

INSIDE

**SYMONDS SPEAKS OUT**  
On 'Crashgate', Senna and making Williams winners

**LAPPING SPA WITH LEWIS**  
"It's just so fast. I can't believe they used to race round here"

**MID-TERM REPORT**  
Peter Windsor's laser insight into the battles that matter



WORLD EXCLUSIVE

**SIMONA DE SILVESTRO**

# F1'S FIRST LADY

Why she's set for 2015 race seat

**Plus**  
**SUSIE WOLFF**  
SCOOP! She's pushing for more Williams drives this year



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and CO<sub>2</sub> emissions (g/km). Corsa VXR Clubsport: Urban: 27.7 (10.2), Extra-urban: 46.3 (6.1),

comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors.



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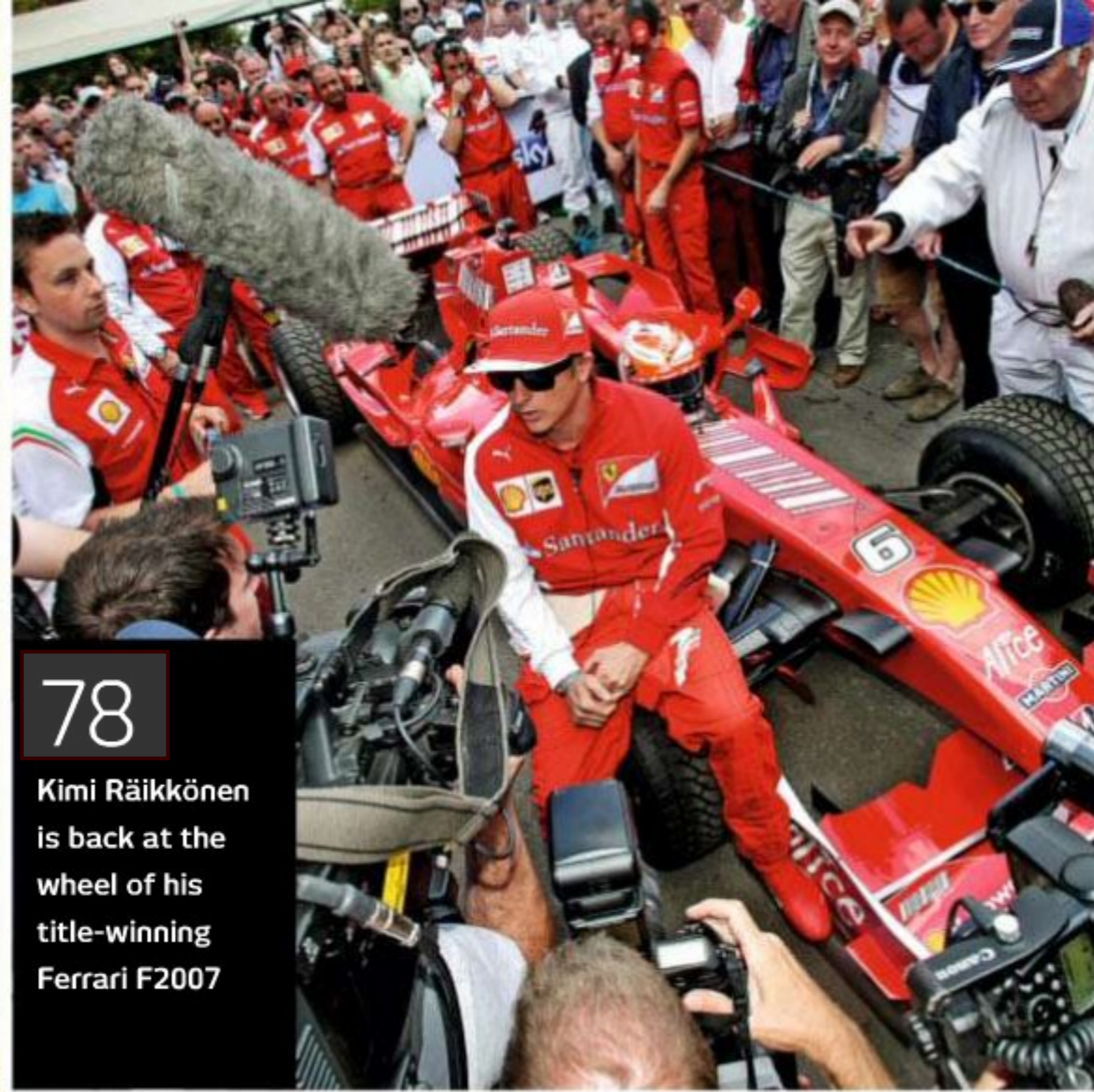
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Kimi Räikkönen is back at the wheel of his title-winning Ferrari F2007



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After a gap of 22 years, is F1 about to get a female racer? We meet Simona De Silvestro...



# Ignition / Anthony Rowlinson / 09.14

## Will the Iron Maiden rock F1?

We like our exclusives at *F1 Racing*, but even so we're

really *rather* pleased with this month's cover story. For the first time in the magazine's 18-year history, we have a female racing driver as our cover star and not – perish the thought – for reasons of tokenism. Nor because there's a burgeoning bandwagon around the exploits of Susie Wolff at Williams (see p50). Rather, because Sauber believe Simona De Silvestro might be quick enough for a full-time 2015 race seat and they've been testing her extensively this season in a two-year-old C31 to evaluate her strengths and weaknesses.

No team undertakes multi-day solo tests lightly, yet Sauber have done just that this year with De Silvestro, both at Mugello and Valencia's Ricardo Tormo circuit. The result is a growing suspicion within and without the Swiss *équipe*, that they might just be onto F1's Next Big Thing.

For if she's deemed quick enough, and lands that elusive race seat, Simona would become an overnight sensation, a media darling, no less, as the first full-time female F1 driver. She'd be following in the tracks of sisters who have come close to cracking F1, without quite getting the cigar: from Maria Teresa di Filippis (three starts in 1958) to Giovanna Amati (three DNQs in 1992). The difference, of course, is that she'd be in from the start of a season, with full team backing.

Now it's possible you haven't heard of Simona, since her path to the fringes of F1, where she now holds the title of a Sauber 'affiliated driver', has been via US

single-seater racing, removed from the goldfish bowl of the Euro circuit tour. Across the pond, however, she earned a reputation as a quick, hard, racer – a driver who was sometimes even a little *too* track-tough for her own good. But it would do her little harm, surely, to arrive in F1 bearing the soubriquet 'Iron Maiden', and with a quick-to-judge paddock knowing she'd acquired it the hard way – from rivals respectful of her grit.

One thing is certain: no quarter will be given (nor asked) if she does line up on the Albert Park blacktop next March and a flick through the pages of the magazine you're holding in your hands will be enough to remind you of quite what a challenge top-line F1 represents. We have Lewis Hamilton, a bold and aggressive racer, reflecting with Peter Windsor on the terrifying challenge of the old Spa-Francorchamps circuit (p88). Then we catch Jenson Button, competing hard at his own triathlon event (p58), once again proving that modern elite racing drivers are exceptional athletes, not just guys with a talent for steering a wheel.

And if ever an example were needed of the extremes to which individuals can be driven in pursuit of F1 success, then look no further than Maurice Hamilton's remarkable interview with Pat Symonds on page 94. Now fully rehabilitated after a spell in F1 purgatory, following the events of Singapore '08 (the infamous 'Crashgate' affair), Symonds describes that period as "an abject lesson in life". And in so doing, he reminds us, happily, that F1 always makes room for its most talented sons. And daughters...



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**Simon Bowles**  
Graphic designer and part-time triathlete

We wanted to enter Jenson Button's triathlon (p58); but none of us can swim. Step forward the intrepid art ed of our sister mag *What Hi-Fi?*



**Maurice Hamilton**  
A legend whose lunches with legends are legendary

Our tech expert Pat Symonds is the latest to submit to Maurice's lunchtime interlocation – his account of 'Crashgate' is an absolute must (p94)



**Adrian Myers**  
Photographer who's got every angle covered

Another *F1 Racing* cover assignment for Adrian, but this was no ordinary job – Simona De Silvestro is the first female racer ever to grace our cover ...



**Peter Windsor**  
Our columnist goes for some Spa treatment

Modern F1 drivers aren't often very interested in F1 history. Peter was delighted by Lewis Hamilton's enthusiasm for their trip around 'old' Spa (p88)



Thanks to Andy Bell, Amy Benbow-Hebbert, James Berry, Idoia Bilbao, Matt Bishop, Richard Bracewell, Hanspeter Brack, Danielle Breen, Michael Caine, James Cartwright, Max Constanduros, Steve Cooper, Trish Donovan, Susie Forman, Diane Game, James Gilbride, James Greenhow, Ross Gregory, Rob Halloway, Silvia Hoffer, Amanda Hunt, Bradley Lord, John Munday, Chris Murray, Vicky Newborn, Liz Newman and the staff at the Sofitel Gatwick, Sophie Ogg, Fernando Paiva, Imran Safiulla, Peter Secchi, James Williamson, Steve Wright





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# Parade

**Three into two** What do you reckon the chances are that Daniel Ricciardo is wearing a bright, beaming smile under that lid? He'd been outqualified by Red Bull team-mate Seb Vettel – a rare thing these days – but a helpfully timed Safety Car deployment elevated him from sixth, stuck behind Jenson Button's tardy McLaren, into contention for his second grand prix victory.

**Where** Hungaroring, Hungary **When** 4.00pm, Sunday 27 July 2014

**Photographer** Lorenzo Bellanca

**Details** Canon EOS-1DX, 135mm lens, 1/8000th at F2







# Parade

**The World Cup runneth over** Nico Rosberg had his crash helmet repainted with a replica of the World Cup to celebrate Germany's tense win over Argentina in the final... only for FIFA to red-card him for breaching their intellectual property rights. Cue overnight respray. Diplomatic crisis averted

**Where** Hockenheim, Germany

**When** 3.12pm, Thursday 17 July 2014

**Photographer** Charles Coates/LAT

**Details** Canon EOS-1DX, 600mm lens, 1/6400th at F4



# Parade

**Rainbow warrior** First blood to Nico in FP1 at Hockenheim. By 0.065secs. How each of those fractions must have hurt! Now it's time for Lewis to fight back... visor down for FP2.

And the rest, as they say, is history. This rivalry between the two Mercedes drivers is fast becoming the stuff of legend

**Where** Hockenheim, Germany

**When** 2.03pm, Friday 18 July 2014

**Photographer** Drew Gibson/Getty Images

**Details** Canon EOS-1DS MkIII, 600mm lens, 1/80th at F4









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THE DRIVER'S WIFE 24



SKID BLOCKS 22

# F1 INSIDER

NEWS ■ OPINION ■ ANALYSIS

## ANALYSIS

### Button's McLaren future uncertain

With no deal yet done for 2015, the 2009 champion must fight to remain in Formula 1

**Doubt has been cast** on Jenson Button's future in Formula 1 as McLaren weigh up their options for 2015 and beyond.

Button has made it clear that he wants to stay on, saying: "My interest is to race in F1. I want to race forever. In F1 the emotions are all over the place. It is highs, it is lows. I have lived my life like that for a long time and I want to continue my life like that – hopefully with more highs and lows. I am young and fast and enjoy what I do for a living and I don't want that to change."

It's possible he will be retained alongside Danish rookie Kevin Magnussen, who has been sporadically impressive in his debut season for the team. However, Button has limited options if McLaren choose not to re-sign him when his current contract comes to an end later this year.

McLaren have expressed an interest in Ferrari's Fernando Alonso, but it is not clear whether he is available. Alonso is contracted to Ferrari until the end of 2016 and insiders say there are no break clauses in that deal.

It has, however, been suggested that Alonso could be free to leave if Ferrari finish any lower than third in the constructors' championship – a position they lost briefly to Williams at the German Grand Prix, before regaining it again largely thanks to Alonso's brilliant drive to P2 at the following race in Hungary.





Alonso (above) is McLaren's top choice for a drive, if he can get out of his Ferrari contract, while Magnussen (right) is a burgeoning young talent they want to nurture



Whether Alonso would choose to leave Ferrari for McLaren is another matter. McLaren are currently in an even worse predicament than Ferrari, plus they are about to enter a new engine partnership with Honda, which will inevitably bring with it teething problems in its first season.

The likelihood is that Alonso will remain at Ferrari for 2015; after all, doing so does not preclude him from leaving at the end of that season if he feels the regime under new team principal Marco Mattiacci and technical director James Allison – whose first car will be next year's – is not making the necessary progress. However, when asked whether he had spoken

to any other teams and whether he had given any thought to leaving Ferrari, he answered only the first question.

"Same question every year in July from when I started," he said. "I didn't talk with any team and it is not at the moment my priority. We have to score some good points and some good results this year and in the future we will see."

When asked whether he had been reassured by Ferrari's plans for 2015, he said: "This is my 14th season in F1, so I saw many projects in July and August. In August, everyone is very competitive; in November even more so; in January super... and then in February only two or three are able to win.

"You need a crystal ball to see what will happen next year. Everything remains to be seen."

But even if Alonso does remain with Ferrari for another year, Button's position at McLaren is still not safe. McLaren would still have their sights set on the double world champion for 2016, which would leave them needing to decide whether to retain Button on a short-term deal that gives them flexibility, or swap him for a well-regarded younger driver such as Nico Hülkenberg or Romain Grosjean – then potentially have to replace them a year later.

Inevitably, this means Magnussen's future is also up in the air. But he is beginning to prove that he can, when conditions suit him, be faster than Button, at least in qualifying. His race performances have been less convincing, but McLaren may well believe that these are problems that can be ironed out over time. The important point is that the basic pace is there.

Meanwhile, there is mounting frustration within the team over Button's inability to grab the car by the scruff of the neck and wring everything possible from it when he is not comfortable with its handling.

One such case in point was the German Grand Prix at Hockenheim. Here, Button was complaining about not being happy with the car's balance and was knocked out in the second qualifying session, when he was 0.4 seconds behind Magnussen, who went on to qualify fourth. However, that race also demonstrated the flipside to the team-mates' performances, in that

## NEWS DIGEST

### The month's big stories at a glance

**15.7.14** Formula 1 teams fail to agree to a delay on FRIC ban



**16.7.14** Nico Rosberg signs multi-year Mercedes contract extension

- 16.7.14** Tom Stallard replaces Dave Robson as Jenson Button's race engineer
- 19.7.14** Brake-disc failure causes Hamilton crash in German GP qualifying
- 20.7.14** Caterham's Marcus Ericsson hit with double penalty for breach of parc fermé rules in Germany
- 23.7.14** Toto Wolff and Paddy Lowe injured on 'team building' cycle ride
- 24.7.14** Pirelli reveal tyre allocations up to Singapore
- 26.7.14** Bernie Ecclestone announces new working group to explore ways to boost F1's popularity
- 31.7.14** Ferrari appoint Mattia Binotto as COO of power unit division

Magnussen became involved in a first-corner shunt (even though he was found not to be at blame by the stewards) and ended up finishing behind his team-mate, albeit after a strong recovery drive.

If McLaren were going to replace one of their drivers with Alonso, it is most likely that they would retain Magnussen over Button. This is largely because while Magnussen, 21, is at the beginning of his career, 34-year-old Button is coming towards the end of his.

So Button is now entering a critical phase of his career. If he performs strongly over the next two or three races, then McLaren will probably keep him on for 2015. If his performance fails to show any signs of improvement, they will most likely look seriously at other drivers.



Jenson Button: "I am young and fast and enjoy what I do for a living and I don't want that to change"

**NEWS**

# Legal wrangle over Caterham staff cuts

New team owners take drastic measures to slash costs

**Caterham face legal action** from more than 40 former employees as their new owners seek to cut costs to save the faltering team. Job losses have reduced the workforce by more than ten per cent – Caterham previously employed 350 people – and have in effect wiped out a whole tier of senior management and their salaries.

A solicitor representing the former employees said that they are planning a lawsuit for unfair

dismissal. “The summary dismissal of employees from Caterham was done without warning or consultation and will result in significant compensation claims against the team,” Christopher Felton told the BBC.

Caterham responded with a stiff rebuttal: “The team is now taking legal action against those parties representing the individuals concerned, and each person involved, seeking compensation for the damages suffered by the team due to the gross misrepresentation of the facts made by all those concerned.”

Former owner Tony Fernandes sold his team to a Swiss/Middle-Eastern consortium in early July. The money is believed to be from the Middle East, with the deal being administered from Switzerland. The new owners have still not revealed their identity, but have placed Colin Kolles in the team as an adviser. Kolles is *de facto* team principal, although former F1 driver Christijan Albers has been given that job title.

Kolles has a reputation as a cost-cutter and made it clear from the very beginning that he wanted a leaner operation. The team say they have given the green light

to develop an upgrade that should be ready in time for the Belgian Grand Prix, with the hope of moving up to tenth place in the constructors’ championship by the end of the season. This would stop them losing out on £10million of prize money, but it’s a long shot, since their back-of-the-grid rivals Marussia have already scored two points as a result of Jules Bianchi’s ninth-place finish in Monaco.

Caterham’s focus on cost-cutting has shifted speculation to the future of their driver line-up. They have already held talks with Red Bull about placing Carlos Sainz Jr in the team at some point this year.

Red Bull, who provide Caterham’s gearbox and rear suspension, say Sainz must win the Formula Renault 3.5 title before he can be considered for F1

promotion. He could tie this up by the end of September, but even if it goes to the last round, he could still be parachuted into Caterham for the final three races. After all, it was with the Kolles-led HRT team that Daniel Ricciardo made his Formula 1 debut in the second half of 2011.

None of this is good news for Kamui Kobayashi, who drives for free but brings very little money to Caterham, unlike team-mate Marcus Ericsson.



**Colin Kolles: renowned cost-cutter, now de facto team principal at ailing Caterham**



**QUIZ**

## F1 Mastermind

Your chosen specialised subject: the world's greatest sport

- Q1** At which Belgian Grand Prix did Stirling Moss break his back during practice?
- Q2** The unloved Nivelles track twice replaced Spa as host of the Belgian GP. Who won both races?
- Q3** Which team fielded five cars in the 1972 race at Nivelles, for drivers including Helmut Marko and Peter Gethin?
- Q4** At which grand prix in September 2004 did Michael Schumacher finish outside the points for the only time that year?

- Q5** Which Belgian driver, a European F5000 champion, made his only F1 start at the 1974 Belgian Grand Prix?
- Q6** Emergency resurfacing work was required at which Belgian GP-hosting circuit in 1973?
- Q7** Embassy Racing entered Graham Hill in that event – what sort of car was he driving?
- Q8** In which year was the GP at Spa postponed until the autumn

- after the track surface broke up during practice?
- Q9** Thirty years ago this month, which team was excluded from the F1 world championship?
- Q10** Which Formula 2 title-winning team made their much-delayed F1 debut at the 1984 Belgian GP?
- Q11** José Dolhem was a non-qualifier for the 1974 Italian Grand Prix in which former world champ’s eponymous team?

- Q12** Niki Lauda made his comeback at Monza in 1976, but Ferrari had already hired a replacement. Who?
- Q13** Which Force India driver qualified P2 at Monza in 2009?
- Q14** Lewis Hamilton pulled off his penultimate win for McLaren at Monza in 2012. In which car?
- Q15** Who was the only driver other than Sebastian Vettel to lead the 2013 Italian GP?

Q1 1960 Q2 Emerson Fittipaldi Q3 BRM Q4 China Q5 Teddy Pilette Q6 Zolder Q7 Shadow DNI Q8 1985 Q9 Tyrrell Q10 Spirit Q11 Surtees Q12 Carlos Reutemann Q13 Adrian Sutil Q14 MP4-27 Q15 Fernando Alonso

NEWS

# Impressive Wolff eyes further tests

After Hockenheim success, Williams tester Susie Wolff is likely to take part in further race weekends this season



Susie Wolff's impressive performance in practice at the German GP has raised the prospect of her being given another outing before the end of the year. She was due to get two runs in practice sessions this season, at the British and German GPs, but at Silverstone she managed only four laps before suffering an engine failure.

In Germany, though, despite a brief scare when the car became stuck in gear on her installation lap, the 31-year-old completed a full programme, lapping just 0.227 seconds slower than Williams team-mate Felipe Massa.

The two cars were not of comparable spec, since the drivers were comparing different aerodynamic parts, but Wolff's performance raised her stock within the team. If she gets another chance, it will most likely be at the season finale in Abu Dhabi. But Williams must juggle their obligations to reserve driver Felipe Nasr, to whom they have committed to give more outings, as well as race drivers Felipe Massa and Valtteri Bottas.

Wolff said: "As soon as you come into the pitlane and finish the session, the next question is, 'Okay, well, when do you get back in the car?' That's one of the toughest things in F1 – getting more opportunities. But the team were happy with my performance. So that was an

important step in the right direction and now I have to see what else is possible. It will be difficult to get any more time in the car, but that's next on my to-do list."

Wolff continues to state that her ambition is "to do a Formula 1 race – I'm not even saying a season, because I'm realistic. I know how tough it is to get myself into a race seat."

But she insists she has now done enough to make her believe that this is a realistic ambition and that she could do a decent job if she got the chance.

"Actions speak louder than words," she said. "I'm often asked: am I good enough? Are women good enough? Are they strong enough? I wanted to show that they are. When the helmet's on I'm no different from anyone else. I had to show that and I missed my chance at Silverstone, so it was so important for me to do the performance and let the rest take care of itself. I feel ready but it is a tough environment and getting the chance is not going to be easy."

Wolff admits, though, that at the age of 31, time is not on her side. And she may well be beaten to the record of being the first woman to race in F1 since Lella Lombardi at the 1976 Austrian GP. Sauber are putting a lot of effort into preparing former IndyCar racer Simona De Silvestro for a potential drive next season (see p40).

YOUNG GUNS



## Finding the stars of tomorrow, today

**Pierre Gasly** is 18. He was born in Rouen, France, and is currently driving for Arden Motorsport in Formula Renault 3.5

### Who is he?

He's a graduate of the French racing scholarship system Autosport Academy. He graduated to single-seaters at the age of 15 after a moderately successful karting career, having finished runner-up in the European Championship.

### What's he been doing recently?

His first season in single-seaters was impressive – he finished third in the French F4 championship. Moving up to Formula Renault 2.0 for 2012 proved less fruitful – he finished the year in tenth, with one pole position and two podium finishes to his name, and failed to secure a place on Red Bull's young driver programme. A change of team to Tech 1 Racing (who propelled Daniel Ricciardo to second place in Formula Renault 3.5 in 2010) was a catalyst for success in 2013, and he took three wins en route to the drivers' title. From there he secured Red Bull backing to join Arden Motorsport in Formula Renault 3.5 for 2014.

### How good is he?

In FR 3.5 – itself struggling to fill the grid, and due to be 'rebooted' next year – he has not quite found his feet. He's had four podium finishes this year, but calamities at Moscow Raceway and the Nürburgring have left him a distant third in the championship with three double-header rounds to go.

### Will we see him in F1?

Of the current members of Red Bull's young driver programme, it is Carlos Sainz Jr who is next in line for a Formula 1 break, which may come at Caterham this year (see story opposite). To hold onto his Red Bull support, Pierre will need a strong finish to the year.

PHOTOS: ANDREW FERRARO/LAT; CHARLES COATES/LAT; GLENN DUNBAR/LAT; SEBASTIAAN ROZENDAAL/LAT; STEVE ETHERINGTON/LAT; LAT ARCHIVE



**INSIGHT**

# It's all change as heavy metals hit the skids

Titanium skid blocks are set to make a return in 2015 – but the real reason for the change will surprise you

**For the first time** in over 20 years, titanium skid blocks will be re-introduced to F1. The move has been interpreted by many as an attempt to spice up the show by making the cars produce sparks again. However, the reasons for this move are more complex and are laced with typical F1 intrigue.

Skid blocks are used in the cars' floors at the points where the depth of the plank is measured – it must lose no more than 1mm of its 10mm thickness during a race, and use of heavy metals like tungsten prevents wear.

If these metals detach from the car, they can be dangerous: one caused two punctures in practice at the Belgian GP last year. And if they hit someone, it could be fatal.

There is, however, a more interesting reason behind the return to titanium. It's less hard-wearing than tungsten and its equivalents, so cars will, in race director Charlie Whiting's words, "have to be run a bit higher to manage

wear, and teams won't be able to drag them on the ground as much as in the past".

This raises some interesting questions. Ever since a backward-facing thermal camera on the Red Bulls in Korea last year showed their front floors heating up at relatively low speeds, rivals and the FIA have been suspicious about what they were up to.

The floor would not normally touch the ground so much at those speeds, since it would mean it was hitting it even harder when the car was going faster and the aerodynamic loads on it were greater. So how were Red Bull stopping the front floor and plank wearing too much? Some wondered if Red Bull had a way of making the floor flex upwards, perhaps by heating it to let the car to run closer to the ground – therefore creating more downforce – than their rivals.

The FIA spent time investigating the Red Bull RB9 last year – including using blow torches in an attempt to heat its underfloor to the point where it might flex – but did not find anything untoward.

By introducing titanium skid blocks, the FIA has ensured any team attempting this in the future will not be able to pull it off. Titanium wears more quickly, which means the plank would be illegal by the end of the race if the car was run touching the ground.

The sparks are a nice touch – but seem to have been just a convenient cover story.

**The RB9 was investigated by the FIA last year because it ran so close to the ground**



PHOTOS: STEVE ETHERINGTON/LAT; PASCAL RONDEAU/GETTY IMAGES

**F1 BANTER**

## PASSNOTES

Your essential F1 briefing  
#6: FRIC



**Name** Front and Rear Interconnected Suspension  
**Age** About six years old  
**Appearance** Still there if you look closely enough

**What the FRIC?**

Do you really want to know?

**Well, they do say that you don't know what you've got till it's gone.**

If that Joni Mitchell reference goes any further, you'll be getting a yellow card. But I digress. Just before the German GP, all the teams decided to run without their Front and Rear Interconnected Suspension systems.

**Holy FRIC!**

Well, not quite hole-y – the plumbing is all still there, since it's pretty well entwined with all the other cabling and piping in the monocoque. They just capped off the hydraulics.

**Ah, you can never find a plumber when you need one. Did they try Checkatrade?**

Well, they finally managed to get hold of some bloke from Lewisham who used to work for the council, but he didn't turn up until after the cars had gone into parc fermé.

**Really?**

No, of course not.

**Why hadn't I heard of these things anyway?**

They were one of those open secrets that weren't an issue until they became an issue. Renault introduced the technology in 2008, linking each corner of the car via hydraulics to stabilise its mechanical and aerodynamic platform as it reacted to bumps, kerbs, braking and acceleration. You could, for instance, run the suspension softer to increase mechanical grip.

**Sounds like the Hydragas system I had on my Austin Allegro, and the wretched thing was always listing to starboard...**

Quite. Most teams went through quite a lot of pain and expense to get it right. But it seems that some of them have been too successful...

**The old "We can't make it work as well as the next team, so we'll get it banned" gambit, eh?**

Perhaps they should have rescued your old Allegro from the scrapheap!

**Do say:** FRIC or unique?

**Don't say:** I'm heading for a FRIC out



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**COLUMN**



# THE DRIVER'S WIFE

Keep an eye on his a\*\$e!

**I'm often asked,** "Adri, how do you manage the demands of the international fashion circuit and the Formula 1 World Championship?" Well, it's the age-old question: how do two global icons fit into one relationship?

I usually tend to reply with an enigmatic smile, because no one ever really wants to hear me bitch about *Amor's* schedule and all those endless early nights. But last night, when I was helicoptering back into Monaco, I suddenly came up with the answer. It's like *Amor* and Formula 1 are the Principality and Me and Fashion are France. Each has its own boundaries and its own rules... *Amor's* in charge of his little portion – and I'm in charge of the rest.

Take race weekends for example: that's *Amor's* time. He gets priority. It's all about him. He gets what he wants, when he wants it. I am first and foremost the loyal, supportive Driver's Wife. But from midnight on the Sunday, the next ten days are my time. Mine. *Amor* is not the contender for the world championship, but dutiful husband to a supermodel and future activist for a (to be decided) African or South American kids' charity. He looks cool in the front row of Fashion Week, tweets about my new underwear line and applies my spray tan.

At home, we both have our own clear space. *Amor* has the garage: helmets, trophies – anything brightly coloured and covered in logos belongs in the garage. I have the apartment. Oh, don't get me wrong, once *Amor* is fully debranded and stylishly neutral he can come inside – so, you see, our worlds are clearly defined. Well, until this season.

It all started after a pre-season test. He stomped into the kitchen muttering about KERS and ERS and started throwing away everything that wasn't fruit or vegetable. Overnight he's the world's foremost expert on calories – and everyone's unwanted calorie counter. Meals with him are now as much fun as a team factory tour, watching him chew on a bowl of undressed grated carrot with a superior scowl, before he heads off to swear at my bathroom scales. Last week I caught him cutting the lining out of his racing gloves and trying to weigh the little remnants. What's next? Driving commando?

Hello! Boundaries! Starving himself (and the secret late-night binges on Nutella he thinks I don't know about). Is this not a clear overstepping of the line? My line?

If it was only the fussy-eating teen-model behaviour then I could cope, but his getting super-skinny is creating a major problem. For nothing will ruin a marriage faster than the husband having the smaller arse.

God bless whoever gets *Amor* to eat a burger.

**Beijos,  
Adriana**

**NEWS**

# Sauber seek to replace Sutil

Missed points-scoring opportunities at the Monaco and German GPs could prove costly

**Adrian Sutil's** Formula 1 career is hanging in the balance after it emerged that Sauber are looking to replace him with reserve driver Giedo van der Garde. Sutil returned to F1 last season after a year out following his conviction on assault charges over an incident in a nightclub on the eve of the 2011 Chinese Grand Prix. He matched Paul Di Resta at Force India in 2013, and swapped places with Nico Hülkenberg for this season.

The relationship between Sutil and Sauber started positively, following the team's strong finish to last season, in which Hülkenberg scored several big points finishes and battled with leading drivers at a number of races. But while Force India have benefited from the class-leading Mercedes engine, Sauber have a heavy, uncompetitive car mated to a Ferrari power unit that is heavy, thirsty and underpowered.

At Monaco, both Sutil and teammate Esteban Gutiérrez squandered potential points-scoring positions by crashing at key moments. And Sutil spun out in Germany when points were again possible. As this issue

goes to press, the team have yet to score a single point this season.

*F1 Racing* understands Sauber would like to drop Sutil, but he has a tight contract and pays a reputed €5million for his drive. According to insiders, van der Garde has backing to the tune of €15million. Sauber believe that while van der Garde is not as fast as Sutil, he is more technically skilled, so could be quicker because he is better at setup.

Sutil insists he is not leaving. "Half my career they said: 'Adrian is out.' I am still here – 120 grands prix. Any more questions? I will be here much longer. Sorry. You will have to live with my face. It is from people out there, I don't know what their problem is. But we are good here. This is no problem: we will get out of this difficult situation and you can write some good stuff about us."

Whatever happens in 2014, van der Garde is a strong bet for a Sauber race seat in 2015. He will most likely drive alongside either Gutiérrez, provided the Mexican money keeps coming – as it probably will with a race in Mexico City next year – or

Simona De Silvestro if she proves herself in testing this season.

**Sutil has missed out on crucial points and can't match the financial backing of van der Garde**



PHOTO: ANDY HONE/LAT



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**NEWS**

# McLaren and Ferrari slip after F1's FRIC-out

Technical controversy fizzles out as all teams choose not to run interconnected suspension systems as of Hockenheim

**F1's big** mid-season technical controversy has turned out to be a storm in a teacup. The removal of high-tech, hydraulically controlled front-to-rear interconnected suspension (FRIC) came after a note to teams from race director Charlie Whiting after the British GP, which said he was "firmly of the view that the legality of such systems could be called into question".

FRIC keeps a stable platform for the car, enhancing ride, mechanical grip and aerodynamic performance. Whiting said that having allowed FRIC for six years, he now felt

that the systems were primarily aerodynamic, and therefore in contravention of a rule banning aerodynamic parts that are not "rigidly secured" to the sprung mass of the car.

This was not a ban, as such. Whiting made it clear the FIA would let teams use FRIC for the remainder of 2014 as long as all teams were in agreement. And that was the problem – not all the teams agreed to a non-

aggression pact. McLaren had agreed, but when unanimity was not achieved they were the first team to announce that they would remove their system from their car for Hockenheim.

There was debate as to who was responsible for the FIA's change of stance on FRIC. Most fingers pointed to Ferrari and McLaren. Ferrari said they did not want to get involved, but McLaren denied they were responsible. Racing director Eric Boullier described claims that McLaren had been prime movers in getting the systems outlawed as "bullshit".

However, numbers suggest that while the order of the teams has not changed, the gaps between them have. And the teams that look

to have dropped back the most are – quite ironically, if they *did* have a hand in FRIC's demise – McLaren and Ferrari. Both teams' deficit to Mercedes have now grown post-Germany.



