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F1 RACING DECEMBER 2017 NUMBER 262

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Anthony Rowlinson

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Contributors



JAMES MANN

Over the past seven decades, Ferrari have consistently built beautiful racing cars. Check out James's stunning pics on p41.



RICHARD WILLIAMS

As a biographer of the great Enzo Ferrari, who better to write the authoritative story on the enduring appeal of Ferrari? It starts on p32.



STEVEN TEE

Fernando Alonso asked F1R photographer Steven Tee to capture an ambitious stunt in the centre of Tokyo. Find out more on p72.



JAMES ROBERTS

It's been a busy month for Jimmy, who quizzed Max Verstappen on p78 and interviewed driver manager Nicolas Todt on page 82.

When will Lewis put it all on red?

Who will remember the scrappy race for a P9 finish that confirmed Lewis Hamilton as 2017 world champion? Probably not too many *F1 Racing* readers, I'd venture – unless they're ardent fans of dominant race winner Max Verstappen of course.

It was a flaccid title conclusion to a season that has been positively thrilling for two thirds of its duration – that is until lap 4 of the Japanese Grand Prix, when a spark-plug failure on Sebastian Vettel's SF70H ushered him into retirement and simultaneously banished his title hopes to the realms of 'mathematical possibility'.

What a reversal! Vettel had led the drivers' world championship for 12 uninterrupted rounds, from Melbourne to Spa. But since the summer break and Hamilton's win in Belgium, he and Mercedes have been dominant, winning five from six, with P2 in Malaysia and only that one slip-up in Mexico.

No question, then, that the right man won – and *F1 Racing* will be celebrating Hamilton's stunning achievements in full next month. As the most successful Brit by any statistical measure, and surely one of the fastest men ever to have driven an F1 car, he is worthy of the admiration of every fan.

Yet Lewis's claim to greatness would be further enhanced if he did one thing: race for Ferrari.

Indeed, I'd go further, he *must* drive for Ferrari to establish himself as an immortal, for in embracing

the Scuderia he would embrace the possibility of failure and imperfection. These qualities may be anathema to the titans who've marched through F1 over the years, but they're intrinsic to the magic of the scarlet team and essential to understanding why 'The Reds' and their drivers are so revered: they appeal to our souls as much as to our heads.

Nigel Mansell, heroic though he always was for Williams, only became *Il Leone* at Ferrari. The Schumacher legend was written in red ink. Gilles Villeneuve: the Ferrari archetype. Senna, we know, had agreed to conclude his racing career in cars from Maranello. Imagine the power of a Hamilton-Ferrari combination, were he to make the switch.

By 2021, Vettel's contract will have expired and Kimi Räikkönen will surely have retired – so an opportunity is likely to arise whereby Hamilton could join Ferrari as a five-, six- or even seven-time champion. It's an enticing prospect, even if all these conversations are rendered moot by the emergence of Verstappen as The Man.

Enough romanticism already! Though, maybe not... We make no excuses for painting *F1 Racing* red this month, to celebrate Ferrari's 70th year.

Long may they rule our hearts.

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In the zone

This year's Spanish GP was a defining moment in the 2017 drivers' world championship, with Lewis Hamilton and Sebastian Vettel banging wheels on track in their battle for victory. Hamilton came out on top that day, beating Vettel by just a few seconds to claim his first win since China.

I took this shot of the two of them just before the beginning of the race, when all the drivers line up for the national anthem. It reminds me of when you have two boxers trying to avoid making eye-contact before a fight. You can see behind his sunglasses that Lewis is deep in concentration ahead of the race – he's really getting psyched up for the battle ahead.



Photographer

 **LAT IMAGES:** Lorenzo Bellanca

Where Barcelona, Spain

When 12.46pm, Sunday
14 May 2017

Details Canon EOS-1DX,
600mm lens, 1/800th @ F4

F1 CHAMPION'S PARADE

Surf's up for Lewis

To take this shot at Silverstone, I climbed the steps to the little gantry overlooking the track, from which FIA race director Charlie Whiting starts the race.

Crowd-surfing after a home win is something Lewis has turned into a tradition these past few years, and it's always good to see some driver/fan interaction. This was the second time he did it: the first was straight after the podium. He'd finished the team victory picture and then climbed the pitwall to jump into the crowd.

Because of his cap, all you can see of Lewis are his teeth as he grins with his thumbs up. Everyone is trying to reach out to touch him or to get a shot on their phone.



Photographer



LAT IMAGES: Lorenzo Bellanca

Where Silverstone, UK

When 4.18pm, Sunday
16 July 2017

Details Canon EOS-1DX,
24mm lens, 1/2000th @ F1.4







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F1 CHAMPION'S PARADE

When stars align

This photo is taken from Turn 1 at Singapore, where Lewis nimbly managed to avoid the effects of the mega-shunt Sebastian Vettel set in motion at the start of the race.

I'm shooting here from a track-access point for the marshals, rather than one of the 'windows' in the fence that photographers usually use. It's a gap where two walls meet, slightly overlapping, so you can only get this rear shot.

Photographing the Singapore GP is all about playing with the light and dark. I've used an R-Cross Screen filter here to make the individual lights splay out in a star effect; having the car's rear light active is never a given, but it adds to the impact.



Photographer

 **LAT IMAGES:** Steven Tee

Where Marina Bay, Singapore

When 8.30pm, Sunday
17 September 2017

Details Canon EOS-1DX MkII,
200mm lens, 1/100th @ F4

Lewis has the flag

After Lewis claimed his fourth title in Mexico, he had to do a host of media interviews before coming out to celebrate with his team in the pitlane. I took this picture straight after the Mercedes group shot, where his mechanics had gone wild with the champagne celebrations – you can see how his shirt is completely soaked. They lifted him up onto their shoulders and he held the flag aloft behind his head.

This is the moment every year when photographers have to fight their corner to get into position for the shot. It's always a bit of a free-for-all scrum because you're under pressure to capture the moment while competing with your rivals.



Photographer

LAT IMAGES: Lorenzo Bellanca

Where Mexico City, Mexico

When 5.35pm, Saturday
29 October 2017

Details Canon EOS-1DX MkII,
14mm lens, 1/800th @ F5





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CAN LEWIS BE THE G.O.A.T.?

01

So Lewis Hamilton has joined the ranks of four-time world champions. He clinched the title with his worst result of the year – a ninth-place finish at the Mexican Grand Prix that was enough to push him over the line when rival Sebastian Vettel could manage only P4 after damaging his Ferrari's front wing and puncturing Hamilton's rear tyre in a collision on the first lap.

For Hamilton it was a messy climax to an otherwise sublime second half of the season, in which he scored five wins and a second place in six races as Vettel and Ferrari stumbled. He surrendered a position of apparent strength



His P9 in Mexico was his weakest finish of the year, but secured Lewis a fourth drivers' title

with the sort of implosion that previously would have seen heads roll at Maranello. And still might.

Hamilton is now F1's third most successful driver: he's tied on four titles with Vettel and Alain Prost but with more wins than either, and is behind only Michael Schumacher and Juan Manuel Fangio in terms of titles. The question now is how far can he go? Schumacher's all-time records of seven titles and 91 wins, which so recently appeared insurmountable, suddenly look within reach.

"We all know how exceptional Michael was," said Lewis, "and his records have lasted for so long and there's one particular record that is going to be very hard for anyone to catch. Each year I don't set a goal to make records. I have a goal of somehow... improving certain areas where I feel I could be better."

A number of aspects would have to come together for Hamilton to match or beat Schumacher's statistics: he

Attempts to attract independent teams are annoying the teams already committed to F1

Alonso will stay on and Kubica could return with Williams. All good news for Liberty...

needs to keep winning in a machine capable of delivering victories, and he needs to remain in F1 long enough to keep racking up the numbers. In the past he's said he wasn't particularly interested in statistics, but this season he has several times referenced Vettel being not far behind and said he wants to stay ahead.

"It's kind of cool to be in this battle with him," Hamilton said of Vettel in Mexico. "He got 50 poles yesterday and I'm kind of like, 'I don't want to give him any more poles because he gets closer to me.' That's inspiration to keep pushing it, you know? Then the same with wins, same with championships and so then I see him sign for another three years with Ferrari and I'm like, 'Ferrari are not going to like me for the next couple of years.' But it's okay, because we're going to make it as hard as it can possibly be for them to win championships. I really am looking forward to that battle with them."

Hamilton has this season also talked about the end of his career, and wanting to move on from F1 to other interests that keep him enthused and energised. But that has to be contextualised along with his awareness of the old adage that 'you're a long time retired'. "There's a lot of life to live beyond 40," he said. "There's going to be a point at which, okay, I've had enough. But the balance is: I can't come back to Formula 1."

"I've already been blessed and had such a wonderful time here in these ten years. Hopefully I have my place here. And I'm going to continue – while I'm at my best – and I want to go out on top. Obviously each year, I could do the easy thing like Nico [Rosberg] did, which is just to stop and retreat, with these four titles. But I think there's more in me. I think there's more to come, more of a challenge, as there's harder times ahead and I like that; I love that. That's challenging."

So Lewis intends to continue for at least another few years, and that will be at Mercedes. Both driver and team have said they want to extend their relationship beyond its current termination date, which is next year. Vettel is contracted to Ferrari until the end of 2020 – and Max Verstappen has just extended his Red Bull contract to the same date, in exchange for a substantial pay rise.

At 32, Hamilton has at least five years left at his peak – probably longer. Schumacher was still operating at his best when he stopped at the end of 2006, nearing the age of 38. Fernando Alonso is likewise still exceptional at 36.

As for competitiveness, the move to Mercedes from McLaren at the end of 2012 has been the defining decision of Hamilton's career. He has won 41 races since joining them, and 40 in the past four years, a period in which Alonso, who spent three of those years at McLaren, has won two. If Hamilton maintains his average of ten victories per year, then Schumacher's records are very much within reach by the time he is 35.

But there are no guarantees. Not least because the lessons of 2017 are that Mercedes may need to revise

Mercedes tend to run a low-rake setup in contrast to the high-rake setup their rivals copied from Red Bull



IF HAMILTON MAINTAINS HIS AVERAGE OF TEN VICTORIES PER YEAR, THEN SCHUMACHER'S RECORDS ARE VERY MUCH WITHIN REACH BY THE TIME HE IS 35

their chassis design philosophy in future years. They have very much bucked the trend in recent seasons in going for a low-rake aerodynamic approach, whereas most other teams have followed the high-rake route set by Red Bull.

But this season has exposed various weaknesses in the design of the Mercedes machine. These weaknesses reduce the possible maximum downforce of the car and narrow the set-up window – hence the struggles Mercedes have been experiencing at low-speed, high-downforce tracks with what they have taken to referring as their "diva car" compared with the more user-friendly and flexible Ferrari and Red Bull.

If Mercedes decide to follow a high-rake philosophy, they will be several years behind their rivals in terms of experience. And so Hamilton's assault on Schumacher's records could hang on whether they can somehow compensate for that lack of knowledge.

POWER STRUGGLES

02

One area in which it can probably be assumed that Mercedes will continue to excel is in the engine department; their mastery of turbo hybrid power units has been the foundation for their dominance in recent years. And while rivals are catching up – Ferrari are now pretty much on an even footing, and the FIA insists Renault is within 0.3s of lap time on engine performance in race trim – Mercedes remain the standard-setters.

But the clock is ticking on the current engine formula. With the aims of reducing costs, closing up competition, 'improving' the noise and encouraging independent engine companies into F1, the FIA and F1 Group have published a proposal for a revised engine post-2020. ▶



The Mercedes engine is still the class of the field. For now, at any rate...

This followed months of consultations with the manufacturers, but is not to the engine companies' liking.

The outline is superficially similar to the current engines, in that it is based on a 1.6-litre V6 turbo hybrid, but the proposal does away with the controversial MGU-H (the turbo energy recovery device), while increasing the energy recovered from the rear axle (MGU-K). This would be driver-deployable to improve the racing, and restrictions would be imposed on the turbo with a number of parts standardised. Mercedes and Renault objected immediately, saying that this amounted to a new engine, which would require massive investment when much of the stated aim could be achieved with the current engines at a fraction of the cost.

Clearly the debate will run for some time, and how heated it becomes will depend on whether the proposal does what the FIA and F1 Group say it will. According to Renault's Cyril Abiteboul it will fail on at least one level in particular, namely the desire to open up F1 to independents. He claims the proposal "would maybe lower the cost of access for a car maker but you would still need a substantial amount of marketing dollars to spend on research and development to make any business plan work for the new engine. I don't think an Ilmor or a Cosworth will be able to go for it independently without the subsidies of another car company."

Renault and Mercedes both make the point that it seems somewhat counterintuitive to introduce a new rule to attract other manufacturers who have not committed to F1 but that annoys the ones who already have.

The joint engine proposal has been interpreted by the manufacturers as a show of strength and unity from the FIA and F1. It is also the first big statement from F1's new owners Liberty Media about how they see the future direction of the sport. Previously, Liberty had fiddled around the edges, scoring relatively easy wins with initiatives such as fan zones at races and so on. But a

“I DON'T THINK AN ILMOR OR A COSWORTH WILL BE ABLE TO GO FOR [THE PROPOSED ENGINE FORMULA] INDEPENDENTLY WITHOUT THE SUBSIDIES OF ANOTHER CAR COMPANY” **CYRIL ABITEBOUL**



Cyril Abiteboul, managing director of Renault Sport, believes the new engine proposals will actually repel independents

new direction is beginning to emerge, and focusing much more effort into expanding F1's exposure lies at its heart.

Releasing video clips onto social media is one example of this. Another is a proposal from F1 to hold a pre-season 'launch day' next spring. The initial idea was to hold this before testing in Barcelona at the end of February, but the teams have pointed out that the cars come together at the last minute and have asked for clarity about Liberty's aim: is the event aimed at the media or fans, or is it to encourage online engagement?

F1's commercial arm is also pressing ahead with chasing races in destination events in the US, with growing indications that plans for a grand prix in Miami in 2019 are well advanced. ▶

F1 DIGEST THE MONTH'S BIG STORIES AT A GLANCE

13.10.17 Former Red Bull protégé **Brendon Hartley** is drafted into Toro Rosso for the US GP and beyond

17.10.17 Robert Kubica completes a test in a 2014 Williams chassis at the Hungaroring

19.10.17 Fernando Alonso extends his McLaren contract to the end of 2018



20.10.17 Derek Warwick steps down as president of the British Racing Drivers' Club

20.10.17 Max Verstappen extends his Red Bull contract to 2020

23.10.17 Daniil Kvyat dropped from Toro Rosso racing driver line-up



24.10.17 Liberty Media float possibility of dropping Friday practice and expanding calendar beyond 21 races

28.10.17 Bernie Ecclestone claims Mercedes and Ferrari colluded on engine development and F1 politics



31.10.17 FIA releases details of post-2020 F1 engine rules framework



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GIVE IT THE OL' RAZZLE-DAZZLE

03 Liberty's clear plan is to increase the 'razzle-dazzle' of F1, and to do that they need a strong core product with major stars and compelling stories front and centre.

F1 has certainly had that this year with Hamilton vs Vettel, while Red Bull's fightback and the increasingly impressive performances of Max Verstappen are creating

THE CLEAR DESIRE IS THAT ALONSO AND MCLAREN STAY TOGETHER FOR SOME TIME AND RACE COMPETITIVELY NOT ONLY IN F1... BUT ALSO TO WIN LE MANS AND THE INDY 500

a complementary narrative. What's more, the presence of an old favourite has now been guaranteed for at least one more year following Alonso's re-signing at McLaren.

For now, Alonso is committed only to the end of 2018, but the contract has options, and the clear desire is that he and McLaren stay together for some time and race competitively not only in F1, following their switch to Renault engines next season, but also to win Le Mans and the Indy 500. To which end, Alonso is competing in the Daytona 24 Hours next January in a bid to gain experience for Le Mans, which he may well enter with Toyota next year. Initial conversations have already taken place.

Williams may yet provide Liberty with another PR coup next year if they decide to sign Robert Kubica alongside

Lance Stroll. It would be a fairy-tale return for the Pole after seven years out following his horrific rally accident. Kubica, who has only partial movement in his right arm, did well in two tests for Williams in October, but they are yet to make a decision, due to their concern that he might not be physically strong enough to complete a race distance at the toughest tracks. Kubica remains the favourite, though. Present incumbent Felipe Massa is set to retire at the end of the year, and the other candidates – reserve Paul Di Resta, Sauber's Pascal Wehrlein and ex-Toro Rosso driver Daniil Kvyat – are all outside bets, and in that order.

Kvyat has now been fully jettisoned by Red Bull, who are almost certain to retain Pierre Gasly and Brendon Hartley at Toro Rosso in 2018. That just leaves Sauber, whom Ferrari are pushing to accept their junior driver Antonio Giovinazzi and rising star Charles Leclerc. This would entail Sauber dropping Marcus Ericsson, regardless of his close links with the team's Swedish backers.

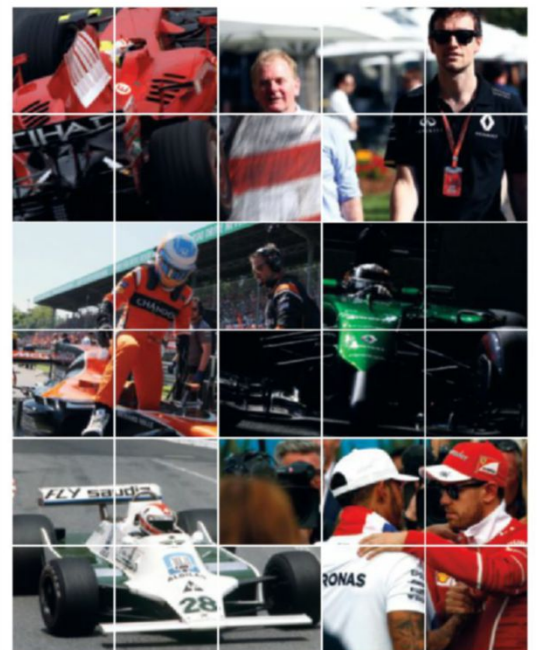
The fairy-tale return of Robert Kubica would be a great boost for Liberty. But Williams are undecided about offering him a drive



F1 MASTERMIND

Your chosen specialised subject: the world's greatest sport

- Q1** Which driver returned to the F1 grid for one race this season after a four-year absence?
- Q2** When was the last time the title-winning driver did not come from the team that won the constructors' championship?
- Q3** Who scored more points over the course of their Formula 1 career: Jolyon or Jonathan Palmer?
- Q4** What percentage of the grid received penalties for power unit and/or gearbox changes at the Italian Grand Prix this year?
- Q5** Where and when did Caterham last appear on a Formula 1 grid, and who were their drivers?
- Q6** How many times have Ferrari won the Abu Dhabi Grand Prix: 0, 1 or 2?
- Q7** Lotus, Alfa Romeo, Williams and Ferrari were the last four F1 teams that which driver raced for?
- Q8** True or false: this is the first season since 2012 that there have been five different race winners?
- Q9** Who are the two Swiss drivers to have won a world championship GP?
- Q10** What was the biggest points lead that Sebastian Vettel held over Lewis Hamilton this season?



1 Paul Di Resta 2 2008, Lewis Hamilton & Ferrari 3 Jonathan Stevens/Kamui Kobayashi 6 0 7 Mario Andretti 8 False, there were five in 2013 9 Clay Regazzoni and Jo Siffert 10 25 (14 to Jolyon's 9) 4 45% (9 out of 20) 5 Abu Dhabi 2014, Will



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THE RACER'S EDGE

PETER WINDSOR

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The legendary challenge and atmosphere of Macau make it a favourite of racers. But once they've left the F1 feeder series, they never get the chance to race there again

Thus began my love affair with Macau. Saying much for Ayrton's tuition and far less for my physical talent, I managed to finish second in my race that year – the Jackie Chan Trophy. I was probably miles away from the limit of the Mitsubishi Turbo, but all of Ayrton's details – the drain covers, the bumps, the entry points – were absolutely there, exactly as he had described them. *Exactly.*

What Ayrton didn't prepare me for were the extra-curricular activities at Macau – the things you'd never do at another race track, the 'school's out' stuff, the crazy driver stuff – but then he was only there in 1983 to win and to win ruthlessly, with the minimum of distraction and with the maximum of effect.

Ayrton would never have done what I saw them do. He wouldn't have taken the wheel of a Mini, as Emanuele Pirro did late one evening to drive a lap with Stefan Johansson huddled down in the pedal area, working the accelerator, brake and clutch with his hands as EP shouted instructions. He wouldn't have gone partying with Joey Dunlop and the other bikers; he wouldn't have arrived for practice straight from a night club, as Gonzo Rodriguez did when he was driving for Alan Docking.

Ayrton focused only on the racing. What I always remember about that afternoon with him was the way his eyes lit up as he talked his way around the lap – out of Lisboa, up the hill to the blind brow, through the square, down the hill through the high-speed esses, where the slightest error on entry stayed with you right to the corner at the bottom. What I remembered most was his love for a circuit like Macau.

Years later I sat down with Lewis Hamilton as he studied a map of what was then the new circuit in Baku. "I don't know," he said. "I mean, why don't they just make every street circuit like Monaco or Macau? That way they can't go wrong."

He began to walk away. "You know," he said softly, "I sometimes daydream about going back to Macau. I do the whole thing so no one knows who I am. I just get to the circuit, wear a white helmet or something, and jump into the car. I'd love to do that. F1 is F1 but I really miss Macau..."

I thought, of course, of Ayrton, and of that afternoon in his home. And I wondered why

MAGNIFICENT MACAU: A RACE IN A MILLION

It was a cold October afternoon on that bland estate. Rally-jacket weather. Fogged-up windows. A draught coming from somewhere under the dash. It was easy to find the house, though. Look for the Alfasud Ti. Can't miss it.

I parked and walked towards the door, noting the shattered mirrors on both sides of the Alfa but their frames still intact. I smiled, imagining him blasting the 'Sud through a gap just wide enough to catch the frames by a millimetre both sides.

I rang the bell.

"Sorry," said Ayrton, T-shirt tucked neatly into his jeans, as was his way. "I'm just on the phone. Sit down. I'll be with you in a minute."

The small living room was neat and sparse. A few framed pictures of his family. An RAC Competition Licence holder. Some candles. TV. Sound system. I could hear Ayrton's voice from the kitchen. He was talking in Portuguese, calmly and without emotion. Then he was with me.

"Sorry about that. You found the place okay?"

"Sure. And thanks for finding the time. This isn't for *Autocar*. I'm racing a saloon car at Macau,



Ayrton at home, ready to advise Peter on Macau

as I said, and I wondered whether I could ask you to talk me around a lap? You love it, don't you?"

"Oh yes. Best circuit in the world. It's the most enjoyable weekend in racing. I wish every race was there... sorry... would you like a Coke or something?"

"Thanks. Coke's fine."

Ayrton went to the kitchen and returned with two Cokes.

"Okay. Your recorder is switched on?"

"Sure. New batteries."

"Let's start by assuming you're on a flying lap. You use all the road through the right-hand kink. It's easy-flat but you have to respect a slight bump about one-and-a-half metres from the apex on the right. In an F3 car you run to the left of it, missing it by two or three millimetres, but in your saloon car you might get away with running over it. If you do so, you'll see a drain cover half a metre from the guardrail on the inside. That's about two-and-a-half metres before the precise apex. You must run between the drain cover and the guard-rail – probably ten centimetres from the guard-rail..."

So it went on. By the time he had finished his laps of Macau, my recorder had been running for 47 minutes. Every detail. Every slope, every undulation, every surface change. It was all there, imprinted on his mind. Not once did he pause.



“MACAU IS THE MOST ENJOYABLE WEEKEND IN RACING. I WISH EVERY RACE WAS THERE” AYRTON SENNA



Senna drives to victory at Macau in 1983. He loved the venue and could recall a lap there with pinpoint accuracy

motorsport decrees that the best drivers, once they are acclaimed, must not return to the circuit they love the most. It's like golfers not being allowed to return to Augusta once they've won the Masters.

So here's the next item to be checked, please, on my list for Liberty Media: let's find a way of enabling all the top F1 drivers to race again at Macau. You want to kickstart F1's image in China? Here's your

answer. An indoor kart benefit in Shanghai, and then, a couple of days later, the Macau Grand Prix in F3 cars. I can't think of another circuit in the world that is so loved and so revered. I can't imagine a driver who wouldn't want to do it (even though Ferrari, I concede, would probably not be supportive). No matter. We can live without Vettel or Kimi. Give us Leclerc and Giovinazzi instead.

