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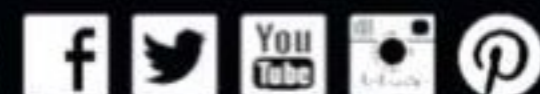
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Dropped by McLaren, can Sergio Pérez prove himself with a drive at mid-grid Force India?





Ignition / Anthony Rowlinson / 03.14

Say what you want, 2014 will certainly be interesting

“Like it or not, we live in interesting times,” noted Bobby Kennedy at his affirmation address in 1966, and how appropriate his words seem on this eve of a new F1 season. Kennedy had in mind matters of greater importance than the anxieties of the gifted throng charged with making their cars as fast as possible under a new set of technical and sporting regulations. Yet the sentiment holds true: support for the 2014 F1 reboot is not universal, with criticisms levelled at the complexity of the new powertrains, the ugliness of the cars, and the cost of change. Yet, “like it or not”, this is what we’ve got and this season is going to be all kinds of ‘interesting’.

Unreliable cars? Check. Unruly chassis? Check. Driver tantrums? Check.

Red Bull and Renault struggled most at the first pre-season test, with Mercedes (and Merc-powered chassis) emerging as pacesetters. But a month is a long time in F1, and with two tests still to go as we close for press, much can change. Back in the day, McLaren’s Ron Dennis would delight in noting the futility of reading too much into winter form before his then-dominant team went on to wipe the floor with the opposition.

Yet things do feel different, and excitingly so. When was the last time Red Bull looked anything other than unstoppable? By our reckoning it would have been 2009, and even then they were floored only by rule interpretations of much-challenged legality. When was the last time Ferrari had such a strong driver pairing?

Er, maybe never – as you can read in Jody Scheckter’s analysis of Fernando vs Kimi on page 80.

And there are further encouraging themes for the year ahead. McLaren, after their annus-truly-horribilis of 2013, seem to have taken a long, hard look at how and why they tripped up, and have emerged with an elegant, innovative, quick-looking new car. The return of Ron Dennis to an executive role within the company he led to greatness has apparently galvanised the team. Suddenly, we hear, McLaren’s a less comfortable place to work, though undoubtedly ‘interesting’.

This can only be good news for the title hopes of Jenson Button, who, at 34, is now F1’s elder statesman and its most experienced active driver. What a brilliant coda a title charge would be to a volatile career – one never less than (ahem) ‘interesting’. Jenson looks back over his F1 years with us on page 96.

What, then, of our cover star? Well, Lewis Hamilton tells Peter Windsor (p68) that he’s simply “going to have to drive better than ever” to beat not only his rivals, but also his team-mate, Nico Rosberg. The prospect of an on-fire Lewis in one of the few cars that thus far hasn’t shown a propensity to self-immolate is one that should give rivals pause for thought, and the smart money seems to be on Mercedes for a title or two this year.

But then, what do we know? For these “interesting times” are, as Kennedy also said, “more open to the creative energy of men than any other time in history...”



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Adrian Myers

Our master lensman has it all covered

Capable of conjuring studio conditions *anywhere* – see his work on our January issue cover – Adrian was a natural choice to make Lewis Hamilton look punchy (p68)



Andrew Benson

Auntie Beeb’s chief Formula 1 writer

Will F1’s most explosive partnership this season be Räikkönen vs Alonso or Maldonado vs Grosjean? Andrew considers the Lotus position on page 88



Drew Gibson

Used to edit pictures; now he takes ‘em...

Formerly our picture editor during his ‘yoof’, Drew is now one of motor racing’s go-to snappers. Check out his photos from F1 testing throughout this issue



Maurice Hamilton

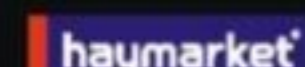
Proving it’s never too late to change a format

Maurice’s interviews have become a monthly must-read, but the veteran racing scribe hasn’t ‘done’ a current F1 driver... until now! He meets Felipe Massa on p122



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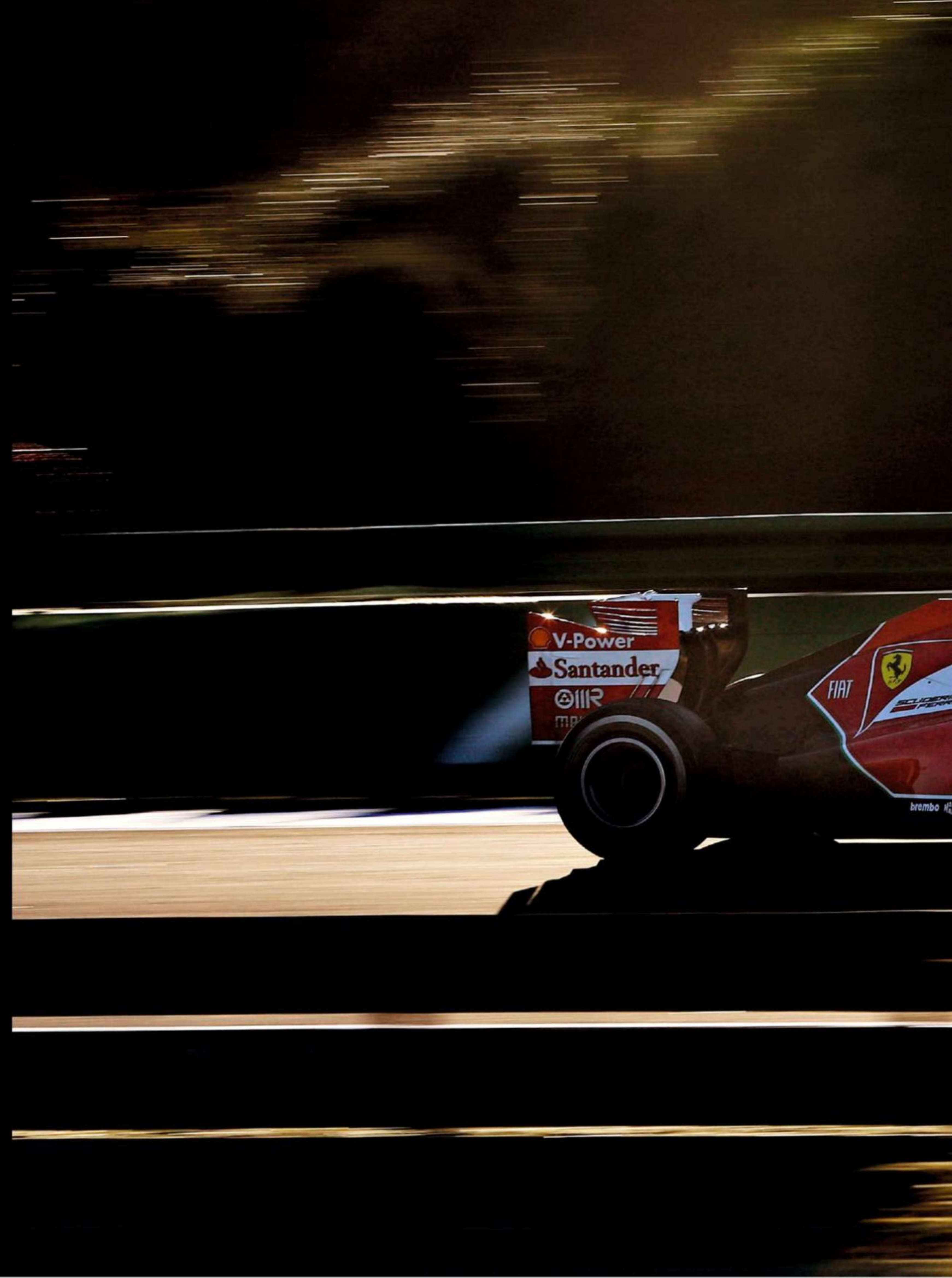


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Parade

A new dawn Opinions vary on the aesthetic appeal of the Ferrari F14 T's nose, but Fernando Alonso can't see it from where he's sitting. Even better for him is the news waiting back in the garage: the on-track results match up with Ferrari's windtunnel research, giving them the confidence they lacked last season

Where Jerez, Spain **When** 9.27am, Thursday 30 January 2014

Photographer Andrew Ferraro/LAT

Details Canon EOS-1DX, 300mm lens, 1/200th at F1.4







Parade

Button mushrooms No sooner had Jenson Button powered out of the McLaren garage for the first time in the new MP4-29 than attention turned to these aerodynamic 'mushrooms' on the rear suspension. Here, on the fourth day of the Jerez test, Kevin Magnussen runs with 'flow-vis' paint to assess their effectiveness

Where Jerez, Spain **When** 3.57pm, Friday 31 January 2014

Photographer Mark Thompson/Getty Images

Details Canon EOS-1DX, 600mm lens, 1/320th at F4



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44

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Parade

Four play Day one of testing at Jerez and Lewis Hamilton, bearing his new number-for-life of 44, is pretty much the only man running on track as rivals succumb to new-car teething troubles. A front wing failure will pitch him off after 18 laps, but there's clearly not much wrong with the Merc powertrain...

Where Jerez, Spain **When** 11.20am, Tuesday 28 January 2014

Photographer Mark Thompson/Getty Images

Details Canon EOS-1DX, 600mm lens, 1/500th at F5.6

McLaren's new race director
Eric Boullier: "Utterly determined
to match their famous passion
and determination to win"



NEWS

McLaren restructure to recapture winning form

Respected former Lotus boss Eric Boullier brought in to push Button and Magnussen to victory

McLaren head into the new season with a new start, following a boardroom coup in which Ron Dennis has reclaimed control of the Formula 1 team.

Within a week of Dennis's swoop, Lotus confirmed their team principal, Eric Boullier, had stepped down. Shortly afterwards he was announced as McLaren's new racing director. Boullier will report to the as-yet-unfilled

role of CEO of McLaren Racing, the incumbent of which will be responsible to Dennis.

It is a remarkable comeback by 66-year-old Dennis, who this time last year was at loggerheads with the board and whose very future at McLaren seemed to be in doubt. Now he is back in charge of the team for the first time since 2009, when the 'Lie-gate' scandal, in which Lewis Hamilton and

then team manager Dave Ryan gave a misleading account to race stewards over a relatively trivial incident behind the Safety Car, led to Dennis stepping away from the sporting side of the business.

According to a recent statement, Dennis will undertake "a thorough and objective review of each of our businesses, with the intention of optimising every aspect of our existing operations, while

identifying new areas of growth that capitalise on our technologies and, where appropriate, further investing in them".

Dennis will also: "Articulate a new group strategy and implement the organisational structure best suited to achieving it." Or, to ditch the 'Ronspeak', he aims to make McLaren winners again.

At the time of writing, there had been no official word on the



Button qualified 11th and finished eighth in Korea 2013. A shake-up at McLaren should allow the 2009 champion to prove his ability once again

future of Martin Whitmarsh. Following the appointment of Boullier, he is unlikely to retain his position as team principal, and is believed to have the option of a new role elsewhere in the McLaren Group. He is also one of a number of people approached by Lotus to replace Boullier.

Whatever prompted Dennis's coup, and how he pulled it off, remain a mystery for now, but the reasons behind it are obvious.

Dennis had been trying to oust Whitmarsh for two years. Friction between Dennis and the other McLaren stakeholders made that difficult, but the team's dire 2013 gave him ammunition to force change. The arrival of Honda as engine partner in 2015 – hugely important to the financial and competitive future of McLaren – provided further impetus.

In Whitmarsh's defence, he has been spread too thinly. Not only is he team principal, but he also held positions as deputy chairman of McLaren Automotive, CEO of McLaren Group (a title now taken by Dennis) and head of FOTA. Each of those, it could be argued, is a full-time job in itself.

McLaren insiders believe the team had become too comfortable, losing their fear of failure under Whitmarsh, with

situations requiring disciplinary action being allowed to slide.

One of Dennis's more accessible quotes is that he feels "physical pain" when he loses, so there is now no question of what is expected from the team. The responsibility for achieving that success falls on the shoulders of Boullier, who will oversee all racing operations, with the assistance of Jonathan Neale, who remains as chief operating officer.

Boullier's recruitment caused widespread surprise, largely because his manner is so different to that of Dennis. Boullier speaks quietly and to the point, whereas both Dennis and Whitmarsh have a more verbose public style.

While managing Lotus over the past four years, Boullier has coped with the team's well-publicised cash-flow problems, and earned the respect of the tight-knit racers who form the backbone of the Enstone team, enabling them to punch above their weight for so long.

Boullier has said he is "hugely excited" about joining McLaren and is "utterly determined to match their famous passion and determination to win". Many believe these were the missing ingredients responsible for the team's slump last year.

WINNERS + SPINNERS

UPS AND DOWNS ON THE F1 ROLLER COASTER

GOOD MONTH FOR

Getting a foot in the door

A number of teams have confirmed their reserve drivers for the coming season. Dutchman Giedo van der Garde has been thrown an F1 lifeline by Sauber, while Robin Frijns gets the reserve driver role at Caterham. And Mercedes DTM racer Daniel Juncadella will dovetail his racing season with the Friday driver role at Force India.