**Eric Boullier:** vehemently denies that McLaren were behind the ban on FRIC

PHOTOS: ALASTAIR STALEY/LAT; CHARLES COATES/LAT; STEVEN TEE/LAT

# Pirelli push to drop 13-inch wheels

F1 tyre supplier wants wheel rims 18-inches or larger as of 2016

F1 took a step towards low-profile tyres when Lotus did a demonstration run on 18-inch wheels at the Silverstone test. Tyre manufacturers are keen to move away from 13-inch wheels, which they feel are outdated in the context of developments in the road-car industry.

French company Michelin, who are believed to be the favoured choice of most teams as F1's next tyre supplier from 2017, have made it clear

Teams are keen to move away from smaller 13-inch wheels, which they feel are outdated



they would prefer Formula 1 to use larger wheels. And Pirelli have said that they would be prepared to supply 18-inch wheels from 2016, the last year of their current contract, if F1 bosses want to make the switch.

Behind the scenes, Pirelli have been pushing for 19- or even 20-inch wheels. Pirelli motorsport boss Paul Hembery said the idea behind the test was "to show people what a current car would look like with a change in rim".

The Lotus was driven by Lotus reserve driver Charles Pic, and Hembery said the test had: "confirmed what we knew, which was that the front tyre will create a very aggressive turn-in".

Larger wheels would also have significant ramifications for car designers, since they have a major impact on aerodynamics, suspension and brakes. They affect the flow of air around the car and will require suspension with greater travel because the tyres currently account for a major part of the impact absorption of Formula 1 cars, and the current brake sizes would no longer fill the wheels.



High-profile 18-inch Pirelli wheels were demonstrated by Lotus in a test at Silverstone

## F1 STUFF



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**NEWS**

# F1 calendar could stretch to 21 GPs for 2016 season

New events in Mexico and Azerbaijan will make the calendar longer than ever – unless other race venues are dropped

**Separate announcements** that Formula 1 will be returning to Mexico City in 2015 and breaking new ground in Azerbaijan in 2016, bringing the number of grands prix to 21, have met with a mixed response. F1's teams have long viewed 20 races as the maximum sustainable, given the punishing effects of a lengthy travel schedule.

Mexico, which last hosted a GP at the Autódromo Hermanos Rodríguez in 1992, had appeared on the provisional calendar for 2014 before it was decided that modernising the circuit would take too long. The track layout is still to be finalised, but if the race goes back to back with the US GP at Austin, as is logistically prudent, that leaves a year to complete the work.

"I feel it is the right time for F1 and Mexico and I'm sure it will be to the benefit of both for many years," said Bernie Ecclestone at the official announcement of that race.

As *F1 Racing* revealed last month, the former Soviet state of Azerbaijan will join the 2016 calendar with a street race to be held in its capital city of Baku. The race will be called

the Grand Prix of Europe, since Azerbaijan is transcontinental. Many insiders have expressed reservations at the sport's expansion away from its heartlands, but leading figures have remained publicly upbeat – particularly after GPs in Germany and Hungary attracted few spectators.

"It's all about balance," said Red Bull team principal Christian Horner in Hungary. "It's about keeping the historical events and bringing in new events. If there isn't any interest in F1, as we saw last weekend, then why not go to a new market that is crying out for F1?"

But there is still the issue of whether the expansion of the calendar is sustainable for those members of the F1 circus who do not travel by private jet – unless one or more of the existing races were to be dropped. Questions have been raised about the Russian GP, given escalating global political tensions following the shooting-down of a Malaysian airliner over the Ukraine.

And the Italian Grand Prix is out of contract as of 2015, with Ecclestone indicating it may not continue beyond then.

**Mexico's Autódromo Hermanos Rodríguez just missed out on hosting a race this year, but looks set to hold a Mexican GP in 2015**



**NEWS IN BRIEF**



**CAPELLI JOINS ITALIAN GP MANAGEMENT**

Former Ferrari Formula 1 racer Ivan Capelli (above, right) has been elected to the board of directors of the Automobile Club of Milan, which manages the Monza circuit. One of his first tasks will be to negotiate a new contract for the Italian Grand Prix, since the current agreement will come to an end next year.



**ROSSI JOINS MARUSSIA**

American racer Alexander Rossi, whose tenure as Caterham F1 reserve and GP2 driver came to an end last month during their change of ownership, has joined Marussia as a test driver. It is possible that he may drive during FP1 at the forthcoming US GP.



**NO ANSWERS TO HAMILTON FAILURE**

Brake suppliers Brembo have confirmed that Lewis Hamilton's disc failure during qualifying for the Hungarian GP could not be attributed to a single cause. "Our continuing rigorous analysis will take into account multiple factors which could have contributed to the incident," Mercedes said in a statement.

PHOTOS: STEVEN TEE/LAT; ANDY HONE/LAT; SAM BLOXHAM/LAT; LAT ARCHIVE

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Pat Symonds explains  
**THE SCIENCE BEHIND...**  
**The design team**

**F1 TECH**

**How many people are involved in designing a Formula 1 car these days?**

It depends on how you define the design team. It's easy to count the number of people producing the layouts and schemes that lead to the detail drawings, but this is the final step in a lengthy process. Contributions to the progression of the design will have started much earlier, with a significant input from the aerodynamics department. The early stages of design, when the basic architecture of the car is determined, are interesting, because it's here that the design philosophy develops. Input at this stage comes from many areas, such as the vehicle dynamics department and even the chief mechanic, who will have a wish list of items that may ease the burden on his mechanics.

In terms of detail design, every team is different, but it's normal for the bigger teams to have 60 or more people involved in the various disciplines that form the main design group. Even small teams employ around 30 designers.

**This seems a lot – has it always been this way?**

No. When I started out in F1 there were just three people drawing the car – although we didn't draw every component. An exhaust system, for example, would never be drawn but would be made as a prototype on the first car by the fabricators, who would then make a jig from that prototype to produce more. All drawing was done by hand, which is much quicker than CAD modelling but nowhere near as effective in producing quality parts with a minimum of errors. Very little true analysis was done and a designer was expected to check the sanity of his design with just hand calculations of stress.

**How is a design team organised?**

This will vary a little from team to team, but the major design groups will generally consist of a number of designers reporting to a head of department, who will in turn report to the chief

designer. The largest design group will typically be the composite designers, who are responsible for the chassis, bodywork and wings. The engine systems design group and the suspension and steering design group would tend to be a little smaller, as would the transmission design team. All would be supported by a team of structural analysts and often an advanced design group, who will be the first to tackle new projects. Each of these groups will take part in regular design reviews where it is the duty of the chief designer and technical director to guide the overall design in the direction they wish.

**What drives design: inspiration or perspiration?**

It is a mixture of both, but a number of other factors also drive it forwards. Perhaps the most obvious of these is regulatory change. This has been the prime initiator for the 2014 season, but design is also driven by such things as competitor analysis, in-house research and development and, of course, the need to address any potential reliability problems.

For a team to progress, it is the inspiration part that really pays dividends, and that inspiration needs to be driven by a fundamental understanding of the limitations of performance of the current car – and the areas that, if addressed, will reap the most benefit.

**How long is the design cycle from start to finish?**

Assuming that there are no major rule changes, the aerodynamics team will begin their basic CFD studies soon after the current car has departed for the first race. Before we reach the mid-season point the basic architecture and design intent of the car must be established, and any long-lead items such as the monocoque and the transmission will be defined by the time of the summer break.

Detail design begins in earnest in August, and by the time the car arrives at the first test, around 10,000 3D models of components

and tooling will have been created in order to manufacture the 4,500 or so parts that are needed to build the chassis.


**How big a role does simulation play in design?**

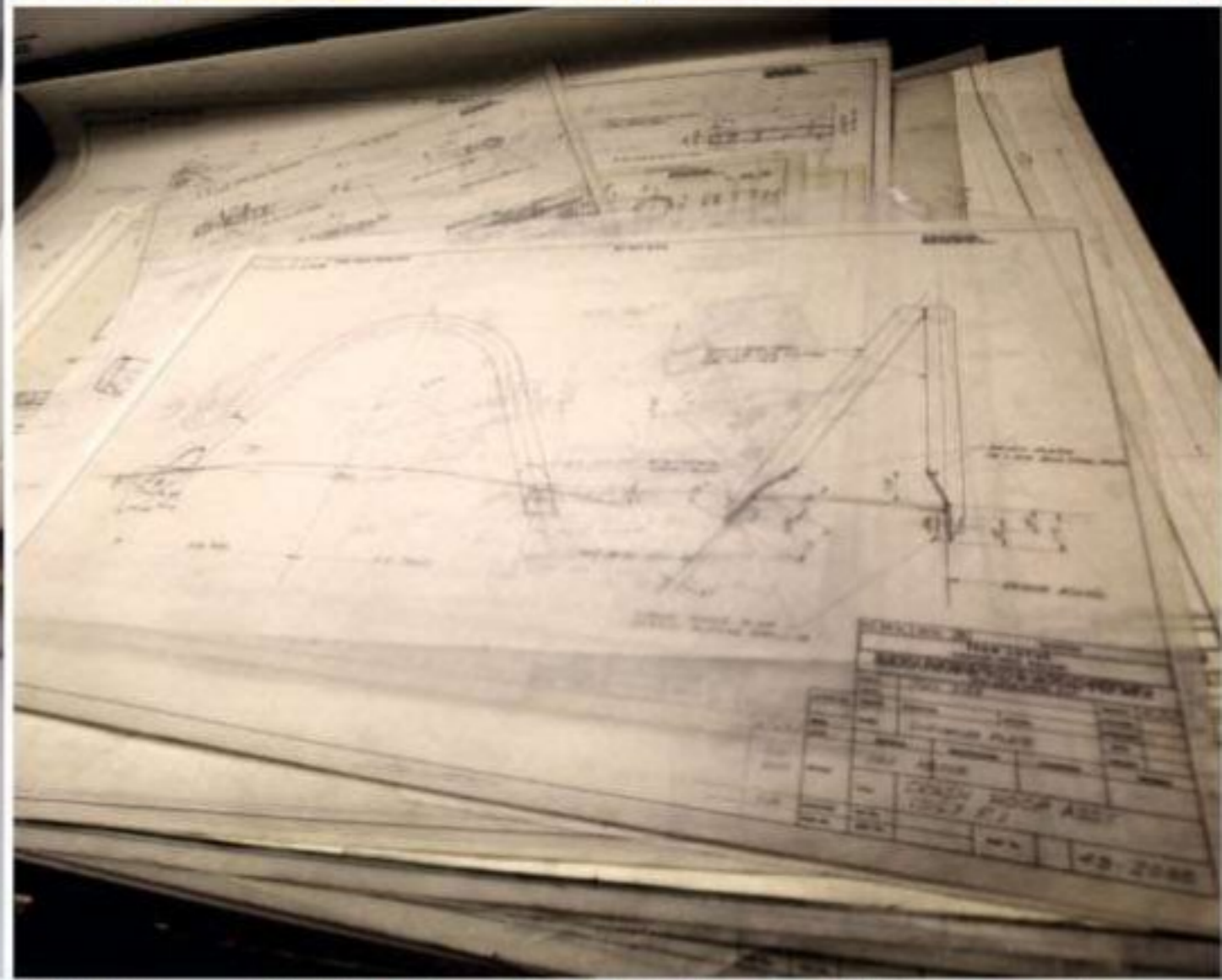
Simulation is increasingly important to design and is largely responsible for the impressive reliability of the modern F1 car. CFD simulation



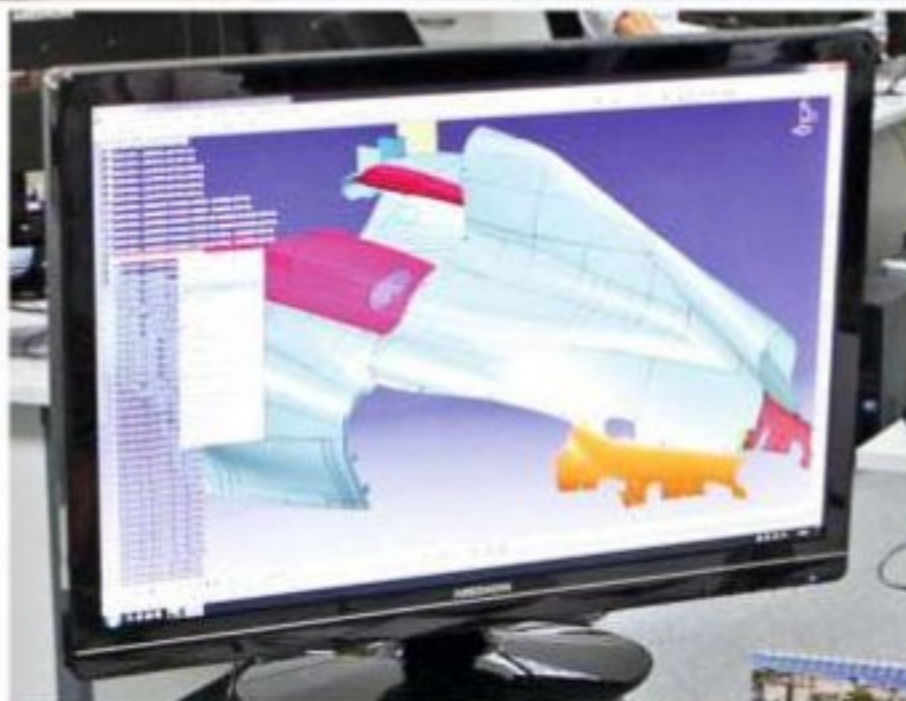
will have been used for aerodynamic studies and sophisticated vehicle models will have been used to aid suspension and vehicle design. Dynamic structural analysis is employed to minimise the number of empirical crash tests, and of course all critical components will have been simulated using finite element analysis to ensure the safety and integrity of their design.

**Do the current set of regulations inspire or demotivate designers?**

No matter what the rules are in any given season, design is always a stimulating process. It could be argued that all design is built around compromises, such as deciding how to achieve the appropriate balance between the weight and the stiffness of a particular component, and while this type of challenge may not appear to be as inspirational as developing a totally new concept it is still nevertheless a fascinating intellectual exercise. Design is always a creative process and creation can never be anything but rewarding. 



Design has progressed from paper (above right) through primitive computers (above: the Tyrrell office in the early '90s) to a tech-heavy approach (below, Mercedes' offices, with soon-to-depart technical director Bob Bell, flanked by Lewis Hamilton and chief race engineer Andrew Shovlin





PETER WINDSOR

## RACER'S EDGE

Authority, wit and intelligence  
from the voice of *F1 Racing*

**W**hile it was flattering to have the F1 Strategy Group adopt our 're-starts are getting predictable' theme of last month, it was disappointing to see them drop the ball and adopt 'standing restarts' as the solution. Why not double-file rolling starts, as suggested?

I hear that Ron Dennis actually floated the idea with the Powers That Be but that it met with the response: "Nope. They already do that in IndyCar. Formula 1 can't be seen to be copying IndyCar".

On the basis that they actually *don't* do that in IndyCar – they dropped double-file rolling re-starts a while ago – and that F1 adopted Pace (Safety) Cars in 1994 specifically because Nigel Mansell had defected to Pace Car America, therefore doubling IndyCar's international TV ratings overnight, I thought at the time that the argument of the Strategy Group was not only somewhat disingenuous but also ill-informed.

Now we hear Bernie Ecclestone wants to consign standing re-starts to the same bin as that other wasteful insanity of recent F1 times – grooved tyres. Dare we hope that the double-file idea will again get the airing it deserves?

We'll see. In the meantime, it's clear that the so-called Strategy Group seems to have about as much understanding of what F1 is all about

# Does anyone want standing re-starts?

– and about as much appreciation of what an F1 fan-in-the-making is going to want to see – as Mercedes management have of team orders. The glib concept of selecting the exciting bits and multiplying them by five 'in order to improve the show' is about as obtuse as spending money on radar weather predictions when all you have to do is step outside and place your hand palm facing upwards. It started with DRS and now it's heading for Hollywood – ie we'll take a bit of this blockbuster, a scene from that art film, we'll sprinkle them with a bit of 're-make' and we'll end up with an unwatchable mess. It's the easy solution. It's what they do because they are the Powers That Be.

Why do we need to be subjected to the dictates of a Strategy Group when we have races like the Hungarian GP? It's obvious: all you have to do is start a Lewis Hamilton from the pitlane; throw in a bit of wet track that allows a Jean-Eric Vergne to embarrass a Nico Rosberg; give Fernando a dog of a Ferrari to haul around for 70 laps; add a few shunts courtesy of a Marcus, a Sergio and even a Seb; and stitch it all together with an aggressive but intelligent guy like Daniel Ricciardo. All that happened *naturally* in Hungary, so why do we additionally need some bunch of do-gooders trying to give us all that on demand?

Let's look again at the standing re-starts idea. The Powers That Be were assuming, on the behalf of the fans, that we want nothing more than the ultimate excitement every lap, every race. We're not even given credit, any more for wanting F1 simply to be F1. Of course standing starts are dramatically exciting. That's part of the appeal of F1. It doesn't follow, though, that two standing starts are going to be twice as exciting as one – particularly if they include slow-starters or stallers caused by mechanical glitches. To follow Strategy Group logic, we might as

well have 57 standing starts, the winner being the last man (or woman) standing.

Let me reiterate the point I've made on several occasions in this column: there is and was nothing wrong with F1 that much better exposure, promotion and public understanding can't put right. Teams need to open their doors to the fans in a way that allows the precious F1 technology to be touched and felt, 24/7, 365 days per year. What is the point of having the most efficient engines on the planet and the most sophisticated aerodynamics in the cosmos if Mr Average Joe Bloggs doesn't have a feel for how it impacts one team more than another and is unable to access its inner workings?

And drivers need to spend a lot more time promoting the sport in which they are so fortunate to perform. I'd like to think that Nico, Lewis, Fernando, Seb and Daniel spent the August break touring the US, warming up corporate America for the upcoming race in Austin... but I somehow doubt that this happened. We don't have a Formula 1 promotions department and nor do the teams have the motivation for such creativity. I'm not paying for it – and nor has he. And so it goes on.

Has anyone in Formula 1, for example, thought about the impact of NASCAR's



"The Powers That Be were assuming, on the behalf of the fans, that we want nothing more than the ultimate excitement, every lap, every race"





PHOTOS: CHARLES COATES/LAT; STEVE ETHERINGTON/LAT

Felipe Massa after his first-lap T1 shunt in Germany: if a standing start is the most dangerous part of a race, why increase the risk by having more of them?




To follow Strategy Group logic, we might as well have 57 standing starts, the winner being last man standing

Texas 500 being run on the same day as the US Grand Prix? You could say – as I guess everyone in the high-altitude Formula 1 pitlane is now resigned to saying – “Well, NASCAR people don’t get F1 anyway”; equally, someone with a brain might also think, “There’s potentially a huge motorsports audience out there; why don’t we do some F1

promotion in the build-up to the NASCAR race? The Texas Speedway is only 200 miles away, for Pete’s sake. Let’s do some demo runs. Let’s put Kyle Busch or Jeff Gordon in a Formula 1 car. Let’s try to win over some of the NASCAR audience.”

They might think this... but they won’t do anything. Instead, they’ll run in Austin as if

the US is very fortunate to have them, they’ll throw in a race-day support programme that’s about as interesting as an empty glass of beer and then complain – just as they did after Hockenheim – that “not enough” is being done to promote the race.

After which the Strategy Group will no doubt spring back into action... 

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EMERSON FITTIPALDI

# SPEED KING

The double world champion writes exclusively for *F1 Racing*

**W**e should never be afraid to change when change is needed. I was very interested to see Pirelli and Lotus testing 18-inch wheels on a Formula 1 car at the recent Silverstone test, because change is long overdue in this area.

When I drove a Lotus at Paul Ricard last year, I loved the downforce and the power of the brakes – but I had a very uncomfortable feeling that I put down to the size of the tyres. The 13-inch wheels currently used in F1 are too small for the outside diameter of the tyre, and that creates a false feeling through the carcass as it is subjected to cornering and steering forces. The contact patch of the tyre is the car's only connection with the track surface; if the sidewall is too high then you get a deflection as the car turns, and this slows down the steering response as well as making the car roll over the tyre, which results in a lack of precision.

At the end of Paul Ricard's main straight you have a very fast right-hand corner, Signes, and I was trying to take it flat-out when I got this strange feeling through the car. My mind flicked back to IndyCar, racing at high speed on the ovals. When I competed in that series, wheel diameters were much bigger, which made the steering more precise at high speed.

# Change is what drives the F1 show

So the feel of the steering was the only thing I didn't like about my experience of driving a modern grand prix car. I think making the wheels bigger and fitting low-profile tyres is exactly the right direction to go in. It will create some challenges for the engineers because it will have a big effect on car dynamics, and it may also create some opportunities for invention because there will be a greater volume of space on the inside of the wheel in which to package aerodynamic devices – if they're allowed!

It's also more relevant to the kind of wheels and tyres you see on current performance cars. They have 19- or 20-inch tyres and the rubber is almost directly against the metal.

And with less stress through the carcass there may be less degradation, so the tyre supplier can be a bit more adventurous with the compound. Most of the current drivers I've spoken to say they would prefer more mechanical grip, so I think it's a very good idea.


There has been a lot of fuss about the removal of the interconnected suspension systems that all the teams have been using. Why do it in the middle of the season? Well, as Ferrari's technical director James Allison explained, it was a gentle warning from the FIA that these systems were of uncertain legality and would be banned in future. Then, when one team publicly announced that they would take theirs off, everybody else had to follow. Though it seems sudden, I'm 100 per cent in favour of any move that reduces costs and helps smaller teams become more competitive because it makes for better racing and gives young drivers the chance to demonstrate their talent. Equalising performance will help the future of F1.

People have asked what I think about the change to the Safety Car procedure that's coming next year, in which action will begin again from a standing start instead of the cars already rolling. Bernie Ecclestone has already stated that he wants to overturn this new rule, but I think it would make the show much more exciting for spectators and I like it. For the drivers there is more risk, and, depending on how long the race has been going, the possibility that it may spoil their strategy. But it will even out over the course of a season – people who have been disadvantaged by one restart may find an advantage in another. When you assess the impact of change you must look at positives as well as negatives.



Lotus tested 18-inch wheels for Pirelli in July: "current drivers say they would prefer more mechanical grip, so I think it's a good idea"

Maximising the impact of the show is important because sport is entertainment, and F1 competes for our attention with other forms of entertainment. Sometimes it needs to change to engage with the next generation. For me, nothing can compare with a grand prix in terms of the spectacle, the sound and the smell. When you bring young people to a race – I brought my youngest daughter to Silverstone – they become fans.

But we live in an information-rich age where young people have so many more distractions, it's harder for them to concentrate on long sporting events. It's good to see so many teams reaching out to engage fans via social media, but I wonder if we can do more to get people through the gates or to stay tuned to the TV. We should not be afraid of change. 

"I wonder if we can do more to get people through the gates or to stay tuned to the TV"

PORTRAIT: BENJAMIN WENCHENJE; PHOTO: ALASTAIR STALEY/LAT

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DIETER RENCKEN

# POWER PLAY

The stories F1's bigwigs would rather you didn't know...

**C**an you divide two into three? The way F1's finances are going, with several teams on the brink of failure, it may soon have to try to do so in order to get 24 cars on the grid.

That's not to say the sport's principals are as poor as church mice. This is the way of venture capitalists: attract mega-funding, borrow at low cost, swoop, restructure, then sell on – either through listing or disposal, often piecemeal. Investment in the long-term health of the business is low priority.

So it is with CVC Capital Partners, holder of the majority of F1's commercial rights after the FIA – then presided over by Max Mosley – and the EU Commission gave the all-clear in 2006 to a billion-dollar transaction in which a trio of banks, saddled with the rights after a client (Kirch Media) defaulted on loans, managed to offload their stake in the sport.

In happier times Kirch had acquired the beleaguered EM.TV, who overstretched themselves after buying 75 per cent of SLEC, the Ecclestone-family-owned entity that had leased the

# Why a two-car team format can't survive

commercial rights from Mosley's FIA for 113 years at an estimated three per cent of their intrinsic value. It was akin, one observer remarked, to the eldest son off-loading heirlooms to a close friend, then maintaining that the family silver had actually been just chrome-plated relics...

It was the innate ability of CVC to make sense of all this complexity that enabled its Fund IV to realise astronomical gains on behalf of investors where three banks, seasoned media operators and youthful entrepreneurial flair had failed spectacularly. Among others, investors as diverse as the Californian Public Employees' Retirement System and the Teacher Retirement System of Texas enjoyed returns of around 200 per cent.

True, it didn't all go to plan: the attempt to list on the Singapore stock exchange failed to come off. Thus CVC diluted its original holding by 50 per cent through offloading tranches to peer funds, and is likely to divest completely within 24 months. Still, it has turned an almost 800 per cent profit via a combination of shrewd borrowing as interest rates plummeted, and enormous pressure on Ecclestone.

All this despite zero real-world growth. TV ratings and global audiences have plummeted,

over the past three years, while the calendar has remained largely static: 19 rounds when CVC bought in in 2005; the same again ten years on. Team strength? Up one a decade on, but only after a major initiative by the FIA.


So how did CVC achieve such spectacular returns? In simple terms, they applied the venture formula outlined above. The squeeze was put on race promoters and TV broadcasters through offering 'Devil's Alternative' contracts containing take-it-or-leave-it clauses with annual escalators.

Many voted with their empty wallets, hence the disappearance in quick succession of circuits such as Turkey, Korea, India and Valencia. Others have pledged their futures as they struggle to remain on the calendar. Spectator numbers have largely fallen as promoters hiked prices, by which time CVC had banked the hosting fees.

TV companies were similarly shaken up, hence the proliferation of pay-per-view or satellite broadcasts over the past decade, contributing to declining ratings. These have hit the sponsorship income of teams, to whom viewers are lifeblood. Smaller operations are most affected, particularly since FOM, CVC's de facto F1 division, has snared many former team sponsors as 'Official Partners'.

Then, crucially, payment terms to 'suppliers' (the teams) were restructured, granting the majors enormous premiums and leaving the minnows, who face spiralling budgets due to increases in the number of flyaway rounds and sporting/technical changes aimed at enhancing the show, to fight over the scraps.

Now three face extinction – Caterham were recently saved; Marussia received a massive cash injection from their Russian owners; and Sauber operate hand-to-mouth. Grid levels will drop unless drastic action is taken soon. To maintain grids at 24 cars, F1 must adopt a customer-car concept, with six majors supplying technology to an equal number of second-tier teams, or move to a system of eight entrants operating three cars each.

Hence my opening question. Will F1 divide along the lines of two teams of two cars each, or into three-car teams? The next question, though, is "When?" 

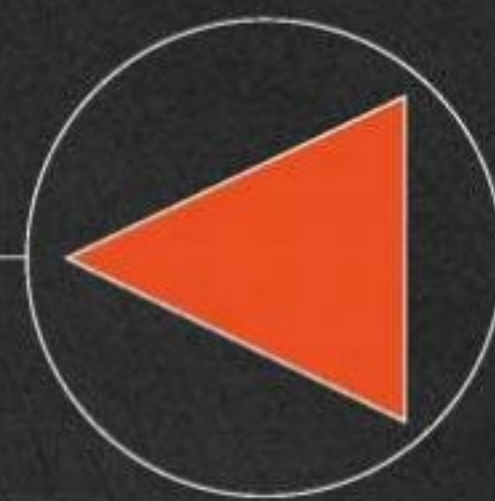
Left-right: Caterham, Marussia and Sauber all face extinction and grid levels will drop unless drastic action is taken soon



"Will F1 divide along the lines of two teams of two cars each, or into three-car teams?"

PORTRAIT: BENJAMIN WENCHENJE; PHOTO: ALASTAIR STALEY/LAT

# Now that was a car



## No. 30 The McLaren M26

A race winner that couldn't quite match its illustrious predecessor



WORDS STUART CODLING PICTURES JAMES MANN

**For McLaren, following the iconic M23** – which delivered them two drivers' championships and one constructors' title – was never going to be easy. The M26 (M24 was an IndyCar, and the M25 a one-off Formula 5000 car based on the M23 and modified by a young John Barnard) was due to be introduced in 1976, but it was repeatedly put on the back burner as the team focused on the increasingly fraught battle between James Hunt and Ferrari's Niki Lauda.

Designer Gordon Coppuck's intention was to create a lighter, lower and stiffer evolution of the M23, with a smaller frontal area for less overall drag. The essence of the M23's mechanical package, honed over several successful years, was also carried over with few modifications: the trusty combination of Cosworth V8, Hewland gearbox, rocker-arm front suspension with inboard springs and dampers, and multi-link rear suspension with inboard brakes.

While more slippery in a straight line than the M23, the M26's handling was inferior and it became clear the team had been too ambitious in packaging the radiators. The car overheated repeatedly and with Lauda ill in hospital and Hunt fighting to catch up in the championship during the summer of '76, Hunt stuck with the M23.


The M26 made its grand prix debut in the hands of Hunt's teammate Jochen Mass at Zandvoort, but that weekend just demonstrated how far the M26 had to travel before it was race-ready: Hunt qualified his M23 second and won the race, while Mass started 15th and finished out of the points in ninth.

McLaren saw out the 1976 season with the M23, and fell back on the old car once more at the beginning of 1977 when Hunt's M26 had a brake failure in testing at Kyalami and crashed heavily. The team built up a new M26 chassis for Hunt, which he drove at the Spanish GP, but he hated the handling and reverted to the M23 for Monaco.

Coppuck solved both the handling imbalance and the poor cooling by moving the oil cooler to the nose, but this required a large aperture in the bodywork that added drag. Still, it was an improvement, and at the French GP Hunt qualified the M26 on the front row, finishing third when the car developed pace-sapping understeer.

Mid-way through the season, with Hunt's title defence on the ropes, the result in France provided a ray of hope. Two weeks later, Hunt delighted the home crowd by planting his M26 on pole at Silverstone. Also on the grid, in ninth, was a hitherto little-known Canadian making his F1 debut in an M23 on the recommendation of Hunt, who had watched him race in Formula Atlantic: Gilles Villeneuve.

Hunt was slow away from the start but fought his way back into the lead to claim an emotional victory – he had won the British GP at Brands Hatch a year earlier, only to be disqualified after the fact. He won again at Watkins Glen as Lauda sealed the drivers' title, then claimed what would be his final F1 win, at Fuji, at the end of the year.

The M26 would prove inadequate against the ground-effect aerodynamics of the Lotus 78 and 79, which dominated the 1978 season. The team wouldn't taste victory again until 1981. 



### McLAREN M26 TECH SPEC

<b>Engine</b>	Cosworth DFV
<b>Layout</b>	2,993cc V8
<b>Power</b>	470bhp @ 10,600rpm
<b>Carburation</b>	Lucas fuel injection
<b>Brakes</b>	Outboard (f)/inboard (r) vented discs
<b>Fuel</b>	Texaco
<b>Gearbox</b>	Hewland 6-speed
<b>Weight</b>	589kg
<b>Notable drivers</b>	James Hunt, Jochen Mass, Patrick Tambay



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SIMONA  
DE SILVESTRO



Mario Andretti is a fan. Sauber are providing a full testing programme to get her into the Formula 1 groove. **Simona De Silvestro** is on a mission to nail Formula 1's gender question once and for all...



“When we put on our helmets, we're all the same”

WORDS JAMES ROBERTS  
PORTRAITS ADRIAN MYERS  
PHOTOS THOMAS BUTLER

**A few years ago, Mario Andretti** was watching a pre-season IndyCar test from the side of the track. As the cars braked, accelerated and powered their way around the circuit for lap after lap, one driver in particular caught his eye. Turning to a colleague standing next to him, he pointed to the high-speed machine darting around the track and said: “He’s quick.”

It was only later, when the car returned to the pits and its occupant stepped out of the cockpit and removed their helmet, that he realised. *She* had been quick. *She* is Simona De Silvestro. →

**It's a little before 9am** and already the sun is high in the sky, soaking the asphalt with its heat. Driving into the paddock of the Circuit de la Comunitat Valenciana Ricardo Tormo on this weekday morning is like arriving at any ordinary Formula 1 test. But today there is a difference. There is only one team. One set of articulated trucks. One motorhome. This three-day test is for one driver only: Simona De Silvestro.

You'd better get used to her name, since throughout 2014 the 25-year-old is conducting a dozen test days at the wheel of a two-year old Sauber, thereby circumventing the strict rules regarding Formula 1 testing.

Today, there's no one else on track. No distractions and no media – except *F1 Racing*, of course. Just a team of mechanics, an engineer, a car, 35 sets of control tyres, a circuit and a racing driver. This is a test in the *real* sense of the word. An evaluation; preparation for the real thing. The road to a full-time F1 drive starts here and everyone is waiting to see if De Silvestro is ready.

Standing on the pitwall are two happy parents beaming with pride. Her father, Pierluigi, claims that as a baby, Simona stopped crying only when Formula 1 was being broadcast on the television in their Swiss home. This test, he says, is the realisation of a very long-held dream. He adds that her first words were, in order, 'Mama', 'Papa' and 'Ferrari'... followed by 'Alain Prost'.