One thing's for sure: this has to be a *race*, not some boring street demo, which means that there will be no prizes for guessing whose name will be on the top of the entry list: L. Hamilton (Dallara-Mercedes).

Then again, perhaps we should also leave a space for another driver, who will certainly be there in spirit.



THIS F1 LIFE

PAT SYMONDS

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FAILURE IN F1 IS COSTLY - BUT SADLY INEVITABLE

It is a well-worn aphorism that in order to finish first, first you must finish. As with most words of wisdom, this is a remarkably apt truth wrapped up in a concise manner. F1 is a team sport and one that relies heavily on technical excellence. It is a test of man and machine and, from time to time, machines, like men, will fail.

For some reason in sport, the occasional failure of man while performing at the limit is deemed acceptable and even inevitable. Logic suggests that the very act of failure is proof of the extreme limits to which the sportsman pushes himself. Conversely it seems that anything other than zero defects is inadequate when it comes to the machinery a sportsman is using as an inevitable and important part of his quest for success.

Ferrari have had a torrid time since the F1 circus left Europe. Vettel moved from champion-elect to champion underdog within the space of three races at which the man-and-machine combo failed to live up to the exacting standards required in top-level international competition. While in Singapore the blame cannot be put on



A £45 spark plug cost Ferrari the race in Japan

the machinery, in Malaysia and Japan the equipment was certainly found wanting.

Those not involved in engineering may ask how, with a team of around 1,000 people and a budget said to approach £264million, such things can happen. They may further ask how the fault could lie with such a simple component as a £45 spark plug.

Reliability is, however, an integral part of high-performance engineering. Indeed, the elegance of a design often lies in a lack of complexity, since simplicity can only enhance reliability. For any complex system where failure may have a profound outcome, engineers employ

a technique known as Failure Mode Effect Analysis. The technique involves a systematic review to identify all possible failure situations, evaluate their effect and the likelihood of such a failure occurring and hence rate explicitly the need for action based on these aspects. Each factor is weighted and rated from one to ten. The three factors are then multiplied to give a risk priority number.

F1 engines use sophisticated sensors to measure the pressure in the engine cylinders during combustion. The sensors let the engine control run the engine right up to the point of 'knock', thereby gaining maximum performance while maintaining reliability. The sensors operate in a harsh environment and have a high propensity

to failure. If they do fail, the event is easily detected and the corrective action is to move to a safer area of the engine maps, thereby giving a small degradation of performance but precluding any risk of damaging the engine. The seriousness of the outcome is therefore low and the problem is easy to detect. Consequently, the sensor can be assigned a relatively low-risk priority number based on these facts.

If we now consider a tyre valve, the chances of failure are low, but detection in time to take preventative action can be difficult and, of course, the risk to the driver and the car of a deflated tyre is extremely high. Hence a high-risk priority number would be assigned and every precaution would be taken to ensure good quality in design, manufacturing and usage

It is inevitable that, without being reckless, reliability problems will occur from time to time in exactly the same way that every driver will have an 'off' from time to

Vettel started from P3 in Japan, but slipped back and was forced to retire as his Ferrari lost power





Ferrari paid the price for turbo failures in Malaysia, with Vettel unable to complete Q1 and Räikkönen unable to start the race

time. When problems do occur, the process that swings into action is crucial. I train my engineers to think of a failure as they might think of a crime. They should apply the same principles of forensic investigation to the analysis of the problem as would be applied to a crime scene. The aviation industry is well practised in this so called 'black-box thinking', with the result that air travel is now very safe.

When interviewing race engineers for employment, I always ask: "One of your cars has an unexplained accident in practice. What are your first actions?" The correct answer is to ensure that the other car does not run again until the situation is assessed and a risk-analysis undertaken. If preventative action is required, this should then be applied to all affected components. The aspect of Ferrari's recent reliability problems that surprises me is that the problem with the broken inlet tract that ruined Vettel's qualifying in Malaysia was reported as being the same problem that afflicted Räikkönen on the grid the next day. If these reports are true, then it is surprising. I would have thought a simple carbon wrap around the components on Saturday night may have prevented recurrence.

Reliability is now more generally discussed in the light of the repeated and onerous penalties applied for excessive use of power units, and, to some extent, transmissions. While I agree that applying a 35-place penalty to a grid of 20 cars can look ridiculous, we must understand that, without a penalty that directly affects the ability to obtain a good finishing position, the idea of limiting engine supply to reduce expenditure would disappear. Although the process has attracted negative press, a recent survey of fans showed overwhelmingly that they both understood the reason for, and

agreed with the implementation of, the procedure. They were not in favour of replacing the penalty with any other form of handicap.

We must never forget the perversity of unintended consequences, but in this case, the climb through the field of front-running drivers who have been displaced has generally added excitement to races. Remember also, as you vent your frustration on the designers of that £45 spark plug, that they, too, are pushing the boundaries of engineering in the search for performance and therefore will, like drivers, fail from time to time.

RELIABILITY PROBLEMS WILL OCCUR FROM TIME TO TIME IN EXACTLY THE SAME WAY THAT EVERY DRIVER WILL HAVE AN 'OFF' FROM TIME TO TIME. WHEN PROBLEMS DO OCCUR, THE PROCESS THAT SWINGS INTO ACTION IS CRUCIAL



POWER PLAY

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The good news is that these deals expire on 31 December 2020. F1 will then hopefully revert to performance-linked payouts. The bad news is that the Strategy Group will frame F1's regulations through to the expiry date. This means that the ghosts of the teams who contributed to the chaotic state of F1's current regulations will continue to haunt F1's post-2020 regulations. That's despite optimism that the end of the CVC/Ecclestone era would result in cost-cutting and end domination by four privileged teams once F1's financial and regulatory inequality were eliminated.

Clearly this will not be the case; worse, Ferrari, whose president, Sergio Marchionne, is threatening to cancel the team's F1 activities, will continue to exercise their veto through to expiry. Should it be extended as a sweetener to keep Ferrari in F1, he might well keep that power for the foreseeable future, meaning any regulation changes proposed for F1's 'new era' will be subject to Maranello's caprice.

What does this mean in real terms, and how did the situation

arise? In terms of process, the post-2020 regulations – particularly pertaining to power units – need to be approved by the FIA at least two years ahead of introduction, i.e. 31 December 2018. Before such rubber-stamping by the FIA's World Motor Sport Council, they need to have passed muster at Strategy Group and F1 Commission levels.

Sources say that in CVC's hastiness to list on the stock exchange, no provision was made in the bilateral team agreements for an independent regulatory body to shape F1 post-2020. There was just one stipulation: that if no agreement was reached, the present regulatory process (Strategy Group and F1 Commission) would continue, even after 31 December 2020 if necessary. And why would this select 'club' agree to change before that date? Do turkeys vote for Christmas? And don't forget that Ferrari's veto expires only on 31 December 2020...

Thus, even if the FIA and FOM present a united front and totally align themselves at Strategy Group level – where they collectively hold 12 of 18 votes – in the hope of forcing through less complex power units and cost-cutting initiatives, Ferrari could still torpedo such changes. And if proposals don't suit the agendas of, say Mercedes or Red Bull, they could aid and abet Ferrari.

Already the word is that budget caps will be vetoed, as will any dumbing down of F1's present power units; worse, Mercedes, Ferrari and Honda are in favour of all-wheel-drive systems via front axle-mounted KERS motor-generators. Cheaper, less complex F1 post-2020? Unlikely.

FERRARI STILL HAVE A HOLD ON F1'S FUTURE

At the root of all Formula 1's current ills are two intertwined issues that arose because of former commercial rights holder CVC Capital Partners' designs on a Singapore stock exchange listing: an inequitable revenue structure that rewards participation instead of performance, and dysfunctional regulatory processes that permit one team, Ferrari, to veto putative rule changes, even if they are put forward after majority agreement.

A series of bilateral agreements between Formula One Management, now owned by Liberty Media, and a select group of teams ensures they not only benefit preferentially from F1's billion-dollar revenues, but also decide whichever motions are escalated to the F1 Commission via the Strategy Group. They also form a major voting force in that oxymoronically titled committee upon which they sit, together with the FIA and FOM – each group holding a block of six votes.

This gives the 'preferred' teams the power to block any proposals that threaten their own interests – a power they use frequently, when such proposals favour the independent teams. Plenty of



Ferrari's unrevoked power to veto new regulations in Formula 1 could affect the sport beyond 2020

sensible ideas to cut costs, for instance, have been needlessly and summarily shot down.

That's not the end of select team privilege, either. Once the Commission has approved a motion, Ferrari get to have their say before the governing body grants final approval. Should any change not find favour in Maranello, the historic veto is trotted out (or, at the very least, threatened), as was the case when the FIA and FOM pushed for cheaper and simpler bi-turbo V6 engines in place of the current, complex units.

Is it any wonder F1 finds itself in a regulatory mess? The blame rests squarely on CVC and ex-F1 tsar Bernie Ecclestone. In their haste to list F1 as a means of turning quick bucks, CVC appeased Ferrari's demands, plus those of Red Bull, McLaren and Mercedes. Williams, albeit less privileged financially, are the fifth 'club' member. The IPO was eventually aborted, but we still suffer the effects of the deals cut to expedite its passage.



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CELEBRATING

YEARS OF FERRARI

THE BLOOD, THE MYTH, THE MAGIC



Those deep-hooded eyes that had seen it all. A legend written in scarlet. Drivers who would die for the glory of the team, knowing full well that racing for Ferrari might exact the ultimate price. Over the next 30 pages, we celebrate 70 years of their F1 magic.

FORZA FERRARI.



ASCARI



FANGIO



HAWTHORN



HILL

THE



SURTEES

GLORY



LAUDA



SCHECKTER

SCHUMACHER



RÄIKKÖNEN



Alberto Ascari
Dorino Serafini
Raymond Sommer
Luigi Villorosi
José Froilán González
Piero Taruffi
Peter Whitehead
Giuseppe Farina
André Simon
Piero Carini
Mike Hawthorn
Umberto Maglioli
Robert Manzon
Maurice Trintignant
Eugenio Castellotti
Paul Frère
Harry Schell
Peter Collins
Juan Manuel Fangio
Olivier Gendebien
Luigi Musso
André Pilette
Alfonso de Portago
Cesare Perdisa
Wolfgang von Trips
Phil Hill
Cliff Allison
Jean Behra

Tony Brooks
Dan Gurney
Richie Ginther
Willy Mairesse
Ricardo Rodríguez
Giancarlo Baghetti
Lorenzo Bandini

Ludovico Scarfiotti
John Surtees
Nino Vaccarella
Mike Parkes
Chris Amon
Jonathan Williams
Jacky Ickx

Andrea de Adamich
Derek Bell
Pedro Rodríguez
Ignazio Giunti
Clay Regazzoni
Mario Andretti
Nanni Galli
Arturo Merzario
Niki Lauda
Carlos Reutemann
Gilles Villeneuve
Jody Scheckter
Didier Pironi
Patrick Tambay
René Arnoux
Michele Alboreto
Stefan Johansson
Gerhard Berger
Nigel Mansell
Alain Prost
Jean Alesi
Gianni Morbidelli
Ivan Capelli
Nicola Larini
Michael Schumacher
Eddie Irvine
Mika Salo
Rubens Barrichello
Felipe Massa
Kimi Räikkönen
Luca Badoer
Giancarlo Fisichella
Fernando Alonso
Sebastian Vettel



OF FERRARI

No racing team – maybe no team of *any* kind – exerts so powerful a hold over their fans' emotions as do Ferrari. **Richard Williams** explores the myth and magic that make the Scuderia so compelling



At any given grand prix in 2017, there's a fair chance that 99 per cent of all those thousands of spectators wearing Ferrari-branded merchandise are never even going to have heard of Alberto

ASCARI,

the first Ferrari driver to finish on the podium at a championship grand prix. Yet this man, now buried next to his father beside a tree-lined path in Milan's Cimiterio Municipale, is the foundation on which the Ferrari legend is based.

Ascari finished second to **Juan Manuel Fangio**, in an Alfa Romeo, at the 1950 Monaco Grand Prix, the second round of the inaugural series of the world championship, after half the field had been eliminated in an opening-lap pile-up. Among the unfortunate retirees were Fangio's team-mates, Nino Farina and Luigi Fagioli, who would surely have climbed the podium alongside him had they not been caught up in one of the great carambolages in F1 history. It was an early stroke of good fortune for the infant Ferrari team, and by no means their last.

Luck has played a powerful role in the long-running drama of the Scuderia. Good luck (and influential friends) have rescued them from the brink on more than one occasion, while its opposite provided a backdrop of tragedy and disappointment that served only to strengthen their uniquely compelling aura. But there would be no luck involved when Ascari guided his Ferrari Tipo 500 to the world title in 1952 and '53, becoming the first man to win back-to-back titles. His streak of nine consecutive race wins across those two seasons – if we discount the Indy 500, as we should – still stands, to be equalled only by Sebastian Vettel 60 years later.

It's true that the competition during Ascari's title-winning years, which spanned the short-lived two-litre era of Formula 1, was not the most intimidating. Maserati, Ferrari's local rivals, had Fangio, but were on the back foot technically. The French and British entries from Gordini, Alta, Cooper, Connaught, HWM and others lacked muscle, while the return of Mercedes-Benz was still only a rumour. But those were the seasons – following closely on victories for Ferrari sportscars at the Mille Miglia, the Targa Florio and Le Mans – in which the cars bearing the black prancing horse on the yellow shield began to achieve their eventual status as a symbol not just of the Italian racing scene, or of grand prix racing, but of motor racing as a whole.

The legend of Ferrari is about the cars, certainly, from the mighty 4.5-litre 375 in which **José Froilan González** beat the Alfas at Silverstone in 1951, to **Sebastian Vettel's** current SF70H. It's also about the people who designed and built them, and it is very much about founder Enzo Ferrari, who cultivated an enigmatic façade that is still in place 30 years after his death. Above all, though, it is about the line of drivers that began with Ascari and continues all the way to Vettel – the latest to grapple with the special pressures and

Alberto Ascari on his way to collecting Ferrari's first podium, as he finishes second behind Fangio at the 1950 Monaco Grand Prix

responsibilities (obligations, you might say) of driving a Ferrari.

With the exception of the years from 2000-2004, in which **Michael Schumacher** took five consecutive titles, Ferrari have never been invincible. And it's the combination of vulnerability and persistence that explains their unique appeal. Michael Schumacher endured four years of hard graft and only the occasional glimmer of success before winning titles. **Fernando Alonso** lacked the patience and humility to see it through to the successful conclusion that history suggests would otherwise have awaited him. Like Schumacher, he arrived having won two titles with another team, but couldn't wait to have more. Through that failure, however, he too became part of the legend: an example of how, in the end, Ferrari determines a driver's destiny, rather than vice versa.

Alonso's falling out with the team is a reminder of the way Enzo Ferrari sometimes reacted to his drivers. He disliked Fangio, who had arrived from Mercedes in 1956 with three titles under his belt, and would win a fourth in part thanks to the altruism of his young team-mate **Peter Collins**, who handed over his car and a share of the points for second place at Monza. Fangio and his manager haggled with Ferrari over money and, having won the title,

VEITTEL

the great Argentine turned his back and left for Maserati. This was his spiritual home and a warmer and more accommodating environment, but Maserati lacked the business acumen and ability to make tough decisions and would be out of Formula 1 a year later.

Mike Hawthorn was Ferrari's third world champion, and Britain's first. His triumph came in the wake of a succession of tragedies: **Ascari**, **Eugenio Castellotti**, **Alfonso de Portago**, **Luigi Musso** and Collins all perished at the wheel of Ferraris between 1955 and 1958. The Portago crash, at the 1957 Mille Miglia, took the lives of nine spectators, five of them children, prompting calls from the Vatican (seven years after the team, returning from a victorious campaign in Argentina, had been received by Pope Pius XII) for Ferrari to be prosecuted. Drivers had already been killed in the post-war years while at the wheel of other makes – Achille Varzi in an Alfa, Jean-Pierre Wimille in a Gordini, Raymond Sommer in a Cooper, Onofre

Marimón in a Maserati, for example. But it was the Ferrari flag that bore the most indelible bloodstains, further darkened in the 1960s when **Wolfgang von Trips**' 156 Sharknose killed 15 spectators along with its driver at Monza and when **Lorenzo Bandini** was burnt to death in his 312 at Monaco, both accidents taking place in front of the television cameras.

Was this gruesome coincidence, or did Enzo Ferrari foster a spirit of internal competition among his drivers that encouraged them to take greater and perhaps unnecessary risks? Certainly his cars, unlike those of some of his rivals, were never less than robust. But through these ordeals the Scuderia came to resemble Manchester United, for whom the Munich air crash of 1959 deepened the club's hold on the public's imagination, as did the excruciating wait for a league championship between 1967 and 1992. Ferrari's own lengthy droughts – between **John Surtees** in 1964 and **Niki Lauda** in 1975, and between **Jody Scheckter** in 1979 and

ALONSO

Michael Schumacher 21 years later – represented a sort of exquisite agony for both the team and their fans, a sensation of the kind they are experiencing again while awaiting the end of their current dry spell, which began after **Kimi Räikkönen**'s title win ten years ago.

A decade, of course, is nothing in the life of Ferrari. They have been a fixture in the world championship since the start, missing only a handful out of almost a thousand races since the series began in 1950. Unlike Mercedes, who have been blown in and out of the sport by corporate priorities, Ferrari are a guaranteed presence. And behind those decades of commitment are the ghosts of the interwar era, when Enzo Ferrari ran Alfas for such heroes of the golden age as the incomparable **Tazio Nuvolari**, his great rival Achille Varzi, the opera singer Giuseppe Campari and Antonio Ascari, Alberto's father.

Whenever he was asked to nominate the greatest driver of all time, Enzo Ferrari would always unhesitatingly nominate Nuvolari, the Flying Mantuan, who embodied what came to be accepted as the qualities necessary for a real Ferrari driver: extreme speed, yes, but also flair and conspicuous courage. The Old Man could never give his wholehearted blessing to those who, like Varzi or Fangio, he saw as approaching the job in a spirit of excessive calculation. Which




VILLENEUVE

**EXTREME SPEED,
FLAIR AND
CONSPICUOUS
COURAGE**

- WHAT ENZO FERRARI SOUGHT IN AN F1 RACER



was, of course, why he loved **Gilles Villeneuve**, who won no championships but lit up the lives of spectators around the world, not least that of the old man who sat watching the races on television, surrounded by his cronies, relishing the sight of this young French-Canadian driving the wheels off one of his precious machines, fighting with chivalry but never giving up.

At Zolder in 1982, Villeneuve became the last man to die at the wheel of a Ferrari F1 car, while embroiled in an internal spat with his team-mate, **Didier Pironi**: a replay of the classic Nuvolari-Varzi rivalry, but with a tragic conclusion. Even now, 35 years on, you sometimes see a Ferrari banner bearing his number 27 at a race. And that's the measure of the potency of the Ferrari legend, fed by the imperishable stories of those who gave it life. 

TAZIO NUVOLARI

How do Ferrari unlock their championship-winning potential?

This year's titles have eluded Sebastian Vettel and Ferrari, due to a string of errors, but, as **Andrew Benson** explains, the partnership is still gaining momentum and they have the key to unlock success over the next three years...

IMAGINE

an alternative history of 2017, in which Ferrari and Sebastian Vettel had maximised their potential and did not toss away huge swathes of points over a hatful of races.

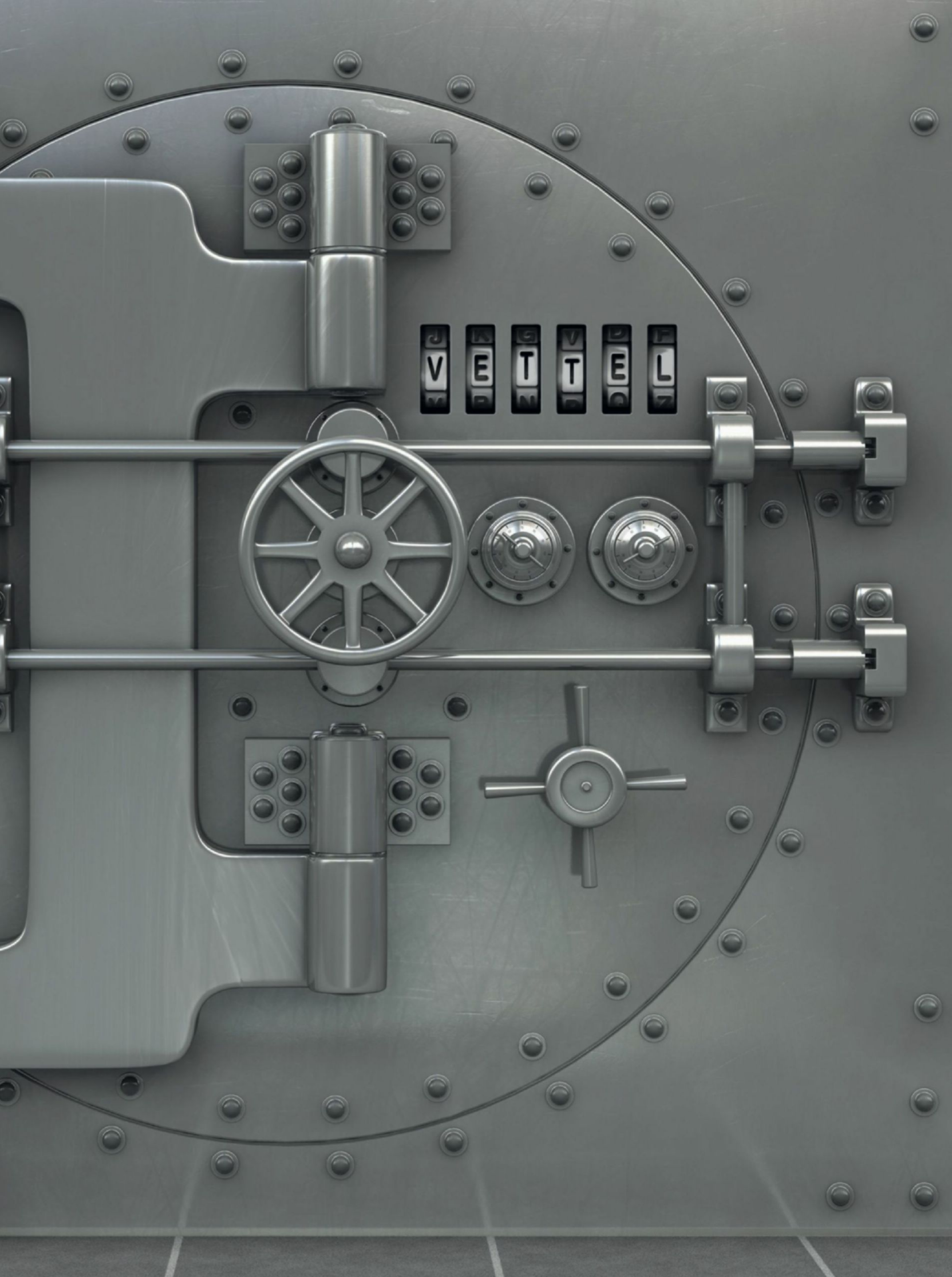
IMAGINE

if Vettel had *not* had his moment of madness when he drove into Lewis Hamilton's car behind the Safety Car in Azerbaijan. Or if he had not veered so aggressively across the track at the start of the race in Singapore, triggering the multi-car accident that took out both Ferraris, Red Bull's Max Verstappen, and McLaren's Fernando Alonso.

IMAGINE

if Ferrari had not suffered the identical manifold failures on both cars in Malaysia, which left Vettel at the back of the grid and forced Kimi Räikkönen to retire from the race before it had even started. Imagine if Vettel's engine had not suffered a spark-plug failure on the grid in Japan. What would it all mean? ▶







Vettel showed such early-season promise, holding his lead for the first 12 GPs and making the podium at nearly every race. But errors on his part and a string of technical failures in the Asian races put paid to his dream

IN THAT ALTERNATIVE HISTORY,

Vettel could conceivably have gone to the Mexican Grand Prix leading the championship by around 30 points, rather than trailing Lewis Hamilton by 66. Even taking out the driver errors and just focusing on the reliability issues, Vettel would have been within one win of Hamilton and the title would still have been a realistic ambition.