Honda's racing comeback

On schedule to have their new European F1 HQ in Milton Keynes ready for June, Honda, who will supply engines to McLaren in 2015, have teamed up with ART to run McLaren reserve driver Stoffel Vandoorne in GP2 this year.

Racing fans stateside

A USA-based F1 team is being set up by NASCAR team boss Gene Haas. The team have been speaking to the FIA about a 2015 entry and have appointed former Red Bull tech chief Gunther Steiner to head up the operation.



Fans of continuity

Teams will meet at testing in Bahrain to discuss tweaking qualifying this year. This potential change isn't as crazy as the unpopular 'double points in the last race' rule – the intention here is to stop drivers sitting out the final session.

Salmon

Ross Brawn chose 4 February, the first day of the salmon fishing season on the River Dee, to announce his retirement from F1. "February, March and April have never been good months for me to go fishing," said Ross, who was a guest of honour at the season opening ceremony. "But this year will be different. I'm going to take a year to enjoy the fishing then see what life brings."

Broadcasters

Formula 1 has published its 2013 Global Media Report. Although audience figures in the UK, Italy and the USA had increased, overall there was a drop of 50million viewers.



BAD MONTH FOR

Answers: **1** Matra **2** BRM **3** Tyrrell **4** Argentina **5** Mont-Tremblant **6** Caterham
7 Jim Clark **8** They were all French **9** Heinz-Harald Frentzen **10** Valtteri Bottas

F1 Mastermind

Your chosen specialised subject: the world's greatest sport



- 1** Which Formula 1 team was based at Vélizy-Villacoublay, near Paris, in the late 1960s?
- 2** Which team won their first grand prix at Zandvoort in 1959 and their last at Monaco in 1972?
- 3** In F1's last turbo era, which constructor won the Colin Chapman Trophy for normally aspirated cars in 1987?
- 4** Ex-EuroBrun racer Oscar Larrauri (below) is from which country?
- 5** Which former circuit had corners called 'Le Diable' and 'The Gulch'?
- 6** Robin Frijns joins which team as F1 test driver this year?
- 7** Who won the 1967 Mexican GP?
- 8** What was unique about the top three finishers on the 1982 French GP podium (below)?
- 9** Who partnered Johnny Herbert at Sauber in 1996?
- 10** Which driver is racing with the number 77 this year?



THIS BOY CAN DRIVE

Keeping an eye out for the stars of tomorrow



Lucas Auer Who is he?

He's a 19-year old Austrian racer who is about to commence a third season in Formula 3.

How good is he?

He won the JK Tyres single-seater series in 2011, then finished as runner-up in the German F3 series a year later. In 2013 he won one race and eight podiums in European Formula 3 with Prema Powerteam, to finish fourth. This year, with backing from Mercedes, he has switched to Mücke Motorsport to again compete in European F3.

Anything else we need to know about him?

Former Ferrari and McLaren racer Gerhard Berger is Auer's uncle. Berger now works for the FIA as its single-seater commissioner so is well-placed to advise Auer on his fledgling career.

F1 chances

Well-connected Uncle Gerhard will be a great asset in helping Auer with contacts: don't forget that one of Berger's first ever sponsors was Dietrich Mateschitz and Red Bull. For now, Auer must prove he has the talent worthy of a top-line seat.

NEWS

A change of job for Martin Whitmarsh would leave him unable to fulfill his role at FOTA



Future of FOTA now in doubt

Questions about Martin Whitmarsh's future role at McLaren and the restructuring of F1's decision-making process creates uncertainty

The formation of a new decision-making process in F1 has placed the future of the Formula One Teams Association (FOTA) under threat. The new F1 Strategy Group, comprising six teams, Ecclestone and the FIA, replaces the old setup, under which working groups reported in to the F1 Commission.

FOTA was created in 2008 to give the teams a united voice in discussions with commercial rights holder Bernie Ecclestone and former FIA president Max Mosley. Its relevance has been questioned ever since Red Bull and Ferrari left at the end of 2011, following a dispute over the resource-restriction agreement, a legally binding contract agreed among the teams that details limits on research and development.

Political ructions have raised further doubts about the viability of FOTA. If Martin Whitmarsh loses his job as McLaren team

principal, he will step down from his role as FOTA chairman. Vice chairman of FOTA, Eric Boullier, newly confirmed as McLaren's racing director, would most likely take over the position of FOTA chairman, but it is thought he would take a more hands-off approach to the role.


FOTA have, however, had a string of recent successes. They negotiated a deal for Pirelli to sponsor the teams' tyre blankets; assisted teams experiencing difficulties caused by tax regimes in certain countries, particularly India; negotiated a revenue share with Silverstone for the summer young driver test; and organised a number of fan forums and surveys around the globe.

At a meeting on 5 February, the teams agreed that they needed to come up with a clear strategy for the future by the end of the month. If they cannot agree one, the future of FOTA looks bleak indeed.

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Double points will be awarded at the final race of 2014, the Abu Dhabi Grand Prix



PHOTO: CLIVE MASON/GETTY IMAGES

NEWS

Double points rule could be extended

Bernie Ecclestone wants double points awarded for the final three races of 2014, but requires teams' unanimous backing

Formula 1 supremo Bernie Ecclestone has written to all 11 teams, saying he wants to extend his controversial scheme to award double points at the last race of the season to apply to the final three grands prix.

Ecclestone has appeared in a number of media outlets defending the scheme after a backlash from the public and some F1 drivers following its introduction.

Red Bull driver Sebastian Vettel called the scheme "absurd", while Mercedes' Nico Rosberg said it was "no good" – although he

qualified that by adding: "Now we're all sitting here saying it sucks, but maybe by the last race it will make things exciting".

To drive through his amendment to the plan, Ecclestone will need unanimous support from the teams. Red Bull team principal Christian Horner is believed to back the idea. He had dismissed the one-race plan as a "lucky punch" and "too much emphasis on one race", but has hinted that he would be in favour of extending it to three races to "take away the element of lottery over that last race".

Red Bull's recent problems in testing will have made Horner even more keen to push for three double-points races at the end of the season, given that his team traditionally finish the year with the fastest car in the field.

However, the requirement for unanimity among the teams means it will not be easy for Ecclestone to get his way – nearly all the teams have misgivings about the idea, for varying reasons.

Ferrari have spoken of the rule's "artificiality", although they have accepted that the idea should be trialled for one race this season. Mercedes, who have hit the ground running in testing, are very unlikely to lend their support to an idea that will help Red Bull and weight the championship towards the end of the season. And smaller teams are unlikely to agree to a plan that favours teams with bigger budgets, who can spend serious money developing their cars ready for the final races of the season.

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Daniel Ricciardo's RB10 breaks down on its installation lap on the third day of the first Jerez test

NEWS

Disastrous first test for Red Bull

All three Renault-powered teams suffer unreliability and limited running in a situation described as “unacceptable”

Red Bull and Renault face an uphill struggle ahead of the new season after the first series of tests in Jerez highlighted serious reliability issues.

The reigning champions completed only 20 laps – 11 for Sebastian Vettel and nine for Daniel Ricciardo – as they encountered major problems with the Renault power unit and server overheating.

The problems with the power units also afflicted Toro Rosso and Caterham, who managed a fraction of the laps put in by their Mercedes- and Ferrari-engined rivals, with none able to run at racing speed.

Renault F1 deputy managing director Rob White described the situation as “unacceptable”.

“The underlying causes are not straightforward: there isn’t a single component or system that has caused particular trouble,” White said.

“A number of related things have been troublesome, principally concerning the control and operation of the various sub-systems of the power unit within the car.”

Problems so far have involved hardware, software and the energy store. And insiders spoke of one fundamental problem – excessive oscillation within the drivetrain, even at the reduced engine speeds being used as a result of the problems. This shows up on track, but not on the test bed.

While all engine manufacturers were running reduced power in Jerez, Renault’s

problems were so severe that they could not even run at 50 per cent turbo boost, and nowhere near the full capacity of the energy-storage system. Word is that the French company admitted privately that they were two months behind schedule.

On top of this, Red Bull found that the tight packaging of their car – a common feature of all Adrian Newey designs – was causing catastrophic overheating.

The situation has robbed Red Bull of a third of their running time as they prepare to race under the biggest set of rule changes in a generation. Toro Rosso and Caterham are barely better off.

Renault and Red Bull are confident they will solve the problems in time for the final tests in Bahrain, but even if that is so, they will still be far behind their main rivals in terms of mileage as the new season begins.

ANALYSIS

No decision on a successor to Bernie

As Ecclestone awaits the start of April's trial on bribery charges, attention focuses on CVC's succession plan

Bernie Ecclestone's looming trial over bribery charges in Munich this April has focused attention on the need for a successor to the man who has run the commercial side of Formula 1 for nearly 40 years.

The general feeling in the sport is that the forthcoming trial will create substantial difficulties for Ecclestone. His boss at CVC, Donald Mackenzie, has said Ecclestone will be sacked if found guilty of any criminal offence. Ecclestone is defending charges of bribing banker Gerhard Gribkowsky, who is currently serving an eight-and-a-half year sentence for accepting a bribe.

Ecclestone does not deny paying money to Gribkowsky, but insists it was to stop him

giving false information to UK tax authorities about the structure of the F1 companies.

Ecclestone has an option of paying a hefty fine to settle the case, but that would constitute an admission of guilt, and would almost certainly lead to him losing his job.

Following the announcement that Justin King will step down as CEO of Sainsbury's this summer, there has been speculation that CVC are lining him up to lead F1, but our sources say that is not so. CVC are also known to have approached former Mercedes team principal Ross Brawn about a role. Brawn said at a fishing event in Scotland in February that he was "retiring" from F1, although he left the door open for a return by adding: "I'm going



CVC boss Donald Mackenzie says Ecclestone will be sacked if convicted of a criminal offence

to take a year to enjoy the fishing and then see what life brings."

CVC are actively discussing a succession plan, and when the time comes, are likely to split Ecclestone's responsibilities into at least two roles. The company believe there is currently too much power invested in one job, which is contrary to good corporate practice.

STATS

Testing times

Renault-powered Red Bull lag behind at 2014's first four-day test in Jerez



NEWS

Final grid places confirmed



Kobayashi: failure to beat Ericsson could end his F1 career

Kamui Kobayashi makes a welcome return to Formula 1 with Caterham, running alongside rookie racer Marcus Ericsson

The 2014 Formula 1 grid line-up has now been finalised, as backmarkers Caterham and Marussia announced their driver pairings shortly before their cars ran at the first pre-season test in Jerez.

Marussia, as expected, retained Max Chilton for a second season alongside Jules Bianchi, while Caterham went the opposite way with an all-new line-up. They've plumped for former Sauber and Toyota racer Kamui Kobayashi and Swedish novice Marcus Ericsson.

Kobayashi's return has been welcomed by those who enjoyed his fighting style and left-field personality, and he injects some welcome colour back into the F1 paddock. He was unlucky to have lost his seat at the end of 2012. After all, while Kobayashi was dropped by Sauber and went off to race Ferrari GT cars, his former team-mate Sergio Pérez, who had

been no more impressive, landed a McLaren seat – although he lost it after one season.

It's no secret that Kobayashi is driving for free as he attempts to revive his F1 career, but he finds himself in a dangerous position paired with an unknown novice at a struggling team.

If Ericsson beats him, Kobayashi's career will effectively be over, but even if Kobayashi comes out on top, proving to be the better of two drivers racing for a back-of-the-grid team brings no guarantee of a future in F1.

For Ericsson, though, the situation is somewhat different. While he owes his presence at Caterham to the funding he brings with him, the move gives him a chance to prove himself alongside a known quantity in Formula 1. A good showing against an established driver like Kobayashi will boost his standing considerably.

NEWS

Concerns raised over proposed budget cap

Red Bull object strongly to 2015 budget restrictions, arguing that it is better to control costs through the regulations

The FIA's plans to introduce a budget cap in 2015 have met with opposition from top teams Red Bull and McLaren.

Both Red Bull team principal Christian Horner and McLaren sporting director Sam Michael raised their arms at a recent meeting when teams were asked to register any objections to the idea of a budget cap.

McLaren's objection surprised many, although insiders maintain the team have

merely reserved their position on the issue because they feel they have insufficient details about the scheme and its proposed limit.

Horner made it clear he felt a budget cap was the wrong approach, saying: "My view, as has always been consistent, is that a top-down way of dealing with costs is not the right way of doing it. Bottom-up is a better way."

He also said he did not understand the reasoning for a cost cap, because the limit



Horner: opposed to cost cap

discussed was far in excess of the smaller teams' budgets. He says controlling costs through regulations is better, pointing to the introduction of this year's high-cost turbo engines as an example of this not being done.

Those who are pro-cap say the spending race between top teams must stop; the barrier to entry is too high; and that there are no independent engine manufacturers – which, they claim, would all be eased by cost-cutting.



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Pat Symonds

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Explaining the hidden brilliance that drives Formula 1 forward

THE SCIENCE BEHIND...

Car setup

What exactly is meant when people refer to the 'setup' of a car?

