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Anthony Rowlinson

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F1 fortune favours the brave

Too much too young? A Ferrari F1 drive for a Monégasque hot shot with boy-band looks, making waves in a Sauber, yet barely out of nappies? No way!

That would be the obvious reaction from those who might seek to criticise our choice of Charles Leclerc as this month's cover star. Or those, indeed, who take a different view to the Ferrari power-brokers said already to have anointed him Kimi Räikkönen's heir.

But, as Eddie Jordan might put it, 'f*** the begrudgers', for in Leclerc F1 has a superstar waiting to happen. His stirring first half-season (detailed in our cover story on page 34) has shown all the hallmarks of extreme talent that denote those who go on to flourish as leading lights of their generation.

Don't doubt he's ready: Max Verstappen has wasted no time showing just how richly a gamble on youth can be rewarded, as did the likes of Fernando Alonso, Seb Vettel, Jenson Button, Michael Schumacher, Ayrton Senna, Stefan Bellof, Emerson Fittipaldi *et al* before them: all burst onto the F1 scene improbably young and never looked back.

Charles Leclerc, too, is doing just that and it would seem, as *F1 Racing* closed for press ahead of the F1 summer break, that only the untimely death of Ferrari and Fiat CEO Sergio Marchionne (see page 32) might curb his ascent.

Marchionne, as ruthless a car industry exec as

has ever been stamped, had demanded Leclerc's elevation, having deemed some of Räikkönen's humdrum early-season performances unworthy of the red machine at his disposal. But his passing has brought uncertainty to the favoured transition – as it has to the wider 'Ferrari family' in F1 (and beyond).

Instinct and past experience suggest Ferrari will revert to conservative type and stick with the known, podium-bagging, mutely acquiescent, quantity that is late-vintage Kimi. That would be sensible – if somewhat uninspiring, for the mature Räikkönen rarely these days displays the fireworks that once made him such an eye-popping talent.

But let's not forget, as we cast a gaze to the future, that Räikkönen himself was once the brightest young thing, exploding out of Formula Renault and into a Sauber drive, with barely 20 car races on the scorecard. Such was his speed, it was obvious, then, that he was a world-champion-in-waiting and an easy pick for the August 2001 cover of *F1R*. And so it came to pass in 2007 (though other titles, in '03 and '05, were surely lost to McLaren unreliability).

It took a ballsy decision by Ron Dennis, back in the day, to swoop for Kimi and place him, early, in an environment where his gifts would shine.

So, what more fitting tribute from Ferrari to their fallen leader, than to be so bold, now, with Charles Leclerc?

Contributors



PETER WINDSOR

Which driver has made the grade and who is bottom of the class? Peter Windsor's annual half-term report can be found on page 58



ADRIAN MYERS

Our cover star Charles Leclerc (p34) and his Sauber team boss Fred Vasseur (p42) were both at the end of one of Myers' long lenses



NIGEL ROEBUCK

It's 40 years since the great Ronnie Peterson lost his life at Monza. 'NSR' remembers the Swede who is this month's legend (p92)



ZAK MAUGER

It's not every day that you get to fly in a seaplane, but LAT snapper Zak got the chance to be flown by Carlos Sainz on p66

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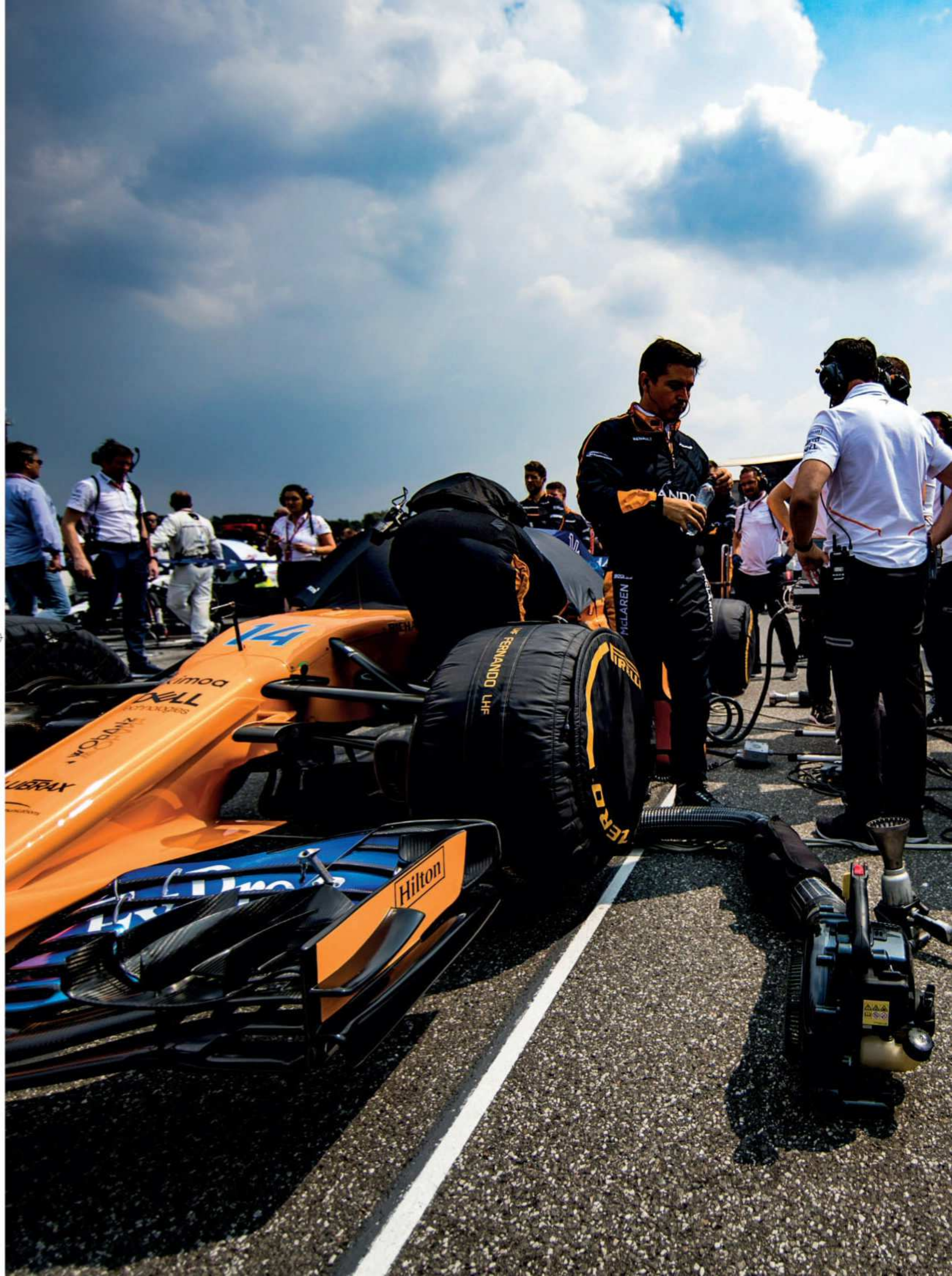
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Watching the sky

Typically, a Formula 1 grid is an intensive hive of activity with mechanics rushing around in all directions. But as I approached McLaren I noticed there were surprisingly few people surrounding Fernando Alonso.

I took the opportunity to swap lenses - to a 14mm - and crouched down to capture him just casually leaning up against a trolley of pit equipment.

With less than half an hour before the start of the German Grand Prix, you can see how relaxed and unfazed Alonso is. However the one thing catching his attention is the storm cloud forming overhead. Ultimately this brought the rain that led to a chaotic race.



Photographer

Glenn Dunbar/LAT

Where Hockenheim, Germany

When 2.43pm, Sunday
22 July 2018

Details Canon EOS-1DX MkII,
14mm lens, 1/1250th @ F2.8





Crossing the line

The German Grand Prix was an eventful race for Lewis Hamilton. After his problem in qualifying, he came through the field to take a brilliant victory, but was forced to see the stewards after the race for crossing the pit entry line.

This shot was captured at the end of FP3 on Saturday lunchtime and it's actually the pit exit line Hamilton is running alongside, as I'm shooting across the track from the outside of Turn 1.

I saw the standing water on the circuit and you can see how much water Hamilton's full wet Pirelli tyres are throwing into the air. They are designed to disperse 85 litres per second.



Photographer

Glenn Dunbar/LAT

Where Hockenheim, Germany

When 12.58pm, Saturday
21 July 2018

Details Canon EOS-1DX MkII,
840mm lens, 1/1250th @ F8.0



Wheel of fortune

The Ferris wheel was an addition to the German GP circuit this year and was positioned on the outside of Turn 12, just as the cars turn right into the stadium section of the Hockenheim lap.

To achieve this shot, I was positioned on the outside of Turn 14, shooting back across the track as Nico Hülkenberg's Renault is cresting the brow before turning right into the penultimate corner.

I had to shoot with a large 600mm lens – which squashes the perspective – through a tiny gap between the two layers of Armco. It was difficult to capture since you can't see the cars until they're directly in view.



Photographer

Glenn Dunbar/LAT

Where Hockenheim, Germany

When 3.56pm, Sunday

22 July 2018

Details Canon EOS-1DX MkII,
600mm lens, 1/1000th @ F9.0





'Go to your room!'

This was the moment that changed the outcome of the German GP and, since Sebastian Vettel failed to score any points, it could yet have an influence on the destiny of this year's world championship.

I wasn't photographing the Sachsenring where Vettel slithered out of the lead and hit the barriers into retirement, but I heard a roar from the crowd and looked up at a big screen to see he had gone off. So I rushed to the corner to shoot what I could of the aftermath.

What I love is although the marshal is just indicating where to go, it looks as though he's admonishing Seb by telling him to 'go to your room'!



Photographer

Glenn Dunbar/LAT

Where Hockenheim, Germany

When 4.20pm, Sunday
22 July 2018

Details Canon EOS-1DX MkII,
600mm lens, 1/640th @ F4.0

Miracles do happen

Following the drama of the rain and Sebastian Vettel crashing out of the lead of the German GP, I headed to parc fermé to get some shots of race winner Lewis Hamilton.

He ran over to the pitwall and climbed up a fence to celebrate in front of the crowds, no doubt enjoying the sweet revenge following Vettel's victory on his home turf at Silverstone a fortnight earlier.

With a 600mm lens at F4.5 it gives this minimum depth of field which creates a rather ethereal quality with the crowd in the background. Plus he's framed by two wires that support a remotely controlled pitlane TV camera.



Photographer

Glenn Dunbar/LAT

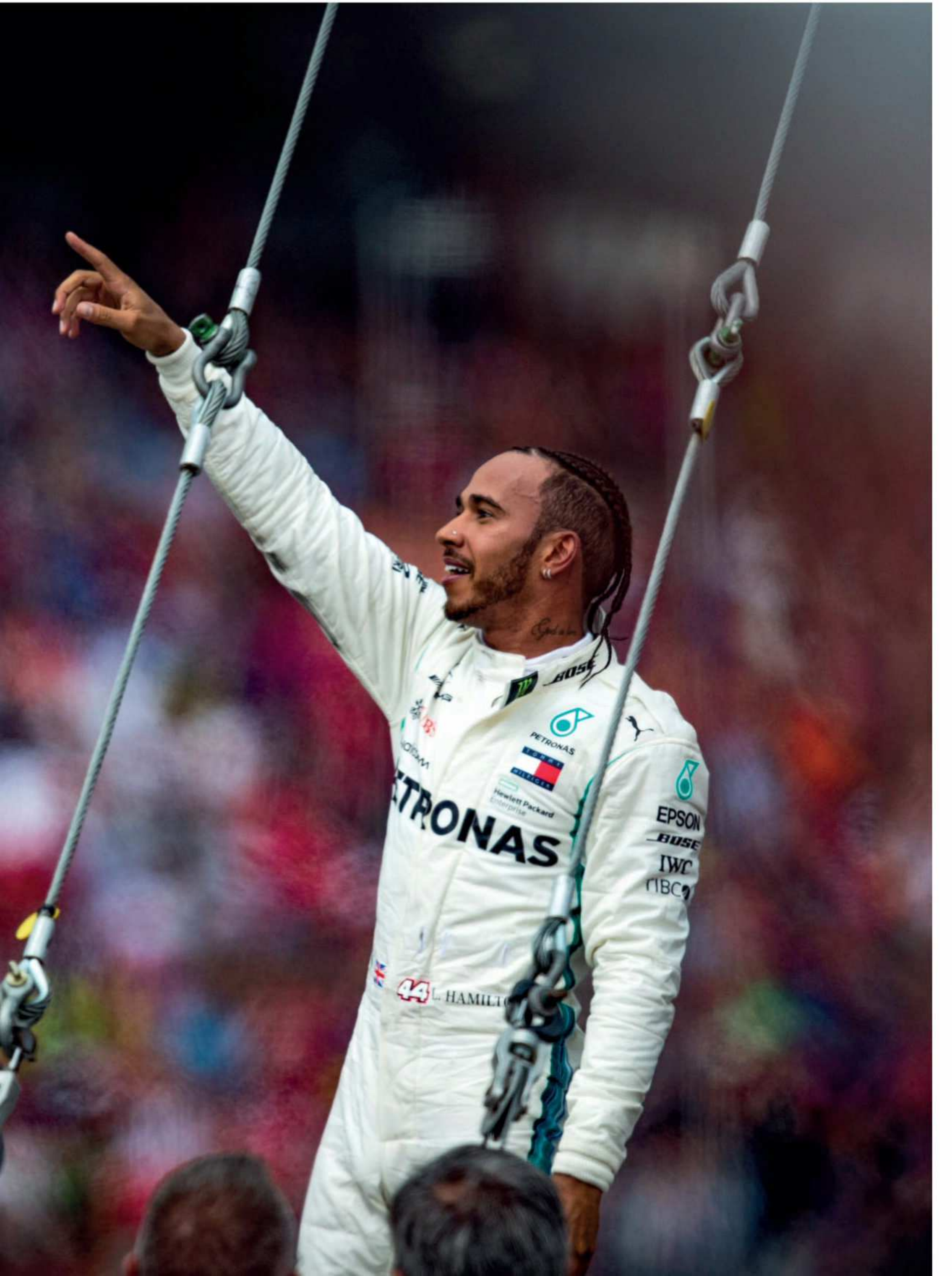
Where Hockenheim, Germany

When 4.13pm, Sunday

22 July 2018

Details Canon EOS-1DX MkII,
600mm lens, 1/640th @ F4.5







James Key is on his way to McLaren, although his arrival in Woking may be delayed

DOES KEY HOLD SECRET FOR McLAREN?

01 McLaren's restructure continues apace. The team have signed James Key as technical director, in the latest in a series of changes aimed at returning them to something more like competitiveness after years mired in the midfield or worse.

It remains unclear, however, when Key, 46, will join McLaren because the team are locked in a stand-off with his current employers Toro Rosso.

Red Bull motorsport director Helmut Marko has expressed his annoyance at the way the story broke



Key's hiring and the departures of Goss (top) and Morris (above) signal a new direction for McLaren's tech leadership

in the media before negotiations were concluded, and particularly by McLaren's decision to confirm the news after it emerged.

Marko said over the Hungarian GP weekend that he would hold Key to his contract, which is believed to run until 2020, and that McLaren would not get him for "a very long time". But McLaren believe that is not a legally sustainable position, and that the maximum period Key can be held by Red Bull is 12 months.

A transfer is unlikely to take that long – McLaren chief executive officer Zak Brown believes a deal can be brokered to release Key earlier.

"We have hired James Key," Brown said. "He will become our technical director. We do not yet have a start date. He does have a current agreement with Toro Rosso, [and] of course we respect contractual situations.

"I think Toro Rosso and Red Bull are understandably upset that they are losing a great talent like James

Ricciardo chooses Renault for 2019; Red Bull vacancy throws driver market into disarray

Key. I think he's recognised as one of the best technical directors up and down pit lane, so we're very excited to have him join us in due course."

Asked about the prospect of an early release, Brown said: "There's always in the world of F1 ways and opportunities to change situations. That's certainly something we could potentially consider. We have a plan. We obviously knew his current employment situation, and we're completely comfortable working around that situation."

"As we've stated before, we've done some restructuring, we're doing some hiring, we're not done yet. So we're just head down, operating according to the internal plan that we have."

Key's signing provoked the resignation of engineering director Matt Morris, so two of the three men who were in McLaren's technical leadership team at the start of the season have now left, following the departure of chief technical officer Tim Goss in April. Only head of aerodynamics Peter Prodromou remains – and he is expected to retain his position.

Racing director Eric Boullier, who set up that system, has also gone – "resigning", the team said, before the British Grand Prix in July after discussions with Brown.

The changes are understandable, given how the poor performance of this year's Renault-powered car has exploded McLaren's claims that the chassis was one of the sport's best in 2017 and had been held back only by its Honda engine.

But they raise the question of who – in the absence of Goss and Morris, and before the arrival of Key – is in overall charge of the design of the 2019 car, which will already have started.

Brown said: "We have some other things moving in the technical department and it will become clear later in the year what ultimately we are going to do in terms of how we give birth to the MCL34."

Sporting director Gil De Ferran, the former double Indycar champion and Indianapolis 500 winner, was appointed in July as part of the restructure that included Boullier's departure.

This restructure also saw Andrea Stella, who joined from Ferrari with Fernando Alonso for 2015 as chief engineer, promoted to a new role of performance director, running the team on race weekends.

De Ferran, whose responsibilities essentially amount to ensuring the team and drivers work together in the best possible way, added: "It is a team effort. There are a lot of talented guys you probably don't know up and down the organisation. We are reorganising, bringing the team together and making sure there is more clarity, openness and communication. We can't share all the details of everything we're doing in-house but there is a plan. As we move forward, it will become clear to everyone."

Silverstone team on the brink after Pérez High Court move forces them into administration



IT IS A MAJOR COUP FOR RENAULT, WHO HAVE BEEN MAKING MAJOR INFRASTRUCTURE INVESTMENTS IN THEIR TEAM SINCE REACQUIRING IT

RICCIARDO TO RENAULT FOR '19

02

While the talks between McLaren and Red Bull over Key are likely also to encompass driver exchange negotiations – in June, Marko made a play to sign McLaren reserve driver Lando Norris to replace Brendon Hartley at Toro Rosso – the entire midfield driver market has been thrown into disarray by Daniel Ricciardo's shock defection to Renault from 2019.

It was known that Renault were among the teams with which Ricciardo was having talks, but most insiders – along with Red Bull themselves – believed that his

range of credible opportunities had narrowed to the point where he would have to stay put. Ricciardo himself had suggested to reporters during the Hungarian Grand Prix weekend that a new Red Bull contract was virtually a formality, and that only a few details required "fine tuning". Instead, his new two-year deal with Renault was revealed in a flurry of announcements on the

Friday after the Hungaroring as this issue of *F1 Racing* went to press. He will partner Nico Hülkenberg.

"It was probably one of the most difficult decisions to take in my career so far," said Ricciardo in a statement. "But I thought that it was time for me to take on a fresh and new challenge."

It is a major coup for Renault, who have been making major infrastructure investments in their team since



Hülkenberg and Ricciardo will be team-mates at Renault next season in a strong line-up for the French manufacturer

reacquiring it at the end of 2015. During that timeframe their relationship with Red Bull, with whom they won four consecutive world championships from 2010 to 2013, has broken down irretrievably. Renault have struggled to achieve the same levels of reliability and power as their rival engine manufacturers during the hybrid era, and it is this, combined with their new ambitions as a constructor, that broke the marriage and prompted Red Bull to embrace Honda power from 2019 onwards.

The reliability problems have continued to manifest themselves this season, but Renault are now at the forefront of the chasing pack behind the top three teams. Whether Ricciardo eyes this deal as a long-term prospect – Renault’s publicly stated aim is to become a championship challenger – or simply a better short-term arrangement than Honda remains to be seen.

Ricciardo’s move also has repercussions in the wider driver market, and the impact will be most keenly felt by Mercedes, who will have to re-think some of their plans for their junior drivers. Renault were understood to have been in advanced negotiations to take Esteban Ocon on loan, while Ocon’s seat at Force India was expected fall the way of Lance Stroll, assuming the team survives [see page 22]. Stroll’s Williams drive might then have been taken by rising British star and Merc protégé George Russell. Ricciardo’s occupancy of the seat earmarked for Ocon will stall this entire manoeuvre.

The move also leaves Carlos Sainz unexpectedly a free agent. Red Bull hold his contract, and it would be logical for him to slot straight in to Ricciardo’s place, but Sainz was reportedly growing disenchanted with being kept serially ‘on hold’ by Red Bull, and was close to reaching an agreement with McLaren. In that scenario, Pierre Gasly is the most likely Red Bull candidate, potentially leaving two 2019 places vacant at Toro Rosso if they drop Hartley.

THE MOVE ALSO LEAVES CARLOS SAINZ UNEXPECTEDLY A FREE AGENT. RED BULL HOLD HIS CONTRACT AND IT WOULD BE LOGICAL FOR HIM TO SLOT STRAIGHT INTO RICCIARDO’S PLACE



The midfield shuffle that was about to take place has been halted following Ricciardo’s shock move. Ocon (left) was due to replace Sainz (centre) at Renault. Sainz could slot in at Red Bull or still join McLaren, possibly in place of Alonso (right) if he decides to leave F1

All of which returns us neatly to the beginning, and the negotiations currently in play between McLaren and Red Bull. The McLaren driver situation is fluid: they are keen to keep Lando Norris “in the family”, according to Zak Brown, though they have cooled on their initial intentions to promote the 18-year old into an F1 race seat for 2019.

Why? Because Norris has had some difficult races in F2; and Fernando Alonso’s F1 future remains uncertain. McLaren want to keep Alonso, but he will not decide on his plans until after the F1 break. This is what prompted McLaren to court Sainz as a replacement or team-mate for Alonso, but the Red Bull vacancy has added a new layer of uncertainty – both for Sainz and Stoffel Vandoorne. ▶

F1 DIGEST THE MONTH’S BIG STORIES AT A GLANCE



11.07.18 Renault F1 team accounts show first profit since 2009

12.07.18 Mercedes announce new technical structure for 2019 as Aldo Costa moves to consultancy role

13.07.18 FIA call tech chiefs to summit on mirror regulations



18.07.18 Former Ensign team boss Mo Nunn dies, aged 79

19.07.18 Lewis Hamilton completes two-year Mercedes contract extension

20.07.18 Mercedes retain Valtteri Bottas for 2019, with option for 2020



20.07.18 FIA confirm move to 18-inch wheels and a ban on tyre warmers from 2021

23.07.18 Miami F1 race officially put on hold until 2020

25.07.18 Former Ferrari CEO Sergio Marchionne dies, aged 66, after shoulder surgery

02.08.18 Niki Lauda undergoes lung transplant in Austria

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FORCE INDIA FORCED OUT?

03 The future of Force India has been thrown into doubt with the news that the team was put into administration on 27 July, after Sergio Pérez filed proceedings with the High Court in an attempt to fend off a winding-up petition from another creditor. Engine supplier Mercedes and title sponsor BWT supported him.

The team's problems arise from the legal and financial difficulties of co-owner Vijay Mallya, who is fighting extradition to India on fraud charges, which he denies.

Pérez said he was asked to do this by "the team", by which he means deputy team principal Bob Fernley and chief operating officer Otmar Szafnauer, to safeguard its future. Mallya was refusing to sell other than at a price most investors believed to be unrealistic, and putting the

team into administration formalises a specific legal process and puts the team's future in the hands of the administrator rather than Mallya.

There are said to be a number of interested parties. One is Lawrence Stroll and two are American consortiums. One of the American bids involves Indycar team owner Michael Andretti and Pieter Rossi, father of Alexander Rossi, who had a brief F1 career. The other is said to be led by businessman Jeff Moorad, former boss of two American baseball teams, and now owner of a sports investment management company. Another main bid is said to be

from Russian businessman Dmitry Mazepin, father of GP3 racer Nikita Mazepin, Force India's development driver.

Energy drink company Rich Energy, said to be bankrolled by West Ham owners David Sullivan and David Gold, had a bid to rescue the team before they were put into administration, with a sponsorship deal worth £30m, rejected by the judge on the grounds that it did not offer sufficient finance to secure the viability of the team.

Administrators FRP Advisory say they are continuing to operate Force India as normal while they weigh up the bids. Mallya claims the holding company is the largest creditor, with debts of £159m. But as that is Mallya, it remains to be seen how FRP regards that.

The largest external creditor is Mercedes, with in the region of £10m owed. Further complications have emerged, as Renault, McLaren and Williams have refused to agree any new owner being given a free right to change the team's name, rights and prize money dues, without reassurances the new entity will not become in effect a Mercedes B team.

Pérez's high court proceedings have pushed Force India into administration



THE LARGEST EXTERNAL CREDITOR IS MERCEDES, WITH IN THE REGION OF £10M OWED



F1 MASTERMIND

Your chosen specialised subject: the world's greatest sport

- Q1** The only other time Lewis Hamilton has started an F1 race from 14th on the grid was the 2009 Spanish Grand Prix. Where did he finish?
- Q2** Which current driver won the Indian Grand Prix on all three occasions it was run?
- Q3** Which world champion drove for these teams: March, BRM, Ferrari, Brabham and McLaren?
- Q4** When and where did Derek Bell score his solitary world championship point?
- Q5** What do Jenson Button and Felipe Massa have in common, apart from driving for Williams?
- Q6** How many states in the US have held Formula 1 GPs at two different venues?
- Q7** Which driver is missing from this list: Heinz-Harald Frentzen, Nico Rosberg, Nico Hülkenberg and Nick Heidfeld?
- Q8** Which of these GP circuits is the longest – Baku, Sochi, Silverstone or Monza?
- Q9** Who led more laps in the first third (seven races) of 2018: Lewis Hamilton or Daniel Ricciardo?
- Q10** Which Ferrari driver claimed their final pole positions during the 2009 season?

1 Ninth 2 Sebastian Vettel 3 Niki Lauda 4 Watkins Glen, 1970 US GP 5 They won their first race in 2006 6 Two (California and Texas) 7 Ralf Schumacher (German drivers at Williams) 8 Baku (3.73 miles) 9 Ricciardo (90 to 84) 10 Giancarlo Fisichella

PROMOTION

EUROPEAN IEA WINNER ANNOUNCED

A further engineering student has won the opportunity of a lifetime to pursue a career in F1.

Benedikt Helling, 25, from, Germany, was revealed as the Infiniti Engineering Academy 2018 European winner by Renault team principal Cyril Abiteboul in the Silverstone pitlane, ahead of the British GP. The prize is a

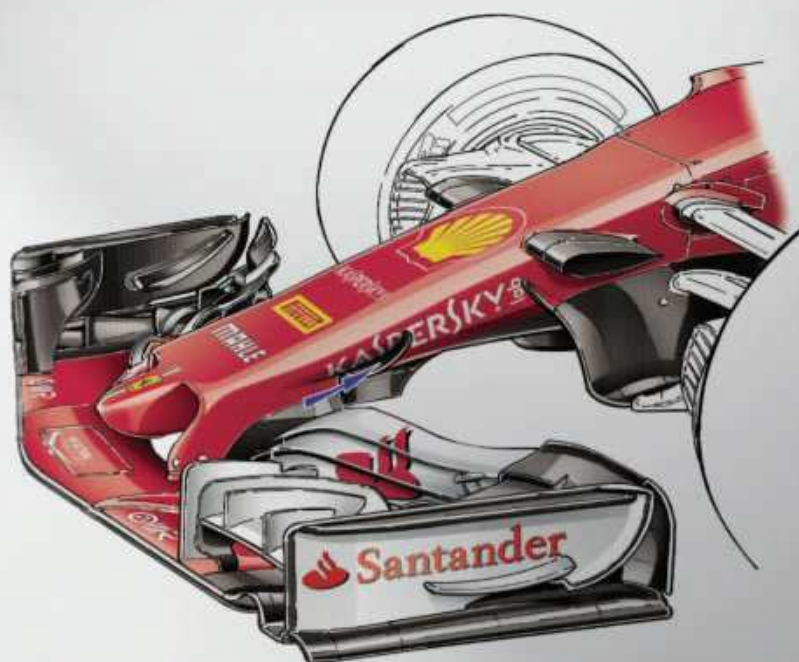
six-month placement at Renault F1 and a further six months at Infiniti's Technical Centre in Cranfield.

Helling was selected from 3000 entrants, and impressed the judges in a two-day programme of practical tests.



ANDY HONES; SUTTON IMAGES; OTHER PICTURES: INFINITI

THE ART OF RACING



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| Water Resistant up to 100m | Swiss Automatic Chronograph Movement



THE RACER'S EDGE

PETER WINDSOR

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anything but pacey.