Simona picked up the racing bug from Pierluigi, who used to run car dealerships for Alfa and was a driving instructor for burgeoning sportscar racers in his spare time. He was also keen to give his daughter tips as she started to ply her trade in karts.

"I remember he would stand at the side of the track in the braking zone with a little flag, telling me where to brake," Simona recalls with a smile. "And, yes, every lap he would move closer to the apex. I used to have nightmares about that flag... Even now, he can't help himself. After testing the Sauber yesterday he was telling me to try certain things and I was like, 'Okaaay dad...!'"

Funding for karting was sustainable, but when the time came to switch to cars, sponsorship and outside help was needed. Like so many racers



**De Silvestro takes to the track in Valencia at the wheel of the Sauber C31. It's a test for one, with a team of 30 to support her**

before her, Simona's story isn't underwritten by a limitless bank balance; rather she has had to prove her talent to ensure sponsors would continue to invest in her.

After a year racing Formula Renault in Italy for Cram, there was no more funding to race in Europe so in 2006, at the age of 17, Simona decided to up sticks and leave Switzerland to enter the Formula BMW series in the USA. It was an inspired choice, since by the end of the year she had taken five podiums and two fastest laps and had quickly impressed seasoned racers with her speed and attitude.

It also helped that the United States, culturally, has been more open to female racers than its European counterparts. Female drivers such as Janet Guthrie and Lynn St James were entering the Indianapolis 500 in the 1970s and 1990s, and De Silvestro was following in the more recent wheeltracks of Sarah Fisher and Danica Patrick. So progression through the US motor racing categories didn't mean encountering the same level of gender stereotyping that still existed in European racing circles.

What really stood out was her visit to the top of the Long Beach podium with victory in Toyota →

*Simona's father, Pierluigi, says her first words were, in order, 'Mama', 'Papa' and 'Ferrari'... followed by 'Alain Prost'*





## CV

**Name:** Simona De Silvestro

**Born:** Thun, Switzerland

**Date of birth:**

1 September 1988

**Age:** 25

**2014**

Testing a two-year old Sauber to build up F1 mileage

**2013**

Raced for KV in IndyCar, securing one podium

**2012**

Raced the underpowered HVM Racing-Lotus in IndyCar

**2011**

IndyCar with HVM Racing, took fastest lap at São Paulo

**2010**

Best result of eighth in IndyCar with HVM Racing; named Rookie of the Year at the Indy 500

**2009**

Third overall in Toyota Atlantic with four wins

**2008**

One win in Toyota Atlantic at Long Beach

**2007**

Tested a Campos GP2 car and raced in Toyota Atlantic

**2006**

Fourth overall in Formula BMW USA with five podiums

**2005**

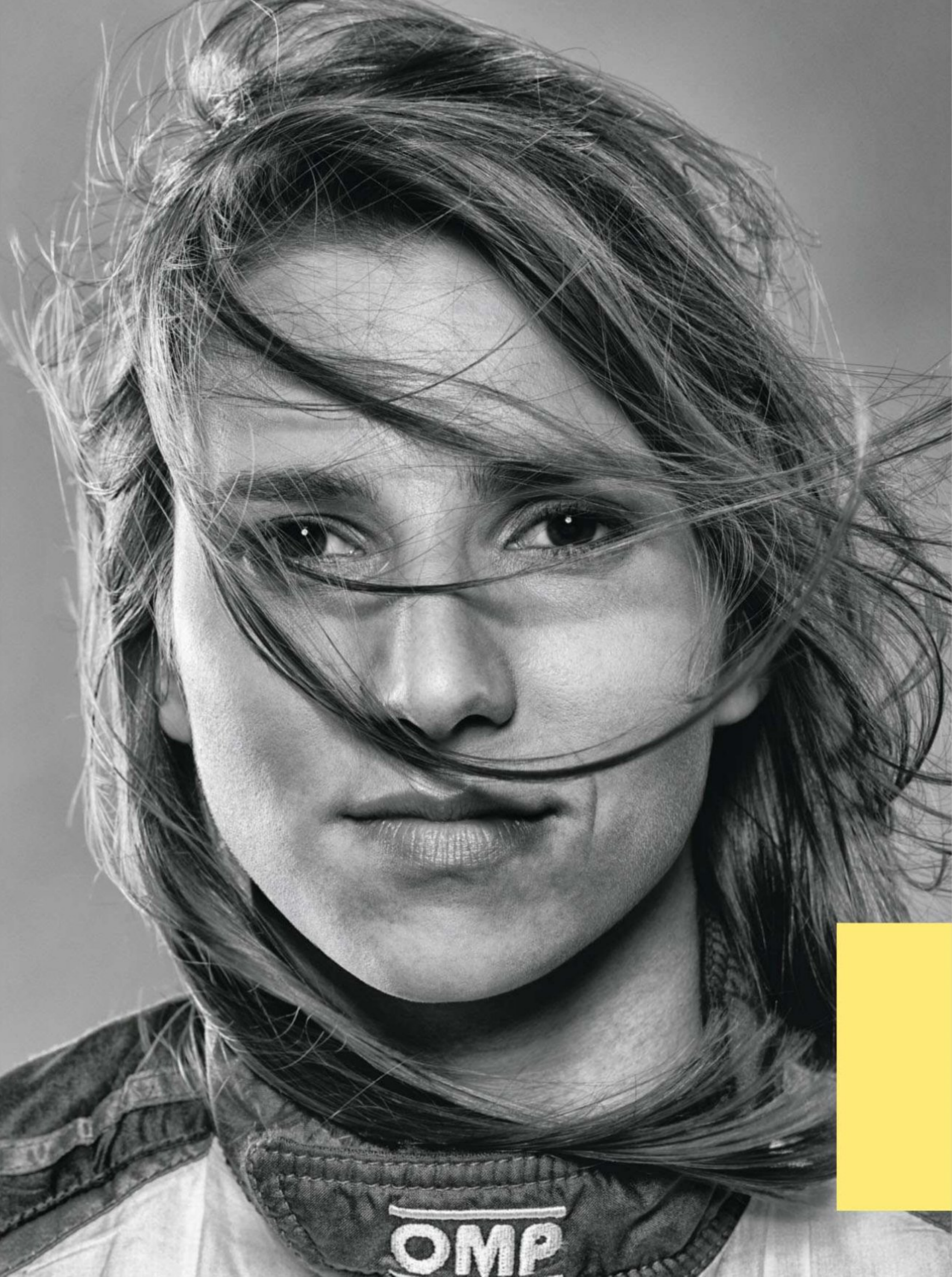
Raced for Cram in Italian Formula Renault

**2002**

Karting

[@simdesilvestro](https://twitter.com/simdesilvestro)





OMP

## Who's paying for it?



**Inside the Sauber garage** in Valencia, the walls are not the usual red, white and grey of the Swiss team, but blue and green. A nod to the phrase on the side of the C31: Clean Air Energy.

Throughout her career in America, De Silvestro has been an ambassador for this campaign. Her manager, Imran Safiulla, is behind the initiative and with his own links to the utility and power industry, he explains that these companies in the US wanted to increase their awareness within a tech-driven, younger demographic.

"If you take Usain Bolt into a classroom there is no relevance to this industry," says Safiulla. "If you take a hybrid F1 car into a school they instantly see the relevance of sustainability and technology working together. No one in F1 is trying to make the engines less efficient or the tyres less green, so it's a natural fit to encourage the utility companies to join this campaign."

On the middle day of the Valencia test, Safiulla invited local schoolchildren to the Valencia racetrack to meet Simona and to learn how technology in F1 can drive change in energy demands. "A racing car is not there to pollute, it's there to pollute less," explains Safiulla.

Many utility companies have invested in the scheme, as well as other personal and private investors. Obviously running three F1 tests over the course of a year is costly, but the campaign could gather significant investment and momentum for the future.

Yet two days later she was back in the car, setting a four-lap average speed of 224mph to qualify for that year's Indianapolis 500. And to ensure she didn't fail a drugs test, she had refused medication to relieve the pain as her blisters were removed to allow her to get her gloves back on. After a trauma that would put most people off for life, she was determined not to give up.

"I remember the crash that she had and the fact she was driving again almost instantly," says Josef Leberer, Sauber's physio, who has worked with the likes of Ayrton Senna, Sebastian Vettel and Kimi Räikkönen in the past. "And then I saw a picture of her burnt hands and I thought, 'Who is this?' I was really surprised because this is →

*"On the first test we gave her she was as hard with her brake pressure as any driver we'd seen. And she was quick"*  
**IndyCar team boss Keith Wiggins**

Atlantics in 2008. With three further wins that season, it meant graduation to IndyCars was the next natural step up as sponsors began to realise the potential in their investment.

"I remember well the first test we gave her," recalls team boss Keith Wiggins, who ran the Pacific GP team in F1 in the mid-1990s and established his own IndyCar team, now HVM Racing, in the States in 2000.

"I went into the back of the truck to make an espresso and as I heard her go out on her first lap I was thinking, 'Oh shit, here we go'. I know Sebring quite well and as I listened it was quite clear that she was on it right from the beginning. I was interested enough to go back outside and check how things were going. Straight away the engineers were saying, 'Bloody hell, look at her brake traces,' as she was as hard with her brake pressure as any driver we'd seen. That was a pleasant surprise. And she was quick."

At the 2010 Indianapolis 500 she joined an illustrious list of names, including Nigel Mansell, Juan Pablo Montoya and Jacques Villeneuve when she was named 'Rookie of the Year'. Still running on the lead lap, just outside the top ten, Simona's racing trajectory was progressing, despite the lack of budget. So far, so good.

**She had just averaged** a laptime of 221mph in qualifying for the Indianapolis 500 the following year when she entered Turn 3 at full speed. Something broke in the rear of her car

and she began to spin at over 190mph. Her car lifted off the ground and the left rear crashed heavily into the barriers, ripping off the wheel and scattering suspension components across the circuit. The car continued to fly through the air at sickening speed then spun again. As it faced away from the infield, the roll hoop was ripped off in the catch fencing, which also broke a fuel line. Finally the car came to a halt in the middle of Turn 4, having skated along the ground upside down for a few hundred metres. And then it caught fire.

As De Silvestro struggled desperately to escape her wrecked machine, still upside down, fuel ran into her gloves and they set alight. To the immense relief of everyone watching, she broke free with the help of the on-site safety crew, but she was clearly in a lot of pain. She was rushed to hospital with second-degree burns to her hands.

Today, in the quiet sanctuary of Sauber's motorhome in the Valencia paddock, her hands still scarred by the terrible injury, she remembers that day vividly.

"I think it was the worst thing that ever happened to me – ever. I remember getting out of the car and saying I never wanted to go near a racing car again. That was a big reality check. When something like that happens, when something fails, it's really hard to find trust in the car again, especially on an oval. And that evening, I was done. I'd burnt my hands really badly and for me, that was it."



quite unusual. I've had some drivers in the past, like Robert Kubica, who have had big accidents and they are quite shaken afterwards, so it's not easy. But her strength is her determination, and her willpower is very, very strong."

De Silvestro knew that the longer she left it to climb back into the cockpit, the harder it would be: "It was very tough, but I knew that I had to drive again right away. It was painful to hold the wheel and it was really horrible, but I knew that if I came out of this with a smile then I could work through it.

"The happiest place for me is out on a racetrack. When you get the chance to do that it's a little bit like being a kid in a candy store. It's just great being in a race car."

With that determination and passion for racing, Simona wasn't going to let her experience scar her mentally, despite the physical reminder. And it won't surprise you to learn that the American media quickly dropped her 'Swiss Miss' tag in favour of 'The Iron Maiden.'

Unfortunately, her diminished confidence in oval racing led to another accident at Milwaukee. Concussion meant she had to pull out of the next race because of dizziness. She is not the first driver to lose their oval mojo and she won't be the last.

"She had a difficult time after that and she was flustered," recalls Keith Wiggins. "She'd had this series of bad accidents, but if anything they were a reflection of her bravery on the ovals. The saying goes 'you don't know it until you've hit it' and that changes a lot of drivers' perspectives about the ovals. It took her a while to find a way through it, but I think to this day she'd be happier if she didn't have to race on an oval again."

Having used America as her training ground to establish her reputation, her focus is now on her European homeland for the next stage of her career. And have no illusions: she's not a gimmick. She's deadly serious about racing.

**Back in April, on the drive back** from Maranello to her home in Zurich, Simona punched the air with delight. She'd just achieved her life ambition of driving an F1 car for the very first time. Her first test in the Sauber C31 took



place at Fiorano in the heart of Ferrari's home town. For someone with dual Swiss/Italian nationality (her paternal grandfather was Italian), driving in the wheeltracks of so many legends had great resonance.

"Fiorano was really exciting because ever since I was about six years old I've dreamt about driving a Formula 1 car, and to do it there was amazing. It was kinda funny because usually I'm nervous when I get into new cars, but I felt at home pretty much right away, so that was really cool. After I did my first lap, I was like, wow, I can't believe it – I've just driven an F1 car!"

Fast forward to the present and the environment is far less glamorous and more clinical. The Ricardo Tormo circuit sits within an industrial estate on the outskirts of Valencia and here every aspect of her driving is being monitored for evaluation.

The test session is being ramped up to allow her to further understand the nuances of F1. Prior to today she's spent 70 laps learning the circuit on the Red Bull simulator in Milton Keynes and now, as she blasts past the pits in the Spanish sunshine – the glorious wail of that 2.4-litre V8 at full pelt heading towards Turn 1 – she's beginning to dial into the setup of the car.

"We want her to understand the characteristics of the car and how it feels on high and low fuel loads," says Sauber's race engineer Paul Russell. "How the car balance changes and how the tyres feel different. These are all aspects

that she'll begin to understand when she's competing on a race weekend.

"From what I've seen so far, I don't think there's much she can't do with the car. Obviously there is a lot to understand in terms of the steering wheel and all its functions, but she's performing quite well."

The obvious obstacle to overcome is the difference in characteristics from a heavy, bulky IndyCar that is often driven along bumpy street tracks that are a world away from the super-smooth asphalt circuits used in F1.

"Physically it is different, too," says Simona. "The IndyCar is really tough on your shoulders and arms because there is no power steering, but here in the Sauber, to be honest the G-forces are so massive that I really feel it in my core muscles and I've never felt that before. I never felt that at Indy; that's because they are long-radius corners, whereas a Formula 1 car just turns extremely well and very quickly. Plus I have never had to train my neck before, so these are things that I'm adapting to.

"An F1 car is so much more extreme. It brakes much better, it accelerates much better, and the cornering is really impressive. You have to hustle an IndyCar by throwing it into a corner and catching it, whereas here you must let the car do the work and that's a little hard. Initially I found it very easy to overdrive, but then I realised that I just need to calm everything down and be really precise. →

## And those that came before...



**Susie Wolff**

Wolff (née Stoddart) has taken part into two Friday morning practice sessions for the Williams F1 team this year as the team's development driver. The Scottish-born driver had previously raced in the DTM for six seasons. In 2011 she married Toto Wolff, now boss of Mercedes.



**Maria de Villota**

The daughter of former F1 driver Emilio de Villota, Maria always had a passion for racing. She switched from tin-tops to single-seaters via the Superleague Formula series, then after testing for Lotus, joined Marussia as a test driver in 2012. In July that year she suffered a serious head injury in a crash during a test, and lost an eye. Eighteen months on came a fatal cardiac arrest, believed to have resulted from the injuries she sustained in the testing accident.



**Katherine Legge**

In November 2005, British racer Legge got the opportunity to drive a Minardi in the team's final outing before it was bought by Red Bull and renamed Toro Rosso. Her first day at Valtellunga was brought to an early end by a crash after two laps, but she ran a full programme of 27 laps the following day.



**Sarah Fisher**

This US racer set a number of records for a female driver over the course of her lengthy career in

IndyCar and, subsequently, NASCAR. Although she never set a timed lap during an F1 session, she drove a number of demonstration laps between sessions on the Friday of the 2002 United States GP.



**Giovanna Amati**

Italian Amati was the last female driver to officially participate in the Formula 1 world championship. Hired by Brabham at very short notice just before the start of the 1992 season, she was handicapped by a lack of Formula 1 seat time, her only experience at that stage having been a brief test for Benetton. She failed to qualify the outdated BT60B on three attempts before being replaced by Damon Hill.



**Desiré Wilson**

A winner in sportscars, taking honours in the Monza 1,000km and Silverstone 6 Hours, South African Wilson was also a podium finisher in the British F1 Championship. But her attempt to race in the 1980 British Grand Prix in a privately entered Williams came to naught; she was one of three of the 27 entrants to miss the cut in qualifying.



**Divina Galica**

A former captain of the British Women's Olympic ski team, Galica tried to enter a Surtees bearing the number 13 in the 1976 British GP, but was unlucky not to qualify. Two more attempts came in 1978 for Hesketh, but again she didn't make it through qualifying. She did, however, win a race in the British Aurora AFX F1 series at Brands Hatch in 1980.



**Lella Lombardi**

Italian Lombardi is the only female driver so far to score in F1, with sixth place at the 1975 Spanish GP. It would have been a point, but the race was cut short, so she received half a point. She started 12 F1 races, most of them for March.



**Maria Teresa de Filippis**

A works driver for Maserati in sportscars, de Filippis became the first female F1 driver in 1958 at the age of 31. She entered a handful of events in a Maserati 250F, failing to qualify at Monaco but finishing in tenth in Belgium, and fifth at the non-championship Syracuse Grand Prix.





Simona is almost error-free in Valencia. Yes, there's the odd lock-up, but she knows what she's doing



## Justin Wilson on Simona De Silvestro

Former Minardi and Jaguar F1 driver turned IndyCar racer

**"Simona's done fantastically** in IndyCar. She's by far the most competitive female driver there has been in the series. She races hard, there's no giving up and there's no soft side to her. She's hard as nails and she makes it happen. Watch her through the corner and she is really hustling the car, so she's not just point and squirt. Some drivers are a little slower in but get really good exits, whereas Simona pushes it in and pushes it out of the corner, too.

"She certainly has the talent to do it. I'd be very interested to see how she gets on because she has got the grit and determination to do whatever it takes to make this work.

"When she was in IndyCar the focus was always on performance and results then whatever else came after that. She's not there for the lifestyle, she's there to win. I hope it works out for her."

"The biggest difference I think, though, is the braking – it's so impressive. At Fiorano I went out on cold brakes to Turn 1, hit the pedal and the car just stopped. I couldn't believe that on cold brakes it would brake so much, even though everyone tells you it's impressive."

Watching trackside, she is error-free. Nothing too wild. Yes, there's the odd lock-up towards the end of a tyre run. Or you see her moving further away from the apex as the tyres give up their life on a longer stint as the understeer builds. But it's not out of control: she knows what she's doing.

"It's a very ambitious challenge she's given herself that she wants to master, so she needs to get a feel for Formula 1, and it's good she can do this with a two-year old car," says Sauber's team principal Monisha Kaltenborn.

"She has supporters in the background and they were willing to help her do this. Where it takes her from here, we will see. It depends on what lies in the future – first we will look at what the overall progress is."

Her next stop will be another test in Austin towards the end of the year. For all the simulator technology available, there is no substitute for driving the real thing, even if it is a two-year-old car. It begs the question whether more young drivers will look into gaining experience in old cars – assuming, of course, they can afford to pay for it.

The big question now is whether De Silvestro is ready to compete at the top level. *F1 Racing* asked Sauber's engineer what feedback he would give Kaltenborn if she asked whether Simona was ready to make her F1 debut next year...

"I'd like to see her make the step up," says Russell. "The point of this is to try to make sure that when the chance comes for her to make the step up, she is as well prepared as possible."

And what does her former boss think? "I still think the best competition is in Europe," says Keith Wiggins. "But the quality of the IndyCar grid is pretty damn strong. There are so many elements to F1 that you have to be so strong mentally; it isn't the friendly atmosphere it is over here. From what she's done in all the categories, and seeing her talents, she certainly has a place there."

And how does De Silvestro herself rate her chances of making it onto the grid at the 2015 Australian Grand Prix?


"I don't know – it's always difficult to say. But what I can say is that we are working really hard to achieve that. To me, if I do everything right, yes, there is a very good chance.

"I feel now is the time, and that's why it felt normal to go to Fiorano. I wasn't super crazy nervous. I wouldn't have made this jump if it didn't feel right or it wasn't a good opportunity. And now I've got to really push to make it

happen. You know, for me it's been really important to focus on the racing part, because at the end of the day that's what people are going to judge you on, whether you're a boy or a girl. You have to be fast and be competitive.

"The most important thing is that when we put on our helmets, we are all the same. We are racing drivers and we try to do the best job that we can in a race car. That's always been my aim."

At 5pm the C31 enters the pits for the final time after another day's running. The engine is switched off and the mechanics crowd around each corner of the car, using hand-held fans to cool the brakes. As the blue and green Sauber is wheeled back into the garage, you wonder if the next time you'll see this livery will be in the Melbourne pitlane next March. If so, the attention will be enormous. The last female driver to start an F1 race was Italian Lella Lombardi 40 years ago. That's quite a length of time, but the most likely chance of ending that drought is Simona De Silvestro. She certainly has the determination to succeed.

Remember that impressive IndyCar test, all those years ago? "I've been following her closely since then," says Mario Andretti. "And once you have that helmet on, the gender makes no difference. Passion and desire drive you and, with that, no obstacle is insurmountable. If you want to accomplish something, you're going to find a way and silence the critics with your performance. I wish her well because she's definitely a talent to be reckoned with..." 

*"Now is the time. I wouldn't have made this jump if it didn't feel right. Now I've got to push to make it happen"*



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# SINGAPORE

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# Wolff at the door

Susie Wolff is knocking on the door of an F1 drive. But has she got what it takes to progress beyond FP1?

**WORDS** ANTHONY ROWLINSON  
**PORTRAIT** ANDREW FERRARO





**For a few moments, Susie Wolff** was the fastest grand prix driver on the planet. First out in Friday FP1 at Silverstone, so instantly top of the time sheets. Then, with barely a whimper, let alone a bang in this curiously muted F1 era, it was over. The pristine white FW36, carrying bubble-wrap-fresh driver, pulled up at Club, engine dead. Oil pressure lost after one-and-a-half flying laps. She'd barely broken a sweat.

A day later, reflecting on the fickle twists of a sport that's happy to slap down almost before it has shown the path to the top, she's sanguine, still forward-looking positive, though yet to shed the veil of disappointment carried since yesterday's premature curtailment.

"It was hugely disappointing," she says, in an accent that shifts between Scottish inflection and something altogether more *Mittel-European*. "One of the big difficulties in Formula 1 is time in the car, because testing is limited. So everybody is fighting for the very few opportunities there are and that was my big day. I'd done the young driver test last year, so I knew the track in an F1 car, and driving for Williams at the British Grand Prix was going to be a really special day. It was just tough to accept that it was over before it even started."

Frustrating for her, and frustrating, too, for the many thousands keen to find out if Wolff, 31, Williams' development driver, has what it takes to compete at the top. This is largely because the gender divide in F1 remains so sharply drawn. Female racers have had a limited presence in Formula 1 to date and Wolff's foray at Silverstone was the first by a woman since Giovanna Amati drove a Brabham BT60B in practice for the 1992 Brazilian GP – a gap of almost 22 years!

Wolff says she has never encountered overt sexism at any point in her racing career, which, over the past decade, has encompassed Formula Renault, British F3, Porsche Supercup and seven



**Wolff's first outing in F1 was over almost as soon as it had begun, due to a sudden loss of oil pressure during FP1 at Silverstone**

seasons in Germany's premier saloon category, the DTM. She will admit, though, that being a woman and pursuing a career in motorsport has required her to overcome "stereotypes" in a way that a male driver of similar experience would not have to.

"I think there's more doubt initially when you join a team," she says, "like when I joined Mercedes in the DTM, then when I joined Williams. I had to work a bit harder to earn respect initially because that stereotype was there. 'You're a little blonde lady, how the hell are you going to manage to drive an F1 car?' But once you show you mean business, that you're there to work hard and that you're not there as a token gesture, the whole gender thing very quickly gets forgotten and I'm treated as an equal in the team. Nobody ever gives me the impression that I'm different because I'm a female driver."

Wolff is part of a generation of emerging female racing talent that includes the likes of Danica Patrick and Simona de Silvestro. Their collective efforts in top-line single-seaters and NASCAR, whether by design or not, are raising the profile of women racing drivers to the point where the question of gender will – at last – cease to be relevant.

"I'm simply following my path," Wolff observes, "but when I saw the amazing response I got as I took to the track and I saw all the nice messages people have sent me and how inspired they were by the fact that I took to the track...

then, well, if that can inspire just a handful of women to see Formula 1 as an opportunity for them I think it's positive. But I don't feel any extra pressure that I'm out there flying the flag for women. I just followed my passion in life, and here I am."

Close watchers of F1 (as readers of *F1 Racing* must surely be) will have noted already that Susie – née Stoddart – Wolff is married to none other than Mercedes co-team-boss Toto, who is also a significant shareholder in the Williams F1 team. The more cynically minded have suggested she owes her place in the team only to her husband's influential position. But questioning on this point elicits an intriguing revelation: "Toto was sent out of the boardroom when they had to decide whether I was going to be given that initial test," she says. "He wasn't even allowed to vote."

She'll concede that Toto's wider support has been helpful to her progress, but she's quick to point out that he, like the Williams team, and like the wider F1-watching world, will offer little sympathy if her speed doesn't justify her seat.

"There will always be people who are for you and people who are against you," she says, "and I realise that the question of females in F1 will always be there until it's done and dusted and I've shown that... women can compete at this level. But until I've done that, there will always be a question mark because it's the one big thing left to happen in Formula 1."

Watch this space... **F1**

# Kevin Magnussen

McLaren's rookie racer tells all about becoming the first Magnussen to make it onto the podium, gel strategies to avoid 'helmet hair', and on being most definitely not related to Rick Astley...

WORDS STUART CODLING PORTRAITS STEVEN TEE/LAT

**Business on track is done** for the day but, behind the race trucks, the paddock is still bustling. From *F1 Racing's* temporary perch, the sound-insulated top floor of McLaren's Brand Centre, the distant multitude below looks like so many ants, and one is briefly reminded of Orson Welles' famous speech atop Vienna's big wheel in *The Third Man*.

But where, in this climate-controlled ziggurat, to sit? There are several empty tables and chairs to choose from, for this floor was formerly reserved for McLaren's title sponsor – a slot that is currently vacant. To make matters more pressing, Kevin Magnussen has arrived, without fanfare, from the spiral stairway.

"Where do you want me?" he enquires, running his eyes around the room, as if also left dangling by the surfeit of choice.

We pick a spot by the window, and Kevin carefully rearranges the pile of question cards so it is equidistant from and perpendicular to the table edges. Ron Dennis, were he to pass by at this moment, would surely nod in approval. And then, with an apprehensive smile, Kevin turns the first card...

**I've got the car in which you took your racing licence – would you please sign it?**

*Mark Backhausen, Denmark*

I'm not sure which car you mean! Maybe the BMW road car that I took the course thing I had to do to get my licence? I'm not sure whose car that was – but I'd be very happy to sign it.

**Do you think that without the support of McLaren's young driver programme you would have been able to break into F1?**

*Hannah Sherwen, United Kingdom*

It would have been much harder. I'd like to think that I would still have made it. But really, without the support, not only from McLaren but from everyone who has helped me over the years, I couldn't have done it. McLaren are the reason I'm in F1, because they picked me.

**What do you think about Ron Dennis?**

*Muhammad Windy Yuniansyah, Indonesia*

[Pauses thoughtfully] Hmmmm...

**F1 Racing:** A loaded question...

**KM:** Yeah! What can I say about Ron? He's determined to win, more than anyone else I've

ever met. He's a great guy to have back in the team – he made McLaren what they are today.

**Do you enjoy sports other than F1?**

*Colum O'Leary, Ireland*

I love all sorts of sports. I like playing soccer, though I'm not particularly good at it – but that doesn't stop you having fun, does it? Yeah, I'd say I'm a sports person.

**You appear as one of many pleasant but PR-controlled F1 newcomers. What's crazy about you?**

*Julian Antoniewicz, Poland*

[Laughs] I don't know. What a strange question!

**Please describe your sensations as you entered McLaren HQ for the first time.**

*Cesar Munoz, Spain*

My first time at the McLaren Technology Centre was in 2008, and I was about to do my first season in Danish Formula Ford after finishing karting. I was there to meet Martin Whitmarsh. I was fully expecting to leave with a contract – but I didn't! I was very disappointed. →



## YOU ASK THE QUESTIONS

**FIR:** Most visitors are worried about leaving dirty footprints on the tiles...

**KM:** [Laughing] No surprises there – it's an amazing place to visit.

**What's the coolest thing you own?**

**Hopefully it's mechanical! Good job, by the way...**

*Barry K J Hakkinen, United Kingdom*

Thank you. The coolest thing I own is a Chevrolet Camaro from 1969. I think the engine is 7.4 litres – I'm not quite sure – but it's a big-block V8.

**Do you still get asked for ID despite being a famous F1 driver?**

*Kirsty Bayliss, United Kingdom*

Yes, I do... I travel a lot and they really don't care who you are.

**Your dad was famously asked to stop smoking and concentrate on fitness by Jackie Stewart. Have Ron Dennis or Eric Boullier asked you to give anything up or concentrate more on anything?**

*Louis McGhee, United States*

Not particularly – I don't smoke or drink, so that's two things they don't have to ask me to stop doing. But they're good at keeping me under pressure, keeping me sharp and motivated to do my best – because I know that I have to do that all the time.

**Do you have a girlfriend?**

*Olga Bialczak, Poland*

[Laughs] No. [Immediately turns card back over and places it neatly on the 'done' pile]

**FIR:** Would you believe that we had quite a lot of similar enquiries, all from Polish ladies?

**KM:** Really – all from Poland?

**Tell us something about your tattoo.**

*Klaudia Kowalczyk, Poland*

[Raises an eyebrow and immediately puts the card back on the table]

**FIR:** This piece of intelligence is destined to remain out of the public domain...

**When you are standing at the starting line revving your motor, what are three thoughts that occupy your mind?**

*Rudi Fast, Canada*

It's hard to put it into just three thoughts. I try to focus on reacting quickly and getting a good start, but of course you have to go through all the various procedures before the actual launch, so it's important to get them all right. And then

**Going four better than his dad, Jan, Kevin makes it onto the podium in P2 on his F1 debut in Melbourne**

when you actually sit there, with the revs on, you're fully focused on the lights.

**FIR:** By that point you're probably not actually thinking about anything, are you?

**KM:** That's right.

**Do you follow a special diet during the racing season?**

*Michael Van Scoyk, Singapore*

It's not a strict diet – I'm lucky to be quite small, so I don't weigh a lot and I don't have to look after my weight as much as some other drivers have to. But I do stay healthy and fit, so I look after what I eat.

**We know of the incredible speech you gave the lads and lasses at McLaren – you surely are at one with the team! This is perhaps not the easiest question to answer, but do you foresee yourself racing for McLaren for all your F1 career?**

*Merin Mandana, India*

I would love to, yeah. I've never worked with any other F1 team but McLaren and I struggle to see myself anywhere else. So, yes, I could easily imagine myself being here for my whole career.

**Where did you get those cool dotted trousers you had in Malaysia?**

*Olga Roszyk, Poland*

Dotted trousers? I wore dotted trousers? I don't remember...

**FIR:** Surely you must recall wearing something so *outré* as a pair of dotted trousers?

**KM:** I don't know. I really can't remember!

**Are you related to Rick Astley?**

*Liam Madde, Hong Kong*

[Jaw drops slightly with confusion] Who's he?

**FIR:** This moment has been prepared for...

[Hands over iPhone with images of bouffant 1980s pop singer Rick Astley] He had a number



## Which F1 car, past or present, would you most like to drive and why?

*Craig Curtis, United Kingdom*

I've always been a great McLaren fan, although I wasn't born when this car – the MP4/4 – raced. I'd like to push it and really feel it – I've watched it on videos, mostly with Senna driving. I've driven one, but only around the lake at the MTC, so I didn't push – too risky.

**FIR:** You might have ended up in the lake with the piranhas!

**KM:** Yeah. [Laughs]



of hit records, though some may argue there's a missing consonant in that sentence.

**KM:** [Scrutinises the images and hoots with laughter] No, we're not related.

**Have you found a hair-gel product that is resistant to your helmet?**

*Mark Carter, United Kingdom*

[Still laughing after previous question] No, unfortunately not...

**Can McLaren challenge for wins in 2015?**

*Nicholas Hewitt, United Kingdom*

I can only say that I believe so. I can't say that I know, but I believe we will. →



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## YOU ASK THE QUESTIONS



The kind of meticulous question-card alignment that would meet with the approval of one Ron Dennis...

**Do you ever make jokes with your dad about being the first Magnussen to make it onto the podium?**

*Jason Bird, United Kingdom*

Er... Kind of. [Laughs] No, not really, but – we're very competitive, me and my dad. I'm sure he's really proud of it, and I'm really proud of it too, so it's not something we really joke about. But we are competitive!

**What do you all talk about on the drivers' parade before the race?**

*Anna Hunt, United Kingdom*

I chat to some of the drivers, but the parade doesn't really go on for too long so there's not that much talking going on – especially if we're all in separate cars.

