vision exists for two reasons: to celebrate the 40th anniversary of Renault's first F1 car, 1977's RS01, and to underline their long-term commitment to F1 as a constructor.

"There was an opportunity from our design department to celebrate both our heritage and to express our future in Formula 1, so we decided not to do just a styling exercise, but to actually go ahead and build something," explains Cyril Abiteboul, managing director of Renault Sport.

"It's appropriate to create something now, because with the arrival of F1's new owners, there is a lot of talk about the direction the sport should take and how it should evolve. With this concept car, we have created a manifesto of our ideas and, actually, I don't think we've done anything that is radically new. There are concepts in the R.S. 2027 Vision that are already in existence in road cars, or in other racing categories, or which are already being discussed for F1 – such as standardised parts or a canopy to protect the driver."

There are two key components of the 2027 machine, and the first of these is the technology. The R.S. 2027 Vision has

**NOW
THAT
COULD
BE
A
CAR**

two 250kW electric motors supporting a V6 combustion engine, with a power-to-weight ratio of one megawatt per 600kg, and a carbon-fibre chassis incorporating both active suspension and active aerodynamics. The car also features both four-wheel drive and four-wheel steering, and has 'vehicle-to-everything' (VCX) communication, which gives the driver an immediate display of instructions from Race Control and the pits, and enables the fans to access telemetry.

The capacity of the fuel tank for the V6 turbo is just 60kg (compared with today's 105kg), which is the volume necessary for what Renault believe should be a future with shorter races. They also anticipate that there will be more input from the hybrid systems: the two electric motors are between them capable of producing 500kW (only 120kW is available today), and are backed by high-capacity batteries that are double the energy density of current F1 batteries and a similar level to the Formula E batteries that will be used from 2018. Renault also anticipate that by 2027 F1 cars will be able to switch to an all-electric mode to save fuel at certain points in a race, such as on the formation lap or behind the Safety Car.

The second important aspect of the R.S. 2027 Vision is the driver, who will be positioned at the centre of the vehicle. They sit within a honeycomb structure to make themselves more visible, with a clear cockpit canopy and transparent helmet. Despite the car having an autonomous driving function (for use during a Virtual Safety Car period, to keep it moving at a set speed and within mandatory single-file formation), a human pilot remains essential.

"Although the R.S. 2027 Vision features important technological innovations, it also has a very human element



and we wanted to find a way to balance these ingredients,” says Abiteboul. “The driver is central, and actually, if you look from overhead, the driver is architecturally in the middle of the car, too. We also make the driver extremely visible because the driver is the hero, not the team principal, or the tyres or the engine. The driver is what matters the most.”

For PR purposes, Renault created online simulated driving footage and behind the wheel of the car was the youngest member of their academy programme: 16-year-old Spanish racer Marta García. She finished fourth in the European karting championship last year and is competing in Spanish Formula 4 in 2017. What are the chances that she could be appearing in F1 for real in ten years’ time?

In current F1, there is a new ruling to make the car’s number more visible to the spectator, to help them identify the driver. Renault have developed this idea further, taking inspiration from the LED lights used on the side of sportscars.

“If you go to Le Mans, there are different classes of cars and they arrive at night with their own LED signature lights, so immediately you can recognise them and their position on the track,” says Abiteboul. “We are spending a lot of time talking about the size of stickers, but here we have illuminated the number in the car’s wheel: this is our way of expressing to the FIA and commercial rights holder there is a more exciting way to engage the fans with technology.”

Renault have created active LED lighting, incorporated into the wheels to display information, such as the driver’s race number or their position in the race (it could even show remaining energy reserves), to make it easier for these theoretical spectators of the future to understand exactly what is happening during the race.

A display in the centre of the steering wheel informs the driver of their ‘fan ranking position’ which is determined by spectators on social media and can provide an additional power boost in the last laps – similar to the fanboost used

“WE HAVE ILLUMINATED THE NUMBER IN THE CAR’S WHEEL. THIS IS OUR WAY OF EXPRESSING A MORE EXCITING WAY TO ENGAGE THE FANS”

C-shaped headlights turn blue when electric mode is activated and the car’s number is illuminated on the wheels, creating greater visual clarity for fans



RENAULT
R.S. 2027 VISION



SPECIFICATION

Chassis Carbon-fibre honeycomb monocoque with polycarbonate canopy and active aerodynamics

Suspension Carbon-fibre composite wishbones with active ride

Fuel tank size 60kg

Drive Four-wheel drive and steering with autonomous driving functions

Engine Renault V6 with two 250kW electric motors

Weight 600kg

Notable drivers Marta García

today in Formula E. There are also large C-shaped white LED headlights built into the front wing that change colour to blue when the electric mode is activated.

The Renault R.S. 2027 Vision presents many ideas that could easily be used today. And that’s the hardest part of imagining what the future holds – most of the concepts that are arrived at are a mirror of today’s world. 🚗

BACK ON THE HOOK

He spent a self-imposed exile indulging his favourite hobby of fishing. Now former tech director and team boss **Ross Brawn** has made a triumphant return in a new role as F1's sporting MD. We ask: how did he get it, what does it mean, and where will he take it?

WORDS DIETER RENCKEN

PICTURES LORENZO BELLANCA  LAT IMAGES





F1 Racing's Dieter Rencken interviews Ross Brawn, Formula 1's new sporting MD

Ross Brawn, OBE, is accustomed to keeping secrets. Now 62, his imprint is on cars that between them claimed eight F1 drivers' titles; more if you count his time as one of the backroom boys at Williams in the 1980s. Even as he emerged from a long period of exile at the end of 2016 to promote *Total Competition: Lessons in Strategy from Formula One*, the book he co-wrote with ex-Williams CEO Adam Parr, he gave nothing away about the behind-the-scenes talks he was having with F1's putative new owners. Sensible, since being mooted as 'the next Bernie' is usually the proverbial kiss of death.

"I wouldn't come back in any of the capacities I've worked in before," said Ross, poker-faced, when *F1 Racing* had previously probed him about a return. "If something came up that was very appealing, it's not beyond the realms of possibility that I might get involved."

That's how he left it until Liberty Media sealed the deal to buy F1's commercial rights, whereupon they relieved Bernie Ecclestone of executive duties and revealed a new three-person management structure, each individual a battle-hardened veteran in his respective field of expertise. One, bearing the title 'Managing Director: Motor Sports', was Brawn. He knows when to speak, and when to stay silent. We saw that during his years of running rings around the sport's regulators. We've seen it, too, in our (rare) interviews with him. He'll give you the truth, but perhaps not the *whole* truth...

F1 Racing: A year ago, did you think you'd be attending grands prix in an official capacity?

Ross Brawn: Definitely not. [A smile creeps across his lips.] I kept an interest in what was going on, but I can't pretend that a year ago I thought I'd be sitting here.

F1R: What changed your mind?

RB: I think this side of the business is an aspect I was always interested in. I'll confess to some discussions about getting involved with teams, but I never really found the enthusiasm to want to do that again. But this side of things was intriguing. I always thought that one day Bernie would have to pass the baton over to someone else, or to another group, so I kept close to the business with that in mind.

F1R: We understand that the initial approach concerned a consultancy role?

RB: Yes.

F1R: When was that?

RB: I guess it was the middle of last year. Initially it was: "Help us to gain an understanding of F1, because we're intrigued by this business." Liberty had been involved in a sort of cursory look at F1 in a previous negotiation. I met some of the people involved – Chase [Carey, now Formula One Group chairman and CEO] and so on – and

it seemed a fairly serious possibility. So I helped them out during the initial stages.

F1R: When did they become serious about you joining the company to lead the sporting side?

RB: I think I worked for four or five months as a consultant to Liberty, so really once I started. Obviously there was the first transfer of shares [from previous owners CVC to Liberty], then things started to fall into place.

F1R: Did you set any conditions?

RB: Frankly, there are no conditions. What they said is: "We're very excited about F1; we think there's an opportunity for a new regime to take a different approach. We'd like you to be a part of it." Clearly there is a timetable, because there's a new commercial agreement we have to work out with the teams and the FIA post-2020, and a new engine on the horizon. Both of those things bring a calendar to events, so my ambition is well past that phase. Let's see what develops.

F1R: Could you imagine yourself working with Bernie Ecclestone?

RB: [A twinkle of what could be amusement crosses Ross's face.] I think it would have been very entertaining to work with Bernie. It wasn't impossible, and Bernie has done things very effectively in his own way over the years. But, I've never seen Bernie with any serious partners,

certainly not in terms of running the business. He's had people who've helped him with aspects of the business, but I'm not sure that my philosophy of how I think it could go forward necessarily aligns with his.

Bernie was very adept at a reactive approach; mine is the opposite. I want to have a planned, long-term approach.

F1R: There's a rumour that you made it a condition that Bernie should leave?

RB: That's not true. I mean, I couldn't work with Bernie, but I never made that a condition.

F1R: Can we infer from your comment about F1 post-2020 that you see yourself being in this position at the age of 70?

RB: Well, I'm 63 at the end of this year. I still feel I've got a lot of energy and I'm pleased, actually, to be getting back in the saddle. It's not as intense as the positions I held in the past, because I'm not dealing with drivers getting upset or engines blowing up or those sorts of crises.

F1R: Could this be your last position in F1?

RB: I think this side of the business is definitely my last ambition in Formula 1.

F1R: There seem to be some blurred boundaries between what you, Chase and Sean Bratches [managing director, commercial operations] do.

RB: There are blurred boundaries in every organisation. I think it's a mistake to have hard boundaries. If the individuals approach it correctly, then overlap occurs in terms of input and experience. I would never have a problem with Sean or Chase saying "Why are you doing such-and-such?" or "Why have you formed that opinion? What's the reasoning?" And I wouldn't have any problem asking their counsel on things I'm doing, because they've got very interesting perspectives on things. In Formula 1, we can be a bit blinkered in our approach. It's great to have different perspectives on things.

F1R: One of the blurred lines is F1's currently inequitable distribution of income, because it's a ▶

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**THE COMMERCIAL
AGREEMENTS WITH
THE TEAMS ARE VERY
BIG DECISIONS.
WE’RE DISCUSSING
HOW TO FIND THE
RIGHT SOLUTION**
”



Williams and Sauber between them received 14.6% of 2016's prize money and accounted for 6.6% of that year's constructors' points

Mercedes and Ferrari accounted for 54.8% of 2016's constructors points, garnering 37% of the prize money available between them

“
**WE HAVE TO
FLATTEN OFF THE
DIFFERENTIALS
BETWEEN TEAMS AND
MAKE THE CARS
MORE RACEABLE**
”



For fairer, more exciting racing, F1's chiefs need to narrow the performance differential between competent teams. Ferrari and Mercedes may disagree...



After a long career in F1 he knows the sport, he knows the people. So hopes are high that Brawn can strike the right balance between the sport's many stakeholders

commercial area that impacts on racing. Will you involve yourself in that?

RB: Very much so. The commercial arrangements and agreements with the teams are very big decisions. Collectively we're discussing how to approach it, how to find the right solution. So that would definitely be an issue that would be shared among the three of us.

F1R: Will you get involved in calendars?

RB: Yes, because that's a logistical decision as well. We're already sitting down and talking about next year's races. From my perspective I'm helping everyone to understand what's needed from the racing side, the logistical side, the costs involved with moving from one area to another, the pressure on the teams, when should we start races, when should we have the first race, and so on. We've got this threshold of how many races we can manage with the existing structures within teams, which I think is around 20, 21. We might squeeze another one in there, but really, that's the limit within the existing infrastructures the teams have.

F1R: Do you feel comfortable with the current format of the race weekends?

RB: I think it's something we will discuss and debate with the teams, the FIA, promoters and broadcasters, but it's not a high-agenda item. We effectively had a short weekend in China – and you could argue it didn't affect the racing very much, and maybe even helped it. But, at the moment, our contracts and broadcast agreements are for three-day events. We're not planning anything at the moment.