In time, though, the whole F1 Safety Car thing became not only a part of the scenery but also a neat, Mercedes-financed source of income. There were many glitches, of course – not the least of which was the problem of unlapping the back-markers on long circuits like Spa – but in general the Safety Car concept has worked well over the past 24 years, bunching up the cars for re-starts and improving safety conditions for drivers and marshals in just about equal proportions.

I don't think anyone was negative about the VSC concept when it was mooted three years ago and then perfected: the drivers felt it was fairer, and the race directors thought it much faster to implement and thus safer – a major plus in the aftermath of Jules Bianchi's accident in Japan.

No-one, to my knowledge, raised the obvious point: with the VSC, the whole Safety Car system was also losing one of its key components – its ability to re-bunch the field. The theme was safety, safety, safety – and who could argue with that?

Well, I think it's time that someone does. We've got a major image problem in F1 and it's to do with a lack of overtaking and/or close racing. Admittedly, Safety Cars can be time-consuming to deploy, and lapped runners can take forever to find their correct position in the line-ups, but the upside of bunched re-starts is the punctuation they supply to otherwise processional narratives.

GET RID OF BLUE FLAGS

This goes against my natural grain, flag marshal that I was, and so I've come to the conclusion only reluctantly.

If we don't have enough overtaking going forwards, let's back ourselves into it – use the slower cars to break up the processions at the front. Again, I'm the first to admit that it's never been safer to pass slower cars: a driver about to be lapped listens to clear radio warnings before he faces an electronic blue, and usually the slower driver then backs right out of it, losing 10-15 sec in the process.

Sadly, though, that has taken away one of the great arts of high-speed driving. James Hunt won the 1976 Canadian Grand Prix by his strategic use of the back-markers; Carlos Reutemann out-fumbled Niki Lauda to take the lead around a back-marker at Brands Hatch in 1978.

OK, Jochen Mass had no idea what he was doing when he moved over on Gilles Villeneuve at Zolder in 1982. And I'm certainly not suggesting that drivers should

A FEW QUICK FIXES FOR FORMULA 1

Firm believer that I am in the importance of creating a raft of new national heroes for the F1 grids of the world (as detailed back in my July column), I do nonetheless concede that this may take a couple of years or three.

WHAT, THEN, OF THE SHORT-TERM?

I'm not massively impressed by the new aero regs for 2019, if only because they'll inevitably be tweaked and re-tweaked by brilliant F1 engineers over the next six months to the point where... guess what? It'll still be difficult to follow another car closely. I'm still smarting, I guess, from Pat Symonds' revelation in early 2017 that F1's Strategy Group had been commissioned by Mr E to make the cars faster without any consideration at all to making them easier to drive in traffic. I can understand Bernie not really caring about any of this stuff, but why did the Strategy Group acquiesce? We're still undoing the damage...

Anyway, if you want a quick fix for next year, here are my three absolute necessities for improving the racing in F1.



DRS has helped overtaking in certain situations but some circuits now have far too many zones

GET RID OF THE VIRTUAL SAFETY CAR (VSC)

I can see its beauty: it's quick to activate (much quicker than a real Safety Car) and it maintains those hard-fought gaps between cars, even if Sebastian Vettel is concerned about the couple of milliseconds that can be shaved from the legal VSC delta by clever use of certain sections of road.

Let's remember, though, the reason we had Safety Cars in F1 in the first place: Ecclestone introduced them in a hurry in 1993, when IndyCar's ratings began to soar. He felt no fear from the American cars and circuits – but he wasn't happy about Nigel Mansell's defection and needed an instant reply.

His answer was the Formula 1 version of the Pace Car – the Safety Car – an apt re-casting, as it turned out, because F1's early versions were



The Virtual Safety Car is quick to use but doesn't bunch the field up...

be left to do exactly what they please, with no thought at all being given to rear vision.

What I am saying is that the pressure should be on the leaders when they approach a mid-field bunch late in the race. They should effectively be plunging into the dark – and the speculation should be about which driver will make it easier for which front-runner.

There is an art to it – to making the move at the moment that causes maximum issues for your nearest rival – and it's something you always associate with the great drivers, from Stirling Moss to Jim Clark, from Jackie Stewart to Alain Prost.

To Lewis, even, in his GP2 days.

We should still penalise slower drivers who do something stupid but that's it: otherwise, let the race take its course. We have enough cars to make a motor race: let's use 'em all.

“THERE IS AN ART TO IT – TO MAKING THE MOVE AT THE MOMENT THAT CAUSES MAXIMUM ISSUES FOR YOUR NEAREST RIVAL – AND IT'S SOMETHING YOU ALWAYS ASSOCIATE WITH THE GREAT DRIVERS”

like Daniel Ricciardo so much speed differential at circuits like Baku that they have nowhere to go when they're suddenly staring at a rear wing in front of them.

There's a theme here, of course, and it's called Return to Nature. Racing drivers by definition are designed to overtake or defend, not to stand aside and say obediently, “After you, Claude.” And the Drag Reduction System is swallowing itself in a plague of detection and activation zones that bear no relation to real racing.

That's in the short term. Medium term? It's going to be all about drivers, as I keep saying. There's nothing fundamentally wrong with F1 that a new era of Chinese, UAE, American, Indian and South American drivers won't put right.

We just need a system to make it work.



Blue flags have been around for years but maybe it's time to let the racers find their own way around slower cars


GET RID OF DRAG REDUCTION SYSTEMS (DRS)

They're chasing their own tails. They artificially help some car/driver combinations in some conditions, but we've overdone it – added more and more zones until there's no point in running low downforce at circuits like Montreal, or giving drivers



THIS F1 LIFE

PAT SYMONDS

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PICTURES  **motorsport
IMAGES**

It is at times like this that the pragmatism of the team and in particular their technical director, James Allison – the best in the pitlane – come to the fore. The Mercedes of 2018 have their feet firmly on the ground. They understand that the dominance of the past four years at times hid minor weaknesses, but they continue to apply themselves in a particularly scientific way that will ultimately provide them with the ability to win through over the season.

RED BULL

I love the way this team go racing as much as I hated it when I had to compete against them! They might be over-vocal about their

perceived weakness, but this appears simply to make them try harder in all other areas. This year I think they have a particularly fine chassis although their tyre usage is perplexing at times. Nowhere was this more evident than in Austria where Max Verstappen's winning car, under no pressure, seemed extremely benign on its tyres while Dan Ricciardo's car, maybe as a result of being pushed harder, chewed through them at an alarming rate. Was this a facet of the car or a characteristic of the thermally sensitive Pirellis? Whatever the case, the RB14 appears superior in slow- and medium-speed corners to anything in the field, while anywhere that is power-limited, be it straights or corners, leaves a frustrating deficit to the top two teams.

RENAULT

The rebuilding of the Enstone team continues apace and having spent so many years with this team there is no doubt it brings me a special pleasure to see the resurrection. I really believe they understand where car performance lies and they do this, as they did in my time with the team, through good team work and respect for each department's contribution to the whole. This is not a team of superstars, just a team with a lot of stars. Of course it can be argued that Red Bull, with the same power unit, are showing them up, but this belittles the importance of consistency. Renault are a team in the process of rebuilding: there is still some way to go but they will get there just as they did a little over a decade ago.

WHO'S GOT THE NEED FOR SPEED?

With the August break following so closely upon the most intense six-week period the teams have ever known, it's a good time to reflect on their technical progress at this stage of the season.

A year ago the teams were engaged in the frantic pursuit of understanding opportunities presented by the new-for-2017 aerodynamic regulations, which were announced much later than normal.

The development focused on certain areas but architectural decisions made early in the programmes raised certain barriers. Lessons having been learned, teams have this year been able to explore new boundaries.

So who have been the winners and who made up the numbers?

FERRARI

The introduction of the fully hybrid engine in 2014 resulted in an enormous advantage for Mercedes, but that lead has been slowly eroded to a point where both the conventional power of the Ferrari engine and the efficiency of the hybrid elements match or even surpass those of the Brixworth-



Technical development continues throughout the year for most teams, even if for some it is with an eye on the following season

developed system. Couple this with a relentless aerodynamic programme and a car that is able to use its tyres to full effect over a wide range of track temperatures and textures, and Mercedes have the first real challenge on their hands for a number of years. In writing the 2017 rules a very deliberate area for development was envisaged in the barge board area. Through 2017 Ferrari realised that this might be taken to areas unanticipated by many and the 2018 car showed this. Ferrari continue to develop extremely stable aerodynamics which, coupled with an understanding of tyre usage that appears superior to that of any other team, is bringing them the results they deserve.

MERCEDES

I still believe Mercedes hold the upper hand, but the margins of dominance are much reduced.



Stable aero platform, strong understanding of tyre use and good engine development have boosted Ferrari



Pragmatism is the key to Mercedes' success. Development of successive cars has been iterative



Red Bull's car is the best in slow- and medium-speed corners but has been held back by power deficit

“ FERRARI CONTINUE TO DEVELOP EXTREMELY STABLE AERODYNAMICS, COUPLED WITH AN UNDERSTANDING OF TYRE USAGE THAT APPEARS SUPERIOR TO THAT OF ANY OTHER TEAM ”

HAAS

The Marmite team. Their success as a new team must be applauded and their business model is without a doubt superior to the model proposed for the new teams in 2010. But for all their success, is this what F1 is all about? The defining factor that sets F1 apart from any other senior single seater formula is the intellectual property tied up in the design and development of a car faster than that of your opposition. So where does the boundary of that IP lie? Opinions vary, but rules exist and Haas have legitimately exploited those rules. That approach is also what F1 is all about and with this premise their success is well deserved.

FORCE INDIA

By the standards they have set over the past two years Force India must be disappointed with

2018. They shouldn't be. This is still a team to be reckoned with operating on a minuscule budget. While maybe still aspiring to reach the dizzy financial heights of the proposed budget cap, they can only benefit by turning economic efficiency to competitive advantage in future years.

McLAREN

This is perhaps the most difficult team to analyse. Everyone respects their heritage, but early-season results flattered to deceive. It was apparent, even when the team were holding fourth place, that much of Honda's proclaimed lack of power last year was exacerbated by high drag evidenced by the top speed deficit of the 2018 car to similarly Renault-powered cars. Myriad staff changes may be the answer – though equally may destroy the continuity that I hold as a prerequisite to success.

TORO ROSSO

I have such sympathy for McLaren-bound James Key and his very able team. Another engine switch to Honda for this season could only put them on the back foot and yet they continue, as so often before, to show the fighting spirit that brings them, from time to time, great results. I really admire this team.

SAUBER

One of the aims of the post-2020 framework for F1 is to give the smaller teams their day in the sun. Sauber are showing that they will seize that opportunity and while their championship position may not reflect their progress, the respect with which their competitors treat them now certainly does.

WILLIAMS

What can one say? Everyone is a Williams supporter but their slump has no end in sight. They started 2017 with the fourth fastest car but failed to develop it. It will take a breakthrough of the sort not normally seen in F1 to lift them from the bottom this year. Their hope lies in the 2021 economic model but core competencies must improve to exploit that opportunity.



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2015 PORSCHE 918 SPYDER

1 of only 918 examples ever produced, Liquid Metal Chrome blue, carbon rear wing, mirrors & roof panels, carbon interior pack, Weissach magnesium wheels, 5,000m, huge spec, as new throughout

£POA



2013 PAGANI HUAYRA RHD

Many special features, 1 of only 100 Huayras ever produced worldwide and 1 of only 4 U.K. right-hand drive examples, 2,700m and full service history from new, as new throughout

£POA



2016 PORSCHE 991 GT3 RS

918 Spyder bucket seats, leather & alcantara interior, GT silver stitching, PCM, sport chrono, phone, sound package plus, cruise control, ceramic brakes, front axle lift, total spec, delivery miles from new

£POA



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01 All change for the viewing experience?

02 Heineken's F1 programme explained

03 What Marchionne's death means for F1



STRAIGHT TALK

JAMES ALLEN

@JamesAllenonF1

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running commentary on strategy options. This isn't happening at the moment but it's in the next wave of infotainment that the team at F1's broadcast operations in Biggin Hill are working on. There is also interesting human data available like driver and pit crew biometrics, data points that are often hidden away from view, but which make the action more accessible and bring the fans closer to the sport.

I helped launch a crowdsourcing initiative around this during the British GP weekend with Brawn and Lewis Hamilton. Entries closed at the start of August and the results will be announced at the US Grand Prix in Austin in October. The winner gets a US\$50,000 cash prize and a behind-the-scenes experience in Austin, and also the chance to have his or her winning idea incubated and prototyped in the F1 R&D centre possibly to become part of its coverage of F1.

"This initiative is to say to the fans 'what do you as a modern F1 fan really want to see?'" says Brawn. "What's the menu that you want, to enhance your viewing experience and your immersion in

F1?' Give us those ideas and we'll take them and make them a reality. The winner of this competition will see that idea grow, and see that idea expand and become part of the portfolio of things the fan can engage with."

The challenge, which is a three-way joint initiative between F1, Mercedes AMG Petronas Motorsport and Tata Communications, has opened up F1's conversation with highly engaged users, especially from the IT professional world, who have been the ones to enter so far.

There is scope to open it up in future to fans of all levels of technical ability, recognising the trend towards sports fans looking for customised experiences.

"There's a new mindset, a new philosophy of how we present Formula 1," Brawn adds. "Keep what's really good about it, make sure we never alienate the traditional fan, but engage the new fans with different technologies they can get involved with and they have options to pick what they need."

The key is identifying which are the data points that will cut through and work in a crowded and busy storytelling environment, to create an immersive experience. The challenge then is to find the best visual representation in order to personalize the content being consumed and improve fans' enjoyment and understanding of the sport.

It didn't work when F1 tried the digital supersignal TV feed in the late 1990s and early 2000s, but that's because it was ahead of its time. Back then viewers just wanted to watch a TV feed made by an expert director.

Today, it's a different world.

DIRECT YOUR OWN F1 TV

One of the realities of modern sport and entertainment is the way that fans want to customise their experience. That trend is only set to deepen.

This goes back to something former Ferrari F1 team principal Stefano Domenicali observed, that the younger generation want to be 'protagonists' not passengers. You only have to look at the rise of the 'selfie' culture for proof of that.

But as a viewer, how much control can you have over the way you consume a Formula 1 Grand Prix, for example? Yes, you can have a second screen open with the F1 app giving you basic tyre data and lap times, or you can follow the teams on Twitter, but how much further could you go?

Ross Brawn and his team at F1 believe that there's a huge amount of untapped potential and he has installed Roberto Dalla, who formerly headed Magneti Marelli's motorsports operation alongside Rodi Basso (now at McLaren Applied Technologies).

Both men are working on the intersection of sport, data and entertainment. Dalla has his hands on the levers as far as F1's rich data are concerned.

At F1, they have access to all kinds of data

points from the obvious things like timing feeds, live broadcast feeds, team radio, audio, GPS positioning as well as less obvious ones like historic data. Imagine being able immediately to compare a situation, such as Vettel trying to pass Bottas at Budapest, every time that has happened over the past three years, with the various outcomes.

There's a treasure trove of data that the teams hold too; again the obvious ones like how the cars are behaving, corner speeds, gears, steering angles, lateral G force and so on. These can be worked on to create customisable feeds for fans, to enhance their enjoyment of the racing. In Moto GP for example, there is a whole strand of attention on the lean angle the bikes get down to, with Marc Marquez notorious for defying gravity, his elbows and even shoulders touching the ground.

Fans interested in strategy can imagine how data on tyre performance and gaps between competitors could be turned into a real-time social media

Formula 1's existing vast amounts of data could be utilised to improve the viewing experience



THIS MONTH



Gianluca Di Tondo

Senior Brand Director, Heineken

Alcohol sponsorship in any sport is an increasingly fraught topic in the modern age – but especially when, as with Formula 1, that sport involves driving a car. But with the right characters, such as Sir Jackie Stewart and Nico Rosberg, and with the correct tone of voice employed in a marketing campaign, it's possible to increase sales *and* at the same time discourage drink-driving – as Heineken are keen to prove...

CV

2013

Senior director global Heineken Brand, Heineken International

2011-2013

Global strategy director Heineken brand, Heineken International

2006-2012

Marketing director, Heineken Italia

2005

Commercial director, Dibeveit Import (Heineken Italia)

2001-2005

Group brand manager, Heineken Italia

1990-1996

Business Administration at the Università Bocconi

F1 Racing: Why did you link up with Formula 1 two years ago?

Gianluca Di Tondo: Our growth model is based on what we call 'recruitment'. In a very scientific way we call it increased penetration – getting new consumers drinking Heineken instead of trying to get the same consumer drinking more. At a global level Heineken has a two per cent market share, so we have space to grow.

For a brand like us, it's proven that the best way to grow new consumers is to associate ourselves with a premium platform, like the UEFA Champions League. And we were looking at F1 as the brand is getting bigger, particularly as we are looking to expand in Asia-Pacific and other new territories including Latin America. The Champions League is a fantastic platform, but its core is Europe and Africa because of the time zone the matches are played in.

Once we had the key to unlocking the sport with 'More than a race' on one side, and 'When you drive, never drink' on the other – these are the two pillars of our sponsorship – then everything else comes naturally.

F1R: So what have you learned in the two years you have spent doing this?

GDT: I positively feel the impact of F1 in our programme. When we entered, we found that there are a lot of walls around Formula 1. You need to open these to attract more people and get more fans. This is why in our social media activity we got to work with influencers – when you get one into a garage or paddock and explain the complexity that sits behind the car, this is fascinating for them and they share that with their own followers.

The other thing that we have found to be useful is to have ambassadors, with charismatic personalities in the sport, like Sir Jackie Stewart, David Coulthard and Nico Rosberg.

F1R: How are you using your ambassadors and what message are you trying to convey?

GDT: In this moment we have three and we divided them into two different platforms. So, Coulthard is the main face

INTERVIEW JAMES ROBERTS

behind our 'More than a race' activation because he himself embodies the glamour, everything that is cool about F1. We've just finished shooting our new campaign [due for release in September], which is an amazing piece of communication – the great thing about DC is he's very honest and real.

We are using Jackie and Nico more for our 'When you drive, never drink' platform. We started with Jackie, because we were looking for a charismatic character related to the safety side of the sport. So, again, no one better than Jackie. And now Nico is the ideal follow-on; he is a recent world champion and he decided – and it really was quite a bold decision – to stop after he reached his goal. He's an honest person too.

One of the biggest problems of drink driving is the peer pressure. You don't want to be seen as the guy that says no. Nico is so focused, so disciplined – that he can say no. And he showed that it was okay to say no and still be cool. It shows that you have power in your own decision making, which is something he did in real life.

We've been using the three of them for digital activation around 'When you drive, never drink'. It's featuring the three of them always in a funny way, because the tone of voice is important. We don't want to be preaching.

F1R: What plans do you have for the future?

GDT: We believe in long-lasting partnerships and I think we'll do more activation in cities – more with our title races (Monza, Mexico and China) but also more in Montreal and Brazil. The new management [Liberty Media] are flexible when you want a conversation.

F1R: Formula 1's management has changed since your arrival. Has that changed your outlook?

GDT: We've been lucky. We had a good relationship with Bernie Ecclestone but the big change is the new owners are a media company. So for them, we speak the same languages and have the same goal. We want to attract new people and share the excitement, and we understand that while broadcasts will remain important, digital media is the future.



THIS MONTH

How will Marchionne's death affect Ferrari?

PICTURES



“
THE NEXT
FEW
MONTHS
WILL BE
CRUCIAL
FOR FERRARI
”

The sudden death of Sergio Marchionne, CEO and chairman of Fiat Chrysler Automobiles – parent company of Ferrari – has left the F1 team with new management and unanswered questions as to their future.

Marchionne, 66, died on 25 July, four days after suffering severe complications following shoulder surgery. His multiple roles, which included being CEO and president of Ferrari, have been filled by three different people, a mark of the significance of his position and extent of his influence.

He was widely credited with saving Fiat and Chrysler from bankruptcy and his position at the helm of that part of the group of industries has been taken by Briton Mike Manley, former boss of the Jeep arm of the business.

Marchionne was responsible not only for the removal of Luca Di Montezemolo as Ferrari president in 2014, with Marchionne replacing him, but also the floating of the company on the stock market, and the recent revival of the F1 team. Although Di Montezemolo was in charge during Ferrari's most successful era, as Michael Schumacher won five consecutive titles, form had slumped in the early years

of this decade. This led to a frustrated Fernando Alonso quitting in 2014 – just as Marchionne was taking over.

Marchionne saw weaknesses in the F1 team and restructured it in a manner that he hoped would result in more creativity and less conservatism – as well as investing significantly more money into it. His decision to part company in 2016 with former technical director James Allison, now at Mercedes, was questioned, but the new structure Marchionne set up under Mattia Binotto responded with two innovative and fast cars in 2017-18.

At the same time Marchionne had formed a powerful alliance with Daimler boss Dieter Zetsche and Mercedes' Toto Wolff in fighting some of the changes planned by F1 owners Liberty Media for the 2021 season.

How – and to what degree – will his replacements carry on his work? John Elkann, the scion of the Agnelli family that controls Fiat, has been named chairman of Ferrari, while Louis Carey Camilleri has become chief executive. Ferrari have said Camilleri has been given “the necessary powers to ensure the continuity of the company's operation”. But it is unclear whether that means he will carry on where Marchionne left off, or carve his own path.

These questions reach into all parts of Ferrari:

- Driver choice – a decision to replace Kimi Räikkönen with Charles Leclerc had been made by the end of June; will Marchionne's passing cause a change of heart, or allow others who might not have dared challenge Marchionne to force their agenda onto the team, and give Kimi a reprieve?
- External links – Marchionne set up the satellite operations of Haas, where the perceived closeness of the car's design to a Ferrari has angered rivals; and Sauber, sponsored by Fiat brand Alfa Romeo, and enjoying a renaissance as a result, plus the presence of Leclerc.
- Politics – will Elkann and Camilleri take as blunt and brusque an approach to negotiations with Liberty and how valuable do they see F1 as being to the Ferrari brand?

The next few months will be crucial for Fiat, Ferrari – and therefore for F1 as a whole.

WHO THE HELL ARE... JUMBO?

Who are they?

Jumbo are a supermarket chain based in the Netherlands, privately owned by the Van Eerd Group, who were originally a grocery wholesale company established in 1921.

CEO is Frits Van Eerd is a motor racing enthusiast and regularly competes in sportscar races such as the Le Mans 24 Hours.



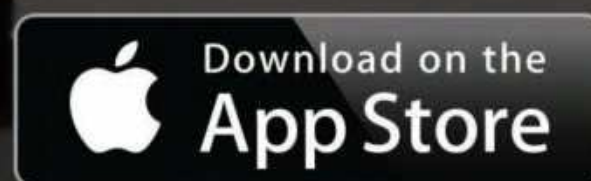
Where are they? They are a personal sponsor of Max Verstappen and logos appear on the front of his helmet. Jumbo also sponsor a race day at Zandvoort where Max has completed demo laps.

GRAND PRIX GUIDE

THE MOST INNOVATIVE AND COMPREHENSIVE PLATFORM FOR FORMULA 1 DATA & STATISTICS



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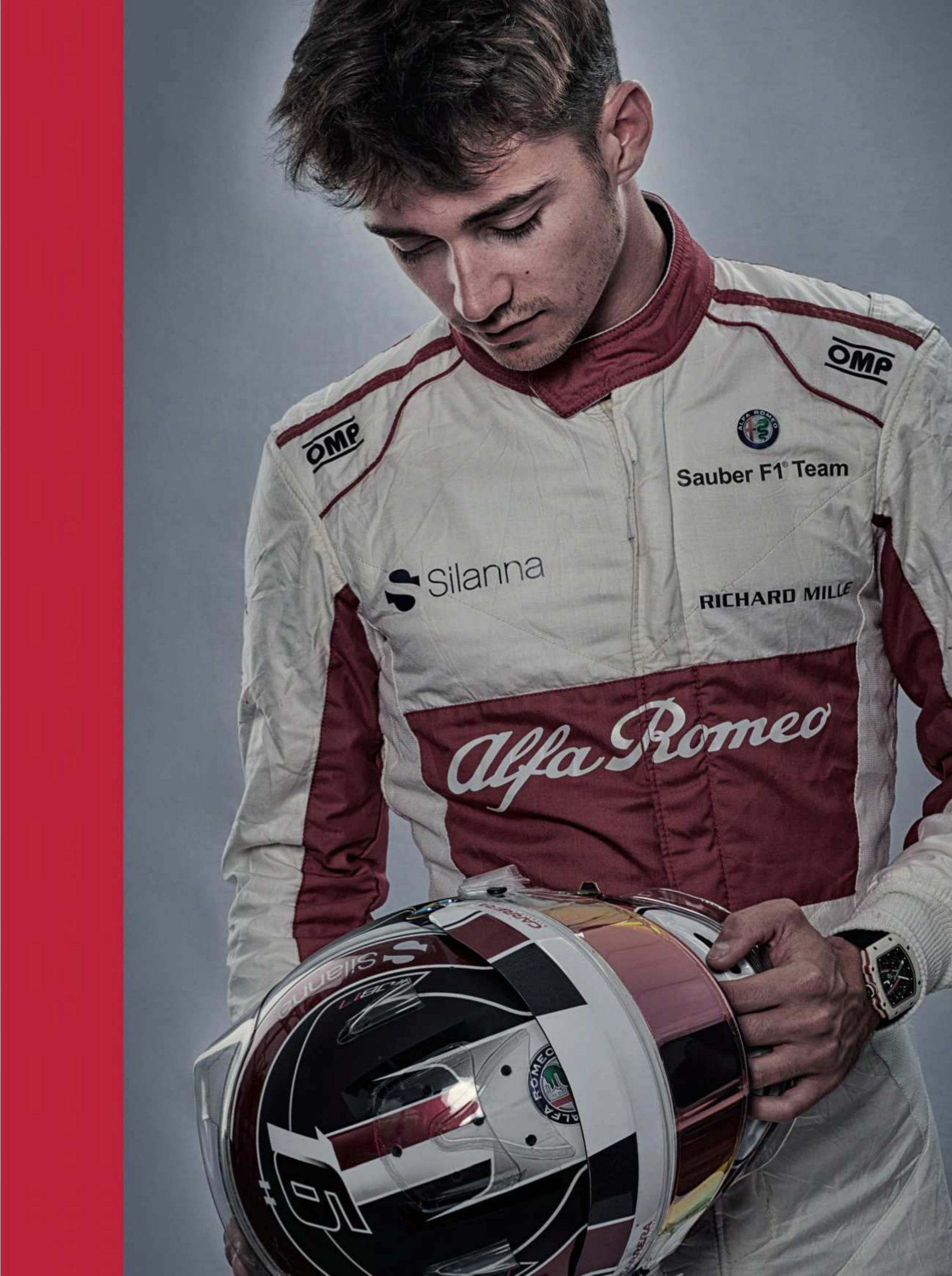
NEWS : LATEST & MOST-UP-TO-DATE GLOBAL FORMULA 1 NEWS
SEASON SUMMARY : EVERY SEASON SINCE 1950
WORLD CHAMPIONSHIPS : EVERY CHAMPIONSHIP SINCE 1950
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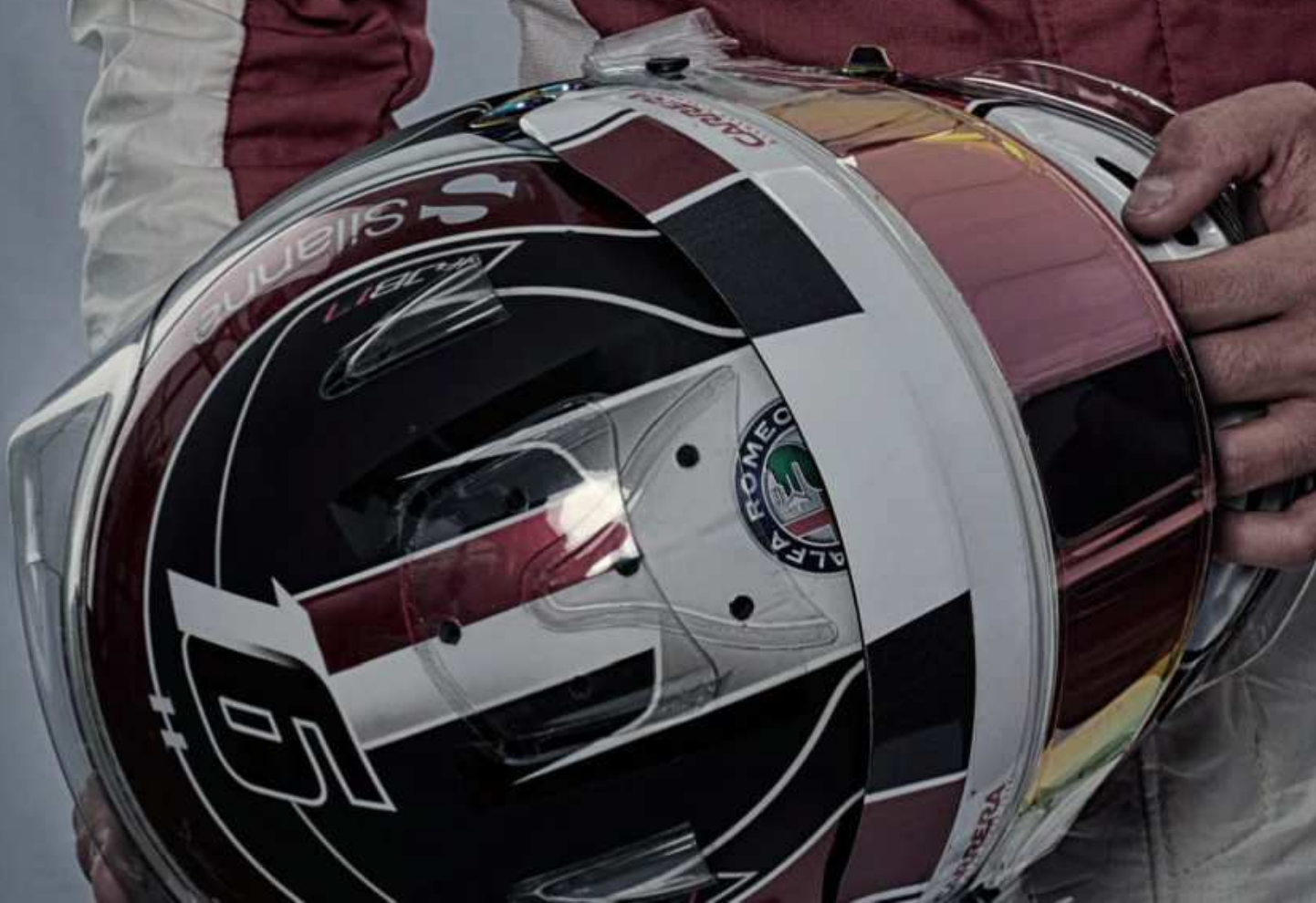



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THE CHOSEN ONE

There's a generational shift under way in Formula 1 as long-established superstars face the inevitability of age. Fresh-faced **Charles Leclerc** carries the biggest expectation of all – for it is he who is primed to take over from Kimi Räikkönen at Ferrari, as demanding a gig as F1 can offer...