**If there were ever a Danish Grand Prix, what part of Denmark would you pick for your home race?**

*Alec Sugden, United Kingdom*

I'd like a street race in Copenhagen. I know the streets very well, so I'd win there!

**Is the old man Jenson Button helping you in your first season in Formula 1, or do you both do your own thing?**

*Don Cameron, United Kingdom*

I'm not sure he'll like being called an "old man"... but he is a great help. He's not, you know, actively *trying* to help me. We're team-mates and we share data, so I've got a huge amount to learn from, which is great, and it's good for the team as well.

**FIR:** So he's not being *unhelpful*, which some drivers in his position may be?

**KM:** No, not at all.

**If driving an F1 car is the best thing you do, what is your least favourite thing to do on race weekends?**

*Todd Reynolds, United States*

I'd have to say interviews – they're not my favourite thing. But this one is much better than the usual ones!

**FIR:** The FIA press conference must be the worst of all...

**KM:** Yes, it is.

**What would be your alcoholic beverage of choice if you were going to challenge Kimi Räikkönen in a drinking competition?**

*Jan Andersson, Sweden*

Er, beer. Danish beer.

**What do you think about the new rule for 2015, which will bring in standing restarts after a Safety Car? Do you think this will benefit the McLaren package?**

*Rob Beaumont, Australia*

It's hard to say if it will benefit us specifically – I don't think so. It will probably be the same for everyone. But it will shake up the races, I think. It could be quite exciting – each race start will favour someone, because some drivers will have worn tyres and others won't – but by the end of the season it will have evened out.

**What are the toughest F1 car and race characteristics to master for a newcomer?**

*Marcelo Gios, Brazil*

Tyre management, definitely. That's something you really need to learn quickly, and it's difficult to do because everything you do before F1 is a short race where you have no need to look after your tyres. You can push for the whole race.

**FIR:** Presumably that's also something that's very hard to practice in the simulator?

**KM:** Exactly, yes. And with limited testing it's very difficult for a newcomer.

**All sorts of athletes have coaches – even sportspeople like Tiger Woods and Rafael Nadal. How come drivers don't?**

*Mark Hoffman, United States*

Actually some drivers do, although some don't. And in our world you have race engineers, whose role sometimes equates to that of a coach – and you could say they have a bigger job in that they coach the car as well.

**Do you feel an added pressure, above and beyond the usual pressures of being a rookie, because of your team's great history in Formula 1?**

*David Jonson, United States*


Yes, I do, and that's a positive kind of pressure because you know you're with a historically winning team – therefore winning is expected of you. And that's great, because that's exactly what I want as well.

**FIR:** With their facilities they can offer you a high degree of technical back-up, too...

**KM:** Yes. For a rookie the best way is with a big team, because they have many more people and offer you more information.

**You're only the fifth Danish driver to compete in Formula 1, and the first since Nicolas Kiesa in 2005. Do you feel the pressure of having a whole country with their eyes on you?**

*Carlos Lopes, United Kingdom*

Not really. I come from a very small country, and it's great to have the support, but I don't experience it as pressure. I'm very focused on winning so I have lots of other things to worry about – the pressure from people back at home isn't one of them... 

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# THE HARDER I TRI

Uniquely among Formula 1 drivers, Jenson Button runs his own annual triathlon to raise money for charity – but what’s actually involved in this multi-disciplinary sport? *F1 Racing* went along to find out...

**WORDS** STUART CODLING **PICTURES** ANDREW FERRARO

**A sunny, peaceful Saturday** in the countryside. Or not.

Ducks glide across the surface of Luton Hoo’s formal lake oblivious to the riot of splashing that’s about to occur. Every so often a passenger jet – Ryanair, Monarch, EasyJet for the most part – rises above the treeline from nearby Luton Airport, conveying holidaymakers thither to distant horizons. If those passengers were to peek out of the port windows, they might espy a gathering of brightly coloured tents near the elegant country house below – but what, they might wonder, is going on?

Jenson Button is one of the few F1 drivers to operate a charitable trust, and certainly the only one to run an annual triathlon to raise funds for good causes. And he’s an ever so slightly low-key presence here today, at the triathlon bearing his name, set in the rambling estate of

a mansion built by the third Earl of Bute, Prime Minister under George III, and remodelled under various subsequent owners into a fascinating architectural hodge-podge.

Spectators are limited to entrants’ family and friends, to dissuade gatecrashing autograph hunters. And, but for the proliferation of Button logos, and an open-top McLaren 650S and an F1 car (painted 2014-spec silver and labelled ‘MP4-29’, though spotters will out it as an MP4-24) on static display, you could be standing in the ‘event village’ of pretty much any compact, fun sporting occasion. The entrants are focused on picking up their race numbers and arranging their chattels, the supporters on staking out the best spectating spots or the ideal place for a picnic lunch in the shade. Upbeat tunes spill forth from the PA system as the announcer revs himself up with a brief run through the day’s schedule.

And there’s the man himself. No velvet rope, no Tensabarriers, Just Jenson, smiling and chatting to a group of friends while he places his bike, towel and running shoes in the rack of the transition area, the nexus of the triathlon’s swim/bike/run routes. He’s typically self-effacing about being the only F1 driver to put this much effort into high-profile charitable work:

“I don’t think I am,” he says. “But we’re all in a very lucky position, doing a job that we love, and in a position where we can have a voice on different things. It’s very easy for me to make people put their hands in their pockets!

“To enter this, you had to pledge to raise £500 for Cancer Research and over 400 people still signed up. So we’ve raised a lot of money and hopefully it’ll keep growing. Cancer is something that affects every one of us here, either personally or through family and friends.” →

Triathlon is a multi-stage discipline of burgeoning popularity that covers a range of increasingly terrifying distances: 'Sprint' events usually combine a 750-metre swim with a 20km bike ride and a 5km run, while at the other end of the scale, 'Ironman' challenges you with a 3.8km swim, 180km bike ride and a marathon-distance 26.2-mile run. Jenson's triathlon is a hybrid in which each competitor races twice, the first being a qualifying event with a 300-metre swim, 9km ride and 2.5km run; the top 50 finishers from each wave then go through to the sprint-distance final, with the remaining entrants having a 'wooden spoon final'. Thus the more serious athletes gunning for the £7,000 prize purse don't trip over those doing it purely for 'fun'.

"Initially it was my idea," says Jenson, "because I've been into triathlon for a long time. I thought it would be nice to have our own, and hopefully raise a lot of money for charity. But it's the Sports Partnership [the agency founded by Jenson, his manager Richard Goddard and PR man James Williamson in 2012] who have done all the work and made it happen.

"It's amazing – it grows every year in terms of things for people to do, the atmosphere... it's got kind of a festival vibe, rather than a triathlon. We have a band – Duke, a very cool beatboxing band – and a barbecue later, and a few other things. There's a bit of pain with it, of course...

"The thing is with this, it's a real beginner's race – it attracts beginners because it's such a short distance. But it also attracts a few pros because there's prize money on offer. They know it's a very chilled-out event and that it's going to be a lot of fun. We've got five or six world champions from different distances and duathlons. There's a lot of competition out there, so *do not* expect me to finish in the top ten!

"The qualifier is a bit of a cruise but the final is full on. It's a lot of pain for about 55 minutes."

A stroll around the transition area shows the differing levels of the competitors. Jenson's Specialized S-Works Shiv bicycle is a full-on carbonfibre aero machine with a razor-blade saddle, tubeless Continental tyres, electronically actuated Shimano gears, aero handlebars, and a power meter set into the cranks. Its Enve

*"I do triathlons for fun. Mentally it helps me so much with racing when I go through difficult times"* Jenson Button

carbon wheels were designed by former F1 aerodynamicist Simon Smart in one of the Mercedes windtunnels, and their quick-release skewers are precisely aligned in conformity with the Velominati cycling website's Rule 41. A few metres further down is an elderly Kona mountain bike with a rusting front suspension fork and knobby tyres; further still, a hybrid with a luggage rack, mudguards and a bell.

Jenson began to take fitness seriously in his mid-20s, and started competing in triathlons as a means of scratching his competitive itch and keeping himself sharp when his career was in the doldrums at Honda during the lean years of 2007 and 2008. Week in, week out, he had to find a way of sustaining motivation when his race cars were utterly hopeless.

"I do triathlons purely for fun," he says, "but when times are a little bit more difficult, sometimes it's important to have a hobby to take your mind off it. To refocus, if you like, and to do the fitness. Mentally it helps me so much with racing when I go through difficult times.

"I still have a beer sometimes. You've got to have a balance. But when I'm training I'm very serious about it. I have a separate programme that Mikey [Collier, his trainer] sets out for me. It's hard, because I'm doing a lot of hours, but I'm really enjoying it and it helps me not just physically, but also mentally, for racing."

As the first waves of competitors thrash through the lake, scattering the ducks to the four corners, you see first-hand the great difference in abilities and wonder how much time the middling swimmers can pull back on the run and bike legs; and then, as they haul themselves out of the water and jog along the mat, pulling off sections of wetsuit, it's striking how much time can be gained or lost through efficiency in the transition, just like an F1 pitstop. The frontrunners are out, changed and clipping into their pedals, while others are still making stately progress with the breaststroke in the lake. →



*Swiss movement, English heart*



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*"The events I normally do, half-Ironman distances, are done at a lower heart rate – the sort of zone you'd be in to drive a race car"* **Jenson Button**




falling off, then struggles to get going again. This is the kind of technical course where the straightline aerodynamic advantages of TT bikes are overturned by their higher weight, more challenging rider ergonomics and poor manoeuvrability. Jenson passes us in 20th place, gritting his teeth as the road ramps up.

We return to the 'village'. It's 30 minutes before Jenson comes through for the run. What's happened? The ride is his favoured event...

The women's final came down to a comfortable 18-second victory for Emma Pallant over Katie Hewison, but it's a sprint finish in the men's final, with Will Clarke just edging out David Bishop. Jenson arrives, high-fiving spectators, in 19th, ten minutes down on the winners.

"I got a puncture just outside the hall," he says, "and had to abandon the bike and run back."

So far as triathlons are concerned, for Jenson it's the taking part that matters rather than the winning. It's the opposite of F1, under the watchful eye of Ron Dennis. Ron, you imagine, would be an unlikely guest at an event like this; the famously fastidious McLaren boss would no doubt find the partial nakedness, and the smell of sweat and Deep Heat, highly sub-optimal.

"We've never talked about it," laughs Jenson. "But Ron likes his drivers to be fit and focused on winning grands prix, and I'm definitely that..." 

A glance at the entry list reveals some big names: double champion Will Clarke; Commonwealth Games hopefuls Cameron and Natalie Milne; European champion Danny Russell; double Ironman world champion Chris McCormack; British champion Emma Pallant; and world duathlon champion Katie Hewison. The elite athletes take the eliminator round at a canter, and Jenson jogs across the finish line in a group of competitors all chatting to one another.

Besides doing good work for charity, what benefits does Jenson derive from an event such as this? For the modern, physically optimised and focused F1 driver, being fit enough to drive isn't about fitness *per se* – being able to run a mile, say, without breaking a sweat – but about specifics, about developing stamina and strength while carrying no unnecessary muscle mass.

"This is a short distance," he says, "where your heart rate is through the roof. It's not the sort of training I'd do for F1. But the events I normally do, half-Ironman distances – four-hour races – are different. They're done at a lower heart rate – the sort of zone you'd be in to drive a race car. If you can do hours of that, when you get in a race car it's easy to stay relaxed and focused, then every lap of the race can be 100 per cent."

As the finalists plunge into the lake, the sun is pitilessly hot. *F1 Racing* makes its way up the cycle course to a point about 400 metres after the exit of the transition, where the road surface changes to a more rough texture as well as angling up into a sharper incline. It's here that the competitors who have pushed themselves into the red zone too soon will start to suffer.

And they do suffer. In the men's final, riders on road bikes are passing those on TT bikes who are stubbornly staying in the aero crouch. One botches his downshift, grinds to a halt, just about unclips from the pedals without

## How did we do?

**When it transpired** that no one on *F1 Racing* could swim, Simon Bowles, art editor of our sister title *What Hi-Fi?*, eagerly stepped into the breach.

"My kids are in the local Tri club so I often get roped in," he says.

Simon came 52nd in his heat, so just missed the cut for the final. In the mixed 'wooden spoon' run-off he was 91st of 99 competitors out of the water, rose to 53rd in the cycle, then dropped a place in the run to finish 54th.

"I shouldn't have opted not to wear a wetsuit in the second race," he admits. "I was about as buoyant as a safe!"



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In conversation with

# Gunther Steiner

F1 Racing presents an **exclusive** interview with Adrian Newey's Red Bull predecessor, who is now leading the launch of the new Haas F1 team

**INTERVIEW** ANTHONY ROWLINSON **PORTRAIT** STEVEN TEE/LAT

**Hello Gunther. Long time no see. When were you last a part of Formula 1?**

It was 2006, with Red Bull.

**What's it like to be involved in an F1 launch project?**

It's good, otherwise I wouldn't have got involved. Having spent the past eight years in the US [working in NASCAR] it's exciting to have somebody like Gene Haas who wants to do this. We will do it right, as good as we can, to make it successful. It's important for the sport, it's important for the United States. F1 is a big sport and the US is a big country. It's exciting.

**Can you do better than some of the other teams that have tried to take part in Formula 1 from the US?**

Well, we know what we are going to do. I wouldn't say there were a lot of teams that didn't do it right, because there have been some US teams that weren't unsuccessful – I mean, not like Ferrari, but teams that were okay. We know in the beginning we cannot win, but we won't be an embarrassment.

**You plan to be partly European-based, partly American-based, don't you?**

That's right. We'll have a technical partner to help with the components, so our development time and engineering force will be smaller than if we were doing it ourselves. But we will have headquarters in the US, where we have the Windshear windtunnel, which is one of the best moving-floor windtunnels in the world. It's set up to run full-scale models, which aren't allowed in F1, so we're adapting it to run smaller-scale models. Sixty per cent is the largest permitted by the F1 regulations.

We will have the factory there, we will have a composite department and machine shops, but we will get a lot of parts from our technical partner [F1 Racing is speaking to Steiner in the Ferrari motorhome...] so there's a lot we don't need to make.

The UK part of the business will be the race team. Yes, it's split up, but we're clear about who's doing what. We want to get the best we can from the UK, while building up our team in the United States.

**You're aiming to enter F1 in 2016. What will you have in the UK by then?**

A shop, all the equipment, the trucks, the motorhome, the shipping containers. We'll also have offices for the race engineers and the mechanics

## FACTFILE

**Date of birth** 7 April 1965

**Place of birth** Bolzano, Italy

**Team** Haas Formula

**Role** Team principal

**2014** Joins Haas Formula

**2008** Forms own motorsport-supply company in Charlotte, USA

**2006** Technical director of Red Bull Toyota NASCAR team

**2005-06** Technical director, Red Bull

**2003-04** Technical director, Opel DTM

**2001** MD of Jaguar Racing

**1997-01** Chief engineer at Ford World Rally team

**1996** Moves to Prodrive Subaru World Rally Team

**1990** Development engineer for the Italian Jolly Club rally team

**1986** Engineer at Mazda Europe

to rebuild the cars. But the IT, engineering and aerodynamics infrastructure will all be in the US.

**How extensive will your technical partnership be?**

To qualify as constructors, we have to make the chassis ourselves. The bodywork, too. All the rest we can buy elsewhere, or partner up with someone.

**So... will you have a red partner?**

We will tell you that soon. It could be. Haas are technical sponsors of Ferrari – you can see the decal on the car – so the possibilities are high.

**If winning is out of reach at first, what's your target?**

It's hard to be in the midfield because there are some good teams out there. So our aim is between eighth and tenth to try to score some points.

**What about drivers?**

We're talking about it in terms of possibilities, because those decisions are too far away. This time next year we will speak seriously about it – not now.

**Is the American aspect of Haas F1 important? Will the team feel American?**

Yes. Gene doesn't want to be over the top, but he runs a successful American business and the F1 team should be similar in terms of how it runs. That's his aim. But we won't have stars and stripes everywhere.

**How did you and Gene get together?**

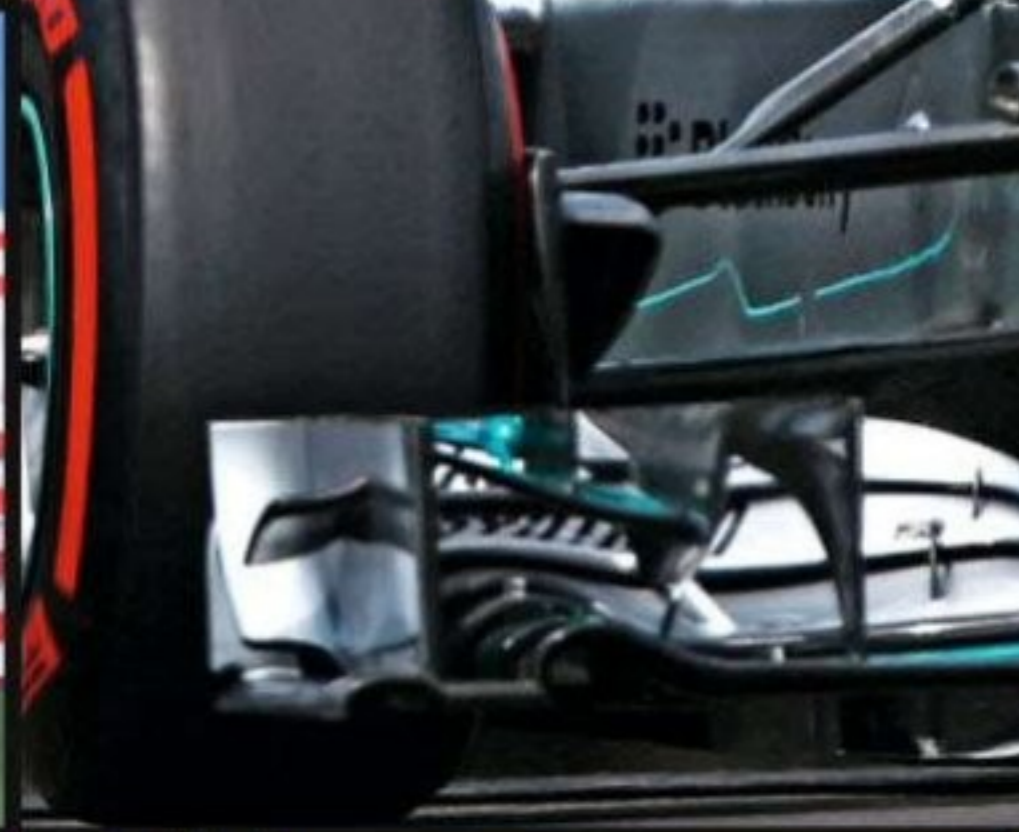
We met a few years ago and talked over some ideas – for example running a third car for a team. Last year, Gene said: "What do we need to do to make this happen?" and we decided to find a technical partner from an established team, then went to get a licence. We have been talking about this for more than three years now and Gene knows what he's doing.

**What's Gene Haas like?**

He's an interesting character. He's quite easy-going – but not easy to describe in a couple of sentences.

**It must be quite a thrill to be involved in an F1 start up...**

It's very exciting – a big responsibility which I'm not afraid to take – but how many times can you ever do something like this in your life? **F1**



PHOTOS: ALASTAIR STALEY/LAT; STEVEN TEE/LAT; ANDREW FERRARO/LAT; GLENN DUNBAR/LAT; ANDY HONE/LAT; CHARLES COATES/LAT



Peter Windsor's

# MID-TERM REPORT

With the season now past the half-way mark, reality is starting to bite. So who, as of the British GP, has scored A+, and who must try harder?

**Fundamentally, 2014 has been about rebalancing.** For Mercedes, domination after several seasons of wearying underachievement. For Red Bull, a fall from grace – but not one as spectacular as some had fancied after those disastrous pre-season tests. For Williams, a welcome and long-anticipated return to form, wrapped in a crisp new Martini-striped look. A wealth of fresh narratives after so many Seb Vettel lights-to-flag wins.

You wonder, therefore, why so many teams haven't risen to the challenge – why they're still following the same wretchedly familiar stories of seasons past. McLaren and Ferrari still chasing their tails, seemingly locked in an endless cycle of transitional seasons in which a return to form is always just around the corner – once the latest tech department restructure has taken effect, of course. Teams at the back struggling for performance, TV exposure and sponsorship, living hand-to-mouth and casting about for rent-a-drivers. The more things change, the more they stay the same... →



## TEAM STATS

### MERCEDES

326 points: 1st



Rosberg



Hamilton

#### Qualifying



#### Race



#### Points



#### Retirements



#### Most laps raced in one position



STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9

# MERCEDES

The Brackley-based German superteam are leaving their rivals trailing in their wake

**What a time!** Paddy Lowe lived and worked through the dazzling 1992 season with the Williams FW14B-Renault and now it's more of the same – with the proviso that it's now Paddy's show and things are happening *his* way.

You need only spend a few hours at the Mercedes factory in Brackley to see that this is a large team run in homely style. There's no pretension; no fluff. Here are a bunch of racers, each working as a part of a harmonious whole. Paddy isn't Adrian Newey but he has the same influence over the team: the same cannot be said of any other technical people in F1.

"Credit to Toto Wolff... he saw the potential and gave Paddy Lowe the blank canvas"

Credit, then, to Toto Wolff, for making this happen. Paddy was technical director at McLaren but he wasn't an in-your-face, future star in the McLaren galaxy way of things. Wolff saw the potential and gave Lowe the blank canvas.

The Mercedes W05 Hybrid is an excellent racing car from front to rear. Typical of the package is the simple, elegant gearbox-in-a-gearbox rear structure initiated by Aldo Costa: it provides all the pick-up-point rigidity in the world, saves weight and improves the practicality of the car. Ferrari had both this design and Costa – and they let both of them go. Enough said.

I wouldn't like to be the guy who has to keep the peace between Lewis Hamilton and Nico Rosberg. In 1992, there was no problem: Nigel Mansell was a quantum leap ahead of Riccardo Patrese. Not so with Nico/Lewis. But Paddy and Toto have done as well as can be expected, and have given F1 something to talk about when it could all have been so predictable.

With Nico's retirement at Silverstone came the redressing of a balance that for most of the first part of the season had fallen away from Lewis. Now they're close enough to be even. Lewis still has a slight advantage in terms of outright pace: he finds little flat spots with the car, particularly in change-of-direction sequences, about which the rest of the pack can only dream. But he made critical braking errors in Q3 in both Canada and Austria – and tripped up in Q3 at Silverstone.

Nico, by contrast, has been fast, cool, consistent and effective – a driver unafraid to execute a perfect Monaco Manoeuvre at the height of Q3. It was in the wake of this, Lewis backed away from Q3 at Silverstone. The thought was that Nico would do the same, thus securing pole for Lewis.

Nico forged ahead, though, taking his fourth pole of the year and nosing in front of Lewis five-four in terms of grid positions. That one moment in time could well have defined the rest of the season to come.

**Rating** Classy, competitive and controlled – but also, driver-wise, combustible

## TEAM STATS

**RED BULL**

168 points: 2nd



Vettel



Ricciardo

## Qualifying



3

6

## Race



1

7 (1 win)

## Points



70 (6th place)

98 (3rd place)

## Retirements



3

1\*

\*Plus 1 disqualification from third place in Australia

## Most laps raced in one position

83 in 5th

145 in 3rd

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9



# RED BULL

A lack of chassis/engine cohesion has ended their four-year reign of dominance

It's been fun watching Red Bull this first half of the season, if only because a great golfer's teeto-green regularity is sometimes less interesting than his ability to rifle a ball through a hole in the rough, around a tree and out onto the front of the green. We're so used to seeing Adrian Newey and the Red Bull in F1 Wonderland that it was a shock, at first, to see Seb Vettel struggling to make Q3 before packing his bags early.

Along the way, the team has opened up. The Energy Station paddock palace is less crammed with hangers-on and is thus a slightly more pleasant place to meet for a drink. And you don't always get thrown out when you sidle in to see their latest in 'garage technology'.

Daniel Ricciardo is a good bloke. I spoke to him at Silverstone, congratulating him on his excellent run of results and his response was a modest, "Yeah, things are moving along pretty well..." Nor does he give the impression of being affected by stardom. He's been a pleasure to

watch since the pre-season Bahrain test. He was brilliantly quick: a revelation. He's an oversteer driver, but his manipulation of the back end is smooth and flowing.

Seb is his counterpoint. There's a lot of conjecture right now about whether this is because Seb knew the best of the blown-diffuser era, and so has been late in adapting to the looser rear ends of 2014, or whether Seb is just a tad slower. Personally, I think it's the former, combined with the unavoidable impact of Seb having won four titles. It doesn't matter how much he tells himself he's the same driver with the same motivation: if the car isn't a Merc then a little voice will always say, "You've got nothing to prove. Drive to your limit. Your day will come again." In other words, a free spirit like Daniel Ricciardo will always do a better job of maximising a less-than-perfect F1 car.

It's been interesting to see how far out of bed Renault fell over the winter. Being critical, you'd

"Newey isn't an engine-engineer. Thus Renault did their thing and he built his car around it"

say this is perhaps an Adrian Newey shortcoming we'd never previously identified. Unlike, say, Patrick Head, Adrian *isn't* an engine-engineer. Thus Renault did their thing and Adrian built his car around it. You don't get the impression that there were too many Head/Dudot-type conversations along the lines of: "But Rob, I want the fuel pump *here* and the turbo *there*..."

Engine aside, Red Bull reached the halfway point sharing the best-car honours, with Mercedes. Overall, that's really not bad for a Renault runner. We can only speculate about the speed of a Red Bull-Mercedes. →

Rating **Pinning their hopes on a Newey world order?**

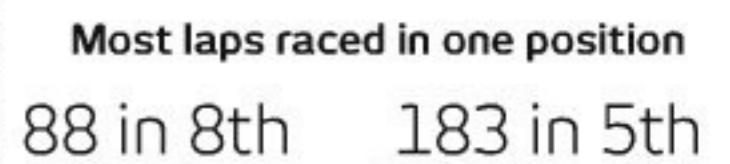
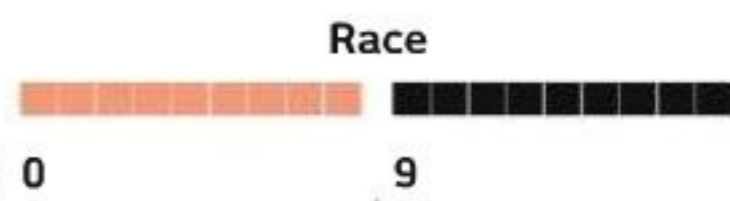
PHOTOS: STEVE ETHERINGTON/LAT; ALASTAIR STALEY/LAT; ANDY HONE/LAT



TEAM STATS  
**FERRARI**  
106 points: 3rd



Räikkönen | Alonso



STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9

# FERRARI

Weighty resource has been undermined by unstable management

**Ferrari, quite frankly,** have been a shambles so far this season. They didn't re-hire technical director James Allison when they signed Fernando Alonso; instead, they waited for Allison to produce a very nice racing car for Lotus and *then* re-signed him, by which time the Maranello design/engine/gearbox/aero incumbents were even further entrenched in their ineffective way of doing things.

Even after re-signing Allison, the signs are that he hasn't been given the same responsibility as, say, Paddy Lowe enjoys at Mercedes. For Luca Di Montezemolo read Toto Wolff, but there the

"Fernando is wasted at present at Ferrari, but at least he's out there, writing music"

comparison ends. Toto identified Paddy and gave him his chance. Luca has hired good people here, and fired good people there as scapegoats – racers such as Chris Dyer (head of track engineering), Aldo Costa (technical director), Stefano Domenicali (team principal) Luca Marmorini (head of engines and electronics) and Davide Terletti (chassis engineer) have all left.

Much was made pre-season of the Alonso-Räikkönen pairing. As it's turned out, Fernando has eaten Kimi for breakfast. Kimi is around 0.2-0.3 seconds per qualifying lap slower than he was in his McLaren years, which showed both in the way he was outqualified by Romain Grosjean at Lotus, and also in his relatively temperate pace when he raced for Ferrari first time round.

He can still race well if the car has a decent front and so, in theory, was always going to be a comfortable team-mate for Alonso. Yet Ferrari have made no allowance for Kimi's shortcomings. Kimi's a very specific driver,

and if you won't work with him there's no point hiring him. Plenty of guys out there are quicker over a single lap and better able to maximise a bad car. With a very *good* car, Kimi's still up there with the best, so he must have been signed on the assumption that the Ferrari F14 T would be a world-beater. As it turned out, they should have kept Felipe Massa – a quick, uncomplaining driver with whom Fernando was comfortable.

In the meantime, Alonso is the only guy who can make an F14 T look like a racing car. For the most part it's been frustrating, but then you take it for what it is and your eyes water as you watch him in Austria, hauling the car around on his back, or Silverstone, passing Seb Vettel on the outside into Copse. He's wasted at present at Ferrari, but at least he's out there, writing music.

Ferrari have enough resources to win a race or two in 2014; indeed, they *should* win a race or two. Mid-season, though, they trail most of the field in terms of money spent versus results.

**Rating** Too many prancing horses' heads at the end of the bed

## TEAM STATS

**WILLIAMS**

103 points: 4th



Massa



Bottas

## Qualifying



## Race



## Points



## Retirements



## Most laps raced in one position

71 in 5th 80 in 3rd

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9



# WILLIAMS

After the misery of 2013, the long-awaited renaissance is now well under way...

**Jason Somerville, Williams' head of aero,** took plenty of flak after 2013, but such is the quality of the guy that he kept his head down, backed himself and produced the FW36 – a gem of a Mercedes-powered racing car that seems to have very few aerodynamic vices.

Its pillarless rear wing could well be a game-changer, although rival teams have been anxious to insist that it produces no fundamental advantages. But as with all F1 components, nothing is clear. A pillarless, non-beam-mounted wing may produce an obvious advantage in terms of flow around the rear of the car, but who could have foreseen its effectiveness in the Silverstone crosswinds?

Unlike Mercedes and Force India, Williams and McLaren are running their own transmission systems, which means they still have the old-style gearboxes with integral casings. This compromises suspension architecture and aerodynamics: Mercedes, for example, with their

carbon outer gearbox case, are able to fare-in their driveshafts with the top wishbone arm; Williams are not. Williams' ultra-slim gearbox may complement the pillarless rear wing, but it restricts the car in terms of rear geometry.

The most obvious Williams characteristic so far has been their gear ratio. In this first season of fixed ratios, Williams have gone shorter than Mercedes, Force India and McLaren. They did so because the torque of the 2014 engines more than compensates for any 'in between' moments that may arise and because the majority of the F1 circuits these days are slow, not quick.

Again, there was an unforeseen result: the greater number of gear changes per lap led to greater rear tyre degradation. This was nullified when the compound choice was conservative (Silverstone), or when degradation was high (Austria) but obvious at circuits like Bahrain. Williams must spend time and money converting to longer ratios in the second half of 2014.

"Felipe Massa remains miscast. He would have been excellent in the support role at Ferrari"

Valtteri Bottas, as predicted, has emerged as a world-class driver who is very capable not only of winning races but also world championships. Felipe Massa, I think, remains miscast. He would have been excellent in the support role at Ferrari again this year; alongside the brilliant Bottas, and with 2015 looking like a very strong year for Williams, it would have been nice to have seen an up-and-coming youngster in the Bottas support role. But for all that, let's hope that Felipe wins a race for Williams at some point in 2014. He deserves it after such a long and often painful career. →

**Rating** On the up, but let down by the details

PHOTOS: ANDY HONE/LAT; GLENN DUNBAR/LAT; ALA-STAIR STALEY/LAT; CHARLES COATES/LAT; STEVEN TEE/LAT



TEAM STATS  
**FORCE INDIA**  
91 points: 5th



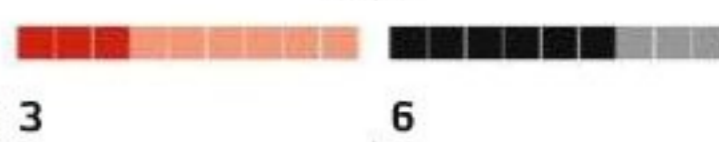
Pérez

Hülkenberg

Qualifying



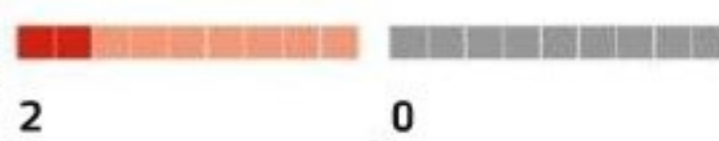
Race



Points



Retirements



Most laps raced in one position

68 in 11th 115 in 6th

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9

# FORCE INDIA

Clever management on a shoestring budget has produced impressive results

**Formula 1 being all** about people – good technical people primarily but also drivers, managers, mechanics and money-procurers – Force India are a case study in putting it all together. Of course they have to be seen in the context of their budget, which is much smaller than that of Mercedes, Red Bull, Ferrari and McLaren, but is also far less than that of Williams and Toro Rosso. Yet time and time again, Force India emerge from anonymous qualifying days with strong drives into the points. It reeks of good in-the-field management, good drivers and logical prioritising.