F1R: The cooperation between the FIA, FOM and the teams worked well in China, where practice sessions had to be cancelled because the medical helicopter was unable to fly in poor weather conditions. Can this sort of thing continue?

RB: We encouraged what happened [the FIA persuaded the Chinese authorities to move a

state-of-the-art neurosurgery unit to a closer hospital], but I certainly don't want to put my hand up and say we were the catalyst. I hope it was a good example of the co-operative relationship we want to have. Problems are shared with everyone. If we can't run, that's everybody's problem, and we have to collectively find a solution.

But out of that weekend came a realisation that we should look at our situation and make plans for the future, so that we can try to anticipate those sorts of things. So we need a plan for medical cover and a plan for the days when we can't run because of weather or other situations. Lewis going over to entertain the crowd was great fun – can we do much more?

'Doing much more' falls firmly in our lap in terms of creating more content for broadcasters and fans. So we're looking at China as a useful reminder to us of where we've got to improve.

F1R: You've experienced many previous regimes, including Jean-Marie Balestre and Max Mosley as FIA presidents, as well as Bernie's long reign at FOM. Do you believe the regulatory balance between the FIA, the commercial rights holder and the teams is optimal?

RB: It's a pretty good balance. There are some core fundamentals we have to respect. One is that it's a sport, and if you have a sport, you need an independent regulator, you need a policeman to run the sport. The fans may not agree with some decisions, but they've got to have faith that there's an independent entity running the sport. If you lose that, the sport loses integrity.

The FIA performs vital functions in terms of providing us and the fans with the confidence that the sport is being run as fairly as possible for all participants. I firmly believe that's essential. I also think that in terms of developing the regulations, there's a balance between what constitutes the requirements of the commercial rights holder, who represents the broadcasters, promoters and the fans, and the teams and the regulatory body.

If there isn't, we're going to fight our corner, if anything, more strongly in the future than

perhaps had been done. That's not to say that the previous management [under Ecclestone] weren't interested in that, but it was a bit staccato. They came in when there was a crisis, whereas we want to be part of a continuous process to try to improve.

We believe we've got a role to play, and we've got a right to get involved in helping to shape the regulations for the future. But, ultimately, it's not our responsibility; that responsibility lies with the FIA, because they're the regulatory body. But there are checks and measures in place to ensure that nothing happens as we experienced in the Balestre era. They've got good, responsible FIA management in place at the moment, and I have faith in them, but we've got to have a process in which anyone can be president of the FIA, and we still have a good system.

F1R: What is your ideal formula for post-2020?

RB: Well, I think I can describe our ambition quite simply. Fundamentally what we want to do is reduce the differential between competent teams. I can't legislate for someone who's totally incompetent; we shouldn't have a system where someone who is incompetent is doing well, because that's not the basis of Formula 1.

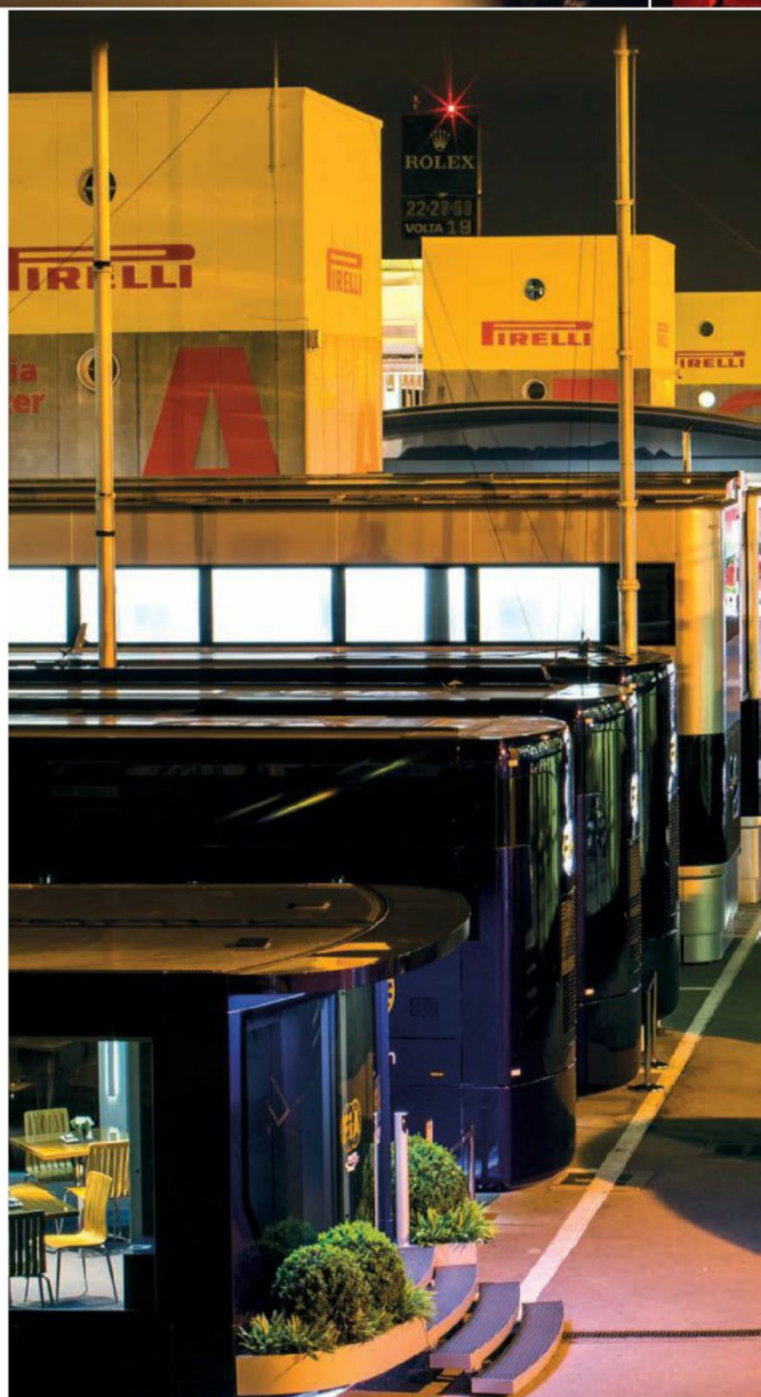
We should have an ambition to narrow the performance differential between the range of competent teams. Bringing them closer together, in reducing that margin, is both a technical challenge and an economic challenge. Therefore we've got to approach that on several fronts – flatten off the differentials between teams and make the cars more raceable. That, in a nutshell, is what I'd like to try to achieve.

F1R: But you're open-minded about how to go about achieving it?

RB: Yes, I've got ideas, but at this stage they're not formed well enough and they don't have enough depth to convince in an argument. What I'm doing now is putting together a team of people to expand those ideas or create new ones, and then come to the table with proper substance of why they've got a chance of working. 🚗



After a hectic day of track action, you would think a Formula 1 paddock at night would be a sleepy place. Think again. At 10pm on the Friday of the Spanish GP the place is bustling with secret goings-on...



NIGHT

LIFE

WORDS

ALEXANDER

PUSHKIN

PICTURES

LORENZO

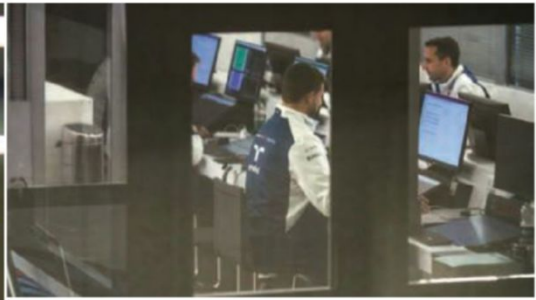
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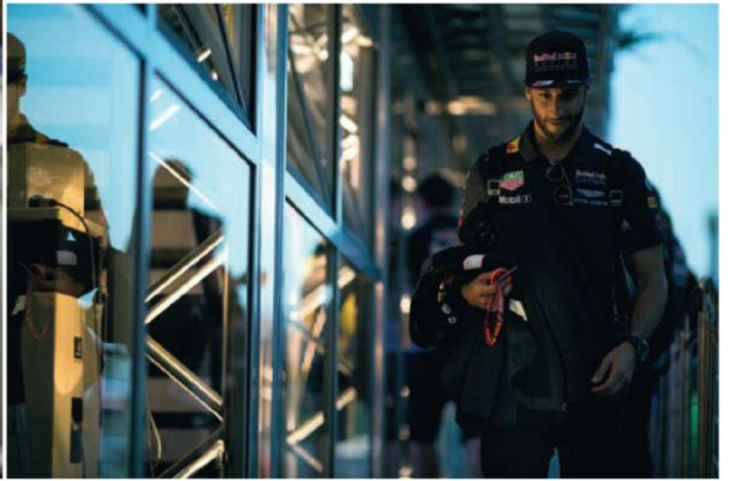
 LAT IMAGES





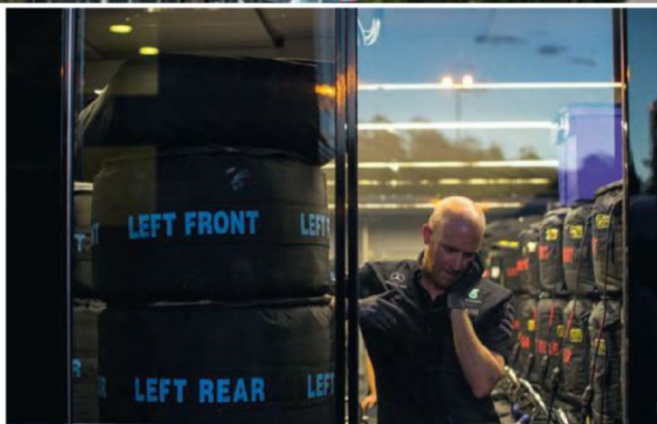
*When the loud day for men who sow and reap
Grows still, and on the silence of the town
The insubstantial veils of night and sleep,
The meed of the day's labour, settle down,
Then for me in the stillness of the night
The wasting, watchful hours drag on their course,
And in the idle darkness comes the bite
Of all the burning serpents of remorse;
Dreams seethe; and fretful infelicities*





Are swarming in my over-burdened soul,
 And Memory before my wakeful eyes
 With noiseless hand unwinds her lengthy scroll.
 Then, as with loathing I peruse the years,
 I tremble, and I curse my natal day,
 Wail bitterly, and bitterly shed tears,
 But cannot wash the woeful script away.

Remembrance by Alexander Pushkin
 Translated by Maurice Baring



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{ YOU ASK THE QUESTIONS }

KEVIN MAGNUSSEN

Magnussen the Younger is relishing a fresh start with Haas, especially since that points finish in China. Here he tells all about his lunch with the Mosses, and reveals how he and his dad settled the crucial matter of who's fastest over one lap...

WORDS JAMES ROBERTS

PHOTOS  LAT IMAGES: LORENZO BELLANCA

The off-season switch to Haas seems to have reinvigorated Kevin Magnussen. He has a noticeable spring in his step and, at the time of our appointment to pitch your questions to him – Thursday lunchtime in Sochi – he's just three points shy of the total he achieved across the 21 races he drove for Renault last year, courtesy of that combative eighth-place finish in China. The smile on his face as he bowls in to the team paddock unit tells its own story.

The budget and resource at Haas is significant, and Kevin, 24, is clearly relishing being there. They're a lean, mean racing machine, devoid of the layers of management and politics that dominated his two previous spells at Renault and McLaren. The brief at Haas is clear: get in the car and drive the wheels off it. Life doesn't need to be any more complicated than that – and it suits K-Mag perfectly. He's a man of few words; why say ten when one will do?

Taking a seat outside in the sun-bathed paddock, he picks up the bundle of reader questions. He squints to keep the piercing light out of his eyes and turns over the first card...

Do you think that Haas have the potential to be the fourth-best team in Formula 1 this year?