There, in raw numbers, is the scale of Ferrari's failure in 2017, the cataclysmic nature of the way they have shot themselves in the foot, and thrown away their best chance of winning the championship for the first time in nearly ten years. On one level, it demonstrates the gulf between Ferrari and Mercedes: how far the Scuderia have still to travel before they win another title. But on another it shows something else – how much progress they have made since last year, and, by extension, how close, paradoxically, they are to achieving their ambition.

The changes rung by president Sergio Marchionne over the summer of 2016, the restructuring of the team to enable creativity and inspiration to come to the fore, have worked. Not only have Ferrari produced their first genuinely competitive car since 2008 – arguably the best car this year, and certainly the most flexible, user-friendly and consistent – but they have proved capable of developing it, too, to keep pace with Mercedes.

Even more than that, when governing body the FIA acted to close off some of the more controversial design avenues on the car in the early summer, Ferrari were able to find ways to overcome the deficit and, one weak race at Silverstone aside, not lose any ground. FIA clarifications affected the engine (by restricting the burning of oil as fuel, as a way to reduce detonation in these turbo hybrid engines and therefore increase

power) and the aerodynamics (by forcing Ferrari to make the edge of the floor in front of the rear wheels more rigid). But Ferrari made the changes and bounced back, continuing almost as if nothing had happened.

Vettel cut a disconsolate figure after the race in Austin, Texas, where Hamilton's dominant victory came as a nasty surprise to Ferrari and put what looked to be the final nail in the coffin of their title hopes. Yet when he spoke with optimism before the race about Ferrari's progress in 2017, Vettel did so with good reason.

"Overall, it has been so far a very good season," he said. "Obviously you always judge depending on the last couple of races. They were not so good but overall we are the team that made the most progress. Everyone expected Red Bull to be very strong this year. As a fact, they were not, especially in the beginning. It was a given that Mercedes would be strong. They are. But nobody expected us to be as strong as we are. There are plenty of positives."

The key question now is whether Ferrari can pick themselves up again and continue their progress into 2018, rather than slipping back into the bad habits of the old days. Vettel strikes a hopeful note. "I don't see why not," he says. "We are still growing. We are still improving. There is still massive potential that has not been unleashed completely, so it is up to us and the people in charge to make sure, but overall I think things are heading in the right way. We have very clever people on board. There is a lot of stuff happening, a lot of good ideas for the future, so overall the direction is the right one, but we want to make bigger steps obviously."

There is an alternative future to 2017, though, just as there is an alternative history. What if Ferrari *don't* build on the positives of this year? What if, instead, they fall back into the old culture of victim-blaming and blood-letting? What if they can't stop themselves snatching defeat from the



jaws of victory, which has been the story of the past eight years on the rare occasions they have been in with a shot of the title?

In 2010, Ferrari driver Fernando Alonso looked as if he could not lose the world championship when he went to the final race in the lead, needing only fourth place to clinch it. But then followed the inexcusable strategy error that left him stuck behind Vitaly Petrov's rocketship Renault and let Vettel sneak in to clinch the title.

Alonso's agonising failure in 2012 was down to bad luck. Even with the third or fourth best car on the grid, he would have walked the title had his Ferrari not been taken out at the start of the Belgian Grand Prix by Romain Grosjean's Lotus and in Japan by Grosjean's team-mate, Kimi Räikkönen. But it might well have been easier had Ferrari not sacked their technical director Aldo Costa – now at Mercedes – after a slow start to 2011, and then completely redesigned their car for 2012.

This upheaval left them scrabbling to make up ground when they were woefully uncompetitive at the start of the year, rather than simply developing their 2011 car, as Red Bull did. After all, Alonso's victory in the 2011 British GP proved there was nothing wrong with that car other than Ferrari's inability to make that season's exhaust-blown diffuser technology – which was banned for one race at Silverstone – work effectively.

Ferrari have a history of allowing their blame culture to undermine the stability that is the key to maintaining competitiveness. But Marchionne is now making the right noises, suggesting that Ferrari have learned from the mistakes of the past. In Austin, he responded to growing speculation that team principal Maurizio Arrivabene is to be ousted at the end of the year and replaced by technical director Mattia Binotto by saying: "Both Mattia and Maurizio have been involved in this process. Picking one or the other is a bit idiotic."

"There has been a collection of the most unfortunate events. With the exception of the technical failures we've had, which are quality driven, everything else was just a fluke and it happened. The likelihood of us repeating those errors is hopefully very small"

Sergio Marchionne

"That's not going to solve the issue," he added. "We need to win. That's the more important thing. I don't think it's attributable to a single guy."

Marchionne describes the team's implosion at the Asian races this year as "a collection of the most unfortunate events. With the exception of the technical failures we've had, which are quality driven, everything else was just a fluke and it happened. The likelihood of us repeating those errors is hopefully very small. We've made one change to the organisation by bringing in someone who's got experience on the quality side to try and strengthen our skills. The rest of it, I think, is within the way we manage. I think we'll be all right. I don't think we need to overhaul the team, I don't think we need to make changes.

"This team knows how to win and knows how to get it done. Just give them the space."

Iron out the errors, cut out the politics, and Ferrari have everything they need to win. This year has proved it. Take that one final step and the title could be theirs. It's in their hands. 🍀

Andrew Benson is BBC Sport's chief F1 writer

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BEHOLD: THE SOUL OF F1

Seven scarlet racers that have helped define the Scuderia's seven decades in Formula 1

WORDS There's a compelling reason why Ferrari enjoy – for now at least – a preferential share of the commercial takings of F1, beyond what's due to them from their placing in the constructors' championship. Dozens of teams have come and gone, leaving barely a ripple. But what would F1 be like without Ferrari, a marque that's been part of the fabric of the sport since day one? It's unthinkable.

Win, lose or flunk, cars bearing the Prancing Horse

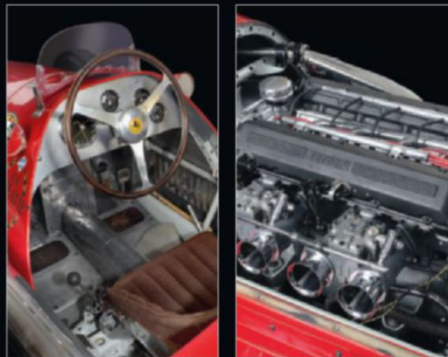
insignia are infused with a dose of Enzo charisma, even now, almost three decades after the founder's death. Enzo Ferrari lived to race: he built and sold road cars only to fund the Scuderia, and his team lives on because of that passion, regardless of modern corporate niceties.

There have been crashing lows as well as dominant highs; stinkers alongside works of engineering genius. But to look upon a Ferrari F1 car is to gaze deep into the soul of the sport itself. ▶

FERRARI 500

Enzo Ferrari was conflicted when Formula 1 stuttered and almost died in 1952, because he felt a lingering tug of affection for the departed Alfa Romeo and their potent supercharged F1 cars, whose design he had championed while working for them in the 1930s. But he got over it well enough, for motor racing's loss would be his gain: in the absence of enough decent F1 cars to populate grids, world championship races were open solely to Formula 2 machines for 1952-53. And Enzo already had a basic F2 car ready to go.

There was nothing particularly big or clever about the Ferrari 500. It was simply a reworked version of the Scuderia's previous F2 car: a ladder chassis with transverse leaf springs up front and a De Dion axle at the rear, now located by trailing arms, but with a simpler and much more effective engine. Gioacchino Colombo's V12 architecture would remain a mainstay of the Ferrari range for years to come, but in dainty two-litre form it had been well beaten in F2. Consequently, Enzo directed his new chief engineer, Aurelio Lampredi, to design a four-



cylinder twin-cam engine as an alternative. It was competitive from the off.

Piero Taruffi won the first of the world championship rounds for Ferrari, but thereafter it was Alberto Ascari all the way – apart from at the Indy 500, which Ascari nevertheless had a crack at in a V12 car based on the '51 F1 chassis. The anomalous Indianapolis rounds apart, a Ferrari 500 won every world championship grand prix from May 1952, until Maserati racer Juan Manuel Fangio broke their run at Monza on 13 September 1953. Ascari's nine consecutive wins, equalled but never exceeded, underline Ferrari's absolute dominance of the F2 era.



TECH SPEC

Chassis	Steel ladder frame
Suspension	Double wishbones (front), De Dion axle and twin trailing arms (rear with transverse leaf springs and lever-arm dampers)
Engine	Ferrari Tipo 500 inline-4, 1,985cc, 180bhp
Gearbox	Ferrari 4-speed
Notable drivers	Alberto Ascari, Giuseppe Farina, Mike Hawthorn, Luigi Villorresi, Piero Taruffi, Giancarlo Baghetti, Lorenzo Bandini
Starts	89
Wins/poles	14/13



FERRARI 156

'SHARKNOSE'

Grudgingly and without great joy, Enzo Ferrari, who believed the horse should pull the cart, not push it, embraced the notion of rear drive after a season of being given the runaround by the nimble little British chassis he had dismissed as the products of *garagistes*. Over the winter of 1959, Ferrari's engineers, led by Carlo Chiti, laboured in secret. They used a second-hand Cooper chassis bought as a reference to hack about a front-engined 246 Dino chassis so the V6 engine could be placed behind the driver.

None of the drivers cared for the 246P's rear-heavy balance, so it raced just once in this form, driven to a fifth-place finish by Richie Ginther at Monaco. Its second coming was at Monza, this time with a 1.5-litre version of the V6 providing the shove. Since F2 cars were present on the grid only because the British teams had boycotted the race, it earned little attention. More fool them.

Over the winter F1 downsized to 1.5-litres, catching out British teams who had arrogantly believed the change wouldn't go ahead. And just as had happened in 1952, Enzo had a car and engine ready to go. Chiti's 156 was a wishbone-suspended tube-frame chassis, evolved from the 246P but slimmer in profile. This made it better able to minimise air-resistance with less power pushing the car. To maximise that advantage and reduce the centre of gravity, Chiti flattened the 'vee' from 65° to 120°. The radiators were fed by distinctive nostril air intakes.

With up to 40bhp more than their competitors – essentially a third as much again – Ferrari were almost all-conquering in 1961, save for Stirling Moss's genius at Monaco and the

TECH SPEC

Chassis	Aluminium body over steel tubular frame
Suspension	Double wishbones, coil springs over dampers, anti-roll bar
Engine	Ferrari Tipo 188 65° V6, 1,496cc, 200bhp
Gearbox	Ferrari 5-speed
Notable drivers	Phil Hill, Wolfgang von Trips, Richie Ginther, Giancarlo Baghetti, Lorenzo Bandini
Starts	51
Wins/poles	5/6



Nürburgring. Phil Hill wrapped up the title at Monza, but the triumph was soured by the death of his team-mate, Wolfgang von Trips, so the team chose to skip the final round in the USA.

The 156 was unable to maintain its superiority over a second season, though. Over the winter Chiti organised a walkout of senior engineering staff, development was halted, and Ferrari's rivals duly cashed in. ▶



FERRARI 312T3



TECH SPEC

Chassis	Aluminium monocoque
Suspension	Front: double wishbone, inboard spring/damper Rear: double wishbone
Engine	Ferrari Tipo 15 180° flat-12, 2,991cc, 510bhp
Gearbox	Ferrari 5-speed
Notable drivers	Carlos Reutemann, Gilles Villeneuve, Jody Scheckter
Starts	32
Wins/poles	4/2

Ranged against an army of Cosworth V8s, and BRM and Matra V12s, Ferrari's mighty 3.5-litre flat-12 had character and power in spades. But what it *didn't* have was a decent chassis to fire into the distance. All that changed, though, with the T generation of 312 cars in 1975.

This came about after a typical Ferrari clearing-of-the-decks in which Enzo appointed a young Luca di Montezemolo to run the team, who, in turn, rescued engineer Mauro Forghieri from corporate exile. The resulting 312T took Niki Lauda to the world championship in 1975, and again in T2 form in 1977.

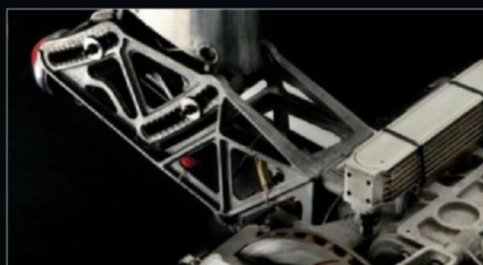
Forghieri's comprehensive re-engineering of the 312 concept focused primarily on weight distribution, with a redesigned aluminium monocoque chassis and a new transverse five-speed gearbox. The flat-12 engine already carried its weight low, but its sheer length had entailed hanging the gearbox behind the rear axle – creating terminal understeer. Packaging the transmission ahead of the axle sweetened the handling to title-winning effect.

By 1978, though, the game had moved on, and the arrival of Michelin had kicked off a tyre

war. Sensing an opportunity, Enzo Ferrari threw in his lot with the ambitious French tyre firm. Forghieri duly redesigned the 312T from nose to tail, creating the 312T3 with an updated chassis, a longer wheelbase, double wishbones replacing rocker arms, and new bodywork fettled in the Pininfarina windtunnel.

Ferrari had lost Lauda to Brabham, but gained the exuberantly talented Gilles Villeneuve to partner silky-smooth Carlos Reutemann. It was a dream pairing, and when Reutemann won the second race of '78 in the old T2, then followed that up with victory at round four at Long Beach, in the T3, it seemed he had a shot at the title.

Unfortunately for Reutemann, in Belgium Lotus introduced the 79, a car that would redefine the genre...



FERRARI 126C4

The ground-effect era had left Ferrari baffled and pitched the team into a new era of catastrophic infighting. It was gleefully presided over by the Old Man himself, who delighted in sponsoring 'creative tension'. Ground effect suited the Cosworth-powered British teams but ruthlessly exposed Ferrari's poor understanding of aerodynamics and the unsuitability of their flat-12 engine, whose inlet trumpets projected into the space that on other cars was profitably occupied by downforce-generating venturi.

The most obvious solution amid a bout of hirings and firings was to play to Ferrari's traditional strength, and Enzo's passion: the engine. Embracing the turbocharging approach pioneered by Renault back in 1977 was intended to be the cure for all ills. Harvey Postlethwaite was recruited at the end of 1981 to drastically re-engineer the woeful first attempt, the 126CK, and the 120° turbocharged V6 played a part in bringing the team back into the winners' circle.

Postlethwaite's C2 and C3 handled far better than their predecessor and were more aerodynamically sound. These were testing times as civil war raged within the sport, and Ferrari were knocked for six by Gilles Villeneuve's fatal accident in 1982. Yet the Scuderia came through to win the constructors' championship in 1982 and 1983 – just not the drivers' title.

The C3 was Ferrari's first carbon-fibre monocoque, and Postlethwaite evolved it over the winter of 1984 to become the C4. But its main weakness – the weighty cast-iron block of the wide-angle engine – did not change. Ranged against the all-new McLaren MP4/2, a thoroughly aero-optimised package with a tailor-made TAG-Porsche turbo V6 tuned for economy as well as power, the 126C4 was found wanting. Michele Alboreto won at Zolder, but retired from eight other races, frequently due to engine failure, as McLaren's Niki Lauda and Alain Prost swept the board. ▶

TECH SPEC

Chassis	Carbon-fibre/Kevlar-composite monocoque
Suspension	Front and rear: double wishbones, pullrods
Engine	Ferrari Tipo 031 120° V6 Turbo, 1,500cc, 660bh
Gearbox	Ferrari 5-speed
Notable drivers	Michele Alboreto, René Arnoux
Starts	32
Wins/poles	1/1



FERRARI 641

Having watched with mounting fury as his cars were trounced on track by John Barnard-designed McLarens, Enzo Ferrari came to a logical conclusion – and poached Barnard at the end of 1986. Barnard had fallen out with McLaren boss Ron Dennis and was keen to leave, but was aware of his market value to the extent that he secured a great financial deal *and* persuaded Enzo to bankroll a new design office, not in Maranello, but in Shalford – a sleepy village between Guildford and Godalming.

Working from the grandly named Guildford Technical Office, Barnard and his team faxed their completed designs page by page through to Maranello, where they were painstakingly reassembled and rendered into carbon-fibre reality. What could possibly go wrong?

Somehow, amid Ferrari's notorious internal political wranglings, a situation exacerbated by the power vacuum following Enzo's death in August 1988, Barnard created some beautiful racing machines while working remotely. The

1987 and '88 cars followed an upward trajectory of competitiveness, thanks in part to Ferrari's new windtunnel, before Barnard delivered his game-changer in '89. Despite reliability niggles – Nigel Mansell's win first time out at the 1989 season-opening Brazilian GP was the first time the car had completed a race distance – the 640, with its screaming V12 and semi-automatic gearbox, was beautiful and astonishingly quick.

Sadly, it wasn't fast or reliable enough to beat McLaren to either world title, and so Barnard, worn down by the infighting, moved to Benetton for 1990. Design work on the 640 was completed by Steve Nichols, who joined from McLaren along with world champion Alain Prost.

Mechanically similar to its predecessor, the new car had a larger fuel tank and a more conventional engine air intake, but retained its svelte good looks. Nichols had focused on improving its reliability, but the 641 still let Mansell down enough for him to announce his retirement from F1 mid-season. Prost, though,

TECH SPEC

Chassis	Carbon-fibre/Kevlar-composite monocoque
Suspension	Double wishbones, front pushrod-actuated torsion bar springs, rear pushrod-actuated coil springs
Engine	Ferrari Tipo 15 180° flat-12, 2,991cc, 510bhp
Gearbox	Ferrari Tipo 036 65° V12, 3498cc, 680bhp
Notable drivers	Alain Prost, Nigel Mansell
Starts	36
Wins/poles	6/3

won five grands prix and was denied the title only when his bitter rival, Ayrton Senna, drove him off the track at Suzuka.

The 641 is still one of the most beautiful F1 cars of all time. The proof? There's one in New York's Museum of Modern Art...



FERRARI F1-2000



TECH SPEC

Chassis	Carbon-fibre composite monocoque
Suspension	Front and rear: independent, pushrod-activated torsion arms
Engine	Ferrari Tipo 049 90° V10, 2,977cc, 770bhp+
Gearbox	Ferrari 7-speed longitudinal semi-automatic sequential
Notable drivers	Michael Schumacher, Rubens Barrichello
Starts	34
Wins/poles	10/10

In the years following Enzo Ferrari's death, his team grew so dysfunctional that only a complete change of management could turn around its on-track fortunes. Jean Todt was headhunted to take charge in 1993 and empowered from above to transform the working culture at Maranello. Even so, it still took six years – and the import of Michael Schumacher and tech gurus Ross Brawn and Rory Byrne from Benetton – to flush out the toxic mindset of divisiveness and infighting.

By 1999 Ferrari had a car capable of winning the world championship, and might actually have done so had Schumacher not broken his leg in a crash at Silverstone. Eddie Irvine stepped into the breach, but wasn't quite up to the task. Yet within the team, there was a sense that they were now on the cusp of something big.

While main rivals McLaren decided that Mika Häkkinen's title defence would be better served by a completely new car, Byrne focused

on evolving the existing Ferrari, tweaking and fettling it from nose to tail but retaining the same philosophy. The chief difference was the all-new engine, but even that represented just a few cautious steps down a wide-angle road that many rivals (especially Renault) had charged down at full pelt. Opening out the 'vee' of the engine lowered the centre of gravity and offered tantalising aerodynamic possibilities, but at the cost of a weaker structure prone to failing under the torsional stress. As such, Ferrari moved from a 75° vee to 90° but would go no further.

Mercedes had the most powerful engine in F1, but the FO110J was on the limit in terms of reliability. Failures for Häkkinen in the first two rounds of 2000 as Schumacher won the first three, set up a deficit from which he struggled to recover. Michael bounced back from four mid-season DNFs to rack up a nine wins and earn Ferrari their first drivers' title in two decades – and begin an era of unprecedented dominance. ▶

FERRARI SF15-T



TECH SPEC

Chassis	Carbon-fibre honeycomb composite monocoque
Suspension	Front and rear: double wishbones, pullrod-actuated springs and dampers, anti-roll bar
Engine	Ferrari Tipo 059/4 90° V6 Turbo, 1,600cc, 760bhp
Gearbox	Ferrari 8-speed semi-automatic sequential
Notable drivers	Sebastian Vettel, Kimi Räikkönen
Starts	38
Wins/poles	3/1

Born into Ferrari's latest era of revolving-door management and patchy performance, the SF15-T was Ferrari's most consistently competitive car for several seasons, even though it wasn't quite strong enough to beat the all-conquering Mercedes to world championship honours. Enzo Ferrari's abiding belief was that the engine was the most important part of a car, so it's fitting that in an era characterised by engines (or 'power units' as we must call them now) it was a radical improvement to the ERS-augmented turbo V6 that delivered the uplift.

Ferrari's first stab at a hybrid F1 power unit had lacked outright power: it was less drivable because its ERS lacked operational finesse, and further inefficiencies in the hybrid system took their toll on overall race pace. But over the winter of 2014/15, the Scuderia found an estimated 65bhp and, crucially, made a much better go of the hybrid system. That, along with technical director James Allison's focus on

ensuring the car was gentle on its tyres, made the SF15-T a highly competitive prospect over the opening races of the 2015 season.

They paid the price for that gentleness in qualifying, however. Drivers Sebastian Vettel, who had replaced Fernando Alonso following Alonso's fall-out with the previous team management over a tempestuous 2014, and Kimi Räikkönen, struggled to 'switch on' the tyres and get the best out of them over a single lap. But during the races it was a very different story, enabling Vettel to bag 13 podium finishes, of which three were outright victories. His first, in Malaysia, came entirely on merit, as he started from second on the grid, fended off Nico Rosberg's Mercedes, and then beat Lewis Hamilton to the line fair and square.

Mercedes won the development race over the course of the season, though, and after taking his final win of the year in Singapore, Vettel was consigned to 'best of the rest' status. **F1**



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WORDS DAMIEN SMITH

PHOTOS  LAT IMAGES



THE SIX ERAS
OF FERRARI
CHAPTER 1
1947-1960

BLACK HORSE, RED BLOOD

In the first part of a new series celebrating Ferrari's 70th birthday, *F1 Racing* examines the team's pre-war origins and Enzo Ferrari's struggle to keep his fledgling company in the game



WHEN EXACTLY DID IT BEGIN, THIS MYSTICISM, THIS MAGIC?



FERRARI'S FIRST WIN

It was the burly Argentine racer, José Froilán González, who did the honours at the 1951 British Grand Prix at Silverstone in his 4.5-litre 375. He got the better of Alfa Romeo to claim Ferrari's maiden Formula 1 victory.

There must have been a time when Ferrari – yes, *even* Ferrari – were just another racing team and car constructor. But at what point did the legend take root?

Whenever it was – be it early in Alberto Ascari's pomp, or perhaps later when John Surtees was the anointed one, but surely earlier than Niki Lauda's brash era – it would have been the racing cars that sowed the fertile seed. Enzo Ferrari never really cared about the road cars he built, not in the way he lived and breathed for the racing machines that bore his name. After all, going racing was all he had ever wanted.

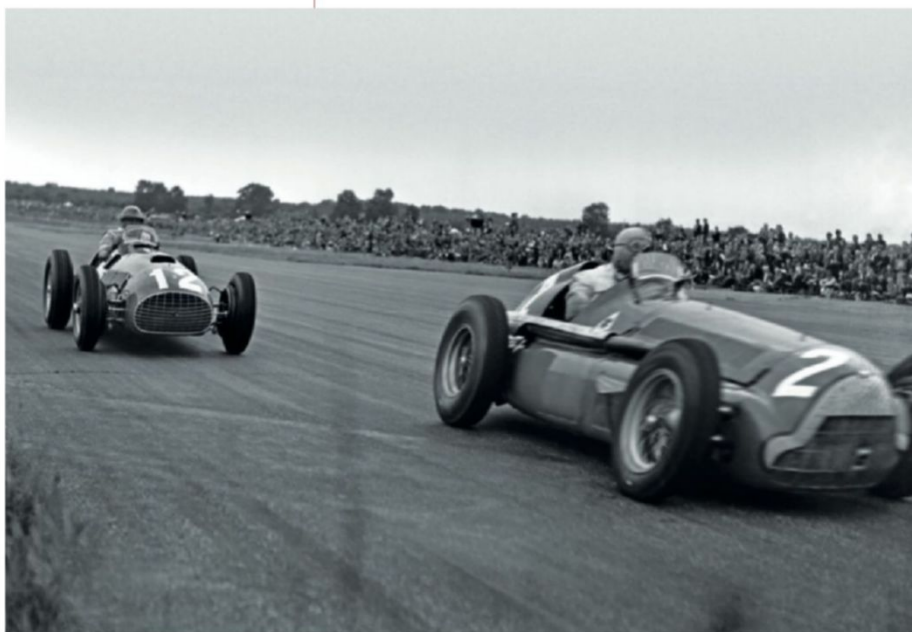
The founder's involvement in the sport that would define him dated back to 1919 and his first employment by his beloved Alfa Romeo. In 1929 his Scuderia was born, represented by the prancing black horse of an Italian WWI fighter

pilot he'd never met. The coat of arms of Count Francesco Barraca, set against the vivid yellow of Enzo's hometown of Modena, would become a symbol for all that we love about motor racing. He could never have known back then.