“Force India emerge from anonymous qualifying with strong drives into the points”

Technical director Andy Green has done a nice job with the VJM07, particularly since he’s still organising a tech department with around 15 teraflops of CFD power – about 10-12 behind the leading teams. The team also wisely chose the Mercedes gearbox-within-a-gearbox transmission/rear suspension system, giving them a decent back end when all else fails.

They also have two very fast drivers. Sergio Pérez has a Button-like feel for power application and Nico Hülkenberg is quite capable of winning a string of F1 races should his car permit.

Among the mid-field teams, Vijay Mallya has done a uniquely good job in selling a shareholding to, and obtaining sponsorship from, a major international player (Sahara). And unlike other team owners who come and go according to the size of their ego and their access to other people’s money, Vijay’s in it for the long haul: he hires his drivers on merit and he employs good people.



Sergio Pérez on the podium at Bahrain: team boss Vijay Mallya hires his drivers on merit

**Rating** Making a tiny budget sing as Force-fully as ever



# McLAREN

Lack of technical direction has cast them adrift

The McLaren MP4-29 is a better car than it looked in the first half of the year. Its low nose allows decent front suspension compliance; it's had few mechanical issues; and it's not slow on the straights, although it's no Williams-beater.

Part of the problem, they say, is that they can't get the 29 to work on Pirelli supersofts. This highlights a bigger issue: the team is *very* departmentalised. It's solution-friendly in the best possible technical senses of the words, but the upshot, for a team so big, is that they have begun to chase their tails. In trying to make the car work on supersofts, for example, they're sprinting down a development trail that leads nowhere – or which shouldn't exist in the first place. Thus real development suffers.

Sam Michael looks good in his sporting director role, but in terms of the direction of development the ship is a big one to re-navigate. McLaren, like Ferrari, ejected their team principal earlier in the year but in both cases you wonder if they – the boards – really knew what they were doing. McLaren need a Paddy Lowe, an Adrian Newey, or even a Tim Goss in charge of the car. Whether there's a Whitmarsh or a Dennis at the top is irrelevant. F1 is about a good technical person running the complete car – it's not about leaders. Leaders should do nothing more than select those good people and give them the platform on which to do their thing.

For now, McLaren exist in a purgatory of their own making, neither progressing nor regressing.

**Rating** Not quite ready to do one, Ron



## TEAM STATS

**McLAREN**  
90 points: 6th



Magnussen



Button

	Magnussen	Button
Qualifying	4	5
Race	2	7
Points	35 (9th)	55 (8th)
Retirements	1	0
Position for most laps	90 in 6th	95 in 11th

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9



# TORO ROSSO

Making the best of what they've got

Toro Rosso have had a good first half of the season. It looked doubly difficult for them for a while (Red Bull B-team, Renault dramas), but they've done well under torrid circumstances. As with Force India, this is in part due to their two very fast drivers (Jean-Eric Vergne and Daniil Kvyat) and the talent of a very able technical director, James Key, who has produced a rational car for the new technical era.

It's been an interesting season for Vergne so far. Although heavily outqualified last year by Daniel Ricciardo (4-15), Vergne, on several occasions, looked very good relative to Daniel on Sunday afternoons. He may have missed out on the Red Bull drive, but he is now an experienced team leader: Toro Rosso is his to evolve.

Against the talented and quick Kvyat, Vergne has done well. He's just ahead in qualifying, and his driving is more consistent and aggressive. It was hidden from view, but I was impressed with his drive to P8 in Canada, particularly since he had Fernando in his mirrors for much of the distance. His drive from the back of the grid at Silverstone was similarly slick.

As for Kvyat, Stowe at Silverstone for me said it all. Felipe lost it again on Friday morning, applying the power too soon, too aggressively – then Daniil did the same. Except that he feathered the throttle slightly, caught the moment, re-caught it... and continued. Absolutely stunning car control. And a refreshingly straightforward approach, too. →

## TEAM STATS

**TORO ROSSO**  
15 points: 7th



Vergne



Kvyat

	Vergne	Kvyat
Qualifying	5	4
Race	2	5
Points	9 (13th)	6 (15th)
Retirements	5	3
Position for most laps	77 in 7th	99 in 10th

**Rating** Good reason to be Bull-ish

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9

PHOTOS: ANDY HONE/LAT; CHARLES COATES/LAT; GLENN DUNBAR/LAT; STEVEN TEE/LAT

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# LOTUS

Real racers restrained by resource wrangles

It's hard to write about Lotus in detail at this juncture because there's no point in being critical. The real message is that F1 should never have let anyone sell its commercial rights in 2000, because that induced a number of poorly prepared, ill-informed financial institutions to home in on F1 as an industry in which to make money.

There was no organic growth among these moneymen: they came in, bought their teams, listened to the wrong people... and inevitably it's ended in tears. Tony Fernandes is one such; Genii Capital another. Why was all that money from Malaysia destined for 'Lotus'? What was it all about? Whose loot was it anyway? We'll never know. What we do know, because it's now obvious, is that none of it was real.

As for the Lotus team itself, it's a classic example of good people being restricted by budgets. Nick Chester has done an excellent job in the wake of James Allison's sudden departure. Alan Permane is still one of the best racing people I know. Pastor Maldonado is fast enough to win a race *and* is more successful at sponsorship procurement than most of the F1 specialists put together. And Romain Grosjean is a fast, natural talent going to waste.

I've also got a lot of time for Federico Gastaldi, the new deputy team principal. He knows how to put a sponsorship deal together and is passionate about his sport.

For all that, though, it is extremely difficult. Genii Capital doesn't have the same ring as 'Benetton' or even 'Toleman'. Let's hope it gets better.

**Rating** Hit a fork in the road; took the wrong turn

## Peter Windsor's MID-TERM REPORT



### TEAM STATS

#### LOTUS

8 points: 8th



Grosjean



Maldonado

	Grosjean	Maldonado
Qualifying	8	1
Race	5	2
Points	8 (14th)	0 (19th)
Retirements	3	4
Position for most laps	96 in 13th	85 in 14th

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9



### TEAM STATS

#### MARUSSIA

2 points: 9th



Chilton



Bianchi

	Chilton	Bianchi
Qualifying	3	6
Race	3	5
Points	0 (21st)	2 (16th)
Retirements	1	3
Position for most laps	92 in 17th	100 in 18th

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9

# MARUSSIA

First points for these battling backmarkers

**Congratulations to** John Booth and his Marussia team. They've barely had chance to come up for air this past six months, and they thoroughly deserve the points they scored in the (somewhat chaotic) Monaco Grand Prix.

Personally, I find it hard to imagine what the pressure must be like for them: is the cashflow secure? How are we going to pay the sub-contractors in the meantime? Will the staff go with the flow? He's tough, though, is John Booth – and he's not one for just sitting behind a desk.

Part of the programme is underwritten by Max Chilton's investment fund – so credit to those involved, for sticking with it. And given the circumstances, I think Max has driven well: he hasn't

been disgraced by Jules Bianchi in qualifying and he seems to have a decent racing brain.

Bianchi is managed by Nicolas Todt, which is a big asset, leading to such bonuses as Ferrari test drives when Kimi doesn't feel like performing but, to me, Bianchi still looks a bit like Jean-Eric Vergne in year one – as distinct from the future Fernando Alonso that some of his fans proclaim him to be. He's all pace and reflexes, in other words, but not huge on finesse. Vergne has evolved, however, so let's see how it goes with Jules.

There's no doubt that a huge influx of dollars would make a massive difference at Marussia. Some teams, you know, would squander such a windfall. Marussia, I think, would maximise it. →

**Rating** Points make well-deserved prizes

PHOTOS: ANDY HONE/LAT; CHARLES COATES/LAT; ALASTAIR STALEY/LAT

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# SAUBER

Great business – shame about the team

Sauber still have some very good people, two quick drivers and a brilliant aero department run by Willem Toet. Yet it just isn't happening for them.

Part of the problem, I think, is that the team are run by a lawyer, Monisha Kaltenborn, along the lines of a 'successful company' rather than an on-the-edge, driven-by-passion racing team. It may make short-term commercial sense to farm out your windtunnel – and its operating team – to LMP1/2 teams, a rival F1 team and the odd car company or two – and for the aero department thus to become a very profitable division within the losses of the company as a whole. But, ultimately, it comes down to questioning what an F1 team is all about.

So. What's to be done? I'd still pursue the Mexican connection with Esteban Gutiérrez. He's driven well this year, notably at Monaco before he clipped an apex barrier, and he has the brains and the personality to be more than just a racing driver.

I also like Sauber's approach to Simona De Silvestro. She has been obliged to find the money in order to test – but at least the team have embraced her potential – and she, quite obviously, is both fast and bright. She could be a massive F1 asset if collectively the money could be raised. Adrian Sutil, in the meantime, seems to be about the driver he's always been: he's quick; his corners are generally nice and short; but there are too many small mistakes out there.

**Rating** In need of a little more of everything



## TEAM STATS

### SAUBER

0 points: 10th



Gutiérrez



Sutil

	Gutiérrez	Sutil
Qualifying	5	4
Race	2	4
Points	0 (20th)	0 (17th)
Retirements	4	4
Position for most laps	81 in 15th	70 in 14th

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9



# CATERHAM

Out of luck before they'd begun

**Oh dear.** It's all fallen apart. The green and yellow. The Team Lotus history. Mike Gascoyne. The drivers-on-merit. The rent-a-drivers. The Caterham connection. The money from Malaysia. All gone.

The reality is that Caterham have gone backwards this year, despite the talents of Kamui Kobayashi and GP2-quick Marcus Ericsson, who managed last winter to find extensive commercial backing from Sweden. Listening to Marcus downshifting for any given corner gives the game away. He's so unsure of what the back end is going to do that he frequently selects a lower gear than necessary purely to keep the car in line. It's painful to hear, but is presumably a product of the car's chronic lack of stability in the brake-by-wire department.

Which is a shame, because no one likes to see drivers of this calibre struggling. I still think Kamui could play a strong support role in a decent team – Williams, for example, or Toro Rosso – and we shouldn't dismiss drivers as quick as Ericsson when they *do* manage to hook a sponsor. Given the way F1 continues to provide little or no TV exposure for the midfield or lower teams, however, it's now *entirely* up to the drivers to find the sponsorship.

What the next incarnation of Caterham will be like remains to be seen. Probably, it will be leaner, the money more secure, the debt lower. Caterham were conceived in 2009 as a budget-cap team. Perhaps at last we'll start to see some sensible organic growth. **F1**

## TEAM STATS

### CATERHAM

0 points (11th)



Ericsson



Kobayashi

	Ericsson	Kobayashi
Qualifying	2	7
Race	2	5
Points	0 (18th)	0 (22nd)
Retirements	4	3
Position for most laps	63 in 20th	92 in 16th

**Rating** Rip it up and start again

PHOTOS: ALASTAIR STALEY/LAT; CHARLES COATES/LAT; GLENN DUNBAR/LAT

STATS ACCURATE UP TO AND INCLUDING BRITISH GP, ROUND 9



Welcome to the Festival of Speed

 **SHELL**

**SHELL**

 **GOOD FESTIVAL**



# When Kimi met John

WORDS  
STUART  
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JAMES

Forty-three years separate the world titles won by **John Surtees** and **Kimi Räikkönen** – but as these two champions discovered, they have more in common than you might think...

shaking hands with John Surtees will leave you unable to hold a pen for a week. It's like inserting your hand into an industrial vice. Every encounter with the 1964 Formula 1 world champion therefore leaves an indelible impression; you've felt the physical manifestation of the iron will that brought him titles on two wheels and four.

So, despite this being a historic occasion – the meeting of two Ferrari world champions on the hallowed turf of the Goodwood Festival of Speed – *F1 Racing* can't help but make our opening enquiry to Kimi Räikkönen a seemingly inconsequential one: "Did you shake hands with John?"

"I, er, yeah..." The famously disengaged 2007 world champion is briefly lost for words, as if he'd been computing a pat response to some standard line of questioning about the minutiae of brake-by-wire. He blinks slowly then looks down at his hand contemplatively, opens and closes his fingers, flexes the knuckles. You see, not for the first time, the bitten nails. "He's got a strong grip. Yeah, when I'm 80 I'd like to be that strong."

It's almost 50 years since *'Il Grande John'* booked his place in the pantheon of F1 world champions at the 1964 Mexico Grand Prix, and while, on the face of it, he has little in common with the ice-cool Finn who claimed

the title 43 years on – apart from the fact that both of them did so in a Ferrari – there's a remarkable level of shared experience. Both are strong, racing-focused personalities with little interest in politics.

Both were also outside bets for the world championship for much of their respective seasons, and both received a boost in the final round when misfortune struck one of their main rivals (Jim Clark's engine seized up on the penultimate lap of Mexico '64; Lewis Hamilton had a mysterious gear selection problem at Brazil in '07). Both had team-mates who had the opportunity to make life difficult at the critical moment, but didn't (Lorenzo Bandini and Felipe Massa).

Each endured a troubled defence of his world title and subsequently fell foul of Ferrari's complex internal politics: in 1966 John's prickly relationship with team manager Eugenio Dragoni culminated in a stand-

off over changes to tactics at Le Mans, when Dragoni shuffled the line-up to allow a slower driver to take the opening stint because he happened to be the nephew of Fiat magnate (and putative Ferrari investor) Gianni Agnelli, who was watching the start of the race. "Do you want to win this race?" John

**Smiles and memories as Kimi 'Iceman' Räikkönen and 'Big John' compare taking the title for Ferrari in two very different eras**

barked before leaving the circuit and driving straight to Maranello – where, since Dragoni had invested much time and effort PR-ing himself to Enzo Ferrari, John's complaints received a frosty reception.

Kimi was ejected from Ferrari in favour of Fernando Alonso at the end of 2009, before the end of his contract, perhaps as a result of a perceived lack of effort in what was a poor car, perhaps as the fall guy for the team's poor performance that year, perhaps because times were tough in the supercar industry during the recession and cashflow would be eased by the arrival of Santander's bulging purse. But now he's back in red; times and circumstances change. They needed him again.

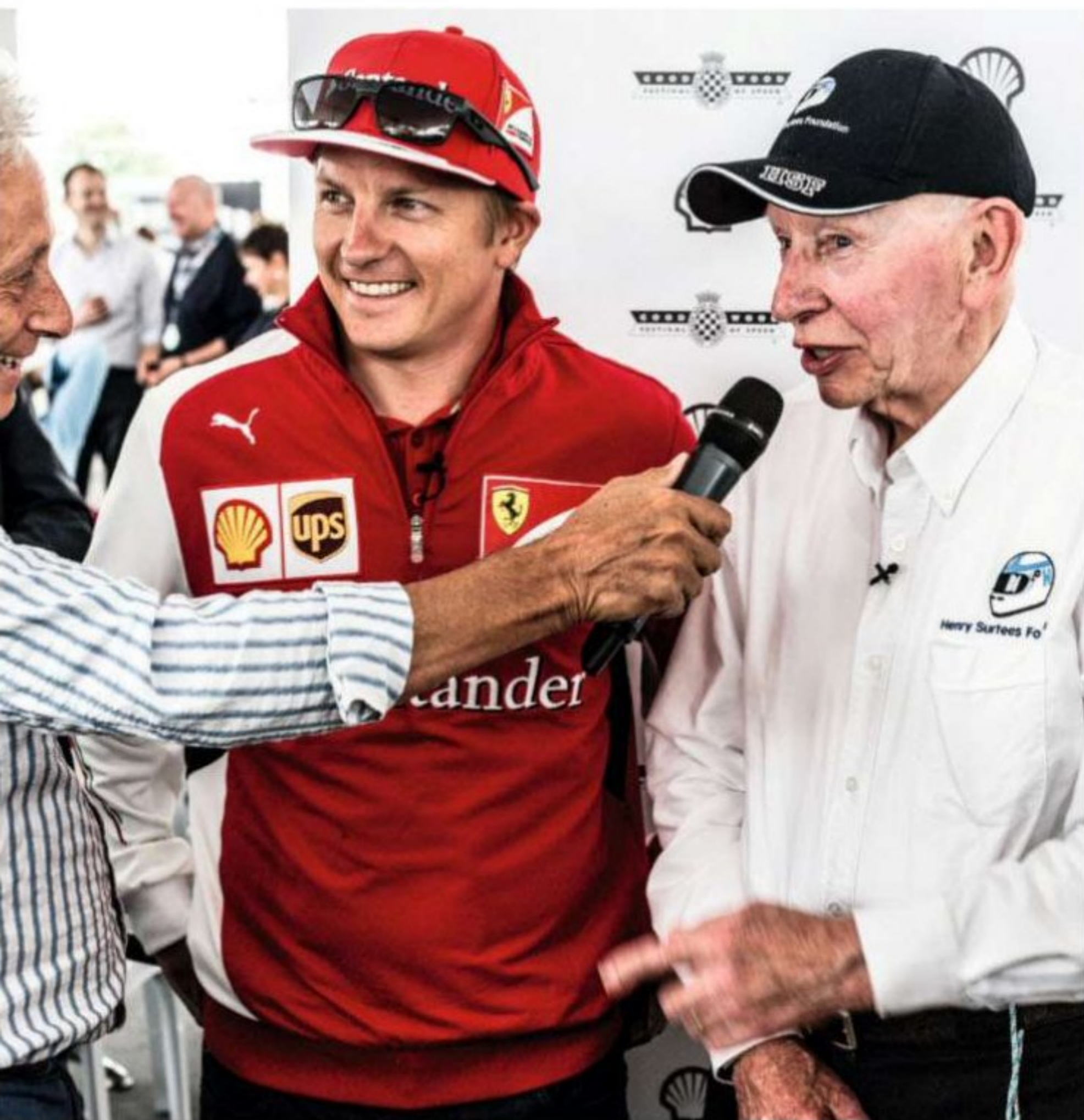
So, yes, both John Surtees and Kimi Räikkönen are rare souls who've been given second chances by Ferrari: John after initially turning them down at the end of his first full F1 season in '61 because he felt he wasn't experienced enough for a top-level drive, Kimi because chairman Luca Di Montezemolo felt Alonso needed to be put back in his box, and the best way to do that was to have an apolitical hotshoe in the garage next door. No more undisputed number one and compliant number two.

"I was summoned to Maranello," says John of his second chance with Ferrari at the end of 1962. "Enzo was

sitting in his office, it was pretty dark, but he was wearing his sunglasses anyway, and he was sitting under a picture of his son, Dino [who suffered from muscular dystrophy and died in 1956], which was lit by a lamp on the wall. He said he wanted me to be his number one. I said the stopwatch would decide who was number one..."

You can imagine, in similar circumstances, Kimi saying the same thing.

Now over 20 years old, Goodwood's Festival of Speed follows a simple but deliciously effective format: cars, bikes, noise, action. Don't plan on going anywhere in a hurry; the paddock areas are always heaving because



"I was summoned to Maranello at the end of 1962. Enzo said he wanted me to be his number one. I said the stopwatch would decide who was number one..." *John Surtees*



the experience is constantly changing. Engines of differing layout and displacement burst in to life like the jungle beasts answering one another's calls. Here, the crowd parts as a 1906 Renault of the kind Ferenc Szisz drove to victory in the very first grand prix chugs through the masses; there, BRM's absurd V16 rents the air with a scream that, fittingly for a machine which failed to turn up to most of the races it entered, sounds like frustration.

"Only in this country will this kind of event work," says Kimi, "because you've got the history of racing cars, bikes, everything, so



**The two champions begin the famously challenging Goodwood hillclimb: Kimi Räikkönen in his Ferrari F2007 and John Surtees in his Ferrari 158**

much to show. And so many people – I've never been to Goodwood before, and I've only seen a small part of it so far. It would be nice for me to see all the cars, but I can't go outside and walk around – I wouldn't get very far..."

Indeed, the Kimster is besieged by autograph hunters everywhere he goes – even with Lewis Hamilton also in the house. Mercedes may be aiming for domination of Goodwood as well as F1 in general this year – they've even commissioned a sculpture that vaults over the very roof Lord March's stately pile – but Ferrari's duo of world champions have stolen the show. The crowd erupts with cheers and applause as John, driving his 158, and Kimi, at the wheel of the F2007, cruise up the famous Hillclimb course just a few metres apart. Their V8 engines, separated by generations of technical know-how, sing together in a breathtaking ascending cadence.

At the top, John leaps straight out of his car and gives the F2007 a once-over before a minibus full of Ferrari technicians arrives to take it away.

Kimi removes his helmet but stays in the cockpit, savouring the moment.

"I don't know if this was the exact car I was driving in Brazil," he says, "but it brings back some good memories for me. It was a good car, a good year – well, maybe not all the year. There were some hard times, too. But it ended well. The cockpit is actually very similar to the car I drive now – the steering wheel is maybe even more complicated than now – it's just the sound and the feel when you press the throttle that's different."

"I think that the new rules brought in too many changes at once," says John. "Some of them seem to have added needless complication for the drivers, although for the engineers it's been a great challenge and I've been impressed by how reliable the cars have been."

"Well," says Kimi, "Over the past few years the tyres haven't lasted if you go full speed, so we've got used to managing the tyres now – it's no different this year – and

actually the fuel management is pretty easy. I wouldn't say we have more things to do this year than in the past.

"It's been a really bad year [in terms of results], but that's how it goes sometimes. We've had some bad luck, some mistakes, and we're not as fast as we want to be, as a team. We've got some points, but nowhere near as many as I want. We kind of know where the issues are for me but it's not a small change. Unfortunately it's not a quick fix, but hopefully this year we'll get something that fits a bit better for me. I haven't given up."

"The level of engineering support you have these days is incredible," says John. "I went to Spa for the Belgian Grand Prix a couple of years ago as a guest of Shell, and they showed me their trackside lab. And it was exactly that – a laboratory. They could tell how the engine was wearing by analysing a sample of oil from it, like having a blood test. When I was driving for Ferrari, the focus was on Le Mans for the first half of the year so we were very lucky to get an engineer to look at anything before then. They were building sportscars, road cars, Formula 1 cars and the engines for them – and Enzo had financial worries." →

PHOTOS: ANDY HONE/LAT, JORDAN MANSFIELD



He ushers us to the side of the 158. He's brought two to Goodwood, one in traditional *rosso corsa* and the other in the North American Racing Team blue and white. When you look inside the cockpit of the red one, there's no doubt it's his. The 158 was built slightly too small for him and, with all resources directed at the Le Mans effort, there was only one thing to do: modify it himself. The dents in the riveted plates on each side of the driver's seat bear testament to a concerted assault.

"I looked around and found a hammer," says John. "It was okay, you know – there weren't any chassis tubes there, it's only a semi-monocoque. They were a little bit behind Lotus in chassis technology back then. So Giulio Borsari [his chief mechanic] and Forghieri [Mauro, the designer] stood with their backs turned, pretending not to notice, while I gave it a good beating."

Kimi receives this information with an amused widening of the eyes, as if visualising the reaction of Pat Fry and James Allison if

they found him meting similar justice upon his F14 T. "If I get in it I'll want to drive it," he says. "Maybe one day I can try it. The cars from this time look great – like cigars on wheels."

"We were just beginning to have the laid-back driving position back then," says John. "Up to the end of the '50s they sat almost bolt upright.

PHOTOS: ANDY HONE/LAT; JORDAN MANSFIELD; FROZEN SPEED MOTORSPORT PHOTOGRAPHY

## FERRARI TECH SPECS

	Ferrari 158	Ferrari F2007
<b>Engine layout</b>	90-degree V8	90-degree V8
<b>Displacement</b>	1.489 litres	2.398 litres
<b>Power</b>	210bhp @ 11,000rpm	710bhp @ 19,000rpm
<b>Fuel</b>	Shell	Shell
<b>Fuel feed</b>	Bosch direct injection	Magneti Marelli indirect injection
<b>Gearbox</b>	6-speed manual	7-speed semi-automatic
<b>Tyres</b>	Dunlop (in period)	Bridgestone

**Two champs: "Their V8 engines, separated by generations of technical know-how, sing together in a breathtaking ascending cadence"**



“If I get in the 158 I’ll want to drive it. Maybe one day I can try it. The cars from this time looked great – like cigars on wheels”  
*Kimi Räikkönen*




Even the first F1 car I drove was pretty upright. Then they began to understand the aerodynamic benefits of having the driver lying down. They had to – when the 1.5-litre engines came in, there was much less power and you had to find any aerodynamic gains you could.

“Obviously it wasn’t anything like the sophistication you have today. They’d test by putting paint or oil or wool on the car and then we’d drive around in circles while they took photographs.

“You can see where they started mounting the main moving parts of the suspension inside the car, so the springs and dampers weren’t blocking the

airflow. But obviously the rocker arms weren’t as stiff as the carbon-fibre ones you have now, so that introduced its own challenges.”

The grin on Kimi’s face shows how much he’s enjoying himself – a day away from the media (mostly), away from questions about contracts, away from the dull bits of a grand prix weekend that don’t involve driving the car. Definitely worth going through the brief discomfort of *that* handshake.

And as the two world champions stride off to the hospitality area to grab some lunch and fulfil a VIP engagement, could it be that they’re talking about... motocross? 

# MONZA AT NIGHT

After the sound and fury, this is when the ghosts gather and lend a spectral chill to the home of the Italian GP

**PICTURES** THOMAS BUTLER

Giuseppe, Alberto, Wolfgang, Jochen, Ronnie... Who knows exactly where Monza's ghosts gather at the end of another September day? But whether visible or not, their presence is always felt: a fingernail down the spine; a frisson for the senses. The masses with their banners and *Cavallino Rampante* flags will have long departed – satisfied, perhaps, that Fernando is on pole, or that Kimi has taken an against-the-odds podium. And in leaving, they've handed this brooding cathedral of speed – *La Pista Magica* – back to its rightful owners: those who died driving racing cars here. →



Monza's infamous banking, first used in 1955, meant high speeds and high danger. F1 abandoned the 'speedbowl' section after the 1961 GP, in which Wolfgang Von Trips and 15 spectators were killed



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MARTINI

MARTINI

MARTINI

MARTINI





■ The bridge passing over the circuit on the run down to the Ascari chicane is where the banked circuit intersects the current layout. Once, cars would have thundered overhead at more than 150mph, compressed close to the concrete. These days the keenest *tifosi* evade barbed-wire barriers to spectate from one of Monza's most prized vantage points



■ Marshal Paolo Gislimberti was killed here in 2000, after a first-lap multi-car accident at the second chicane. He suffered fatal injuries when hit by a flying wheel and tyre from Heinz-Harald Frentzen's Jordan



■ The light trail from a circuit support car, captured using a long exposure, evokes the sense of speed for which Monza has always been famed. In the V10 F1 era, Williams-BMWs were nudging 230mph... **F1**

# FAST FROM THE PAST



They don't make 'em like the old Spa-Francorchamps circuit any more. We took **Lewis Hamilton** for a spin around the fabled track, to show him what he's missed

WORDS PETER WINDSOR  
PICTURES STEVE ETHERINGTON/LAT

**There were, of course,** plenty of reasons why it wouldn't happen. The race-weekend life of today's front-line F1 driver is carefully regimented, strictly controlled. The old Spa circuit on a Thursday afternoon? It exists somewhere in the mists of time, where debriefs were sandwiches by the pitwall and the team garage was a filling station in downtown Stavelot.

I therefore feared the worst. Lewis wouldn't show. I recalled Nigel Roebuck's conversation with Juan Pablo Montoya a few years back.

"Have you been out to look at the old circuit?"

"No. I must do that. Must find the time..."

"Well, it's probably not far from where you're staying. What road do you take to get there?"

"Turn right out of the car park, then right again. Up the hill and down the other side."

"In which case you've been driving the circuit every day. That's what it is. *The public road...*"

"What? *Que?* Are you serious?"

Appear, though, the silver Mercedes did. I call our meeting point 'Redman's gulch'. It's what happens next at Spa when you don't turn right at the Mika Häkkinen chicane at the top of the hill on the new circuit. Instead, the road goes on into the Belgian countryside, peeling into a very fast left-hander, followed by a perilously quick downhill series of lefts and rights. The road tears between fields. Cows graze, and grazed, on the left. White marker posts casually mark the shape of the asphalt strip. It is narrow. It is, today, peaceful. Neat cottages line up on either side. People wash cars on Saturday mornings here. Postmen deliver letters.

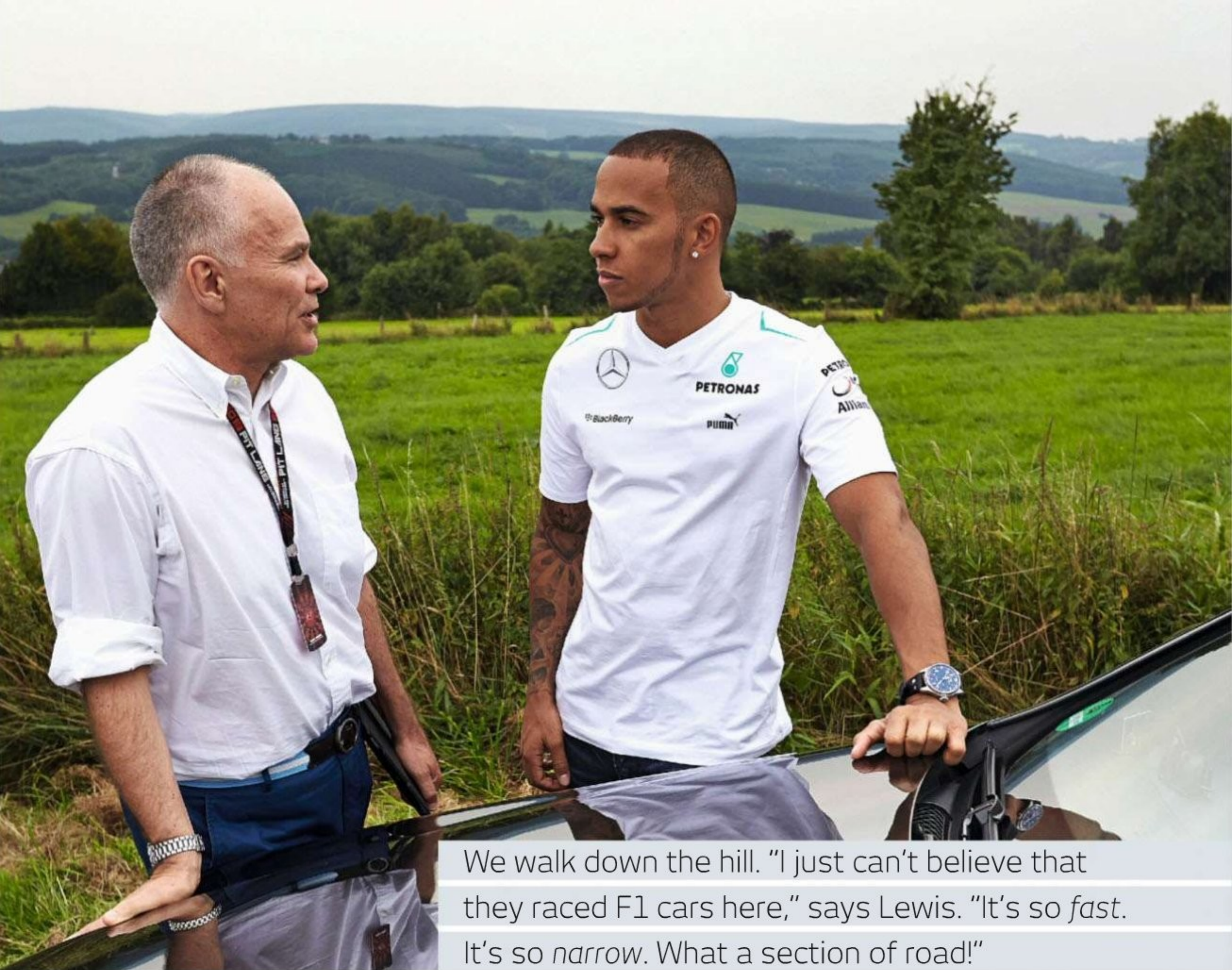
And bottom wishbones break on 1968 Cooper-BRMs. I show Lewis a photo of Brian Redman's car, the right-front suspension arm in the process of snapping as he arcs the big Cooper →

PHOTO: LAT ARCHIVE





Jim Clark in his Lotus-Climax in 1965, on his way to the fourth of his four consecutive victories at Spa



We walk down the hill. "I just can't believe that they raced F1 cars here," says Lewis. "It's so fast. It's so *narrow*. What a section of road!"

into the flat-out left-hander. Lewis doesn't see it at first. He doesn't understand what I'm saying. 'Broken wishbone?' He's looking for some slight deformation, a stress loading, 2014-style. The actual break is so blatant, so violently in-your-face, that you can't see it for the smoke.

His jaw drops in horror.

"This is of course a famous photograph," I explain. "Cooper assumed, as teams usually do, that Brian had made some sort of mistake. It wasn't until this photo, taken by Peter Burn, was published a week later in *Autosport*, that Brian was absolved of all blame."