Patrick Six, Belgium

I think fourth is probably a little too ambitious. I think Williams are a bit stronger than the mid-field pack – at least for now. With the new regulations and new cars we might see a change over the

course of the season with the upgrades that people bring, but I'd say it's a pretty ambitious goal to aim for fourth. We've made a good start; yes, there have been a few problems with getting out of Q1, and bad timings, but, on the whole, things are looking good.

Do you think Denmark could host a Formula 1 grand prix in the future?

Jenny Rowan, UK

I'd love to think Denmark could do that. It's very complex to get a grand prix on a city's streets, but it would be lovely if it could happen. Copenhagen would be

a great venue and the Danish fans love F1. They're very supportive of me, so it would be great to give them a race.

F1R: Have you done any street events back home?

KM: It wasn't Formula 1-related, but I have done a ▶



KEVIN MAGNUSSEN

Haas
F1 Team



BRAND



Haas
F1 Team



charity event where they closed off all the streets to traffic and I demonstrated a car. I was at the wheel of a McLaren 650S at the time.

How often do you go and watch your dad race? Did you go to Sebring recently?

Katie Cooke, UK

I've never been to Sebring, but I'd like to go. It looks like a cool track – old school. I don't go often to watch him race [his father, Jan, competes in GTLM] unfortunately, as I'm very busy.

I went to Daytona, for the Rolex 24 Hours, just on the Saturday at the start of this year – that was cool.

What was going through your mind when you crashed at Spa in the Renault last year?

Michael Gillespie, UK

Not too much, really. It was fairly quick and I didn't have very much time to think about it. It was a pretty quick snap that I couldn't catch, and I spun and hit the wall at high speed.

Will you drive for Ferrari next year?

Casper Nielsen, Denmark

Erm, I have a contract with Haas so I'm happy to say that I'll be racing for Haas next year.

FiR: One day? Never say never...

KM: Of course not.

Do Haas have the resources to compete at the front of the grid and, if so, when do you expect that to occur?

Thomas Guilfoyle, USA

At the moment we don't, but you don't know what's going to happen in the future. We're a young team and they have done an amazing job with the experience they have. Who knows where that is going to end?

Is it true that you're a big fan of Stirling Moss? Have you met him?

Steve Bather, UK

It is true and I have met him. I've been to his Mayfair home in London. I had lunch with him and his wife, which was a great experience. I heard a lot of cool stories from him about his racing career. He showed me the steering wheel from his Goodwood crash, as well as all his scrapbooks that he'd kept, with magazine excerpts and photographs from throughout his career. It was a really cool

experience. Racing was very different back then. If anything, perhaps it was more pure – and I would love to have been born 30 years earlier.

FiR: Have you ever driven a historic F1 car from the 1950s or 1960s?

KM: No, I think the earliest Formula 1 car I've ever driven was a McLaren from 1989.

YOU ASK THE QUESTIONS

Do you own a motorcycle? Do you ever go for a Sunday morning ride?

Jon Nicholls, UK

No, I don't, and I don't even have a motorbike licence. But I will get one, one day. I used to have a classic car that I would drive a lot; it was a 1969 Camaro SS, but I've sold it now.

What is your best tip for surviving air travel?

Mark Peace, USA

Sleep. Don't eat on the plane, just sleep. Eating's a waste of time.

Your father, Jan, was among the most talented drivers ever to drive in Formula 1. What would you say is the most important lesson that you have learned from his career?

Peter Haslund, Norway

It's hard to pick out any one particular lesson, but it's great to have someone close to you who has the experience of motor racing that he has. It's good to have someone else who understands what I'm going through. We talk a lot about racing when we're together and we both live for motorsport.

Would you like to join your dad one day and run Le Mans or the Rolex 24 as his team-mate?

Allan Larsen, Canada

Yes, I would love that. It would be really cool to enter a race like that with my dad – it's something we've always talked about doing.

FiR: Who would be the third driver at Le Mans?

KM: No idea – I don't care!

What is more important when it comes to getting the tyres into the right temperature window? The car's overall balance, springs and damping, or the aero with ride height?

Reino Eskelinen, Germany

Actually, the main factor is the amount of downforce you have, but it's also related to camber, toe-in and out, tyre pressure, weather... lots of different things. I've certainly found that this year's tyres are less sensitive to overheating. You can push them more. If you have a little bit of wheelspin, or if you put a bit of surface heat into them, the tyre grip doesn't fall off as quickly. Overall it's an improvement.

Who would you pick as your best team-mate? Jenson Button, Jolyon Palmer or Romain Grosjean?

Karol Tokarski, Poland

I think they all have different qualities. Jenson was a very tough team-mate; very experienced and clever – especially in the races. He was extremely quick in qualifying as well. He was the best overall. Romain is quick, too,

and good at racing, while Jolyon is perhaps underrated because he took so long to win the GP2 title. If you look

“ I HAD LUNCH WITH STIRLING MOSS AND HEARD A LOT OF COOL STORIES



RACING WAS VERY DIFFERENT BACK THEN... MORE PURE

”



at what he did before GP2, he didn't do that much. Everyone else did a load of karting, Formula Renault, F3, GP3 – whereas he went straight into GP2. He's a clever bloke and underrated. It's hard to say who is the best, but in terms of the full package, Jensen has the best credentials as he is a world champion.

If you were given the chance to drive your dad's Stewart-Ford F1 car, which circuit would you choose to drive it on and why?

Adam Pender, UK



[Pauses] I'm not that keen to drive it as it wasn't a very good car. I would have a go, but it's not the first car that comes to mind to drive.

F1R: So if you could choose any car to drive and any circuit to drive on, what would be your perfect combination?

KM: The car that my dad has driven that I was most jealous of was the Penske IndyCar he did a few races with in 1996 – and I would choose to drive at Laguna Seca. It's a really cool track.

Would you like to run a NASCAR race, similar to how Alonso is racing in the Indy 500? The Daytona 500 perhaps?

Chris Sartor, UK

I wouldn't want to do it while I was still racing in Formula 1, but I would like to do it one day. I love NASCAR and while I don't follow it closely on television, I've been to a race and loved it. It's so different to Formula 1 – you can't

really compare it. It's something I'd love to experience.

F1R: Is there any chance of you doing it with Haas and driving one of their cars?

KM: I'd love to if ever there was the opportunity to have a go, but it's not that easy to just go and do it.

What is your favourite part of an F1 weekend? A balls-out qualifying lap or racing wheel to wheel with the opposition?

Kevin Archibald, Canada

Racing wheel to wheel is the most fun; the highlight of the weekend is the race. I feel comfortable in the races – they're what I really enjoy. Qualifying is fun as well, but there is often a lot of pressure. It isn't just one lap: there's

pressure during each run through Q1 and Q2 to try to get a good lap and get through to the next round. Qualifying is tense in a different way.

When you drive a simulator, in which aspect does it fall short of the real thing? Tyre-modelling? Circuit design? Anything else?

Michael Koch, Denmark

For sure, tyre modelling is a very difficult thing to get right in the simulator, and you're also lacking G-force. You get some inputs that are very small. I don't think it's ever going to be all that similar to driving the car out on track, but it's still a useful tool to have.

What is your favourite era of Formula 1?

Kelly Plummer, USA

It's difficult to say. Maybe the 1970s? A lot of things happened then, in terms of technology, but the 1960s were also crazy.

F1R: Did you used to watch videos and clips online of those days when you were younger?

KM: Yeah, I've always been interested in the sport – and I guess the '70s were the coolest time. The cars were so great... James Hunt and Niki Lauda, the whole *laissez faire* approach to life...

What's your favourite circuit and why?

Pam Berryman, UK

It has to be Monaco. It's the whole package: it's a great circuit to drive on and it's really enjoyable because of the proximity of the

walls. It's very difficult due to the track evolution and, as an experience, Monaco is a great weekend. It's arguably the most important and prestigious event of the year – it's historic, too. And this year, because of the extra grip and width of these cars, I'm looking forward to going flat-out through the Swimming Pool.

Who would win in a one-lap race? You or your dad?

Joshua Kelly, UK

Well, we've tried that and I won!

We did it in a Camaro GT car in Denmark during a Danish Thundersport Championship weekend at a small track in Sweden called Sturup.

F1R: How did he react?

KM: I was pleased, he wasn't so pleased... 🙄



YOU ASK THE QUESTIONS

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Stuart
Cramp

MY DREAM JOB

No.2



WORDS JAMES ROBERTS

PORTRAIT  LAT IMAGES: ANDY HONE

Race team
chief mechanic,
Haas F1

CV

Stuart Cramp
Age: 43

2015

Race team chief mechanic, Haas F1

2009

Number one race mechanic at Lotus, then Caterham

2007

Engineering sales manager

2001

Number one mechanic, Williams F1 race team

1998

Number two mechanic, Williams F1 test team

1997

Mechanic, Williams-Renault British Touring Car team

Seven years ago, Stuart Cramp was tasked with recruiting and leading a group of mechanics for the fledgling Lotus F1 team. He continued with them, through a name change to Caterham, until they dropped out of the sport at the end of 2014. When he discovered that a new team, Haas, were planning to enter F1 in 2016, he had no hesitation in putting his hand up to do the same job all over again.

From the moment he left school, Cramp was interested in one thing only: becoming a Formula 1 mechanic. He started working at his local garage before moving on to historic racing and F3 teams. His lucky break came when he was recruited by the Williams-backed Renault Laguna touring car team in the late-1990s, which led to a role on the F1 test team.

“Back then, you had to earn your stripes over a number of seasons to get into the race team,” says Cramp. “Working for the test team was gruelling, with long days and no night crews to help us. I don’t think there are the same numbers of people who want to get into F1 now as there used to be. The season is much longer and the days spent away from home are many.”

Let’s take a snapshot of those demands: in April alone there were back-to-back GPs in China and Bahrain, followed by a two-day test after the Sakhir race, then the Russian Grand Prix. Most F1 mechanics spent only three days at home during the whole month. That’s on top of travelling for long hours in economy, coupled with a regime of demanding physical labour in hot garages with little rest at the end of the day. Being a mechanic is undoubtedly one of the toughest jobs in F1.

“The biggest challenge is being able to cope with the pace of the whole season,” says Cramp. “To be able to stick at it

and stay motivated and focused after 20 days away with little sleep – that’s the most difficult thing. They’ve got to keep their spirits up and hold their focus to ensure they’re working well and building a reliable and safe car.”

To aid motivation, Haas offer incentives such as points bonuses, and ensure their mechanics’ fitness and nutrition are at an optimal level to maintain alertness and fend off fatigue. And thanks to the introduction of the curfew in 2011, mechanics can now avoid the dreaded all-nighter.

Another of the challenges facing mechanics today is the complexity of the machinery they fettle. “There’s no manual,” says Cramp. “Every year the car is a prototype; it’s completely different to anything that has come before. When I was recruiting for Haas, I was picking people from various trades within motorsport, with different levels of experience, to find the best balance for all the aspects required for a new team.”

Having spent two decades as a mechanic in F1, Cramp offers good advice for those who want to follow in his footsteps. He suggests an education in one of the motorsport colleges that give a detailed background to the technicalities of the role, as well as the processes and logistics of a race team, coupled with a few years of hands-on practical work.

“You need about six years working in Formula Four, F3, GP2, or even sportscars to reach a level of competence to be able to fit in straight away,” he says. “When you come into F1 you need to hit the ground running, because it’s expensive to fly someone around the world and we don’t have the luxury of apprentices. After that, it’s all down to your desire. If you’re prepared to give up over 30 weeks of your year, you’ll be fine.

“For me, this is my dream job. It’s what I always wanted to do. I had a few years out of the industry when I explored other options, and, to be honest, I found that extremely dull. So I was happy to take the next chance to come back into F1.

“Guys come and go. It depends how long they can do it for. They might do a season, two seasons, or, like me, 20 seasons. It depends how much you love it and how much you can deal with the travel. I love cars and I love travelling, so I managed to find a balance between work and family that is right for me.