How delicious that Ferrari's team should be created to serve as little more than a humble customer satellite for Alfa, catering for the demands of wealthy amateurs – just the sort of *garagiste* Enzo would hold in such contempt in much later years. Alfa Romeo's decision to close their in-house racing operation allowed the Scuderia a graduation to official works status in 1933, an equivalent not far removed from the likes of lowly Sauber becoming BMW's works team 11 years ago. But Enzo returned to employee status when the mothership changed tack and in 1938 founded Alfa Corse, of which he became manager. A year later Ferrari finally and truly struck out alone, albeit under the less than memorable nomenclature of Auto Avio Costruzioni, thanks to a non-competition clause with Alfa. Just as well that one didn't stick.

It was only in 1947, after the war and a move in '43 from Modena to the village of Maranello, that Ferrari named a car eponymously. He had years of racing experience earned under the wing of Alfa Romeo; now he would be torn to the soul by a potent on-track rivalry with his old masters. But in terms of what really mattered, namely grand prix racing, it would be Ferrari, not Alfa, who would last the course.

In this context, you could argue the legend had taken root before Ferrari had even become Ferrari. It surely dates back to the days when Tazio Nuvolari drove Scuderia-run Tipo Bs to victories, such as his wondrous defeat of mighty Mercedes and Auto Union at the Nürburgring in 1935. For those old enough to understand, The Flying Mantuan remains the greatest of Ferrari's





ASCARI WINS NINE IN A ROW

When F1 moved to Formula 2 regulations in 1952, Alberto Ascari was all-conquering in his Ferrari 500, taking nine consecutive wins over two seasons. Sebastian Vettel finally matched his record in 2013.



“ASCARI, THE DOUBLE CHAMPION OF '52-'53, WAS SAID TO HAVE THE FRAME OF A WRESTLER – MORE MUSCLE THAN BUSTLE. AND ENZO LOVED HIM, ALMOST LIKE A SON”

drivers. But it wasn't until the 1950s that the legend really flourished.

The Alfa vs Ferrari battle of 1951 fed that growth, with bulky Argentine José Froilán González (aka The Pampas Bull) scoring Ferrari's first world championship victory at Silverstone. Juan Manuel Fangio and his 1.5-litre supercharged Alfetta would claim the crown against the Scuderia's 4.5-litre unblown horses, but to Enzo's genuine sorrow, it would be a last hurrah for Italy's aging superpower. The following two-year hiatus, in which the world championship was run to F2 regulations, would mark Alfa's grand prix departure – and open the door for unchallenged Ferrari dominance.

In recent years, when we have considered the damage done by the total Mercedes dominance of Lewis Hamilton and Nico Rosberg, we would have done well to consider this: between 22 June 1952 and 23 June 1953, no driver other than

Alberto Ascari and his neat, nimble Ferrari 500 won a world championship GP. This resulted in 'only' nine consecutive race victories, since it doesn't take into account the numerous and prestigious non-championship wins that were part of the fabric of early F1. In 2013 Sebastian Vettel would equal Ascari's run of nine in the second half of a dominant season for Red Bull. Purists and *tifosi* alike breathed a quiet sigh of relief when he didn't carry the run into the next calendar year and take the record all for himself.

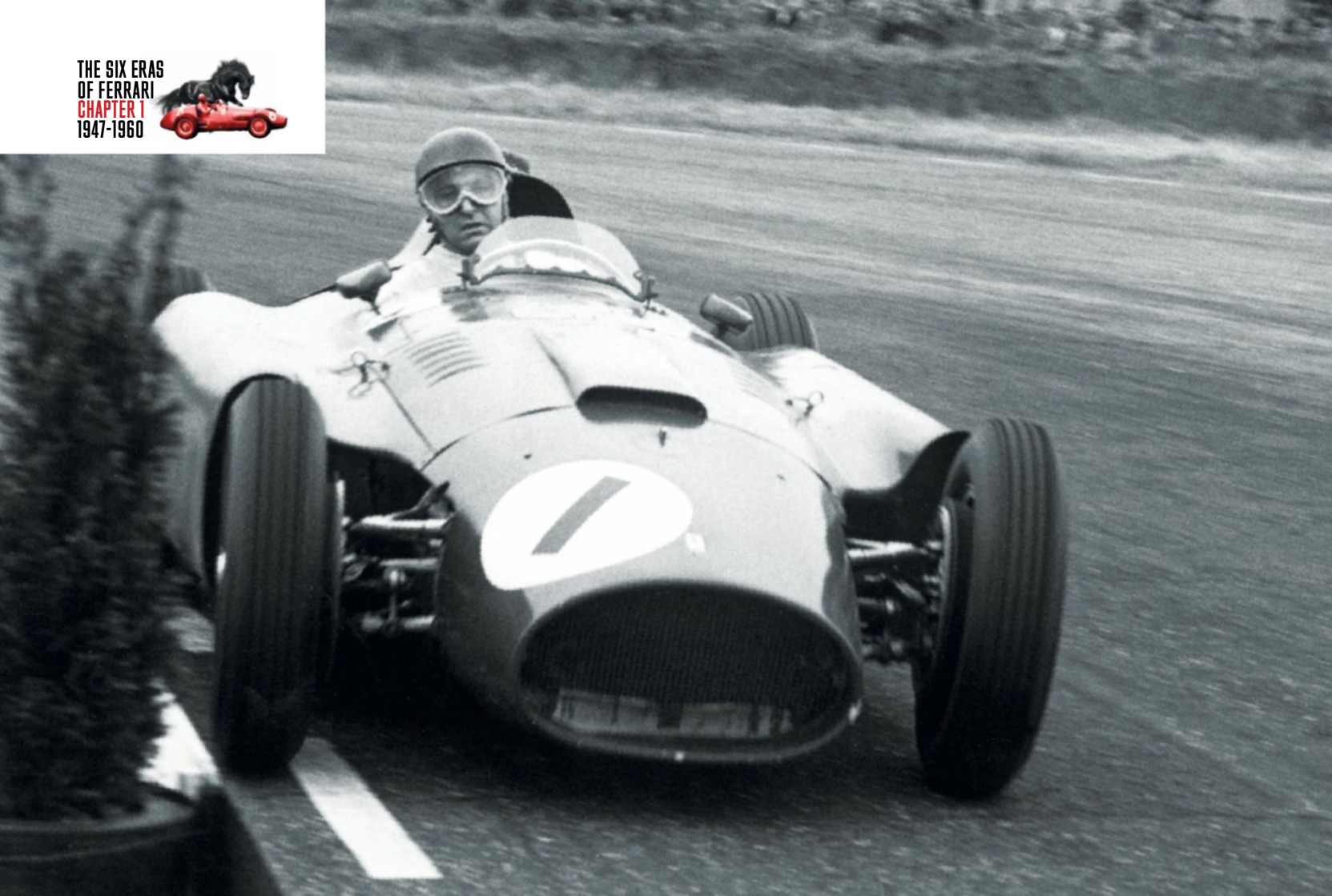
Think of Ferrari in their first decade and Ascari should always spring to mind before any other. Stocky, like Fangio and González, the double champion of '52-'53 was said to have the frame of a wrestler – more muscle than bustle according to those who knew him. And Enzo loved him, almost like a son.

It must have been mutually painful, then, when Ascari walked away at the end of 1953

as Enzo threatened to withdraw from racing – a threat he wouldn't shy from using to his advantage in future years. Alberto joined Lancia on the promise of Vittorio Jano's forthcoming, and subsequently late, D50. After spending most of 1954 without a competitive car, Ascari looked set for rejuvenation the following year, only to die in a Ferrari sportscar while testing at Monza just four days after taking a plunge into the harbour at Monaco.

These were tough times for Ferrari, in their early years, but then again, that was the case for motor racing as a whole. Four days after Ascari died, American racing's great hero Bill Vukovich was killed at Indianapolis. And 12 days after that, more than 80 spectators lost their lives when Pierre Levegh's Mercedes was launched into the stands at Le Mans. This was 'sport'?

Ferrari's nascent legend could have withered and died in that fateful season. But Italian ▶



FANGIO WINS THE 1956 TITLE

Juan Manuel Fangio collected Ferrari's third world championship in 1956 – despite his frosty relationship with Enzo Ferrari. Having won what was his fourth title, he returned to Maserati the following season.



industry answered Enzo's cry for help. When Lancia pulled the plug on their grand prix ambitions, Fiat offered a financial incentive to Ferrari, along with Jano's brilliant D50. Renamed the Lancia-Ferrari for '56 and with Mercedes having departed motorsport in the aftermath of the Le Mans disaster, the pontooned racer enabled Fangio to take his fourth title, although Fangio and Enzo were by then on terms comparable to those that festered in another time between Fernando Alonso and Ron Dennis.

For Enzo, the turbulence didn't end with Fiat's financial boost, despite the Fangio and D50-inspired revival. That summer he would lose his son, Dino, to Duchenne muscular dystrophy, and the personal withdrawal into the darkness at Maranello that had already become apparent was complete. Now he would seldom travel to races, making only annual appearances at Monza.

The second half of Ferrari's first full decade would be marked by soaring triumphs – but also more notable tragedies of a scale that could have sunk all his ambitions. Pressure continued to build on motor racing following the devastation at Le Mans in '55, and Enzo was not immune to the heat. Two years after Le Mans, further devastation led to the end of the famous Mille Miglia – the 1,000-mile Italian road race that

had become established pre-war as a sportscar test rivalled only by the great French 24 Hours. Count Alfonso de Portago, a good-looking Spanish playboy and all-round sportsman, died along with his co-driver and nine spectators (five of them children) when his Ferrari blew a tyre.

Today, motorsport might not have survived such carnage, particularly when racing drivers died so regularly in the pursuit of what was still considered a pastime for gentlemen. But back then, men with racing in their blood, such as Enzo Ferrari, would allow the dust to settle and then simply press on regardless.

It was in these times that Ferrari, hiding from sight behind the ever-present shades and within the corridors of Maranello, cultivated his growing reputation as a self-professed “agitator of men and ideas”, like some spider manipulating the strands of an increasingly sticky web. British racers and best mates Mike Hawthorn and Peter Collins were two to feel the power of his influence, pitched into the Scuderia against the Latin faction led by Luigi Musso. The stakes were high in 1958 – and Ferrari enjoyed raising them among his brave gladiators.

Musso would run out of road at Reims, and then Collins would win at Silverstone – only to lose his life the next time out at the Nürburgring.

“MIKE HAWTHORN’S LANDMARK SPARKED A REVOLUTION, AS BRITISH DRIVERS GAINED MOMENTUM TO BECOME THE MOST CONSISTENTLY SUCCESSFUL NATION IN F1’S FUTURE DECADES”



BRITAIN’S FIRST CHAMPION

Larger-than-life Mike Hawthorn collected Ferrari’s second title in 1958, the UK’s first. He was badly affected by the death of his close friend and team-mate Peter Collins earlier that year, and retired at season’s end.



Even for larger-than-life Hawthorn, who’d been the unintentional trigger for the Le Mans disaster back in ’55, the loss of his ‘Mon Ami Mate’ was too much. Devastated, he vowed to claim the world title for his friend, then retire immediately. Kidney failure would likely have killed him within the next few years; as it was he died in a road accident just outside Guildford, months after becoming the first British driver to win the world championship.

Hawthorn’s landmark sparked a revolution, as British drivers gained momentum to become the most consistently successful nation in F1’s future decades, but it also marked the end of an era, for his was the last title won by a driver in a front-engined car. The rear-drive revolution, with drivers powered by motors behind their shoulders rather than in front of their feet, might have been obvious to those who cared to look. But just as he had initially done with disc brakes, Enzo chose to look the other way.

Stirling Moss had already taken his little Cooper T43 to victory in the heat of Argentina at the start of ’58, and now the cars from humble Surbiton in leafy Surrey were set to steal Ferrari’s thunder. Gritty Australian Jack Brabham would make hay in 1959 and ’60, with Colin Chapman quickly catching on at Lotus. Meanwhile, Ferrari


plugged away with the (admittedly very pretty) Dino. Not even the understated talents of Tony Brooks and Phil Hill could make any difference.

Would it have been different had the most obvious ‘what-if’ partnership materialised? Particularly in the wake of Fangio’s retirement in ’58, Stirling Moss was considered by those who should know to be head and shoulders above the rest. His talent alone would likely have been enough, but it was his commitment, professional standards and commercial savvy that really set him apart from his peers. Combined with the size and resources of Ferrari, what could have been achieved had they joined forces?

It would forever remain a moot point. As long ago as 1951, Stirling had fallen out with Ferrari over what turned out to be a phantom drive at the Bari Grand Prix. Enzo made an enemy that day, and although Moss couldn’t avoid continental cars such as the wondrous Maserati 250F and the shock-and-awe abilities of Mercedes’ F1 and sportscars, he made a point of always choosing British machinery, if he could – especially if the alternative was a Ferrari. That attitude would mellow in the early years of the next decade – but right here, right now, he was very happy with his Rob Walker-run Coopers and Lotus, thank you very much.

The natural conservatism that had served Enzo well through his years under Alfa’s tutelage was threatening to become his downfall as the 1950s began to draw to a close. Funding continued to be troublesome, even though there was growing demand for his increasingly exotic road cars, fed in part by development success at Le Mans – a race he hated despite Ferrari’s growing roster of victories in France. But in F1, where it mattered, his team was on the back foot.

Then again, what was new? Ferrari’s company had survived the growing pains of a tumultuous first decade – even if his son and countless drivers hadn’t. The boom-and-bust cycle would become a common theme of Ferrari’s legend, and, as the 1960s got under way, the Scuderia’s extremes of soaring heights and depressing lows would only increase.

The mysticism and romance were already deep-rooted; so too were the frustrations and capacity to regularly self-destruct. From the start, Enzo Ferrari bore his flaws with a defiance in the face of logic, and that fed the legend, too. But then again, who wants perfection? 

NEXT MONTH
1961-1973



WHO IS THE GREATEST FERRARI GP WINNER OF ALL-TIME?

Greatness in a sportsperson transcends statistics: above all, it's the lasting connection they forge with the fans. We tasked our readers, and members of the online community **FerrariChat**, with thrashing out the identity of the Scuderia's greatest ever Formula 1 racer

WORDS JAMES ROBERTS

PHOTOS  LAT IMAGES

As Ferrari celebrate 70 years since

their first racing car, the 125 S, rolled out of the workshop, its 1.5-litre Colombo V12 singing of great deeds yet to be recorded, we thought we'd look back at some of the greats who have raced for the Prancing Horse in F1 since then.

To narrow the criteria we asked our own readers, plus the members of FerrariChat.com, the world's largest online community of Ferrari enthusiasts, to nominate one driver from the 38 who have won a Formula 1 world championship grand prix. Thousands took part in the online vote to determine the greatest Ferrari race winner of all time. Here's the list from 38 to 11, and then, in more detail, the top ten...



ASCARI?

LAUDA?

SCHUMACHER?



38-11

- Giancarlo Baghetti
- Maurice Trintignant
- Luigi Musso
- Piero Taruffi
- Patrick Tambay
- Nino Farina
- Ludovico Scarfiotti
- Tony Brooks
- Michele Alboreto
- René Arnoux
- Lorenzo Bandini
- José Froilán González
- Peter Collins
- Carlos Reutemann
- Phil Hill
- Wolfgang von Trips
- Clay Regazzoni
- Eddie Irvine
- Jody Scheckter
- Didier Pironi
- Mike Hawthorn
- Jacky Ickx
- Gerhard Berger
- Rubens Barrichello
- Mario Andretti
- Jean Alesi
- Felipe Massa
- John Surtees



10 SEBASTIAN VETTEL



The young German was the first truly successful product of the Red Bull young driver programme. His victory in 2008, aged 21, for minnows Toro Rosso in the wet of Monza led to a drive at Red Bull, where he won four consecutive world championships between 2010 and '13.

In his first season with Ferrari in 2015, he finished third overall with three wins and a solitary pole. It was a steady start that should have paved the way for future success, but the following year was a disaster. His newly named machine 'Margherita' failed to score a single victory, and out on track his temper started to fray, most memorably at that year's Mexican GP where he unleashed an expletive-laden tirade against the FIA's race director Charlie Whiting.

There has been an improvement this year and the *tifosi* chanted their support of him during his third-placed podium finish at Monza. And yet, there have been further signs of pressure leading to mistakes. There was *that* moment of road rage when he drove into Lewis in Baku, and then the unfortunate startline shunt with his team-mate Kimi Räikkönen in Singapore.

But Vettel's love of the sport's history, and his affection for what his countryman Michael Schumacher achieved at Maranello, has proved an irresistible attraction for Ferrari fans so far. He has three more years to etch his name into Ferrari folklore, but the fans won't fully take him to their hearts unless he brings home a world championship for them. ▶

STATS

Ferrari	
starts/wins	57/7
Percentage of vote	1.3%



9 ALAIN PROST



He was a man accustomed to winning, yet Alain Prost ultimately didn't quite live up to the expectations of the faithful, carrying the can for the team's competitive slump and finding himself unceremoniously dumped before the end of his second season (1991).

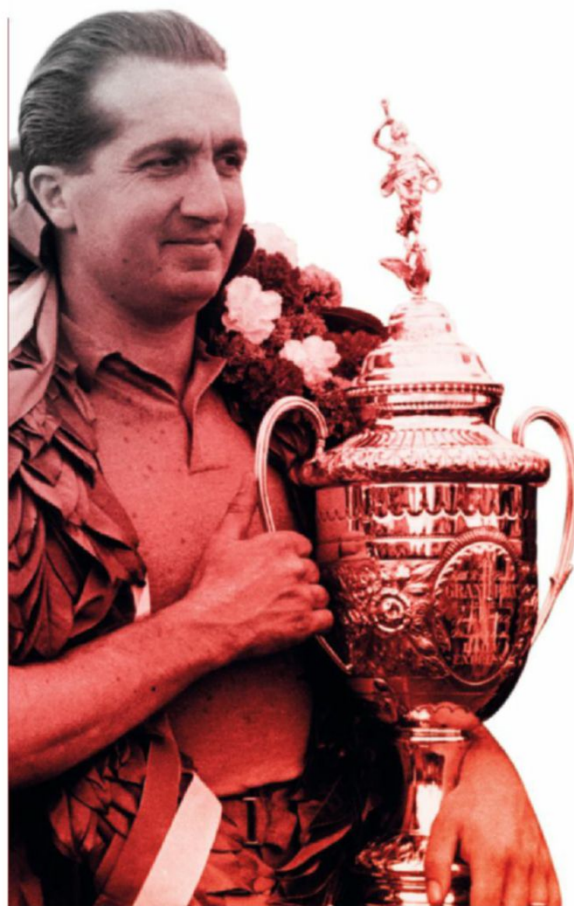
He had first endeared himself to the Italian faithful as a McLaren driver, stooping down from the Monza podium in 1989 to give away his winners' trophy, much to the fury of McLaren boss Ron Dennis. For 1990, he and Gerhard Berger swapped teams and Prost partnered Nigel Mansell for his two-year stint at Maranello. During his time at Ferrari, Prost applied his Jackie Stewart-inspired driving to the cockpit: a neat flowing style, never out of shape or offline. Victory was always acknowledged by a discreet wave of the hand.

He took five wins in 1990 and pushed his arch-rival Ayrton Senna all the way for the title until that infamous collision at Suzuka. Politically astute, Prost was always looking for any advantage his relationship with FIA president Jean-Marie Balestre might bring. And, as Senna discovered, that made him a dangerous opponent.

His obsessive approach to work and intellectual rigour resulted in long engineering debriefs, but it didn't pay off in terms of progress and in 1991 Ferrari lost ground to McLaren and Williams. Prost failed to score a victory that year, and after publicly likening the handling of the Steve Nichols-designed 643 to that of a truck, he was replaced by test driver Gianni Morbidelli for the final race of '91.

STATS

Ferrari
starts/wins
30/5
Percentage
of vote
1.4%



8 ALBERTO ASCARI



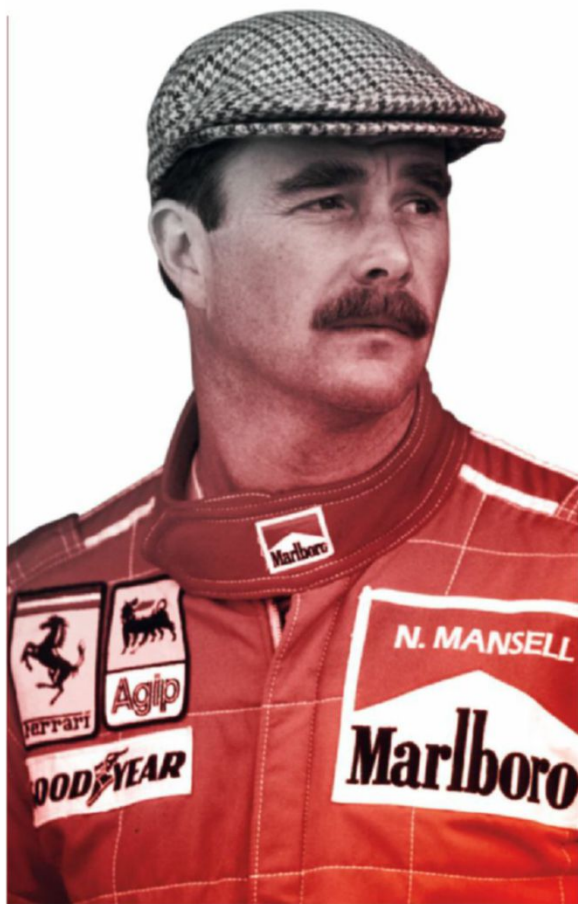
Racing in a smart collared shirt and his trademark light-blue crash helmet, Ascari joined Ferrari in 1949 and took the fight to Alfa Romeo and Juan Manuel Fangio. During his greatest years, 1952-53, a grand prix weekend was a relatively straightforward affair. He would take pole, lead all the way to the finish, and collect another trophy. Back then, the world championship was run to Formula 2 regulations and the Italian won 11 of the 17 grands prix that counted towards his two world titles – and even contested the Indianapolis 500.

Ascari's popularity lay, perhaps, in his astounding run of success. He won at Spa in June 1952 and did so again in June 1953. Such was the measure of his domination that, in the intervening period, no other driver won a world championship grand prix. Team owner Enzo Ferrari said Ascari had a "precise and distinctive style, but was a man who had to lead from the start."

Having claimed two drivers' titles with Ferrari, he switched to Lancia for 1954. This softly spoken gent, born into a racing family, was notoriously superstitious and at Monaco in 1955 he famously crashed into the Mediterranean, escaping with only a broken nose. Later that week, aged 36 and testing a factory Ferrari sportscar at Monza, he suffered a fatal crash at the left-handed corner that now bears his name. It was the 26th day of the month; his father, Antonio, also 36, was killed on the same day at Montlhéry in 1925. For both, their fatal accidents came four days after a miraculous escape.

STATS

Ferrari
starts/wins
27/13
Percentage
of vote
1.4%



7 NIGEL MANSELL



As Enzo's final signing before his death in 1988, Mansell truly captured the imagination of the Ferrari fans. First time out in Brazil, he surprised everyone by piloting his 640 to victory – and memorably cut his hands on the trophy. It was the first of many theatrics in *rosso corsa*.

With his dogged determination and fighting spirit, Mansell wowed crowds with his speed and daring overtaking manoeuvres, and the Italians took him to their hearts, labelling him *Il Leone* – 'The Lion'. Who can forget his daredevil pass on Gerhard Berger's McLaren around the outside of the notorious Peraltada? Or his brilliant opportunistic overtake on Ayrton Senna as they approached Stefan Johansson's Onyx at the Hungaroring? His skill came to the fore at Imola, when he was pushed onto the grass at over 150mph, pirouetted, and brought his car under control once more.