Racing cars are what may be known as 'variable stability vehicles'. With most road cars, the chassis engineers will have spent a considerable amount of time tuning the suspension to give a good overall compromise between ride, handling and grip over a wide variety of conditions. Once tuned, these settings will then be fixed. On a Formula 1 car we carry out this process every weekend, using various elements that we can alter to give the best compromise for that particular circuit on that particular day.

Are the compromises you have to make always the same?

Not quite. We are specifically interested in grip and handling, while ride is only important in that it has an effect on both tyre grip and the stability of the aerodynamic platform. In addition, we have to tune the drag to obtain an acceptable straightline speed with which to race, which will also have an effect on the performance-enhancing downforce that we can generate.

So how does a car's setup vary from circuit to circuit?

It varies in many subtle ways, but some are very obvious. On a smooth circuit, we can run the car quite stiff on the springs and anti-roll bars and quite low to the ground. On a bumpy circuit such as Singapore, we will have to run softer and higher to get grip over the bumps. Most people are also aware that at Monza, a track with lots of straights, we will run lower drag than at Monaco, where straightline speed is not as important.

With such sophisticated simulation now available, why can't you get the setup right first time?

The simple answer is that our simulation is just not sophisticated enough. We do use computer

model-based simulation and driver-in-the-loop simulators to optimise our settings, and indeed these days we rarely have to make big changes from the settings with which we arrive at a track. But simulation is never perfect, especially in terms of the subtlety of the tyre model, hence there is still work to do during practice sessions.

What items can you change as part of the set-up process?

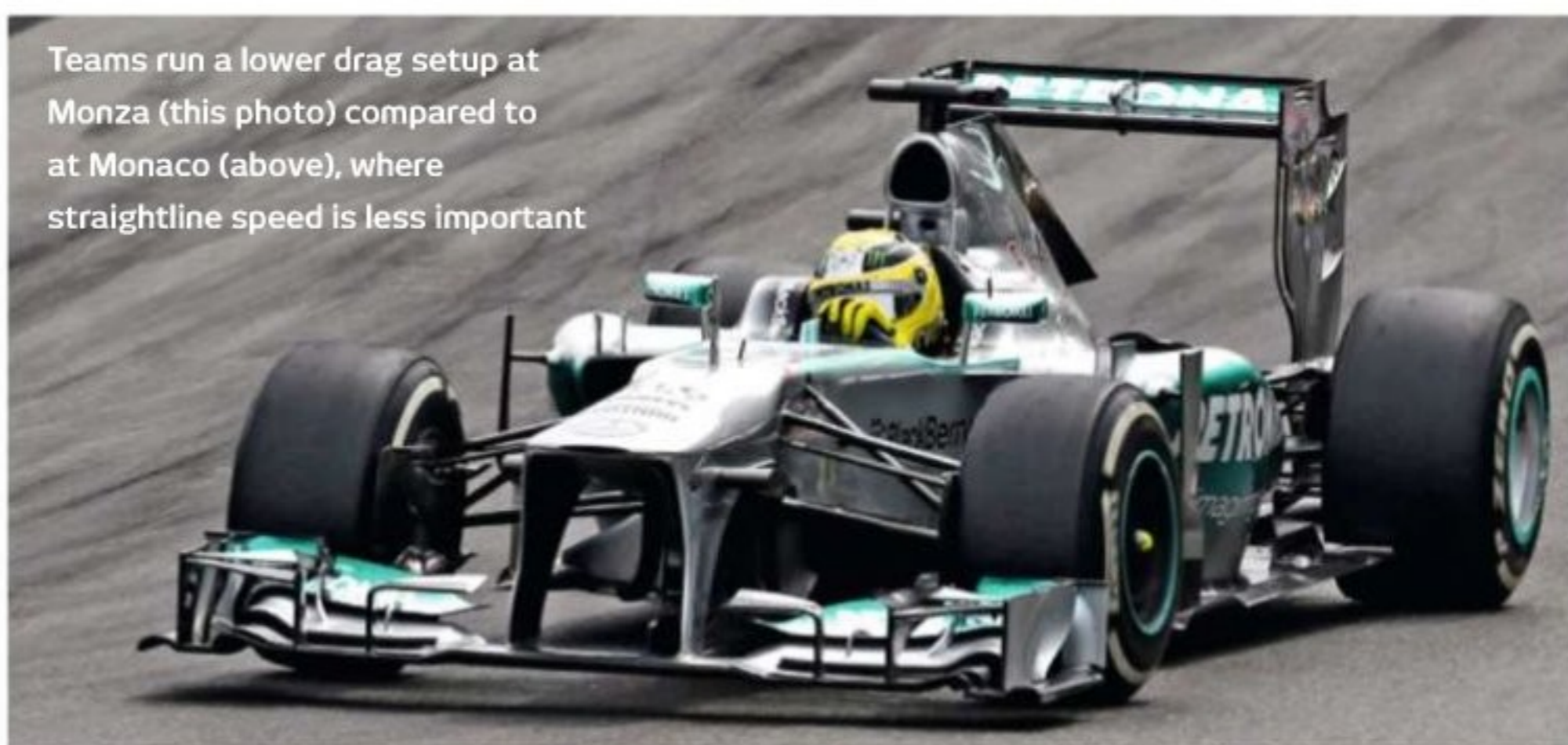
Typically we will try to optimise the springs and roll bars, as well as the ride height and rake of

the car. We very rarely alter damping, but we will often play with the tyre pressures and camber angle in an attempt to optimise tyre use. We also work on brake-duct geometries to optimise tyre heating as well as brake cooling, and also, of course, wing angles to obtain the optimum aerodynamic balance.

Occasionally we may even try experiments with the suspension geometry, but this is something that is very difficult to do at a race weekend when we have such limited time and – more importantly – limited tyres.

So are the practice sessions all about optimising the setup?

Not at all. We still have a significant amount of fundamental work to do before qualifying.



Teams run a lower drag setup at Monza (this photo) compared to at Monaco (above), where straightline speed is less important



A LOT OF TEAMS AND DRIVERS SAY THEY ARE "CHASING SETUP". WHAT DOES THIS MEAN?

Sometimes it simply means that we haven't found a combination of settings that the driver is completely happy with. In general, this will mean that we haven't made the car entirely predictable. It may understeer in some corners and oversteer in others, or change its handling mid-way through the corner.

Ideal setup is not constant. It varies with wind direction and circuit temperature. We not only have to track these changes, we must also anticipate them. Since parc fermé rules mean we can't change setup between qualifying and race, we must predict the most likely conditions for Sunday and set the car accordingly.



A driver has certain expectations of his car's controls, and will swiftly report back if these are not met

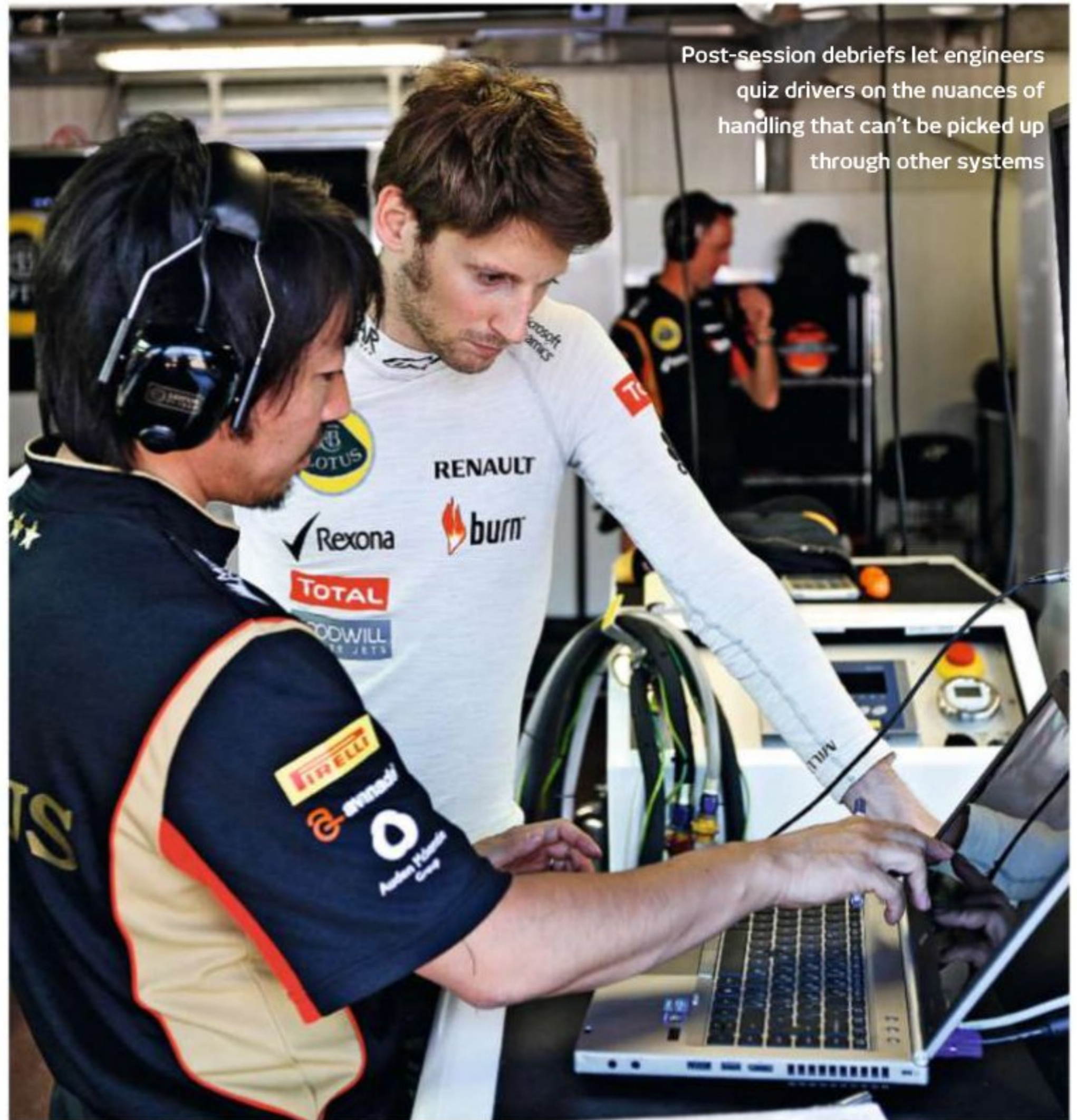
Typically at first practice, when the track is often in far from its optimum condition, we will use the session to try out new parts or to make basic aerodynamic measurements. On Friday afternoon we will work more on the car's setup, but we also have to perform tyre evaluation in both low-fuel, short-run configurations and high-fuel, long-run conditions. In the short time available to us on Saturday morning, we can do very little other than finely hone the last bits of the car configuration.

How important a role does the driver play in this process?

The driver's input is incredibly important. It is true that we have so much instrumentation and data-processing ability that we generally understand more of the fundamentals than the driver does, but we are still some way from fully understanding those very subtle distinctions that enable him to fully exploit the car with confidence. Ultimately, it is the driver's feedback that allows us to really explore the limits of performance.

What is it that the driver is feeling and feeding back to you?

The driver's primary feedback is through the torque on the steering wheel, which tells him




Post-session debriefs let engineers quiz drivers on the nuances of handling that can't be picked up through other systems

much about what the front tyres are doing, and also the proverbial 'seat of his pants', by which he is actually sensing yaw and side-slip (although few drivers would use these terms). He also has an expectation of what he ought to be getting from each control input in terms of response, and he will soon let his engineer know if the car isn't achieving this.

Are the post-running debriefs a chance to expand on this?

A lot of a race weekend's running is carefully planned, and before we even depart for a particular event we will already have devised

a detailed schedule of what particular experiments we need to do. But, based on the driver's comments after each run, we may vary this schedule somewhat. The driver can, however, give only limited feedback between runs, and there is little time to fully explore the enormous amount of data that is generated.

The post-session debrief allows the engineers to cover both the operational and systems aspects of the car in more detail but, just as importantly, it allows them to cross-examine the driver further so that they can try to understand the nuances of handling that can make differences of several tenths of a second. 

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Peter Windsor RACER'S EDGE

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

F1 ISN'T BROKEN, BUT FOR SURE THERE'S PLENTY THAT COULD BE A WHOLE LOT BETTER

I should have known better, of course, but even so, I began the year with great expectations. I thought that trebling the cost of engine bills at a time when even McLaren can't find a title sponsor was about as sensible as decommissioning a flood barrier in the face of incessant rains but, on the other hand, I could listen all day to guys like Luca Marmorini, Rob White and Andy Cowell (respectively heads of engine tech at Ferrari, Renault and Mercedes). When they get effervescent about new power units, it reminds me of what motor racing, at its core, is all about – brilliant people doing what they do brilliantly well.

That's just me, however, being selfish.