“I can’t think of anything else I’d rather be doing.” 🚗



EVERYTHING



That was the sales call as enthusiasts and pros were invited to bid for F1 gems from the now defunct Manor Racing team

WORDS DAMIEN SMITH
 PICTURES  LAT IMAGES & GORDON BROTHERS

MUST GO

Thursday afternoon at a large industrial unit on the outskirts of Banbury, Oxfordshire. The traffic hum from the M40 motorway is a constant soundtrack. Just three cars are parked up, one flagrantly straddling the allocated disabled spaces. But it doesn't matter. The doors are locked and a deadening sense of inactivity hangs heavy in the air. A simple blue sign confirms whose home this is – or at least used

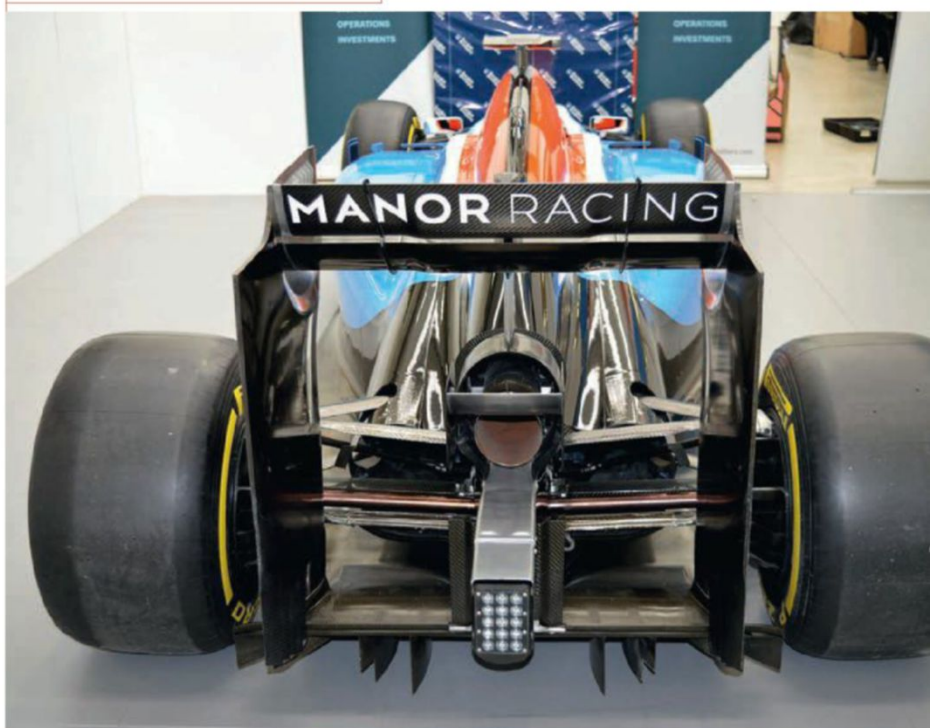
to be. Manor Racing, stoic F1 backmarkers in various guises for the past six years, lost their battle for survival over the winter. Instead of HGV transporters loading up for the Spanish GP, the assets that make up a bustling F1 team are being prepared for sale. It feels like *F1 Racing* is here to pick over the bones of a corpse.

Friendly PR Nicole unlocks a door and welcomes us in. A short corridor leads to the open space of a pristine race shop, but not a single engineer or technician is to be found in furrowed-brow concentration. Instead the bays and workbenches serve as mortuary slabs, piled with parts, identifiable bits of racing car and idle machinery – each carrying a small, white label with a number. These are the silent witnesses of an enterprise once driven by optimism and ambition. Now, everything must go.

In a side office, Jenni Pearce of Gordon Brothers, the global company commissioned to organise and run the auction, tells us how she's "lived here" for the past two months, working with a team that included a handful of former Manor employees to sort through, identify and curate the items that are now displayed for final viewing. When she first arrived, much of it was still in packing cases, freshly delivered from the 2016 Abu Dhabi GP. Now this feels like a silent exhibition room at the Tate Modern – an eerie art installation of infinite sadness.

There are more than 4,000 lots for this online auction, from bodywork and nosecones of varying vintage and states of wear, to mechanic and driver overalls; from heavy machinery (including a forklift truck) to boxes of WD40. The headline lots include a 2015/16 rolling chassis (sans engine, gearbox and working hydraulics/electrics), MR03-02 number 94,

LOT 1 MR03B 2015 F1 chassis £34,000



LOT 4 Steering wheel £4,100



LOT 153 2016 front wing £2,100



driven by Pascal Wehrlein last year. Within the cockpit, a sticker-map of the Abu Dhabi track is a telltale sign of whence it last turned a wheel.

There are a number of highly collectable steering wheels and, perhaps most intriguing of all, a couple of 1:6 scale windtunnel models. One is of the 2017 F1 car that never was, untouched since its last tunnel test in December, and now a monument to a stolen future.

Neal Weekes is a director at Gordon Brothers. He's also a motorsport sales veteran, with experience dating back to Leyton House/March

in the early 1990s, and sells just about anything and everything in his current role.

"We first came in after the joint administrators had tried and unfortunately failed to sell the team on a going-concern basis," he says. "That was back in January. There were attempts to resurrect the team beyond that date, but it didn't happen. So we turned what was an operating racing organisation into an auction site."

A week after our visit, the doors were due to open for a two-day viewing, allowing prospective buyers to browse. The auction, running online

“THERE ARE ITEMS NOT ONLY FOR THE ENTHUSIAST, BUT ALSO FOR THE PROFESSIONAL. THERE’S SOMETHING FOR EVERYONE – BE IT A WHEEL-NUT OR THE 2017 WINDTUNNEL MODEL” NEAL WEEKES

LOT 183 2016 rear wing £940



LOT 529 seatbelts £80



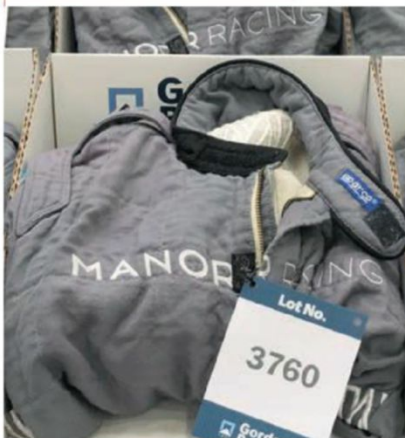
LOT 803 Front wheel rim £220



LOT 1500 2017 windtunnel model £25,000



LOT 3760 Pitcrew overalls £55



LOT 3832 Pitcrew helmet £60



LOT 4441 10x Haryanto caps £40



LOT 3850 Pitcrew shoes £40



LOT 4768 2x umbrellas £50



over four days, was set to close on 16 May and, at the time of writing, more than 2,000 buyer registrations had been received from around the world. “We expect interest from teams in lower formulae,” says Neal. “There are items not only for the enthusiast, but also for the professional. There’s something for everyone, be it a wheel-nut or the 2017 windtunnel model.”

Prices varied. Scanning through the lots on the website, we found laptops for as little as £50, and the rolling chassis priced at £34,000. The windtunnel model was on for £25,000, and the


steering wheels around £4,100. In the context of what they cost to make, bargains beckoned.

“These are just the starting prices,” points out Neal. “The starting bid is set to galvanise interest and is not necessarily what we think an item is worth. This is one of the easier sales to market. We’re expecting interest in almost everything immediately. There are no reserves.”

By the time you read this, the sale will be over. “Due to the occupation costs of this unit we need to be away from here by the end of June,” Neal explains. What will it have made? He shrugs. “In

my experience of motorsport sales, especially where you’ve got unique items with provenance, it’s difficult to put a price on it. Starting bids total about £400,000, but we’re looking for significantly more than that.”

So are Manor’s creditors.

Next up for Neal is a sale of 37 fast food restaurants and a clothes shop on the King’s Road. In the past he’s sold dolphins and sea lions when Windsor Safari Park closed. An F1 team is rather special for a true racing fan, but today is about business – and everything has its price. 

DESERT STORM



As the influence of the Middle East on Formula 1 grows ever greater, F1 Racing catches up with some of its most powerful motor-racing architects in Bahrain

WORDS ANTHONY ROWLINSON
PICTURES STEVEN TEE
 LAT IMAGES



OAKS

from acorns. Or, in the Arab vernacular, tall palms from stumps. By their nature, palm trees widen and fatten before they grow strong and tall; so it has been with the first palm planted in the paddock of the Bahrain International Circuit ahead of the desert kingdom's inaugural 2004 grand prix. It's now an impressive thick-trunked adult.

"We like to think of the palm as a good analogy for the way we have tried to grow motorsport in the Middle East," says Sheikh Salman bin Isa Al Khalifa, chief executive of the BIC and one of the men responsible for the continued popularity of the circuit with those who race there.

From dusty beginnings in 2002, when then FIA president Max Mosley first stuck a shiny shovel into Sakhir sand to declare BIC building works 'open', the circuit and its environs have come a long way. Originally a grand prix held in the scorching Gulf heat, Bahrain took the bold decision to switch to a 'dusk' schedule for 2014 – the event's tenth anniversary year. In an instant, a whole new mood was conjured, with a race start amid cooling evening breezes, under electric light. The combination of warmth in

twilight, to a backdrop of howling racing engines, lends this arena an atmosphere quite unlike any other – at once seductive and exciting, yet also welcoming and relaxed.

Always envisioned as an oasis, the BIC paddock has helped foster a tone of conviviality among a notoriously sceptical F1 troupe and, increasingly, that feeling of goodwill is seeping beyond those cloistered environs. DJ Steve Aoki proved a massive draw to both race and music fans on the Friday night of this year's grand prix, echoing the successful *race + gig = success* formula adopted by the neighbouring Abu Dhabi GP since its 2009 inception.

Incremental growth, founded on the backing of investment by Bahrain's ruling royal family, has long been the mantra of the country's F1 adventure, and the philosophy has been hugely important to the island state as regards – quite literally – putting Bahrain on the map.

"When I first went to Bernie Ecclestone in 1999 with the idea of a grand prix in the Middle East, I took a map of the world with dots where the races were," says Sheikh Mohammed bin Essa Al Khalifa, elder brother of Sheikh Salman (both of whom are members of the Bahraini royal family). "We could see Japan, Australia, Malaysia and a bunch of dots in Europe, but there was a gap. I said: 'Look, if this is a global sport you need a dot here.' And that's what we did, starting with a dot for the race."

An influential dot, it must be said, for a second Middle East GP followed within five years and talk persists of future races in Saudi Arabia, Qatar and Dubai – although Sheikh Mohammed believes that it's "too soon" for more than two grands prix in the region.

For now, F1's two Middle East events

– Bahrain and Abu Dhabi – complement each other "like golf courses" and from a Bahraini government perspective, the grand prix continues to make financial sense as a state-backed venture. "The exposure we get from F1 as a country puts us on the level of modern, developed nations," explains Sheikh Mohammed. "So all of a sudden we can present Bahrain as forward-looking, and it also raises our game plan, because we can't hide. The race has helped us move forward and develop."

Bahrain's motorsport involvement extends far beyond the local investment in the BIC. Mumtalakat, the investment arm of the Kingdom of Bahrain, are 50 per cent shareholders in McLaren Technology Group (encompassing the race team McLaren Racing, McLaren

Applied Technologies, and McLaren's 70-strong marketing operation McLaren Commercial). McLaren Automotive are a separate entity from McLaren Technology Group, from a financial, fiscal and accounting point of view. And since the departure of Ron Dennis as executive chairman and chief executive officer of McLaren Technology Group in January this year, Sheikh Mohammed and long-time McLaren investor Mansour Ojeh (who holds a 25 percent stake) have been in charge of the whole business. Referred to internally as 'EXCOMM' (Executive Committee), the two men therefore run all McLaren's businesses; McLaren Technology Group executive director Zak Brown and COO Jonathan Neale report to them, as does McLaren Automotive CEO Mike Flewitt.