Mansell raced for Ferrari across 1989 and 1990, but often seemed to bear the brunt of the team's reliability problems. He also grew increasingly weary of Alain Prost's status within the team and felt himself politically outmanoeuvred by the wily Frenchman. But he did learn a smattering of Italian, once proclaiming himself to be "*molto, molto contento*" – "very, very happy" – in his signature Brummie accent.

When his car broke down at Silverstone in 1990, he memorably threw his gloves into the crowd and announced his retirement from Formula 1 – only to reconsider and sign for Williams the following season.

STATS

Ferrari
starts/wins
31/3
Percentage
of vote
1.6%



6 FERNANDO ALONSO



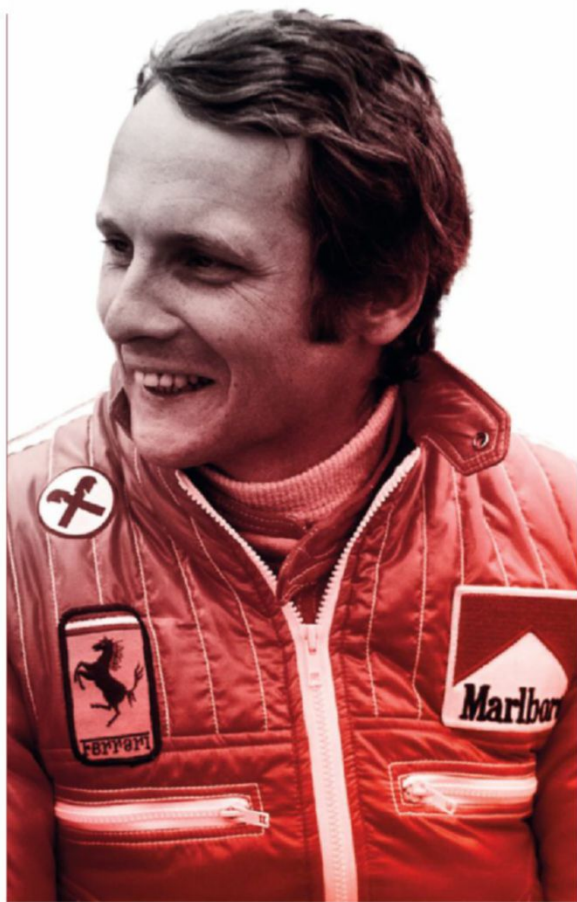
In Bahrain 2010, Alonso won on his debut for Ferrari, becoming only the fifth driver ever to achieve such a feat. At his next race, in Australia, he was punted to the tail of the field early on, but recovered on a damp track to finish in fourth place. The Ferrari fans knew they had a driver worthy of their team, and he achieved legendary status when he put his scarlet machine on pole at Monza, then scored victory the following day. It was the Scuderia's first home win in four years.

But then disaster struck at the final race of 2010. Carrying an eight-point lead going into the Abu Dhabi title showdown, a strategic blunder left Alonso stuck behind Vitaly Petrov's Renault. Red Bull's Sebastian Vettel duly stormed into the lead and stole the title from him. Afterwards, in the darkness of the Yas Marina paddock, the Ferrari hospitality unit was numb with despair. Everyone was in shock. This was the closest Alonso would ever get to winning the world championship with the Scuderia.

The following season, 2011, was a disaster, but Alonso's performance took an upswing in the second half of 2012. Once again he was eclipsed by Vettel at the title-deciding final race of the season, and a year later finished runner-up to the German once again. His patience had finally expired and divorce came about when he was asked in 2014 what he would like for his 32nd birthday present. When he replied: "*La macchina degli altri*" – "Someone else's car," it was game over. ▶

STATS

Ferrari
starts/wins
96/11
Percentage
of vote
5.3%



5 NIKI LAUDA



Under the new leadership of Luca di Montezemolo, Ferrari hired the relatively unknown and headstrong Niki Lauda for 1974. The team had been in a state of disarray, but thanks to the ambitious and studious Lauda, results swiftly began to materialise.

In his first year there, Lauda netted six consecutive poles, but was let down by engine reliability and his own indiscretions behind the wheel. Everything clicked into place for 1975, though, and Lauda was the class of the field. When he got his hands on the new 312T, he won three of the next five races and romped to the title.

The following season, 1976, is well-documented, and was when he sealed his place in the affections of Ferrari fans for his sheer determination and courage. Six weeks after suffering dreadful burns at the Nürburgring, Lauda showed up at Monza, qualified fifth and finished fourth in the race. As he emerged from his cockpit, he stoically peeled his balaclava away from his fresh wounds, highlighting the true horror of his ordeal. When he decided to retire his car in terrible weather conditions at the Fuji finale, Ferrari suggested they blame a mechanical fault. But Lauda's belief was that honesty was the best policy – no matter what the consequences.

Of the 24 pole positions that Lauda recorded over his career, only one, at Kyalami in 1978, was *not* set at the wheel of a Ferrari. He won his second championship for the Scuderia in 1977 before falling out with Enzo Ferrari and departing for Brabham.

STATS

Ferrari
starts/wins
57/15
Percentage
of vote
5.4%



4 JUAN MANUEL FANGIO



It's worth remembering that Juan Manuel Fangio didn't arrive in Europe to compete in the newly formed world championship until he was 38 years old. Yet he returned to Argentina a decade later with five world titles and 24 grand prix victories from 51 starts. Over the course of his career he raced for Alfa Romeo, Maserati and Mercedes, and joined Ferrari for 1956, where he won his fourth world title. That year Ferrari were running the ungainly Lancias, handed over to Enzo after Ascari's death when financial problems led that team to abandon racing.

Perhaps Fangio's greatest drive for Ferrari came at the Monaco Grand Prix, and it was an uncharacteristically untidy one for the maestro. After spinning on oil at Ste Dévote on the opening lap he began a spirited comeback, but damaged his D50 when he struck his team-mate Peter Collins' car and then hit the wall at Tabac. He came into the pits to take over Collins' machine and was a minute and a half behind leader Stirling Moss when he rejoined. He drove on the limit all race and at the finish he was just six seconds behind.

"It was maybe the strongest race I ever drove," said Fangio years later. "Even in those days it was difficult to overtake at Monaco. And I did overtake a few..."

'El Chueco' won the world championship for Ferrari at the final race of the year at Monza, but returned to Maserati for the following season. From the seven races he started with Ferrari, he scored five podiums – three of them in a shared car.

STATS

Ferrari
starts/wins
7/3
Percentage
of vote
5.6%



3 GILLES VILLENEUVE



Perhaps no other racer encapsulates the spirit of a Ferrari racing driver more than Gilles. He doesn't star in statistical terms – there's no world championship or pole record. But the sight of Villeneuve, often in a recalcitrant red car, going sideways at 130mph with his foot to the floor, reminds you of everything that is great about grand prix racing. Those who raced against Gilles said that he was hard, but fair. "An honourable man," according to Keke Rosberg, "but he would always be the last to lift..."

Driving for the Scuderia was all part of Villeneuve's romantic racing vision. He made his debut for McLaren at Silverstone in 1977, but from then on, the next 66 races of his Formula 1 career were all at the wheel of a Ferrari. His final moments were on a qualifying lap at Zolder in 1982, when he crashed with fatal consequences.

Villeneuve was both fearless and fast. During practice in a deluge at Watkins Glen in 1979, only eight drivers ventured out. Villeneuve's team-mate Jody Scheckter admitted he scared himself in the conditions that day. When he returned to the pits, he was astonished when he saw the lap times. He was more than nine seconds slower than Gilles. On every lap, in every session, the French-Canadian racer wanted to be quicker than anyone else.

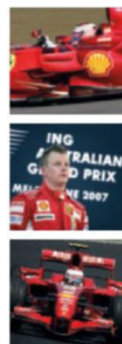
When remembering Gilles, fans always recall his never-give-up attitude, such as when he memorably brought his Ferrari back to the Zandvoort pits in 1982 on three wheels, or his classic wheel-to-wheel duel with René Arnoux at Dijon in 1979. He was a true legend.

STATS

Ferrari
starts/wins
66/6
Percentage
of vote
10.3%



2 KIMI RÄIKKÖNEN



Before Alonso, Kimi was the last driver to win on his Ferrari debut. He memorably claimed victory at the 2007 Australian Grand Prix, but it transpired that, unlike his rivals, rather than spending the weekend before acclimatising to the Melbourne timezone, he'd entered a snowmobile race in Finland, under the pseudonym 'James Hunt'. Later that season he raced a jet-ski with a group of friends, dressed as a gorilla...

Räikkönen's Hunt-inspired playboy lifestyle away from the track is in stark contrast to his persona during a grand prix weekend. Aloof and monosyllabic, he shuns the limelight and is famously undemonstrative on the podium. What fuels him is the desire to race cars as fast as possible, and he has an innate ability behind the wheel: smooth and precise.

While the Hamilton/Alonso McLarens were scrapping with each other over the course of the 2007 season, the 'Iceman' delivered a late-season surge to scoop the world championship – and he is still the last Ferrari driver to have achieved that feat.

Having been dropped in favour of Alonso for 2010, he explored alternative racing options, including the WRC, but was given a reprieve to return to Maranello when Felipe Massa vacated his seat at the end of 2014. Today he is often close to team-mate Seb Vettel on pace, but is rarely a threat. Yet you suspect that if he had the application of say, a Vettel, then he would have more than just the one championship to his name by now. ▶

STATS

Ferrari
starts/wins
128/9
Percentage
of vote
12.4%



1 MICHAEL SCHUMACHER



In Chris Rea's 1996 homage to Ferrari, *La Passione*, the music revs up in anticipation of a shot of Michael Schumacher emerging from the gloom, his bright red machine cresting the hill on Barcelona's start/finish straight. The shot is from the 1996 Spanish GP where he secured his first win for the Scuderia, the wet conditions masking the deficiencies of the F310.

Ferrari had spent years in the doldrums and Schumacher was their saviour, but in the early days, the pressure was immense. There was the nervy, desperate end to the 1997 finale at Jerez; Schumacher stalled on the grid at the Suzuka showdown in 1998; and he suffered an accident at Silverstone that broke his leg and hindered his 1999 campaign. But by 2000, under the watch of Jean Todt, and steered by Ross Brawn and Rory Byrne, Schumacher took Ferrari to unprecedented success.

When he won the drivers' crown in 2000 it was Ferrari's first in 21 years and the town of Maranello could finally celebrate. In that year, and in 2001, he took nine victories – tying with Nigel Mansell for the most in a season. He also eclipsed Alain Prost's race win tally of 51. In scenes reminiscent of Ascari's feats half a century before, between Indy in 2001 and Japan 2002 he set 19 consecutive podiums. He finished every

race of 2002 on the rostrum and took 11 wins across the season. Having taken the title in 2003, he claimed his seventh and final championship in 2004, winning 12 of the first 13 races and settling the title by August.

Schumacher's name was now inextricably linked with that of Ferrari. His success was often littered with controversy, but he was brilliant at galvanising a team around him and took the science of fitness to a new level. He would spend endless days testing at Fiorano and loved to dine with his mechanics at the Montana restaurant in Maranello. He appeared as himself as a Ferrari F430 in Disney's *Cars*, and became an ambassador for the Prancing Horse after hanging up his helmet for the first time at the end of 2006.

He returned to F1 in 2010 with Mercedes, but failed to achieve the same success. When news of his skiing accident emerged in December 2013,

there was relief that he had survived, but silence over the extent of his injuries implies they are grave. The fact that one of every two votes in this poll was for Schumi, proves how popular he still is. Keep fighting, Michael. 🇮🇹

“MICHAEL WAS BRILLIANT AT GALVANISING A TEAM AROUND HIM AND TOOK THE SCIENCE OF FITNESS TO A NEW LEVEL”

STATS

Ferrari starts/wins
179/72

Percentage of vote
50.1%

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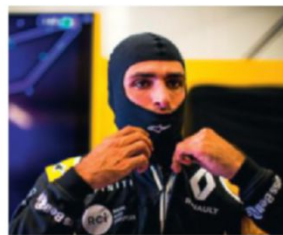
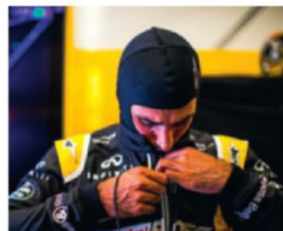
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THE
FIRST
DAY
OF
THE
REST
OF
HIS
LIFE



As Carlos Sainz made his switch from Toro Rosso to Renault in Austin, *F1 Racing* was there to see it unfold

WORDS ANTHONY ROWLINGS

IMAGES  LAT IMAGES: LORENZO BELLANCA

THERE was no trace of a smile on the face of the young Spaniard, who had just done something, first time out, that had taken his predecessor 24 attempts to achieve: reach Q3 in qualifying.

Not only that, but Carlos Sainz, on his first race weekend for Renault F1, at the 2017 US Grand Prix, would start at CoTA 12 places ahead of his team-mate, the hard-charging qualifying ace Nico Hülkenberg?

True, the Hulk's grid position was entirely unrepresentative, since he was another driver who was handed a heavy penalty for changing engine parts – in his case, it was an MGU-K shaft that failed during second practice. So there'd been no head-to-head between this fresh and aggressive driver pairing.



For some drivers though, those on an upward trajectory and with enough talent, dedication and luck to maximise their opportunity, planets can align, as they had for Sainz this Austin Saturday, and as they had, indeed, ahead of the race, to elevate him in a flash from Toro Rosso.

THE INSISTENT BLINKING OF the high-intensity light at the rear of Sainz's Renault R.S.17 draws the eye. It's flashing on-off-on-off-

on-off – impatiently waiting for the action to begin. Sainz's car is on the right-hand side of the garage, and it's noticeable in the close confines of the CoTA pits how much more real estate a 2017 F1 car occupies than did its predecessors. These are big machines: low, long, wide and purposeful. Heavy (too heavy, some say), but also powerful thanks to their sophisticated power units, and capable of generating sufficient downforce to have raised cornering speeds this year by as much as 19mph, or a whole 'G'.

It's sobering to reflect on the fact that the men who are charged with taming these devices are still often so young. Sainz, aged just 23, will start his 57th grand prix in Austin and is already approaching the end of his third season – experience enough to have graduated from the Toro Rosso junior programme and become part of something much more serious: Renault's ambitious, well-funded works team with a proud, championship-winning heritage.



But if Sainz is feeling any pressure, he's not showing it as his crew of engineers and mechanics bustle around his machine, ensuring every part of its setup is as prescribed by pre-race data mapping. His new-livery helmet – Spanish flag stripes on a matte-black carbon weave – is almost motionless in its position at the very heart of the car. We're just minutes into Friday's second practice session, but Sainz has been ensconced in the cockpit for some time, waiting for his participation to begin.

The voice of race engineer Karel Loos cuts through over the intercom: "There will be five timed laps on this run: slow-fast-slow-fast-slow. Recharge on slow laps. We're trying lower levels of exit locking and have some 'cruise control' runs for aero correlation."

The era of drivers heading out for a few laps, pushing the car as hard as it wants to go, and then being the only reference for one, maybe two, engineers, with a post-run verbal debrief



Renault had been interested in Sainz for a long time, and now he's here it's clear he's a good fit, impressing the engineers with his precise feedback



(Clark-Chapman; Jones-Head), is so far removed from contemporary F1 as to be almost unimaginable.

Analysis of Sainz's performance will be forensic in its attention to detail; number-crunching carried out at the track will be augmented by the 'mission control' intelligence centre watching live from team HQ in Enstone, Oxfordshire.

But at the heart of this dazzling technical effort is a man whose skills are of paramount importance to the success of the enterprise. Those of Sainz's predecessor, Jolyon Palmer, were found wanting, resulting in the team terminating his contract ahead of the Japanese GP. This would be his last Renault race. And while this mid-season driver swap might have seemed abrupt, it had, in fact, been a long time coming.

Renault team boss Cyril Abiteboul confirms that he and the team had been speaking to Sainz for more than a year before the switch, but that previous contractual ties had kept Sainz

"IT WAS A FANTASTIC RELIEF TO GET CARLOS HERE FOR THE FIRST SESSION AND TO SEE THAT ALL OF THE EFFORTS AND CONTRACTUAL DISCUSSIONS WERE WORTH IT"

CYRIL ABITEBOUL

at Toro Rosso. These were loosened by the engine merry-go-round that next year takes Renault to McLaren (replacing Honda) and Honda to Toro Rosso (replacing Renault). Abiteboul relates a feeling of fulfilment at finally securing Sainz's arrival: "It was a fantastic relief to get Carlos here for the first session and to see that all of the efforts and contractual discussions were worth it. This was something that both entities wanted, but because this is such a busy time of year, with a heavy travel schedule, we had to find a time away from fly-away back-to-back races to do it."

Diaries were cleared for the week after the Japanese Grand Prix and the entire race team were briefed to be

'in the office' on the day of Sainz's arrival to help make him feel welcome.

"It was great," says Abiteboul. "We did a dry run of a race weekend, with everybody there and it was super-positive immediately. We could feel that there was a good energy and a good vibe. ▶"



CV

Carlos Sainz
Renault F1 driver
Age: 23

- 2017** A third Toro Rosso season is curtailed when he moves to Renault F1 for the last four races of the season, ahead of a full season for the team in 2018
- 2016** Stays with Toro Rosso, this time finishing 12th in the title standings with 46 points
- 2015** Promoted straight into an F1 race seat with Toro Rosso. Finishes 15th in the championship with 18 points
- 2014** Wins Formula Renault 3.5 Series with DAMS, taking seven wins from 17 races
- 2013** Races in GP3 with Arden and Formula Renault 3.5 with Zeta Corse
- 2012** British and Euroseries F3 championships. Claims five wins in the British series
- 2010-2011** Formula BMW and Formula Renault
- 2010** Becomes part of the Red Bull Junior Team young driver programme
- 2009** Wins Junior Monaco Kart Cup
- 2001** Starts karting at his father's indoor kart centre



Sainz made Q3 in his first qualifying session with Toro Rosso and finished in the points in P7. Could he be following in the footsteps of another famous Spanish racer?

There was an appetite to be working together and be immediately up to speed.”

The benefits of those intense preparations are immediately apparent here in Austin, as Sainz is thrown into the ‘team leader’ role unexpectedly early when the Hulk’s MGU-K problem means his FP2 session is largely wasted. Carlos has to carry the team – and he’s ready.

His comments to race engineer Loos are clear and precise: “I’m not so happy with the car this session. The traction’s really poor compared with FP1 and on the first timed lap the brake balance caught me by surprise.”

He’s not yet assertive in his demands, but neither is he fazed by taking the step up to a

larger, more explicitly ambitious race team. Like any racing driver, he knows what he wants and he knows that he now has to build relationships with his team that allow him get it.

Abiteboul says that he and others were immediately impressed by the blend of personal qualities Sainz brings to his racing: “Even though the relationship changes when someone works with you, he’s not that different from the Carlos I already knew. He’s quite straightforward; he has some humility. He’s strong but at the same time he listens to people. He’s young and he has the energy of youth, but he’s also able to have some perspective on his performance now and how that might affect his future performance. He was conservative on his first weekend, but immediately up to it.”

And how. Sainz was pipped for ‘best of the rest’ honours only by fellow young flier, Esteban Ocon; ahead of them just the two Mercedes, the Ferraris and a Red Bull. Being ‘next best’ is Renault’s minimum expectation this year and for 2018 their hopes are higher still.

“CARLOS IS QUITE STRAIGHTFORWARD; HE HAS SOME HUMILITY. HE’S STRONG BUT AT THE SAME TIME HE LISTENS TO PEOPLE”

CYRIL ABITEBOUL

“Having Carlos with us sent an important signal internally and externally,” says Abiteboul. “We are growing as an organisation massively, but our effort is not just about working hours and financial commitment. It’s also about showing that we are doing everything that it takes to have a driver at the right level.”

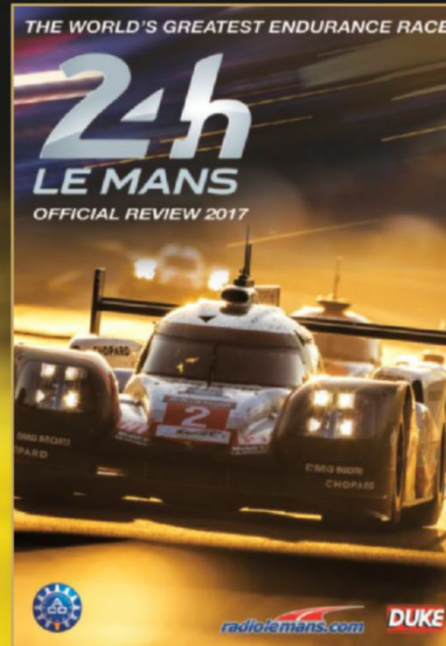
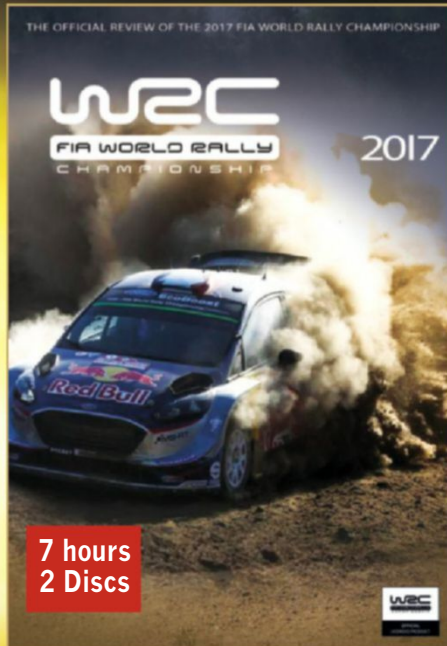
Sainz’s P7 finish in Sunday’s race turned out to be no more than a simple affirmation of what everyone already knew: he’s a gifted, attacking driver, ripe for success. Much like another young Spaniard who, more than a decade ago, found his F1 feet at Minardi (the team that would become Toro Rosso), and then went on to become a world beater at Renault... 🇫🇷

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Just another day in the life of **Fernando Alonso**?



homes... and then found himself mobbed when the Japanese police intervened as a publicity stunt got well out of hand



WORDS

JAMES ROBERTS

PICTURES



LAT IMAGES:

STEVEN TEE

JOE PORTLOCK

MR DELIVERY MAN

Perhaps you'd be surprised to learn that in a corner of one of the world's busiest cities, there's a statue devoted to patience. At all hours of the day and night, Tokyo's Shibuya district is a hectic blur of humanity orbiting a major road junction and public transport hub. As folk dash to and from the hundreds of trains that rattle through the station every day, they pass a clump of trees within which stands a stone statue of a dog. His name is Hachikō and he stares, longingly, at a green railway carriage.

The story of this dog is now part of Japanese folklore. In the 1920s, Hachikō would wait at Shibuya station every day for his owner, Professor Ueno, to return from work at Tokyo University. One evening Ueno failed to appear, having suffered a fatal cerebral haemorrhage, but Hachikō

continued to wait patiently, so the story goes, returning to the same spot every day for nine years.

On the Wednesday before the Japanese Grand Prix, a crowd of loyal fans surrounded Hachikō's shrine. But they weren't there to pay homage to the fidelity of the stone-cast akita; they were waiting for a real-life icon: Fernando Alonso. It was a long wait, but he was on his way, ready to reward their patience and fealty.

Sadly, Fernando was about to experience the downside of being too popular...

LAST YEAR, ALONSO HAD STARTED to plan a new business venture with a couple of close friends. They considered starting a cycling team or a restaurant, but settled on a clothing brand. And so Kimoa came into being, with T-shirts, ►





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Playing postman for one day only, Fernando stocks up on provisions for this slightly complicated delivery-by-skateboard



“IT WASN'T EASY FINDING THEIR HOUSES BUT WHEN WE DID THE REACTION OF EVERYONE WAS VERY SURPRISED” FERNANDO ALONSO

shorts, caps and sunglasses themed around a Californian surfing and skateboard lifestyle. Think of a group of friends enjoying the sunset in Malibu or Venice beach and you get the picture.

Kimoo's designs are inspired by Alonso's love of the ocean, and the name is based on the Hawaiian word for those who sit and watch the sunset together. "I come from Oviedo in the north of Spain, close to the sea, so I used to be on the beach every morning, on the Atlantic side with its big waves," says Alonso. "When I moved to Switzerland, the thing I missed the most was the sea, so in the future I will live close to the waves again. The sea, the sun, my friends – that lifestyle – that's what Kimoo stands for."