Thursday afternoon at the British

Grand Prix. Lewis Hamilton is in confident form during a press conference ahead of his favourite race, at a track, and before a crowd, that have surrendered to him these past few years. This 33-year old megastar, still in his competitive prime, is flanked to his right by Max Verstappen and to his left by Charles Leclerc – both only just out of their teens. In their company, Lewis is very much the grand old man, ridiculous though that may sound. And, bright button that he is, Hamilton is aware of his creeping seniority: “I have a question for you guys,” he throws out to the press huddle. “How am I doing? I notice I’ve got two 20-year olds next to me. I’m the oldest driver here by a long way.”

Hamilton's point is acute. There's no question yet of his powers beginning to fade with age, and he *has* just re-signed for two more seasons at Mercedes. But there's a sense that the likes of Verstappen and Leclerc are about to upset the generational applecart. Max, a GP winner for Red Bull at 18, is leader of F1's youth movement, while Leclerc, lined up if not yet signed up to replace 38-year-old Kimi Räikkönen at Ferrari for 2019, is set to land another blow for the young guns. This cherubic 20-year old has emerged indeed, as the one who'll finally break the Iceman.

Not bad for a rookie only half a season into his F1 career – but what a glittering half-season it has become. It began underwhelmingly, with P18, P19, P19 qualifying positions in Australia, Bahrain then China. The three races were marked by sub-optimal tyre

WORDS

ANTHONY ROWLINGS

PORTRAITS

ADRIAN MYERS

choices, minor mistakes and a spin. It was Leclerc's largely unsung team-mate, Marcus Ericsson in fact, who took Sauber's first 2018 points, with a Bahrain P9.

Then came Baku: Leclerc's breakthrough Q2 qualifying session and a P13 time, before a stunning sixth-place finish at a circuit notorious for punishing even minor lapses in concentration. He benefitted from the late retirement of Grosjean, the Red Bull duo, and Valtteri Bottas's puncture, but it was a result built on pace, focus and application: “I understood what I wanted from the car there, in terms of balance,” he says, “and the engineers were able to give that to me, so we could make a big step. To finally put everything together after three very difficult races was incredible. We got a bit lucky, but that's the game and we knew at the beginning of the year that sometimes we would have to be better when the opportunity was given to us. We were, in Baku, and it felt incredible.”

There was a poignancy to the result, for at the same event in 2017, Leclerc celebrated a brilliant F2 win (on his charge to the series title in his rookie year) only days after his ex-racer father Hervé died, following a long illness. That result, and the emotional swirl surrounding him, moved Leclerc to tears for the first time in a racing car, he admits, but not until the job of winning the race was complete.

More points came in Spain and Canada. Then, in France, he delivered an exceptional qualifying performance: P8 – his first Q3 in a car that had seemed off the pace in practice. Leclerc later revealed he ▶



He has the car. He has the support. He has the mental strength and he has the talent. So now let's sit back and watch him shine



and his engineers had pulled a veritable Friday 'all-nighter' in the hunt for a setup that would allow him to deliver on the potential he could feel in the C37. Points again in Austria, then a P9 qualifying for the British GP, although a pitstop fumble in the race caused a DNF. In Germany there was another grid P9, although a promising race result was scuppered by a failed gamble on inters.

Not all of this is down to Leclerc, of course: his car is fast improving from the back-of-the-grid fodder that Sauber have run previously. Alfa Romeo investment, smart leadership from Frédéric Vasseur and key technical appointments

are all boosting the performance of the Swiss team. Jan Monchaux, ex-Toyota, Ferrari and Audi, was appointed head of aero in April, while Ferrari's former head of vehicle project coordination, Simone Resta, became technical director in May. Further appointments have boosted the previously technically threadbare team.

The added firepower is helping, but there's more to his approach than simply 'driving the wheels off the thing'. Those around him speak of a strong work ethic and mental application allied to exceptional driving ability.

Leclerc's manager, Nicolas Todt, whose insights are informed, if not impartial, offers: "Speed' is hard to assess, but Charles has amazing speed. Some drivers take

time to get to the top in a new category, but Charles has always got up to speed straight away. That's impressive. He's very adaptable, a great racer, but also a big learner and a hard worker. He's always one of the last to leave the circuit and when he wants to achieve something he won't give up. He is never happy unless he is winning, while others maybe are happy with third or fourth."

Harder to impress is a been-there-seen-that racing war horse such as Vasseur, who has worked with Leclerc on-and-off since Charles's karting years. But even he is caving: "You know," he reflects, "at the start of the year, all the questions were 'did we expect too much from Charles?' and 'are you disappointed with his performance?' And honestly, probably Marcus was more helpful at the beginning of the season than Charles, because he had the experience. But now Charles is getting the experience and has a better understanding of the situation of the car, of the weekend, of tyre management, of fuel management and, for sure, he is a huge part of the development of the car – as Marcus and the engineers are. But yes, Charles is a huge talent."

Leclerc has it all: speed, technical nous, a winning manner on and off track, plus one of F1's most plugged-in managers. Todt, as well as being the son of a certain FIA president, manages Felipe Massa and was ushering Jules Bianchi towards a Ferrari drive before Jules' ultimately fatal accident at the 2014 Japanese GP.

The Bianchi connection is significant. The drivers' fathers were friends and it was a word from Jules, to Todt, back in 2011, that led to a 13-year-old Leclerc being picked up by Nicolas. Karting, then Formula Renault and F3 followed, by which time Todt was confident enough ▶

**“OBVIOUSLY IT’S ALWAYS
A PLEASURE TO SEE
THESE TWO NAMES TOGETHER**

LECLERC AND FERRARI

**BECAUSE IT’S A HUGE HONOUR FOR ME:
I HAVE ALWAYS DREAMED OF DRIVING FOR
FERRARI ONE DAY”**

in Leclerc’s potential to introduce him to Ferrari team principal Maurizio Arrivabene in mid-2015. It paid off: in 2016, Leclerc joined the Ferrari Driver Academy (as Bianchi had), a scarlet carpet rolled out at his feet.

“He has changed a lot in that time,” Todt says. “He was quite shy and lacking in confidence, but step by step – first by winning races and by going through some very tough times personally, like the loss of Jules – he has become much, much stronger. For sure, what he went through over the years has helped him become what he is today. It has been quite unbelievable.”

That composure is apparent in any conversation with Leclerc. He is calm, polite and well-mannered, yet genuine and approachable. Who knows how fame might change him if the F1 big time is his fate, as seems inevitable; for now he is refreshingly open, unfazed by talk of elevation to Ferrari. “At the moment, I’m really focusing on myself and not trying to think about what is surrounding me,” he says. “Obviously it’s always a pleasure to see these two names together – Leclerc and Ferrari – because it’s a huge honour for me: I have always dreamed of driving for Ferrari one day. But for now there have been no thoughts... I’m just trying to focus on this season. It is extremely important for me.”

His words belie a greater truth: the planets are aligning for Leclerc, as they did for Räikkönen when he burst into F1 with Sauber, straight out of Formula Renault – so quick he had no need for further training in F3 and F3000. So quick, McLaren snapped him up to replace Mika Häkkinen, whereupon he set about ending the top-line career of team-mate David Coulthard.

As Räikkönen proved then, youthful inexperience is trumped by talent and innate ability – particularly when those qualities are expertly nurtured and coaxed to early maturity. So there’s no real surprise at Leclerc suddenly being touted as ‘Ferrari’s future’: he’s an overnight success 16 years in the making, who has won handsomely – and quickly – in every sub-F1 category.

Guillaume Capietto, engineering chief of the Prema team with whom Leclerc swept to last year’s F2 title, has no doubts that his former charge is the realest of deals. Capietto used to engineer Lewis Hamilton and he reckons Leclerc’s abilities are right up there in the ‘Hamisphere’: “If Charles were to be with Ferrari next year,” he says, “he would be ready to fight for the title straight away, as Lewis was when he came in. Of the drivers I have worked with he reminds me most of Hamilton because he is very complete. Charles raced against Max Verstappen in karts and although Max got to F1 more quickly, he has made a lot of mistakes since arriving. Charles has a more complete foundation. Is he a potential world champion? Of course he is.”

Leclerc’s ability behind the wheel is based, Capietto reckons, on his roundedness. He is able, for example, to brake late into corners, but then also to maintain high mid-corner speeds. “Many drivers can do one or the other,” Capietto says. “Very few can do both.”

The man himself isn’t keen to give away the secrets of his driving style, but he’ll admit to wanting “stability” from his Sauber, whereas in F2 he was “happy with the car being more unstable.” On track, one obvious Leclerc hallmark is how comfortable he is to let his car take a ▶





Sauber F1 Team

Leclerc qualified P9 at Silverstone, backing up the French Q3 breakthrough and a slew of points finishes



“I THINK MY MENTAL STRENGTH WAS A WEAKNESS AT THE START.


NOW IT IS ONE OF MY STRENGTHS.

I DON'T FEEL THE PRESSURE”

lot of kerb, riding the wave and guiding his machine, without appearing to hustle it. A grin: “F1 is *a lot* faster than F2,” he admits, with welcome humility, when asked about adapting to this year’s new challenge. “That took me time to get used to – especially the high-speed corners, where you have so much more downforce.”

He’s more candid – surprisingly so in a sport where talk of ‘feelings’ is taboo – with his insights into the psychology of his sporting development: “My mental strength was a weakness at the start,” he says, “and I worked on this from early on.” From age 11, Leclerc reveals, he underwent mental coaching at the driver-performance-focused Formula Medicine sports science institute. “Starting young helped me to grow quicker,” he adds. “I felt the difference and now it is one of my strengths. Before I was very emotional and if I hadn’t worked on that I would be a different person now. But I worked hard and I feel calmer. I don’t feel the pressure, which helps. It takes weight off your shoulders.”

Around the time of his father’s death, Leclerc was able, says Capietto, to compartmentalise his emotions, keeping a ‘race face’ on at the track and letting his guard down only among close confidantes. “There’s a lot he didn’t let people see,” says Capietto. “What he was able to do at that time was remarkable.”

A future superstar comfortable in his own skin, who draws strength from his past to unburden himself from the weight of expectation... If that makes Charles Leclerc sound a formidable prospect, it’s probably because he is. And more than that: he’s the fulcrum upon which a whole generation of F1 is about to tilt. 





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FRÉDÉRIC VASSEUR

Sauber chief Frédéric Vasseur is overseeing a sharp upswing in the fortunes of the Swiss team. So what's his secret?

Last year, Sauber managed to score points just twice; this year there have been six points finishes in the first ten races. How have you managed that?

We have made a number of important technical changes: we have a new technical director in Simone Resta, a new head of aero, Jan Monchaux, and, in the weeks before the British Grand Prix, we hired seven new technical staff.

We're not planning any more big changes, but we are still recruiting – and in the factory we are pushing like hell.

Is it satisfying to see the changes you've made having such a positive effect?

Yes, but we have to take care not to think that just because we hired someone on 1 July, the recruitment will pay off by the next race. Technical progress takes time in every single area of the company and the updates that we brought for Hockenheim were in the windtunnel two weeks before Silverstone. It's the same with the CFD models – they're operating a couple of weeks ahead of anything appearing on the car. It's not like football where you expect an instant change from having someone new join the team.

Can Sauber make further progress up the constructors' table?

The situation is clear. We're quite close to Toro Rosso but there is a real gap to McLaren in seventh. For that reason we'll be switching to developing next year's car quite soon. Anyway, you're always judged on the last event in this business. You can do three or four strong races and then you have an accident or a poor event and you will be 'killed'. So let's see...

Has it been difficult to deal with the amount of speculation linking Charles Leclerc with Ferrari?

For me, it's more that Charles must remain 100 per cent focused on his current job – on doing his best in practice and qualifying and racing – and not to think about the future and the media around him. I think he is doing that well despite the huge pressure: 200 times a day, he gets the same question about 2019, 2020 and 2021. And he is staying focused and managing these questions. It's all part of his experience.

Has Charles forced Marcus Ericsson to raise his game?

Marcus knew that this would be a key season for his own career. Last year we were in a tough situation that was not easy to manage, so expectations were quite low. But we've made a step forward on the technical side and with Charles coming into the team, Marcus has a good reference.

He made a huge effort over the winter – lost four or five kilos – and he was really committed to the team. If you look back to the first race of the year, for me he was a real leader for us. Then Charles built up his pace and his understanding of the weekend management and he improved also.

If you look at Marcus's races in mid-season, during the middle of the race he has been very impressive in terms of lap time – one of the quickest on track. The next step for him now is to be a bit more consistent over the weekend.

Have you noticed a change in his attitude?

Not really. You know, when I joined last year the choice between keeping Marcus or keeping Pascal Wehrlein was not an easy one, although Pascal scored more points than Marcus. I had a lot of discussions with my colleagues about this, and we had the feeling that Marcus was more committed and would bring more on the technical side. We knew that Charles would be a rookie and that we would need someone able to give the feedback. Marcus did a very good job at that.

What do you think about the closeness of the relationship between Haas and Ferrari? Has their technical partnership made life more difficult for the other smaller teams?

Our relationship with Ferrari is very different from the Haas relationship, so I have no comment to make on that. We are not the same case; we are a different asset. I prefer just to focus on my job and my team and I don't want to make any comment on the others.

I think the collaboration we have with Ferrari is more or less the same as the relationship that Williams or Force India have with Mercedes. There are rules and you have to keep to them; so as long as that is happening, you can't complain. Even if we change the rules, issues would still be coming: we have ten teams and four engine suppliers, so there will always be two or three who are customers. 🏎️

{ YOU ASK THE } **THEY** ASK THE } QUESTIONS }

MIKA HÄKKINEN

Formula 1's former most taciturn Finn and a two-time title winner talks travels with his 'turtus', playing mind games with 'The David' and the joys of a bucketful of ice cubes in the cockpit...

PICTURES  **motorsport**
IMAGES

WORDS STUART COOLING

Two-time world champions are a rare breed. Over the F1 decades only six have emerged: Alberto Ascari, Graham Hill, Jim Clark, Emerson Fittipaldi, Mika Häkkinen and (unless his luck changes) Fernando Alonso. They exist in a plane above the 'singleton' champs – Hulme, Hunt, Scheckter, the Rosbergs *et al* – and as that roll-call attests, they're a pretty special bunch. Three have passed, Alonso races on, Fittipaldi seems from a distant era.

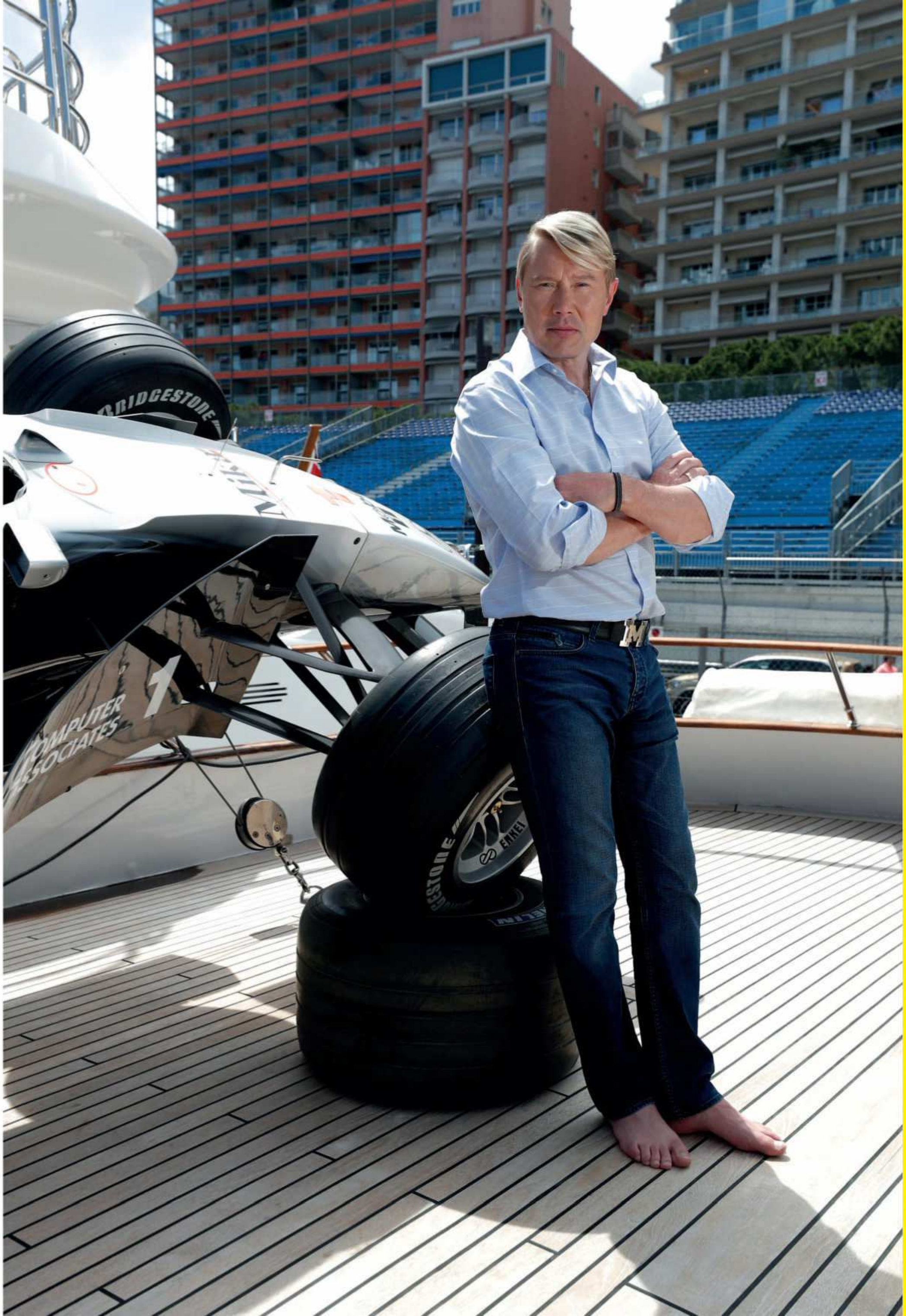
But Häkkinen? Well, as the most successful Finn among many flying fellows, his presence still looms large. Michael Schumacher's defining rival; in his 1998-99 pomp, maybe the quickest of all. And, happily, very much still with us.

Today, Mika welcomes *F1 Racing* onto a yacht chartered especially for the Monaco Grand Prix and moored just inside Tabac. As is customary when boarding such elegant conveyances, first we must de-shoe and deposit our footwear in a quayside box; *F1 Racing* notes that photographer Steven Tee, with practised elegance, is wearing appropriately plain low-rise socks. "Of course," he sniffs, shooting a withering glance at the less suitable knitwear worn by the words side of the equation.

Up one more deck via a ladder, while maintaining three points of contact at all times, we observe the crowning glory of the yacht *Ava*: mounted proudly on its deck is the 1998 McLaren MP4-13 in which Mika won that year's Monaco Grand Prix (his "greatest" win, he reckons). It's an entirely fitting backdrop for a conversation with a living legend during the course of which, as we are about to discover, he'll share revelations about a life-that-nearly-was as a circus performer, his fondness for tortoises, and how it felt to come back from a near-fatal crash and find his capacity for driving astonishingly fast happily undiminished.

These gems and more await in a chat framed by questions garnered from the great and good of the Formula 1 paddock – questions that are notable, incidentally, both for their range and for demonstrating the underlying affection in which Häkkinen is held. Monosyllabic in his day, except to those he truly trusted, modern Mika is an altogether more unbuttoned character. Hard to recall, now, that Häkkinen was once an interview regarded with trepidation by all but a select handful of hacks. These days his wit and loquacity are unbound. On which topic... ▶

STEVEN TEE



Did you really have a pet tortoise when we were team-mates together at McLaren in 1993?

Martin Brundle, Sky F1 commentator

Mika Häkkinen: That is absolutely correct! I had a tortoise [Mika pronounces it 'turtus'] because I was travelling a lot and it was impossible to have a dog or a cat, so I thought 'okay, a tortoise'. They're easy maintenance; you don't have to walk them outside,

and, you know, that's really fantastic. And people always think they are really slow – but actually they are not slow.

F1 Racing: Did you take it with you to races?

MH: No, I left it here in Monaco.

F1R: Some pet tortoises can make a mess on the floor. Did you have that problem?

MH: No, I taught it. It was okay.



Do you remember how many times we passed each other at the final of the Scandinavian karting championship at Bohus in 1985? Would you have passed me if there had been one more lap?

Tom Kristensen, nine-time Le Mans winner

MH: [A pause] Do I remember that situation? Let me start to answer this question with the last bit first. And the answer to this is: of course I would have overtaken him! Of course! [Much laughter.] I had some brilliant races with him. Not only that race. There was also a race in Zaragoza, in Spain – a fabulous race together. And what I remember about him... a *very aggressive*

[Häkkinen intones this in a husky whisper] competitor. You know, when he was racing it was really hard. So you had to really keep 'eyes open' with him. You had to be really careful. I mean, he's a real – I don't know the right word in English! But like I said, you really had to be careful with him. If you pushed him too hard it was going to be a shunt, for sure.

Do you remember when we put those cans of paint on that bonfire under the bridge near our home?

Mika Salo, Fellow Finn & ex-F1 racer

MH: Oh I do remember that! It was exactly what your parents say: 'Don't do things like that!' But of course we did it anyway. It was a great memory of course, but I really don't recommend it to kids to try that.

F1R: How old were you?

MH: Oh my god we must have been like ten or something.

F1R: Scientific experimentation?

MH: It was, it was...

“ IF I HADN'T HAD MY BIG CRASH IN 1995, I DON'T THINK I WOULD HAVE BEEN QUICKER... BUT IT MADE ME THINK, AS SOON AS I WON MY WORLD TITLES, 'HMM - DON'T PUSH YOUR LUCK ANY FURTHER' ”



Would you have been quicker if you hadn't had your Adelaide crash? [Häkkinen crashed almost fatally during qualifying for the 1995 Australian Grand Prix.]

Otmar Szafnauer, Force India COO

MH: [Long pause] No, I don't think I would have been quicker, but I think I would have continued my career longer. It had an effect on me. It made me realise that when an accident like that happens – and it can happen at any time in F1 because motorsport *is* dangerous – it made me think, as soon as I won my world championships, 'hmm... don't push your luck any further'.

F1R: But you were still pushing even after your two titles, weren't you? In 2000 you were fitter than ever and you had another big fight with Michael, almost all season long, but the car wasn't very reliable.

MH: Yeah it's true, it's true – fantastic! [Mika has a moment of rapture.] I mean *what cars* Adrian Newey designed. Those McLarens were absolutely brilliant. But at the same time, when we move on in our years, the competition got tougher and tougher. And the designers and engineers all the time learn more techniques, for example, reducing weight, so all the time parts have to be smaller. But then came the issues with temperatures and reliability. And they were big issues. But after all these years, looking back, you know, we had a *fantastic* time.

Your first test back after your Adelaide crash, you were immediately, totally on the pace. How the hell did you do that?

Mark Webber, multiple grand prix winner

MH: The positive thing was that the test happened at Paul Ricard, which is a great circuit, easy to drive, very safe, very fast. Before the test I had mixed feelings. I wasn't uncomfortable, but I wasn't sure how I would react, how I would feel. Especially when I got there and everyone looked at

me like 'What alien is coming here?'

So it was a very unpleasant moment. And then when I put my crash helmet on and sat in the car, I felt: 'I am in my own world!' And when they started the engine it sounded perfect and all the gearshifts were perfect going up the pitlane. I immediately felt that this was designed for me. I could have just left it in the garage and walked home so fast and started crying, you know?

But then it was: 'I want to go for it!' When I was at the track, I felt comfortable and good in the car, like I had lost nothing – not my confidence, nor my talent. I wasn't coming to the corners like crazy, I was building up to speed. So it was a lot of work for the team who were supporting me, the management team, my family who gave me the space and gave me the power to go to the test and not say; 'Oh Mika, how do you feel now?' [He leans in and grasps *F1 Racing* on the shoulder for emphasis]

No, no, no... I believe that life has to continue. And I think that all of these little things affected me positively,



and I had such a great management team, and I had a great grand prix team, so I wasn't going to let any of them down if I could help it.

How many days did you party after you won your first world title?

Valtteri Bottas, Mercedes F1 driver

MH: [Chuckles] Oh, that's a good one. I wish I could have! I would have loved to party. But after the race, next morning, straight to the airport, different promotions... it was like one month on the

road! Different countries, different cities, different prize givings. We had great partners, so when we won, of course, we had to say: 'We're the winners.' So you have to work when you are a winner. Not only when you are losing, but also when you are winning – you have to work double hard then, to promote the brands that have supported you. I was travelling all over the place for one month. I'll never forget. I was completely exhausted. Of course there was a one-day party after the grand prix, but after that it was just work, work, work, work...

Is it true that Johnny Herbert tried to get into a bath with you in your Lotus days?

Karun Chandhok, Channel 4 commentator and ex-F1 driver

MH: Oh yes! Oh yes... I mean it's absolutely correct! And this happened in Magny-Cours in a hotel room, because we had to share a room. The budget of the team was so minimum, and it was one of the first years we raced in Magny-Cours, so all the

hotel rooms were booked and I had to share a room with Johnny – and, yeah, he wanted to get in with me!

Mika's inscrutable demeanour often unsettled David Coulthard in their time as McLaren team-mates

[At this point Mika raises his right hand and wiggles his little finger, for reasons about which F1R is too polite to enquire...] But we all know Johnny Herbert. He is such a funny character and he always tries to find the best from everything. At that time, I was a young kid and I was so serious. I didn't speak too much and of course that encouraged Johnny to take the piss out of me by trying to jump in the bloody bath! But he was just kidding.

How easy was it to scramble David Coulthard's head when you were his team-mate?

Eddie Jordan, ex-F1 team boss

MH: [Laughing...] Actually it was quite easy. David is a very correct guy. Very straightforward, very correct. Often in meetings we had with the engineers David had questions for me: 'What about you, Mika? How do you drive that corner? Are you going flat-out?'