The Mumtalakat investment began a decade ago and came about thanks to Ojeh's existing stake in McLaren and his links with the Arab business community. "The investment was essentially to build the McLaren road-car business," explains Sheikh Mohammed, "so people saw us investing in F1, but our investment actually funded the development of McLaren Automotive. It has been a great addition."

Ojeh, a charismatic but somewhat elusive figure in F1 (as well as a notoriously reluctant interviewee) notes that his involvement in McLaren dates back to October 1984, when he became a majority shareholder in what



F1 Racing with the BIC's Sheikh Mohammed and McLaren's Mansour Ojeh

was then 'just' a Formula 1 team, run by the stratospherically ambitious Ron Dennis. Ojeh's F1 involvement stretches back further still thanks to the involvement of his company, Techniques d'Avant Garde (TAG), with Williams in the late 1970s. But it is with McLaren that Ojeh remains inextricably linked.

His pride in the association is obvious as he speaks: "Having a road car and having an F1 car, we're the only runner you can compare to Ferrari," he says. "We need success in racing to keep the story together: we cannot be bad at one and really good at the other one. The road-car company is doing fantastically well, but unfortunately, right now, we have an engine problem that we have to solve. But we have great drivers and a great team with a great culture."

The length of Ojeh's association gives him a special perspective on McLaren's current position and an almost paternal affection for the company colours his tone: "Since I first went to a grand prix in 1978, I've seen the sport develop, I've seen the company develop," he says. "And we're unique: we're not just a racing team, we apply technology through our businesses, too. And building our own road car was actually my idea.

"I tried to do it with Williams, but Frank didn't want to. Then, when I became the majority shareholder of McLaren, I tried to convince Ron to do it. It took him four or five years to say 'Okay', and in 1989 we started plans for the F1."

This Gordon Murray-designed, BMW-powered machine remains a supercar icon as well as being a Le Mans winner in 1995: 'the road car so good they detuned the engine and won Le Mans' went the gag at the time. The F1 was the start of something big for McLaren, the *de facto* birth, no less, of McLaren's road-car division. Fully independent since 2011, McLaren Automotive have manufactured ultra-desirable vehicles with burgeoning success. The current 720S flagship model has garnered rave reviews since its launch in April and even with a base price of £208,600, the first year's production run of 1,400 cars has already been allocated.

But it's the racing exploits that make these Arab hearts beat faster and pushes investment in motorsport, which is identified as part of a wider growth strategy for this tiny island nation.

"Our grand prix is a bottom-up approach, which seeks to grow the sport in the region," says Sheikh Mohammed, "while our investment in McLaren completes our involvement. We are one of the biggest stakeholders in F1, as Bahrain, with maybe over a billion dollars' worth of assets in McLaren. And we have spent hundreds of millions over the years on the race. That makes us one of the sport's bigger stakeholders and we're proud of it. We want to see the sport grow. We're excited for the future." 🏁

“ WHEN I FIRST WENT TO BERNIE ECCLESTONE IN 1999 WITH THE IDEA OF A GRAND PRIX IN THE MIDDLE EAST, I TOOK A MAP OF THE WORLD WITH DOTS WHERE THE RACES WERE. WE COULD SEE JAPAN, AUSTRALIA, MALAYSIA AND A BUNCH OF DOTS IN EUROPE, BUT THERE WAS A GAP. I SAID: ‘LOOK, IF THIS IS A GLOBAL SPORT YOU NEED A DOT HERE.’ AND THAT’S WHAT WE DID, STARTING WITH A DOT FOR THE RACE ”

SHEIKH MOHAMMED BIN ESSA AL KHALIFA

GO EAST, YOUNG MAN, GO EAST

THE BIC, AND YAS MARINA CIRCUIT in neighbouring Abu Dhabi, tend to grab all the Middle East motorsport headlines, but they are not alone. The region, stimulated by fossil-fuel wealth, is a burgeoning hub of motorsport activity, as evinced by the clutch of venues already in existence or currently being built.

Qatar's Losail International Circuit is a thriving motorsport hub that has hosted MotoGP since 2004, alongside GP2 Asia and WTCC. It also held a round of the GP Masters series in 2006, which was won by

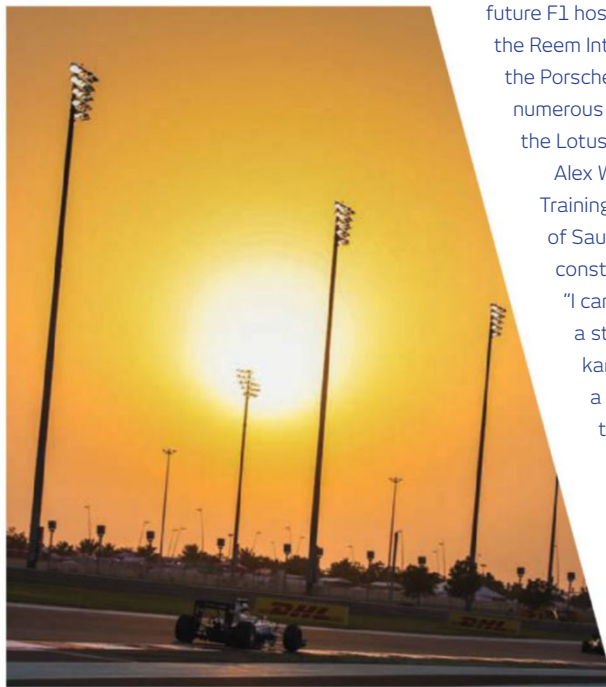
Nigel Mansell. Qatar is regularly mooted as a possible future F1 host state – as is Saudi Arabia, where the Reem International Circuit in Riyadh hosts the Porsche GT3 Middle East Championship and numerous other supercar-based series, including the Lotus Cup and Saudi Radical Championship.

Alex Wurz, whose family business, Test and Training International, builds circuits, is aware of Saudi's growth potential, since TTI are constructing the Lagoona Motorpark there.

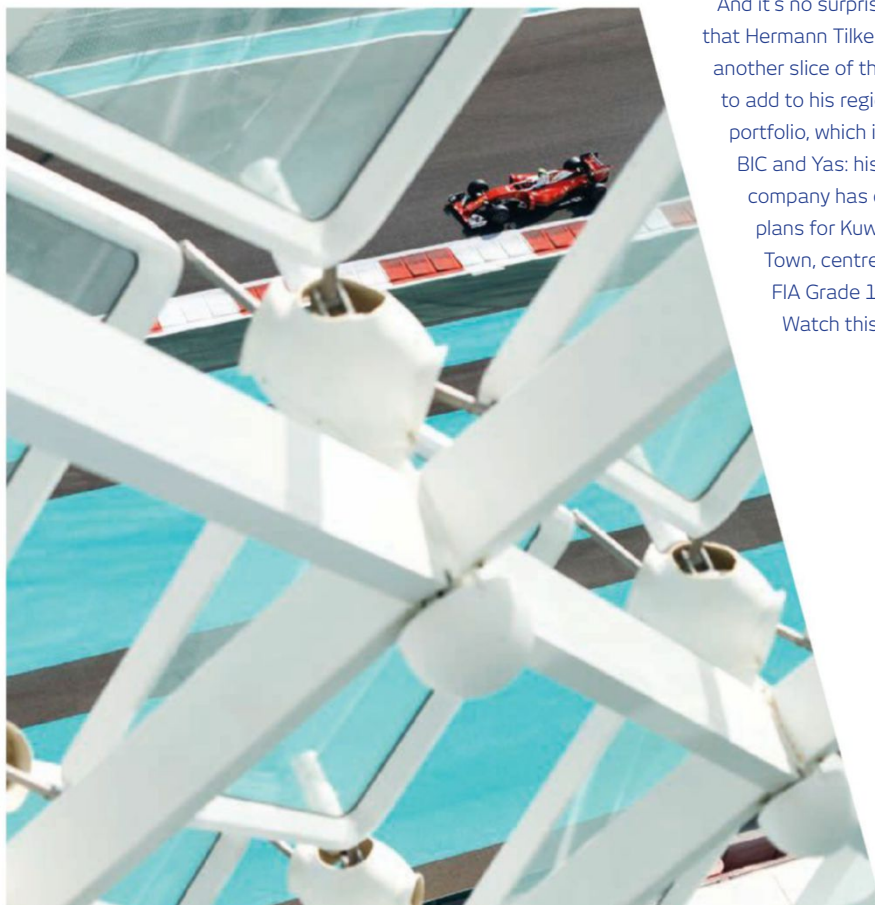
"I can't wait to drive it," says Wurz. "It has a stunning high-speed drift track, a mega kart track, a cool two-mile race track, a race of champions loop and a driver training module. It will be a playground."

The Dubai Autodrome, meantime, opened in 2004 as part of the Dubai Motor City development. It holds an FIA Grade 1 licence and has hosted rounds of A1 GP and the FIA GT Championship. The track also relies heavily on domestic racing and circuit days for income, with the aim of stimulating regional participation in motorsport.

And it's no surprise that Hermann Tilke wants another slice of the action to add to his regional portfolio, which includes BIC and Yas: his company has created plans for Kuwait Motor Town, centred on an FIA Grade 1 circuit. Watch this space...



The Yas Marina circuit in Abu Dhabi is a jewel in the Middle East's motorsport crown and a regular host of Formula 1's season finale



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FINISHING STRAIGHT

LAT IMAGES: ZAK MAUGER; ANDY HONE; GLENN DUNBAR; JAKOB EBREY



This season is unlikely to be another Mercedes whitewash, with Ferrari snapping at the Silver Arrows' wheels

The fresh new face of F1

As impressive as Mercedes have been over the past few years, it's nice to see some real competition for the team from Brackley this season, in the shape of Sebastian Vettel and Ferrari.

Yes, I know that both Ferrari and Red Bull won races in 2014, 2015 and 2016, and that Red Bull in particular were straining to get on a par with Mercedes – but these wins were few and far between.

F1 '2017-style' means no fan, whether they're at the track or at home, has any idea who will come out on top at any given race. It has spiced up qualifying with a full-out battle for pole and then, come race day, there's a palpable tension at the start, during pitstop windows, and any time strategy is being

discussed. To top it all, there have also been a few stonking non-DRS-assisted overtakes.

Then there's the new owners' seeming openness to change the structure of F1. Combined, it's left me pinching myself: I can't believe this is the same sport that was on our screens only seven months ago! So, what's the catch? Can F1 continue upwards, or will it sink back into a morass of vested interests and political in-fighting? I really, *really*, hope it isn't the latter.

Phil Stokes
By email

Risk is always a given

At last it seems that a small amount of common sense has prevailed in terms of cockpit head-protection, with the FIA deciding to press

ahead with a shield, rather than the previously mooted halo.

The shield looks far better from an aesthetic point of view, but F1 is, has been and always should be an open-wheeled formulae. This may not sit well with all, but we can assume the risks associated with motorsport are known and accepted by those who compete in it.

There is no doubt that anything that can be done to ensure the safety of drivers, officials, volunteers and fans must be done to prevent incidents occurring in the future. But, even so, there is no one device that can fully prevent future tragedies.

Accidents will always occur when a set of freak circumstances combine. And with the whole matter dividing opinion throughout

the paddock, especially among drivers, is it perhaps time that the concept was quietly dropped?

Speaking from a purist's point of view, those in charge of F1 should perhaps be looking for a better way to achieve the same objective.

Michael Brierley
Manchester, UK

Didn't they do well

Sauber may not be the most exciting team in Formula 1, and it's true that they haven't been at the sharp end of the grid since the days when they were running as BMW-Sauber. But wasn't it great to see them in the points as early as the Spanish GP this year?