Any start-up needs publicity, even one founded by a sports star, and that's why Alonso's

label came up with a dual-pronged campaign for the hyper-trendy Japanese market in the run-up to the grand prix. Speaking to us at Suzuka, Fernando takes up the story: "We ran a promotion that we launched ten days before the race for all our Japanese fans. If they had placed an order with Kimoo, then we said there would be a surprise for them. The surprise was that I was the delivery man..."

A couple of days before practice began at Suzuka, two lucky customers got the shock of their lives when Alonso came knocking at the doors of their Tokyo apartments. The first, clad in *Ghostbusters*-patterned shorts, was clearly overwhelmed when the hoodie he'd bought was hand-delivered by the fashion label's owner himself. He soon composed himself, welcomed

Fernando into his home and offered him a drink. Then Alonso was back on his skateboard, riding through the streets of the Japanese capital to hand-deliver the next Kimoo item, this time to the owner of a dry cleaners. He went on to meet the owner's father, his mother and his uncle – all of them wanting to capture the bizarre moment on their phone cameras.

"It wasn't easy finding their houses, but when we did, everyone was very surprised," says Alonso. "They were very kind. We went inside and were introduced to their family and sat on their sofa and had a drink. We had a good time."

Kimoo's second project in Tokyo that day was a little more ambitious. The plan was to encourage any fans wearing Kimoo gear to congregate at the Shibuya Crossing and perform



The two delighted recipients are taken completely by surprise – one is relaxing at home, and the other is at work at his family’s dry cleaning business

a Mexican wave – a clever link to the sea. Photographers positioned in high-rise buildings in the vicinity would capture the moment, with Alonso at the centre of the wave.

The Shibuya Crossing is arguably the busiest in the world. It’s essentially a large crossroads, but instead of having just one junction at a time stopping traffic to allow pedestrians to cross over, all four junctions display red lights for vehicles, letting commuters cross in any direction they want – even diagonally. At peak times up to 1,000 people can be on the junction at once and the time to cross is limited before the lights turn to green again.

It has become something of a pilgrimage for the Formula 1 fraternity as they fly from Kuala Lumpur to Tokyo between the Malaysian and

Japanese GP double-header. The day before the Kimoa stunt, Ferrari boss Maurizio Arrivabene was spotted at the crossing, while drivers including Romain Grosjean paid visits this year.

As the Kimoa fans began to gather in Shibuya, the crowd swelled beyond the numbers usually expected here, alerting authorities to the fact that something unusual was going on. This meant a further delay to the stunt as Alonso’s team negotiated with law-enforcement officers.

“The police contacted us saying that it would be difficult to go ahead and do our event, but we told them that we just wanted to prepare for one picture,” says Alonso. “But they couldn’t guarantee the safety of everyone.”

At this stage Alonso was on the first floor of a nearby restaurant overlooking Hachikō’s statue,

and decided to Tweet a ‘selfie’ in which he’d look down on all the fans. In doing so he inadvertently burst the dam of anticipation. Hachikō’s patience was inexhaustible; that of Alonso’s fans less so... and now they knew where he was. As Fernando and *F1 Racing* photographer Steven Tee gazed down upon the crowd below, it dawned on them that said crowd was heading in their direction.

“It was at that moment we realised it was time to get out,” says Steven, who found himself tasked with helping Fernando make a hasty exit before a riot ensued. “We legged it through Shibuya station, and he said: ‘You know where you’re going, Steven, I’m following you!’ It was mayhem. People were falling over each other to take selfies with him. Finally, I managed to get him through the heaving crowds, into a taxi and ▶



Fernando tweets his location in a restaurant above the Shibuya Crossing. Mayhem ensues as a stampede of fans heads his way



“ YOU KNOW WHERE YOU’RE GOING STEVEN, I’M FOLLOWING YOU! ALONSO BEATS A RETREAT ”

he was safe. It wasn’t dissimilar to the scenes when The Beatles arrived at Haneda airport...”

The authorities stepped in to restore order, while Fernando cooked up a plan to make up for the disappointment. “A lot of the fans who were at Shibuya are coming to the fan zone autograph session at the circuit as well,” he says. “So I’m going to meet them there instead, shake hands and do a picture with everyone there.”

And despite the missed opportunity in Tokyo, there might – whisper it – be repeat attempts at other cities around the world next year, albeit with a more planned approach to crowd control.

As the crowds began to subside to normal levels, the Shibuya Crossing became merely hectic. The Hachikō statue maintained its silent vigil. Still patiently waiting... 🚗



F1 Racing photographer Steven Tee (left) is charged with getting Alonso off the scene quickly and into a cab



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YOU ASK THE QUESTIONS

MAX VERSTAPPEN

The Red Bull ace and Formula 1's youngest ever grand prix winner discusses his racing pedigree and explains why passing his driving test wasn't quite plain-sailing

WORDS JAMES ROBERTS

PHOTOS  LAT IMAGES: LORENZO BELLANCA

Max Verstappen doesn't hesitate. His whole demeanour, whether he's inside the cockpit of a racing car or talking to friends, journalists or engineers, is flat-out. He's not a man to dwell on an idea: there's no doubt in his mind about where he wants to go next – be that out on track or over the course of a conversation.

We catch up with Max ahead of what will turn out to be an eventful weekend for him. During the Malaysian Grand Prix, not only will he leave his teenage years behind as he turns 20 (his birthday lands on the same day as qualifying, 30 September), but he'll also scoop the second grand prix victory of his career.

But all that is currently still to come. This interview is taking place the Thursday before the event and we're armed with a much bigger stack of question cards than usual, which have been sent in by *F1 Racing* readers from around the world. We anticipate he'll rattle through them – and we're right. Let's go...

What was the secret to your stunning drive in that wet race at Interlagos in 2016?

Kasra Mogari, USA

There wasn't really any secret. I was just driving my car like a kart – finding the grip, trying different lines – and when there's so much spray, you can't really see where you're going if you just

follow the other drivers. I was trying different lines to see where I was going, and that worked out pretty well.

F1 Racing: Is it true to say that all the grip is off-line?

MV: It depends. On that track it seemed to work, but it's not the same at other venues. It's mainly 'feeling'. You just have to try different lines.

F1R: And at one point you came close to hitting the wall.

MV: Yes. That was very close.

What has been your favourite overtaking manoeuvre in F1 and why?

Chris Hodson, UK

I think the one at Spa, around the outside. That was quite tricky.

F1R: On Felipe Nasr?

MV: Yup. I've had a few you know, so it's quite difficult to remember ▶



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ASTON MARTIN

YOU ASK THE QUESTIONS

them all. Even Brazil in the wet last year was good. But to overtake around Blanchimont at high speed was the most challenging manoeuvre.

Which historic F1 car would you most like to have a go in?

Marco van Harn,
Netherlands

I would like to try a 1994 car, something like that. And then after that I'd like to try a car from around 2007 or 2008.

F1R: Is there any reason why you'd be so keen to drive cars

from those periods in particular?

MV: I like the look of them, particularly the cars from 1994. With the later ones, I just like all the aerodynamic parts and wings on them.

F1R: So nothing truly historic from the 1960s or 70s?

MV: No, not interested.

Which F1 teams and drivers did you follow when growing up? Not including your dad...

Paul Williamson, UK

I didn't really follow any driver or team. I just liked to watch the races. I never had pictures of a favourite F1 driver or any of their cars on the wall of my room, or anything like that. Nothing.

F1R: So, forgive us asking, what did you have pictures of?

MV: Landscapes, maps of the world, countries, capitals and flags...

F1R: So if we were to give you a country, would you be able to name its capital city?

MV: I'll try, but it was a long time ago.

F1R: We'll give you a hard one to start off. What's the capital city of Mongolia?

MV: That's a tricky one. I don't know that one.

F1R: How about Saudi Arabia?

MV: Riyadh.

F1R: Very good! Ulaanbaatar is the capital of Mongolia.

Max as a toddler in 2000, pictured with his father, Jos, who was then racing in F1 with Arrows



Are you better than your dad?

Peter Sheppard, UK

Well, that was always the aim of my dad, when he was helping me, for me to become better than him. So, yes, I am.

Which track would you like to see added to the F1 schedule?

Joseph Johnston, USA

I quite like Imola, that's a good track and I'd like to see it make a return to the calendar.

Or Zandvoort, with some modifications – I think that

would be great. Other tracks? No, not really.

F1R: What about somewhere like Adelaide?

MV: Nah, I'm not a fan of street circuits in general.

I prefer normal tracks with fast corners.

Which is your favourite track to race on, and why?

Jo Roberts, UK

That's definitely Spa. It's kind of a home grand prix for me and there are a lot of fans. But also the track itself is so good, the layout has flowing corners and it's not

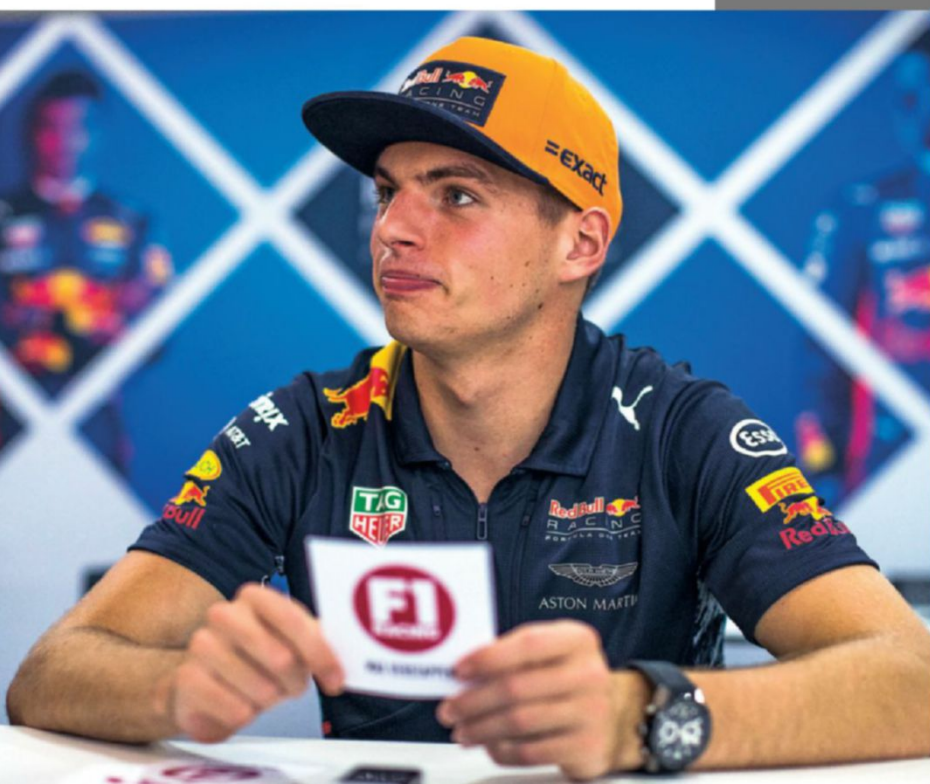
so much stop-start. That's what I like in a qualifying lap: really pushing, not having lock-up under braking because of a hairpin, or struggling with traction. There's none of that – just a sequence of fast corners. Sector two is my favourite: Les Combes and then the long right-hander down the hill. It can be tricky to get the right line; it depends on your car. Sometimes you might have to 'V' the corner a bit more because you are understeering, or if you have more front end you can take more of a 'U' line.

Which other racing disciplines do you want to try later on in your career?

Steven Cook, USA

I'd like to try MotoGP. When I was eight years old I used to race on two wheels as well as four. I really liked it. It was a bit more dangerous, of course, but absolutely I would like to

try it. MotoGP is a different world but I like the feeling of getting close to the ground with your knees in the corners. I don't normally watch any other type of racing. I'll tune into the Indy 500, but not anything else except for MotoGP. It's good to watch: great racing.



Who is quicker: your mum [former karting star Sophie Kumpen] or your dad [former F1 racer Jos Verstappen]?

Justin Bobby, Australia

I think ultimately my dad. Yes, my mum was very quick, but I think my dad was just that little bit better. They have driven in karts on the same track together – and it's been close – but my dad was faster.

You post a lot of pictures of yourself playing games on social media – what's your favourite?

Tom Bryan, UK



Mainly FIFA. A bit of the F1 game, but mainly football with my Ultimate Team on FIFA 18.

When you passed your driving test last year, did the examiner point out any issues with your driving or give you any pointers?

Aaron Fothergill, UK

Um... yes, twice. Both times I didn't give way, but from my perspective the other driver was so far away. So, that was the examiner's opinion against mine. The other time there were people crossing, but they were not even close to the edge of the road.

Again, that was my opinion against his. But I got my licence, so it's all good now.

Do you reckon you have been unjustly accused of having too 'wide' a car? Isn't the point of racing to pass and not be passed?

Robert Wood, USA



Yeah, I think overtaking is an art and defending is an art as well.

What is it like working with Dr Helmut Marko?

Donald Rose, USA

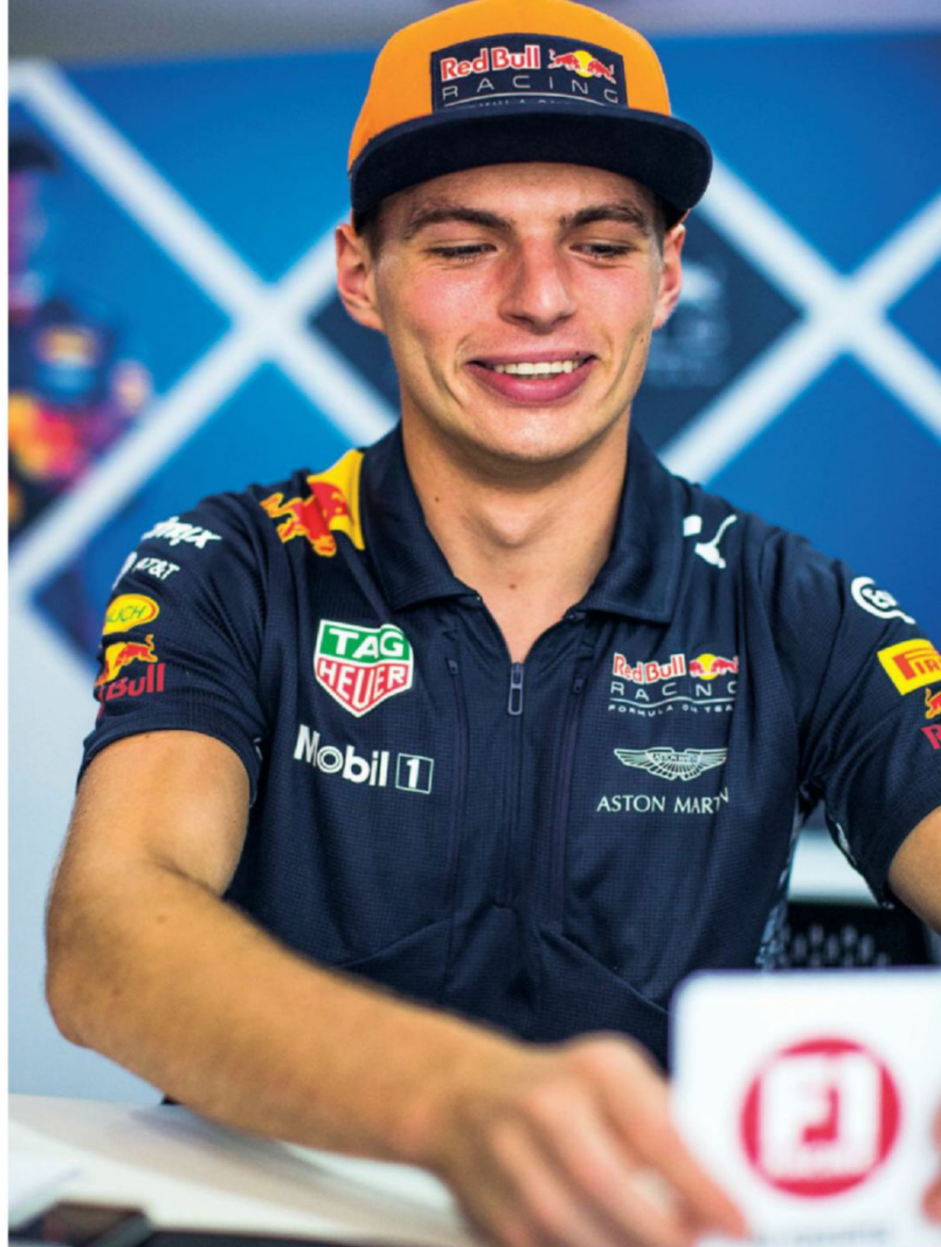
From the outside he looks... I wouldn't say 'grumpy', but a difficult person. But actually when you get to know him he's a nice guy and a racer who understands what he's talking about. And you have to perform otherwise you get kicked off the Red Bull Young Driver Programme and that's the reality of the sport. He is a bit harsh compared with other people, but then again I've been working with my dad and I'll never find anyone harder on me than my dad is.

Hi Max, what do you do to have fun?

John Slater, New Zealand

Just spending time with my friends. Jet-skiing, maybe not so much now the weather's turned, but that's my favourite. I do

spend time with my family, but because I travel so much, it's nice to be at home and to sleep and chill.



“ I DON'T SEE MY DAD AS A RACING HERO, I JUST SEE HIM AS A MENTOR AND FRIEND. I HAVE A LOT OF RESPECT FOR WHAT HE DID TO HELP ME ”

What design rule would you introduce to make the driving better?

Trevor McBean, UK

At the moment we can't follow other cars very closely and that's a problem I would address. But that's the only thing.

Who's your racing hero?

Michael Parker, New Zealand

I don't have one.

F1R: Not even your dad?

MV: No, because I don't see him as a racing hero, I just see him as

a mentor and friend. I have a lot of respect for what he did to help me.

Given your love for the PlayStation, would you consider racing in the F1 eSports world championship?

Kunal Shah, India

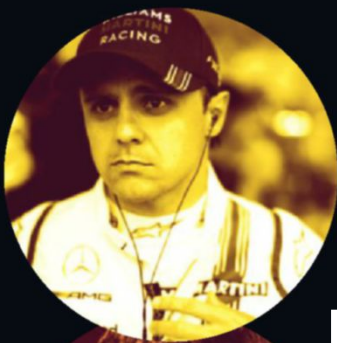
I could do, but I wouldn't be fast as I don't play it enough. There are a lot of professional sim racers, so I'd have no chance... 🙄



{ YOU ASK THE QUESTIONS }

Next month, Stoffel Vandoorne is in the hotseat. For your chance to ask him a question, sign up at: f1racing.com/global-fan-community

THE TALENT SP




He's played a part in Lewis Hamilton and Nico Rosberg's journeys to F1, and has managed talents including Felipe Massa, the late Jules Bianchi, and future star Charles Leclerc. And he's still picking out exciting young drivers, even as teams try to muscle in on his turf with their own development programmes. We ask: how does **Nicolas Todt** do it?

TTER

WORDS

JAMES ROBERTS

PICTURES

 LAT IMAGES:
LORENZO BELLANCA

Whether it's the turn of phrase or the mannerisms, there is an unmistakable similarity between Nicolas Todt and his father, Jean. But you're less likely to bump into the former-Ferrari-boss-turned-FIA-president in the Formula 1 paddock. Now it's Nicolas who is a regular presence, helping to manage some of the world's top drivers.

For the past 14 seasons, Todt Jr has been working with Felipe Massa. He guided him through his rehabilitation back into F1 after Massa was dropped by Sauber in his wild rookie year. He was also there during Massa's oh-so-close world title campaign in 2008. And he was in the wings again during Felipe's recovery from that near-fatal accident in Hungary a year later.

When GP2 was established as a feeder category to F1 in 2004, Todt entered a team with renowned junior single-seater master Frédéric Vasseur. ART Grand Prix subsequently won the first two championships with Nico Rosberg and Lewis Hamilton. It's clear, then, that Todt knows a thing or two about talent-spotting. ▶

LAT IMAGES: ZAK WAUGER; GLENN DUNBAR; SAM BLOXHAM; OTHER PHOTO: KSP REPORTAGES





WHICH DRIVERS ARE PART OF NICOLAS TODT'S ALL ROAD MANAGEMENT COMPANY?

FELIPE MASSA

After reversing his decision to retire last year, Felipe Massa, 36, has now spent 16 seasons in F1. He has started more than 260 GPs, winning 11, and missed out on the title by one point in 2008. This is his fourth season at Williams.



“DRIVERS WITHOUT A BUDGET ARE OFTEN THE MOST DETERMINED TO SUCCEED”

Since establishing his company, All Road Management, Todt has worked tirelessly to seek out the next wave of young talent, with the aim of helping them reach their goal of F1. His most recent protégé is on the verge of doing just that. Monégasque Charles Leclerc clinched the Formula 2 title in October and is in the frame for a 2018 Sauber seat. But, as Todt admits, the role of a driver-manager has changed since 2003.

“There are fewer managers today because teams try to sign drivers much younger and put them directly into their own schemes, such as the Red Bull, Mercedes and Ferrari young driver programmes. Apart from that, it’s even more difficult to reach F1 now than it was in the past. Today, a good driver can lose his seat because another driver arrives with a lot more money.

“In the past, back-of-the grid teams were always looking for sponsorship, but now many more mid-grid teams are too. My job is harder; the chances of your driver getting to F1 are smaller – unless you have a really great driver.”

Back in 2002, the young Felipe Massa was a quick but somewhat erratic driver, who was

subsequently dropped by Sauber at the end of the year. He moved to Ferrari as a test driver and met Todt at the 2003 car launch.

“He told me that he needed someone to help boost his career and admitted that he had made mistakes, but his talent was obvious,” says Todt. “He said that he needed someone to help him and he asked me. At that time, Willi Weber [formerly Michael Schumacher’s agent] was the manager in Formula 1 and he was known as ‘Mr 20 per cent’. I was only 26 and relatively inexperienced, but I agreed and started to help Felipe. I could see he had great potential and, little by little, he worked his way back into Formula 1 and moved over to Ferrari.”

A cynic would counter that it was easy to land Massa a seat at Maranello, since Ferrari was, at that time, being run by Nicolas’s father, Jean. But that is to downplay both Felipe’s abilities – he was just one point and one corner away from being world champion in that unforgettable 2008 showdown – and Nicolas’s own achievements.

“My parents divorced when I was very young and in 1993, when I was 16, my father moved

to Italy to join Ferrari. I saw him at weekends when I was attending races,” says Todt Jr, who turned 40 this November. “Having a dad who was successful and powerful definitely helped me enter this industry, but I doubt people make my life easier because of who he is. I listen to his advice and I’m obviously extremely proud of what he has achieved, but I don’t involve him in my professional life.”

This weekend, we’re speaking to the younger Todt at the Ritz-Carlton Hotel in the centre of Kuala Lumpur, since he’s at the Malaysian GP, looking after the interests of both Massa and Leclerc. The day before our meeting, Todt was in the Sauber garage (the team now run by his ART partner Vasseur) monitoring Leclerc’s free practice running. You sense real ambition from Todt for his new charge, which, at its heart, has a strong emotional bond. For Leclerc was discovered by another driver he used to manage: Jules Bianchi.

“Two years after I started working with Felipe, I was hunting for the next up-and-coming star. I went to karting tracks in Europe and spoke to

CHARLES LECLERC

The current GP3 champion took the Formula 2 title in 2017. Leclerc, 20, is a member of the Ferrari Driver Academy and made his F1 debut driving practice sessions with Haas two years ago. He did the same with Sauber this year.



JOSÉ MARIA LÓPEZ

Having won the 2003 Renault V6 Eurocup, 'Pechito', 34, moved to GP2 and became a Renault test driver. He won three titles in the FIA World Touring Car Championship with Citroën and is now a factory Toyota LMP1 driver.



team owners and track owners, and nine times out of ten they pointed to Jules. This kid had something special about him, so I asked to meet him and his dad, and soon after that I became his manager.

"Jules had a best friend called Lorenzo Leclerc. About six years ago, Jules called me to say I should take a look at Lorenzo's younger brother. He was karting and struggling to find money, but Jules was convinced he was the real deal. So I met Charles with his father; they came to my office smartly dressed and told me about Charles's career and said they had no more budget – they were stopping racing and Charles was going back to school. I told them: 'I don't know you very well, but Jules rates you very highly. So I'm going to help you and I'm going pay for you to finish the season. If you do a good job, then we will continue.' He was 13 then and he turned 20 in October.