"What happened to him?"

I show Lewis the photo of the wrecked Cooper, amid the parked marshals' cars, where finally it stopped, hissing and steaming but thankfully not ablaze. It was only because it came to rest among people who knew what they were doing that Brian was able to be lifted, still conscious, onto a stretcher. Meanwhile, the race went on, and on...

We walk down the hill. "I just can't believe that they raced F1 cars here," says Lewis. It's so *fast*. It's so *narrow*. What a section of road!"

"Could you have done it?" I ask, conscious of the fashion among current Formula 1 drivers to appear to be somewhat nonchalant about the heritage of their sport.

"If this was it? If this was the Spa on which we raced? Yes. Definitely. I'd love this bit. So fast..." He narrows his eyes. He's picturing the scene. Lewis in open-face helmet. Lewis in a Lotus 49...



I'm conscious of not wanting to punctuate our time with just the memories of accidents. I can't, though, let an even faster section pass without mentioning that race weekend in 1960. "This is where Stirling lost the left-rear wheel of his Lotus 18 during practice. He ended up over there, by the roadside. It was a huge accident, as you can imagine. It brought practice to a halt. This was Stirling Moss. The greatest driver of his time. All the rescue vehicles were there and plenty more cars besides..."

"...I was doing perhaps 140mph when the car suddenly went into a very violent oversteer condition," Stirling would later say in Ken Purdy's book, *All But My Life*. "First, I thought I had hit oil. Then I saw the wheel go past me. I knew I was going to crash. I jumped on the brakes and tried to spin the car around. It's best to hit going backwards. It distributes the shock

The front-right suspension on Brian Redman's Cooper-BRM snaps at Spa in 1968, before sending him over the barriers

more evenly over your body. Also, you can't see what you're going to hit! I took 50mph off it before I hit. I hung on – you'd better believe I hung on – until I felt the tail start to come up. I knew the car was going over, so I let myself go limp and I went out. Next thing I knew, I was on my hands and knees beside the road and I couldn't see and I couldn't breathe. And that frightened me. I was in great pain around my chest, and I was afraid I had broken ribs and that they would puncture my heart or my lungs. That was how Bobby Baird died, at Snetterton in 1953. He got up and walked around after the crash and then he died.

"Other drivers kept running up. Bruce McLaren and Graham Hill and Phil Hill and others. I think I asked Bruce to help me breathe by giving me artificial respiration. I was confused. He wouldn't do it and of course he was right not to, because I could have had broken ribs. As it was, my back was broken with three crushed vertebrae..."

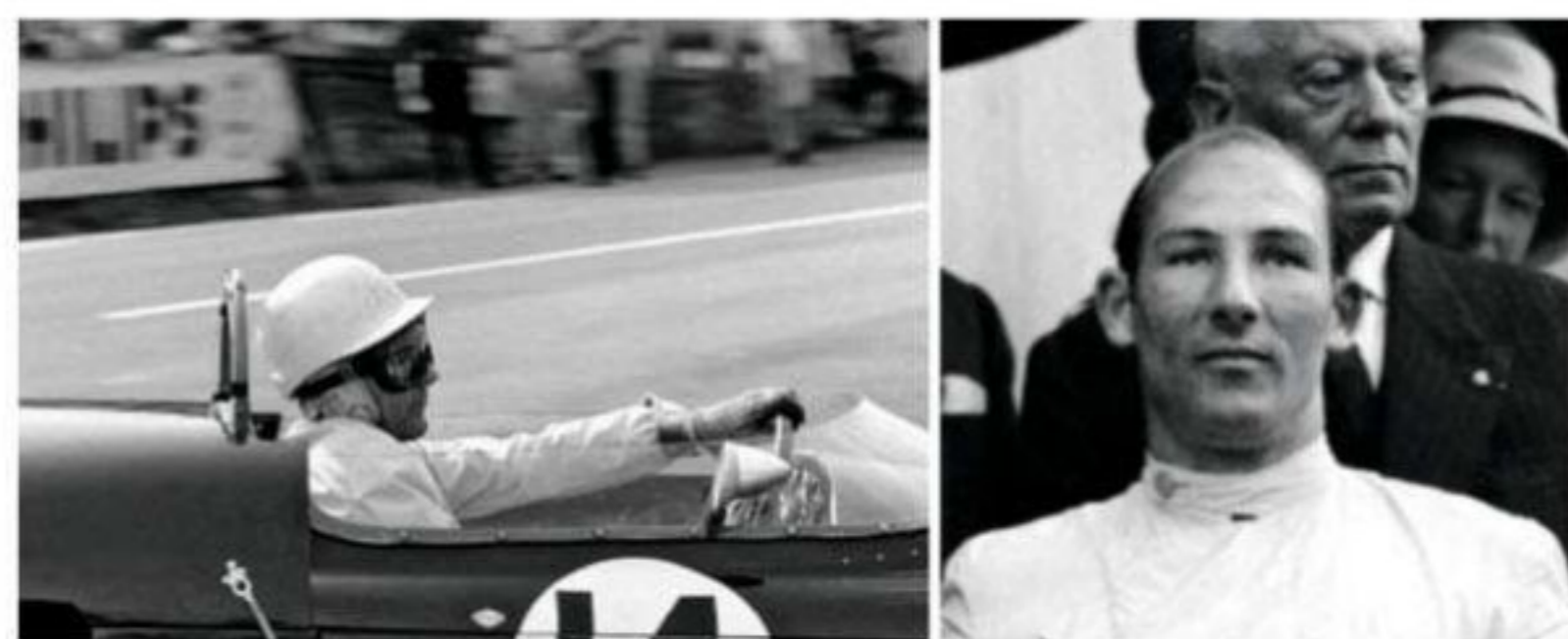
"Poor Mike Taylor," I add, "who was driving his Lotus 18 back to the pits to try to get more medical help for Stirling, went off on the other side of the circuit when the steering column broke on his car. No one discovered him for well nigh 30 minutes. He was paralysed by his injuries, but Stirling made a rapid recovery and was racing again by the end of the year. After he

Stirling Moss lost the left-rear wheel of his Lotus in practice at Spa in 1964. He was travelling at 140mph

won at Riverside, at the US GP, he was amused to see a delicately made racing car atop the tiered cake at the victory dinner. He sliced off the left-rear wheel and said, "Here, Colin [Chapman]. This is for you..."

We climb back into the Mercedes. "Is this really the track?" asks Lewis. "It's just so hard to picture. It's just an open road..."

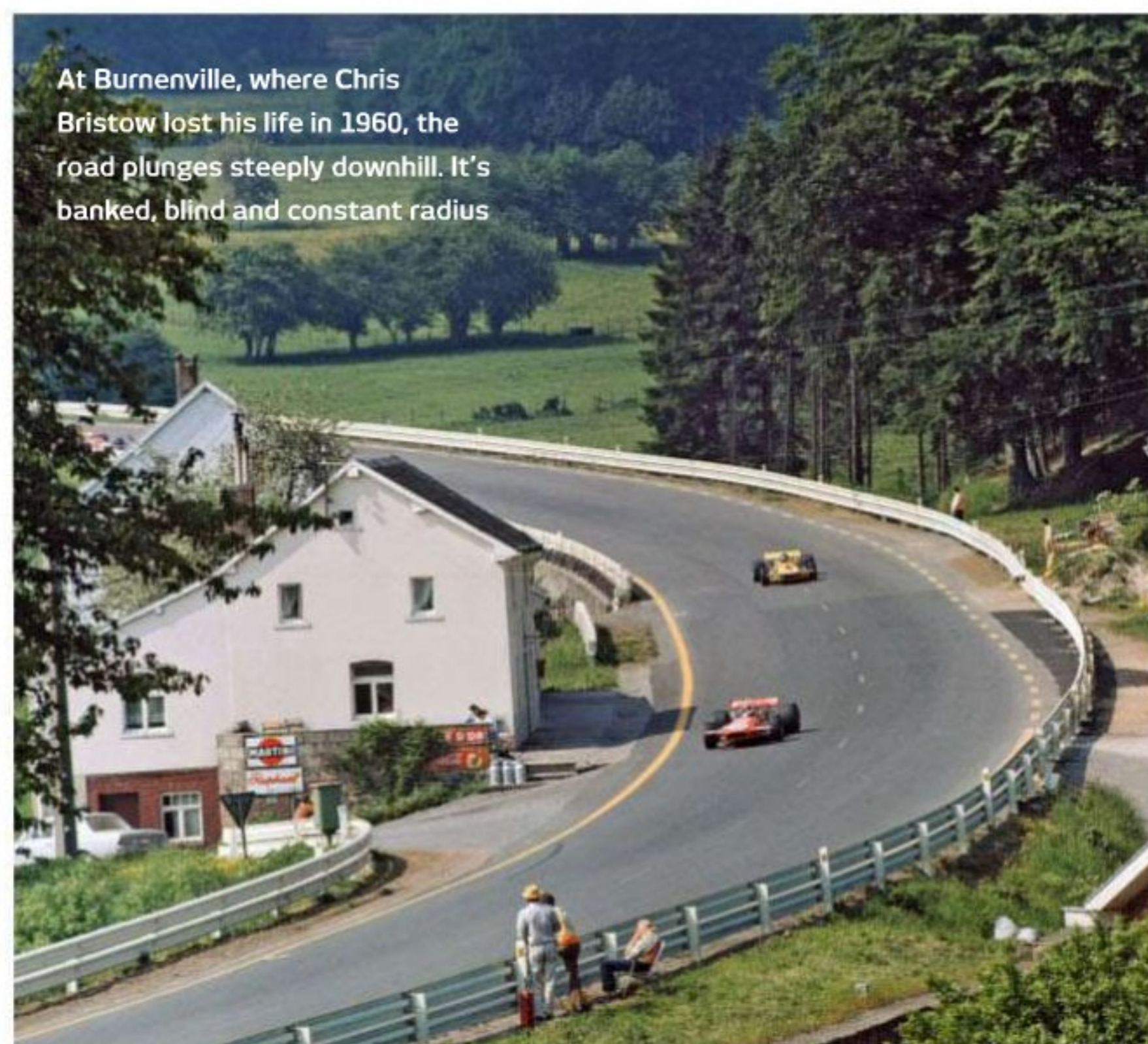
We approach Burnenville, where the road plunges even more steeply downhill. The right-hander is slightly banked, blind and constant-radius. There are walls and houses on either side – not to mention a sheer drop on the right. It's where Jo Bonnier's Cooper-Maserati sat, teetering, at Spa in '66. "I spoke to Brian Redman a few days ago and asked him what sort of entry speed he had at this point in the Gulf Ford GT40s. He said he was doing about 140mph when he nearly lost it on his opening lap in the 1968 Spa 1,000km. It would have been faster for Jim Clark in the Lotus 49 in 1967. And remember that Jim had no downforce, apart



from nose bib-spoilers in practice, and that he wasn't wearing seat belts. Jim's pole lap here that year averaged well over 150mph, and even then he was slowed by a fuel issue and a slight misfire. On his standing lap in '67 he averaged 144mph – and that included the 30mph La Source hairpin!"

There's lots to talk about here, lots of sadness. It is inevitable at Spa. "Chris Bristow. You would have liked Chris. Very fast. Very brave. A raw racer who was always stretching the limit. This is where he lost his Cooper in 1960 – and his life. Hit a wall and also the marker posts. His Cooper somersaulted. Chris was thrown out.

"...I was the first to arrive on the scene at Burnenville when Chris was killed," Jim Clark would recall in his autobiography, *Jim Clark at the Wheel*. "I heard Chris got on the outside coming into the corner. He tried to get the car across but lost control. The car rolled over →



At Burnenville, where Chris Bristow lost his life in 1960, the road plunges steeply downhill. It's banked, blind and constant radius

## SPA-FRANCORCHAMPS THEN AND NOW



▶ From 1947-1970, the old Spa layout (grey) ran for nine miles along public roads through the countryside. The modern layout (black) is less than half the length, at 4.3 miles

PHOTOS: LAT ARCHIVE; ILLUSTRATION: ALAN ELDREDGE



Chris Bristow died when he was thrown out of his Cooper at Burnenville after hitting the wall

and over before throwing him out onto the circuit. I came bustling down behind him and there were no flags to warn me of what was around the corner. I saw a marshal suddenly dash out on to the road, waving his arms and trying to stop me and then next thing I saw was another marshal run from the far side of the road. I remember thinking, 'where is he going?' and then he bent down and grabbed this thing by the side of the road. It looked just like a rag doll. It was horrible. I'll never forget the sight of Chris's body being dragged to the side. I remember at the end of the race finding that my car was spattered with blood..."

A flat-out kink on one of the world's longest straights, the Masta Kink was the scene of Jackie Stewart's 1966 accident in his BRM

hand. This is just how it was."

We pause. So many young lives. Alan Stacey, the genial, talented Norfolk farmer-cum-works-Lotus driver also died at Spa in 1960.

"Let's head to the Masta Kink," I say, to change the mood. That was the *real* corner at Spa."

We drive on. And on. Slowly. Lewis looks at both sides of the road, pondering the trees. "Is this it?" he asks, as the road sweeps to the left.

"No. This was just a part of the straight. This little kink didn't even have a name."

We trickle through the new road junction to the nearby motorway. "Is this still the circuit? I never knew it was so long – so far from the pits. Amazing."

Finally we see the row of trees directly ahead. From 500 metres we appear to be approaching a sharpish left-hander.

"Here. This is the Masta Kink."

Always I'm amazed by its tightness. As a corner it's ultra-fast. As a flat-out kink in one of the world's longest straights it was outrageous. I tell Lewis about the time, in 1962, when Jim Clark lost his famous white helmet peak. "It was the rush of air through the Masta Kink. The peak fell over his goggles and he had to rip it away with one hand on the wheel. From there it was a logical progression to the following year, when his Lotus 25 kept jumping out of top gear. He'd hold the gear lever with his right hand and put his left hand at the bottom of the steering wheel in case he needed to apply a dose of opposite lock in the middle of the kink. It was wet, of course..."

Lewis smiles at the thought. He's heard a lot about Jim Clark but, on this Thursday at today's Spa, with autograph hunters clamouring at his sides, he can perhaps identify a little more. "The good news," I say, trying to be upbeat, "is that I don't recall too many accidents right here. Compared with Burnenville, the Masta Kink was historically a relatively safe section of road. Perhaps it's because Burnenville was *inviting*. The Masta Kink commanded nothing but respect." Lewis nods in agreement. He looks up the track, from where we have just driven. Then he looks away, towards the exit. He is judging the distance between the left and the right. He is comparing the radii of the two curves.

"They were *flat* through here?"

"Not always. It was always a *thing*. At Spa, in 1970, Chris Amon spent the closing laps behind Pedro Rodríguez's oil-spraying BRM, convinced, as ever, that the BRM engine was about to blow. It didn't. As they came up to the last lap, Chris decided to take the kink flat. Bear in mind he was driving one of the most awkward F1 cars of all time – the March 701 – and you get the picture. And if Chris Amon said he was flat, he was flat. In '67 Jim Clark was timed at 193mph on the Masta straight in the Lotus 49. Dan Gurney, who won, was clocked at over 200mph in the Eagle.

"This," I say, pointing to where an old barn used to sit, "is where Jackie Stewart ended up in his BRM in 1966, when the race started dry despite rain on the south side of the circuit. Half the field aquaplaned. Jackie was trapped in the car, soaked in fuel. His team-mate, Graham Hill, plus Bob Bondurant, rescued him. They had to find something in an old tool set to remove the steering wheel. Jackie thereafter insisted that a spanner be taped to his steering wheels and that all his race cars be fitted with seat belts. The safety revolution, if you like, started right here. Right where we're standing."





Lewis drives the old Stavelot corner (above) and Richie Ginther does the same in 1964 (top)

Lewis is silent. He's taking it all in. You meet Jackie in the pitlane. You see the odd video clip. You hear some stories. It's there – but it's vague. It's difficult to picture. It's only now that you see the scale of the road and its boundaries. Only now can you sense what it was really all about.

We drive on towards the old Stavelot. I tell Lewis that the track went straight on here, past Bill Hollowell's memorial, into a hairpin on the outskirts of Stavelot town. "They got rid of the hairpin because they thought it ruined the flow of the circuit. They built this corner instead."

We're standing on the outside of the famous, banked, uphill right-hander – the corner, as now, that heralds the return run of the lap. "This wall used to carry all those advertisements."

Lewis looks around, astonished. "So this wall was on the outside of the corner?" It's overgrown now and difficult to picture in its prime.

Dan Gurney and Jim Clark stop for a chat at Stavelot, having come to a halt on the last lap in 1964. Clark was then announced the winner



"When I look at the old track, I see that we're lucky to be racing today. I see what they went through. Because of that, it's safer today. I feel grateful"

"Sure is. And this is where Dan Gurney cruised to a halt on the last lap of the '64 Belgian GP. He'd led from the start. He ran out of fuel. Then Jim Clark cruised to a halt alongside him. They had a laugh about their joint misfortunes. Then the PA announced that Jim had taken the chequered flag and had therefore won the race. Right here. This is where the news broke."




"I like the banking here," says Lewis. "Very cool. Why did they do that?"

"Because they had the chance to do something different. American ovals were popular. Spa brought that flavour to Stavelot. Actually, they put in a coned chicane here in 1970. People love to say the 3-litre sportscars were quicker than the F1 cars in the early 1970s but, for the most part, they forget that chicane. The drivers didn't like it – and they were still flat-out on the approach to Blanchimont – but at least the organisers were taking more positive steps towards safety."

It's time to head back to the new paddock. The old Spa track gives way to UBS hoardings, neat, manicured run-off areas, TV camera stands and newly painted kerbs. It's nearly dusk.

"So. Lewis. Is it how you imagined it to be?"

"Yes and no. It's an eye-opener. When I look at the old track, I see that we're lucky to be racing today. I see what they went through. Because of that, it's safer today. I feel grateful. I love the circuit, too. I would have raced there. I probably would have hurt myself but I would have always raced there." 

“It doesn't matter how many good things you do, you do one bad thing and that's what you're remembered for. I can live with myself, but I wish I'd never done it. It was an enormous error of judgement”

From championship glory to motorsport purgatory, over four decades of F1, **Pat Symonds** has experienced it all. Here he opens up to Maurice Hamilton

PORTRAITS DREW GIBSON

**T**here's a certain irony that won't have escaped Pat Symonds as he walks into the Williams Conference Centre for lunch. Scattered all around are cars and pictures reflecting Williams success with the Rothmans-sponsored machines that must have been the bane of Symonds' life a few decades ago. And yet, his time with Benetton and Michael Schumacher was just one sector of a career that has seen many memorable highs and one desperate personal low.

Saying that, lessons from 2008's 'Crashgate' have added to a depth of experience that has no equal in F1. When the FIA holds press conferences for team representatives on the Friday of each race weekend, those with Symonds on the panel are unmissable. His eloquent descriptions demonstrate the breadth of his understanding, while he can speak with clarity on the most complex technical matters. And now we have an hour or so of reflection, purely for *F1 Racing*.

**Maurice Hamilton:** When you were at Royale, and Hawke before that, in the late 1970s, did you actually design the entire Formula Ford car?



**Pat Symonds:** Yes. You've got to remember there was only one person designing anything in those days, particularly in a small company. I drew every part that needed to be drawn; all the layouts; everything. I used to draw it, assist in making and building it, drive to the circuit, be a mechanic – do everything except drive the bloody racing car! That's the way it was then.

**MH:** What a way to start; a bit of everything; suspension, engine, chassis. There were no aerodynamics then. So what about body shape?

**PS:** It was all done by eye. We didn't use a windtunnel – I mean, we didn't even have computers then. I graduated in 1976 and the PC didn't come out until 1981. We knew about

computers – but they were something you used in university. Depending on the type of computer, you either prepared your job on punch tape or on a deck of cards – which, at some point, you'd drop and have to shuffle and put them all back in. You'd put your job in and come back three days later for the results. It would say: 'Error on line 10' – and you'd start again.

**MH:** And that would be done in seconds now?

**PS:** You'd hardly notice it's been done. Hawke was a fantastic grounding because we used to make a lot of parts there; we had a really good machine shop. We did fabrication and made an F3 car, so I learnt about monocoques and things like that. There was a Portakabin with a drawing board, and that was my office. Hawke was owned by British United Air Ferries and we'd get involved with the aircraft, fitting accident data recorders and stuff like that. You saw how things were made, which you didn't learn at university.

I then went to work for Royale. It was different because they didn't manufacture anything. You'd design the car and Arch Motors made the chassis, Specialised Mouldings did the bodywork, Sabre Fabrications – which became Reynard – did suspension parts, and so on. →





“Once Flavio has assessed people and trusts them, he gives them autonomy. He seemed to think I knew what I was doing”

That meant you had to design a little bit better because other people were making the parts. So, rather than a sketch that you'd take into the workshop and say: 'Yeah, just do it like this', it was different at Royale. But, to be honest, I never thought that any of this would be a career. It was a three-year project, and that was supposed to be it before I went into the motor industry.

I'd met Rory Byrne and he had moved on to Toleman. I knew [Toleman boss] Alex Hawkrige quite well and we got on. Many of the previous guys were intuitive designers. I'd done a Masters Degree in Automotive Engineering and there weren't many like me around. Alex quite liked that. When he decided that Toleman were going to build a F1 car, he invited me to join Rory.

**MH:** Although a back-of-the-grid F1 team initially, Toleman must still have seemed like an exciting place for a young guy to be?

**PS:** It was. I started on 2 January 1981 as employee number 20. That's all they had.

They'd run their championship-winning F2 car with a Hart turbo engine and that looked fantastic. Then we decided, because we knew so much more than everyone else who'd ever been involved in anything, we'd have our own tyres by going with Pirelli. Why not? We were just so ambitious you cannot believe it.

It soon became obvious we had to get in a windtunnel. I was charged with finding a windtunnel and working out how to make models and things like that. I was also race engineer. I think my title was R&D engineer. Whatever the title was, you just did everything.

**MH:** Toleman were moving forward, scoring their first points at the 1983 Dutch GP. But I guess a big moment for you was when Senna arrived at the start of the following season?

**PS:** Alex is a forward thinker, a risk taker, and he went after Senna. With respect to Derek Warwick and Brian Henton, we could see this was a major step-change having Ayrton drive for us.

Moving to Michelin for the 1984 car, the TG184, was a massive step forward. But one of the drawbacks of going with Michelin was that Ron Dennis wouldn't let us have the latest tyres. But in Monaco it was wet – and there was no older-spec wet tyre. It was suddenly a level playing field. And we all know what Ayrton did there; finishing second and almost winning. We really grew up that year.

**MH:** You said it was a step-change with Ayrton. I guess you're referring to appreciating the breadth of his mental capacity; his ability to think of so much detail while driving quickly.

**PS:** Exactly. We didn't have any instrumentation on the cars: we had a rev counter and temperature gauge and that was it. When we were trying to work out gear ratios, we wanted the driver to tell us what the revs were at a given point. I remember telling Derek that we needed to know what the minimum revs were in a particular corner and he said: "I can't tell you that – I'm way too busy at that point."

Ayrton would tell you the revs in every corner; he'd tell you what the temperature was, how the car was handling, what the tyres looked like and what the engine sounded like because our main bit of 'instrumentation' was the actual noise. It was second nature to him. On top of that, he had an uncanny ability to drive around corners fast...

**MH:** I remember seeing him at the end of his second race with you at Kyalami. The press room looked right down on parc fermé and he had to be lifted from the car. I know the TG183 was heavy [the 184 did not arrive until later in the season], but Ayrton wasn't fit, was he?

**PS:** That was the one area where he let himself down. He was so supremely confident in his ability that he didn't actually pay attention to detail. I think it was a real shock to him and, of course, we rarely did race distances in tests because the cars often weren't reliable enough. It took a long while to get his fitness up.

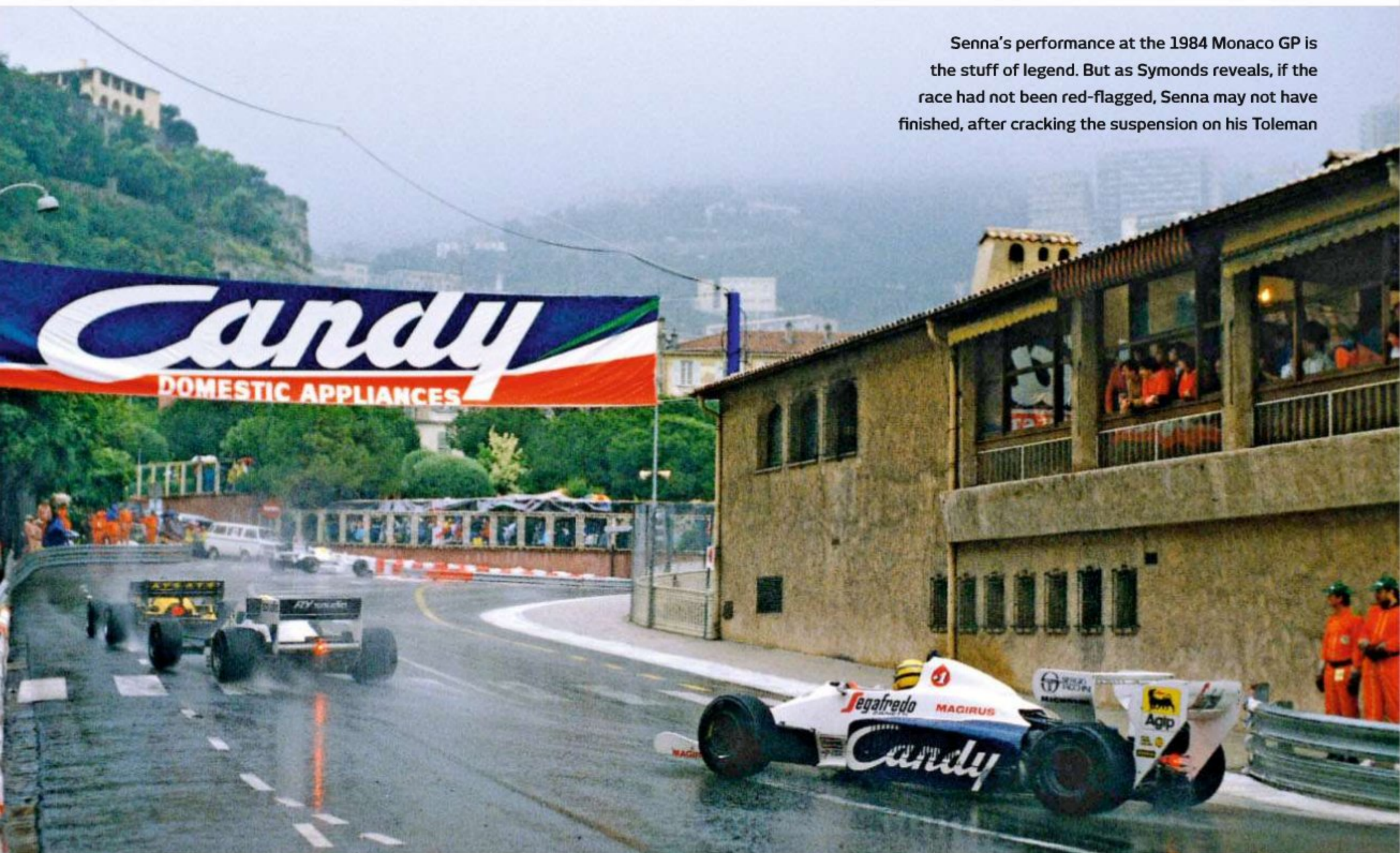
**MH:** You referred to Monaco, which is well documented. But I remember you telling me later that – and you see it very briefly on the *Senna* film – Ayrton clipped the kerb at the Harbour Chicane with the right-front. He smacked it in quite a big way, didn't he?

**PS:** Absolutely. It was pull-rod suspension with rockers down at the bottom, and he cracked one, which we found when we took the car apart. Would the car have finished? We'll never know.

But, at the time, it was another indication that we'd grown up as a team, typified by my



Senna's performance at the 1984 Monaco GP is the stuff of legend. But as Symonds reveals, if the race had not been red-flagged, Senna may not have finished, after cracking the suspension on his Toleman



emotions afterwards. For days I wasn't sure whether I was just so happy we finished second or so pissed off that we hadn't finished first. Ultimately, I was pissed off.

**MH:** As you say, this was the start of Toleman really moving forward. There was a lot of restructuring, including the purchase of the team by Benetton and, I guess from your point of view, the arrival of Flavio Briatore on your doorstep. What on earth did you make of him?

**PS:** We had no idea he was coming; no idea who he was. The first race that year (1989) was Rio. We had a little hut we used for engineering meetings. Flavio just arrived – from nowhere as far as we were concerned – for this race. He walks in with another guy, sits down and starts chatting. This other guy was clearly embarrassed because he realised we were in the middle of a meeting. He said to Flavio: "Are we disturbing these chaps?" Flavio said: "Oh, don't worry about them. They're just engineers." I thought:

'Hmm... I'm not going to get on with this guy.' We then discovered he sold pullovers – which is not being very kind because he'd actually set up a pretty effective network of Benetton franchises in America – but he wasn't a racer.

For a while, we didn't really have much to do with each other but then Flavio started to get quite interested in everything. The thing about Flavio is that once he has assessed people and



After a bad start, Symonds grew to admire Benetton boss Briatore for his lateral thinking

trusts them, he gives them autonomy. He seemed to think I knew what I was doing, so he let me get on with it. We worked well together for a long while. Flavio is a fabulous lateral thinker and that's what you need in this business. I can't say he was the same with everyone, but I always felt I knew where I was with him. And I knew he'd never stab me in the back. But, equally, I knew one day he might stab me in the front. And if he did, so be it. I wasn't bothered. We got on alright.

**MH:** Flavio was a prime mover in snatching Michael Schumacher away from Jordan just after his F1 debut in August 1991 and having him sign for Benetton. How did that relationship develop?

**PS:** Michael is still my favourite of all time, both as a driver and as a person. I think the world of him. As soon as we got to know each other, there was implicit mutual trust. A completely decent man – against all impressions created by the British press, particularly in '94 with the battle against Damon Hill when the media turned →

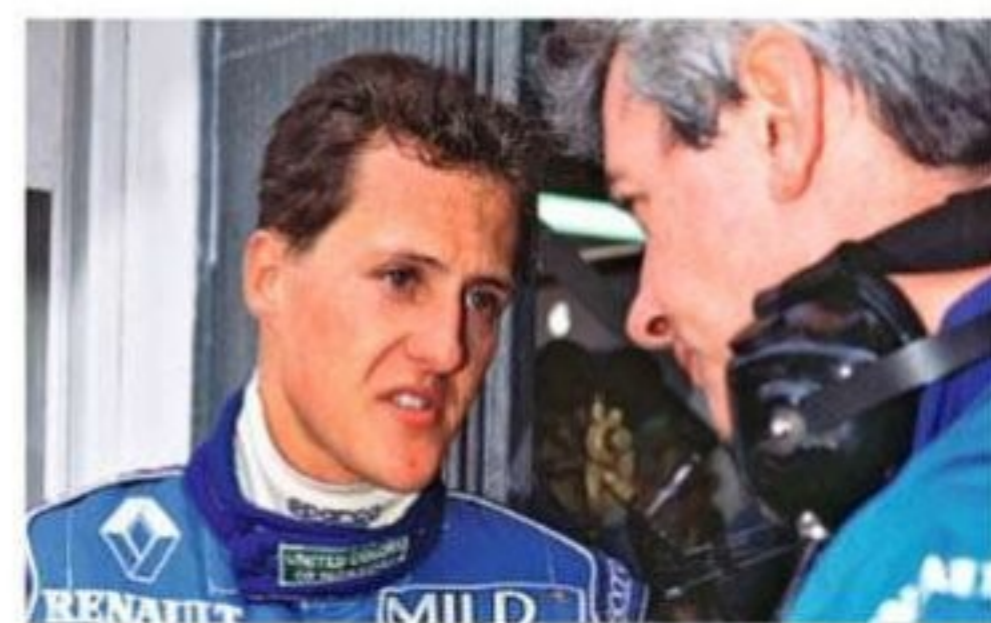
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Michael Schumacher at Spa in 1994 at the peak of his title battle with Damon Hill. He was disqualified after his Benetton's ride height was deemed to be too low, and Hill inherited the win



“Michael is the nicest guy I ever worked with; a team man through and through... a good human being”



against him. He responded to that in a negative way, but, in reality he is the nicest guy I ever worked with; a team man through and through.

Ayrton was a great driver, but he barely knew the name of his mechanics. Michael didn't just know his mechanics, he knew the names of their wives, he knew their kids. He'd arrive on Thursday, go round the garage, talk to the guys and ask how little Johnny was getting on at school. He remembered everything. And while that may have helped build the team round him,

I don't think that's why he did it. I believe he was genuinely interested. Only a few people know he's quite a philanthropist as that's not in the public domain. I think it justifies my statement that he's a good human being.

**MH:** Towards the end of '93, Michael's second full season with Benetton, you had a fully active car. Was that one of the most advanced cars you've worked on?