And really honestly I answered his questions: "Yes, yes, I go flat-out." And then I'd smile a little smile. And he went berserk: "Don't try anything!" And I think that kind of situation really wound him up very easily. But now everything is okay. You get a bit older and you get more experience and everything is fine.

This exchange brings us rather handily to...

I know you now as a funny, friendly guy, but when we were team-mates you always kept your distance. Which is the real Mika?

David Coulthard, ex-F1 driver

MH: Yeah, keeping my distance is true. And there was a purpose to doing that. I didn't want David to know me [there's a mischievous twinkle in his eyes, as he says this, and he giggles...]

F1R: You always have to beat your team-mate don't you...?

MH: Yeah, I let him wonder... because, you know, if you are in business or motor racing and somebody is successful, you want to copy this person and copy how he is doing these things. And that's what I was doing a lot... whether it was Nigel Mansell, or Ayrton Senna or Alain Prost... or any of my team-mates in the past. I was copying a lot of things that they were doing – not just the setup of the car. Sometimes also taking things from them: how they communicate with people, why they come in half an hour earlier to the track – what are they doing? Why do they leave one hour earlier from the track – why do they do that? So all these kinds of things you have to learn and I didn't want to show 'The David' how I did it! Ha ha ha! ▶



What is the secret to your speed?

Hermann Tilke,
F1 track architect

MH: There is one very simple answer – just to practise. Practise and keep on practising. I was a young kid when I was practising. It was in a city called Espoo in Finland and there was a very small

race track there – a beautiful kart track, built in an old graveyard – quite an interesting location! So how did I find the raw speed and the precision of the driving? I practised with my dad and there was one really high-speed braking point on the track – very crucial because the corner after was so tight – so you had to get the perfect line to be able to exit quickly.

My dad had a Coca-Cola can [the way Häkkinen pronounces ‘Coca-Cola can’ in his uniquely accented rapid-fire delivery has to be heard to be believed] and he had this on a white line on the outside before turning in, and every time I was braking I had to brake exactly where the Coca-Cola can was. And he was moving it all the time closer to the corner... closer... closer... I tried everything with the car to slow it down – not just with the brakes, but also with the steering [he demonstrates by miming a steering motion in which the wheel is kicking back in his hands as he reaches 45° from the straight ahead]. That way, when the car is close to the corner, I was still able to take the apex. But of course, sooner or later when it was too far I missed the apex. So then he put it back to the right place, and when we were practising one day he took the Coca-Cola can away and I found that I’d learned that corner. So – it’s all about practice and learning. There is no amazing secret really.

And also there is one other thing: you need to have a passion and you must love it. If you don’t have a passion you are never going to learn. It’s like everything in life... if you like something, it’s much more fun to learn. If it’s something that is frustrating, you don’t learn it. Yes, you can learn it a little bit, but not perfectly if you don’t have any passion for it.

Do you regret not competing at Le Mans?

Johnny Herbert,
ex F1 driver

MH: No, I don’t regret it – and also, it’s still not too late! I’m still a young man! I’m 49. But people who’ve done Le Mans many times tell me it’s a very challenging race.

Driving at night time, with different category cars on the track... some are really slow, so there is a lot of risk involved. And we’ve seen the accident that Mark Webber had – or that quite a few drivers had over there. Even if the cars are really safe, the speed is really high. So why would I take that risk? Even if it’s a great race. But life is... you live it one time, hopefully, and you enjoy your life. Le Mans is just the one weekend. So why do I want to destroy everything there? Even if it’s a great race – you know I don’t want to sound negative, but it’s true.

That reminds me, I once did a race in Scandinavian touring cars, just the one, and I’d got to F1 by that stage. Anyway, I was in a BMW M3 and I was like: ‘I’m a Formula 1 driver, I can do this...’ And I went to qualifying and I finished on pole, but only by a tiny margin. I was



“ I WAS BETTER THAN MICHAEL... IN TERMS OF RAW SPEED I WAS DEFINITELY QUICKER THAN HIM ”



saying to the team that we have something wrong with the car, because in a straight line I was so slow and going on the rev limiter. And they're looking at the data and they say: "But you're not using top gear, man..."

I was so embarrassed – I'm the Formula 1 driver! Well done, Mika.

Did you really try to come back to F1 after your retirement in 2001?

Bernd Mayländer,
F1 Safety Car driver

MH: Oh yeah. More than ever! I did a mega, *mega* training programme, all the simulator work at McLaren... all the data studies working with the engineers – I mean in a big way. The preparation was mega-professional. I had the whole team getting me ready for racing. But it didn't work out. I did a test in Barcelona and Lewis was testing at the same time...

F1R: Was that 2006?

MH: Could be...

F1R: Because there was talk of you coming back with BAR wasn't there? We even ran a cover: 'Why Häkkinen Should Have Come Back'...

MH: I remember during the test there was an engine problem and, because of that, the calibration of the gearbox wasn't matched, so it was locking the rear tyres every time under braking and it didn't perform. I wanted to do the test, I wanted to do the full day and maximise the test, but luckily the car didn't work properly. Because if I *had* been quick and if I *had* enjoyed it I would have been back to racing. So it had some kind of meaning and purpose, the whole thing... it reminded me that it took seven years before I won my first grand prix, so the problems that I had in the car reminded me that's how F1 is: constantly fighting against problems. And I thought if it's going to take another seven years for me to win again, I'm not going to make it! [Laughs] Goddammit!

Were you better or worse than Michael Schumacher?

Sergey Sirotkin,
Williams F1 driver

MH: I was better than him! But you know, honestly, you have to have that self-confidence. But I believe Michael had a couple of areas where he was better than I was, and I had maybe a couple

of things where I was better than him. So I think that in terms of raw speed I was definitely quicker than him, but I thought Michael always had one particular advantage – Fiorano [Ferrari's private test track]. Back then he could drive 24 hours, seven days a week if he wanted to at Fiorano because at that time testing was allowed. When I went to Silverstone with McLaren, we were allowed to start running at 10am, then there was lunch, then it might start raining – so our testing was not sufficient. They had always this advantage. ▶



Mika and Michael: a rivalry that defined the mid-90s and led to some very debatable shunts



When you look back, how much respect did you have for how good Michael Schumacher was, and has that respect changed over the years?

Rob Smedley, Williams head of vehicle performance

MH: Oh yeah. Mika respects Michael of course, but he was also motivating me – to race faster. That’s because we had some history. In Macau when we were racing in Formula 3 in 1990 [see below] we had a little crash together – I saw him looking in the mirror and he could see me coming, and he knew what was going to happen [they collided,

putting Häkkinen out of the race as Schumacher went on to win]. When he arrived in F1 he immediately got into a good team, while I was struggling with Lotus, and there was... not jealousy, but I felt ‘hmm...’

So the fact is that from day one – and still today – there’s massive respect for Michael, for sure. His achievement and what he did is just unbelievable. An incredible racing driver who never gave up.

The 1990 Macau GP with Michael: what happened when you crashed? Did you lift?

Franz Tost, Toro Rosso team principal

MH: Lift? No, of course not! He moved his line. You know F3 doesn’t have so much power, so when you get a tow from the other car, you really feel it and you just need to make the pass really beautifully, but Michael just...

‘EEEEERRRRGHHHH!’ He was looking in his mirrors – you can see what a driver is doing – and as I turned like this [Mika mimes a flick of the wrists to the right] he turned the same way and [claps hands] that’s it! Nothing that I could have done.

We were doing maybe 150mph, so it was a really big shunt. And it was so disappointing because, hmm... I didn’t actually need to overtake him. The overall result was decided on two heats, so I could have finished in second place and been just one-and-a-half or two seconds from Michael. I could have just cruised behind him to the end of the race. Dick Bennetts, the team manager, wasn’t very happy with me – not only because we didn’t win the race but because the prize money at Macau was very big. Oh my god... He didn’t talk to me for a couple of years!

Why were you better with oversteer than with understeer?

Peter Windsor, F1 Racing columnist and broadcaster

MH: It’s an interesting question because a lot of drivers do complain about understeer, but it’s very simple – I will answer this. You take this corner [Mika indicates Tabac] – it’s a really quick corner. It’s really fast,

and if you imagine you come in there and you brake just a tiny bit. You shift down to fourth gear and turn in and then it’s a really fast corner. And when you exit there’s no room. Now imagine doing it when you have understeer and it doesn’t want to turn. It really takes your confidence away, not knowing whether the front end is going to bite or not, because you know you’re going to have a mega-shunt.

How much did you enjoy the rallying you've done? Would you like some competition?

Robert Kubica, Williams development driver

MH: I think rallying is great – really great – but again it's something you have to start when you are a kid. It's such a complicated sport and what I like about rallying is, you know they say a man can only do one thing

at a time? It's true: for me, it was a big struggle to have someone in a rally car telling me 'left, right' or whatever. I could never match these two together. Of course I was listening, but it was challenging to get information at the right time and really understand the pace notes. Really difficult. Every corner seems to be so different anyway, but these guys are so used to it they understand exactly how it works. It's like a special language. And you need to have known your co-driver a long time to know exactly how he's thinking.

Do you remember testing the hand throttle system we developed at McLaren? Why couldn't you make it work?

Paddy Lowe, Williams chief technical officer

MH: I remember it did work! It was completely crazy because I was speaking with Paddy and I remember trying to explain to him: "The car is quick now, really fantastic, but I know I'm losing time in some corners, because when my instinct is saying 'go on the throttle', I feel I am braking

and then going on the throttle almost too late."

You have a big pedal there and your shoe... and the movement is quite long. I always felt like I was losing some time. So I said why can't we make a throttle on the steering wheel, because the message goes much quicker to your hand. [He demonstrates his theory by leaning back in his chair and extending his arms and legs as if sitting in an F1 car, then, with one hand, he indicates the distance nerve signals must travel through the body to the foot relative to the hand.]

So Paddy said: "Yes, let's do that." And I was like "Wow, okay!" We tested the first time in Barcelona and it worked fine, but jumping over the kerbs moved your hand a little bit and then it just didn't work out. But it was quite an interesting experiment. This is what I liked about Paddy: he was so open to ideas. He'd never look at somebody and say: "No, that's a stupid idea, no way are we going to try that..." He always said: "Let's try it."

F1R: Was that why you tried the brake-steer system at McLaren? [In late 1997 and into '98 McLaren raced a secret second brake pedal that allowed drivers to retard an individual rear wheel, dramatically enhancing the car's cornering capabilities. It was banned after being exposed by *F1 Racing* and protested by other teams.]

MH: Yeah – that was amazing! That made a massive difference. The best experience I had with that was in Magny-Cours. After the straight you had this long, long right-hander before the back straight. You'd come in there so bloody quick that physical laws don't want to let the car go round the corner. It just wants to go straight. ▶

Mika driving to victory at the 1998 Monaco GP in his McLaren MP4-13: his "greatest win"



The MP4-13 as it is now, mounted on the deck of superyacht Ava, at Monaco this year

The controversial brake-steer system in action. It brought an advantage of up to 0.8s but was ultimately banned



[He extends his arms and feet again to demonstrate, miming how forcefully he had to steer.] But as soon as the car started understeering, you just press the second pedal, which closes the inside rear tyre... and the more the car understeered, the more you pressed the brake – but at the same time the more you pressed the throttle! [He now has both feet ‘down’ on the invisible pedals, and the invisible steering wheel fully committed.] So you have throttle, brakes, *full gas, goddammit!*... you know, forcing the car to turn! And you can feel what a stress the car is going through, because you are doing something that is not really normal. Everything: tyres, suspension, chassis, the brakes. It’s just mega, mega stress. But at somewhere like Silverstone or Melbourne, you could gain maybe 0.6-0.8s. *Massive!* The only problem was that if you wanted to use the right side, you had to move a switch on the steering wheel to the right; if you wanted to use the left side, you had to move the switch to the left. You can imagine what that was like at chicanes! But it was *amazing*.

I believe David Coulthard had a problem with it was because he used right-foot braking, so wasn’t so comfortable with the left foot.

As comfortable on one wheel as he is on four, Mika shows off the skills that nearly led him to a career in the circus



Do you remember how much you used to like me to throw water on you during a pitstop?

Jo Ramírez, former McLaren team manager

MH: Oh yeah! I don’t think you’re allowed to do that any more. But we had ice cubes and freezing cold water. So when we stopped – we had refuelling then and spent maybe ten seconds in the pits – Jo was cleaning my visor and

then pouring ice-cold water on my overalls. And you can imagine, the moment the water comes in it’s fine. But when you’re exiting the pitlane, the water goes on your balls – OH MY GOD! – Full gas! [Mika cannot contain his laughter at this excruciating recollection.]

FIR: I’m not sure how we’re going to be able to top that one, but anyway...

What would you have done if you hadn’t found motor racing?

Damon Hill, 1996 world champion

MH: I would probably have been in the circus. When I was a young kid I was in circus school. You remember I used to ride my unicycle in the paddock? As a kid I tried all kinds of different sports

and I used to ride to school on the unicycle. One day the headmaster called me into his office and I thought: ‘Oh no, what have I done wrong?’ And he looked at me and said: “Mika – you belong in the circus. What are you doing here?”

So then we put an application in to the circus and I started practising. Different acrobatics, etc. So I would have been a performer in the circus. ▶



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Who was harder to race – Michael or Ayrton?

Felipe Massa, ex-F1 driver

MH: I would say Michael... I think Ayrton was at a different level when I entered Formula 1. He was so, so far ahead of me when

I was his team-mate at McLaren, in 1993, in terms of experience, of knowledge, of setting up the car, of working with the team, of communicating and understanding the race tactics. He was so far ahead that I didn't really get the chance to come to the same level as him. But with Michael we developed at the same time. So I thought Michael was tougher.

When we went ice-driving this year, how come you weren't better, given that you're a Finn?

Marc Hynes, advisor to Lewis Hamilton

MH: I was just a guide for the clients on a promotion day. I let them win it!



“
AYRTON WAS SO, SO FAR AHEAD OF ME THAT I DIDN'T REALLY GET THE CHANCE TO COME TO THE SAME LEVEL AS HIM
”

Is it really true that Susie and Toto Wolff are faster in the Mercedes C63 AMG on the ice than you?

Susie Wolff, ex-racing driver

MH: Of course that is not true... [Laughter!] Especially not Toto!

If I get you a seat in the best car and roll out the red carpet for you, will you race in the DTM this year?

Gerhard Berger, multiple grand prix winner and now head of the German touring car championship



MH: [Long pause...] I don't think so. [More laughter.]

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GO FIGURE

It's onwards and upwards for fast-improving Honda. Here are their F1 stats...

PICTURES 

5,938



The number of miles from Honda's R&D HQ in Sakura to Red Bull's base in Milton Keynes

BUT

ONE HOUR AND TWENTY-THREE MINUTES



is all it takes to walk 4.2 miles from Red Bull's factory to Honda's UK R&D facility – both in Milton Keynes

61%

of Honda's wins have been in the back of a McLaren



1964

The year that Honda made their Formula 1 debut, at the German GP, with their own car and a 1.5-litre V12 engine

225*

races since a Honda-engined car last won a GP: the 2006 Hungarian Grand Prix

*Up to and including the 2018 Hungarian GP

410

The number of engine penalty grid places dropped by Fernando Alonso in 2015-2017

9 TEAMS

excluding the official works operations, have run with Honda engines in Formula 1 so far: Spirit, Williams, Lotus, McLaren, Tyrrell, BAR, Jordan, Super Aguri and Toro Rosso

THREE

Honda motorsport bosses since their Formula 1 return: Yasuhisa Arai, Yusuke Hasegawa and Masashi Yamamoto

27 » 76 » 30

The points McLaren scored in their three years with Honda engines from 2015 to 2017

V12



The 750bhp, 60° V12 RA121E is the only V12 ever to power a winning constructor: McLaren in the 1991 season

808

Number of starts made by Honda, as a constructor, in 1964-1968 and 2005-2008

3RD

Honda's highest starting position since their return, with Jenson Button, at the 2016 Austrian GP



230 BHP

The power produced by the V12 RA272 that took Honda to their first win, the 1965 Mexican Grand Prix, driven by Richie Ginther

4

wins for cars with Honda engines tuned by independent Japanese company Mugen: one for Ligier and three for Jordan

6

constructors' titles won as engine suppliers from 1986-1991

SCHOOL'S
OUT FOR
SUMMER
BUT
HERE'S
THE ...

HALF-TERM REPORT

PICTURES  motorsport
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As F1 gasps, exhausted, for breath after 12 frantic, close-fought races, **Peter Windsor** casts a critical eye over the performances of the best – and the best of the rest – so far this season

SAM BLOXHAM; STEVEN TEE





44

PETRONAS EPSON

WIPAC

IWC
SCHAFFHAUSEN

Qualcomm

PIRELLI

P ZERO

TONNY
HILFISER

PE
5



Despite some errors and unreliability, Mercedes and Hamilton are back on top as F1 prepares to return after the summer



THE FIRST DIVISION

From a technical perspective, the opening phase of 2018 has for Ferrari been little short of triumphant. Mattia Binotto has clung relentlessly to his belief in a high-rake, relatively compact chassis, gilded with creative aerodynamics. Not too long ago, in the turmoil after the departure of James Allison (to Mercedes), the gossip media were questioning Binotto's fitness for the job; now the hacks lie quiet. Race in, race out, taking an average, the SF71H is the best F1 car on the starting grid.

Seb Vettel has failed to maximise it, though. China was a bit of a strange one – but Baku was definitely a win that got away. Then came Germany, where he choked, and Hungary, where he was messy in the wet qualifying session.

One of Seb's greatest assets, I think, is his team-mate, Kimi Räikkönen, a former champion now in the autumn of his career but still polished enough to annoy the opposition (even if he isn't consistently fast enough to trouble Herr Vettel). That's a rare find, and team principal Maurizio Arrivabene has nurtured Kimi well. If the title fight comes down to a point or two, Ferrari will be the team with the fewest regrets.

Kudos, too, to Jock Clear, the former Williams-BAR-Mercedes race engineer who is largely responsible for Ferrari's ability (a) to

manage their drivers and (b) to think crisply and cleanly on the pit wall - Melbourne (this time round) being a classic example. Jock wasn't allowed to play this role to those extremes at Merc – but Ferrari (via the sadly missed Sergio Marchionne and also Arrivabene) decided long ago to stand aside and allow him to do what he does. That's delegation without fear– or just plain, good management of a type unusual in F1, let alone at Ferrari. Marchionne's decisiveness will be hard to replace but Jock will handle it.

Mercedes, by contrast, reached the August break with plenty to celebrate. The biggest plus, of course, is Lewis Hamilton. He's still the best racing driver on the planet, as he proved in just about every race and definitely, in case you had any doubt, at Hockenheim and Hungary. The size, facilities and resources of the Mercedes factories (both chassis and engine) are also a boon.

A few, smallish negatives, though: the Mercs have been slightly less reliable than the Ferraris; they are not as consistently quick off the line; the low-rake Mercedes is not as versatile, Pirelli window for Pirelli window, as the SF71H; and the Merc engine is now only on a par with the Ferrari in terms of power (rather than ahead of it).

I could add that the Hamilton-Valtteri Bottas combination isn't as points-efficient (from



Merc's five wins, Ferrari's four and Red Bull's three have made for an exciting and unpredictable first half of the season



“NOT TOO LONG AGO, IN THE TURMOIL AFTER THE DEPARTURE OF JAMES ALLISON (TO MERCEDES), THE GOSSIP MEDIA WERE QUESTIONING BINOTTO’S FITNESS FOR THE JOB; NOW THE HACKS LIE QUIET. THE SF71H IS THE BEST F1 CAR ON THE STARTING GRID”

Lewis’s perspective) as that of Vettel-Räikkönen, but let’s not be too harsh on Mercedes. Valtteri could play a major role in securing another constructors’ title and, now that his medium-term future is secure, he is very much a team man, as he showed so effectively in Hungary.

It’s too simplistic to look at Mercedes’ recent season second-halves and say it’s all downhill from here, that if Merc can win in Hungary then they can win almost anywhere... to think that the championship is over. Ferrari won’t go away; their car is that good. And there is a tough, post-Marchionne resistance on the Ferrari pit wall that

will pervade through to the end.

Lewis can out-drive anyone when the variables go awry – but he needs a car that won’t break (priority number one), a tyre window he can manage (priority number two) and a car that won’t bog down off the line (priority number three).

Red Bull? Brilliant. Brilliant always to watch and brilliant in what they deliver. How is it that this 59-year-old design engineer named Adrian Newey continues to out-draw everyone?

While most of his peers have long since lost their motivation, or their nerve, or their ability still to learn, here is Adrian, continuing about 70 per cent of the time to make the Red Bull-Renault look as though it doesn’t have a power deficiency.

Then there’s Daniel Ricciardo and Max Verstappen – for a while as good a driver pairing as you could find this side of Andretti-Peterson. It couldn’t last forever as Daniel has inevitably grown tired of the fight. Max remains a hard, fast racing driver in the mould of Mansell. The Honda switch will provide the perfect match. Until then, expect more from Red Bull. They won’t go away. ▶

CLASS A



Teacher’s pet
Daniel Ricciardo



Most improved pupil
Valtteri Bottas



Must try harder (and seems to be doing so)
Kimi Räikkönen



Renault go into the summer break leading the best of the rest, but the midfield battle is as close as ever this season



MIDFIELD MAYHEM

Renault finished 2017 on top (of the mid-field) and have continued that momentum through to the 2018 August break. Although their budget and facilities are still way behind those of McLaren, the close-knit and well-managed technical and operational groups at Renault have more than compensated. Add the pedigree of engineers like Bob Bell (though he's moving to a part-time role) and Nick Chester, and the efficiency of Alan Permane, and you have a race team very much in the mould of the crack squad that won titles with Alonso in the noughties.

Nico Hülkenberg and Carlos Sainz have also provided a lot of default pace, even if their spikey driving styles are relatively hard on tyres and have resulted in a comparatively high level of car

damage. The svelte Daniel Ricciardo will change all that in 2019. Sainz, meanwhile is emerging as a real pro and he looks like a driver with a long career ahead of him, though where this will now be remains unclear.

Nearby, it's been interesting to watch Force India live with the uncertainty surrounding the team's future. Many others would have begun to wobble: not so the workforce at Silverstone. Head-down and flat-out is the only way they know; and, besides, the canteen at SFI is so small that there's barely room for the microwave, let alone for nattering away over lunch.

In a car that initially lacked downforce, the Force India drivers have been more rounded and just as quick as the Renault pair – if not quicker.



McLaren are looking to the long term by shaking up their management structure but Alonso's future with the team is unclear

Part of the reason for that is their almost perfect tyre management and much of the credit for *that* should go to the key SFI pit wallers: Tom McCullough particularly and also to Andys Green (technical director) and Stevenson (sporting director).

SFI's ability to get the set-up right for mid-race, Sunday afternoon has made them the envy of the pit lane. And Esteban Ocon – a very real candidate for a future Mercedes career – has proved so far in 2018 not only to have the measure of Sergio Pérez but also, give or take a skirmish or two with Romain Grosjean – which I guess is inevitable if you're a quick Frenchman – to be very adept at Bringing The Car Home in the style of one Fernando Alonso.

Speaking of which, the 2018 Le Mans winner has been his usual dazzling self on race days, dragging the papaya orange McLaren up from the nether regions of the grid, or pit lane, to a place in the points and thus to some sort of respectability.

It's painful to write that, however: Alonso, in these latter days of his career, should be racing for wins, not points; and McLaren, now with Renault power (*expensive* Renault power, if you factor in free Honda engines against heavy invoicing from France) should by now be giving Red Bull a fright or two. Stoffel Vandoorne has occasionally shown signs of being about where he should be – within a tenth or two of Fernando – but for the most part always seems to be on the wrong set-up at the wrong time, or living with some sort of technical drama (or juggling all of those things simultaneously). His best hope is that Fernando will leave at the end of the year (if he can find a Honda IndyCar team that will take him after the bad blood that's been spilt) and that he, Stoffel, will retain his drive as an anchor to the soaring star that is Lando Norris [see 'King of the Mountains' p80].

“ALONSO, IN THESE LATTER DAYS OF HIS CAREER, SHOULD BE RACING FOR WINS, NOT POINTS; AND McLAREN, NOW WITH RENAULT POWER SHOULD BY NOW BE GIVING RED BULL A FRIGHT OR TWO”

Several have been the scapegoats at McLaren this semester – Tim Goss, Eric Boullier, Matt Morris – while rare have been the glimmers of light. At no stage, though, have McLaren-Renault even dominated the mid-field, let alone troubled Red Bull. Much rests on James Key's arrival.

Hopefully it'll get better. No-one in the world hates losing as much as Zak Brown, so something, somehow, has to give – especially with Honda on the rise. Part of the problem is still the absence of a useable wind tunnel at McLaren (they still use the Toyota tunnel in Germany) and of an Adrian Newey/Andy Green-type technical group, in which the leader is clearly defined and the lines of communication devoid of middle management meddling. ▶

CLASS B



Teacher's pet
Fernando Alonso



Most improved pupil
Carlos Sainz



Must try harder
Stoffel Vandoorne

WORKS IN PROGRESS

Monaco aside, the Haas VF18-Ferrari has been consistently fast since it arrived as the first new design of 2018 and Kevin Magnussen as the driver he used to be – to wit, a very fast and very polished racer at least capable of finishing in the top three.

That's a major achievement, because it isn't easy to come back when you've been dropped by a team like McLaren (as K-Mag was at the end of 2015) – or when you've had your share of wheel-to-wheel combat that's gone wrong (as was the case in 2017). This year, though, Kevin has found his zone and it's fun to watch. He's still tough, and refuses to be a politically correct 2018 F1 star, but he manipulates the car to the point where his movements are anticipatory rather than reactionary. He's also very good at finding the chequered flag.

Romain Grosjean, by contrast, has reverted over the past six months to be about the driver he was back then – ie, a reflexy, reactionary, late-braking opposite-lock fiend with plenty of personal knowledge of the barrier systems of most of the world's circuits. He seems to have found some sort of rhythm – he follows a dodgy race with a down-key better one – but that's a fearful row to hoe.

Overall, though, Haas have been excellent: their Dallara build and sub-design programmes have removed much of the overhead and hassle of prototype work and allowed the core team to focus on aero (in the Ferrari tunnel) and to disprove the mantra that “doing your own car” is the only way to fly.

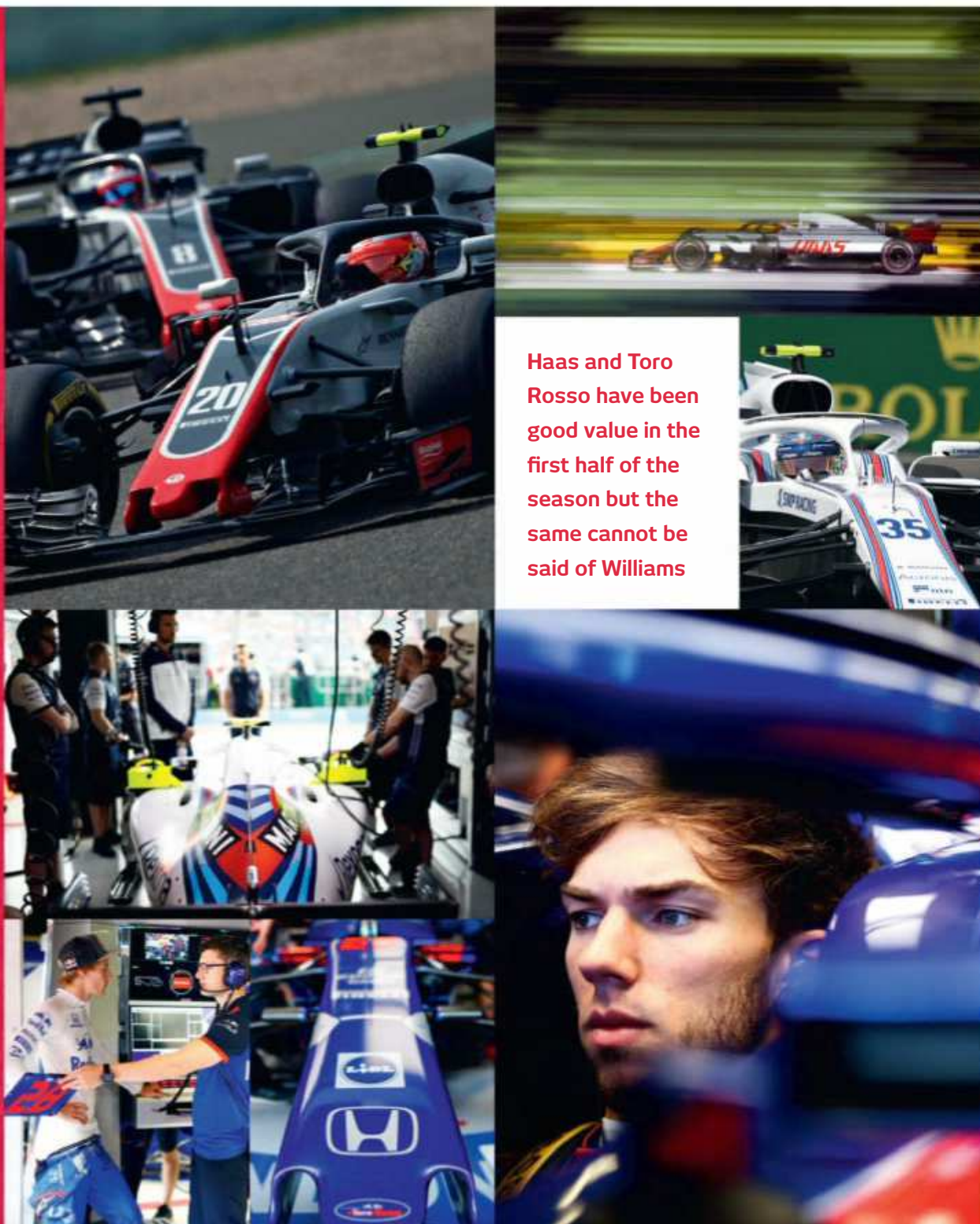
Freddy Vasseur's re-vamped Sauber team have been the other big players. A sort of French Franz Tost, Frédéric last autumn very quickly replaced the team's Honda contract with Ferrari engines, Charles Leclerc and Alfa sponsorship. Deal done. A manager who ensures that he knows exactly what's going on technically with the car (even though he isn't an engineer), Vasseur then ensured that Sauber adhered to all the basics – to massive weight-saving, to logical car system architectures and also to the right sort of driver management.