And somewhat naive. I went down to testing at Jerez a day early in January because I believed – silly me – that most of the teams would be operating some sort of an open-door policy on the day *before* the first test, so that the media and fans could chat to the drivers, the key team people and to anyone else of importance before the season actually started. I figured this because the teams have never found it more difficult to generate sponsorship money in Formula 1 (due to decreasing television and media exposure and rising costs). Therefore, I figured, they would welcome any additional publicity they could generate (Ferrari, Red Bull and Mercedes excepted, for obvious reasons). I thought they would completely rethink the way they exposed themselves. Gone would be the Colditz policy; in would march the era of open arms.

Sealed and closely guarded motorhomes at testing in Jerez spoil the build-up for the fans

Not a bit of it. Aside from the late-afternoon Toro Rosso launch, the Jerez paddock stood mighty still that Monday. Garage doors stayed shut, relentlessly patrolled by nervous-looking guards. Motorhomes, for the most part, posted no-entry signs. Some incredibly brilliant blog writers, with millions of readers, couldn't even secure a media pass. It was as if we had all gone mad. *"Of course we have enough sponsors!"* screamed the dark-windowed offices to the empty spaces. *"We're turning them away! We have more money than we need!"*

Well, the news is that everything is not right in the world of Falcon 50s, £500-a-night hotel rooms and Indian Ocean hideaways. Television ratings dropped dramatically (by ten per cent to 450m annually) as soon as 2013 became a Seb-fest, and so the F1 Strategy Group, (of which the FIA only has a 40 per cent vote; the remaining power is with the F1 teams and FOM) have come up with a new, puerile double-points rule to sustain the fight for the championship for as long as possible. What they've failed to realise, however, is that they're just sticking bung after bung into the hull of a boat that isn't leaking. That's why the ratings are falling. Next thing we know, they'll be introducing weight penalties for the fastest cars and bringing in reverse grids.

Let's be clear: there's nothing wrong with F1 that a massive increase in between- and pre-race exposure won't fix: the sort of exposure we *didn't* see in Jerez, to be precise. People crave excellence just as much as they crave close, exhilarating racing – and Formula 1 has plenty of that e-factor. It's just that it hides it behind closed garage doors and heavily guarded factories. And uses gobbledygook like 'KERS' and 'ERS' when everyone else says 'hybrid'.

True, the races themselves are beautifully covered by FOM and transmitted nicely by many of the world's leading TV networks. These television contracts bring in some money for the teams and rights holders plus commercials and subscriptions for the networks. Fine. Let's not touch any of this.

What, though, of the rest of the year? How do the F1 teams sell their product? How does the F1 economy genuinely expand its brand into countries such as Korea, China, the USA and Malaysia? It doesn't. It closes its doors, as I say, and hopes that the next race will be so exciting that 200m viewers will tune in and hundreds of millions of pounds'



The Red Bull garage in Jerez had nothing to offer detail-hungry spectators



“To bring the real F1 to a new age thirsty for detail, it needs an additional global footprint”

worth of sponsorship will fall from the sky. Or that the hybrid technology will be so politically correct that three more manufacturers will walk into the sport brandishing loot. Never mind Toyota being driven *out* of the sport only a few years ago because they were considered a threat to the smaller teams.

There are now so many seductions in the world that 20-or-so races – even close races – on network TV are no longer enough. Fans want to live the life. They want to be a part of it. They love the technology. They want to understand it, not be fed it on sanitised spoons in very small rations. Elsewhere they’re getting it raw in different forms, from different sports. ‘Gen C’ (as Google call the “powerful new force in consumer culture”) is not getting it from F1. F1 is too convoluted, too full of complications like DRS, KERS, ERS, fuel-flow, tyre graining, aero imbalance, ride heights, Coandă effect, tyre pressures, steering loads, double points, logistical dramas, EU permits, sickness, and every other human challenge. To bring the real



Sebastian Vettel’s crushing four-year domination of Formula 1 has turned excitement-seeking viewers away from the sport


F1 to a new age thirsty for detail, it needs – between the races, at the tests and in the build-up to the races – an additional global footprint. The more they watch *between* the races, the more they’ll watch the races. Simple.

Even better: they won’t switch off when a Vettel or someone else starts a domination run (which, in a sport where every team by definition has to design and build their own car, and are looking for the unfair advantage,

is inevitably going to happen). Instead, they’ll know what’s going *in* to the win. They’ll have a fair idea of why the others are losing – and exactly what they’re going to be doing about it. And they’ll be tuning in mid-week to see how things are changing. Formula 1 will grow exponentially. The next generation will arrive. It will be the Informed Generation. And it will be a double-whammy in terms of global exposure.

The problem is how to make the F1 Strategy Group aware of all this before they come up with their next bung to fill those nonexistent holes. First of all, the teams need to remember that they’re the stars of what used to

be the biggest sports television show on earth and that this show runs for 365 days a year – not 20. And second, the more the public understands about Formula 1, the less they, the F1 Strategy Group, need to mess around with it in order to make it consumable.

It’s a question of knowledge, of giving the public much greater access to what’s there already. It’s a question of not fixing something that isn’t broken. 

PHOTOS: ALASTAIR STALEY/LAT; ANDREW FERRARO/LAT; STEVEN TEE/LAT



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The double world champion writes exclusively for *F1 Racing*

I'M HAPPY TO SEE A BRAZILIAN PRESENCE CONTINUING IN F1

As I started thinking about my first column in *F1 Racing*, it struck me that if Felipe Massa hadn't signed for Williams this year, 2014 would have been the first season without a Brazilian driver on the grid, since 1969 – the year before I started in F1. That would have been a great shame, because some very talented drivers from my country have made their mark in F1 over the decades. Champions like Ayrton Senna and Nelson Piquet of course, but also drivers from my era like Carlos Pace, then later Rubens Barrichello – both of whom were grand prix winners.

It's strange to think that after times when we have had multiple Brazilian drivers on the grid, and with a constant flow of fresh talent into the sport, Felipe is our last representative. But these things tend to be cyclical and I am sure the next generation of Brazilian drivers will make it into F1. In fact, we're being proactive about it in Brazil as we have a programme to find young drivers, and there are some talented young guys like Felipe Nasr trying to make their way through.

Happily, Felipe Massa's new deal lets him continue his career after his time at Ferrari and I think there's the potential for team and driver to work very well together. Felipe will bring so much experience from Ferrari, and I think Williams will benefit greatly from having top-team knowledge in the cockpit. For the past few years, Williams have lacked someone with experience of developing a car and getting the most out of it, and Felipe will bring just that, as well as information on Ferrari's working methods.

Even with all the electronics and data systems that are attached to a car nowadays, you still need a driver to be able to set up a car properly for qualifying and the race, so Felipe brings something that they are missing. It will definitely help Williams as they try to rebuild from last year and there will be new motivation for a fresh challenge on both sides.

But of course so much is unknown about this season. When new rules come, they create a lot of uncertainty

about performance, and raise a whole new series of technical questions. Some teams will do well and others will try to react. If they can react quickly then they will be okay, but it's not always easy to copy another team's ideas and solutions.

So at this stage it's almost impossible to predict who will do well. As I sit here writing, with news of the first Jerez test coming in, my strongest feeling is that there is a chance for the performance to be equalised between the teams this year. Because it's not just about performance, but about reliability, too. Think of engines, for example, which have changed so completely this year. You can test for hours and hours on a dyno, but when you put the results into a racing car, you have a different set of circumstances. Suddenly there's braking and G-forces to consider and components are tested in a different way. That's when you really find out about reliability.

The pre-season atmosphere this year reminds me a little bit of when Lotus got going with their ground-effect car in 1978 and suddenly everyone was trying to catch up and work out new solutions. It was a big change for the sport, and most of us were playing catch-up. I had my own team then and it wasn't until 1980 that we were able to find an answer. Our car, the F8, was designed by Harvey Postlethwaite and our latest young recruit Adrian Newey, who was fresh out of college. We took it to Paul Ricard after just a couple of hours of testing at Snetterton and our times were immediately competitive. But then, as can happen in F1, and as we're seeing now, we encountered some money problems. Our main sponsor, Skol, pulled out and that was it for me. We couldn't afford to go racing properly. Sometimes, even if you have a good car and some great people it's not enough. I think one or two teams have been experiencing exactly that situation these past couple of years.

For success this year then, we need to be looking, as always, to the bigger teams with the most experience. And I really feel that McLaren and Ferrari might be able to do better this year. They both took the decision quite early last season to focus hard on 2014 and I feel sure they will see the benefit of that. And that driver pairing at Ferrari – Kimi and Fernando – it's pretty special. They'll be pushing 110 per cent to beat each other and that's definitely going to give an edge to the team's performance. Something tells me we might just see Fernando smiling at the end of the year.

Adrian Newey worked on the 1980 Fittipaldi F8, which showed promise before the team ran out of money



PHOTO: LAT ARCHIVE

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POWERPLAY

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

WHAT HAPPENS WHEN THE BOSS ISN'T REALLY THE BOSS

Here's a question: who, on paper, is the most powerful man among the team bosses? Disregarding the oft-absent Vijay Mallya with his 42.5 per cent slice of Force India, it is Toto Wolff, who owns 30 per cent of the entity known as Mercedes AMG F1. Next: who, using the same metric, is the most powerful *person* in said group? The answer is Monisha Kaltenborn, Sauber's CEO/team principal, who was granted a 33 per cent share in the Swiss team by Peter Sauber upon her elevation to the dual role in October 2012.

Forget, though, this tongue-in-cheek gender reference, and focus on the core point: that, without exception, team principals are but minority – if at all – shareholders in the teams they front. Indeed, in most instances the head honchos occupying so-called prat perches on pitwalls are mere hired hands. And they are expendable to the same degree that football managers are when their teams hit losing streaks.

Now rewind 40 years to the era of such as Enzo Ferrari, Colin Chapman, Ken Tyrrell, and March's Max Mosley: people who controlled their teams with iron fists clenched in velvet gloves; individuals who built their operations from the ground up, mainly on the back of overdrafts and shrewd dealing. F1 tsar Bernie Ecclestone bought Brabham from their eponymous founder, but soon stamped his authority on the team.

Even 20 years ago, Ron Dennis, Frank Williams, Jackie Stewart, Eddie Jordan, Giancarlo Minardi and Peter Sauber personally directed their teams from the wall, with their word being law. Jean Todt may not have been Ferrari's ultimate boss, but like Flavio Briatore at Benetton, he enjoyed full authority.

Now, whether title winner or straggler, all bar Lotus (here part-owner Gerard Lopez's tenure as team

principal is not only temporary, but driven by the dire straits in which the team find themselves) are headed by a team 'boss' who is not the *boss*. The owner is, in most cases, a captain of industry, with the F1 operation either a marketing tool or a vanity dalliance. Indeed, there are just two independent F1 teams: Williams and Sauber.

Seldom do these legally responsible company officers attend F1 meetings – yet they often express criticism over decisions

taken by minions. In turn, these functionaries fall back on hackneyed escape clauses such as "we need to reserve our position" to escape censure. Not only is this counter-productive, it's time-consuming in a sport that prides itself on split-second decision-making...

The debacle surrounding the double-points rule devised by F1's Strategy Group is a case in point. The FIA (represented by Jean Todt, elected president), Bernie Ecclestone (Formula 1 Group CEO), and the heads of six invited teams – Red Bull, Mercedes, Ferrari, McLaren, Williams and Lotus – collectively agreed to this farcical concept.

Ferrari president Luca Di Montezemolo came out with guns blazing, describing the measure "too much artificial". Yet our sources insist that Ferrari team principal Stefano Domenicali voted in favour of double points. To muddy matters further, Ecclestone has since claimed that the measure was introduced to help Ferrari because they had lost competitiveness of late...

Cost-cutting initiatives provide further examples. Despite a consensus reached at Singapore in 2010 to extend F1's contentious Resource Restriction Agreement to 2017, some team principals have since suggested they had not been empowered by their superiors to vote. Thus the RRA remains in disarray.

In January, all teams supposedly agreed, at an FIA summit and subsequent World Motorsport Council (WMSC) meeting in Geneva, that "cost reduction and cost-control regulations would be presented to the WMSC in June 2014 for introduction in January 2015". Straight afterwards, Red Bull's Dietrich Mateschitz expressed his concern. So how did Red Bull and Toro Rosso team principals – Christian Horner and Franz Tost – vote, given the alleged consensus?

At the same meeting, various delegates "reserved positions". Others, previously in favour of extending the Listed Parts clause (a stipulation that teams hold full intellectual property to crucial components to qualify as constructors and thus a share of F1's revenues), reversed their positions by later fax votes.

Such political fiascos seldom occurred under Ferrari, Chapman and Tyrrell. Williams, Jordan and Sauber, too, were their own men, with convictions to match. Tragically, matters are unlikely to change, for F1's new breed of team owner – Caterham's Tony Fernandes or the triumvirate running Marussia – is generally absent.

Grinning gleefully is Ecclestone, for such indecision among teams plays straight into his hands...

With a 33 per cent stake in Sauber, team principal/CEO Monisha Kaltenborn is only a minority shareholder



PHOTO: CHARLES COATES/LAT

Now *that* was a car



No. 24 Mercedes-Benz W196

With looks borrowed from its sportscar sister, the W196 dominated 1955

WORDS JAMES ROBERTS PICTURES JAMES MANN

In 1954, the introduction of a 2.5-litre non-supercharged engine formula coincided with the return of Mercedes-Benz to grand prix racing. In July 1954, the straight-eight W196 made its debut at the French GP at Reims and won first time out.