They may struggle to keep themselves from finishing at the bottom of the constructors' championship if McLaren get their act together and Renault and Haas can continue their regular points finishes. But, all the same, Pascal Wehrlein's P7 – which then became eighth following his pit-entry misdemeanour – made him a very worthy recipient of his 'Driver of the Day' award.

John Upton
By email

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RACE DEBRIEF SPANISH GP



FINISHING STRAIGHT

THE VERY BEST OF ENEMIES

The Spanish GP may have been a two-horse race between respectful rivals Hamilton and Vettel, but it was no less an exhilarating ride to the finish



They embraced with only the faintest of kisses on track, but the love-in between Lewis Hamilton and Sebastian Vettel grew in strength at the Spanish Grand Prix, after they participated in an electrifying battle. "That's how racing should be," said delighted winner Hamilton. "It's a privilege to race against such an awesome driver."

You couldn't look away as the Merc and the Ferrari pulled clear from the rest on a day when Dan Ricciardo's third-placed Red Bull finished 75 seconds behind the winner. Mutual respect might have wavered had Hamilton and Vettel properly collided when Lewis attempted a pass as Sebastian rejoined from a pitstop, but it was a clean move that took the win and ensured the bonhomie remained as they headed to Monaco.

QUALIFYING

JUST 0.051s. That's all that separated polesitter Hamilton from Vettel on Saturday afternoon. There had been little in it between Mercedes and Ferrari all weekend at an event where both had brought a raft of technical updates. The result of all that work was a happy stalemate and a duel as equally matched as any we've seen so far in 2017. In Q3, the smallest of errors from Vettel at the chicane was all it took to settle the front row.

Fernando Alonso provided the shock of the session by first clawing his McLaren-Honda into Q3 and then putting in an astonishing lap to beat Sergio Pérez, Felipe Massa and Esteban Ocon to P7. It had been a trying weekend for the home hero after yet another engine failure had left his

“ SAUBER SELDOM HAVE MUCH TO CELEBRATE THESE DAYS, BUT AN INSPIRED STRATEGY TO PIT PASCAL WEHRLEIN JUST THE ONCE WORKED A TREAT ”

MCL32 stranded and dripping fluids in the early part of first practice on Friday morning. He immediately left the circuit to play tennis...

The following day, Alonso described his qualifying result as a "gift", but stressed once again that even when it lasts, his Honda lacks at least 50bhp. That much was obvious on Sunday.

THE RACE

VETTEL'S NEW START SYSTEM, produced in response to losing out at the lights in Russia, worked a treat as he beat Hamilton to Turn 1. Behind them, Sochi victor Valtteri Bottas clung to

CIRCUIT DE BARCELONA-CATALUNYA / 14.05.17 / 66 LAPS

RESULTS ROUND **5**



Despite contact on lap 38, Lewis and Seb finished one-two – way ahead of the rest



the inside line and lightly nerfed Kimi Räikkönen, who, in turn, was shoved into Max Verstappen. The contact broke the Ferrari's left-front suspension, and Max was out, too. Amid the chaos, Massa edged Alonso off on the exit of Turn 2, immediately costing the McLaren those hard-earned places from qualifying.

Up front, Hamilton worked to keep Vettel within 2.5s. Ferrari brought Vettel in for a new set of soft Pirellis on lap 14. Hamilton wouldn't pit until lap 21 when he took on mediums. He managed 15 laps on the slower tyre, by which time he was still within 8s of Vettel's soft-shod Ferrari. He voiced his concern over the radio as the gap widened, but his engineer promised gains once he was back on the fast compound.

Could he have won without the intervention of the Virtual Safety Car, triggered by Stoffel Vandoorne driving into Felipe Massa on lap 33? Hamilton pitted for new softs as the race was neutralised and the timing couldn't have been better. The VSC was withdrawn as he stopped and he was up to full racing speed when Vettel came in for mediums a lap later. The German's 7.8s lead had been wiped out – to his surprise.

As the Ferrari left the pitlane, Vettel found Hamilton's Mercedes drawing alongside him into Turn 1. Sebastian held his line, their rear tyres rubbed and Lewis ran out of road on the exit.

Hamilton, on the quicker tyre, had 28 laps to go: the chase was now on. In traffic, Vettel used his DRS to fend off the Merc's advances, but at the start of lap 44, number 44 struck – and Seb's luck ran out. This time there was no backmarker to allow him to trigger the trimmed-out rear wing, and he was a sitting duck. Hamilton swept past him with ease before the braking zone.

Ferrari considered a third stop to put Vettel back on the quicker soft tyre, but the moment passed and Hamilton took the flag after 66 laps of gripping tension 3.49s to the good. Such was their pace that Ricciardo was the final unlapped runner, inheriting his podium when Bottas's Mercedes engine combusted on lap 39. That rare failure also played into the hands of Force India's Pérez and Ocon, who finished a superb fourth and fifth ahead of Nico Hülkenberg's Renault.

Sauber seldom have much to celebrate these days, but an inspired strategy to pit Pascal Wehrlein just the once worked a treat. Wehrlein did himself credit by frustrating Toro Rosso's Carlos Sainz all the way to the flag, but blotted his copybook with a pitlane-entry violation that earned him a 5s penalty. Sainz was classified seventh, but P8 was still sensational for Sauber.

Further back, Alonso trundled home 12th. That night he caught a plane bound for the US, full of hope for better things. The Indy 500 beckoned. 🇺🇸



1st	Lewis Hamilton Mercedes	1h 35m 56.497s
2nd	Sebastian Vettel Ferrari	+3.490s
3rd	Daniel Ricciardo Red Bull	+75.820s
4th	Sergio Pérez Force India	+1 lap
5th	Esteban Ocon Force India	+1 lap
6th	Nico Hülkenberg Renault	+1 lap
7th	Carlos Sainz Toro Rosso	+1 lap
8th	Pascal Wehrlein Sauber*	+1 lap
9th	Daniil Kvyat Toro Rosso	+1 lap
10th	Romain Grosjean Haas	+1 lap
11th	Marcus Ericsson Sauber	+2 laps
12th	Fernando Alonso McLaren	+2 laps
13th	Felipe Massa Williams	+2 laps
14th	Kevin Magnussen Haas	+2 laps
15th	Jolyon Palmer Renault	+2 laps
16th	Lance Stroll Williams	+2 laps

Retirements

Valtteri Bottas Mercedes	38 laps – Engine
Stoffel Vandoorne McLaren	32 laps – Collision
Max Verstappen Red Bull	1 lap – Collision
Kimi Räikkönen Ferrari	0 laps – Collision

*Includes 5-second penalty for pit-entry infringement

FASTEST LAP



Lewis Hamilton

1min 23.593s on lap 64

FASTEST PITSTOP



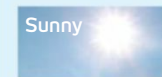
Lewis Hamilton

21.544s (entry to exit)

TYRE COMPOUNDS USED



CLIMATE



AIR TEMP

26°C

TRACK TEMP

46°C

DRIVERS' STANDINGS

1 Vettel 104pts	11 Hülkenberg 14pts
2 Hamilton 98pts	12 Grosjean 5pts
3 Bottas 63pts	13 Wehrlein 4pts
4 Räikkönen 49pts	14 Magnussen 4pts
5 Ricciardo 37pts	15 Kvyat 4pts
6 Verstappen 35pts	
7 Pérez 34pts	Ericsson, Stroll,
8 Ocon 19pts	Alonso, Giovinazzi,
9 Massa 18pts	Palmer, Vandoorne 0pts
10 Sainz 17pts	

FORIX For F1 statistics visit www.forix.com



CYNICAL PLOY OR TACTICAL ERROR?

Intra-team tempers could fray, as Ferrari strategy hands polesitter Kimi Räikkönen's seemingly assured Monaco victory to team-mate Seb Vettel



Much has changed in Formula 1 and the wider world since Kimi Räikkönen last put a car on pole position, at Magny-Cours in 2008 – not least the fact that the French Grand Prix itself vanished from the calendar and is only now about to return. And yet Ferrari, either by accident or design, contrived to snatch whatever joy Kimi is capable of expressing. Thus it was Sebastian Vettel who claimed Ferrari's first Monaco GP victory in 16 years, leaving Kimi, in the memorable words of PG Wodehouse, with the aspect of a man who "had gone searching for the leak in life's gas pipe with a lighted candle".

QUALIFYING

OVERTAKING IS TOUGH along the streets of Monte Carlo, but never more so than with the new generation of wide and heavy but super-fast cars, shod with temperamental rubber that some teams cannot cajole into the right operating window. When Pirelli announced that even their softest rubber was capable of going most of the distance, it became clear that the 75th running of the Monaco GP would be a one-stop affair in which most changes of position would be determined by pitstops. So it proved to be.

To a great extent the winners and losers were determined by qualifying, in which Ferrari – whose car, to the palpable angst of their competitors, gets its tyres 'into the zone' seemingly without effort – annexed the front row. Räikkönen got the cleanest lap and seized pole, while Vettel was "too greedy" and slid at

BY BOXING KIMI BEFORE VETTEL, RÄIKKÖNEN WAS RELEASED BEHIND THE SLOWER McLAREN AND SAUBER, WHILE SEBASTIAN HAD A CLEAR TRACK

Mirabeau, losing a fraction of a second. Other teams, many unsure if their tyres would need an extra lap to get up to temperature, therefore adding to the risk of getting caught in traffic, fell into disarray: Valtteri Bottas put his Mercedes on the second row, but Lewis Hamilton was eliminated in Q2, destined for a P13 start, while the Red Bulls of Max Verstappen and Daniel Ricciardo were fourth and fifth.

Ricciardo felt he'd had the pace for pole, but failed to put in a clean lap. If he was disappointed, then Hamilton was beside himself, freely confessing that after Q2 – where he'd had

CIRCUIT DE MONACO / 28.05.17 / 78 LAPS

RESULTS ROUND **6**



Räikkönen pits from the lead on lap 34, emerging behind the race's backmarkers



to call on all his skills to salvage a hairy moment on the run to Casino Square – he was “too devastated to get out of the car”.

THE RACE

REMARKABLY, THE RACE got under way without the usual shunt at Ste Dévôte and Räikkönen led the field up the road, largely in grid order. The only driver to get significant go-forward when the lights went out was Kevin Magnussen, who vaulted Nico Hülkenberg and Daniil Kvyat to run ninth for Haas. Sadly, a puncture later in the race would consign K-Mag to finishing tenth.

The top-five train of Räikkönen-Vettel-Bottas-Verstappen-Ricciardo strung out a little, but seldom by more than two seconds as they broke clear of a chasing pack led by Toro Rosso's Carlos Sainz. It was clear that those members of F1's top table were all pacing themselves, waiting for the pitstop phase. The question was, who would break first? Would the undercut or the overcut prove to be the decisive strategic play?

Red Bull brought in Verstappen on lap 32, prompting Mercedes to pit Bottas a lap later – and Ricciardo set the race's fastest lap twice as Bottas and Verstappen spent three laps bottled up behind Sainz. The result was that when Ricciardo stopped on lap 37, he had gained two positions at the expense of Mercedes and his

own team-mate. Overcut had trumped undercut, or, as Verstappen put it over the team radio, “What a ****ing disaster.” After the race he appeared on Dutch television blinking back tears.

There was rancour at Ferrari, since by boxing Kimi before Vettel, Räikkönen was released behind the slower McLaren and Sauber of Jenson Button and Pascal Wehrlein, while Sebastian had a clear track. Whether a cynical ploy to secure maximum points for Vettel on a day Hamilton was going to struggle, or an innocent mistake, the result was the same: Vettel P1; Räikkönen P2.

A late-race Safety Car as Button pinged Wehrlein into the barrier at Portier, and Marcus Ericsson and Stoffel Vandoorne understeered off at Ste Dévôte on cold tyres, compressed the field. But Räikkönen was spent, and Bottas had his mirrors too full of Verstappen to challenge Ricciardo for P3. Hamilton skilfully parlayed a long first stint into P7 behind Sainz

Afterwards the media set to with the chisels, but nothing could break the Iceman's frosty resolve to stick to gnomonic pronouncements: “The end result is what it is. But we have to see.” “I was surprised to come out ahead of Kimi,” conceded Vettel. “The rule of thumb, if you qualify ahead you get priority at the first stop. Today it worked out in my favour and I take it.”