And, yes, Charles Leclerc is *that* good. He showed his talent and his strength of character in GP3 and F2 – and this year he's been a prodigy from day one: a Jackie Stewart in 1965, an Ayrton Senna in 1984. Give him reliability and a half-decent car – as Fred has – and Charles will do the rest. I'll be shocked if he isn't in a Ferrari next season.

Marcus Ericsson, alongside him, was always going to struggle – but actually he's done pretty well, given the circumstances – a sort of Sébastien Bourdais alongside Sebastian Vettel. Overall, though, Charles and Marcus race in different worlds.

Toro Rosso, too, have been great to watch, particularly in the way that Tost, the McLaren-bound James Key, Jonathan Eddolls and the technical group have integrated with Honda. I said at the start of the most recent McLaren-Honda tie-up that McLaren lacked the sort of tough leadership that Honda would respect but Toro have that man in Franz Tost. He worked for BMW, remember, in their Williams days. He knows about engine management. He isn't afraid to shout and scream. He is, in 2018, Honda's compass.

Nor has Pierre Gasly disappointed. I loved the way he quietly and very quickly adapted to



Haas and Toro Rosso have been good value in the first half of the season but the same cannot be said of Williams



Frédéric Vassuer's revamp of Sauber has allowed Charles Leclerc and the team to shine and Leclerc is definitely going places



“CHARLES LECLERC IS *THAT* GOOD. HE SHOWED HIS TALENT AND HIS STRENGTH OF CHARACTER IN GP3 AND F2 – AND THIS YEAR HE’S BEEN A PRODIGY FROM DAY ONE: A JACKIE STEWART IN 1965, AN AYRTON SENNA IN 1984”

Japanese Super Formula last year; that would have impressed Honda as much as it obviously did Red Bull. He is *really* quick – right up there with Esteban Ocon; and he is intelligent. The perfect driver for STR in their current guise.

Brendon Hartley? Personally I think he’s done well under the circumstances – but I guess it depends upon your expectations. When STR hired him rather than, say, Felix Rosenqvist, it was obvious to me that they were saying, ‘well, after [Daniil] Kyvat, let’s go for a nice guy rather than someone who is straight-out quick’. And that’s what they’ve got. Why the drama?

Finally, sadly, Williams – a team with weak management, two drivers with money and two cars that should be much further up than they are. Paddy Lowe, under enormous pressure, is finding it needlessly tough and unsurprisingly seems a shadow of his former self.

The answer is clear: if, say, Max and Lewis had been driving for Williams from Melbourne onwards – or even Max and Lance Stroll, or perhaps Oliver Rowland – the cars would today be much quicker than they are. That’s hypothesis,

of course, but I use it to make a point: it isn’t a question of ‘feedback’; it’s a question of being right on the (car’s) physical limit, all the time – and of knowing where the weak links lie. Williams don’t have that with their current driver combination, although the budget and their facilities are superior to those of both Haas and Force India.

Too much sim work, you might say. The FW41’s development is at present based upon problems that aren’t always real but might make the car easier to drive; and at that point you go round in circles. Until you hit something. 📌

CLASS C



Teacher’s pet
Charles Leclerc

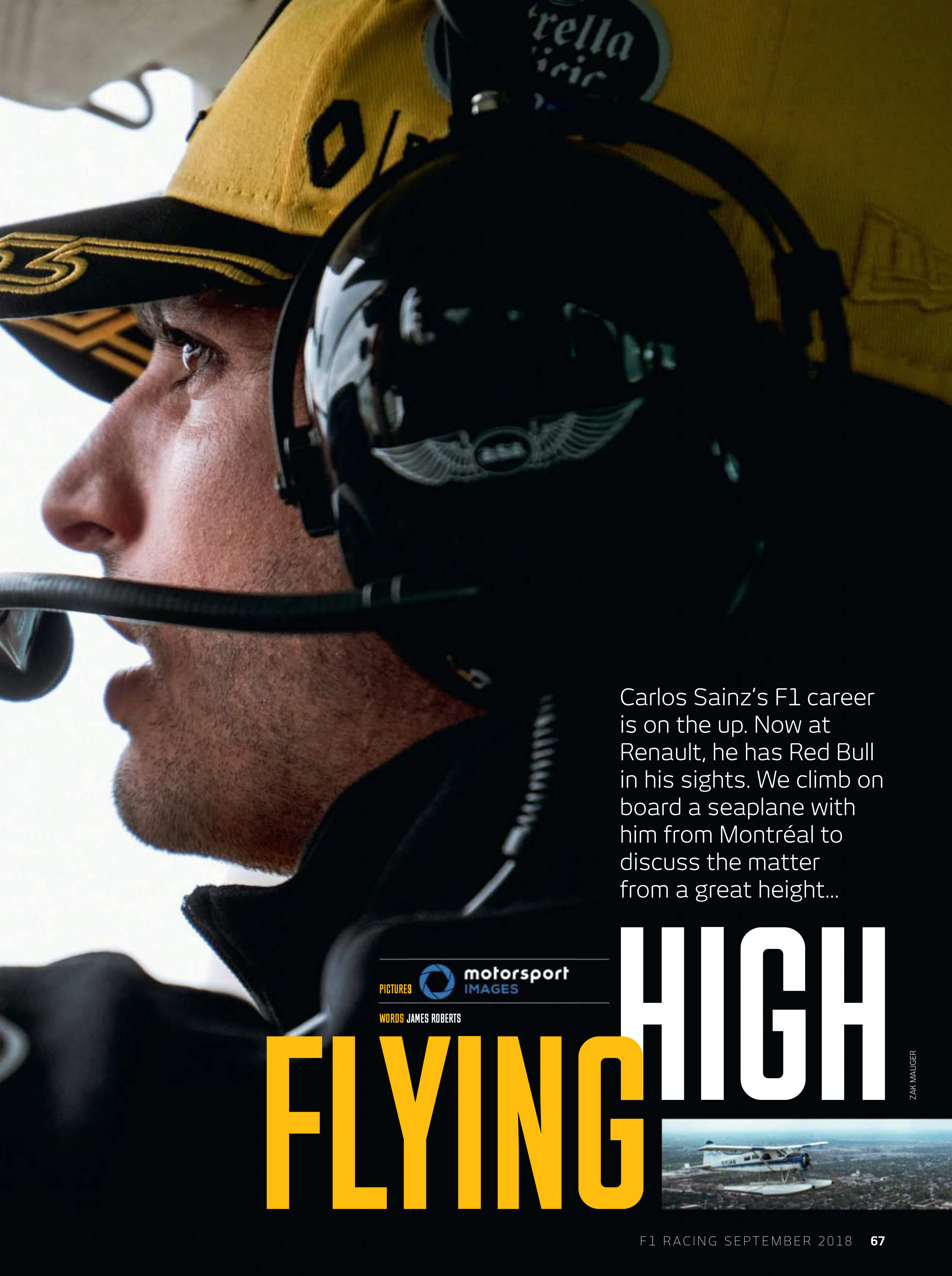


Most improved pupil
Kevin Magnussen



Must try harder
Brendon Hartley





Carlos Sainz's F1 career is on the up. Now at Renault, he has Red Bull in his sights. We climb on board a seaplane with him from Montréal to discuss the matter from a great height...

PICTURES  motorsport
IMAGES

WORDS JAMES ROBERTS

FLYING

HIGH

ZAK WAUGER





“I’M NERVOUS, YES. BUT I’M TRYING NOT TO SHOW IT.”



Nervous flyer: Sainz gets set for a trip up the St Lawrence River in a Cessna U206G seaplane

Carlos Sainz is speaking for us all as he balances – somewhat precariously – on a pontoon out in the middle of the choppy St Lawrence Seaway. A seaplane’s propeller whirs into life and Sainz eyes the six-seater with obvious apprehension. It’s boarding time.

The Cessna U206G *hydravion* is poised to take this talented Renault racer over the city of Montréal and east along the river, before turning north into upstate Quebec. The destination is Sacacomie, a picturesque Klein-blue lake just 72 miles away.

While his fellow passengers take a boat to the waiting seaplane, Sainz relieves some of his anxiety by making his own way there on a jet ski. No helmet; no life vest; no fear. A racing driver’s thirst for speed is insatiable. But for now the controls are out of his hands as the pilot asks him not to touch any of the pedals. “But I like to press the one on the right!” jokes Sainz from his vantage point alongside.

The revs rise in the flat-six engine and the seaplane accelerates across the mighty St Lawrence River, gently nosing into the air. The

French chatter on the cockpit radio is filled with instructions emanating from air-traffic control at Montréal’s Pierre-Elliott Trudeau International Airport – guiding commercial aircraft to the appropriate runway. After a few minutes the Cessna moves out of controlled airspace to a height of 2,000 feet, as we head towards rural Quebec. The radio chatter falls away. “We’re free now,” says our pilot. “In the wild.”

Sainz enquires about the horsepower from the engine. “300bhp,” is the reply. “And more power is achieved by changing the angle of the propeller. But the higher you go the less dense the air is, so you need to pull this lever to add more fuel.” Sainz nods. “Carburation. It’s the same when I drive a kart.”

Mapped out below us is the Canadian wilderness, dominated by forests and half a million lakes, most of them created and dammed by beavers. After 40 minutes in the air we start to descend – smoothly – onto Sacacomie, a native Indian word that translates, thankfully, as ‘calm water’. Once we’ve disembarked, we climb into an off-road vehicle and are welcomed into



As Montréal recedes, the wilderness beckons, with Lac Sacacomie the destination



the neighbouring Hotel Sacacomie with a glass of maple-flavoured sparkling wine. As Carlos casts his eye over the stunning vista, he reflects on the trajectory of his career.

Carlos Sainz, now 23, has been a Red Bull driver for nearly ten years. The son of the two-time world rally champion of the same name eschewed the stages for the racetrack, to avoid comparisons with his father. And he remains contracted to Red Bull despite being ‘on loan’ to Renault. An unusual position, more commonly experienced by footballers than racing drivers.

“It is a bit like that,” he agrees. “But it’s a special situation and I’m proud of it. It’s not always been easy, the way my career has gone.”

Sainz was a pawn in a big game of chess that took place last autumn: McLaren and Toro Rosso swapped power-unit suppliers as McLaren divorced Honda in favour of Renault. As part of the deal, the works Renault team took Sainz from

Toro Rosso to replace Jolyon Palmer. Despite switching to a new team, and what he calls “a new philosophy of car”, Sainz was immediately on the pace, getting the second Renault much closer to Nico Hülkenberg’s benchmark.

It was no surprise when his loan to Enstone was extended for this year. And since the ‘senior’ Red Bull team is unlikely to have any vacancies for 2019, this marriage of convenience is set to continue for some time. But it’s not the first time Sainz has been made to wait for a promotion, and his previous experience of such circumstances have made him more resolute.

Sainz’s career has run in parallel with that of Daniil Kvyat, the former Red Bull driver who is now a Ferrari tester. He finished ahead of Kvyat

in Formula Renault 2.0 in 2011 and graduated to Formula 3, leaving Kvyat in the lower category. But when they met again in GP3 in 2013, Kvyat took the initiative while Sainz floundered. As a reward, Red Bull gave Kvyat a seat at Toro Rosso in F1, while Sainz was put in a holding pattern in the Renault 3.5 Series. It was a decision that Sainz now admits was a huge wake-up call.

“Kvyat and I joined the Red Bull young driver programme at the same time, but I was ahead and graduated first,” says Sainz. “When we were together in GP3, he had a good second half of the season, whereas I was very unlucky. He was promoted to F1 and I went to Renault 3.5. That was tough. It made me realise that to make my dream come true I had to win Renault 3.5. ▶



Sainz disembarks: "Renault take me to very beautiful places to do interviews – so I can't complain!"



"It made me change my approach and my mentality. Until then I thought I was a hard-working guy, very professional, but after having a chat with my father and Helmut [Marko, boss of the Red Bull young driver programme] I realised I needed to become even more professional. I needed to be even more crazy about my sport and my fitness and the way I approach things."

The changes had the desired effect. Sainz was transformed and comfortably beat Pierre Gasly to the title with seven poles and seven wins – which led to him replacing Red Bull-bound Kvyat at Toro Rosso for 2015 and making his F1 debut alongside Max Verstappen. "That year I became the Carlos Sainz I am now. I achieved a baseline I have been developing over these past four years," he says. "It includes everything: tweaks to my fitness programme, my approach to engineering, how I deal with the team, the press, *everything*."

It's no surprise the youngster has established such a philosophy. It's mirrors the attitude his father brought to the world rally championship during his time in the sport. In much the same way that Michael Schumacher raised the bar in

"IN 2015 I ACHIEVED A BASELINE I HAVE BEEN DEVELOPING OVER THESE PAST FOUR YEARS"

F1 in the 1990s, Sainz Sr took rallying to new levels of professionalism, working tirelessly with his engineers to improve the setup and bringing a scientific approach to fitness, introducing static bikes in the service park and running first thing in the morning with his co-driver. That wisdom has now been passed on to the next generation.

"When you go through a tough time, to have a world champion next to you, a pioneer in motorsport, telling you what he sees, was an ideal situation for me," says Sainz. "He could see where I could be better, where I needed to put in more effort, where I could be more professional. He made me realise the direction I needed to go in and it was the right advice at the right time. Thanks to him I'm the driver I am today."

"It's always tough when it comes from a father because teenagers don't like taking advice from their parents, so at the time I was a bit upset and I said to him: 'Why are you telling me this? I'm already very professional, I'm already very good at everything.' But at the time it was a clear message and it came at the right moment."

Even so, Sainz faced disappointment again when, in early 2016, Verstappen was handed promotion to Red Bull. Back then, everyone focused on the disappointment that Kvyat must have felt at being relegated to Toro Rosso, but not many people realised that Sainz was just as upset at being overlooked.

But the Red Bull young driver programme has never been run with compassion: it's a ▶

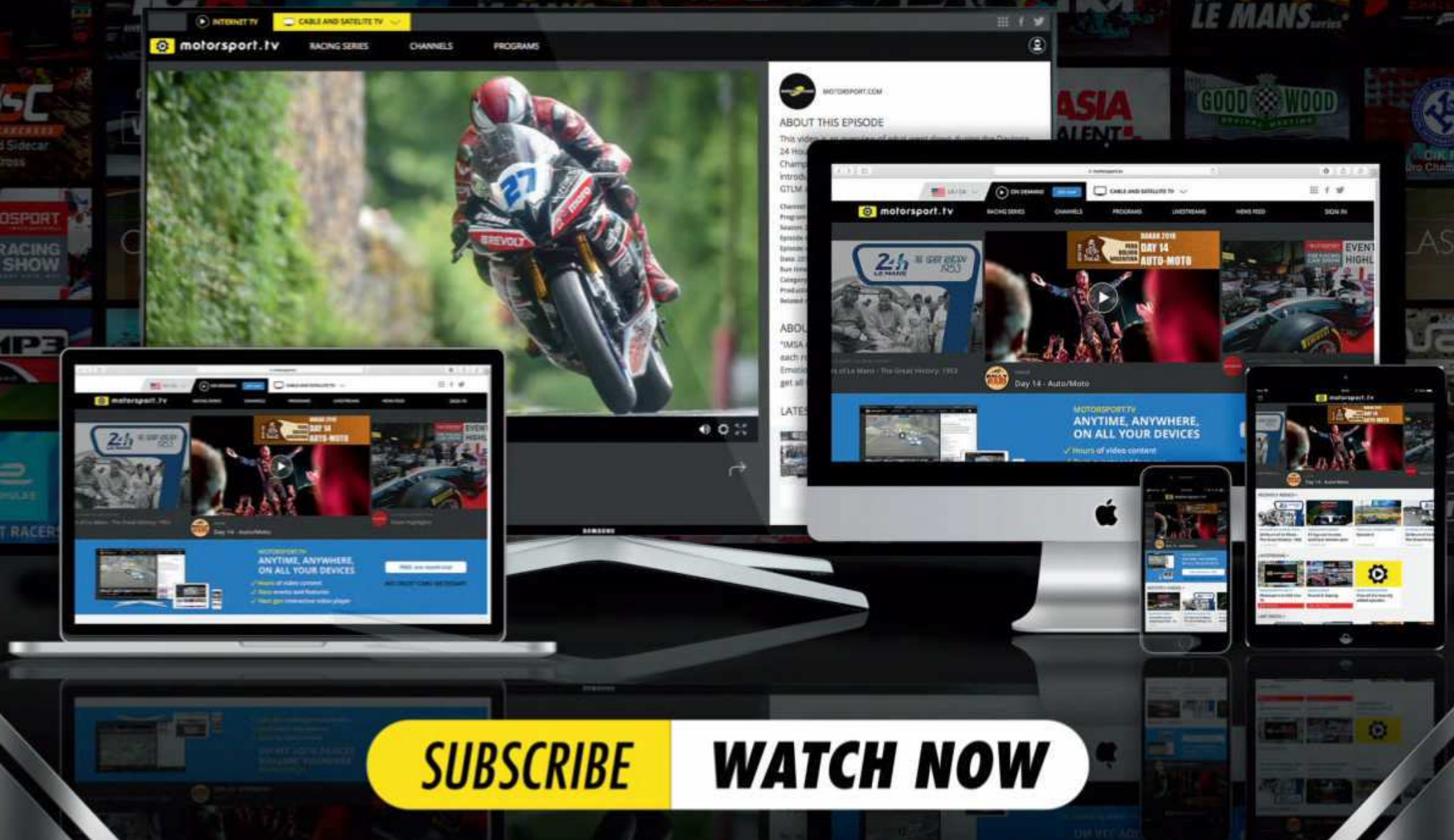


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Back in the cockpit – and this time he’s getting to grips with a very different set of controls



high-pressure environment. Fail to perform to Marko’s satisfaction and you’re out.

“When you arrive in F1 you have to say it is your life and nothing else matters,” says Sainz. “I dedicate 15 hours a day to F1. It’s everything. It’s about getting to a race in better shape, rested and in better condition. It’s about making sure I am at the event with a smile: if not, then Renault are not happy. Everything is dedicated to F1 and that’s what I realised in 2014. To be an F1 driver, you need to sacrifice a lot of other things.”

Like ice cream?

“Yes! Although I have had a few ice creams since 2014. You have to be willing to dedicate everything to F1. That’s my opinion and there are other drivers who don’t share that opinion.”

Contrary to what you might think, the move up to Renault doesn’t mean the intensity of the spotlight is brighter: Sainz feels no extra pressure. “Not after driving for Toro Rosso,” he says. “You’re always in the spotlight because of how the young driver programme works. Toro Rosso is a good benchmark for any driver because you’re exposed to a lot of pressure, from Helmut Marko and the whole environment.


“At Toro Rosso, if you do well you can go to Red Bull; if you don’t, you’re out. It puts you under the right amount of pressure early in your career and that helps you perform immediately. That helps you, so when you arrive at a team like Renault or Red Bull – you can cope with it.”

“WHEN YOU ARRIVE IN F1 YOU HAVE TO SAY IT IS YOUR LIFE AND NOTHING ELSE MATTERS”

Sainz knows he must perform now he’s up against Nico Hülkenberg as a team-mate. Although the Hulk has yet to score a podium, he is renowned for his speed and consistency. “Nico is one of the strongest drivers in F1 and he makes few mistakes,” agrees Sainz. “He is at the perfect moment in his career as he’s still young and has decent experience. Facing one of the toughest competitors in F1 is helping me as a driver.”

Sainz’s stock is rising and the graduation to a works team is a natural evolution from two and a half years at the Red Bull junior squad. He’s aware now that when he speaks he’s representing a big car manufacturer and, as he puts it, “a massive brand.” There are more demands on his time, more sponsor events and more exposure.

He is no clearer on what the future holds, but adds: “I am super happy with this team and working here, as I would be if I were here for two or three more years. I have full trust in this project – and they take me to very beautiful places to do interviews – so I can’t complain!”

The propeller on the Cessna fires up: our flight back to Montréal is ready to depart. En route to the city, Carlos is permitted to hold the controls and his manager (also his cousin, and also called Carlos) jokingly makes the sign of the cross. While the next stop in his career is out of his hands, whatever turbulence he might encounter in his journey through life and F1, you can be sure that Carlos Sainz is very much in control of his destiny. From here, the sky’s the limit. 

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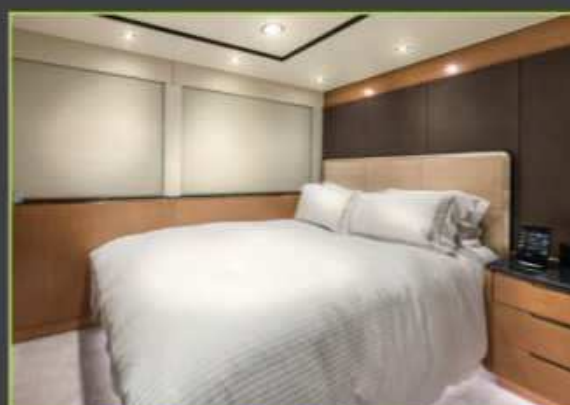


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PICTURE:GLENN DUNBAR/LAT





THE GRID

The bewitching hour; the calm before the storm. The grid is where nerves fray as the minutes pass, and the days of toil coalesce into two flat-out hours of action...

WORDS ROBERT HOLMES

PICTURES ADRIAN MYERS



PREPARATION *in these final moments might from the outside appear routine. But every action is precisely timed and scrupulously observed, from checking the tyre warmers and 'functional fluids' to ensuring the drivers are in place for the national anthem...*

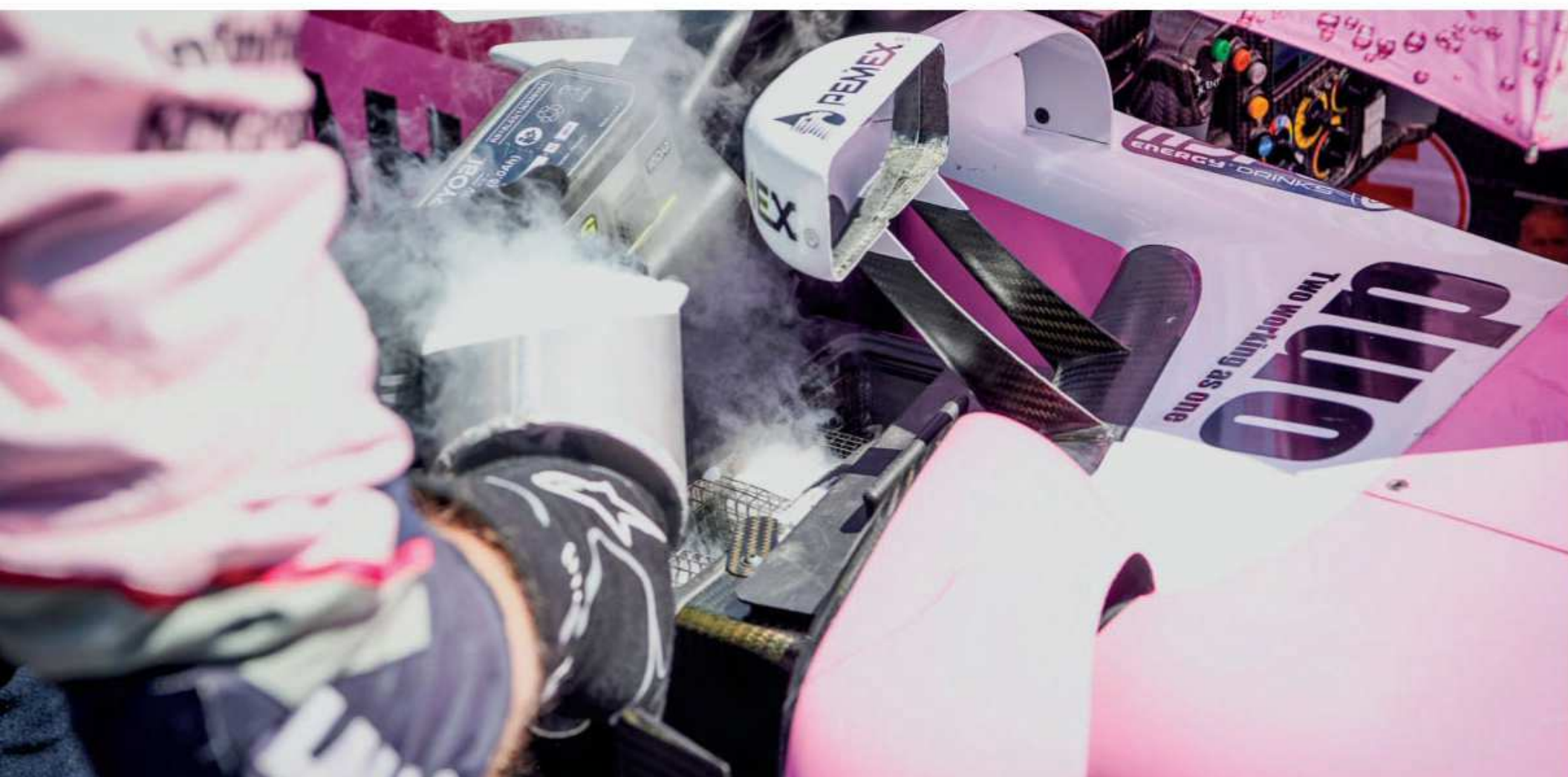


TENSION builds inexorably as the clock ticks forward to ten minutes past the hour. Is all the preparation complete? Is the driver ‘in the zone’? It’s in these moments that the majority of the team must start to let go: they’ve done their job in preparing the car – now it’s up to the driver to get the most out of it. ▶

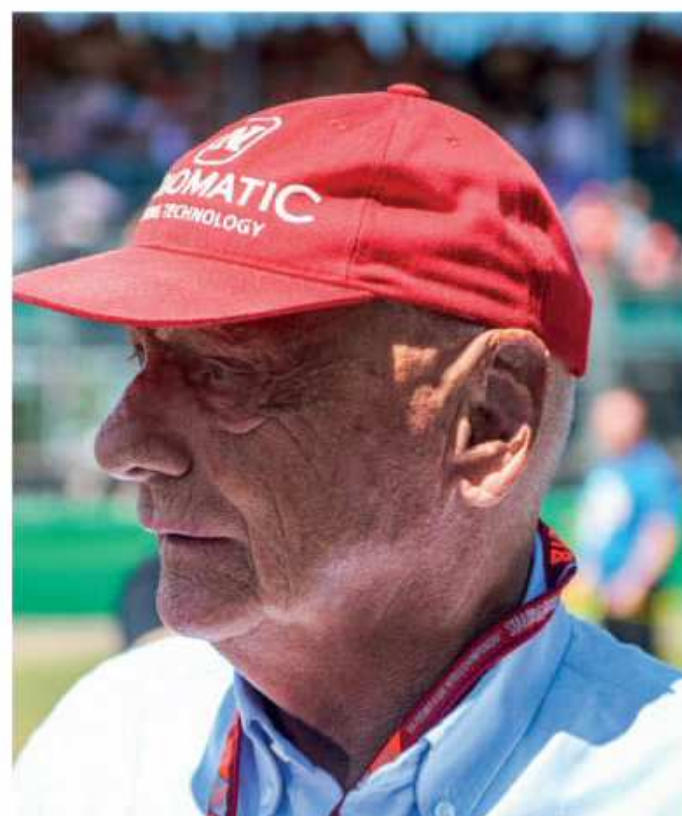




FOCUS on the task ahead as the grid starts to clear and the hangers-on are ushered away. Celebs, TV crews, journalists trying to get their faces on screen... all just peripheral noise, and all now taking their leave. Just the engineers, physios and



team grandees are left now, observing the final pre-race rituals. A blast of dry ice to cool the cockpit; a helping hand to zip up the overalls, tidy the radio wires and tighten the helmet strap...