"I do help with financing for drivers, but not very often given the amounts required. It's not a charity, it's about helping those with the most potential who don't have the budget. And, you

know, often those without a budget are the hungriest and the most determined to succeed."

Just three years later, Leclerc won the GP3 championship in 2016 with ART and followed that up by securing the Formula 2 title in his first year and, in the process, becoming the youngest driver ever to do so. It was then that he suffered further tragedy. He was 17 when he lost his mentor, Jules, and this summer his father died. Since then he's raced with '*Je t'aime Papa*' ('I love you Dad') emblazoned on his helmet.

"Charles has shone this year, despite overcoming some very difficult moments. Jules' death two years ago was huge for him, as Jules was his hero. When Jules passed away it was a huge shock for us all. They were very close, their parents knew each other well, and it was a horrible time. It's never fair; Jules was a great driver, a great person who had a very bright future. It was really hard to believe for everyone.

"I remember just a few months before Suzuka, for the first time in his life Charles was able to pay the bills for himself. He'd never had money before, but he was starting to get a salary, and

I was so proud for him when he bought his first car, a BMW M4. For him, it was a dream come true. Then, just a few weeks later, it turned into a nightmare. Earlier this year Charles's father had become very ill. In Monaco his dad was very sick, but Charles still managed to put his car on pole position. He asked people not to talk to him about it because he said he needed to try to stay focused. Many other people would have lost their focus, but in Baku, two days after his father's death, he was on pole again and he won the race. It just shows how strong he is, mentally: he didn't feel the pressure.

"His mission is to race, and I try to give him the best environment I possibly can. He never had to find one euro, I told him I'd worry about that. All I needed him to do was to focus on his job and drive with a free mind. And what happened with his dad has made him stronger.

"What I like about Charles is that he has a mission. We lost Jules and it was very difficult, but, in a way, given their connection, there is continuity with Charles, you know? There is a bit of Jules behind him." ▶

JAMES CALADO

A runner-up in the British F3 championship in 2010, Calado, 28, joined ART to race in GP2 in 2011 and 2012. A former Force India reserve driver, he now drives for the Ferrari GT team in the FIA World Endurance Championship.



CAIO COLLET

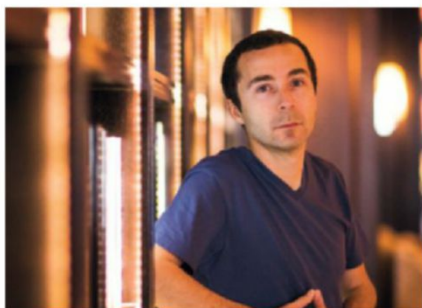
All Road Management's youngest member is 15-year-old Collet, who hails from São Paulo and has impressed in karting, finishing third in the junior world karting championship and at the Rotax Max grand finals.



IS CAIO COLLET THE NEXT AYRTON SENNA?



“EVERYONE NEEDS SUPPORT, WHETHER AS A FRIEND, A FAMILY MEMBER OR IN THE ROLE OF A MANAGER”



Todt's All Road Management looks after five drivers and he tries to ensure there is enough of a generational gap so that none of his drivers are competing with each other. While Felipe Massa is in the autumn of his career, he has spotted another youngster in Brazil who is in the spring of his. Look out for 15-year-old Caio Collet in the future, tipped as 'the next Senna'.

There's more to managing drivers than helping with finance. There is also a psychological element, whether it's helping those who have lost confidence or a loved one: putting an arm around their shoulders in a world that is extremely competitive, pressurised and dangerous, too.

"Everyone needs support, whether as a friend, a family member or in the role of a manager," says Todt. "I know my presence is not going to make the difference between them securing pole or not, but for a driver, they are happy to know there is someone there for them."

And, right on cue, Nicolas gets a text. "That's Felipe, he's waiting in the car outside..." With that, he leaps up and heads down the escalator to join his old friend at the race track. **F1**

Remember where you heard the name first.

Brazilian karter Caio Collet, 15, is tipped to be a star of the future. He is primed to become the first of a new generation of Brazilian racers, and already has a host of achievements to his name.

"I know it's a cliché to say that he's the 'new Senna', because we've heard that before, but I heard many good things about him and he's done very well in his career so far," says Todt.

After winning karting titles in his home town of São Paulo, Collet joined the CIK-FIA World Championship (KF Junior) in 2015 and was 'best rookie' and third overall. He was sixth in the CIK-FIA European Championship (OK-Junior) in 2016.

"I wanted to help Caio as I don't see any good young Brazilian driver on the radar for the next ten years," says Todt. "If he is good, then it's good for Brazil because it's an important country for motorsport. Not long ago there were no French F1 drivers, but that has changed now.

"We are looking at giving him a test in single-seaters later this year, and if he does well, we will bring him to Europe next season – otherwise it will be another year in karting."

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FINISHING STRAIGHT



However you rate him against other great F1 talents, there's no denying that Lewis Hamilton is one of the best

The best of the Brits

Congratulations to Lewis Hamilton, who has now elevated himself above all other British drivers with a fourth world title. And now the arguments can begin: is he better than Stewart, as good as Prost, and will he eventually beat all of Schumacher's records?

Those debates will always be subjective, regardless of what the statistics say. Pure numbers don't necessarily mean that A is better or worse than B, but it would be churlish of Lewis's detractors to deny that he is a fantastic talent who has taken his performances to another level in a car that has not always been the best on the grid.

Here's to titles five, six and seven!

Richard Walsh
London, UK

An outrageous injustice

What more has this amazing future champion got to do? The dignified, pragmatic and calm manner in which Max Verstappen accepted the shocking stewards' decision at the US GP does him enormous credit especially for one so young and in what has been a difficult season for him. Sebastian Vettel would have been effing, jeffing and spitting feathers if he'd been stripped of a podium in the same way.

We got to watch two gladiators of the sport, Kimi Räikkönen and Max Verstappen, in exhilarating wheel-to-wheel combat, demonstrating incredible skills and keeping fans on the edge of their seats. Yet that's been killed by questionable and inconsistent stewarding that may well deter drivers from racing.

To encourage fresh young talent to race, and entertain the viewing public, the rules need amending to prevent further inconsistent decision-making by race stewards.

At the US GP, more than a few other drivers gained an advantage in exceeding track limits without receiving a penalty. Mika Salo was a steward at that race: should we be asking if he has a conflict of interest having been on the Ferrari payroll?

David Ibbott
Maidstone, UK

Unfair advantage?

The fuss over Martin Budkowski's move from the FIA to Renault is a load of hot air over something that is pretty much beyond the teams' control. While Budkowski theoretically has a greater overall

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knowledge of each team's systems, with all due respect, the internals of a Sauber structure are hardly likely to be earth-shattering stuff. Hence it is therefore only the likes of Mercedes, Ferrari and Red Bull who should be crying foul.

It still remains to be seen at this stage just what difference Budkowski will make at Renault. But, thinking about it, the situation seems to be little different to the scenario of a top driver, engineer or designer moving over to a major rival. They will always take insider knowledge of operating systems with them to a competitor.

The crucial part of the story, which is not often reported, is that three months' gardening leave is the maximum permitted under Swiss, and therefore FIA, law. You can't blame any team for wanting to increase their competitive edge and this, after all, is meant to be a cut-throat business.

You could argue that gardening leave shouldn't even exist in future, or, if it must, then why not make it a maximum of three months for all such technical moves?

Michael Brierley,
Manchester, UK

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How Lewis landed title number four



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AMERICAN BEAUTY

Hamilton's charge to victory in Austin was a joy to behold and left him nine points from a fourth title



The dazzling pre-race buildup to the 2017 US GP revealed much about how Formula 1's new owners intend to develop the sport into a global racing spectacle. But the race itself, though entertaining, told the same old story: Mercedes domination; Ferrari capitulation.

QUALIFYING

"It felt for a moment like I was dancing with the wind," said Lewis Hamilton, as he described the intensely intimate sensation of taking his Mercedes W08 downhill from the Turn 1 peak of the Circuit of The Americas through those thrillingly fast sweepers from Turns 2 to 9. Then he caught himself, momentarily embarrassed at how easily

he'd reached for lyricism in trying to explain quite how it is that he and his car have attained a peak of performance beyond the reach of any rival. A coy smile and a nervous laugh: this was the kid from Stevenage still unable to reconcile his most unlikely upbringing with his ever-growing status as a global sporting icon.

"The tyres," he continued, "they feel like living tissue. That's why we have to treat them so carefully to bring out their performance and maintain it."

There was no artifice to Hamilton's declaration of how it had felt to set his 72nd career pole position; this was sportsman-as-artist, expressing himself in as pure a manner as he knew, in a

moment of joyous exhilaration. Just as there is a beautiful fluency to a Hamilton pole lap, so, too, is he effortlessly articulate when describing what he experiences while driving... so long as he is happy.

And here is the key to understanding why it is that Lewis Hamilton currently appears to be so untouchable; why he has taken this championship by the throat since the summer break and almost strangled the life out of it; why records set by legends such as Senna and Schumacher all suddenly seem easily within his grasp.

Certainly, no one else was going to get a look-in this Austin weekend if Lewis had anything to do with it. He set a new outright lap record during Q2 of 1m 33:560s, then laid down what would be pole time with his first flier in Q3 – a 1m 33:108s on Pirelli ultrasofts. P1 was his, and a platform secured for what could be a title-clinching race – if he were to win, with Vettel no higher than sixth.

RACE

Is Formula 1 witnessing another 'Schumacher' moment? That's how the sport is starting to feel as the Lewis Hamilton juggernaut rumbles on. Records are tumbling; goals that previously seemed unattainable are suddenly within his reach.

Win number 62 for Hamilton in Austin, his ninth this season from his 72nd pole, all but sealed the 2017 drivers' championship with three races to go. He now leads Sebastian Vettel, his neck-and-neck rival for the first two-thirds of the year, by 66 points with a maximum of 75 still available. Something truly freakish would have to happen for Hamilton *not* to secure his fourth world title before season's end. And deservedly so, for he and his Mercedes team – crowned constructors' champions for a fourth consecutive season in Austin – have looked an exceptionally strong Ferrari challenge in the eye this year, stared it down, and forced it into submission.

While Hamilton charges imperiously to further glory, Vettel and Ferrari have crumbled, bit by bit, since the summer break. In Austin it was Ferrari who had to make an overnight chassis change from Friday to Saturday, and whose strategy calls on Sunday were questionable. And this was all against a murmuring backdrop of looming management changes, as rumours had it that team principal Maurizio Arrivabene would be replaced by technical chief Mattia Binotto for 2018.

Over at Mercedes, by contrast, there has been nothing but diligent deconstruction of their once temperamental W08, honing it to a peak of excellence that's allowing Hamilton always to dance with its music. Not that Ferrari are a spent force, and not that Vettel is anything but a gallant combatant: his bold start from P2 at CoTA showed

CIRCUIT OF THE AMERICAS / 22.10.17 / 56 LAPS



Clockwise from above: Vettel takes the lead at the start and holds it for six laps; Verstappen cuts through to P3 but is penalised for his pass on Räikkönen; Lewis edges closer to a fourth title



“AT MERCEDES THERE’S NOTHING BUT DILIGENT DECONSTRUCTION OF THEIR ONCE TEMPERAMENTAL W08, HONING IT TO A PEAK OF EXCELLENCE THAT’S ALLOWING HAMILTON ALWAYS TO DANCE WITH ITS MUSIC”

pure racing spirit – and millimetre-perfect skill – that allowed him to pass Hamilton into the first corner and lead for six laps before succumbing to the inevitable Hamilton DRS pass at T11.

That was it as far as the win was concerned, though the supremely fit-for-purpose layout of the Circuit of The Americas helped ensure there was spice aplenty to entertain a throbbing race-day crowd. True, this one didn’t live up to the fever-pitch levels of anticipation built by compère extraordinaire, Michael ‘Let’s Get Ready to Rumble’ Buffer, but there was no shortage of action.

Both Red Bulls could be thanked in part for that, at opposite ends of the race – although what looked like one of the passes of the year

by Max Verstappen on Kimi Räikkönen at the penultimate corner, for the final podium place, incurred a five-second penalty as Verstappen was deemed to have exceeded the track limits.

Carlos Sainz, making his Renault debut, put in another star performance. The six points he collected with his seventh-place finish, on a day when his perennially unlucky team-mate Nico Hülkenberg retired early with low oil pressure, helped to lift Renault up to seventh in the constructors’ standings.

But this was Hamilton and Mercedes’ day. Even a dauntless Vettel, eased through to an eventual P2 by his compliant team-mate, had to admit: “We simply didn’t have the pace.”

RESULTS ROUND **17**



1st	Lewis Hamilton Mercedes	1h 33m 50.991s
2nd	Sebastian Vettel Ferrari	+10.143s
3rd	Kimi Räikkönen Ferrari	+15.779s
4th	Max Verstappen Red Bull	+16.768s*
5th	Valtteri Bottas Mercedes	+34.967s
6th	Esteban Ocon Force India	+90.980s
7th	Carlos Sainz Renault	+92.944s
8th	Sergio Pérez Force India	+1 lap
9th	Felipe Massa Williams	+1 lap
10th	Daniil Kvyat Toro Rosso	+1 lap
11th	Lance Stroll Williams	+1 lap
12th	Stoffel Vandoorne McLaren	+1 lap
13th	Brendon Hartley Toro Rosso	+1 lap
14th	Romain Grosjean Haas	+1 lap
15th	Marcus Ericsson Sauber	+1 lap**
16th	Kevin Magnussen Haas	+1 lap

Retirements

Fernando Alonso McLaren	24 laps – engine
Daniel Ricciardo Red Bull	14 laps – engine
Pascal Wehrlein Sauber	5 laps – accident
Nico Hülkenberg Renault	3 laps – oil pressure

Includes 5s penalty for *leaving track and gaining an advantage **causing a collision

FASTEST LAP



Sebastian Vettel,
1min 37.766s on lap 51

FASTEST PITSTOP

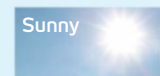


Valtteri Bottas,
23.254s (entry to exit)

TYRE COMPOUNDS USED



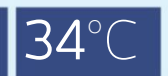
CLIMATE



AIR TEMP



TRACK TEMP



DRIVERS’ STANDINGS

1 Hamilton	331pts	12 Stroll	32pts
2 Vettel	265pts	13 Grosjean	28pts
3 Bottas	244pts	14 Magnussen	15pts
4 Ricciardo	192pts	15 Vandoorne	13pts
5 Räikkönen	163pts	16 Alonso	10pts
6 Verstappen	123pts	17 Palmer	8pts
7 Pérez	86pts	18 Wehrlein	5pts
8 Ocon	73pts	19 Kvyat	5pts
9 Sainz	54pts	Ericsson, Giovinazzi,	
10 Massa	36pts	Gasly, Hartley,	
11 Hülkenberg	34pts	Button, Di Resta	0pts





RACE DEBRIEF MEXICAN GP

FINISHING STRAIGHT

A TALE OF TWO VERY DIFFERENT VICTORIES

Verstappen wins the battle, but Lewis Hamilton wins the war and becomes Britain's first four-time champ



Max Verstappen took a third career victory in the Mexican Grand Prix, while Lewis Hamilton joined the select club of four-time world champions – but not in quite the way he would have wanted. After a dramatic opening-lap clash, both Hamilton and his title rival Sebastian Vettel had to battle their way through from the back of the pack, and while Vettel was at his very best, he fell two positions short of the second place he needed to stay in contention for the championship.

QUALIFYING

Mercedes have been on pole at every Mexican Grand Prix since the race returned to the Formula 1 calendar in 2015. But in 2017 the Mercedes W08 didn't quite have the ammunition to enable Hamilton to start from the front row. Vettel and Verstappen provided the fireworks in the closing moments of the session, but it was Vettel, desperate to keep his flickering championship hopes alive, who delivered the goods.

While Verstappen described himself as “super annoyed” at missing out on a first career pole, team-mate Daniel Ricciardo was “frustrated, annoyed, helpless” after slumping to seventh as Bottas, Kimi Räikkönen and Esteban Ocon leapfrogged him in their second runs.

Post-qualifying, Red Bull chose to fit a new engine to Ricciardo's car, dropping him to 16th, just behind Romain Grosjean – the driver who set the slowest timed lap in qualifying, now starting 15th, but at the head of a five-car train of drivers who had collected engine-related grid penalties. Between them, Ricciardo, Brendon Hartley,

“HAMILTON CHARGED THROUGH TO THE TOP TEN ON LAP 56, BEFORE ENCOUNTERING FERNANDO ALONSO IN P9. FOR 11 LAPS THEY SQUABBLED OVER A PLACE THAT BY RIGHTS SHOULD MEAN NOTHING TO RACERS OF THEIR PEDIGREE”

Fernando Alonso, Stoffel Vandoorne and Pierre Gasly had accrued a drop of 115 places; perhaps they should have started the race in Acapulco.

RACE

The 2017 drivers' championship was all but settled within seconds of the start as Hamilton surged forwards so he was almost alongside Verstappen and Vettel as they bore down on the first corner. He wisely hung back as the front-row duo got stuck into each other, and waited for an opportunity to present itself – which it immediately did.

Vettel tried to run Verstappen wide at Turn 1, but Verstappen hung on to take the inside line for Turn 2. Vettel lost momentum – and a portion of front-wing endplate – then found Hamilton trying to follow Verstappen through. Hamilton got ahead around the outside of the right-hander at Turn 3, but at the exit Vettel's already wounded front wing sliced into his right-rear tyre, puncturing it.

This set up a fascinating battle for the final podium spot, while the displaced Vettel and Hamilton tried to race through from the back of the field. Pace-wise, the winner didn't seem in doubt as Verstappen pulled away from Bottas at 0.2-0.3s per lap, but Ricciardo's retirement with engine failure on lap 4 – having got as high as P7 – will have preyed on minds in the Red Bull garage.

Ocon held P3 for Force India, ahead of Nico Hülkenberg, Sergio Pérez, Felipe Massa, Räikkönen (who had bogged down off the start after a clean

RESULTS ROUND 18

MEXICO CITY / 29.10.17 / 71 LAPS



Lewis tries to pass at the start (top), but tangles with Vettel and suffers a puncture (left); Max wins (below)



A fighting P9 wasn't the dream finish, but it was enough to hand Lewis Hamilton a fourth title

initial clutch engagement) and Lance Stroll. Carlos Sainz spun out on lap 2, along with Massa, who had a puncture, leaving a five-car tussle for third.

Räikkönen was quick enough to worry Force India into bringing in Pérez and Ocon for soft tyres on laps 18 and 20, but only Hülkenberg responded and he dropped out shortly afterwards with an ERS failure. Räikkönen and Stroll moved into P3 and P4 and eked out their ultrasofts until a Virtual Safety Car on lap 32, prompted by Brendon Hartley's Toro Rosso expiring, played into their hands.

The VSC enabled Räikkönen to consolidate his hold on third place, not just emerging with a greater margin over Ocon but also running on faster (supersoft) rubber than the Force Indias. Stroll, too, secured an advantage, leapfrogging Pérez to run in a net fifth place.

Vettel and Hamilton also pitted under the VSC. Both had swapped to soft tyres on their early stops, but while Vettel had made P7 by lap 32, Hamilton struggled. When he broke for the pits on lap 31 he was 15th out of 17 cars still running.

Thereafter they resumed efforts, Vettel on new ultrasofts, Hamilton on new supersofts. Vettel got back on it, passing Magnussen for P7 on lap 37, Pérez for P6 on lap 50, Stroll for P5 on lap 54, and Ocon for P4 on lap 57. By then, Räikkönen was over 20s up the road with 14 laps to go. Vettel had to finish P2 to stay in the title hunt.

"Mama mia," was all he could say when the Ferrari pitwall apprised him of the gap.

Hamilton charged through to the top ten on lap 56, before encountering Fernando Alonso in P9. For 11 laps they squabbled over a place that by rights should mean nothing to racers of their pedigree, before Hamilton edged past. Verstappen set the fastest lap with six to go and finished 19.67s ahead of Bottas, Räikkönen was a further 34s down, 16s ahead of Vettel. The fight was over: 333 points to 277 with 50 left.

Hamilton described finishing P9 as a "horrible way to win" the title. He said of his fight: "I had to give it everything, so that when I crossed the line I could be proud of myself."



1st	Max Verstappen Red Bull	1h 36m 26.552s
2nd	Valtteri Bottas Mercedes	+19.678s
3rd	Kimi Räikkönen Ferrari	+54.007s
4th	Sebastian Vettel Ferrari	+70.078s
5th	Esteban Ocon Force India	+1 lap
6th	Lance Stroll Williams	+1 lap
7th	Sergio Pérez Force India	+1 lap
8th	Kevin Magnussen Haas	+1 lap
9th	Lewis Hamilton Mercedes	+1 lap
10th	Fernando Alonso McLaren	+1 lap
11th	Felipe Massa Williams	+1 lap
12th	Stoffel Vandoorne McLaren	+1 lap
13th	Pierre Gasly Toro Rosso	+1 lap
14th	Pascal Wehrlein Sauber	+2 laps
15th	Romain Grosjean Haas	+2 laps

Retirements

Carlos Sainz Renault	59 laps - steering
Marcus Ericsson Sauber	55 laps - suspension
Brendon Hartley Toro Rosso	30 laps - engine
Nico Hülkenberg Renault	24 laps - ERS
Daniel Ricciardo Red Bull	5 laps - turbo

FASTEST LAP



Sebastian Vettel,
1min 18.785s on lap 68

FASTEST PITSTOP



Valtteri Bottas,
21.758s (entry to exit)

TYRE COMPOUNDS USED



CLIMATE

Sunny

AIR TEMP

24°C

TRACK TEMP

38°C

DRIVERS' STANDINGS

1 Hamilton	333pts	12 Hülkenberg	34pts
2 Vettel	277pts	13 Grosjean	28pts
3 Bottas	262pts	14 Magnussen	19pts
4 Ricciardo	192pts	15 Vandoorne	13pts
5 Räikkönen	178pts	16 Alonso	11pts
6 Verstappen	148pts	17 Palmer	8pts
7 Pérez	92pts	18 Wehrlein	5pts
8 Ocon	83pts	19 Kvyat	5pts
9 Sainz	54pts	Ericsson, Giovinazzi,	
10 Stroll	40pts	Gasly, Hartley,	
11 Massa	36pts	Di Resta, Button	0pts

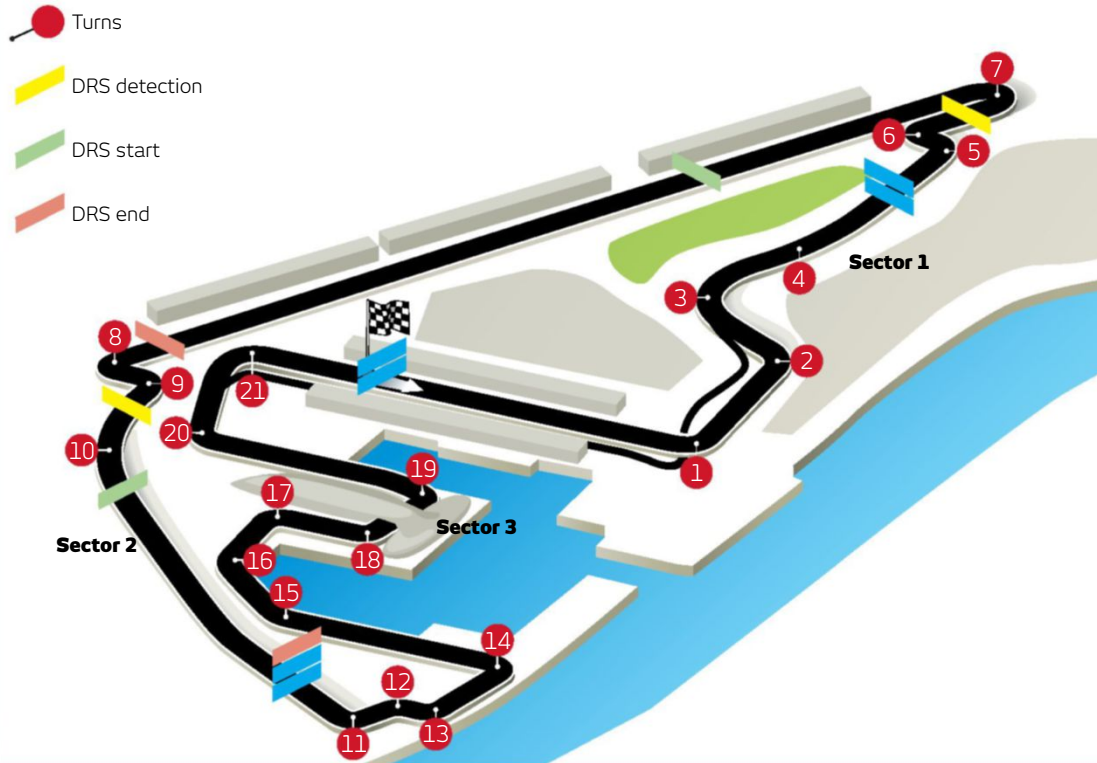




FINISHING STRAIGHT

THE ABU DHABI GP

LAT IMAGES: GLENN DUNBAR; STEVEN TEE; ANDY HONE; CHARLES COATES; ILLUSTRATION: ALAN ELDRIDGE



RACE DATA

- Circuit name**
Yas Marina Circuit
- First GP** 2009
- Number of laps** 55
- Circuit length** 3.451 miles
- Race distance** 189.739 miles
- Lap record** 1:40.279
(Sebastian Vettel, 2009)
- F1 races held** 8
- Winners from pole** 3
- Tyres** Ultrasoft, supersoft, soft

TV TIMETABLE (UK TIME)

- Friday 24 November**
- Practice 1** 09:00-10:30
- Practice 2** 13:00-14:30
- Saturday 25 November**
- Practice 3** 10:00-11:00
- Qualifying** 13:00
- Sunday 26 November**
- Race** 13:00
- Live coverage** Channel 4 & Sky Sports F1

THE MAIN EVENT



Over the past two decades, there have been many attempts to create a new F1 circuit as the centrepiece of a leisure park. Yas Marina is the one that was seen through to completion and so far there have been a couple of decent races, each made exciting through the sparkle of being a title-decider. But the circuit hasn't really delivered the sort of thrilling wheel-to-wheel racing the layout seemed to promise. What it *does* have is plenty of stuff that should make for an exciting grand prix: high-speed corners in sector one; long straights in sector two; and an honestly-we're-not-trying-to-copy-Monaco tight, low-speed twisty sector around the marina to end the lap.