Vettel now leads Hamilton 129-104. 📍



1st	Sebastian Vettel Ferrari	1h 44m 44.4340s
2nd	Kimi Räikkönen Ferrari	+3.145s
3rd	Daniel Ricciardo Red Bull	+3.745s
4th	Valtteri Bottas Mercedes	+5.517s
5th	Max Verstappen Red Bull	+6.199s
6th	Carlos Sainz Toro Rosso	+12.038s
7th	Lewis Hamilton Mercedes	+15.801s
8th	Romain Grosjean Haas	+18.150s
9th	Felipe Massa Williams	+19.445s
10th	Kevin Magnussen Haas	+21.443s
11th	Jolyon Palmer Renault	+22.737s
12th	Esteban Ocon Force India	+23.725s
13th	Sergio Pérez Force India	+49.089s*
14th	Daniil Kvyat Toro Rosso	+2 laps/collision
15th	Lance Stroll Williams	+2 laps/brakes

Retirements

Stoffel Vandoorne McLaren	66 laps – accident
Marcus Ericsson Sauber	63 laps – accident
Jenson Button McLaren	57 laps – collision
Pascal Wehrlein Sauber	57 laps – collision**
Nico Hülkenberg Renault	15 laps – gearbox

*Includes 10-sec penalty for causing collision **Includes 5-sec penalty for unsafe release

FASTEST LAP



Sergio Pérez
1min 14.820s on lap 76

FASTEST PITSTOP



Lewis Hamilton
24.155s (entry to exit)

TYRE COMPOUNDS USED



CLIMATE	AIR TEMP	TRACK TEMP
Sunny	29°C	57°C

DRIVERS' STANDINGS

1 Vettel 129pts	11 Hülkenberg 14pts
2 Hamilton 104pts	12 Grosjean 9pts
3 Bottas 75pts	13 Magnussen 5pts
4 Räikkönen 67pts	14 Wehrlein 4pts
5 Ricciardo 52pts	15 Kvyat 4pts
6 Verstappen 45pts	
7 Pérez 34pts	Palmer, Ericsson, Stroll,
8 Sainz 25pts	Alonso, Giovinazzi,
9 Massa 20pts	Vandoorne 0pts
10 Ocon 19pts	

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THE BIG DEBATE



FINISHING STRAIGHT



LAT IMAGES: GLENN DUNBAR; ZAK MAUGER; CHARLES COATES

SHOULD F1 FAVOUR EUROPE OVER NEW FLYAWAY RACES?

FOR THE PAST 20 YEARS, F1 has chased money around the globe. Bernie Ecclestone courted governments and regions in every (and any) corner. Races came, and then went, in India, South Korea and Turkey; Bahrain and Abu Dhabi added a Middle Eastern flavour and have thrived; Singapore offers Far Eastern glamour; and Austin and Mexico have re-established the American continent in what is, after all, a 'world' championship.

So yes, agreed, F1 should look beyond its traditional heartland and embrace new venues – but that's not the question posed above. There's a vital caveat to that expansion: it should never be at the cost of the races upon which grand prix racing was built. What would you prefer? An Azerbaijan GP or a race in France or Germany? I'd hope the answer is obvious... A calendar without the traditional races is F1-lite, which is why we look forward so enthusiastically to the return next year of races at Paul Ricard and Hockenheim.

The past matters in sport because without it the present has less meaning. In F1 that's enhanced by a heritage other sports envy. In F1, the context of history gives certain races extra weight. They are worth the same points, but there's a reason David Coulthard is proud that his 13 victories include Silverstone, Monaco, Spa and Monza. There's a cachet to the traditional European races – because drivers know they are becoming part of the F1 canon by winning them.

But the argument for Europe goes far beyond purist sensitivities. There are sound reasons to stop overlooking countries that used to be the first confirmed dates on the calendar. The decision to run 'flyaway' races to European-friendly time zones highlights why traditional races matter – because these are the countries where most fans live. It's simply good business: cater to the markets most devoted to your product, and neglect them at your peril.

So vote 'remain'. It's the only choice.

Agree with Damien? Have your say:

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 facebook.com/f1racingmag

YES

Europe is where F1 was born and bred



Damien Smith
European editor-in-chief

NO

F1 must be truly global



James Roberts
Associate editor

The same can be said of the truncated Hockenheim and Nürburgring circuits, neither of which attract decent crowds. So let's not waste time on tired old venues that no longer appeal. Let's take the sport further afield and invest in amazing new facilities in the coolest locations on the planet. If you build it right, they will come.

Agree with James? Have your say:

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 facebook.com/f1racingmag

THE WRITER MARK TWAIN famously said that travel broadened the mind and he railed against "vegetating in one little corner of the earth all one's lifetime." For Formula 1 to be heralded as the pinnacle of motorsport, it must turn a wheel in every corner of the globe.

Before the tracks were built, I ventured to Abu Dhabi, Sochi and Baku and each time it felt like the right thing for F1 to do: taking the sport we love to fresh markets. By my third visit to New Delhi, I sensed F1 was starting to establish itself in India – when it was dropped. If you want proof that longevity helps build a fan base, look no further than China. Race-day attendance has risen over the past decade, and F1 is more popular there each year.

Until I went to Barbados to watch Lewis Hamilton demonstrate his Mercedes at the Bushy Park circuit, I'd never realised what local passion there was for motorsport. If there was the right infrastructure and finance, a grand prix in the Caribbean would be an unmissable spectacle. In the same vein, a city street race in somewhere like the Ugandan capital of Kampala would ignite enthusiasm for F1 across the whole continent of Africa.

The key ingredient is a great circuit. Spa and Suzuka are popular because they excite both drivers and fans. The French GP is returning next year, but it's being held at the bland Paul Ricard, which hardly sets the pulse racing.

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Not only cool and beautiful, The 641 now resides Museum of Modern Art in New York's permanent collection, the only racing car to be so honoured. Although six wins in the 1990 F1 season was pretty good, too.

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60

FIGURE

Six years on from his F1 debut we look at Daniel Ricciardo's career in numbers

1,693

The number of miles from Ricciardo's birthplace in Perth, to his 'home grand prix' in Melbourne

6 & 3

The number of team-mates and teams in his F1 career: Vitantonio Liuzzi, Narain Karthikeyan, Jean-Eric Vergne, Sebastian Vettel, Daniil Kvyat, Max Verstappen; Hispania, Toro Rosso and Red Bull



FOUR

Each one of Ricciardo's four grand prix wins have come from fourth place or lower on the grid

SEVENTY-ONE

Ricciardo's points lead over Sebastian Vettel at the end of the 2014 season. It's the only time Vettel has ever been beaten by an F1 team-mate

1:42.2s

His time in *Top Gear*'s 'reasonably priced' Suzuki Liana, which put him 0.7s clear of Lewis Hamilton

2022

The year he should surpass Mark Webber as the Australian with the most F1 starts (215)



59

years after Tony Gaze made his debut at the 1952 Belgian GP, Dan became the 14th Australian to start an F1 GP

4

The number of times Dan has celebrated on the podium with a 'shoey' – in Germany, Belgium, Malaysia and the USA, all in 2016





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FINISHING STRAIGHT

THE CANADIAN GP



RACE DATA

- Circuit name** Circuit Gilles-Villeneuve
- First GP** 1978
- Number of laps** 70
- Circuit length** 2.71 miles
- Race distance** 189.686 miles
- Lap record** 1m 13.622s, Rubens Barrichello (2004)
- F1 races held** 37
- Winners from pole** 17
- Tyres** Ultrasoft, supersoft, soft

TV TIMETABLE (UK TIME)

- Friday 9 June**
- Practice 1** 15:00-16:30
- Practice 2** 19:00-20:30
- Saturday 10 June**
- Practice 3** 15:00-16:00
- Qualifying** 18:00-19:00
- Sunday 11 June**
- Race** 19:00
- Live coverage** Sky Sports F1
- Highlights** Channel 4

THE MAIN EVENT

The Canadian Grand Prix is one of the most popular races for drivers, teams and fans. The city of Montréal fully embraces the event, with street festivals taking place throughout the weekend and an electric atmosphere guaranteed. This year there will be even greater interest, as local boy Lance Stroll makes his Canadian GP debut.

This is a narrow, bumpy circuit, and the proximity of the walls surrounding the track means that drivers are immediately punished if they make a mistake. Both the exit of Turn 4 and the final chicane, the infamous 'Wall of Champions', are the two obvious places where if drivers take a risk to find time they may end up in the wall.

The propensity for incidents can lead to unpredictable races, since the chances of a Safety Car being deployed are high. That's unusual for a track that doesn't have any particularly high-speed turns, but it's still considered enough of a challenge for the drivers to enjoy its layout.

CLASSIC RACE: 2011

Was the 2011 Canadian Grand Prix the best race of Jenson Button's career? Quite possibly so. With 23 laps of the GP to go, Jenson was in 12th place, 21 seconds behind race leader Sebastian Vettel. Yet somehow, he still managed to win. He'd collided with his McLaren team-mate Lewis Hamilton on the pit straight, he'd been handed a drive-through penalty and he'd suffered a puncture – at one point running dead last. But in a wet/dry thriller, which lasted over four hours because of a red flag, he never gave up. If you're only going to lead one lap, make it the last one.



THE LAST FIVE WINNERS HERE...

2016	2015	2014	2013	2012
Lewis Hamilton	Lewis Hamilton	Daniel Ricciardo	Sebastian Vettel	Lewis Hamilton
Mercedes	Mercedes	Red Bull	Red Bull	McLaren



THE AZERBAIJAN GP



RACE DATA

- Circuit name**
Baku City Circuit
- First GP** 2016
- Number of laps** 51
- Circuit length** 3.732 miles
- Race distance** 190.17 miles
- Lap record** 1m 46.485s,
Nico Rosberg (2016)
- F1 races held** 1
- Winners from pole** 1
- Tyres** Supersoft, soft, medium

THE MAIN EVENT



The city streets of Baku played host to Formula 1 for the first time in 2016 under the title of the European Grand Prix. This year a couple of tweaks have been made to what has now been renamed the Azerbaijan Grand Prix, and from a logistical perspective things are a little easier since the event no longer runs back-to-back with Montréal. And the date switch also means that the event doesn't clash with the Le Mans 24 Hours any more.

Speaking to *F1 Racing* back in February, the race's promoter, Arif Rahimov, said he believed that too much caution was employed by the F1 drivers in their first race at the circuit, which led to an unexciting race. He argued that exactly the same thing had happened in the first year of the Russian GP at Sochi.

"The track is very unforgiving, you cannot make any mistakes," said Rahimov. "After last year, the confidence of the drivers will have risen and it will be a lot more interesting for this year's event."

CLASSIC RACE: 2016

Last year's grand prix was the first to be run on the streets of the Azerbaijan capital. The GP2 races that preceded it were filled with incident and drama, but the GP itself could hardly be described as a classic.

Nico Rosberg led from pole on a weekend when his Mercedes team-mate Lewis Hamilton was off the pace after hitting a wall in qualifying. Hamilton started tenth and finished fifth, while Rosberg was joined on the podium by Ferrari's Sebastian Vettel and Force India's Sergio Pérez.



LAST YEAR'S WINNER...



2016
Nico
Rosberg
Mercedes





THE ITALIAN GP

Monza, Italy, 1-3 September, 2017



LAT IMAGES: STEVEN TEE; OTHER PHOTOS: SUTTON IMAGES; SHUTTERSTOCK

WHY VISIT?