CRUNCH TIME and it's everybody out. The driver clammers in past the halo, a task that defies elegance, and is belted in. The gruff bark and turbo whistle of hybrid power units fills the air, the mechanics sprint away with their gear; we're ready for lights out. 🏁



PICTURE:GLENN DUNBAR/LAT

KING OF THE MOUNTAIN

PICTURES  motorsport
IMAGES

WORDS JAMES ROBERTS

Ensclosed as a McLaren reserve and now in the mix for a 2019 race seat, Lando Norris is a young man in a hurry. We found out how *much* of a hurry when he took us for a spin around the Austrian mountains in a McLaren 570GT

STEVEN TEE





Parked outside the *gasthof* is a baby-blue McLaren 570GT. There's just one problem: it's raining. Hard. That doesn't stop Lando Norris, McLaren's 2018 test and reserve driver, from tinkering with the settings to put the McLaren into 'track' mode, thereby banishing the traction control. He wants to have some fun at the wheel of this svelte supercar. As we splash out of a sleepy Austrian village and onto the *Autobahn*, the revs rise and the McLaren-built 3.8-litre V8 twin-turbo reverberates on the entry to a tunnel cut through a Styrian mountain: *Rrrrrrruuuuurrrggghhhhh!* Within three seconds, Lando has reached 80mph, fingers and thumbs lightly caressing the wheel as the McLaren slices through murky motorway spray. Our destination is the Red Bull Ring – we'll be there in no time and on schedule for a second breakfast.

Norris, as well as being a McLaren reserve, is in his rookie Formula 2 season and locked in a title tussle with fellow Brit (and Mercedes-backed) George Russell. Norris impressed on his series debut in Bahrain, securing pole and victory at the season-opener. But by his own admission he has "not done a good enough job" since then. Nonetheless, his performances haven't gone unnoticed and, in June, Toro Rosso approached McLaren to enquire whether the 18-year old might be

free to replace struggling incumbent Brendon Hartley. McLaren politely declined.

"It felt good knowing there was an F1 team that wanted me to drive for them, especially when it's my aim to race in Formula 1," says Norris, darting between slow-moving lorries. "Obviously, I'm doing something right, but I wanted to stay with McLaren because I feel as though they have helped me a lot already and, as for next year, well... that depends on what Fernando Alonso does."

The first Norris knew of the interest from Toro Rosso was a series of WhatsApp messages from his friends congratulating him on the deal – although initially he had no idea what they were talking about, having wiped Twitter, Facebook, Instagram and Snapchat from his phone, after taking a digital detox.

"It's very easy to spend more time on social media than you need to," he says, "waking up in the morning and checking Twitter. That time can be better spent. But, as a result, I'd completely missed the story that Toro Rosso were interested in me." ▶



Don't be fooled by the pleasant greenery of the surrounding villages: Norris is no Sunday driver



“

I WANTED TO STAY WITH McLAREN BECAUSE THEY HAVE HELPED ME A LOT ALREADY AND, AS FOR NEXT YEAR, WELL... THAT DEPENDS ON FERNANDO”



BEING IN DEBRIEFS AND LISTENING TO HOW FERNANDO PUSHES THE TEAM FORWARD AND TRIES TO IMPROVE EVERYTHING IS REALLY INSIGHTFUL”



Waiting for his next move – one in which he’s hoping to trade the McLaren 570GT for a race seat

Norris slows the two-seater McLaren as he approaches a toll booth. After exchanging nine euros for the privilege of continuing his trip, he asks for a receipt and nods – “*danke*.” Quickly adding that he’s not fluent in German...

“No not really, but I understand a few words as I can speak Dutch,” says Norris. “My mum is from Belgium – Flanders – so I can speak a bit of Flemish. My mum always talks to me in Flemish, but I don’t understand too much either.”

As we come off the motorway and into the picturesque Styrian countryside, a field of brown cows look bemused as the bark of the 570bhp engine disturbs their peaceful morning. On entering another small village, with the looming threat of speedbumps, a lever on the back of the steering wheel is activated to gently lift the low nose of the car off the road to avoid any unnecessary grounding.

Norris first tested for the McLaren F1 team last year at both the Hungaroring and Yas Marina, and was appointed their official test and reserve

driver at the end of 2017. A glance at his racing CV indicates his junior category credentials could lead to a potentially promising F1 career.

Aged 14, Norris beat Lewis Hamilton’s record to become the youngest-ever karting world champion. And his switch to cars was just as impressive: he won the Formula Renault title in 2016 and last year became the youngest-ever European Formula 3 champion in his first season of F3. If he goes on to win Formula 2 in his rookie year, he’ll equal the achievements of Nico Rosberg, Nico Hülkenberg and Hamilton, who all became champions at F2/GP2 level in their first season. McLaren know they have a decent pedaller on the books and Brown has reiterated the team’s plan to hold onto him: “We’re not going to train him up for someone else,” he said.

“I feel much more at home at McLaren now,” says Norris, revelling in the agile cornering ability of the 570GT. “When I first joined it felt like a huge place and I didn’t know anyone. It was much bigger than the junior teams I’d raced for, and it was very daunting. But now I feel as though I know a lot more people.”

As well as competing in F2, Norris is also working in McLaren’s simulator to help improve the recalcitrant MCL33. It’s giving him an invaluable insight into the workings of an F1 team: “I’ll drive in the simulator between FP1 and FP2 and for a few hours after, too,” he says. “That takes place on whatever time zone the race is. For Canada, I started at 2pm and finished at around 3am. While for Suzuka at the end of last

year, I had to check in for work at 1am. It was a very easy commute in my Renault Clio between my home in Guildford to Woking at that time of night.”

The simulator is calibrated to an identical setup to the real-world car and the aim is to trial settings in the sim to offer solutions to the race team. “For every session and debrief, we are linked up in radio contact to the drivers and engineers to listen to the feedback and offer solutions to any problems to improve the pace of the car,” Norris explains. “It’s cool to play a part in helping the team over the race weekend.”

That work gives him an insight that puts him in a better position for a natural graduation to the top flight over some of his Formula 2 rivals. He can also pick up a few tips from Alonso, too. “I get on well with Fernando and I saw first hand how he works when we were team-mates together in January at the Daytona 24 Hours. Being in debriefs and listening to how he pushes the team forward and tries to improve everything is really insightful. I wouldn’t say he ‘demands’ and has to have this or that, but there are things he says to make the team push more and focus on different areas. It’s interesting to see what he comes up with.”

As we approach the entrance to the Red Bull Ring, Norris knows his immediate future hangs on what Alonso does next, but you sense he’s getting very comfortable at McLaren. He spots a McLaren articulated lorry coming in the opposite direction and displays his boyish enthusiasm by attempting to flash his lights in a sign of solidarity, but he squirts washer fluid onto his windscreen instead. “You can tell, I don’t drive these very often,” he admits sheepishly.

We sense that won’t be the case for long...



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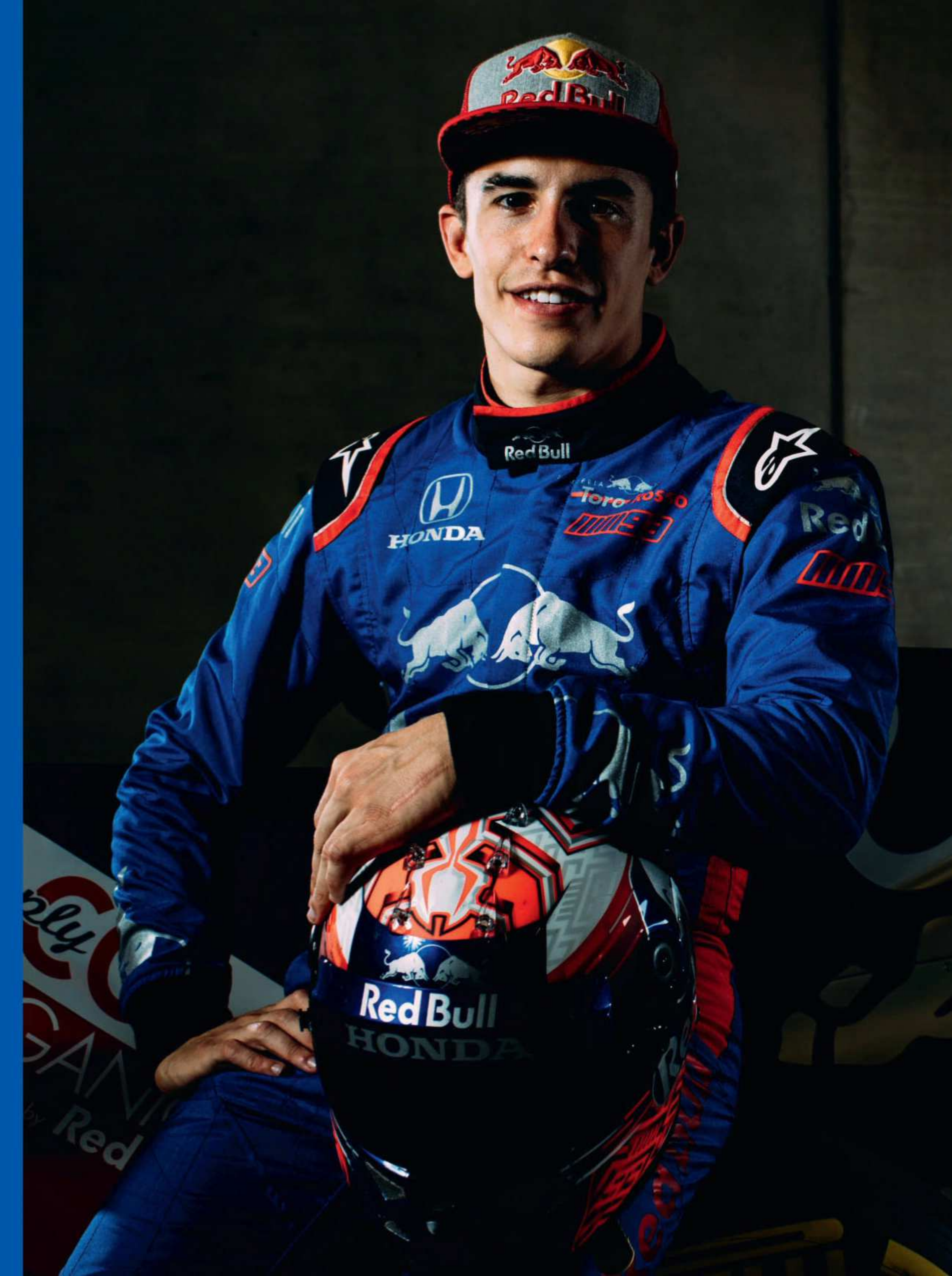
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MARC OF GREATNESS



Four-time MotoGP champion **Marc Márquez** is peerless on two wheels – but what will he make of a test drive in a Formula 1 car?

WORDS BEN ANDERSON PICTURES MALCOLM GRIFFITHS/HONDA

Marc Márquez is doing his best to look relaxed, but behind the cool façade there must be butterflies in his stomach. And well he might be nervous – Márquez is a four-time MotoGP champion, but he's never properly driven a racing car on a circuit before, and his first proper experience of it will be in Formula 1 machinery.

In technical terms, F1 and motorcycle racing sit at opposite ends of the spectrum, yet it's not uncommon for specialists of the respective disciplines to swap shirts – if only fleetingly. MotoGP megastar Valentino Rossi tested for Ferrari in the mid-2000s, while triple champ Jorge Lorenzo tested a 2014 Mercedes at Silverstone just two years ago. But this is still a bit unusual – even for ▶

Márquez, a man whose brain must surely operate on a different plane, given his supremacy in one of the most exciting and dangerous forms of motorsport.

“A new experience,” agrees Márquez as he greets Mark Webber on a cloudy morning in the Red Bull Ring pitlane. Webber, nine times a grand prix winner, will be coaching Márquez through this exploratory journey. They stroll to the garage together as mechanics finish fettling the car Márquez will drive – a Red Bull RB8 from 2012, clad in Toro Rosso livery.

“I’ll have a chat with you each time you come in,” Webber reassures him. They discuss locking the front tyres under braking and the need to progressively apply the throttle coming out of corners – and Webber explains how Márquez can adjust traction settings via the steering wheel. Márquez, in turn, asks to see data from a ‘reference lap’ on the laptop and Webber emphasises the importance of achieving the correct ‘peak pressure’ on the brake pedal, which tends to be quite a challenge for anyone who hasn’t driven a high-downforce single-seater before. And then there’s the matter of keeping those revs up...

As Márquez readies himself, Webber gives a final briefing, urging him to feel “the bite” of the front tyre and explaining how this will give him the confidence he needs to explore the limits of the car. Márquez looked relaxed when he arrived in the garage, but now appears pensive as he stands at the front of the car and fits his earplugs. He puts on his helmet and lowers himself into the cockpit. Webber removes the steering wheel and helps with the seatbelts as Márquez pulls on his gloves and then gives a thumbs-up. As the headrest is fitted and the wheels attached, Webber turns to make a gesture that indicates Márquez’s eyes are on stalks.

The engine fires up and the mechanics push the car out onto the pitlane to save Márquez making an awkward turn out of the garage while trying not to stall the engine. With plenty of clutch-slip, he lurches slowly out of the pits and onto the track. Marc Márquez, MotoGP superstar, is now a Formula 1 driver...

After an installation lap, he’s back in the pits, complaining his foot is catching on something. It turns out his left boot is snagging on the chassis as he comes off the brake. This car was designed around Webber’s

“I SAID IT WAS BETTER TO BE EARLIER ON THE POWER – THAT WAS LATE! THINGS WEREN’T IN ORDER...” MARK WEBBER



considerably taller frame, but that universal saviour of motorsport – good old duct tape – quickly facilitates a temporary fix.

“We’ll do a four-lap run, on traction control six,” an engineer explains. “If it feels okay, go down to five, then four. It would be good to get down to one or two by the end of the day.” Márquez heads back out for his first proper run and is fearless as he begins experimenting with his approach to Turn 1 – attacking the braking zone and trying different gears, stabbing at the throttle to work out what this unfamiliar beast can do.

“He asked me if he should be fast into the corners and late on the power,” says Webber. “I said it was better to come off and be earlier on the power – but that was late! Everything wasn’t in order...” Webber isn’t admonishing Márquez, merely highlighting how easy it is to revert to type. But already Márquez is impressing onlookers. “Nice” remarks one mechanic as the car dives into Turn 1 at speed. “Yeah, he seems keen!” remarks another. “Watch out Brendon Hartley!” quips an eager spectator from the pitwall.

Feedback after Márquez’s first run suggests he has adapted quickly to the requisite braking style, although Webber would still like to see more peak pedal pressure from his charge. But Márquez is relying too heavily on extra help from the engine by shifting down through the gears far too quickly. It transpires that this is a technique he has carried across from MotoGP, where trick electronics control the amount of braking done by the engine for the rider, letting them get their gearshifts done early without upsetting the bike.

“When you go out, you try to translate the technique of MotoGP into F1 – but that doesn’t work,” Márquez later tells *F1 Racing* as we chat in the VIP area above the pits. “You need to change everything.”

This is most likely why Márquez reports the car “moving from side to side” under braking, because his early shifts are breaking traction and causing the car to slide. Webber urges patience, admitting it’s not easy even for experienced F1 drivers to master. Webber cites Kimi Räikkönen as an ace late down-changer, and diplomatically suggests Márquez’s technique would work well in a car with a blown diffuser.



After a pep talk and a helping hand from Mark Webber, Márquez heads out on an installation lap





Red Bull Motorsport advisor Helmut Marko turns up to see what all the fuss is about, followed later by Niki Lauda. After a quick check with Márquez that everything is okay inside the garage, Marko and Webber head trackside in Marko's Aston Martin to get a better read on how the motorcycle ace is driving.

"We could make him competitive ready for the start of next year," Marko says with a gleam in his eye upon his return. "But he has a two-year contract..."

As his confidence builds, Márquez is handed fresh Pirelli tyres (hard compound, sadly) and granted an extra 1,000 revs (taking the engine up to 18,500rpm) to chase a lap time. The fuel load has also gradually ▶



TALE OF THE TAPE MOTOGP VS F1



Márquez overcame his nerves to put in a performance that impressed both Webber and Marko

reduced – from 50kg to 20kg – to give the car a more agile feel. Márquez gradually works his way down to a 1m 14.9s best, just over six seconds slower than Felipe Massa’s pole time for the 2014 grand prix at this circuit. He would have been 0.6s quicker but for a spin at the final corner, which he puts down to being “too slow” in the corner and not properly accessing the downforce.

“Trying to understand the braking point was the most difficult thing, because in MotoGP normally at the end of the straight we brake at 200m, and with an F1 car you’re braking at 70-75m,” Márquez explains. He also claims to have found the slower corners more difficult to master than the quick ones.

“It’s a massive difference, and even on the last laps I was going to the corner thinking “This time I will not

go in!’ But in the end, the car goes in. The braking was impressive. The fast corners and the downforce were impressive. But the braking was more impressive.”

As was Márquez’s driving, which left a considerable impression on his mentor Webber.

“He was nervous and he’d never driven a race car before, so straight into an F1 car was a baptism of fire,” says Webber. “We didn’t expect a huge amount, but we knew within the first two laps that we had a very aggressive starting point, which was great. He was very measured, very calm: it was impressive.”

Webber feels Márquez pretty much got to the limit of what Red Bull’s ‘show car’ could do, in a single morning. Both he and Marko were particularly impressed by how Márquez held on when sliding through the tricky medium-speed double-left in the middle of the circuit. “From the first lap onwards he was competitive,” says Marko. “I always wanted him in a car. He didn’t achieve the lap time that would have been possible, but the car control and the approach... for sure, he would be a competitive Formula 1 driver.

“In the fast, double left-hander, the car goes sideways, he puts the throttle down, so no fear. We don’t know about these tyres but he wouldn’t be far off [one of our regular drivers]. Doing a quick time is one thing, but in a race it’s a different story.”

Could Márquez make the leap Rossi didn’t and race in Formula 1? He and Red Bull are keen to do more testing, so don’t rule it out. Trying an F1 car has planted a seed in the mind of this MotoGP superstar. 🏁

“THE FAST CORNERS AND THE DOWNFORCE WERE IMPRESSIVE. THE BRAKING WAS MORE IMPRESSIVE” **MARC MÁRQUEZ**

MAX SPEED

Bike 221mph
Car 205mph

ACCELERATION: 0-60MPH

Bike 2.5 sec
Car 2.5 sec

ACCELERATION: 0-150MPH

Bike 7.9 sec
Car 6.3 sec

DECELERATION: 200-100MPH

Bike 2.9 sec
Car 1.9 sec

DECELERATION: 100-60MPH

Bike 1.5 sec
Car 1.1 sec

MAX POWER

Bike >241bhp
Car >900bhp

WEIGHT

Bike 170kg
Car 740kg

POWER-TO-WEIGHT RATIO

Bike >1.42bhp/kg
Car >1.22bhp/kg

CAPACITY

Bike 1,000cc
Car 1,600cc

LAP TIME AROUND RED BULL RING

Bike 1m 23.142s
Car 1m 05.600s

RED BULL RING TURN 1 APEX SPEED

Bike 62mph
Car 71mph

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NIGEL ROEBUCK'S GRAND PRIX GREATS

PICTURES motorsport IMAGES

'MAD RONALD', MIKE HAILWOOD USED TO CALL HIM, and if ever you watched him

through the old Woodcote, you knew why. From the beginning of his career, Ronnie Peterson was stunningly quick, and from the beginning, too, he lived on opposite lock.

"Any number of times," said Jackie Stewart, "I'd follow him into a corner, and think, 'Uh-oh, Ronnie, you've overdone it this time – you're gone!' Somehow, though, he always seemed to get it back, and it never surprised me the fans loved him – he was exciting to watch from where I was, too!"

Peterson was one of those folklore drivers, like Rindt and Villeneuve, whose surnames were rarely heard: as it was always 'Jochen' and 'Gilles', so it was with 'Ronnie'. Throughout his career Michele Alboreto's helmets were blue and yellow, in homage to his childhood hero.

At the wheel of a Tecno, Peterson took Formula 3 by storm in 1969, and the next year made his F1 debut in a privately run March before joining the works team in '71, and netting four second places. The big break, though, came with a move to Lotus in '73. In France Peterson won his first grand prix, and three more quickly followed: the Lotus 72 suited Ronnie to a tee.

It was as well, though, that his reflexes were otherworldly, that he could drive round problems so consummately, for by his own admission he was a hopeless test driver, with no gift for setting up a car.

"In that respect, Ronnie made me tear my hair out," said Colin Chapman. "You could change a car quite fundamentally – and still he'd set the same sort of times! You'd ask him how it felt different: 'Ummm, slides a bit

more...' Where – front or rear? He'd say he wasn't really sure – and then, of course, he'd go and put the thing on pole..."

Peterson in a race car was Clark Kent in a 'phone box. If he was a gentle soul, languid and droll and quietly spoken, his racing persona was wholly extrovert, and never seen to greater effect than at Woodcote. In the days of negligible downforce, when the driver had so much more say in a car's cornering speed, you breathlessly awaited Ronnie's arrival, then savoured – lap after lap – the sight of that black Lotus skittering through at 160mph, absolutely at the edge. Like Rindt, like Villeneuve, he made you catch your breath.

In 1974 Peterson won three races, including Monaco, but was still in the venerable 72, whose intended successor had proved a failure. In '75 the old car – now in its sixth season! – was pressed into service yet again, but there were no more victories,

and the following year, unimpressed with the new 77, Peterson left Lotus, and returned to March, with whom he won at Monza.

There followed a disastrous move to Tyrrell, then into its second 'six-wheeler' season. Ronnie, invariably outpaced by Patrick Depailler, never got along with the car, but in considering his next move had to accept that no longer was he in great demand.

Help, though, was at hand, in the person of Count Giuseppe Zanon di Valgiurata, an Italian with a willingness to support drivers for whom he cared, one of whom – in the early March days – had been Peterson. Ronnie wanted a return to Lotus, now prospering with Mario Andretti, and – so long as his palm was appropriately crossed – Chapman was happy to have him back. When Zanon stepped up a deal was done for 1978.

Initially Andretti was less than enthusiastic: "Tell me where it's written we need two stars in this team..." By and by, though, it ceased to be a problem, and their friendship became as deep as any I have known between drivers. If there was a determination at Lotus for Mario to win the championship he should have had in '77, Ronnie, just happy to be back in a competitive car, willingly went along.

They began the season with the previous year's Lotus 78, Andretti winning in Argentina, Peterson in South Africa, but Chapman's beautiful 79 was something else again, and swiftly established itself as the class of the field. Until half-season Mario held sway, winning at Zolder,

Jarama and Ricard, but by Brands Hatch Ronnie's phenomenal native speed began to assert itself. If he won in the rain at the Österreichring, where Andretti crashed, at Hockenheim and Zandvoort he looked like a man following team orders.

By now Peterson's reputation was fully restored, and on race morning in Holland he told me of his future plans: "It's not announced yet, but I'm going to McLaren next year, and Mario knows..."

RONNIE PETERSON

Mr 'Opposite Lock,' aka 'Mad Ronald'





The trademark throw of his cap from team boss Colin Chapman as Ronnie wins the 1978 Austrian GP



Rumours that he was moving on had prompted one driver to suggest that now, with nothing to lose, Ronnie should forget the terms of his contract, and just go for it. He was affronted: “Mario did all the sorting of the 79, and was quicker in the first half of the season – he deserves to be champion. I had open eyes when I signed the contract and I gave my word. If I break it, who will ever trust me again?” They were different times.

A fortnight later came Monza, and the appalling accident away from the start. Although Peterson suffered severe leg injuries, that evening Professor Sid Watkins called Andretti from Milan’s Niguarda Hospital to say that

Monaco, 1974:
Peterson reverts to the trusty 72E and storms to the team’s first win of the year after qualifying third

Ronnie’s vital signs were good, that Mario should uncork his champagne. Elated, we drank a toast to the man whose Ray-Bans were where he had left them, on the table before us.

When Andretti went to the hospital early the next morning, though, he was met on the steps by Emerson Fittipaldi, who told him their friend was gone: during the night, following an operation to reset Peterson’s legs, bone marrow had escaped into his bloodstream, and simply stopped his heart.

“On the Sunday I became world champion,” Mario said, “and on the Monday it was the last thing in my mind.” 📌

THIS MONTH

**BYRNE MAKES
F1 RETURN**

**LANDMARK
BRM ON TRACK**

**MONTEREY
MAGIC**

After 25 years out of racing, former Formula 1 driver Tommy Byrne made a surprise comeback in an Ensign N177 in the Historic F1 races supporting the British Grand Prix. The outspoken Irishman raced the 1977 Cosworth DFV-powered car owned by James Hagan in the two FIA Masters Historic Formula 1 Championship events, held on the Silverstone Grand Prix circuit.

Byrne, now 60, made just two Grand Prix starts in 1982 with the uncompetitive Theodore TY02. His colourful career – a tale of a bright talent lost to wilfulness – has recently been celebrated in the book *Crashed & Byrned*.

“My last race at Silverstone was in 1984 when I drove the Anson-Alfa Romeo in the European F3 race, which was the penultimate time I drove in the UK,” said Byrne. “I raced in the 1986 Birmingham Superprix in an Eddie Jordan Racing March 86B. My friend James Hagan asked me to drive the car [the Ensign] and I was happy to oblige.”

Byrne finished 16th in the opening

Historic F1 race after being involved in a fierce late-race battle with Adrian Newey’s Lotus 49. However, a misfire halted further progress in the second race and the 1982 British F3 Champion was forced to retire after eight laps.

In spite of the problems, Byrne enjoyed his return to racing and has plans for another go. “I had a great time,” said Byrne. “It was a struggle at the start. When you don’t race for 25 years and you jump into an F1 car it’s definitely harder work than when I was younger! I learned the track and I learned the car and we made the car better all the time. We were making progress but something happened in race two, which was a real shame. I’d love to have another go.”

After his F1 career stalled, Byrne looked to North America and raced through to 1992. He now works as a driver coach and teaches high performance and defensive driving from a base in Florida.

Byrne (below, left) enjoyed his time in the Ensign N177

A landmark car from the BRM story has returned to racing this summer in the hands of Californian enthusiast Charles McCabe. He has now taken over the front-engined BRM P25 most recently owned by Gary Pearson.

McCabe’s car is the one used by Jo Bonnier to score BRM’s first world championship F1 win at Zandvoort in 1959. The car was soon made obsolete by the rear-engined revolution, and BRM left it alone owing to the Zandvoort result, so it remains very original.

“It’s a lovely car and very nicely balanced,” said McCabe after racing it on the Brands Hatch Grand Prix circuit. “The car will stay in the UK with Hall and Hall because this is where all the grand prix cars from that period are.”

McCabe will commute from California and plans to race it four or five times a year in Europe with the Historic Grand Prix Cars Association, racing it alongside his rear-engined Lotus 18.



At Brands McCabe was full of admiration for the BRM (right)

The Rolex Monterey Motorsports Reunion is the biggest historic racing festival in North America and will run over the weekend of August 23-26 at the outstanding Laguna Seca track in California, famed for its sensational Corkscrew section.

Many cars and drivers will also be in action over the preceding weekend at the Monterey Pre-Reunion, the warm-up event that is nearly as big as the feature meeting. Masters USA will field a strong grid of 1967-1984 Historic F1 cars during the very full weekend, which features a total of 550 historic race cars.

In the 25-strong F1 field will be rising US historic racing star Tim de Silva in a 1982 Alfa Romeo 182, running alongside the Shadow DN3 of his father Harindra. European front-runners Mike Cantillon (Tyrrell 010) and Jamie

Constable (Tyrrell 011) are also set take on US aces including Charles Nearburg (Williams FW07).