**PS:** To this day, yes. It was pretty sophisticated, much more than, say, the McLaren system. It

was similar to Williams but maybe not quite as sophisticated as Lotus. But it also had four-wheel steer. It was interesting because our drivers were Michael and Riccardo Patrese; what you might call the first of the PlayStation generation against the last of the deck-of-cards generation. Riccardo just hated everything about the active car and the four-wheel steer, which had an unnatural feel. Michael wasn't technical. He wasn't a mathematician or a physicist or an engineer, but he knew damn well that if that gizmo made the

car go faster than he wanted to exploit it to the maximum. He got really involved in it.

I'd started the project during a short period at Reynard – a group of us had left because we didn't like the way things were going under Flavio – but we came back to Benetton and got involved with some Ford guys who were really interested in what we were doing. The idea was to introduce the four-wheel steer in '94 and we'd done a fair bit of the design and rig testing. Then we were told midway through 1993 that these driver aids would be banned at the end of the season. So we decided to race it as soon as possible because it was bloody good.

It was a stunningly sophisticated system. It knew where it was on the circuit, which corner it was in. It would then sense that the driver was actually turning into the corner, so it would help him turn in. Then it would look at whether the car was understeering or oversteering, and it would adjust itself to correct that. Then it would set itself up to get maximum traction out of the corner. It was a fabulous bit of kit.

Michael loved it. You could talk to him about how you set it up and he'd follow it. He didn't want to know the equation, but he wanted to know what the graph looked like, the output if you like, and how he could exploit that. I really enjoyed working with him on car setup because he gave you the feedback you wanted – and it was always honest feedback. If he didn't know, he'd say so. But he had a damn good memory. We'd be at somewhere like Spa and he'd say: "At Turn 6 it's doing this. D'you remember when we were at Imola, it was just like that and, if I'm right, we did this and that sorted it." I'd have a quick look at the records – and his recall of a previous experience would be right.

**MH:** Talking about a previous experience prompts me to ask about the suspicion in 1994 over items remaining on your software from the previous year. What was the story behind that?

**PS:** I think we should start with the '94 car itself. The first time Michael drove it in testing, he as good as said we were going to win the world championship with this. It was a wonderful car. Although it was an entirely passive car, it owed an awful lot to the active technology because we'd learnt how to model suspensions and things like that. But it suffered an awful lot after Imola when [as a reaction to Senna's fatal

accident] they brought in all the restrictions. It had fantastic downforce but they cut the diffuser off, put the plank on – all these sort of things. But that's a different bit of the story. There was controversy over launch control because, in this fully automatic car we'd been running in '93, one of the things it had was an incredibly sophisticated launch control, so good that we'd just pick up places off the grid.

This was in the days before standard ECUs: in fact, we used to build our own chassis controller. At one particular race, the FIA found there was

nagging doubt in my mind because I have to say, with things like that, if someone wanted to keep it from me, it wouldn't have been impossible.

**MH:** You've spoken about Michael in glowing terms. How was your relationship with Fernando Alonso, particularly in 2005 and 2006?

**PS:** It was a good period. Fernando was – and is – a fabulous driver. He seems so laid back, but his attention to detail is stunning. He'd sit in a briefing and you'd think: 'Oh, he hasn't listened to that.' And then he'd ask you a question that really showed not only had he listened but he'd



"Fernando is a fabulous driver... but he wasn't a team man and, from time to time, would really upset people"

INSETS: STEVE ETHERINGTON/LAT. ARCHIVE

a way of setting up the launch control which was banned. I said: "I can't believe it: let's have a look at the start." As it happened, and it was bloody lucky really, it was such an absolutely shit start that it was obvious it wasn't an automatic start. The FIA scrutineer came to the factory and we looked at the data together. I thought: "Thank God for that. At least it shows it's not there. That's the end of that."

But, of course, it turned into a huge witch hunt. It was my car; I was the race engineer and I am convinced there was nothing on that car. But that was a long time ago and, as I get older, I question myself: was there something that I didn't know about? Was someone doing something that I didn't know about? I don't think so, because I saw the data, particularly on that day when it all blew up and I saw that actually it was a really shit start. So I would like to think that I did know what was going on – and there wasn't anything there. But I always have a little

also understood everything and thought about the next stage. He was a really quick driver who somehow used to find something else if there was a sniff of victory. I admired that, but at the same time I used to find it a bit frustrating because I'd think: 'Why doesn't he do it all the time?' Fernando was always 99 per cent but then there seemed to be this extra per cent when there was something to be gained.

But he wasn't a team man like Michael and, from time to time, that would really upset people. At Suzuka in '05, just as he was about to win the championship, he came out with all this stuff about not having any support from the team. That destroyed the team; everyone was just so upset. It was like: "Why did you say that? You knew we were doing everything we could."

The one circuit Fernando was never any good at was Indianapolis, and that's where, in '06, Giancarlo Fisichella beat him. He beat him because Fernando didn't drive very well. →

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Fernando came on the radio as he crossed the line and said: "I bet you're all happy that I got beaten by Fisichella" – or something like that. And you think: 'Bloody hell! What is the matter with this guy?' Saying that, I have the utmost respect for him and I'd love to have him in a Williams. But we didn't have the closeness of relationship that I've had with other drivers.

**MH:** Renault at the time seemed to be a very close-knit little unit....

**PS:** That goes back to Benetton. It was something we really had. In the days when Michael was with us and we couldn't run [because of tobacco advertising restrictions] 'Mild Seven' on the car, we had 'Team Spirit'. That wasn't a coincidence. It's an ethos; one I'm working on here because it means a lot to me.

**MH:** On the subject of team ethos, I don't know how much you want to talk about Singapore '08, but obviously the team was torn apart by that.

**PS:** It was.

**MH:** And your life was terribly torn apart by it too?

**PS:** Yes.

**MH:** How do you reflect on it now?

**PS:** I think it was an abject lesson in life. It doesn't matter how many good things you do in your life, you do one bad thing and that's what you're remembered for. You know, you can be the best driver in the world, driving along the road, make a mistake – and you can kill yourself.

I have always been completely honest about the whole affair. Every word I've ever said about it is the truth – and I would say I'm the only person who has ever told the truth about it. I can live with myself. I wish I'd never done it. I wish I knew the whole story, because there are bits of it that I'm not sure I completely understand or know where it all came from. Other people have lied completely and utterly about it. But I think now, however many years later, everyone knows that I told the truth. I think everyone has respect for me for doing that, even if they would never agree with the mistake I made in doing it.

I recently had a long chat with Max Mosley and also with Jean Todt. These guys know what went on. They know I took a bullet for others and

I hope the people respect me for that, even if, as I say, they don't like the mistake I made.

In terms of the mistake it was an enormous error of judgement more than anything else. As you know, there is an awful lot of gamesmanship in F1; there is an awful lot of stretching of rules and so on. At the time, while I knew it wasn't right, in my mind it wasn't as bad as other people made out. It was a bit of ultimate gamesmanship.

The fact that some moronic driver can't even drive into the wall in a safe manner is nothing to do with me. That is not what the plan was. So... yes, it's difficult. And I really have paid for it. But, you know, I'm a perfectly happy person now. I've got a great job and I really enjoy what I'm doing. I also think the change of life that brought about didn't do me any harm.

**MH:** I was going to ask if you find, as time goes by, that your appreciation of life and all the things around you that mean a lot – your family, your work and so on – are put into perspective by something like this? That period of thinking about it must have done exactly that for you.

**PS:** It did. I was very, very depressed afterwards. My wife was fantastic; she helped me through it all and said: "Come on, you can do it again." I got into writing, which I thoroughly enjoyed doing.

**MH:** Yes, I'd noticed. I have to say I'm glad you're back engineering again because having you as a writer was a worry for the likes of me!

**PS:** [Laughs]. Also, working as a consultant, I got involved in non-motorsport projects that, →

"I really have paid for my mistake, but I think the change of life it brought about didn't do me any harm"



PHOTOS: ANDREW FERRARO/LAT; CHARLES COATES/LAT; DPP/LAT

After being dropped by Renault in 2009, Nelson Piquet Jr told the FIA he had deliberately crashed his R28 at the 2008 Singapore Grand Prix on the instructions of his team. The ensuing furore was dubbed 'Crashgate' and resulted in a five-year ban from F1 for Symonds and a lifetime ban for team boss Flavio Briatore

# WIN! AN AYRTON SENNA PAINTING WORTH £7,000

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Q► In which year did Ayrton Senna make his F1 debut for the Toleman team?

A► 1982 B► 1983 C► 1984



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Located at an exclusive address in London's Knightsbridge, The Homarge Gallery houses the work of Stephen Cawston, his unique homage to the art of movie posters. Over the past 15 years, Stephen has built an

impressive collection of original oil paintings, many of which are snapped up by art collectors for investment. His works have an avid following, with many paintings purchased by Hollywood actors and

directors, top sportsmen, pop stars, businessmen and entrepreneurs. Recent visitors to the gallery have included Eddie Jordan and Martin Brundle.

[www.thehomargegallery.com](http://www.thehomargegallery.com)  
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THE MAURICE  
HAMILTON  
INTERVIEW

Pat Symonds



Bottas, at the wheel of a resurgent Williams, leads McLaren's Kevin Magnussen at this year's Spanish Grand Prix

as an engineer, I found fascinating. If you ask me what's my passion, my first answer might be motorsport or engineering. But if I stop and think about it, my first passion is learning. That's what I love. I'm a total and utter nerd. The internet was invented for me.

**MH:** What about the period with Marussia? That must have put a different perspective on things?

**PS:** Boy, I learned a lot there. It really was back to basics. When I left Renault, it was quite specialised. We'd gone to this two technical director type of thing – Bob Bell looked after aero and the factory and I focused on the racing. It was expanding and I was losing touch.

So I go to Marussia and I'm thinking: 'Jeez, there's plenty to do. Let's get on with it.' From getting involved with the layout of the design office to achieving the best communications, to

details of CFD against tunnel testing; I learned a lot. I did enjoy it, but it was frustrating because I knew there was never going to be the budget to do the job properly. But I'd like to think I left the place in a much better state than I found it.

**MH:** The results tend to prove exactly that. We're talking about your vast experience coming into play, both at Marussia and now here at Williams.

**PS:** Yes. When Williams first asked me to join them, I spoke to Frank and Patrick Head, and Adam Parr. But I couldn't quite see how it would work. I had a bit of an idea of what might need doing, but it just didn't seem that anyone agreed with me and nothing came of it.

I got more and more involved with Marussia and then there was a sea change at Williams, initiated by Mike O'Driscoll, the CEO who, I have to say, is a stunningly impressive character. He

and Claire Williams got together and said: "Well, we can't polish this any more, we've got to change it." They went looking for someone to help them do it. I was the one who agreed, I guess.

I'm thoroughly enjoying it here. It's a fabulous team with wonderful facilities and a lot of really good people. And, at last, that willingness to change; I think that's where, previously, it hadn't worked because it was quite an old fashioned company with enormous blame culture... the sort of things that just don't work these days. I'd like to think I've managed to change some of those attitudes.

Last year, when I arrived, there were bits going on the car at every race that didn't work because there was this blind panic about having to make the car quicker. I'm proud this year that, with one exception, every single bit we've put on the car has made it go faster. And the

one exception was a very deliberate 'Let's take this to the limit and see.' We went over the limit and it didn't work. But we learned from it; we revised our techniques a little. It's that integrity of engineering that I think we needed here.

Don't get me wrong, the Mercedes engine was definitely a big attraction in coming here. But the fact is that last year we had a Renault engine; a Renault engine won the championship and we finished ninth. This year we've got a Mercedes engine and we're in front of two other Mercedes teams who were significantly better than us last year. Our stars have aligned, but we've worked for it as well with good pragmatic decisions.

**MH:** Getting back to what we said before, you're pulling in this fantastic breadth of knowledge...

**PS:** Exactly. I can have a very meaningful discussion with my aerodynamics group. Aero has moved on since I did it, but I can keep abreast of it. I know what they're doing, I can challenge them, I can come up with daft ideas. I try not to micro-manage; I want to take the bigger view. It's been hard this past year because there's been a lot to put in place, but I can see light at the end of the tunnel. The team have regained their desire to win and their self-belief.

**MH:** It's been great to catch up, Pat. Many thanks.

**PS:** A pleasure. 🍷

"I did enjoy Marussia, but it was frustrating because there wasn't the budget to do the job properly"

PHOTO: ANDY HONE/LAT

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# FINISHING STRAIGHT

Reports Previews Analysis Opinion Stats

PHOTOS: GLENN DUNBAR/LAT; SAM BLOXHAM/LAT; DREW GIBSON/GETTY IMAGES



## The very best of the rest

Plunging into the Rosberg/Hamilton fray is Daniel Ricciardo, stealing his second win from Mercedes to consolidate P3 in the drivers' standings

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# RACE DEBRIEF

by Stuart Codling

## German Grand Prix

20.07.2014 / Hockenheim



# Sing when you're winning

In the week of Germany's fourth World Cup victory, Nico Rosberg and Mercedes couldn't be denied

**Nostalgists still rue** the conversion of Hockenheim from a classic flat-out blast through the forest to something more intimate and fiddly, but there's no doubt that this is one of Hermann Tilke's better nip-and-tuck jobs. Stand trackside at Turn 2, where once the cars would have been full on the gas, vanishing into the trees en route to the Jim Clark Kurve, and you soon see the cut of Herr Tilke's jib: the corner snaps back sharply to the right then opens out to the left over a changing camber, tempting drivers to overstretch themselves. You watch Marcus Ericsson, terrorised by his Caterham's handling and fearful of errors, brake cautiously in a straight line and back down all the way through the gears before turning in; then out come the two Mercedes, fast and super-committed but still twitchy on the way in and, over the kerbs, on the way out.

And yet, if you thought the controversial removal of the FRIC suspension systems pre-race

would have a significant effect on the running order, think again. Mercedes were still fastest; Caterham still slowest. Ferrari were still locking their rear brakes pretty much everywhere, their tortured Pirellis squawking. The only team to take a discernible backwards step relative to their immediate rivals were the long-suffering Lotus, whose E22 looked palpably evil.

"At least you can say we're consistent," smiled Romain Grosjean ruefully. "We're outside the window *everywhere*..."

As the denizens of Hockenheim perspired under blazing skies in temperatures above 30°C, this looked to be a race that would be governed by rear-tyre degradation. Then, overnight, everything changed: Sunday dawned overcast and wet – and, though it dried out by lunchtime, the track temperature was around 20 degrees below what it had been at its peak. We were now in front-limited territory and all those teams who

had carefully dialled in understeer to protect the rear tyres would now be overworking their fronts.

Lewis Hamilton had particular cause to fret, since his front-right brake disc had broken in Q1. Besides the immediate damage to his car – and, with a pitlane start likely, his prospects – there was his confidence to consider. He'd tried Carbone Industrie brakes in practice and returned to Brembo for qualifying. So the choice was revert to CI, the unfavoured choice for this circuit, have a sub-optimal run, and possibly bring on a protest from rival teams. Or stick with Brembo and risk another failure. Meanwhile, team-mate Nico Rosberg was untroubled in P1 with Williams' Valtteri Bottas alongside.

For Hamilton and Mercedes, the path of least resistance was CI fronts and previous-spec Brembo rears, letting them start 20th, behind everyone but Ericsson and Max Chilton. Lewis, along with Kimi Räikkönen and Romain

Grosjean, would start on the soft Pirellis rather than the supersofts – counterintuitive, you might think, but if he could make enough ground in the early laps he would gain free positions when the supersoft runners began to pit.

Rosberg, predictably, roared off into an early lead. Bottas suffered wheelspin in fourth gear and was lucky not to get caught up when Felipe Massa and a fast-starting Kevin Magnussen each laid claim to overlapping territory at Turn 1; the right-rear of the Williams rode over the McLaren's front-left, tipping Massa onto his roll hoop. Out came the Safety Car.

On the restart, Hamilton swiftly dispatched Chilton, Pastor Maldonado, Grosjean, Esteban Gutiérrez, Adrian Sutil (getting an accidental tap from his old Formula 3 team-mate as he followed Ricciardo through) and Jean-Eric Vergne. Daniil Kvyat spun while attempting an optimistic pass on Sergio Pérez, removing himself as an obstacle. Ten laps in and Lewis was tenth.

Now he was in elbows-out territory. As Ricciardo's supersofts gave up abruptly, offering him up as prey to Räikkönen, Lewis tried to get past both cars at the hairpin on lap 13, clipping the Ferrari's front wing but suffering no damage himself. Then, ahead, the frontrunners began to pit. By lap 16 Lewis was P2.

He made the softs last ten more laps before taking on another set and slotting into eighth behind Jenson Button. But he then mistook a slight error from Button at the hairpin – Jenson had been told to push in advance of his next stop – as an invitation to come through. The McLaren turned in and removed a chunk of front-wing endplate from the Mercedes.

Lewis soldiered on until it became clear that the loss of downforce was overstressing the front tyres, making a two-stop strategy untenable. The team quickly changed tack to a three-stopper – he'd missed Q2 and Q3, so there were enough new tyres for two short stints on supersofts. His final stop put him in P4 behind Fernando Alonso, but the Ferrari's tyres were also on the wane and the team dithered about replacing them. As 14th-placed Gutiérrez unlapped himself from Alonso and scampered away, it was clear that new tyres were overdue – but Fernando didn't have any, having to make do with used supersofts in a final 12-lap stint that placed him fifth at the finish.

With Alonso out of the way, Bottas was the only obstacle to a Mercedes one-two, but Bottas prevailed over a tense final few laps. The difference between second and third is but three points – but will Lewis come to rue leaving those three points on the table come Abu Dhabi and the widely reviled double-points rule? We may yet come to say that a decisive moment in the 2014 championship was a slight misjudgement, mid-race at the mid-point of the season. **F1**

## The story of the race

**V** Magnussen and Massa collide, bringing out the Safety Car. Ricciardo drops from fifth to 15th in avoiding them



**>** Ricciardo and Hamilton climb back up, but Hamilton hits Räikkönen while trying to pass on lap 14



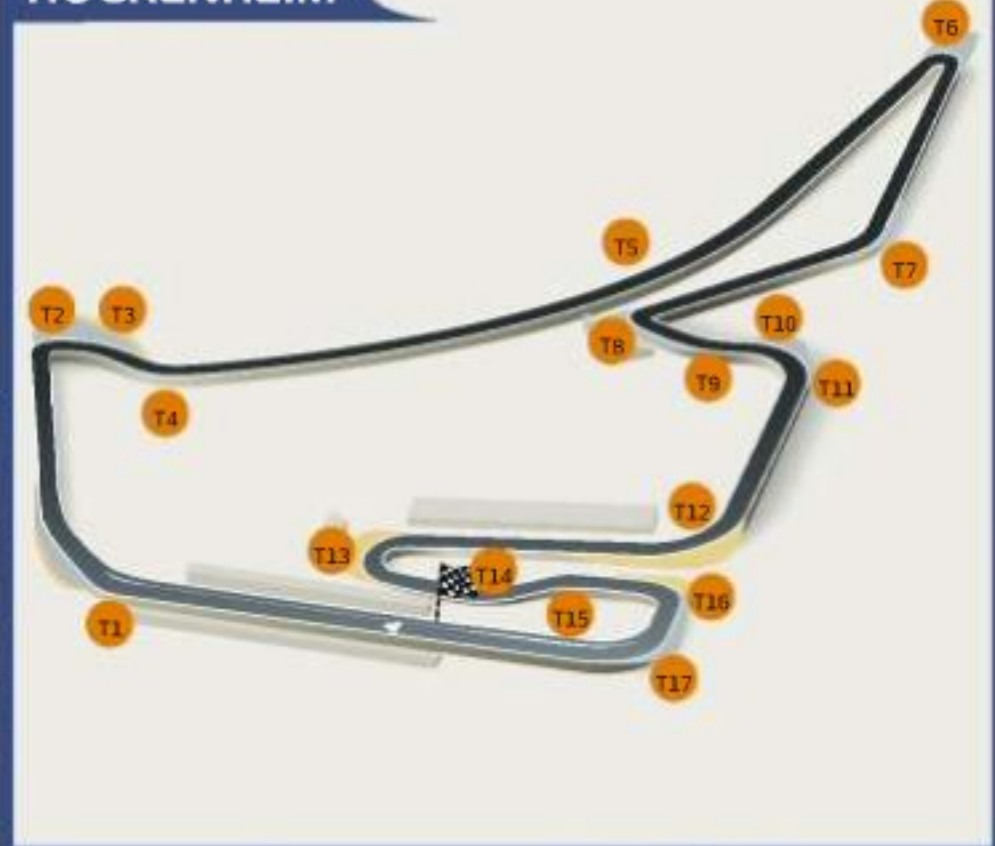
**>** Adrian Sutil spins and stalls his Sauber at the final corner on lap 47, but the Safety Car is not deployed



**^** After a thrilling wheel-to-wheel battle, Alonso grabs fifth place from Ricciardo

**>** Hamilton closes up to second-placed Bottas but cannot pass the Williams; Nico Rosberg wins the race

## HOCKENHEIM



**<** Hamilton ekes out his tyres until lap 26. After stopping he hits Sergio Pérez and loses part of his front wing

**^** Unburnt fuel in the exhaust of Daniel Kvyat's Toro Rosso sets the car on fire on lap 44



MAIN PHOTO: GLENN DUNBAR/LAT; ILLUSTRATION: ALAN ELDREDGE; INSETS: ALASTAIR STALEY/LAT; CHARLES COATES/LAT; ANDY HONE/LAT; STEVE ETHERINGTON/LAT

# German Grand Prix stats

The lowdown on everything you need to know from the weekend at Hockenheim...

## THE GRID

 <b>1. ROSBERG</b> MERCEDES 1min 16.540secs Q3	 <b>2. BOTTAS</b> WILLIAMS 1min 16.759secs Q3
 <b>3. MASSA</b> WILLIAMS 1min 17.078secs Q3	 <b>4. MAGNUSSEN</b> McLAREN 1min 17.214secs Q3
 <b>5. RICCIARDO</b> RED BULL 1min 17.273secs Q3	 <b>6. VETTEL</b> RED BULL 1min 17.577secs Q3
 <b>7. ALONSO</b> FERRARI 1min 17.649secs Q3	 <b>8. KVYAT</b> TORO ROSSO 1min 17.965secs Q3
 <b>9. HÜLKENBERG</b> FORCE INDIA 1min 18.014secs Q3	 <b>10. PÉREZ</b> FORCE INDIA 1min 18.035secs Q3
 <b>11. BUTTON</b> McLAREN 1min 18.193secs Q2	 <b>12. RÄIKKÖNEN</b> FERRARI 1min 18.273secs Q2
 <b>13. VERGNE</b> TORO ROSSO 1min 18.285secs Q2	 <b>14. GROSJEAN</b> LOTUS 1min 18.983secs Q2
 <b>15. SUTIL</b> SAUBER 1min 19.142secs Q1	 <b>16. GUTIÉRREZ*</b> SAUBER 1min 18.787secs Q2
 <b>17. BIANCHI</b> MARUSSIA 1min 19.676secs Q1	 <b>18. MALDONADO</b> LOTUS 1min 20.195secs Q1
 <b>19. KOBAYASHI</b> CATERHAM 1min 20.408secs Q1	 <b>20. HAMILTON**</b> MERCEDES NO TIME IN Q2
 <b>21. CHILTON</b> MARUSSIA 1min 20.489secs Q1	 <b>22. ERICSSON***</b> CATERHAM NO TIME IN Q1

\*Three-place grid penalty for causing a collision in the British GP \*\*Five-place grid penalty for gearbox change \*\*\*Required to start from the pitlane, car modified under parc fermé conditions

## THE RACE



### THE RESULTS (67 LAPS)

1st	Nico Rosberg Mercedes	1h33m 42.914s
2nd	Valtteri Bottas Williams	+20.789s
3rd	Lewis Hamilton Mercedes	+22.530s
4th	Sebastian Vettel Red Bull	+40.014s
5th	Fernando Alonso Ferrari	+52.467s
6th	Daniel Ricciardo Red Bull	+52.549s
7th	Nico Hülkenberg Force India	+64.178s
8th	Jenson Button McLaren	+84.711s
9th	Kevin Magnussen McLaren	+1 lap
10th	Sergio Pérez Force India	+1 lap
11th	Kimi Räikkönen Ferrari	+1 lap
12th	Pastor Maldonado Lotus	+1 lap
13th	Jean-Eric Vergne Toro Rosso	+1 lap
14th	Esteban Gutiérrez Sauber	+1 lap
15th	Jules Bianchi Marussia	+1 lap
16th	Kamui Kobayashi Caterham	+2 laps
17th	Max Chilton Marussia	+2 laps
18th	Marcus Ericsson Caterham	+2 laps

### Retirements

Adrian Sutil Sauber	47 laps - spin/engine
Daniil Kvyat Toro Rosso	44 laps - drivetrain
Romain Grosjean Lotus	26 laps - cooling
Felipe Massa Williams	0 laps - accident

### THROUGH SPEED TRAP



**Fastest:** Lewis Hamilton, 214.50mph  
**Slowest:** Roman Grosjean, 196.54mph

### TYRE COMPOUNDS USED



Supersoft Soft Intermediate Wet

### CLIMATE

Overcast 25°C

### TRACK TEMP

34°C



### FASTEST LAP

Lewis Hamilton, lap 53, 1min19.908secs



### FASTEST PITSTOP

Daniel Ricciardo, 18.868secs (entry to exit)

### DRIVERS' STANDINGS

1st	Nico Rosberg Mercedes	190pts
2nd	Lewis Hamilton Mercedes	176pts
3rd	Daniel Ricciardo Red Bull	106pts
4th	Fernando Alonso Ferrari	97pts
5th	Valtteri Bottas Williams	91pts
6th	Sebastian Vettel Red Bull	82pts
7th	Nico Hülkenberg Force India	69pts
8th	Jenson Button McLaren	59pts
9th	Kevin Magnussen McLaren	37pts
10th	Felipe Massa Williams	30pts
11th	Sergio Pérez Force India	29pts
12th	Kimi Räikkönen Ferrari	19pts
13th	Jean-Eric Vergne Toro Rosso	9pts
14th	Romain Grosjean Lotus	8pts
15th	Daniil Kvyat Toro Rosso	6pts
16th	Jules Bianchi Marussia	2pts
17th	Adrian Sutil Sauber	0pts
18th	Marcus Ericsson Caterham	0pts
19th	Pastor Maldonado Lotus	0pts
20th	Esteban Gutiérrez Sauber	0pts
21st	Max Chilton Marussia	0pts
22nd	Kamui Kobayashi Caterham	0pts

### CONSTRUCTORS' STANDINGS

1st	Mercedes	366pts	9th	Marussia	2pts
2nd	Red Bull	188pts	10th	Sauber	0pts
3rd	Williams	121pts	11th	Caterham	0pts
4th	Ferrari	116pts			
5th	Force India	98pts			
6th	McLaren	96pts			
7th	Toro Rosso	15pts			
8th	Lotus	8pts			



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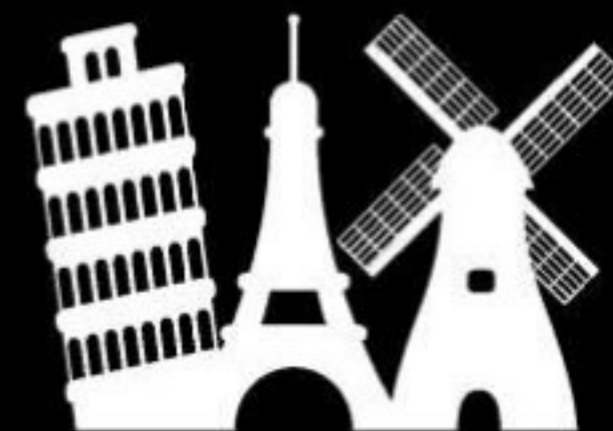
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# RACE DEBRIEF

by Peter Windsor

## Hungarian Grand Prix

27.07.2014 / Hungaroring



# Patience pays off for Ricciardo

A brave strategic call and some beautiful driving enabled Red Bull to snatch victory from Merc

**It didn't come right** for Daniel Ricciardo until Marcus Ericsson overcorrected a powerslide on lap 8 and flicked the irascible Caterham into the Turn 3 tyre wall. Until then it had been a bit scratchy – frustrating in Q3 with the handling and the traffic, and then came that slippery getaway from the dirty side of the road when the lights went out. He had lost places to Fernando Alonso and Jenson Button, and for a while in those early laps it was Nico way out in front with Bottas kind of heading the rest. Daniel's car felt a bit understeery; it was okay but it wasn't great.

Then, thanks to old Marcus, Red Bull's chief engineer Paul Monaghan made the pitch-perfect call: Nico and a few others – already past the pitlane entrance – were obliged to run round again; Daniel, who was 17.3secs behind Rosberg, was able to pull straight in. The situation demanded a switch from intermediates to slicks. Kenny Handkammer and the boys did the rest. The result? P1.

Some of Daniel's major opposition thus re-shaped itself. Williams, unsure about how many laps they could eke out of the slicks, chose the prime. Even though Massa hung onto P2 for a while, he and Bottas ultimately disappeared into the mid-field. Nico sunk, too, when he stopped a lap later. At the re-start, squirrely on slicks, he would be out-fingertipped by Jean-Eric Vergne. McLaren, by contrast, put Button onto another set of intermediates. "We see rain on the radar," they said plaintively over the radio to their wet-dry maestro. "Don't worry, Jenson," the voice continued. "We'll make this work." Yeah. Right.

Lewis, meanwhile, was now not too far away from breathing Nico's air – which was an amazing comeback, given the fuel-fire that had destroyed his qualifying session. Daniel led the race into its re-start – and led it beautifully, too, if beauty includes uncluttered lines and patience over precisely the correct passages of time. Jenson led a lap but then retreated to the pitlane.

Fernando Alonso? Jean-Eric Vergne? Fernando had qualified fifth, Vergne eighth – and both had been exquisite to watch in the early, treacherous laps, with drivers like Vettel and Rosberg leaving room on the outside. Now they were hogging the lap chart; now they were easing the race away from Mercedes. Unable to re-pass Vergne, Rosberg lost five full seconds to the leader over a 15-lap spread.

Daniel called in for his second set of options on lap 23, when Pérez hit the pitwall and induced another Safety Car. Now the sweating began, for none of Daniel's peers took the bait (apart from Felipe Massa). Alonso was now leading the race, ahead of the Vergne-Rosberg-Vettel-Hamilton group. Daniel appeared behind them, his tyres new, his RB10 full of grip. If Ricciardo truly earned his victory in Hungary then he earned it right now – when he laid back on the tyres, refusing to push them, while simultaneously 'managing' the engine.



Until, one by one, they also made their stops. First Merc put Nico on his second set of options; he had squeezed an additional ten laps out of that first set (thanks to running behind Vergne for so long) but, like Daniel, he would have to stop again. Then Fernando, running 28 laps on that first set of options, also stopped; he would run through to the end, still on the soft tyre. Next came Lewis, putting in a full 32 laps on his first set of options but now switching to primes. With Vettel doing a Pérez out of the last corner (but not crunching his car hard into the wall), Daniel was again in front, now leading by 16 seconds.

“How’s the balance?” Daniel was asked.

“The rears will be the deciding factor.”

And so, on lap 54 with 15 to run, in came Daniel. Taken in isolation, his three-stop tyre strategy was running according to plan. Taken in context, he was out of step with the two-stop music – or with the race that Nico was running. But what if Fernando *could* win a race on only two sets of options? And what if Lewis’s long run on primes would be enough not only to beat Nico but also to win the race?

Nico, to be sure, had lost time before his final stop behind Lewis: the team asked Lewis (who was on the harder tyre) to move over and Lewis had ignored them. Nico enquired again. Nothing. And who could really blame Lewis? For one thing, Merc had assured everyone they wouldn’t be using team orders this year; for another, Lewis had hauled the car up from the pitlane and had had to sit there with Seb, earlier in the race, watching Nico play softball with Vergne. With Nico finally in the pitlane, Lewis had made a point of passing Vergne within a lap, up and over the kerbs on the *outside entry to Turn 4*, the fastest corner of the circuit.

The TV cameras focused on Fernando versus Lewis as the end approached, neglecting a sumptuous performance from Daniel. He drove just as he drove in that final Bahrain pre-season test, when he first tamed the RB10. He was breathtaking in his late-race chase.

He managed to pass Lewis on the outside downhill run from Turn 2. He had the grip advantage – but this was Lewis Hamilton he was passing, not some makeweight. Lewis edged him towards the Hungarian hills; Daniel responded with his trademark, rhythmic wrist-flick: he held the subtle slide with feet and fingers and the back end of the RB10 did the rest, perfectly defining the exit. Lewis deferred.