Three cars, fitted with streamlined bodywork for Reims' long straights, were entered for Juan Manuel Fangio, Karl Kling and Hans Herrmann. And over the following 18 months, various guises of the W196, (open wheel and *stromlinienwagen*) dominated GP racing.


Mercedes continued their 1930s policy of devoting sizeable resources to racing, with separate design and research departments to build and develop cars. Over 200 designers, engineers and mechanics were based at the manufacturer's Untertürkheim plant, and while the budget wasn't unlimited, it was grand in comparison to the opposition's. Some 15 chassis (of various wheelbase lengths) and 70 engines came out of Stuttgart's racing-competition department.

The W196 had a tubular space frame, independent front suspension of wishbones and torsion bars, and a swing axle with torsion bars at the rear. Massive drum brakes were mounted inboard. The engine was a 2,490cc straight-eight, featuring two blocks of four cylinders with integral heads. Its output was initially 257bhp at 8,200rpm, but it later achieved 290bhp at 8,500rpm.

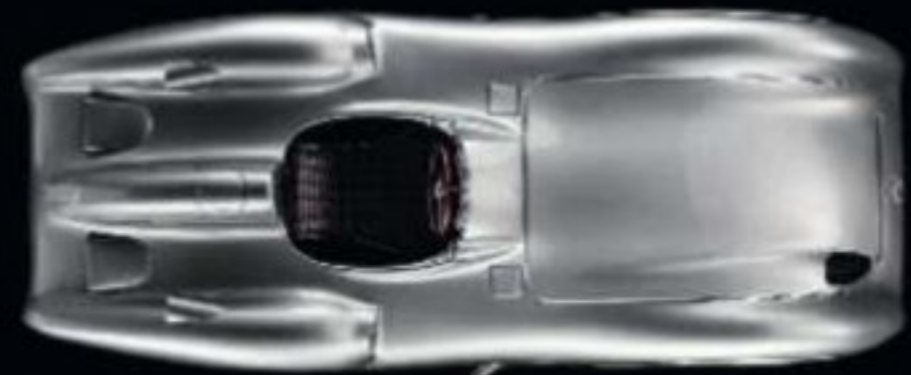
Stirling Moss joined the team in 1955, and collected his first win at the British Grand Prix at Aintree that year. "Mercedes impressed me with their attention to detail," said Moss. "Whether it was the mechanic who appeared, seemingly from nowhere, with a bowl of hot water, soap, flannel and towel. Or the extra dollar a day I was given to ensure my road car was kept clean, in line with the well-groomed Mercedes image. I made little secret of the fact that I pocketed the dollar and cleaned the car myself."

One feature of Merc's engineering prowess of the time was a tweak the driver could make to the suspension mid-race. The drivers of 1955 could improve handling using a lever in the cockpit that changed oil pressure in the shock absorbers, reducing the harshness of the ride. This kept handling consistent as the fuel load grew lighter.

Despite uncharacteristic engine failures at Monaco, Mercedes dominated 1955. The cars raced only six times in the championship, but of those, they won five, took three 1-2s and one 1-2-3-4.

But had Alberto Ascari not been killed, with Lancia then pulling out before season's end, it might not have been the walkover the record books show. Mercedes themselves quit after the 1955 Le Mans tragedy, when a crash killed their driver Pierre Levegh and 82 spectators, and injured 120 others. They didn't make a full return until 2010. 





MERCEDES-BENZ W196 TECH SPEC



The W196 appeared in both open- and closed-wheel formats, with the former proving more competitive



Chassis	W196
Suspension	Independent, double-wishbone
Engine	Straight-eight
Engine capacity	2,496cc
Layout	In-line, 8-cylinder
Power output	290bhp
Rev limit	8,500rpm
Gearbox	5-speed manual
Weight	720kg
Wheelbase	2,350mm
Tyres	Continental
Notable drivers	Juan Manuel Fangio, Stirling Moss



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F1 SEASON PREVIEW 2014

Punch it! All-new Formula 1 is ready for action and the gloves are off...



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A



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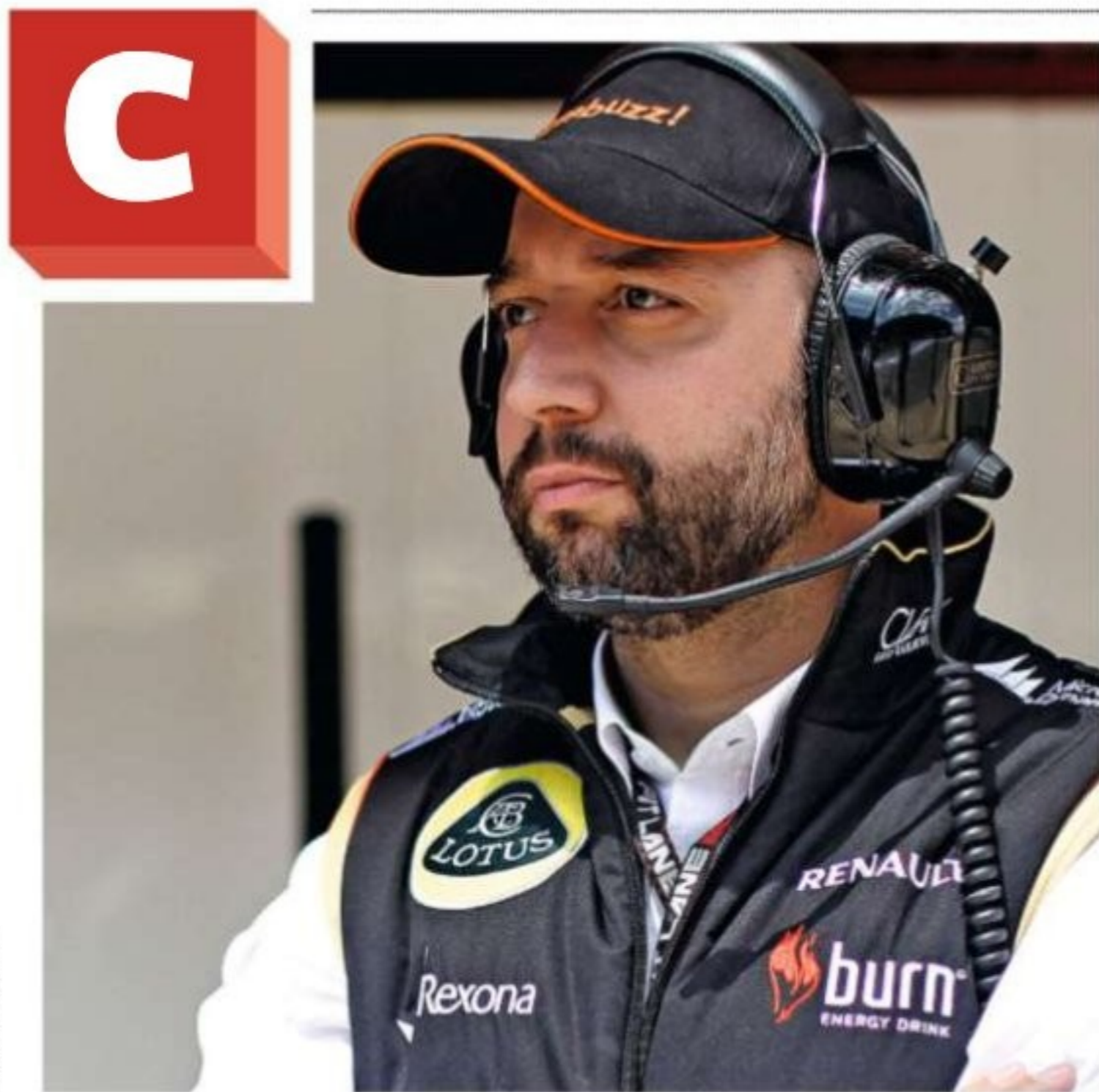
is for **Anteater noses**

While a high nose has in the past proved aerodynamically advantageous, it also carries a greater risk of launch incidents in a collision. The 2012 regulations sought to reduce this risk and gave rise to the much-maligned stepped noses. For 2014, the rules have been tightened even further, with the front bulkhead lowered to 525mm and the nose tip to 185mm. Thus the shallow nasal kink of recent years has, in some cases, become a whopping great proboscis. Think big blue 1970s cartoon aardvarks... →



B is for Bernie

The announcement in January that Bernie Ecclestone was standing down from the board of the company that runs F1, in advance of his trial in Munich next month, was, depending on your point of view, either a formality – an exercise in judicious business practice – or a tremor ahead of a seismic shift in the balance of power in the sport. The F1 kingpin was naturally of the former opinion, insisting that “the minute the court case is over, I’ll be back on the board again”. For now, it’s business as usual, with the board reporting: “It is in the best interests of both the F1 business and the sport that Mr Ecclestone should continue to run the business on a day-to-day basis.”



C is for Cash

With Lotus’s Gerard Lopez revealing that the team were, at the end of 2013, somewhere in the region of £114m in debt, and suggesting to this very magazine that “eighty per cent of the teams on today’s grid are financially no better off than us”, the question facing Formula 1 is not *if* a team will fail but *when*. It’s not likely to be Lotus, however, at least according to Lopez, who insists that their recent deal with Venezuelan state oil company PDVSA (which comes with a ‘free F1 driver’ offer in the shape of Pastor Maldonado) gives the troubled team a full budget for 2014.



D is for Double points

While ‘improving the show’ is the mantra of F1 types whose knowledge of the show rarely stretches beyond TV ratings, December’s F1 Strategy Group announcement that the 2014 season finale will be worth double points probably took even them by surprise. Rumours suggest the wheeze originated with Bernie, but whoever dreamed it up won’t have been prepared for the backlash, which was vitriolic to the point where even Sebastian Vettel branded the plan “absurd”. F1 is sometimes the palace of the absurd, however, so for the moment, we’re stuck with it.



E is for Expression of interest

The old adage is that the best way to become a millionaire in F1 is to start with £100million, but that sage advice hasn’t deterred a courageous few. In December, the FIA issued a call for expression of interest from anyone wanting to become F1’s 12th team in 2015. While the response was muted, three brave souls put themselves forward for membership of the piranha club: former HRT and Force India boss Colin Kolles, NASCAR team owner Gene Haas and the ever-hopeful Stefan GP, which unsuccessfully applied when the last round of grid slots was decided in 2009.



F is for Fireworks

For some, the attraction of Formula 1 is the sound and fury of the whole spectacle. For quite a few, it’s mostly just the fury – the apoplectic rage with which drivers regularly explode when asked to talk about their biggest rival: their team-mate. And after last year’s multi-21 saga over at Red Bull, we’re expecting great things of the potentially tense Fernando/Kimi pairing at Ferrari. Expect Kimi not to care one jot what goes on and expect Fernando to care quite a lot indeed. And if you protest that everything will be all hearts and flowers, we have just three words to say: Fernando, Lewis, 2007.



...and **Friday drivers**

We're going to see quite a lot of them. This year's rules allow for more than one driver per car during practice sessions, up to a maximum of two per car during a session, so we'll be seeing test drivers out in Friday practice before they hand the (hopefully intact) car back.



is for **Generators**

F1's new power units are complex beasts, but they still centre around an internal combustion engine (1.6-litre, V6), though one now boosted by a turbocharger and energy recovery system. The latter consists of two motor generators, one kinetic (MGU-K), which harvests energy from braking phases and provides 120kW of power on demand, up from 60kW last year. The second, the MGU-H, recovers heat energy from exhaust gas. This energy is stored in the battery or sent to the MGU-K.



is for **Honey badger**

This ferocious beast forms a motif Daniel Ricciardo had painted onto the back of his helmet last year. According to the new Red Bull recruit it's because: "It's pretty cute, but in reality it's a raging bull that tears things apart. It's a bit like me. Don't be fooled by the sunshine exterior: press the right buttons and I can be a very dark individual" (for more on that, turn to our interview with Ricciardo on p60). Up against Sebastian Vettel in a team the four-time champion has made his own, Ricciardo may need to venture over to the dark side a little more than we've seen in the past if he wants to stamp his authority.



is for **Integers**

This year drivers have been allowed to choose a car number that will remain with them for the duration of their F1 career. Thus, Sebastian Vettel, as reigning champion, is allowed to race with the number one on his car, but should he fail to win the title this year he'll race in 2015 as car number five, a figure that harks back to his karting career. Other drivers joining Seb in going back to their karting days include Fernando Alonso (14), Lewis Hamilton (44) and Daniel Ricciardo (3). Jenson Button, meanwhile, has chosen 22, the number his Brawn GP car bore in his title-winning season of 2009. Kimi, naturally, has shown no enthusiasm for the process, choosing seven simply because it was what he had last year and he couldn't be bothered to change.



is for **Juggling**

This is what teams are likely to be doing with the five examples of the six elements that make up 2014's power units. Each driver has access to five power units for the season, and within those he gets five each of the internal combustion engine, the MGU-K, the MGU-H, the energy store, the turbo and the control electronics, all of which can be moved from one power unit to another. With Red Bull boss Christian Horner predicting a 50 per cent fail rate at the first race in Melbourne, expect teams to be swapping the elements between power units like kids playing with trading cards. →



is for **Kvyat**

While everyone was confidently expecting António Félix da Costa to inherit Daniel Ricciardo's seat at Toro Rosso, Daniil Kvyat reckoned it would be easier for the team if they had to change just the one vowel in the first name above the garage door. A late surge to win the 2013 GP3 title copper-fastened his claims, and he won the seat ahead of Da Costa. That Kvyat was at the time sharing a house with the unfortunate Da Costa shows that despite the Russian's gangly schoolboy looks, he's got a ruthless streak a mile wide.