The main event on the second weekend is also celebrating 50 years of the Formula 5000 category,

and as many as 50 of the 5-litre monsters will be on hand. Plans have been laid for an open race for F1 and F5000 cars at the end of the weekend to re-create the flavour of period non-championship races such as the Silverstone International Trophy and the Brands Hatch Race of Champions.

One of the stars of the event will undoubtedly be double world champion Mika Häkkinen, who returns after driving the ex-Emerson Fittipaldi McLaren M23 a year ago. This time the Finn will mark 25 years of the McLaren F1 GTR road car and is demonstrating one of the iconic supercars.

“
IN SPITE OF THE PROBLEMS, BYRNE ENJOYED HIS RETURN TO RACING AND HAS PLANS FOR ANOTHER GO
”



The Pre-Reunion, at the spectacular Laguna Seca, will feature a 25-strong F1 race for 1967-1984 cars

HISTORIC RACING AND AUCTION CALENDAR

August 3-5:

Copenhagen Historic Grand Prix

August 10-12:

Masters FIA Historic F1, Nurburgring Oldtimer Grand Prix

August 23-26:

Masters USA Historic F1, Rolex Monterey Motorsports Reunion

August 25-26:

RM Sotheby's auction at Monterey, California

September 1-2:

Masters FIA Historic F1 Championship, Zandvoort Historic Grand Prix

September 5:

RM Sotheby's Auction, London

September 6-8:

Goodwood Revival

September 8:

Bonhams Goodwood Revival Auction

September 14-16:

Masters FIA Historic F1 Championship, Spa-Francorchamps

October 12-14:

Masters FIA Historic F1 Championship, Dijon-Prenois



PICTURES: MASTERS USA; OPAUL LAWRENCE





NOW
THAT
WAS
A
CAR

No. 70

WORDS DAMIEN SMITH
PICTURES JAMES MANN

THE WILLIAMS FW08C

Meet Keke Rosberg's smokin' Monaco winner – and Ayrton Senna's cherry-popping ride

DENIM

**NOW
THAT
WAS
A
CAR**

No. 70



**THE WILLIAMS
FW08C**

The same but different? It's a nonsense paradox easy to dismiss, but when it comes to this classic 1980s Williams the old pearl carries a grit of truth. Only a single letter in their names differentiate the Williams FW08 in which Keke Rosberg won the 1982 F1 World Championship and the car you see here in which he defended his title, yet they look completely different. In one sense, thanks to the politically sharpened axe that cut a swathe through the F1 rule book late in the winter of 1982, they are. In three short months F1's plucky band-of-brother teams burned the candle to create fresh F1 cars from a brand new premise, but in most cases and because of the time and budget constraints, from what they had before. The 08C is the same car as its older sister in a literal sense, because it is the same chassis – but thanks to the FIA-patterned rug firmly ripped from beneath its wheels, it can barely be considered so.

It wouldn't happen today. The shock announcement that caught the majority short was the banning of ground effects for '83. This was no small matter. With a new season beginning in South America in March, Formula 1 teams were flung a new rule book demanding flat-bottom cars from front to rear axle, outlawing the underside aerodynamics that had formed the basis of most Cosworth DFV-powered cars since the late 1970s. The problem was that the turbo contingent, namely the manufacturer powerhouses of Renault and Ferrari – and now BMW in harness with Bernie Ecclestone's Brabham – had struggled to mate full ground effects to their forced-induction V6s. This drastic change not only enhanced

their ever-increasing advantage, but in one move also succeeded in hobbling those pesky British *garagistes* who had given truculent FIA president Jean-Marie Balestre such grief over the sport's control.

Safety, of course, was said to be the motivating factor and it's true that ground-effect cars were becoming lethal. The banning at the end of 1981 of sliding skirts, the moveable devices that ran along the bottom of sidepods to help suck the cars to the track had, as a result, led to ever-harder springs and rock-solid suspension settings. Drivers were complaining of back ache, while increasingly astounding G-forces added stress to already taut neck muscles.

Something had to change. But this? Overnight? It was too simplistic, and in the words of Williams co-designer Frank Dernie, a "massive catastrophe". Not because of the work and expense, but because of the new aerodynamic challenges flat-bottomed F1 cars created. In one fell swoop, as much as 80 per cent of downforce was lost – and in Dernie's opinion, teams were handed rules that created inherently unstable F1 cars.

Still, Williams being Williams, they just got on with it. Dernie and Williams co-founder Patrick Head, like other Cosworth runners around them, cut to the chase – literally in terms of what they did to the sidepods. From full-length wheel to wheel, they were now short and stubby to package the radiators and reduce drag – that mortal enemy of the racing car designer. Their rear wing was smaller than others with drag in mind, too.

The pair had circled drag reduction as essential for any car hoping to still compete against turbos with a DFV, as the



engine's last iteration was known. Until recently, Head and Dernie had been pursuing a six-wheeled F1 car (known as the FWo8B), which unlike the famous Tyrrell of 1976 featured its extra wheels at the back, not the front. The six uniform-sized wheels increased traction, but crucially decreased drag created by fat rear tyres. The low-drag six-wheeler was a game-changer, they believed. But again the FIA scuppered them: fearful of promising test reports, they banned six wheels and 4WD from F1 forthwith. The flat-bottomed ruling thus represented something of a double-whammy for Williams.

The context adds depth to FWo8C's legacy, as much for what its team was up against above what it achieved. Although what it did pull off was pretty special too, thanks to the smokin', moustachioed star driver who pedalled it.

Rosberg's title in '82 had surprised everyone, probably even the man himself, in a turbulent season rocked by tragedy and political strife. His single race victory, in the Swiss GP at the French Dijon circuit (that's another story!), had been enough for normal aspiration to fend off the turbo might for one last time. But in '83, with these new rules, Keke now had both arms tied behind his back...

Rosberg marked this new era with a victory in a race that signified the end of another. The Race of Champions was run at Brands Hatch in March for one last time, attracting a reduced F1 field for what would be the last ever non-championship race. Then in Rio for the championship opener Keke stunned everyone by taking an unlikely pole.

The race itself would feature the controversial reintroduction of refuelling to F1. Alarmed by the testing times set by Gordon Murray's small-tank Brabham BT52 dart, Williams rushed through their own rudimentary system – made from a pressurised beer barrel. In the race, Rosberg pitted, the refueling contraption leaked and he scrambled from the cockpit as a flash inferno briefly engulfed him. Remarkably, little damage was done and there followed a frank exchange between Head and his driver, in which Patrick bellowed those inimitable words: "Keke, get back in the fucking car!" An uncharacteristically cowed Rosberg did as he was told, then drove the race of his life to finish second to Nelson Piquet's Brabham – only to be disqualified for his mechanics giving him a push start from his pitstop. Ho-hum.

But no one would take away his Monaco victory in May. An inspired decision to start on slicks on a wet track allowed Rosberg to showcase the FWo8C's nimbleness and driver-

"IN JULY, A YOUNG F3 DRIVER CALLED AYRTON SENNA EXPERIENCED F1 FOR THE FIRST TIME IN ONE OF THESE CARS"



RACE RECORD

Starts	27
Wins	1
Poles	1
Fastest laps	0
Other podiums	1
Retirements	7
Points	36



SPECIFICATION

Chassis	aluminium monocoque
Suspension	double wishbones, pushrod-actuated coil-over-shock absorbers, anti-roll bar
Engine	Ford Cosworth DFY V8
Engine capacity	2991cc
Power	530bhp @ 11,600rpm
Gearbox	Hewland FGA six-speed manual
Tyres	Goodyear
Weight	540kg
Notable drivers	Keke Rosberg, Jacques Laffite, Jonathan Palmer, Ayrton Senna

friendly characteristics in a performance forever remembered as one from the top drawer. Rosberg removed two layers of skin from his hands during that race – and soothed them later by dropping them into the salty sea... Tough doesn't cut it.

That should be enough to chisel FWo8C's place in the rockface of greatness, but there's more. In July, a young Formula 3 driver called Ayrton Senna experienced F1 for the first time in one of these cars, at Donington. Test driver Jonathan Palmer set a benchmark of 61.7s; Senna tonked that out of the park with a 60.1s best. And somehow Frank Williams didn't sign him – at least for another 11 years. 📌

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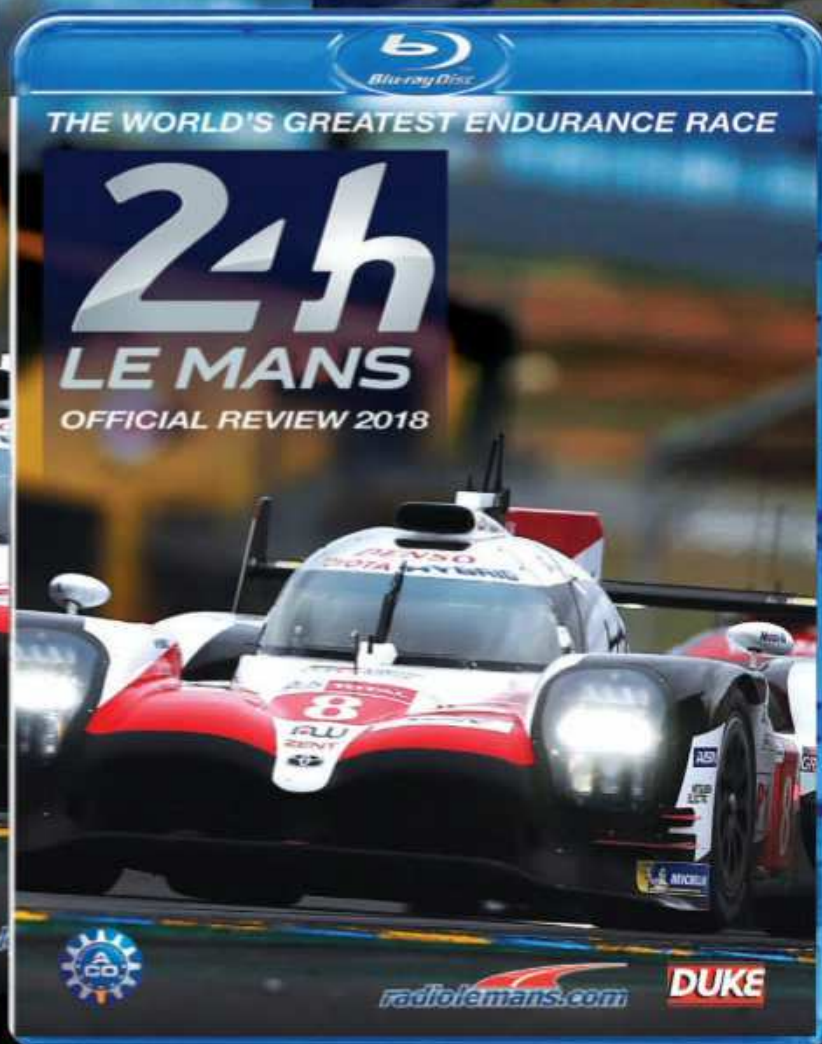
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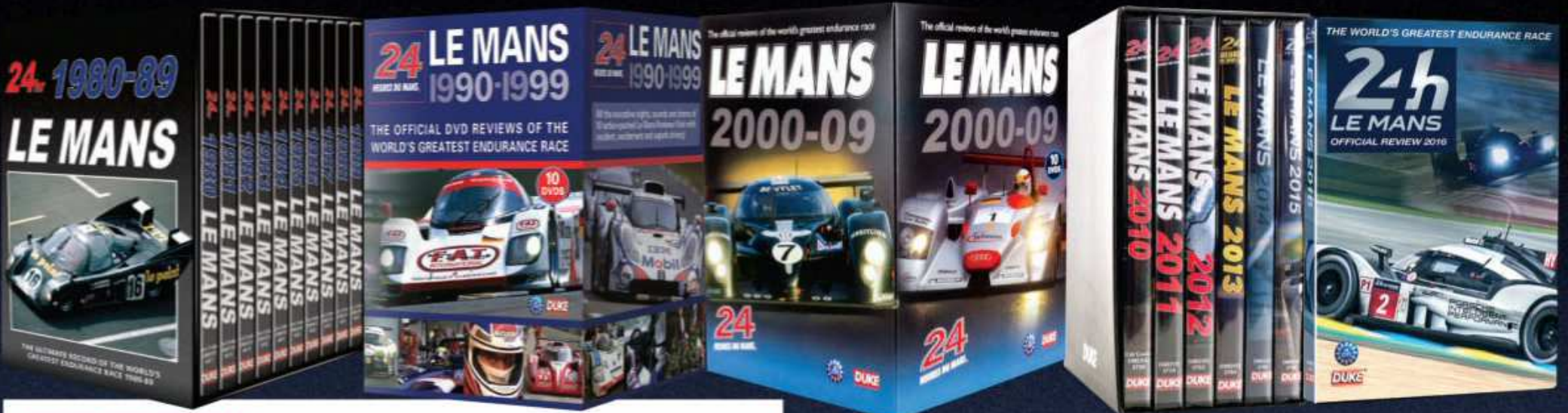


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Less traditional circuits, such as Yas Marina, would miss out every other year under Gordon Ross's rotation plan

Rotation time?

I enjoyed last month's feature on the perfect number of races in a season and Damien Smith's ideal 20-race calendar. 20 races does seem about right, but why are we so obsessed with the idea of going back to the same 20 circuits every season?

Instead Silverstone, Monte Carlo, Spa, Monza and Suzuka should each have a race every year and allow everyone else a race every two or three years in rotation.

In this brave new world, the Hungaroring and the Red Bull Ring would alternate; Miami, Austin, Mexico City, Montreal all share two slots; Malaysia and Turkey come back to share with Singapore and Baku respectively, and there is still room for a return to the excellent Indian circuit plus opportunities

to explore Dutch, Swedish, Danish, South African and Vietnamese and (I'll just throw this out there...) Antarctic Grands Prix.

This model has already worked with rotation between German GP venues, and the benefits are numerous. Local attendances would be higher due to reduced exposure, off-putting race fees would be due less often, there would be more variety for the television viewer, teams would have to consider different track profiles (adding complexity to design decisions), we could comfortably stick to the 20-race limit, and we would get a 24-month break between Yas Marina snoozefests. Surely that alone makes this a winner....?

Gordon Ross

By email

Triple trouble

Having been a fan of F1 since the 1990s, I remember when there were only 16 races per year and each race was to be anticipated, enjoyed and then digested afterwards.

However with F1's first triple header there is almost too much F1 and not enough time to digest all the factors, stories and excitement that comes out of a Formula 1 weekend. For me, Austria was barely noticeable in between the return of the French GP and the British GP at Silverstone.

Kevin Boston

By email

Tyres, tyres, tyres

Tyres are the problem that will not go away. They are always too fast or slow, degrading too quickly or

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not degrading enough, and there is always one 'optimal' way to use tyres, regardless of the problems that the teams face.

Perhaps a way to solve this problem, is to make it easier to have multiple strategies. This could be achieved in the following way:

1. Have a harder compound capable of finishing a whole race distance.
2. Have a significantly faster softer compound, to be used for a maximum race distance of 20 per cent, and a minimum of two laps.
3. Require that drivers finish the race on the same set of tyres that they began the race on (NB – this could be a hard tyre or a soft tyre).

This solution would require much more active consideration of race strategy. Knowing that teams have to make two stops, do they start on the harder compound, and hold off on their soft stint until later in the race? Does a driver decide to use two or three sets of soft tyres to try and drive faster, at the cost of track position and a stop? One thing is certain – it would be less likely that teams would fall unanimously behind the same strategy!

Daniel Stafford

Oxford, UK

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SEP 13

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- > The long interview: design guru John Barnard
- > Now That Was A Car: Ferguson P99
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FINISHING STRAIGHT

LEWIS HAMILTON WALKS ON WATER

Hamilton regains championship lead after stunning drive to victory and an uncharacteristic Vettel error

PICTURES 



Was it divine intervention or just the most sublime drive of a wet-weather master? Lewis praised his God for helping him win an action-packed German Grand Prix from 14th place and whatever your view of his spirituality, there was no doubting this was one of his greatest drives.

QUALIFYING

It wasn't the pyrotechnic eruption that would greet a Michael Schumacher-steered Ferrari entering the stadium amphitheatre of the Hockenheimring. But the cheers that rewarded Seb Vettel's 1m 11.212s pole lap for the German GP carried more than an

echo of those heady days when a German multiple world champion driving a Ferrari ruled the F1 world.

As so often with Vettel's scene-stealing performances, his P1 time resulted from an uncanny knack of being able to deliver when it mattered. Team-mate Kimi Räikkönen had been quick throughout the session, but while Vettel's final flyer was seemingly error-free, Kimi's P3 time had been compromised by a mistake at Turn 12.

The expected Merc challenge never quite materialised, despite a strong effort from Valtteri Bottas that resulted in P2. His 1m 11.416s briefly put him on provisional pole, before Vettel slam-

dunked top spot. Hamilton was never a factor, owing to a dramatic Q1 moment at Turn 1. Hamilton ran wide on the exit of the corner (one he'd earlier described as "insanely fast in these cars"), bouncing over the kerbs and launching his W09 into the air. After thumping down he reported the car to be stuck in fourth gear, whereupon he was ordered to stop. Hamilton, in adrenalin-fuelled denial, briefly tried to push his 750kg steed back to the pits in the hope of rejoining qualifying, but loss of hydraulic pressure had put his PU at risk, he was told, and he would progress no further.

Red Bull's qualifying was lacklustre, given the session-topping performances of Dan Ricciardo then Max Verstappen in first and second practice. Verstappen took P4, six tenths from pole and hamstrung by the power deficit of his Renault motor through Hockenheim's long-drag second sector. In the twisty infield section, however, the RB14 was mighty, clearly able to carry huge corner-entry speed – not that this would help Ricciardo, who was penalised with a back-of-the-grid position, after a third MGU-K, energy store and control electronics were fitted to his PU.

Haas locking out row three (Magnussen-Grosjean) was both exceptional and unexceptional, now this paradigm-shifting Ferrari customer team have better worked out how to set up the VF18. Renault were next up (Hülkenberg-Sainz annexing row four), ahead of the now routinely impressive Charles Leclerc. Sergio Perez brought a splash of pink into the top 10, while Fernando Alonso's P11 marked another triumph of man over mediocrity.

RACE

The German Grand Prix was surely Sebastian Vettel's to lose from pole position in an ever-swifter Ferrari SF71H... And lose it he did, in rather pitiful fashion, on lap 51, during a mid-race cloudburst that rained chaos from above.

Entering Turn 12 Vettel caught a twitch of oversteer as he attempted to turn in. He held the slide, but still veered into the gravel before giving the barriers a race-ending nerp.

Game over – and perhaps not just in Germany, for Vettel's pointless exit, combined with Lewis Hamilton's unforgettable surge to victory, netted Lewis a 17-point drivers' title advantage.

The foundation of his 66th win was a relentless sequence of opening laps: twelfth after lap one, he was fifth by lap 13 and ahead of him only Vettel, Bottas, Verstappen and Räikkönen. At the tail of this speedy gaggle he seemed set for a podium finish at best, as Vettel out front was looking comfortable and confident, able to pull away from Bottas at a seemingly cushy 0.5s per lap, with a first-second gap of around four seconds.

RESULTS ROUND 11

HOCKENHEIM / 23.07.18 / 67 LAPS



Germany was a breeze for Seb from the moment Lewis went out in qualifying (top, left to right) until he slid off on lap 51 (above). Lewis, meanwhile, recovered to claim a stunning victory (below)



PUSHING TO THE END AND SETTING FASTEST LAP ON HIS PENULTIMATE TOUR, HAMILTON RECORDED ONE OF HIS MOST REMARKABLE VICTORIES. A POST-RACE STEWARDS' ENQUIRY INTO HIS PIT ENTRY MOVE RESULTED ONLY IN A REPRIMAND

All the top runners started on ultrasofts and had calculated two stops (one for more ultras, the other for softs) would garner the best result. Hamilton's lowly starting position foisted upon him a counter-strategy that relied on a 42-lap opening stint on softs. And it was about to play into his favour.

Kimi stopped first, on lap 14; then Vettel on lap 25, Bottas on lap 28 and Verstappen a lap later. Hamilton, though, stayed out on softs until lap 42, by which time he was running third, having brought himself into the same pit-stop sequence as those around him. His one-stopper would play out against the planned two-stoppers but even at this stage he looked like a podium contender at best. But just a couple of laps later threatened rain scrambled every algorithm and swept the decks for sheer driving virtuosity to come to the fore.

Vettel declared conditions acceptable: "It's still ok... the rest of the track is clear. I'll stay out for

now..." he reported. But how he'd come to rue that call, for on lap 51 he sailed gripless into the barriers. The prang prompted a Safety Car and it was this intervention which finally gave Hamilton the platform he'd need to win.

The pack closed up and both Bottas (lap 52), then Räikkönen (lap 53) pitted for their ultras. At the end of lap 54, Lewis also steered for the pits, but just as he'd been called in and crossed the pit entry line, he was immediately ordered out, so he would continue, having inherited the lead behind the Safety Car as Räikkönen pitted.

Pushing to the end and setting fastest lap on his penultimate tour, Hamilton recorded one of his most remarkable victories. A post-race stewards' enquiry into his pit entry move resulted only in a reprimand.

It felt like the right outcome for the sport, for this may stand as Hamilton's day of days.



1st	Lewis Hamilton	Mercedes	1h 32m 29.845s
2nd	Valtteri Bottas	Mercedes	+4.535s
3rd	Kimi Räikkönen	Ferrari	+6.732s
4th	Max Verstappen	Red Bull	+7.654s
5th	Nico Hülkenberg	Renault	+26.609s
6th	Romain Grosjean	Haas	+28.871s
7th	Sergio Pérez	Force India	+30.556s
8th	Esteban Ocon	Force India	+31.750s
9th	Marcus Ericsson	Sauber	+32.362s
10th	Brendon Hartley	Toro Rosso	+34.197s
11th	Kevin Magnussen	Haas	+34.919s
12th	Carlos Sainz	Renault	+43.069s*
13th	Stoffel Vandoorne	McLaren	+46.617s
14th	Pierre Gasly	Toro Rosso	+1 lap
15th	Charles Leclerc	Sauber	+1 lap
16th	Fernando Alonso	McLaren	+2 laps/gearbox

Retirements

Lance Stroll	Williams	53 laps - brakes
Sebastian Vettel	Ferrari	51 laps - spin
Sergey Sirotkin	Williams	51 laps - oil leak
Daniel Ricciardo	Red Bull	27 laps - engine

*Includes 10-sec penalty for overtaking under Safety Car conditions

FASTEST LAP



Lewis Hamilton,
1min 15.545s on lap 66

FASTEST PITSTOP



Sebastian Vettel,
18.657s (entry to exit)

TYRE COMPOUNDS USED



CLIMATE

Sunny/
showers

AIR TEMP

28°C

TRACK TEMP

46°C

DRIVERS' STANDINGS

1	Hamilton	188pts	11	Ocon	29pts
2	Vettel	171pts	12	Sainz	28pts
3	Räikkönen	131pts	13	Grosjean	20pts
4	Bottas	122pts	14	Gasly	18pts
5	Ricciardo	106pts	15	Leclerc	13pts
6	Verstappen	105pts	16	Vandoorne	8pts
7	Hülkenberg	52pts	17	Ericsson	5pts
8	Alonso	40pts	18	Stroll	4pts
9	Magnussen	39pts	19	Hartley	2pts
10	Pérez	30pts	20	Sirotkin	0pts





RACE DEBRIEF HUNGARIAN GP

FINISHING STRAIGHT

ONE AGAINST THE HEAD

When it rains, he reigns. A wet-track pole position set up Lewis Hamilton for this against-form win

PICTURES 



Lewis Hamilton's wet weather prowess did it again. Fortune smiled on Mercedes when Q3 rain required extreme wet Pirellis and facilitated Lewis's sixth Budapest pole. Valtteri Bottas secured a Mercedes front-row lockout and presented Ferrari with a riddle which they couldn't solve on Sunday. For a second successive race, Lewis grabbed 25 points that Sebastian Vettel had the car to take.

QUALIFYING

The session distilled into a straight Q3 shoot-out on full wets in heavy rain. No surprise when Lewis Hamilton lapped in 1m35.658s right at the death for his sixth Hungaroring pole, just as Valtteri Bottas (1m35.918s) looked set to nail him for the

second successive year in Budapest.

Kimi Räikkönen, meantime, reckoned the red cars felt better in the wet than he could remember and had the pace to have taken pole had he not encountered Romain Grosjean on his last lap. Vettel's face spoke volumes as he contemplated P4, 0.03s slower than Kimi and behind the two Mercs.

Carlos Sainz, another wet ace, was delighted to put his Renault fifth. In the dry Renault had been fractionally bested by Haas but with Kevin Magnussen and Romain Grosjean only ninth and 10th in the wet, this was a timely performance from Carlos. Team-mate Nico Hülkenberg was a surprise Q2 casualty: a fuel bowser problem leaving him in the pits when he should have been on track.

Toro Rosso were on cloud nine too, as Pierre Gasly qualified sixth and Brendon Hartley – a first Q3 – lined up eighth.

And the Red Bulls? Alas, the same benign tyre usage that allowed Max Verstappen to do such a quick, long ultrasoft run on a scorching Friday afternoon, worked against him now and seventh was the best Max could do. Daniel Ricciardo, meanwhile had only squeaked through Q1 by a couple of tenths but couldn't repeat the feat when rain returned for Q2. He missed the favourable conditions and would start only 12th.

RACE

With wets used in qualifying, everyone had freedom of starting compound. Both Mercedes drivers and Räikkönen had opted for ultras while Vettel's Ferrari was on softs: strategic variation guaranteed even within the single-stop strategy predicted to be fastest. Sainz had also gone for softs with the remainder of the top 10 on ultras.

It was vital for Mercedes to convert their front row lock-out if they were to subdue predicted superior Ferrari race pace and they did that as the leaders got through Turn 1 without incident.

Further back Charles Leclerc, starting a lowly for him 16th, was pincered by the Force Indias and became a first-lap retirement and a disgruntled Max Verstappen joined him five laps later as he was told to switch off and pull over.

Up front Hamilton made good his escape while Bottas dropped back to best conserve his

“IT WAS VITAL FOR MERCEDES TO CONVERT THEIR FRONT ROW LOCK-OUT IF THEY WERE TO SUBDUCE PREDICTED SUPERIOR FERRARI RACE PACE AND THEY DID THAT AS THE LEADERS GOT THROUGH TURN 1 WITHOUT INCIDENT”

rubber and make Vettel's task harder. Hamilton was 3.5s ahead after five laps while Gasly ran an excellent fifth, ahead of Magnussen, Sainz, Hartley, Hülkenberg, 37th birthday boy Fernando Alonso's McLaren, Grosjean and the recovering Ricciardo, who had taken a healthy thump from Marcus Ericsson's Sauber at Turn 1 on the opening lap.

The first significant move came from Ferrari when they pitted Räikkönen early on lap 14 from fourth, four seconds behind Bottas. This forced Mercedes to respond to protect against the undercut, meaning 55 laps on a set of softs to the end if Valtteri was only going to make the one stop.

When Bottas pitted, second-placed Vettel was 8.7s behind Hamilton's leading Merc but on a clear

RESULTS ROUND **12**

HUNGARORING / 30.07.18 / 70 LAPS



Hamilton converted pole into the lead at the start (above) and never looked back. His cause was helped by Bottas delaying Vettel (below) after the latter emerged behind him following his stop



ANDY HONE; GLENN DUNBAR; STEVE ETHERINGTON; SUTTON IMAGES

track for the first time. It was on the harder tyre of course and the gap stayed pretty consistent. Vettel would obviously run a longer opening stint and be on the faster ultras at the end.

Mercedes extended Hamilton's opening stint for as long as his times were competitive and pitted him on lap 25 for fresh softs. He rejoined 13s behind Vettel with Bottas was a further 8s down and Räikkönen another three in arrears. Bottas wasn't going as quickly on his fresh softs as Vettel was on his starting set, which suggested there was less degradation on the softs than might have been expected in the blistering heat.

Vettel wanted to reach around lap 40 to leave just 30 laps on ultras to chase Lewis. On lap 30 he had a fairly comfortable pit window over Bottas's third-place Mercedes (23 seconds against the necessary 21), but then he hit traffic. The blue flags and back markers were not kind to him and on lap 37 the gap was down to 21.8s. Marginal.

Successive quick laps from Bottas meant this was going to be tighter than it should have been and when Vettel's front left did not locate properly and he was stationary for 4.2secs, the Ferrari came

out behind the No77 Mercedes.

Vettel was now 9s behind Hamilton, who was on the slower softs, with 30 of the 70 laps still to go. Seb needed to negotiate Bottas quickly, before the edge went off his ultras. He couldn't.