For atmosphere, Monza is one of the best grand prix venues of the season. First used in 1922, this awesome, high-speed circuit was built in a royal park with its own palace – the Villa Reale. Head to Parabolica during qualifying and soak up the passion among the *tifosi* at the fabled cathedral of speed. If Ferrari continue to perform strongly, this year's race will be packed with fans, so arrive early to secure your spot if you plan to watch from a non-seated area.

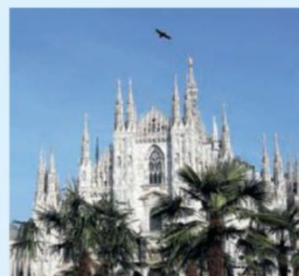
Staying in nearby Milan makes sense, since it's a vibrant city filled with fine restaurants, as well as the home of high fashion. Parking at Monza is limited, but the circuit is easily accessible by taxi or train. On race day only, a direct train runs from Milan Central Station, to Biassono-Lesmo Station, just a short walk from the circuit's Entrance D.



Monza's long, fast Parabolica corner is the stuff of legend

WHAT TO SEE

For a fun evening out in Milan, take the Green Line Metro to Porta Genova and into the Navigli neighbourhood, which is filled with great bars and restaurants serving authentic Milanese cuisine. Or visit the city's Brera district for art galleries and designer shops.



Milan Cathedral, dating back to 1382, is the fifth largest church building in the world

The magnificent 15th-century Sforza Castle dominates the centre of Milan, with its enormous ramparts and 70-metre tall Torre del Filarete. It's filled with artworks and other historic treasures, and with adult admission costing just €5, it's well worth a visit.

Gucci, Prada, Dolce & Gabbana and other designer shops jostle for attention in the Quadrilatero d'Oro, a rectangle of streets centred on the Via Montenapoleone. Treat yourself to a Martini in the smart Dolce & Gabbana bar on Corsa Venezia. Not cheap, but certainly memorable. 📍

Another top tip is to walk to the Piazza del Duomo, which is flanked by historic monuments. Chief among these is the *Duomo* – Milan's Cathedral. If you're feeling fit, climb its 250 steps for a breathtaking view of the city. If you're not, you'll be pleased to know there's also a lift.



WHERE TO STAY

Hotels close to the circuit get booked up well in advance, while the area itself is quite industrial. It's far better to stay in Milan, 12 miles away. Regular trains run to Monza rail station, with shuttle buses running between station and track.

Hilton Milan

Milan



This modern hotel is close to the station, with many restaurants nearby. It's an easy cab or bus ride to the centre.

Una Cusani

Milan



Another modern hotel, close both to Milan's high-fashion shopping areas and the Duomo.

Hotel Plinius

Como



This small hotel is set in a pretty area near Lake Como, with lots of al fresco eating and drinking opportunities. It's around an hour's drive from Monza.

FAST FACTS

GP tickets A three-day ticket in Centrale, opposite the pits, is €685, while Ascari is €369.

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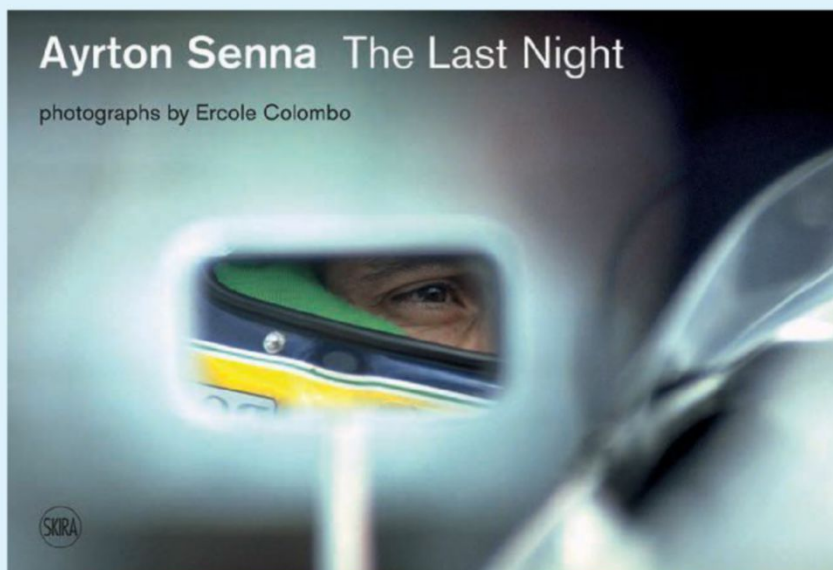
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www.bose.co.uk

Very rapidly making a name for themselves as the Formula 1 cans *du choix*, thanks to the public endorsement of Lewis Hamilton and Sebastian Vettel, the Bose QC35 noise-cancelling headphones also offer an oasis of tranquility to the many hundreds of travel-weary economy-class grand prix workers.

Their bluetooth connectivity means they're cable-free – a boon for anyone struggling with the limited space in cattle class. And their patented noise-quashing technology shuts out the background hubbub of aircraft cabin train or paddock in an instant. They come in a compact padded carry-case and offer a battery life of up to 40 hours.



AYRTON SENNA: THE LAST NIGHT

Author Ercole Colombo & Giorgio Terruzzi

Price £34.95

www.skira.com

The latest offering from art publisher Skira is a new tome about the life of Ayrton Senna. It features an impressive collection of photographs taken by the renowned Italian snapper

Ercole Colombo, who has attended more than 600 Formula 1 grands prix over the course of his career.

The title of the book suggests the subject matter is Senna's final weekend at Imola in 1994, but this is slightly misleading, since only the final dozen images are from that fateful weekend. The rest of the 160-page A4 book is about the racing

legend's life, and has been broken down into chapters such as 'The family man' or 'The racing driver'.

Inevitably, since Senna – whether in the car or out of it – is such an icon, this photobook carries plenty of gravitas, despite the lack of any narrative. The only written words are the two-page foreword from Italian journalist and editor, Giorgio Terruzzi.

FERRARI F1-90 / 641

1:8 scale

Price £5,880

www.amalgamcollection.com

The 641 Ferrari, which was driven by Alain Prost and Nigel Mansell in the 1990 Formula 1 season, was an elegant machine based on the John Barnard-designed 640. The revised 641, with input from Steve Nichols, was characterised by its 'coke-bottle' shaped rear.

This 1:8 scale model from Amalgam has been developed and built in conjunction with Ferrari, and captures every detail of the real car, thanks to the painstaking work of the skilled craftsmen who hand-make every limited-edition model.



FORCE INDIA SIDEPOD

Price £800

www.mementoexclusives.com

Have you ever wanted to own a piece of a Formula 1 car? Well, now you can, thanks to a tie-up between several F1 teams and sports memorabilia company, Memento Exclusives. This genuine 2014 Force India sidepod is one of a number available from the Silverstone-based team. It measures

165cm x 55cm x 10cm, and for an extra £25, you can also request custom-made wall-hanging brackets.

If you shop around the Memento website, you will also be able to find Force India nosecones, gearboxes and wheels that have been converted into coffee tables. And Force India aren't the only team who are represented. There is also a sidepod from a 2010 Lotus Renault and Mercedes rear-wing endplates. Some pieces are signed, too.



**HUBLOT BIG BANG
FERRARI UNICO WATCH**

Price £32,000 (approx)

www.hublot.com

Now in the sixth year of their partnership with the Scuderia, luxury watchmaker Hublot have just unveiled a limited edition 'Big Bang' Ferrari watch, which is available in carbon, titanium and gold versions.

The minute counter and date window have drawn inspiration from Formula 1 and have been designed to resemble a tachometer and speed dial respectively. The gold edition pictured here is limited to 500 pieces and costs about the same as a second-hand Ferrari 348!

THE OFFICIAL FORMULA 1 APP

Price £19.99 per year

iOS iPhone and iPad

www.formula1.com



With a monthly subscription of £2.99 or an annual fee of £19.99, this is a pricy but very useful extra timing screen that provides an enhanced layer of understanding to hardcore fans as to what is happening during a grand prix or practice session.

The app offers pit-to-car radio communication and sector times, plus information about what tyre a driver is running and stint length. This is accurate 90 per cent of the time, but there is the odd glitch.

The commentary is the feed from BBC Radio Five Live, but when we listened it kept linking back to Premier League matches, leaving long, silent gaps. A bespoke commentary would be a better option.





Jackie Stewart leads his Tyrrell team-mate, François Cevert, at the Nürburgring in 1973

LAT IMAGES

OUT OF DARKNESS CAME THE LIGHT

Peter Windsor explains how in F1's most sombre era and on its most dangerous track, Jackie Stewart took a gloomy 1973 German GP and turned it into one of his most dazzling wins

Jackie Stewart wasn't smiling much in 1973: a dark intensity characterised his work, for while he was a global megastar who could talk to royalty and heads of state with charm, he was also a brilliant racing driver who'd lost his friends. Many friends.

You'd watch him at work. Meticulously neat, he would wear white tennis shoes with his rough-fabric, grey NAZA overalls. White balaclava. Bell Star helmet, featuring the famous red Stewart tartan, pinstriped in gold out of white. Usually a dark visor. Blue gauntlet gloves. Roger Hill, his number one mechanic. Roland Law at the back of the Tyrrell 006.

Jackie was always brilliant at the 'Ring. He excelled there right from the start, in 1965, when he drove a Ferrari in the 1,000km race and then the BRM in the German GP. He won titanically there in 1968, when the rain was so bad that the straights proved as daunting as the

corners. He won again in 1971, heading a Tyrrell one-two, master of the day.

In 1973, I watched Jackie drive out of Pflanzgarten, the jump section before the long finishing straight. The landing area there required instant preparation for a quick right-hander; it is where Peter Collins lost his life. Jackie, from the start of the weekend, appeared stable and calm. It was as if he had all the time in the world.

Only he knew otherwise. For this would be his last race at the Nürburgring. He would retire at the end of the year, having entered only 100 grands prix.* He'd had enough, and Roger Williamson's death at Zandvoort a week before was confirmation that what he had planned was correct.

TURNING HIS FACE TO THE FOE

Now Jackie was racing at the 'Ring for the very last time, audaciously tempting fate in an era when racing drivers seemed to

be dying with every passing week. Jochen, Piers, Bruce, Jimmy, Ludovico and now Roger: they'd all gone. And that was just the start of it.

So the pressing question in early August 1973 was how Jackie would approach the world's most dangerous – and demanding – circuit. Heavy rain on Saturday night added to the pessimistic mood. The Eifel mountains heaved. Sunday would be the circuit's day of days.

Jackie, though, having claimed pole position, drove in the Sunday afternoon sunshine at the absolute, sublime limit from start to finish.

François Cevert, his Tyrrell team-mate, was allowed to race Jackie (for there

were no team orders at Tyrrell) and for much of the distance he once again pushed his mentor hard, filling his mirrors, breathing his exhaust, as if to say "one missed gear change and I'm there!"

Jackie was having none of it. With two long laps to go, indeed, he began to brake a little later and to flick the blue car around just that little bit more. He began to pull away from François – three seconds, four seconds, and then five seconds. It was his victory signature, for Jackie had not only beaten the world but also, in this most desperate of times, the most difficult circuit on the planet. 📍

*Jackie withdrew from his 100th race, the US GP, when Francois Cevert died during qualifying.

1973 THAT WAS THEN...

BOOKS

Alistair MacLean published *The Way to Dusty Death*, a novel loosely based on F1 and his friendship with Sir Jackie Stewart. MacLean's novels, together with those of fellow Scot, Hammond Innes, were regular staples of the F1 circus at the time.

MUSIC

The Carpenters released 'Yesterday Once More'. It reached number two in the US and UK charts.

ARCHITECTURE

The World Trade Centre opened in New York on 4 April.

CARS

The Ferrari Berlinetta Boxer road car, with its flat-12 engine, went into production



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AutoExpress, Dec 2016



If you drank 4 pints or 4 glasses of wine between 9pm and midnight you could still have alcohol in your system at 11am the next day. That’s why one in five drink drive accidents happen the morning after^A.

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