...and **Kobayashi** ...and **Kovalainen**

'The Bash' is back. After a year out of F1, racing in the WEC's LMGTE Pro class for Ferrari, Kamui Kobayashi makes his return with Caterham alongside GP2 graduate Marcus Ericsson. While it's great to have the immensely likable and cruelly underrated Kamui back, we feel sorry for sidelined-once-again-Heikki Kovalainen. Tough break, fella.



is for **Loud**

In the run-up to the introduction of the new power units, naysayers have been moaning that they'll sound a bit weedy. Not according to Renault Sport F1's deputy managing director (technical) Rob White, who in our February issue told us: "It's like asking whether you like Motörhead or AC/DC. Ultimately it's a matter of personal taste. Both in concert are still pretty loud". FIA Head of Powertrain Fabrice Lom added: "In 1988, V6 turbo F1 engines were revving lower and had less capacity. Ayrton Senna and Alain Prost were not lacking in fans and the show, as far as we remember, was quite good." That's us told, then.



is for **Magnussen**

A standout 2013 saw the son of Jan romp to the Formula Renault 3.5 series title, winning the last three races and finishing on the podium in every one of the last six races, bar the first at Paul Ricard. Even disqualification from that result didn't harm Kevin's title chances and he finished the season 60 points clear of second-placed Stoffel Vandoorne, also a McLaren junior driver. Couple that with a stellar performance at last summer's F1 young drivers' test and it's no wonder Martin Whitmarsh described Kevin as "an extraordinary young man".



...and **Musical chairs**

It's been a busy off-season in terms of driver reshuffles. Pastor Maldonado has swapped Williams blue for Lotus black, while Felipe Massa took over the Venezuelan's slot at Grove, allowing Kimi Räikkönen to head back to Maranello. Nico Hülkenberg, meanwhile, makes a return to Force India, where he'll join former McLaren man Sergio Pérez. The Hulk's exit from Sauber allowed Adrian Sutil to make a straight swap. And as mentioned, Caterham have gone for a new line-up of Kamui Kobayashi and Swede Marcus Ericsson. Thanks everybody: it's going to take us at least four races to figure out who's in what flippin' car.

N



is for **Night racing**

Ten years after it first featured on the F1 calendar, Bahrain is saying goodnight as it joins Singapore in racing under floodlights. The lighting system for their first night race was trialled during November's 6 Hours of Bahrain World Endurance event and will fire up again next month for the 2014 Bahrain Grand Prix.

O



is for **On the limit**

With just 100kg of fuel allowed for the race (down a third or more on 2013) and an equally tough 100kg-per-hour fuel-flow limit, how teams manage fuel consumption during a race will be crucial. The compromise between necessary efficiency and flat-out power will be a tough balancing act – and a big strategic call during races.

P



is for **Penalty Points**

Starting from this season, Formula 1 drivers now face the prospect of being punished with penalty points on their Superlicence should they incur the wrath of the stewards as a result of on-track misdemeanours. On reaching 12 points, a driver will be suspended from the following grand prix, after which those 12 points will be removed from his licence. Penalty points will remain on a driver's Superlicence for a period of 12 months. We've read through the rules and there doesn't seem to be a Speed Awareness Course option anywhere, however...

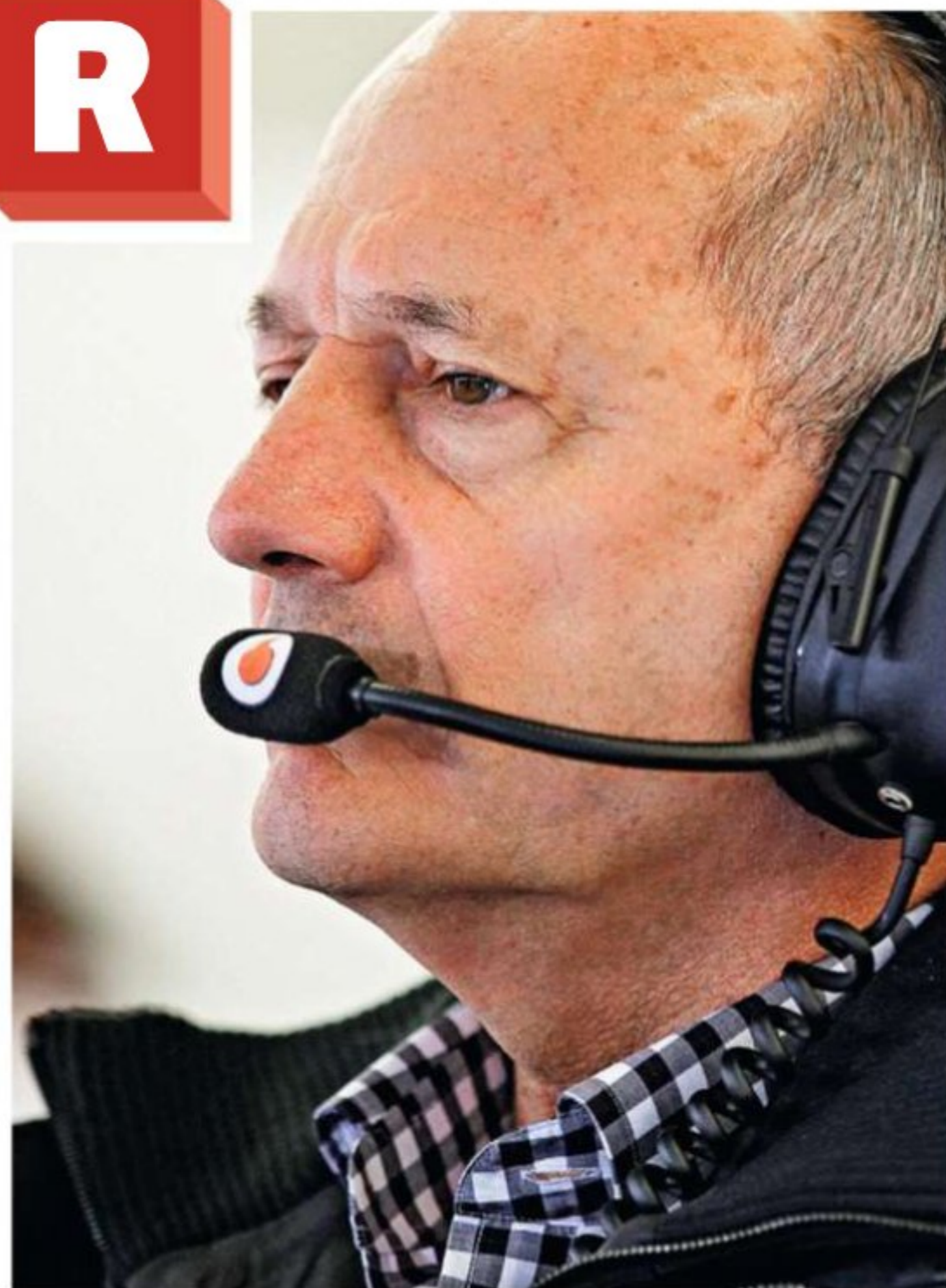
Q



is for **Qualifying**

While there are no fundamental changes to the grid shoot-out, there will be an added incentive in racing for pole. This year sees the introduction of a pole-position trophy, to be awarded to the driver who sets the most poles across the season. Elsewhere, to encourage drivers to set a qualifying time, particularly in Q3, anyone who fails to set a lap time in a session will line up on the grid according to their classified position from the previous session.

R



is for **Ron**

Despite McLaren's 2013 *annus horribilis*, the return of Ron Dennis was far from the minds of most paddock pundits (though not, we must immodestly point out, of *F1 Racing*) as recently as Christmas 2013, when Martin Whitmarsh's position on the board still looked secure. But the wind changed in Woking over the holiday period, and in mid-January a boardroom coup saw Ron reinstated as CEO. At the time of writing, Lotus's Eric Boullier had been appointed to the newly created role of racing director, reporting to an as yet unfilled role of CEO of McLaren racing, with no mention made of current 'team principal' Martin Whitmarsh. →

S



is for **Sochi**

F1 finally makes it to Russia, and the Olympic park around which the circuit snakes looks mighty impressive. The six-billion-ruble track is a long one at 3.6 miles, making it the third longest on the calendar after Spa and Silverstone, and, aside from a few fiddly bits at either end, it looks fast and flowing. Which is surely what the nightlife in this Black Sea resort will be like, too. Not that any F1 types will be doing any of that, oh no, too much... er, science stuff to do.

T



is for **Test drivers**

As in-season testing returns and Fridays provide rookies with a chance to prove their skills, F1 will be awash with test and reserve drivers. Red Bull have announced that Sébastien Buemi and António Félix da Costa (above) will do the honours for them, while Caterham have retained Alexander Rossi and signed former Sauber tester Robin Frijns. Ousted Caterham driver Giedo van der Garde has now ended up at Sauber with Sergey Sirotkin, and more names will be revealed pre-Melbourne.



...and **Super Swede?**

Marcus Ericsson becomes the first Swede to line up on the F1 grid since Stefan Johansson, for whom the 1991 British GP was the final outing of a 79-race career in which he took 12 podiums. Before that, Ronnie Peterson took 14 poles and ten wins from 123 starts, and Gunnar Nilsson collected a single win from 31 GPs, at the 1977 Belgian GP. There's a way to go yet for Ericsson, who's spent four seasons in GP2 where he scored two feature race wins, a sprint race victory and ten other podiums.

U



is for **Unloved**

Korea's Yeongam circuit has now staged four grands prix and unless you're Sebastian Vettel (who's won three of them), chances are you won't miss this unloved track in the far south of South Korea. While original plans provided for marinas, swanky hotels and manicured landscapes, none of these ever materialised and F1 was left with empty grandstands in a swamp and a week in nearby Mokpo's tasteful love hotels. There were few tears when its absence from the 2014 calendar was revealed.

V



is for **5 (er... 'V' in Roman numerals)**

The number of consecutive titles for which Red Bull and Sebastian Vettel are vying this year. The astonishing run of recent success enjoyed by team and driver was predicated on exploiting the major rule changes brought in for the 2009 season. But whether Adrian Newey and his merry band can repeat the trick this year is anyone's guess. →

PHOTOS: ALASTAIR STALEY/LAT; ANDY HONE/LAT; ANDREW FERRARO/LAT; SOCHI

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W



is for **Weight**

To compensate for the heavier power units, the minimum (unfuelled) weight of car and driver has been increased from 642kg to 691kg. That's still likely to be on the edge for most teams, so expect to see some rake-thin racers in Melbourne. Obviously this doesn't apply to Daniil Kvyat, who's so thin he has to stand in the same place twice to cast a shadow.

X



is for **X-rated**

Last year, Kimi Räikkönen found himself on the end of a rather fruity radio transmission from trackside operations director Alan Permane, who demanded he "get out of the fucking way" of Romain Grosjean. Kimi's races are fairly predictable: middling start, incredible pace and use of abundant talent to stay out of trouble. So you have to wonder how on-air chats with the slightly less predictable Pastor Maldonado will go...

Y



is for **Youth**

If Sauber give Sergey Sirotkin a practice session run at any point this season, he will become the youngest ever driver to take part in a grand prix weekend. Jaime Alguersuari was 19 years and 125 days old when he rolled out of the Toro Rosso garage at the Hungaroring in 2009. Sirotkin won't pass that benchmark until New Year's Eve 2014.

Z



is for **Zeltweg**

For those of you too young to remember F1's last outing in Austria in 2003, all we can say is: if you fancy a weekend of extreme clubbing in a banging Alpine resort, this isn't the place. The home of the Red Bull Ring is a sleepy spot in the Styrian mountains and is more about mountain walks, early nights and muesli than Jägerbombs and bad trance music. Actually, this is Austria, so you can probably still get the bad trance music.

It's not the most challenging, but the short lap of the former A1-Ring is pretty much flat-out for most of its 2.688-mile length and does provide some thrills and spills, as evidenced by the huge shunt involving Nick

Heidfeld and Takuma Sato in 2002. And in 2001, Juan Pablo Montoya's practice session was interrupted by the appearance of a deer. This track invasion resulted in one of F1's odder radio conversations, as race engineer Tim Preston hastily warned the Colombian of the danger.