As Bottas' softs finally started to go away, Vettel accelerated alongside out of Turn 1 and chopped across into Turn 2. Bottas resisted for all his worth but couldn't get the car stopped and damaged his nose against the left rear of the Ferrari. Räikkönen followed Vettel through and Bottas was left to try to fend off Ricciardo's charging Red Bull. The Aussie finally made it by on the last lap, though Bottas had earned himself a 10s penalty for running into Dan.

Gasly took best-of-the-rest honours after a great race to sixth in the Toro Rosso, while the McLarens benefited from a long opening stint on softs which jumped them ahead of the Renaults and Grosjean. Vandoorne stayed within a couple of seconds of his more illustrious team mate, but retired 20 laps from the end with no drive. Eighth was Alonso's birthday present as Sainz and Grosjean completed the scorers.



1st	Lewis Hamilton	Mercedes	1h 37m 16.427s
2nd	Sebastian Vettel	Ferrari	+17.123s
3rd	Kimi Räikkönen	Ferrari	+20.101s
4th	Daniel Ricciardo	Red Bull	+46.419s
5th	Valtteri Bottas	Mercedes	+60.000s*
6th	Pierre Gasly	Toro Rosso	+73.273s
7th	Kevin Magnussen	Haas	+1 lap
8th	Fernando Alonso	McLaren	+1 lap
9th	Carlos Sainz	Renault	+1 lap
10th	Romain Grosjean	Haas	+1 lap
11th	Brendon Hartley	Toro Rosso	+1 lap
12th	Nico Hülkenberg	Renault	+1 lap
13th	Esteban Ocon	Force India	+1 lap
14th	Sergio Pérez	Force India	+1 lap
15th	Marcus Ericsson	Sauber	+2 laps
16th	Sergey Sirotkin	Williams	+2 laps
17th	Lance Stroll	Williams	+2 laps

Retirements

Stoffel Vandoorne	McLaren	49 laps - gearbox
Max Verstappen	Red Bull	5 laps - engine
Charles Leclerc	Sauber	0 laps - accident

*Includes 10-sec penalty for causing a collision

FASTEST LAP



Daniel Ricciardo,
1min 20.012s on lap 46

FASTEST PITSTOP

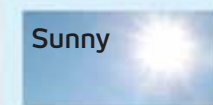


Lance Stroll,
21.291s (entry to exit)

TYRE COMPOUNDS USED



CLIMATE



AIR TEMP

34°C

TRACK TEMP

56°C

DRIVERS' STANDINGS

1 Hamilton	213pts	11 Sainz	30pts
2 Vettel	189pts	12 Ocon	29pts
3 Räikkönen	146pts	13 Gasly	26pts
4 Bottas	132pts	14 Grosjean	21pts
5 Ricciardo	118pts	15 Leclerc	13pts
6 Verstappen	105pts	16 Vandoorne	8pts
7 Hülkenberg	52pts	17 Ericsson	5pts
8 Magnussen	45pts	17 Stroll	4pts
9 Alonso	44pts	19 Hartley	2pts
10 Pérez	30pts	20 Sirotkin	0pts

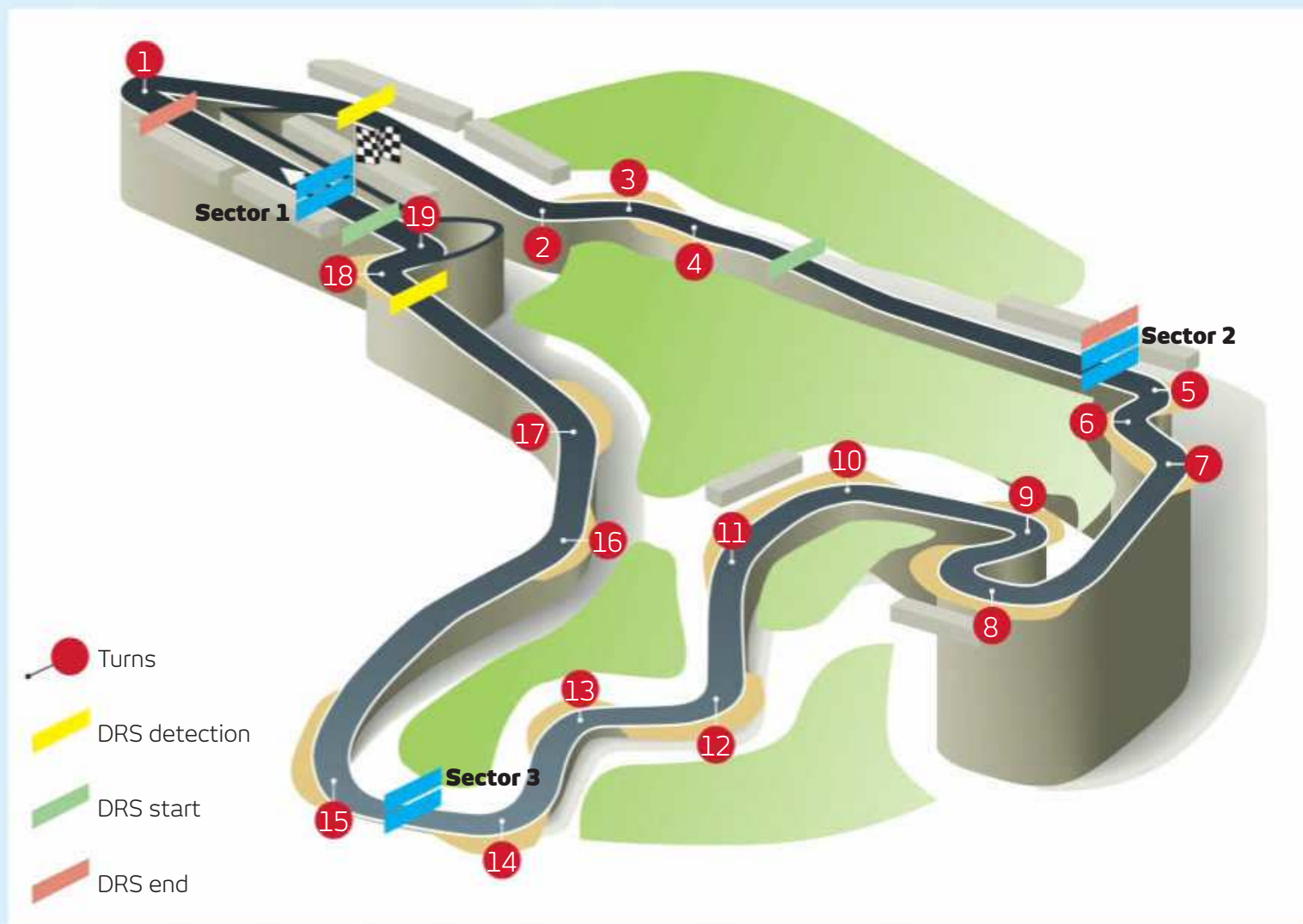




FINISHING STRAIGHT

THE BELGIAN GP

PICTURES motorsport IMAGES



RACE DATA

- Circuit name** Circuit de Spa-Francorchamps
- First grand prix** 1950
- Number of laps** 44
- Circuit length** 4.35 miles
- Race distance** 191.42 miles
- Lap record** 1m 46.577s
Sebastian Vettel (2017)
- F1 races held** 50
- Winners from pole** 18
- Tyres** Supersoft, soft, medium

TIMETABLE (UK TIME)

- Friday 24 August**
- Practice 1** 10.00-11.30
- Practice 2** 14.00-15.30
- Saturday 25 August**
- Practice 3** 11.00-12.00
- Qualifying** 14.00-15.00
- Sunday 26 August**
- Race** 14.10
- Live coverage** Sky Sports F1 & Channel 4

THE MAIN EVENT



Spa-Francorchamps remains one of the best-loved circuits on the F1 calendar because of the dynamic, sinuous nature of its layout, compounded by dramatic elevation changes. Drivers and fans alike name it among their favourites

Today's high-downforce machines might well motor through Eau Rouge flat out, but that doesn't detract from Spa's appeal. The area is well-connected to Europe by road, attracting hordes of fans (particularly Max Verstappen's 'orange army' from Holland), which can cause traffic woe – but of a minor order compared with the recent French GP.

Above all, drivers face a uniquely capricious enemy here: the Ardennes microclimate, fuelled by the valleys and forests, can rustle up torrential rain one moment and blazing sunshine the next – sometimes both on different parts of the circuit. But since Spa's first sector is a notorious engine-killer, some of the competitors who are pushing the limits of their annual power unit component allocations might be happy to see the clouds forming...

CLASSIC RACE: 1964

Dan Gurney looked set for a second F1 win at Spa in 1964 after qualifying on pole and leading for most of the race when, on lap 28 of 32, his Brabham BT7 slowed due to a lack of fuel. This promoted Graham Hill (BRM P261) to the lead ahead of Bruce McLaren's Cooper T73.

When Hill stopped with fuel pump issues on the last lap, this left McLaren with an easy run to the flag, only for the Cooper to run out of fuel approaching La Source for the last time. Coasting down the hill to the flag McLaren



was passed by Jim Clark (Lotus 25) at full speed, the Scot claiming a lucky win. Especially when the Lotus, too, ran out of fuel on the slowing-down lap...

THE WINNERS HERE...



2017

Lewis
Hamilton
Mercedes



2016

Nico
Rosberg
Mercedes



2015

Lewis
Hamilton
Mercedes



2014

Daniel
Ricciardo
Red Bull



2013

Sebastian
Vettel
Red Bull

THE ITALIAN GP



RACE DATA

- Circuit name** Autodromo Nazionale Monza
- First grand prix** 1950
- Number of laps** 53
- Circuit length** 3.6 miles
- Race distance** 190.59 miles
- Lap record** 1m 21.046s
Rubens Barrichello (2004)
- F1 races held** 67
- Winners from pole** 24
- Tyres** Supersoft, soft, medium

**TIMETABLE
(UK TIME)**

- Friday 31 August**
- Practice 1** 10.00-11.30
- Practice 2** 14.00-15.30
- Saturday 1 September**
- Practice 3** 11.00-12.00
- Qualifying** 14.00-15.00
- Sunday 2 September**
- Race** 14.10
- Live coverage** Sky Sports F1
- Highlights** Channel 4

THE MAIN EVENT



An F1 season without Monza is unthinkable – so much so that such a state of affairs has come about only once. Anyone who dismisses the notion of a circuit having an atmosphere should come here and soak up the ambience of the passionate tifosi and, yes, the whispering trees...

Initially built as a banked oval within the royal park, the circuit hosted very few successful events featuring the layout as originally intended, and the focus shifted to the simple but fast and demanding road course. Chicanes now disfigure the purity of that design but add greatly to safety, while adding overtaking opportunities. To see a modern Formula 1 car brake from over 200mph to 30mph in less than 100 metres at Turn 1 is to be amazed and thrilled.

Acceleration and top speed are the key differentiators for the cars here, while finesse and guts under braking separate the great drivers from the merely good. Another skill is to negotiate the first corner after the start without getting involved in a pile-up – easier said than done.

CLASSIC RACE: 1953

The last world championship race run to F2 regulations, this was a typical Monza slipstreamer. A four-car train of the Maseratis of Juan Manuel Fangio and Onofre Marimón, and the Ferraris of Alberto Ascari and Giuseppe Farina, did battle until Marimón dropped back. However, by the last lap he was again running with the three leaders, albeit four laps down, as was the lapped fourth-placed man, Luigi Villoresi. As all five came to the last corner Ascari and Farina were side-by-side and ahead of Fangio, only for Ascari to spin. Farina took evasive action, Ascari was hit by Marimón, and Fangio came through the chaos to win from the recovering Farina, with Villoresi third.



THE WINNERS HERE...

2017	2016	2015	2014	2013
Lewis Hamilton	Nico Rosberg	Lewis Hamilton	Lewis Hamilton	Sebastian Vettel
Mercedes	Mercedes	Mercedes	Mercedes	Red Bull

PICTURES: ANDY HONE; GLENN DUNBAR; LAT ARCHIVE. ILLUSTRATION: ALAN ELDRIDGE

TRAVEL GUIDE



FINISHING STRAIGHT



Beautiful, evocative Monza is among the world's oldest circuits



CHARLES COATES; ANDY HONE; OTHER PICTURES: SHUTTERSTOCK

VISIT THE ITALIAN GRAND PRIX

MILAN, ITALY, 31 AUGUST – 2 SEPTEMBER 2018

PICTURES motorsport
IMAGES

YOUR GUIDE TO MILAN

Considered the fashion capital of the world, Milan is Italy's second city and one of Europe's economic powerhouses. Its history is pre-Roman and the city has played a key role during Italy's turbulent past.

But the great appeal of Milan in the early autumn is the Italian Grand Prix which takes place on the outskirts of the city. It's held at the fabled Autodromo Nazionale Monza, one of the oldest grand prix circuits in the world.

To begin our tour of Milan, the first thing to note is that the city has an extensive metro system

meaning every sight is easily accessible. Start your tour with the city's most iconic building, the Duomo di Milano, a must when visiting the Lombardy capital. Boasting 135 spires, the building has a world-renowned façade which houses the 40,000-capacity cathedral within.

A short walk from Il Duomo is the Galleria Vittorio Emanuele II, one of the world's oldest shopping malls. An incredible sight of two streets, under arching glass roofs and a central dome, it is home to an amazing collection of entertainment, restaurants and shopping.

Continue north west and you will hit the

grounds of the Sforza Castle. The 15th century cathedral is one of the largest in Europe and home to an array of the city's museums, as well as an incredible walled garden.

Make sure to browse the Egyptian collection at the Museum of Ancient Art and the Pinacoteca del Castello Sforzesco before heading off to the city's most famous work of art. Housed in the Santa Maria delle Grazie, Leonardo da Vinci's Last Supper is open to the public.

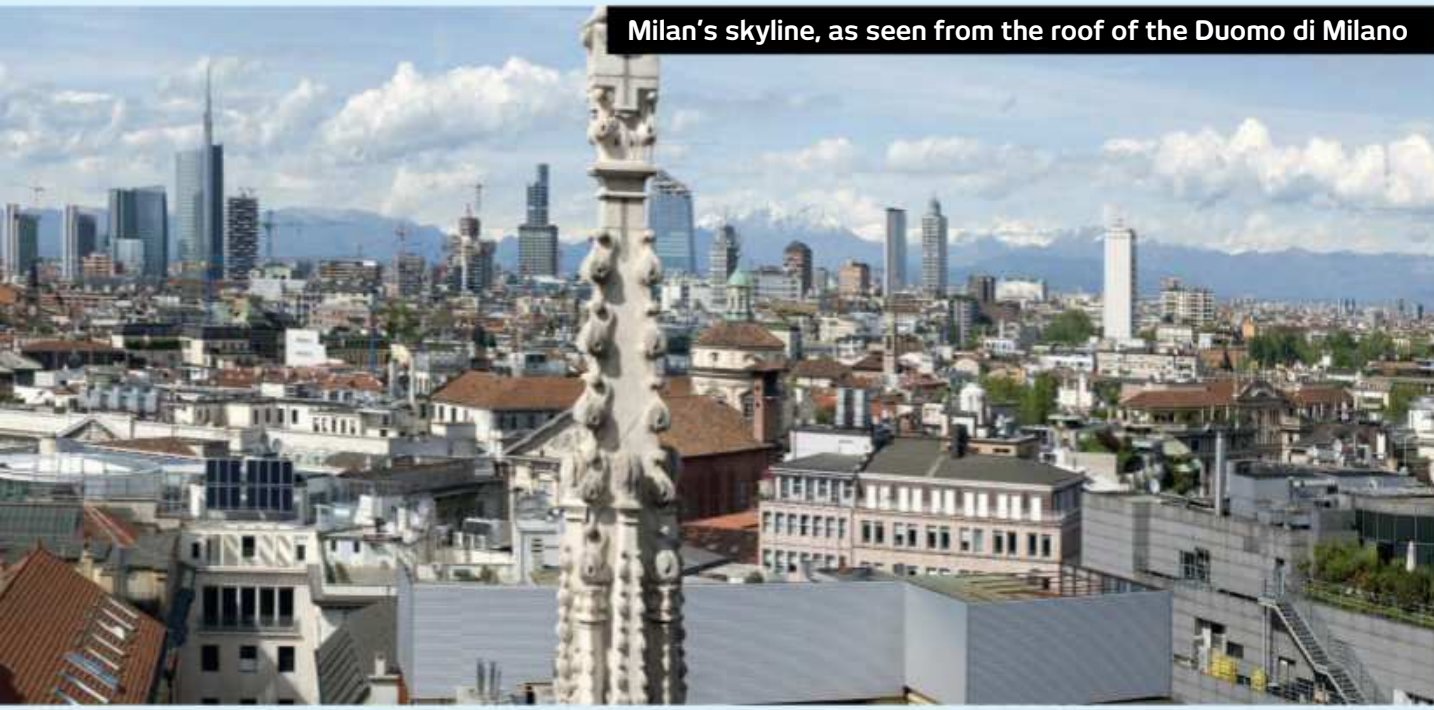
Booking is required since only 25 people can view the artwork at any one time, but there is no doubt it's worth the effort. Standing underneath



Thomas
Cook
Sport

in association with

Milan's skyline, as seen from the roof of the Duomo di Milano



Sforza Castle is home to a superb walled garden



A visit to Bergamo should be high on anyone's itinerary



The tifosi in full flow at Monza is a sight to behold



the four-and-a-half-metre-wide painting is awe-inspiring and one of the greatest experiences of art the world has to offer.

While in the Lombardy attending the Italian GP, you must also pay a visit to Bergamo. Split between the walled old town in the hills and the more modern expanded city in the lowlands, the two areas of Bergamo are joined by a funicular rail system built on to the slope. The 50-seater cars run frequently and are a convenient and novel way to travel, not so much a sight to see but an experience of the unique way the people of Bergamo live.

The old town is a sight to behold and the defensive walls are a UNESCO World Heritage Site. The walled city is home to a winding maze of small streets, alleys and yards. Explore your way around one of Lombardy's most precious jewels at your leisure.

Before you return home, the ultimate must-see in Bergamo is the famed basilica. The building's detailed façade and dome juts from a much more modest older wing of the structure, creating an extraordinary juxtaposition. Head inside to see magnificent works of art and sculpture to cap a truly memorable trip.

THOMAS COOK SPORT BREAK DETAILS

Pre-register for a 3-night
hotel break in 2019 now

YOUR BOOKING INCLUDES:

- ★ A great choice of hotel accommodation in either Milan or Bergamo with daily breakfast
- ★ Weekend general admission ticket
- ★ Race day (Sunday) return circuit transfers
- ★ Welcome Friday night drinks reception
- ★ Race day (Sunday) post-race drinks reception with 2x complimentary drinks at the Thomas Cook Sport Terrace @ St Georges restaurant (between 17.00 till 19.00)
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- ★ Thomas Cook Sport staff there to help
- ★ Service charges and taxes



ASK THE EXPERT
THE THOMAS COOK
SPORT REP'S VIEW

What is the best place to spectate from?

It has to be the Parabolica, as the cars brake into the circuit's final corner at high-speed from the back straight, and then ease back on the power towards the start/finish line – it's an incredible experience. The whole atmosphere at this race is infectious. There are so many passionate Ferrari fans and their excitement contributes to the weekend.

What can you do away from the track?

You can either go shopping in Milan or experience the history and hospitality of Bergamo, or maybe head to the track and picnic in the Monza royal park.

Any tips for making the Italian GP experience more amazing?

Yes, you can upgrade to our Mercedes-AMG Petronas Motorsport Experience and get an incredible insight into the inner workings of Mercedes and gain access to an exclusive Q&A with a senior member of the team.

Are there any local specialities that would you recommend?

The region's prosecco is not only delicious, but it is available on draught. The topped focaccias are a must – it's the regional bread just garnished with salt and olive oil.

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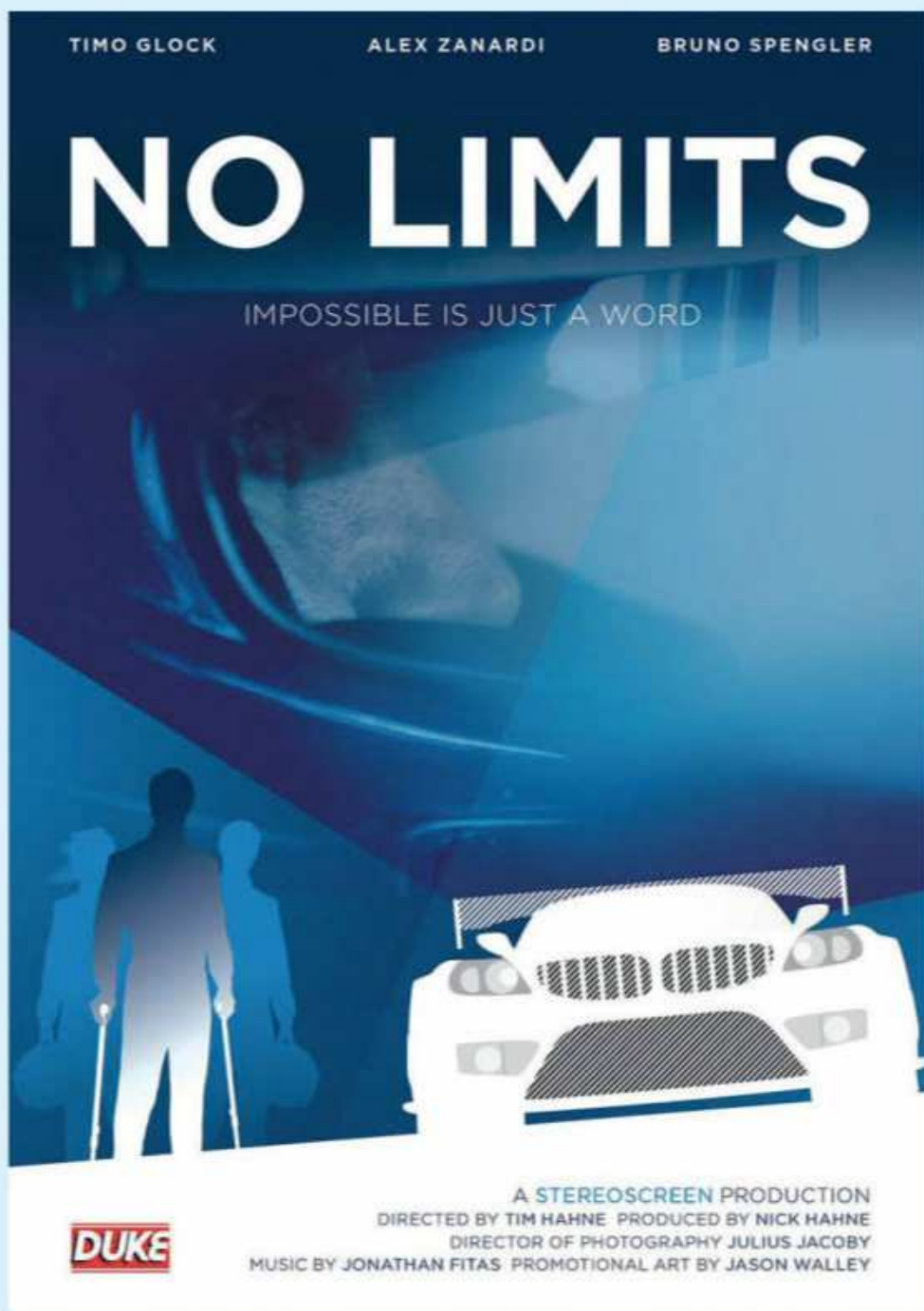
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F1 UPGRADES

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dukevideo.com

Former Williams F1 driver Alex Zanardi lost both his legs in an IndyCar accident in 2001, but returned to racing with a modified car and also took up hand-cycling, winning gold at London's 2012 Paralympics.

This DVD is the story of Zanardi teaming up with former F1 driver

Timo Glock and DTM specialist Bruno Spengler for the 2015 Spa 24 Hours, juxtaposed with his life as a paralympian. It means this documentary isn't simply about motorsport, but rather an excellent and emotional human narrative.

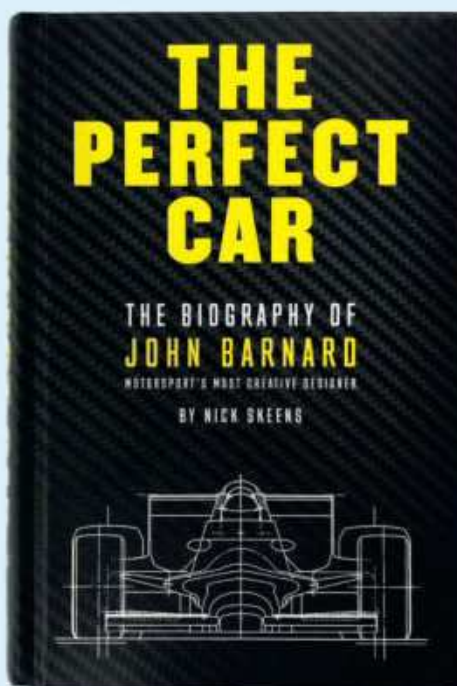
There's little career context here, but only a cursory knowledge of Zanardi's life before Spa is needed for the film to be gripping. The DVD also includes an additional 50 minutes of bonus material.

THE PERFECT CAR: THE BIOGRAPHY OF JOHN BARNARD

Author Nick Skeens

Price £40

evropublishing.com



Told with an attention to detail that will please its subject greatly, *The Perfect Car* is a meticulous biography of legendary F1 designer John Barnard, one of the sport's most relentlessly innovative technicians.

His career took him from Lola to McLaren to the USA, where he made his name with the Indy 500-winning Chaparral 2K. Upon his return he pioneered the use of carbon fibre in F1 at McLaren, where his single-mindedness earned him the nickname 'The Prince of Darkness'.

That unwillingness to brook compromise served him well at Ferrari, where he pushed through innovations such as the semi-auto gearbox. It's in these chapters, and those concerning his brush with Benetton, a further Ferrari stint and an abortive return to McLaren, that the book comes into its own.

Barnard's F1 involvement fizzled out, but the author wraps up with an amusing tale about his attempts to secure an interview with Ron Dennis.

F1 TRADING CARD GAME 2018 APP

iOS & Android

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purchases)

f1tcg.com



In the post-Bernie Ecclestone world, Formula 1 is continuing with its push into the world of digital media. Following the launch of an official podcast, F1 TV (not in the UK), an eSports F1 championship and live F1 shows on both Twitter and Facebook, this new 'app' for your smart phone is the latest piece of F1 digital content.

Simply, it is a card-collecting game, whereby users amass and then trade cards (think old-school Top Trumps) with other registered users across the world. The *F1 Trading Card Game* includes collectible electronic images of drivers, tracks and teams that have specific updates every grand prix race weekend.

The *F1 Trading Card Game* also has an in-app community where head-to-head racing takes place and where fans can find friends to challenge and trade cards with. Every card contains attributes to help build a winning deck and while the phone app – developed by VirtTrade – is free initially, there are a number of in-app purchases that need to be acquired to progress.



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2 September	Festival of Porsche	Brands Hatch
8/9 September	British Truck Racing	Snetterton
14-16 September	Bennetts British Superbike Championship	Oulton Park
22/23 September	British GT and BRDC British F3 Championships	Donington Park
23 September	Vintage Motorsport Festival	Snetterton
29/30 September	British Touring Car Championship	Brands Hatch (GP)
12-14 October	Bennetts British Superbike Championship	Brands Hatch (GP)
3 November	Neil Howard Stage Rally and Fireworks	Oulton Park
3/4 November	British Truck Racing and Fireworks	Brands Hatch
18 November	North HumberSide Stage Rally and Fireworks	Cadwell Park

** All events and dates subject to change*

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ALEX WURZ ME AND MY LID

The striking design of Alex Wurz's final F1 helmet at Williams was all his own work, and that included painting it himself in his bathroom...



MAIN IMAGES: MALCOLM GRIFFITHS. OTHER PICTURES: SUTTON IMAGES



This has been my signature design since I was doing BMX when I was 12, and I've been painting my own helmets at home for nearly 20 years now. The blue on the top of the helmet represents the sky, the green at the bottom symbolizes earth and yellow at the front and

back, sunrise and sunset. The red and white zigzags signify the Austrian flag.

The preparation of each step is very long – there's lots of masking and cutting to do because of the many colours involved in the design. I take a blank helmet and then mark everything

on the masking tape in pencil. Then I apply the colour layer by layer with spray paint (I do this in the bathroom). Sometimes I experiment with different effects within the colours. Then the last step – maybe the longest – is to do the black outlines with a brush.

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