Yas works its mojo hard. The grand prix is the talk of the town, and is supported with big-name concerts and more clowns, jugglers and acrobats than is healthy. This year the venue adds another string to its bow as it hosts the final of the inaugural Formula 1 eSports Series, a three-race event that will see one of 20 players crowned champion.

CLASSIC RACE: 2010

Mark Webber, Fernando Alonso, Sebastian Vettel and – theoretically – Lewis Hamilton, were all in with a shot at the 2010 title, going into the last round.

The permutations were too many to count, but suffice to say the race was billed as an Alonso vs Webber showdown. So focused were they on each other that, lemming-like, they both jumped off the same cliff and finished P7 and P8, stuck behind a determined Vitaly Petrov in a slow but amazingly well positioned Renault. Vettel, meanwhile, did his bit, by winning from pole to become the youngest world champion – and one of the least expected.



THE LAST FIVE WINNERS HERE...

2016	2015	2014	2013	2012
Lewis Hamilton Mercedes	Nico Rosberg Mercedes	Lewis Hamilton Mercedes	Sebastian Vettel Red Bull	Kimi Räikkönen Lotus

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GO FIGURE

As Lewis Hamilton celebrates his fourth title, we look at F1's multiple champions

SIX

of Formula 1's 16 multiple champions – Alonso, Ascari, Clark, Häkkinen, Senna and Vettel – claimed all their titles while driving for just one team

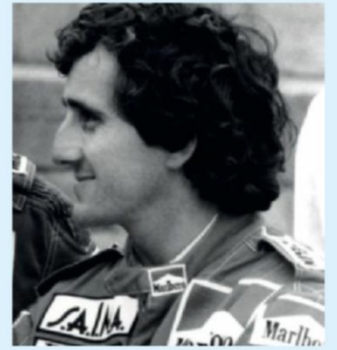
6 YEARS

The record number of years between first and second titles – shared by Graham Hill (1962 to 1968) and Lewis Hamilton (2008 to 2014)

100%

of all tyre manufacturers involved in winning a championship have won more than one title

4



The number of title runner-up spots set by Alain Prost: the most by a multiple champion



ONE

track, São Paulo in Brazil, is where Fernando Alonso clinched both his world titles

FOUR

different engines (Alfa, Maserati, Mercedes and Ferrari) were used by Juan Manuel Fangio during his five title-winning seasons

SIXTEEN

constructors' titles have been won by Ferrari – the most won by any team

2



multiple champions – Jackie Stewart and Alain Prost – did not race again in F1 after winning their final world championship

24 YEARS, 99 DAYS

Sebastian Vettel's age when he became Formula 1's youngest ever double world champion in 2011



13

The total number of grands prix won by Alberto Ascari – the fewest wins by any multiple champion

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THE SPANISH GRAND PRIX

Circuit de Barcelona-Catalunya, Spain; 11-13 May 2018*



LAT IMAGES; STEVEN TEE; ANDY HONE; OTHER PHOTOS: SHUTTERSTOCK

Circuit de Barcelona-Catalunya

WHY VISIT?

The Spanish Grand Prix is traditionally the first European round of the world championship, and the race where teams tend to bring their first major technical upgrades. With the first batch of long-haul flights safely behind them, the Formula 1 paddock swells with the return of the teams' motorhomes, while the on-track excitement is bolstered by the Formula 2 and GP3 support races.

Spain's second city is one of the world's leading tourist destinations – and with good reason. It's characterised by some very unusual buildings designed by Catalan Modernist

architect, Antoni Gaudí. It's also the home of one of the world's most-loved football teams: FC Barcelona. And if that's not enough, there's a popular three-mile-long sandy beach that runs 100 metres from the edge of the bustling city, plus a collection of magnificent landmarks and sights, many of them remnants of the 1929 Expo.

The short travel distance from the UK, with direct flights from most airports taking around two hours, in addition to the typically pleasant and sunny weather, makes Barcelona an ideal base for an interesting long weekend away, with the grand prix at its heart.

WHAT TO SEE

Sagrada Família

The construction of Barcelona's most iconic building began in 1882 and is not expected to be completed at least until 2026. The 150-year construction process is a testament to the complexity of Gaudí's greatest masterpiece, and the basilica was chosen as his final resting place following his death in 1926.

Camp Nou

FC Barcelona are a legendary force in world football and a visit to their home in the north of the city is a must for any sports fan. Whether



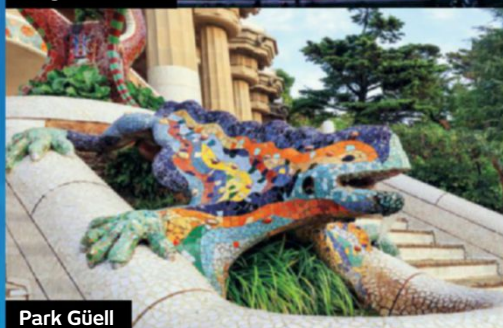
Camp Nou



Sagrada Família



Magic Fountain



Park Güell

FAST FACTS

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Plug type Type F

Weather 21°C / sunny

Flight time London - Barcelona: 2hrs 10m
Manchester to Barcelona: 2hrs 30m

La Boqueria

A market has stood on the site of La Boqueria since at least 1217. It is now home to some of the freshest fruit, vegetables and seafood in the region. You'll need at least an hour or two to wander around all the colourful stalls and sample the local cuisine. The market's entrance opens out onto Las Ramblas, which leads down to the port where you'll find the Columbus monument and the aquarium.

Park Güell

This ornate park, designed by Antoni Gaudí, is situated on top of Carmel Hill, giving you panoramic views of the entire city, including the famous beach and port. Keep an eye out for the much-love multicoloured mosaic salamander, known as 'El Drac', with further mosaics visible on the main terrace. The park also contains Gaudí's house, La Torre Rosa, which contains furniture he designed himself.

football interests you or not, the 99,354-seater stadium is certainly a sight to behold – and since the builders are due to move in again during the next 12 months, for the next phase of the ongoing renovations, this could be your last chance to see the ground in its current incarnation.

The Magic Fountain of Montjuïc

Built in 1929 for the Barcelona International Expo, this free illuminated water show has been running regularly since 1955. The fountains 'dance' to music at half-hourly intervals, from 9.30-10.30pm every Thursday to Sunday.

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- Service charges, taxes and ATOL

WHERE TO STAY

H10 Marina

A ten-minute walk from the Olympic Port and the city's beach bars and restaurants, this hotel features bright, modern rooms with satellite TV and air-conditioning. Facilities include a gym, spa, free Wi-Fi and a rooftop pool and sun terrace.

Silken Gran Hotel Havana

This luxurious and centrally located four-star hotel is a short walk from Las Ramblas and Plaça de Catalunya. It features an impressive roof terrace with a swimming pool and a bar/lounge area offering panoramic city views.

SOHO Hotel Barcelona

A stylish, modern, three-star hotel, this one is located in the heart of the Eixample, five minutes from the gothic El Raval area of the city – famed for its bustling nightlife. A pool and terrace are located on the eighth floor.

HOSPITALITY OPTIONS

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**LIFE TO THE LIMIT:
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Author Jenson Button

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The 2009 world champion spent 17 seasons as a Formula 1 driver, earning respect and admiration both for his ability in the cockpit and his conduct out of it. Jenson Button's well-known story is an eventful one, but at the heart of his story, and this book, is his relationship with his beloved and much-missed father, John, who passed away in 2014.

Without 'Papa Smurf', Jenson would never have got anywhere near an F1 car, and the best parts of this book concern this special father-son relationship. On the subject of the Old Man, Jenson gets closest to lowering the barriers with an honesty that is genuinely touching.

Away from John's loving influence the book is a little light on insight, falling short of truly lifting the lid on the characters Jenson has met and raced against, and it only occasionally approaches the emotional depth and intelligence of Damon Hill's recent autobiography, *Watching the Wheels*.

DIGITAL ILLUSTRATIONS

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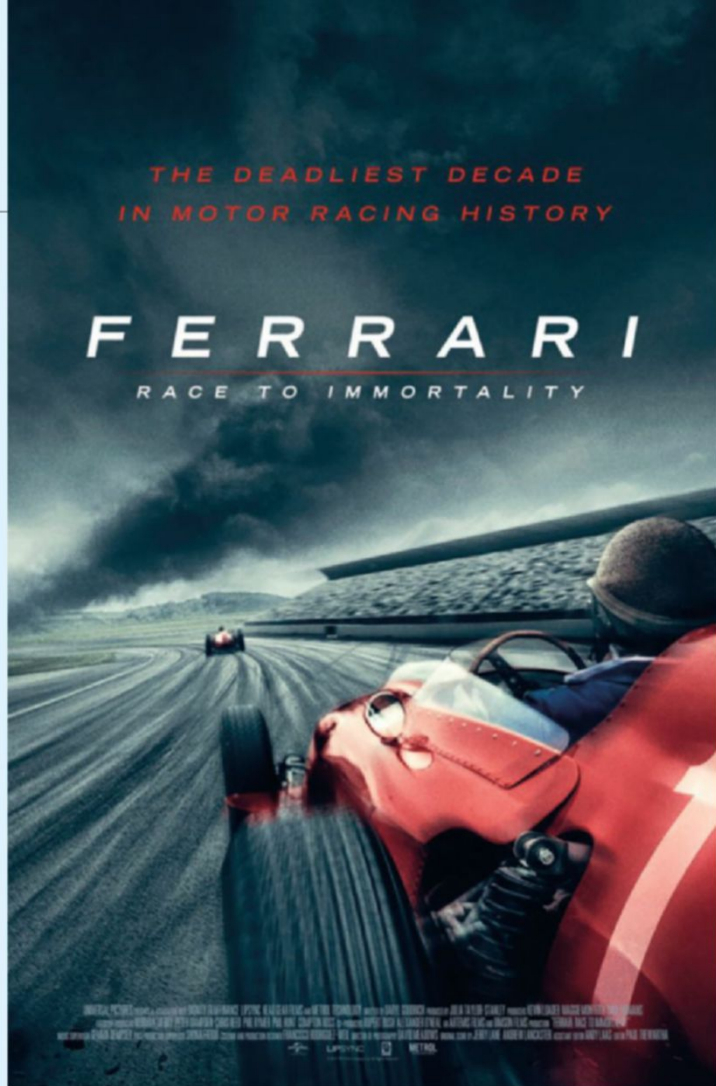
www.chrisrathbone.com



Motor racing art: there's a lot of it out there, and it's not all great. But that just means when you do see something genuinely good and original, it stands out – such as these pieces by a digital artist from London.

Chris Rathbone's modern poster styling captures a sense of speed and drama, while the accuracy of the cars in terms of shape and dimension – not always a given in this artistic genre – ensures a pleasing authority.

The prints can be bought direct from Rathbone's website, but be warned: they sell out quickly.



**FERRARI: RACE TO
IMMORTALITY**

In cinemas from 3 November

on DVD from 6 November

www.ferrairacetoinmortality.com

Motor racing documentaries for the silver screen have been all the rage since the award-winning success of *Senna*. This latest release is, we reckon, among the best, even if the subject matter might politely be described as somewhat 'niche'.

This is the story of five heroic racing drivers who raced for Ferrari a full 60 years ago, in the second half of the 1950s, none of whom lived to tell the tale. Mass audience appeal is tough for any distributor using such antique material, particularly since the quintet are hardly household names – even if one of them was Britain's first F1 world champion. But let's hope it succeeds, for this is a wonderful film, dealing with a largely forgotten era, that deserves to be seen by as many people as possible.

Brits Mike Hawthorn and Peter Collins were best friends who found themselves pitched against the Latin racers, Eugenio Castellotti, Luigi

Musso and Alfonso de Portago at Ferrari, all of their strings pulled by puppet-master Enzo Ferrari during the Scuderia's formative years. Tragedy lurked around every bend as four of the five lost their lives at the wheel of Ferrari racing cars, while Hawthorn's own demise in a road accident just months after securing the 1958 F1 title offers a morbid coda to the tale.

But what makes this film so magical is that despite the aura of tragedy, the fantastic archive material and evocative sounds lift the veil on an era remembered by those who lived it to be one of vivid colour and energy. Motor racing was *fun* back in those days, despite the dangers on which we might judge it today. And, happily, the filmmakers don't forget that.

Enzo Ferrari paid a heavy price for what he described as his 'terrible joys'. But as surviving peers, partners, and 'expert voices' recall with such clarity in this captivating film, what a time it was to be alive.

The film will be shown at selected cinemas from 3 November and can be ordered on DVD now.



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This sequel to the highly rated 2015 title is a significant improvement on what was already an excellent game. The breadth of cars and circuits has grown to provide more choice, while the beautiful rendering and realistic simulation has not been compromised.

Think of all the best racing games that you have played in recent years – titles such as *TOCA Race Driver*, *GTR* and *Grand Prix Legends* – and you'll find that the best parts of each of these have seemingly all been woven into this one game.

You can race a touring car around Bathurst, an IndyCar at the Brickyard, NASCAR at Daytona and sportscars in the fog of Fuji. Our own favourite is sliding classic F1 cars, such as a Lotus 25, through Burnenville on the old Spa circuit – in the wet!

The only downside is no option for a mid-race save. That means if you want to drive the full 24 hours of Le Mans, you won't be going to bed!

Ever wanted to fire up your PC or console and turn it up to full volume to hammer that Mercedes around Silverstone – only for the neighbours to start banging on the wall to complain about the racket? Here's your solution to the problem: Logitech's 7.1 surround-sound gaming headset. Comfortable and lightweight, it allows very little sound to leak out even at full volume.

Even if noise isn't a problem, this headset, complete with microphone for online communication, is a must for regular gaming enthusiasts. The superbly detailed digital crystal audio output adds to the realism. Available in black, blue or red, these headphones provide a truly immersive gaming experience.

F1 RETRO 1980

Author Mark Hughes

Price £60

www.shop.motorsportmagazine.com

This volume is the second in what is intended to be a long-running series that captures specific stand-out seasons in F1 history. The first depicted F1 in 1970. Now the author fast-forwards to the start of the next decade and the context of an entirely different and changing world.

"It was F1 in the early stages of puberty; no longer innocent, and looking to be less so, but still endearingly naïve when looked back on," writes Hughes, as he describes a sport in growing-pains transition from its amateur roots to a harsher commercial and political reality. Williams take centre-stage as they claim that vital first F1 title,

in partnership with gritty Aussie and perennial team favourite Alan Jones. But then the picture widens to include Nelson Piquet and Brabham, the growing influence of Bernie Ecclestone, and the yet-to-be tamed power of grenading turbo engines.

A simple, clear, chapter structure, wonderfully evocative photography sourced from the LAT archive, and high production values befitting a book with such a hefty price tag offer a perfect platform for Hughes' masterful story-telling. For those who remember 1980, he draws you back with a nostalgia that never crosses into sentimentality; for younger readers, the book will explain exactly why this era still resonates.

This is not only a contender for F1 book of the year, but would also make a fine addition to the shelves of sports fans in general.



ESSENTIALS

FINISHING STRAIGHT

F1 UPGRADES

Enhance the F1 experience with the latest must-have products

WATCHES



C7 RAPIDE
CHRONOGRAPH AUTOMATIC

Price £1,495

www.christopherward.co.uk

Founded in 2004 by friends Chris Ward, Mike France and Peter Ellis, this Swiss watchmaker offers quality timepieces at reasonable prices.

The brand's latest chronograph, the C7 Rapide, is inspired by the motorsport world's shared values of technical precision and innovative design. It features the Valjoux 7750 movement, one of the most dependable mechanical chronographs available. It also has a themed dial design housed within a four-piece case, and comes with four different strap options.



HUBLOT TECHFRAME FERRARI
70 YEARS TOURBILLON
CHRONOGRAPH

Price \$127,000-\$158,000

www.hublot.com

This new collection, in three editions, celebrates Hublot partner Ferrari's 70th anniversary. The design is from Maranello, with Prancing Horse styling on a skeletal, modular, three-component structure with two lateral push buttons in P485 Ferrari red.

It's driven by a Hublot movement with a manual winding mechanism that has a five-day power reserve. The three choices, in ascending price order, are: Titanium, PEEK (Polyether Ether Ketone) Carbon and King Gold, each produced in a run of 70.



IWC INGENIEUR CHRONOGRAPH
SPORT EDITION '50TH
ANNIVERSARY OF MERCEDES-AMG'

Price €13,000

www.iwc.com

The International Watch Company, based in Schaffhausen, relaunched their Ingenieur Collection earlier this year with an exclusive special-edition tribute to Mercedes-AMG.

This limited run of 250 watches features a silver-plated dial, black

hands, a titanium case, and a black calfskin strap. A soft-iron cage protects the movement from magnetic fields, with the lower part visible through a sapphire-glass back designed in the style of a Mercedes-AMG disc brake, complete with bores arranged in radial formation.

This beautiful watch is part of a collection that has become more vintage in character, the lighter, elegant design harking back to IWC watches of the 1950s and '60s.

RICHARD MILLE RM 50-03
McLAREN F1

Price £1,000,000

www.richardmille.com

Yes, you read that correctly. One million pounds. For a watch. While McLaren continue to slumber in terms of on-track F1 performance (yes, the bit that really matters), they can't help trumping the opposition in the frivolities.

So what's so special about this timepiece from Richard Mille? It's all about science, apparently, and the application of a new material. Graphene – six times lighter than steel, 200 times stronger – which

was isolated by its 'discoverer' in 2004 (earning him a Nobel Prize). And after a collaboration between Manchester University and McLaren it has been used on this... device (the term 'watch' somehow seems inadequate). The run is limited to 75... we'll take two!



**ORIS WILLIAMS CHRONOGRAPH
CARBON FIBRE EXTREME**

Price £3,160
www.oris.ch

The Oris-Williams partnership, dating back to 2003, takes another step with the release of this chronograph made using carbon-fibre processes common to F1, but never before seen in watchmaking.

The strength-to-weight ratio of carbon-fibre polymer makes it ideal for monocoque- and steering-wheel construction, and it's used here on the middle part of the watch's case. DLC-coated titanium elements are used for the bezel, crown, push buttons and case back. It's powered by an Oris Calibre 674 movement and features Williams blue in its design.



**RED BULL RACING FORMULA ONE
TEAM CARRERA HEUER-01**

Price €1,300 approx
www.tagheuer.com

Red Bull's Renault engines have been badged as TAG Heuers since 2016, so naturally a range of watches has followed. This is a brand with an illustrious history of creating motorsport-themed timepieces, and the Red Bull Racing Carreras follow in that proud tradition.

This 45mm steel chronograph is styled in the team's midnight blue and red, with a blue skeleton dial and a sapphire case back featuring the team logo. There are two versions: one with a steel bracelet and one with a blue leather strap with red top-stitching. Will it be as collectable as Steve McQueen-blessed Monacos in the future? Perhaps not. But like all Carreras, the timepiece has class – for a sliver of the price demanded by certain other racing watch makes.



**EDOX CHRONORALLY SAUBER
F1 TEAM '25TH ANNIVERSARY'
LIMITED EDITION**

Price £1,400
www.edox.ch

The Sauber team's 25th anniversary timepiece competes only in name and length, and definitely not in terms of price, compared with those from Mercedes and Ferrari.

It's made from lightweight titanium and there are obvious nods to its F1 pedigree: the oversize chronograph pusher, the speed scale on the inner bezel and slick-tyre-tread rubber strap, not to mention the bold '25th anniversary' logo across its face.

It's water-resistant to 100m and comes in a presentation case that celebrates the fourth oldest surviving team in F1. Now there's a thought...



**CASIO EDIFICE RACE LAP
CHRONOGRAPH EQB-800**

Price £350
www.casio.co.uk

This latest Casio Edifice timepiece, the EQB-800, has been developed in conjunction with Toro Rosso, hence its strapline: 'Supervised by professional race team.'

The watch features Bluetooth 4.0 connectivity, and if you pair it with the Casio app on a smartphone, you can log lap times and data from any race track. The stopwatch records to 1/20th of a second and has elapsed time, lap time and split time modes.

Dual time, which displays the time in two different time zones, is another nod to F1 fans, as is the phone-finder feature: press a button on the watch and your phone emits a tone.

**GIORGIO PIOLA G5, STRAT-3
AND STRAT-3 BLUE**

Price \$590-\$2,985
www.giorgiopiola.com

Legendary F1 Illustrator Giorgio Piola has designed three limited-edition timepieces inspired by his illustrations from grands prix around the world

This timeless Swiss-made collection includes the G5, the Strat-3 and the Strat-3 Blue, all designed and created using the latest F1-inspired materials including: carbon fibre, titanium, aluminium, crystal and rubber, and all featuring his signature attention to detail.





SERGIO PÉREZ ME AND MY LID

For Force India racer Sergio Pérez, it's all about balancing patriotism with keeping the sponsors happy – and he's pleased with the result



LAT IMAGES: GLENN DUNBAR; LORENZO BELLANCA. OTHER PHOTOS: JAMES MOY.



This year the helmet is pink, with a bubble effect, because of our sponsor, the water company BWT. It works well because it co-ordinates with the car and our overalls. My favourite colour is yellow, and the helmet used to be all yellow because I like to be seen in the car.

Colour aside, I try to keep my style consistent. I've had the Mexican flag on top for many years because I'm proud to represent my country. The flag is prominent, and everything else is worked around it. The design is very Mexican in terms of shapes and colours, and my logo is on the back.

The design is done by Uffe Tägström, who paints for a few other drivers including Kimi Räikkönen. He's based in Finland, so we communicate by email and he sends me pictures to approve. He tends to reply between 3am and 5am – maybe that's when he has his best ideas!

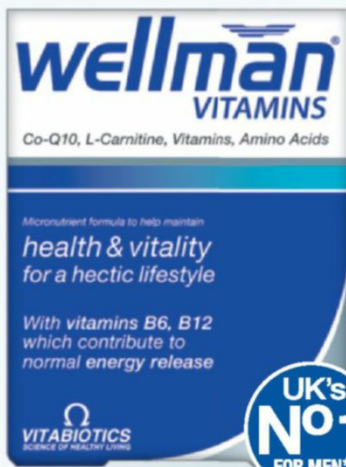
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VITABIOTICS



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