Preston: "We've seen a deer on the circuit, so come in cautiously please." Montoya [deadpan]: "Oh, dear." Preston [sighing]: "Yeah, a deer.... It's... er, like a horse with horns."

And yes, we know the track is more correctly in Spielberg but everybody still calls the location 'Zeltweg' and we needed a 'Z'. Ze end. 🐇

PHOTOS: ALASTAIR STALEY/LAT; CHARLES COATES/LAT; LAT ARCHIVE

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When **Seb** met **Mario**

You might think Seb Vettel has learned it all. But even after four straight titles he still couldn't wait to hear about a few tricks from an old master: 1978 world champion Mario Andretti

PHOTOS STEVEN TEE/LAT

A small-town American high street.

Not much here. Yellow traffic lights on cables rock about their pivots in the wind. A railroad crossing lies at the centre of the town; there are a few coffee shops, a tattoo parlour and a car museum. Welcome to Depot Town, Ypsilanti, about 30 miles west of 'Motor City' Detroit.

The Ypsilanti Automotive Heritage Museum houses classic US metal from the 1930s and '40s. And, today, a Lotus 79 and a Red Bull RB7. The F1 pair are a nod to today's guests: one a German fellow who has won the past four F1 world championships; the other a racing legend, whose varied career includes victories at the Indy 500, the Daytona 500 and the 12 Hours of Sebring – as well as the 1978 F1 world title. Yep, they're Seb Vettel and Mario Andretti and F1 Racing has been invited by Infiniti and NBC Sports to sit in on a conversation between these racing greats.

Mario is the first to arrive and immediately he spots an old friend: the Hudson Hornet. "This was the first car I ever raced," he says as he opens the doors and sits back behind the wheel. As a treat, one of the mechanics at the museum lifts up the hood and fires it up. Mario's eyes light up as he grins at the memories. "I haven't heard that sound for 50

years," he says, momentarily lost in the past.

Soon after, Sebastian Vettel rolls in, holding a burger and a Coke. The two men embrace, then move across to the Lotus. Vettel asks about the controls and the fat, black slicks on the sleek chassis become an instant talking point. And a good place to start...

Q: How would you like to try Mario's Lotus 79, with those big tyres?

SV: I think they'd last a bit longer. Cars had more mechanical grip then. Aerodynamics had only just started to come into effect. Look at our car today and it's a different world in terms of what we can do with windtunnels and simulation. Things have changed a lot on that front, but in terms of mechanical grip we had to do something to slow the cars down. With more efficient downforce and less drag, the cars were getting faster to a point where they were too quick. So they shrank the tyres to regulate it.

Q: Is Adrian Newey the F1 aero master?

MA: A genius is a genius. In my time we were only just starting to understand ground effect in F1. There is always a lot of development from year to year, decade to decade, but it's all controlled by rules: you don't have the freedom to do what you like. There isn't much to work with and you have to be as creative as possible.

What Adrian Newey has done is phenomenal. He was an engineer on my Indycar in 1987, and even then I considered him a standout engineer. Sebastian, you're doing your job the best way possible and you have the best working for you – I would hate like hell to be racing against you! →

Andretti enters Parabolica at Monza in the Lotus 78 (1977); Vettel does likewise (right) in the Red Bull RB8 (2012)



PHOTOS: CHARLES COATES/LAT, LAT ARCHIVE

SV: Working with Adrian is exceptional in terms of his genius and his ability to design a car. But what's *really* exceptional is that he's passionate about racing. He does a bit himself – he loves cars, he loves motorsport. He's been in the business for so long that he has to love what he does, or he'd get bored and look for a challenge somewhere else. He's just a big fan at heart.

Q: What's it like to start a grand prix?

MA: It's the ultimate satisfaction. You're at the pinnacle of a sport that has always been the only thing you've wanted to do. Once you can produce results, you don't need motivation: you just look forward to the next race. You never get enough.

SV: When you're in the car, you still get nerves and the excitement of the race about to start.

Q: Does fear ever come into it?

SV: Cars are safer now, but safety isn't really on your mind. I don't step into a car and feel afraid. I suspect it was the same in the past. You're excited and you get a lot of joy from driving that beast. But you also have situations where you get the sense of fear, yet you're not scared: you just respect what you are doing. You get in the car, you know it's not a toy and you know you can't behave how you like. You're not invincible.

MA: That's exactly right. If you have fear, you don't belong there: it means you'll be tentative. It's the worst feeling to be in a race car when you're concerned about something – that's when you end up in trouble. It's hard to quantify this word 'fear'. If any driver says they are afraid to do what they do, they don't belong in the car.

Q: Mario, you've raced in F1, Indycar, Le Mans and NASCAR. Seb, have you any desire to branch out beyond Formula 1?

SV: Well, just talking to the man right there, he really has done it all...

MA: You'll be good in anything. Any driver at this level can conquer any discipline they enter. And the trick is to get the best teams and the best equipment – that was half the battle anyway.

Q: Seb, would you ever want to do it?

SV: Well, it depends on the offer...

MA: Money. Money...?

SV: No, it depends on which team and which category. It doesn't matter what car you race – you just want to go as fast as you can and beat everyone else. The ultimate satisfaction in terms of driving pleasure is F1, because it's the pinnacle

There are many things to focus on, but you really look forward to the lights going off, because you know that's when everyone on the grid is going to give everything, right up until the chequered flag.

No matter what era you race in, there's the satisfaction of beating the guys you are racing against. Nothing else in life has given me so much satisfaction. You're at peace with yourself, and the moment you are in the car you feel free and your mind is nowhere else. You just do what the moment requires you to do and it makes you free.

MA: When you're in the zone, you tune out everything else. You don't know that anything else exists apart from what you are about to do. There are so many distractions before a race. The best part is when you've lowered yourself into the cockpit: that's your world.

Five reasons why Seb can win a fifth title in 2014...

- ⊕ Four consecutive world championships suggest he's the best driver out there.
- ⊕ With Adrian Newey in charge, he'll have the best car. If not right now – then soon.
- ⊕ He has consistency on the pitwall, with the same senior engineers and management focusing on him alone.
- ⊕ He's got a crack squad of work-hard-play-hard mechanics who are also among the best pit crews.
- ⊕ In the unlikely event of a technical wobble, Vettel's status ensures 'spend-what-it-takes' funding from RB HQ.

And five reasons why he might not...

- ⊖ Renault's engine development is, we hear, a little behind that of Mercedes.
- ⊖ Adrian Newey's penchant for on-the-edge packaging will strain those new, unproven ancillary components.
- ⊖ Seb may find it harder to wipe the smile off Daniel Ricciardo's face than Mark Webber's.
- ⊖ Other teams have been busily poaching Newey's tech lieutenants.
- ⊖ Red Bull's key rivals – Ferrari, Mercedes and McLaren – halted 2013 development early to focus on 2014.



and no other car will feel similar. There are other categories I might be interested in. We just discussed how being scared is not good, and I wouldn't do bikes because of that.

MA: It would be great to watch.

SV: It's the only thing I wouldn't do. Rallying appeals. I've tried a little bit and it's good fun. F1 is so clean: you stick to the line and the tiniest

"If any driver says they are afraid to do what they do, they don't belong in the car"

things make the biggest difference. In rallying, the guys who do it are very accurate, but when I step into a rally car it's fun going sideways and breaking rules. Do that in F1 and it costs time: you don't want to slide, you want to be clean.

MA: You should have a go in a sprint car on the dirt – you'd love that.

Q: You're both F1 world champions. What does it take to soak up the pressure and put everything together?

MA: I worked with Colin Chapman, but he grew distracted over the years. Finally, I said: "Colin, you have to come back and totally concentrate on F1 – not your car company." And when I got his attention – boom. Things started happening. Everyone put their best foot forward. That's what it takes. You need the best engineers, the best

mechanics, the best *everyone*. It's a team effort that gets you there. You can't do it alone.

SV: Out on the track it's you and the car. But you know you can't do it alone; you need the team behind you. It's not about trying to be a person you're not. It's about being yourself and trying to deliver a message to the team that 'we can do this.' When you all pull in the same direction,

you build momentum. The moment when we won the first championship was a big relief for all the guys in the team.

MA: I just wish I were in your shoes right now...

SV: It would have been interesting to be in your shoes. Your race schedule was crazy. Racing in Europe, then flying

to America to race there – then back again.

MA: That's right, in my championship year I was driving Indycars and I did the IROC [International Race of Champions] stock car series, too. But I loved it. If there was a free weekend in between, I'd race. But with the tools available to you now, you can't pass up the time to prepare. You can teach me about the simulator...

SV: The real thing is more enjoyable. More fun.

MA: I'd love to try a Red Bull, and I almost did at Austin in 2012. But the previous driver blew the engine. Maybe one day, someone's going to be crazy enough to say: "Okay Mario, have a few laps in one of our cars."

SV: I might like a go in the Lotus 79...

MA: Maybe we could do a swap. Let's do that.

SV: I might need to speak to the mechanic first, as cars back then weren't very safe...

Red Bull team principal Christian Horner offers Mario Andretti the chance to drive Seb's old RB7

MA: The Lotus 79 is pretty well prepared. I'd trust it. And the uprights now are stronger.

SV: It would have been interesting to race in your day. Different cars each weekend. These days you prepare more, you analyse more. Performance is at a different level, but to have been racing all the time must have been great.


MA: There was always something to learn. I didn't get a chance to drive much in the wet, but when we did the dirt tracks, conditions changed from lap to lap. I learnt more on the dirt about how to drive in the wet. When I went to Europe, there was a stigma about US drivers not being able to drive in the wet – but I took pleasure from being good in those conditions. A different discipline can help you learn something valuable.

Time's tight and the champions have to shake hands and head their separate ways. But not before a word from Red Bull team principal Christian Horner, also present, who has heard Sebastian mention to Mario that he'd love to ride one of John Surtees' world championship-winning motorbikes. Then Mario reiterates his desire to drive the RB7.

"Are you going to the Goodwood Festival of Speed this year," asks Horner of Andretti.

"I had no plans to," Mario replies.

"If you did make it, it would be our honour to ensure you could drive the Red Bull up the hill..."

With that, Mario looks at Seb and breaks out into a huge grin. Just try and stop him. 

BIG FISH

Stepping up to the senior Red Bull team after two years with Toro Rosso, Daniel Ricciardo has to prove he has what it takes to swim with the giants of the F1 ocean

WORDS MATT YOUSON

PORTRAITS SONSTAR/RED BULL

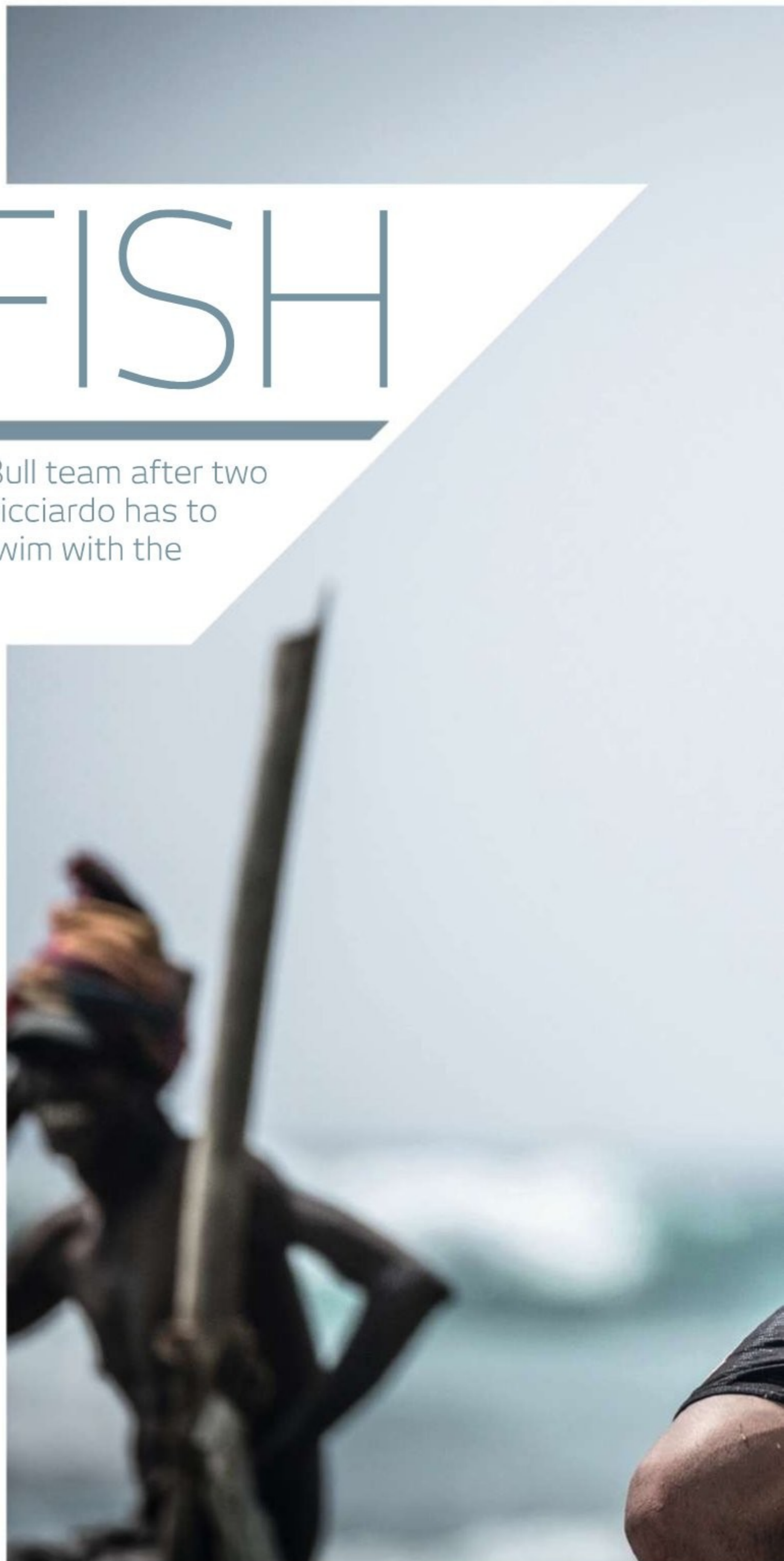
Monza, 5 September 2013.