Fernando seemed to be too far ahead at the end of the main straight... but Daniel plunged on through nonetheless. He had the grip and he knew that the outside of the corner would offer him some sort of room in which to play. As it happened, he didn’t need it. Fernando didn’t turn in to him, for Fernando, too, has class. **F1**

## The story of the race

▼ Rosberg leads from pole at the start of the race, while Ricciardo drops back two places to sixth

### HUNGARORING



➤ Hamilton, starting from the pitlane, is caught out on cold brakes and taps the wall



➤ Marcus Ericsson goes into the wall and brings out the Safety Car



➤ Button and Ricciardo dive for the pits; the cars ahead have already gone past the pit entry

➤ Button snatches the lead from Ricciardo but then has to pit again for slicks



➤ Vettel spins on the main straight, losing time in the process

➤ Ricciardo pounces on Hamilton, then Alonso, to grab the race win



MAIN PHOTO: STEVEN TEE/LAT; ILLUSTRATION: ALAN ELDRIDGE; INSETS: GLENN DUNBAR/LAT; ANDY HONE/LAT; ALASTAIR STALEY/LAT; STEVE ETHERINGTON/LAT; CHARLES COATES/LAT

# Hungarian Grand Prix stats

The lowdown on everything you need to know from the weekend at the Hungaroring...

## THE GRID

 <b>1. ROSBERG</b> MERCEDES 1min 22.715secs Q3	 <b>2. VETTEL</b> RED BULL 1min 23.201secs Q3
 <b>3. BOTTAS</b> WILLIAMS 1min 23.354secs Q3	 <b>4. RICCIARDO</b> RED BULL 1min 23.391secs Q3
 <b>5. ALONSO</b> FERRARI 1min 23.909secs Q3	 <b>6. MASSA</b> WILLIAMS 1min 24.223secs Q3
 <b>7. BUTTON</b> McLAREN 1min 24.294secs Q3	 <b>8. VERGNE</b> TORO ROSSO 1min 24.720secs Q3
 <b>9. HÜLKENBERG</b> FORCE INDIA 1min 24.775secs Q3	 <b>10. KVIAT</b> TORO ROSSO 1min 24.706secs Q2
 <b>11. SUTIL</b> SAUBER 1min 25.136secs Q2	 <b>12. PÉREZ</b> FORCE INDIA 1min 25.211secs Q2
 <b>13. GUTIÉRREZ</b> SAUBER 1min 25.260secs Q2	 <b>14. GROSJEAN</b> LOTUS 1min 25.337secs Q2
 <b>15. BIANCHI</b> MARUSSIA 1min 27.419secs Q2	 <b>16. RÄIKKÖNEN</b> FERRARI 1min 26.792secs Q1
 <b>17. KOBAYASHI</b> CATERHAM 1min 27.139secs Q1	 <b>18. CHILTON</b> MARUSSIA 1min 27.819secs Q1
 <b>19. ERICSSON</b> CATERHAM 1min 28.643secs Q1	 <b>20. MALDONADO*</b> LOTUS NO TIME IN Q1
 <b>21. MAGNUSSEN**</b> McLAREN NO TIME IN Q3	 <b>22. HAMILTON**</b> MERCEDES NO TIME IN Q1

\*Five-place grid penalty for gearbox change \*\*Required to start from the pitlane due to car being modified under parc fermé conditions

## THE RACE



### THE RESULTS (70 LAPS)

1st	Daniel Ricciardo	Red Bull	1h53m 05.058s
2nd	Fernando Alonso	Ferrari	+5.225s
3rd	Lewis Hamilton	Mercedes	+5.857s
4th	Nico Rosberg	Mercedes	+6.361s
5th	Felipe Massa	Williams	+29.841s
6th	Kimi Räikkönen	Ferrari	+31.491s
7th	Sebastian Vettel	Red Bull	+40.964s
8th	Valtteri Bottas	Williams	+41.344s
9th	Jean-Eric Vergne	Toro Rosso	+58.527s
10th	Jenson Button	McLaren	+67.280s
11th	Adrian Sutil	Sauber	+68.169s
12th	Kevin Magnussen	McLaren	+78.465s
13th	Pastor Maldonado	Lotus	+84.024s
14th	Daniil Kvyat	Toro Rosso	+1 lap
15th	Jules Bianchi	Marussia	+1 lap
16th	Max Chilton	Marussia	+1 lap

### Retirements

Esteban Gutiérrez	Sauber	32 laps – power unit
Kamui Kobayashi	Caterham	24 laps – fuel pump
Sergio Pérez	Force India	22 laps – spin
Nico Hülkenberg	Force India	14 laps – accident
Romain Grosjean	Lotus	10 laps – spin
Marcus Ericsson	Caterham	7 laps – spin

### THROUGH SPEED TRAP



**Fastest:** Valtteri Bottas, 196.10mph

**Slowest:** Roman Grosjean, 181.32mph

### TYRE COMPOUNDS USED



Soft Medium Intermediate Wet

### CLIMATE

Wet/  
overcast

22°C

### TRACK TEMP

28°C



### FASTEST LAP

Nico Rosberg, lap 64, 1min25.724secs



### FASTEST PITSTOP

Sebastian Vettel, 21.608secs (entry to exit)

### DRIVERS' STANDINGS

1st	Nico Rosberg	Mercedes	202pts
2nd	Lewis Hamilton	Mercedes	191pts
3rd	Daniel Ricciardo	Red Bull	131pts
4th	Fernando Alonso	Ferrari	115pts
5th	Valtteri Bottas	Williams	95pts
6th	Sebastian Vettel	Red Bull	88pts
7th	Nico Hülkenberg	Force India	69pts
8th	Jenson Button	McLaren	60pts
9th	Felipe Massa	Williams	40pts
10th	Kevin Magnussen	McLaren	37pts
11th	Sergio Pérez	Force India	29pts
12th	Kimi Räikkönen	Ferrari	27pts
13th	Jean-Eric Vergne	Toro Rosso	11pts
14th	Romain Grosjean	Lotus	8pts
15th	Daniil Kvyat	Toro Rosso	6pts
16th	Jules Bianchi	Marussia	2pts
17th	Adrian Sutil	Sauber	0pts
18th	Marcus Ericsson	Caterham	0pts
19th	Pastor Maldonado	Lotus	0pts
20th	Esteban Gutiérrez	Sauber	0pts
21st	Max Chilton	Marussia	0pts
22nd	Kamui Kobayashi	Caterham	0pts

### CONSTRUCTORS' STANDINGS

1st	Mercedes	393pts	9th	Marussia	2pts
2nd	Red Bull	219pts	10th	Sauber	0pts
3rd	Ferrari	142pts	11th	Caterham	0pts
3rd	Williams	135pts			
5th	Force India	98pts			
6th	McLaren	97pts			
7th	Toro Rosso	17pts			
8th	Lotus	8pts			



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# The Belgian GP preview



Round 12 / 22-24 August / Spa-Francorchamps

A long lap, with Eau Rouge to Raidillon providing the white-knuckle thrill of the year



## THE ENGINEER'S VIEW

**Pat Symonds,**  
Williams' chief technical officer

**Spa-Francorchamps** is rightly recognised as one of the most challenging race tracks in the world – primarily because of its twisty, undulating and fast sections.

The circuit has seen many changes over the near century it has been in existence, with many of these reducing the overall length of the lap significantly. Even so, it remains the longest lap on the Formula 1 calendar, standing at 4.352

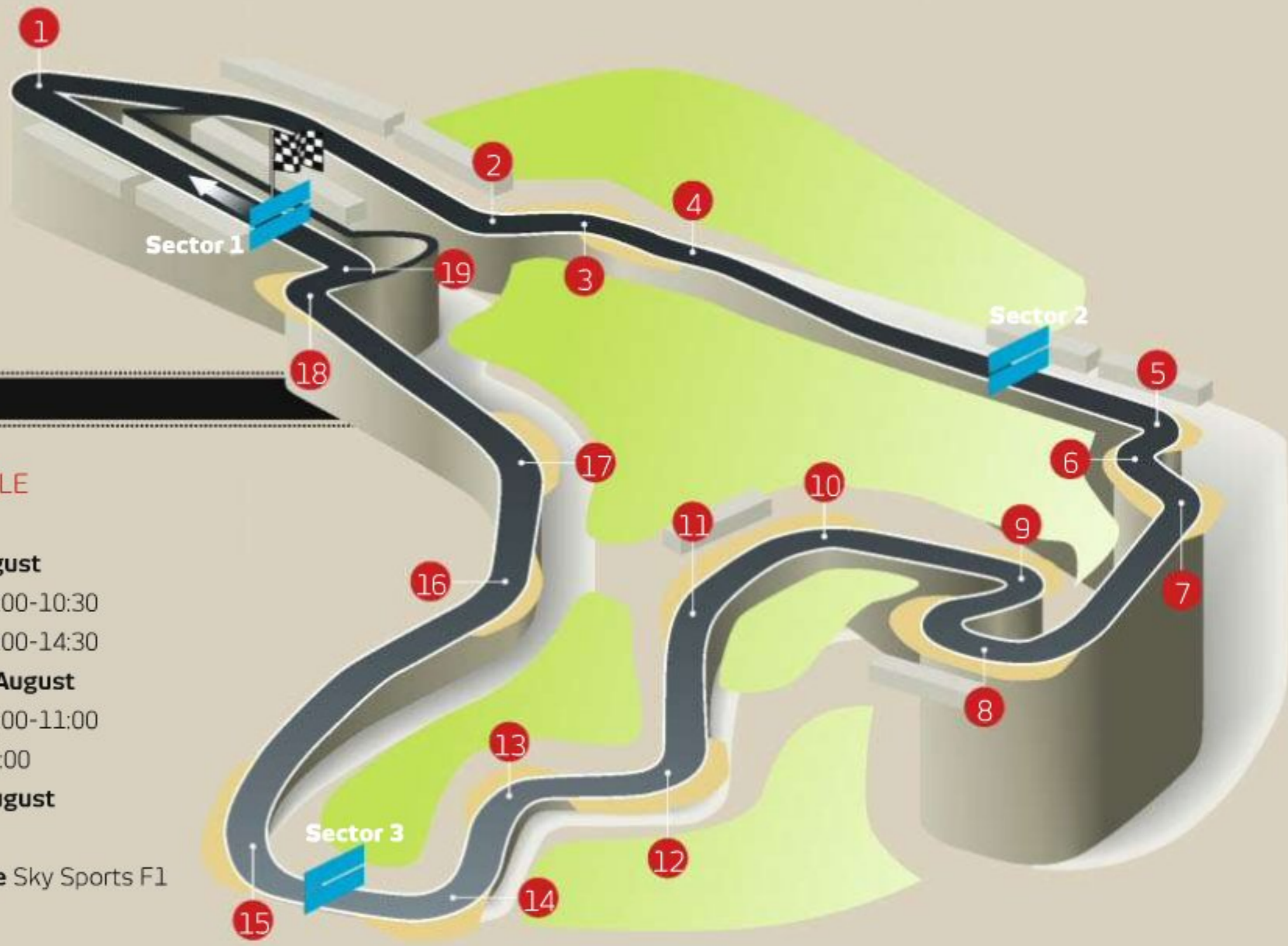
miles, over twice the length of the shortest circuit of the year – Monaco at 2.07 miles.

Combining the length (and geographical breadth) of the track with unpredictable local weather means that there can be some peculiar sessions, with parts of the track ending up soaking wet while others remain bone dry. Since the forecasts are often uncertain, and radar images can prove misleading, this can lead to some difficult strategy calls.

At the time of writing, it has not been confirmed which tyres Pirelli will bring to Spa, but it will be important for teams to get a good read on them. That's because the track length means that when tyres begin to fall off the cliff, there can be four miles to cover, with significant lap-time loss before there's a chance to pit again.

The track itself is littered with challenging corners, but the section that stands out above all others is the run through Eau Rouge and Raidillon. Here the drivers race down a slope, crossing the Eau Rouge stream before being thrust into a steep uphill complex, containing a left-right-left combination of fast corners, with a blind summit that makes it even more difficult.

It's not just hard to get right – it's downright scary, as launching over the crest the driver is unsure quite where the car will land. Although the Istanbul Park circuit tried to create a similar complex, often dubbed 'Faux Rouge', there is no run of track quite like that at Spa. It will be exciting to see the 2014 challengers race through, since the new power units potentially allow higher speeds than in recent years.



**BELGIAN GP RACE DATA**

**Circuit Name** Circuit de Spa-Francorchamps  
**First GP** 1950  
**F1 races held** 46  
**Laps** 44  
**Circuit length** 4.352 miles  
**Race distance** 191.414 miles  
**Direction** Clockwise  
**Winners from pole** 15

**TV TIMETABLE (UK TIME)**  
**Friday 22 August**  
**Practice 1** 09:00-10:30  
**Practice 2** 13:00-14:30  
**Saturday 23 August**  
**Practice 3** 10:00-11:00  
**Qualifying** 13:00  
**Sunday 24 August**  
**Race** 13:00  
**Live coverage** Sky Sports F1 & BBC One

**WHAT HAPPENED IN LAST YEAR'S RACE...?**

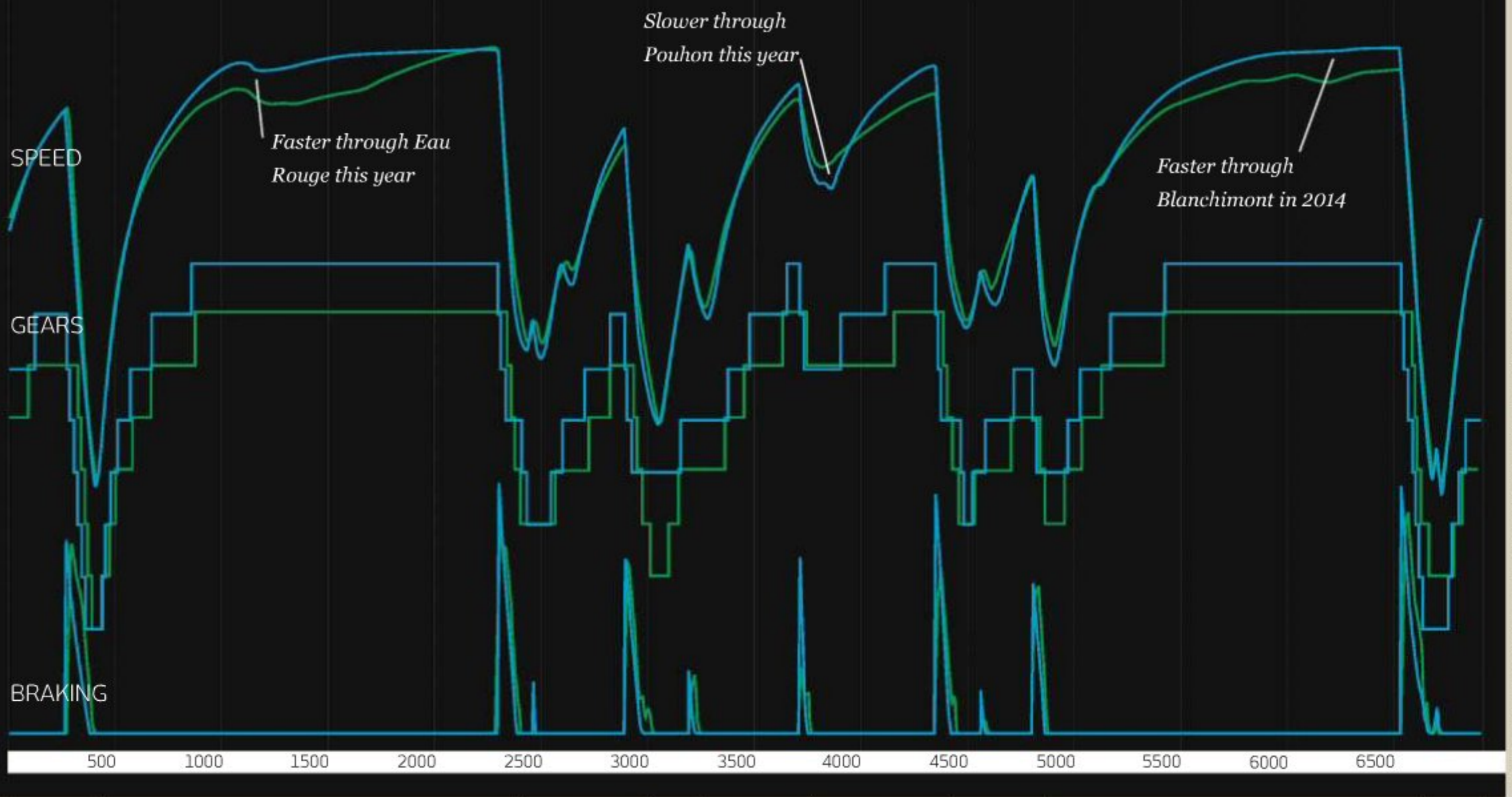
**Winner** Sebastian Vettel  
**Margin of victory** 16.869s  
**Fastest lap** 1m 50.756s, S Vettel  
**Race leaders** 1  
**Pitstops** 43  
**Overtakes** 40



Rain was forecast yet never materialised, letting Sebastian Vettel comfortably win at Spa after the summer break. He was joined on the podium by Fernando Alonso (Ferrari) and Lewis Hamilton (Mercedes), while Kimi Räikkönen retired after 25 laps with brake problems.

**SPA TELEMETRY** 2014 ■ 2013 ■

HOW A SIMULATED LAP HERE IN A 2014 CAR COMPARES WITH LAST YEAR



Start T1 T5 T8 T9 T10 T12 T14 T18 Finish

ILLUSTRATION: ALAN ELDRIDGE. PHOTOS: STEVEN TEE/LAT; SAMI BLOXHAM/LAT; ANDY HONE/LAT

# The Italian GP preview



Round 13 / 5-7 September / Monza

The racing is non-stop at this relentlessly high-speed classic event



## THE ENGINEER'S VIEW

**Pat Symonds,**  
Williams' chief technical officer

**The Italian Grand Prix** is one of the longest-running events on the F1 calendar. It shares that honour with the British Grand Prix, these being the only two races to have been held every year since 1950 – although for seven years the race in Italy was known as the European Grand Prix.

The Autodromo Nazionale Monza has hosted the Italian Grand Prix for all but one of those years (1980, when the race was held at Imola)

and this year, once again, it will be the last GP in Europe. It's the quickest race of the year, with long straights interspersed with slow chicanes and few challenging corners. This means cars require high engine power, low drag and efficient brakes to be quick around here. Many teams therefore used to run special Monza-spec aerodynamics here but with the more recent changes to aero regulations, this is less common.

Monza is one of the hardest circuits on brakes, primarily due to the large braking events after the long straights, so good brake management is paramount. Braking into the first chicane is the best chance of overtaking anywhere on the circuit, and can cause fireworks at the start of the race; cars sometimes cut across the rumble strips when they can't make the chicane.

Strategy involves a low number of stops, often just one, due the large time lost in the pits compared to being on the track. That first stop is critical, and teams will try to go as early as possible to undercut opponents, but not so early that their tyres can't make the end of the race.

Qualifying is important because of the lack of overtaking opportunities and the scarcity of pitstops. In fact the race is likely to be decided by qualifying and pitstops rather than on the track. As a final caveat, though, the demands on the new power units will be different from qualifying (where maximum power over a lap should be achieved by all) to the race (where energy and fuel management are likely to play a bigger part). This could lead to interesting racing with cars qualifying out of sync from race-pace order.



## ITALIAN GP RACE DATA

**Circuit Name** Autodromo Nazionale Monza  
**First GP** 1950  
**F1 races held** 63  
**Laps** 53  
**Circuit length** 3.599 miles  
**Race distance** 190.586 miles  
**Direction** Clockwise  
**Winners from pole** 21

**TV TIMETABLE (UK TIME)**  
**Friday 5 September**  
**Practice 1** 09:00-10:30  
**Practice 2** 13:00-14:30  
**Saturday 6 September**  
**Practice 3** 10:00-11:00  
**Qualifying** 13:00  
**Sunday 7 September**  
**Race** 13:00  
**Live coverage** Sky Sports F1 & BBC One



## WHAT HAPPENED IN LAST YEAR'S RACE...?

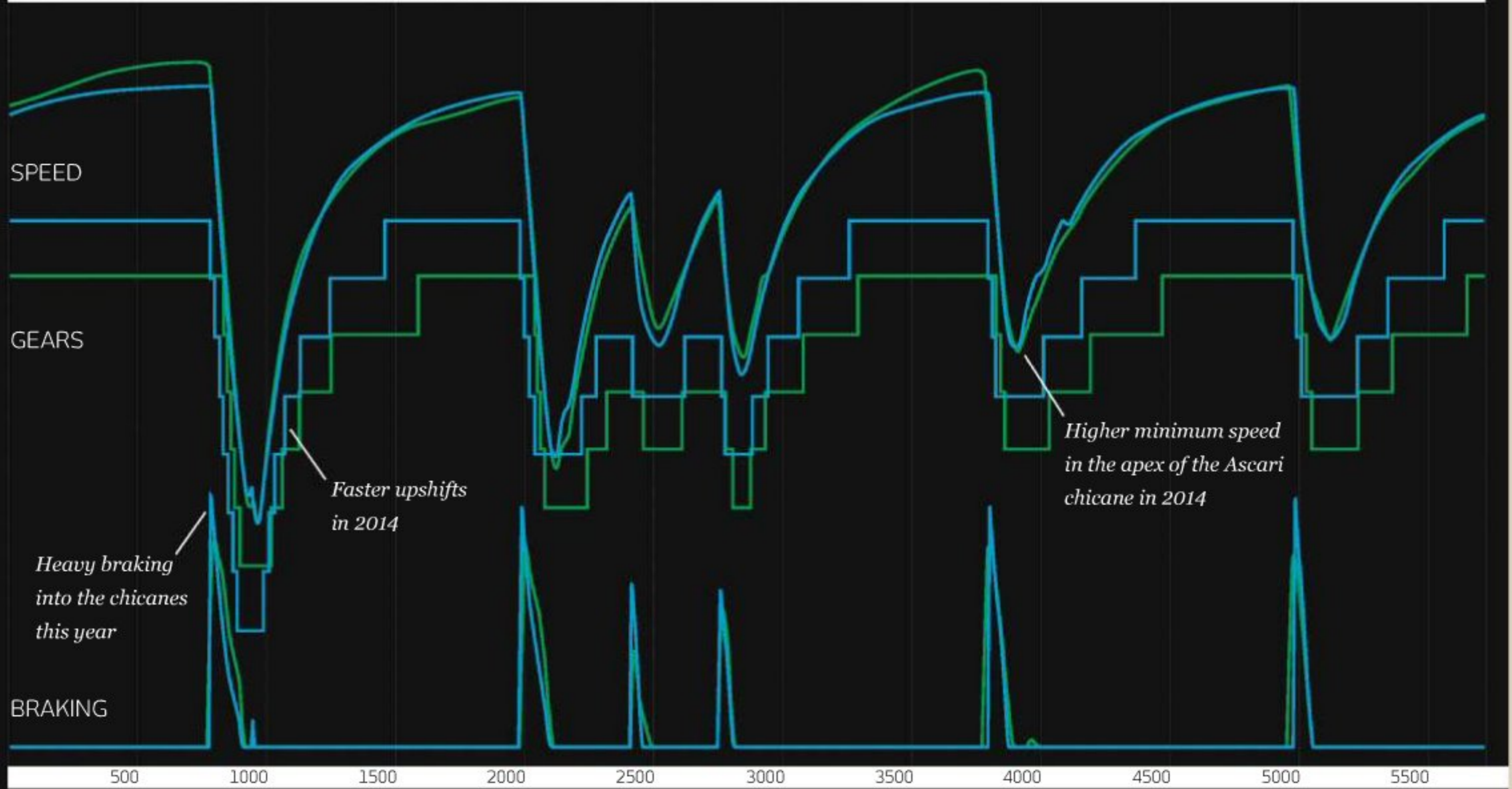
**Winner** Sebastian Vettel  
**Margin of victory** 5.467s  
**Fastest lap** 1m 25.849s, L Hamilton  
**Race leaders** 2  
**Pitstops** 24  
**Overtakes** 27



Sebastian Vettel continued his relentless march towards a fourth title. With its long straights, Monza wasn't supposed to be the best venue for a car lacking straightline speed, but the German won comfortably from Red Bull team-mate Mark Webber and Ferrari's home hero Fernando Alonso.

## MONZA TELEMETRY 2014 2013





HOW A SIMULATED LAP HERE IN A 2014 CAR COMPARES WITH LAST YEAR



Start T1&2 T4 T6 T7 T8 T11 Finish

ILLUSTRATION: ALAN ELDRIDGE. PHOTOS: STEVE ETHERINGTON/LAT, GLENN DUNBAR/LAT, STEVEN TEE/LAT

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end to the 2014 season. So yes, anyone coming from Britain can enjoy Lewis's imminent chance of the championship victory, but the last double-points race should be feared. It can change it all!

**Ismail Zubair**  
Kent, UK

## ★ STAR LETTER



Bottas on his way to P2 at Hockenheim. His third podium and Williams' 300th

### The future's Finnish

Even though I'm rooting for Lewis Hamilton to win the world championship this year, I still have a soft spot for Williams that goes right back to the days of Nigel Mansell, Damon Hill and Juan Pablo Montoya.

So congratulations to Valtteri Bottas for providing many people's second favourite team with their 300th Formula 1 podium! Sir Frank, Claire and the team seem have got a real racer on their hands... and a very perceptive one, too, at that.

I was struck by Valtteri's post-race comment on the BBC coverage of the German Grand Prix that he could see actually that Lewis Hamilton's front left tyre was graining!

So, the mirrors do have their uses, then.

Now that's sharp spotting considering all the mode pressing he was being asked to do from the pit. This lad will go far!

**Rob Kirby**  
Hertfordshire, UK



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### We want F1 warts and all

As an enthusiast F1 follower of almost 40 years I am really surprised at some comments that F1 is not good to watch any more. I think every era has its charm. And being able to watch everything on TV is definite progress compared to the seventies and early eighties.

But I do have a few small criticisms. In the heat of the Rosberg/Hamilton battle it would be so interesting to see their reactions when they meet after the race. Yet right at that moment, the director decides to show the result of the race with a background of people on a grandstand. This has happened before, but in Monaco it was extra annoying.

I think these moments should be much more visible. When the adrenaline is still high, so are emotions. If there are 'problems' between drivers just show it. If not, show that. I think it's the sort of stuff people want to see and hear for themselves.

**Rob van Stigt**  
The Netherlands

### Everything could change

We've all seen how Mercedes are dominating F1. Now we're waiting to see who will bag the drivers' championship. Will it be Nico, or Lewis? But let us not all forget we have the season finale, which holds double the amount of points.

Yes, Lewis and Nico are currently winning the majority of the races, but who knows? Daniel Ricciardo may begin standing on the top step more often if he continues to drive as he did in Canada and Hungary.

Even so, it's all down to Abu Dhabi, where it could be any of the three, or even the great Alonso, with the 25 becoming 50 handy points, to make a great deciding

### Double-points boycott

Regardless of who is ahead of the championship at the end of the of the Brazilian GP, I will not watch the Abu Dhabi GP. I do not agree with the double-points system at the last race and I think the paying spectators should have a say in the future of the sport they support.

**Paulo Félix**  
Lisbon, Portugal

### British booster

Before the British GP, Lewis Hamilton was to be his own worst enemy. Despite achieving some fantastic points and performing some brilliant racing, his lack of podium wins over the previous few races had led him to believe he'd had a disappointing slump.

Dreary post-race interviews suggested a slowing of momentum at Team Hamilton, while a few insincere comments regarding his team-mate did not demonstrate the sportsmanship expected from such a high-calibre star.

Indeed, after Monaco, (whether rightly or not), he portrayed Rosberg as a sneakier opponent than Dick Dastardly!

It was, therefore, a truly significant win at Silverstone, and will hopefully be the silver lining that breaks his grey cloud. For once everything went right for Hamilton. The car ran beautifully, allowing him to do some superb racing and clock some impressive times even on the harder tyres and, as luck would have it, Nico was the one to have mechanical issues for once. It seems as if Silverstone may have been the push he needed to get him out of his lull and confirm he's back on track.

**Sophie Dean**  
By email



**Battle – don't tattle**

I have been a fan of racing since I was a child. As I got older, my enthusiasm grew as Formula 1 and other types of European motorsport became more widely televised in Canada. I record grands prix due to the broadcast times, which also allows me to go back if I missed something on track, too.

I have never written to express my opinion about anything. I take the racing as it comes and enjoy it. I like all the teams and drivers and enjoy the racing across the whole field. But after the 2014 British Grand Prix at Silverstone, something has been bothering me.

Race Control monitors the pit-to-car radio and what disappointed me was the unfolding battle between Vettel and Alonso. Each one was tattling on the other to their respective teams about their rival's four wheels being over the white line on the exit of the high-speed corners. Obviously each one of them was hoping that race director Charlie Whiting would penalise the other.

Yes, track limits must be adhered to, but to have to listen to them tattling on each other when they were both exceeding track limits on different laps was sad. I watched my recording over and over and they were both guilty of this.

Thankfully, Race Control could see what was going on. The racing was allowed to carry on and neither driver was penalised for gaining an unfair advantage. It was just good racing and it was kept clean with

Vettel finally making the pass. Is that not what we want in the sport?

Reporting dangerous driving is one thing but drivers tattling on each other is not sportsmanship. Alonso and Vettel are world champions and it looked bad for the sport, their sponsors, their teams and themselves.

Good call Charlie Whiting and Race Control for letting the racing continue.

**Jason Curtis**  
*Alberta, Canada*

**Fuel for the debate**

Pat Symonds' explanation (*F1 Racing*, July 2014) of the science behind F1 logistics highlights the absurdity of the new rules governing race fuel consumption. From his article we learn of 100,000 miles of freight travel in a season, five Boeing freight aircraft, sea freighters, and up to 50 tonnes of freight per team.

Yet once they are racing, the machines that are the focus of all this transport – which burns untold gallons of aviation, diesel, and motor-car fuels – must proceed with a fuel consumption regulation akin to putting hobbles on horses in a thoroughbred race.

While other new rules that have been added this season are interesting and seem fairly harmless to good racing, this fuel-scrimping scheme is a triumph of simple-minded symbolism over common sense.

**John Sullivan**  
*California, USA*

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**Alonso and Vettel at Silverstone: fighting on track and over the car-to-pit radio**

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**ISSUE ON SALE 3 SEPTEMBER\***

\*CONTENTS SUBJECT TO CHANGE

# MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

**“Motor racing on Great Britain’s public roads again! I was euphoric when David Cameron made his announcement”**

Motor racing began in the early 1900s with the great city-to-city events in France where men such as Christian Lautenschlager, Felice Nazzaro and Victor Hemery raced mighty leviathans over dusty public roads at incredible speeds. It continued at countless city, town and countryside locations on public roads on the Continent until after World War II. But not in the British Isles – with the magnificent exceptions of Northern Ireland and the Isle of Man.

Legislation put a stop to the multitude of hill climbs and speed trials we used to have on

closed public roads, which meant our racing had to be done at ‘private’ locations like Silverstone, Brands Hatch, Oulton Park and Donington Park. Not that there’s anything wrong with *them* – they’ve been the scene of magnificent racing over the years – but when I think of the awesome spectacles that are the Isle of Man’s TT motor cycle races, the Ulster Grand Prix for bikes and the many other superb public road race courses in Northern Ireland, like Dundrod, I’ve always yearned for the same opportunities in Great Britain. Well now we’ve got them.




“Remember how the 2004 F1 demonstration in Regent Street had half a million people watching? The real thing could be sensational!”



But let’s be realistic. In our overcrowded and nimby-ridden environment, what chance is there of having a city-based grand prix like Monaco and Singapore? Could we ever have a Serpentine GP like Albert Park in Melbourne, Australia? Or Montréal in Canada? Common sense says it’s unlikely – but hang on. We’re supposedly going to have an electric-car race in London and Mayor Boris Johnson is allegedly in favour of racing on the streets of the capital. A grand prix can bring in at least £100million pounds of extra income – and London would surely welcome that.

But can you imagine the ‘anywhere else but here’ opposition that such an idea would understandably come up against? Monaco is used to the weeks of noise and disruption its grand prix creates. It grits its teeth and thinks of the money. Maybe, some strong men could make it happen here, as Ron Walker did in Melbourne. If they could, the publicity, tourism, hospitality and race attendance rewards would dwarf anything that’s happened anywhere else. Remember how the 2004 F1 demonstration in Regent Street had over half a million people watching? The real thing could be sensational, although the political, organisational and logistical problems that would have to be overcome don’t bear thinking about.

But in a situation where the UK is only ever likely to have one grand prix, there’s another question to consider and that is how many of us would like to see a ‘London’ GP replace much-loved Silverstone? I, for one, would not, and since it has the right to host it for many years to come it’s thankfully a hypothetical question. The scene of the very first F1 GP in 1950, Silverstone is a superb, centrally placed circuit, rich in history, with ever-improving facilities and infrastructure, loved by drivers and fans alike.

But British motorsport’s new-found freedom to lobby local councils to close their roads for racing creates other opportunities. How about the return of single-seater racing to the streets of Birmingham? Or its debut at Manchester, Leeds, Bristol or Newcastle? Or the use of some of our thousands of miles of country roads? The possibilities are now endless. Making them happen, even with the passion for motorsport that exists in Britain, is something else but I’m sure they will. Roll on that happy day! 

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