Daniel Ricciardo is in the F1 paddock TV 'bull ring'. In between the Belgian and Italian Grands Prix, Red Bull have announced Dan as their chosen replacement for the departing Mark Webber. The younger Australian has already faced the print media, now he's patiently making his way around the TV crews – each seeking a soundbite. In the normal course of events, a midfielder might spend five minutes in the huddle. Today, everyone wants a piece of Daniel.

Five minutes, ten minutes, fifteen... Max Chilton is long gone, as is Jenson Button. Mark Webber and Felipe Massa leave. Eventually, Italian TV sated, even Fernando Alonso departs, casting a wry look at Ricciardo, still cheerfully answering repetitive questions. Finally, it's over and he bounces back to his room in Red Bull's labyrinthine motorhome. "I'm glad it's done," he says. "Everyone's got what they need and now everything will get back to normal."

The high-wattage grin flickers just a little. "It's bound to, isn't it?"

Even in a normal year, that would be optimistic: a driver from the middle of the pack getting a shot with the world champs isn't a story that simply goes away. But 2014 is different. Half the seats on the grid have new occupants, there are new engines to discuss, massive changes to chassis regulations and waters muddied by unwelcome tweaks to the championships. →





All smiles for now, but like the honey badger Ricciardo has incorporated into his helmet design, that sunny disposition masks a ferocious resolve



Ricciardo's had an easy ride up to this point – but if Red Bull have managed to build a competitive car, expect all that to change. He'll be the man in the hot seat.

But that's for later. Pre-launch, his winter followed the usual pattern – albeit with a few tweaks. After Brazil, he headed not for home but straight back to Milton Keynes for a day of introductions at Red Bull – many of which were mere formalities, since Daniel has been a regular visitor to the top-team factory over the past few years. That was followed by a heavy simulator programme, initially for Toro Rosso and then, having discharged his obligations to Faenza, concentrating on development of the RB10. Finally, before making it home to Perth for Christmas, he jetted off to Sri Lanka.

Ricciardo is already a veteran of the Red Bull show-car programme, but this particular three-day tour of Galle and Colombo marked his first formal engagement as a Red Bull Racing driver. And he readily admits that the significance of the milestone took him by surprise.

"I don't think my career with Red Bull has begun yet in the fullest sense – I guess it really begins with the start of testing – but it was exciting to pull on the race suit and know it's *mine*," he says. "I wasn't just wearing it for a test, or as a reserve driver: it belongs to me now. That's when it really started to sink in. It's a good feeling. I'm loving it."

The acclimatisation process is somewhat unusual. He's the new boy, but at the same time he isn't. Ricciardo has been a demo driver for Red Bull over the past five seasons; he fulfilled simulator duties as a teenager and has been a constant presence around the factory, both

using the simulator in his day job with Toro Rosso but also, having lived in Milton Keynes before an off-season move to Monaco, as Red Bull's go-to driver in all sorts of technical and marketing situations. It makes him the 'old-hand-new-boy': a young driver who'll need to be shown the Red Bull ropes, but who's already part of the furniture.

"It's definitely a bit of both," Ricciardo agrees. "The basic stuff, 'this is what the team is like, this is what we expect' and so on, their approach in those matters is to treat me like I've been around a while. With the engineers and the designers, it's a little more like I'm a new driver. And there's lots for me to learn – particularly with the rule changes we have for this year – that's when it's going to start to get funky."

Those rule changes present both threat and opportunity for Ricciardo. The threat is obvious: Red Bull have been winning races for five years and have been dominant for four – but for 2014, all bets are off. The philosophy of design that →

"It was exciting to pull on the race suit and know it's *mine*. That's when it started to sink in"



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On duty at the Red Bull Show Run in Galle, Sri Lanka, in December 2013



Putting the Red Bull RB9 through its paces at the Silverstone test in July 2013

Old-school racer

Recent years have proved that there's more than one way to a top F1 seat, but Daniel Ricciardo's path has taken a reassuringly old-school route.

Ricciardo worked hard in junior categories, first in his native Australia and then with a BMW scholarship that took him around the Asia-Pacific region. He did enough to warrant a shot in Europe, and for 2007 moved to Italy, racing Formula Renault 2.0 in the Italian Championship and the Eurocup. He didn't win as a rookie but a change of team for 2008 saw him contest the Eurocup and WEC Championships, winning WEC and narrowly losing out to Valtteri Bottas in the Eurocup.

Firmly ensconced in the Red Bull Junior Team, Ricciardo moved to Milton Keynes to contest the 2009 British F3 Championship with Carlin. He won comfortably and ended the year driving Red Bull's RB5 at the young drivers' test in Jerez. He finished the three days over a second clear of a strong field and completed some 300 laps without incident, impressing Red Bull's engineering hierarchy with his feedback.

Ricciardo was confirmed as 2010 test and reserve driver for Toro Rosso, while competing in the World Series by Renault. He narrowly missed out on that title but had the happy knack of winning at F1 circuits, taking victory at Hockenheim, the Hungaroring, Barcelona and Monaco.

He stayed at Toro Rosso in 2011, now driving FP1, but switched to a race seat with HRT for the final 11 rounds, soon finding his feet to match the experienced Tonio Liuzzi. That led to two years at Toro Rosso, in which he scored points in 13 of 39 GPs. He also built a reputation as an exceptional qualifier, hauling the STR8 into Q3 on eight occasions in 2013 – a statistic many believe secured his elevation to Red Bull.

worked so well is no longer valid. Every Red Bull car has been a winner during his F1 career: imagine getting the first one that isn't.

Ricciardo acknowledges he might be saddled with a nag and not a thoroughbred, but he isn't worrying about it. "Without anyone knowing, there is that little bit more uncertainty. I think in the past few years it was pretty certain Red Bull were going to be strong, but that's not a guarantee this year. I have faith, though. You don't achieve what they've achieved by accident."

If the revolution is a threat to the dominance of the team, then by the same token it's a threat to the dominance of its star driver. Sebastian Vettel proved himself to be peerless under the previous set of regulations, but history suggests champions don't always adapt smoothly when things change.

"I think it's a positive for me," says Ricciardo cautiously. "He's dominated with the current car, so maybe a few changes can mix it up a little bit.

"I think I've got to go in and treat him like any other team-mate. I've always walked into teams having a lot of confidence in myself that I'm the quickest guy there. I have to come here and

have confidence. Not arrogance – because that wouldn't get me very far – but confidence."

As a statement, that's about as serious as it comes from Daniel Ricciardo. He treats the sport with respect – at times reverence – but almost never takes himself seriously. The wide smile and the undisguised joy of racing combine to obscure a big, fat competitive streak. Ricciardo is well aware of how he's perceived, but, in trademark style, addresses it in parody. While F1 has had its share of lions and rats, he's the first to adopt the honey badger as a totem.

For those not up to speed with the stars of online wildlife, the honey badger first became a minor net celebrity courtesy of the National Geographic channel. Then superstardom beckoned thanks to a YouTube commentary most definitely not in the style of David Attenborough. The honey badger, we were informed, *doesn't give a shit*.

"I came across the honey badger a while back," confesses Ricciardo. "It's not the biggest animal in the world, in fact it looks a bit like a wombat. It's pretty cute, you wouldn't think much of it – but in reality it's a raging ball of anger that tears

things apart. It's a bit like me: don't be fooled by the sunshine exterior, press the right buttons and I can be a very dark individual."

That statement would carry more weight if he could maintain a straight face while making it – though it's largely a moot point as a driver properly intent on suggesting a fearsome personality wouldn't adopt a psychotic weasel as a mascot. That said, there is a ferocious competitor inside Ricciardo – racing drivers don't get to the top of the pile without it – and you get the occasional glimpse of it as he offers his thoughts on challenging Vettel. He's walked the line pretty well – respectful of his illustrious team-mate but also not about to roll over and let the world champion tickle his tummy.

"A lot of people have been asking the question," says Daniel. "I'd love to believe that I'll be up there with him, but I haven't really said too much. I don't want to start saying I'm going to beat him only for him to come out on track and kick my butt. I'll let the driving do the talking and hopefully it'll do some positive talking. Obviously it's my biggest challenge yet... but hopefully it's *his* biggest challenge, too." 🐻

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Chassis RB10
Engine Renault Energy F1-2014
Web infiniti-redbullracing.com
Twitter @redbullracing

TEAM HISTORY

Founded 2004
First GP Australia 2005
Races started 165
Wins 47
Poles 57
Fastest laps 41
Points 2,460.5
Drivers' titles 4
Constructors' titles 4

KEY PERSONNEL

Chairman
 Dietrich Mateschitz
Team principal
 Christian Horner
Chief technical officer
 Adrian Newey
Chief designer Rob Marshall
Head of car engineering
 Paul Monaghan

F1 RACING SAYS...

It's just possible that the Vettel/Red Bull steam roller might come to a halt in 2014. Despite a dominant 2013, in which the pair wrapped up yet another constructors' and drivers' double, the change in engine regulations might favour a team who have been able to assimilate their engine and chassis development under one roof, like Mercedes and Ferrari. Red Bull buy their engines off-the-shelf from Renault. The counterpoint is that the changes in aerodynamic regulations, which have created smaller front and rear wings, may well have led design wizard Adrian Newey to unlock a loophole no other team have found.

In terms of drivers, Vettel will be as strong as ever, and a great deal of attention surrounds young Daniel Ricciardo, who joins the team in place of his departing compatriot Mark Webber. How will this Australian deal with Vettel – or perhaps more significantly, how will Vettel fare if he is beaten by this Australian?

RESULTS IN 2013

	Position	1st	Points	596																	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Number of 1st places		●	●	●	●	●	●	●	●	●	●	●	●	●							
Number of 2nd places		●	●	●	●	●															
Number of 3rd places		●	●	●	●																
Points scoring races		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Pole positions		●	●	●	●	●	●	●	●	●	●	●	●								
Fastest laps		●	●	●	●	●	●	●	●	●	●	●	●								

Car number 1



SEBASTIAN VETTEL

Born 3 July 1987 (age 26)
Place of birth
 Heppenheim, Germany
Height 1.74m
Weight 64kg
Race engineer
 Guillaume Rocquelin
Twitter n/a

F1 history
Debut USA 2007
Races started 120
Previous teams
 Toro Rosso, BMW-Sauber
Wins 39
Poles 45
Fastest laps 22
Points 1,451
Drivers' titles 4
2013 position 1st

Car number 3



DANIEL RICCIARDO

Born 1 July 1989 (age 24)
Place of birth
 Perth, Australia
Height 1.79m
Weight 70kg
Race engineer
 Simon Rennie
Twitter @danielricciardo

F1 history
Debut Britain 2011
Races started 31
Previous teams
 Toro Rosso, HRT
Wins 0
Poles 0
Fastest laps 0
Points 30
Best result 7th
2013 position 14th



PHOTOS: DREW GIBSON; RED BULL



No one doubts Lewis Hamilton's searing speed in an F1 car. But in a season that'll demand self-control as much as it requires mind-control, can he contain his racer's edge? Here, he opens up to **Peter Windsor**



PORTRAITS
ADRIAN MYERS →

Lewis Hamilton walks in, led by his smile.

"How was the photoshoot?" I ask, to break the ice.

Traditionally, F1 drivers enjoy photoshoots about as much as they enjoy flying economy. Not today: "Great. They felt like the best shots we've done in all the years we've been doing them. Last year we did some nice pictures, but for me there was too much white around them. These were much darker, much better."

Lewis sits back. I sense that he has become armour-plated "over the years" (as he refers to his past seven seasons of F1) and expects interviews always to be injurious. Me? I'm just a fan – a motor-racing fan – whose eyes are big →

enough to see that Lewis Hamilton is one of the fastest racing drivers of all time, let alone of his era. Thus I just want to talk about racing.

“So how do you feel? What sort of winter have you had?”

“Good. Winter’s been amazing.”

“Where were you?”

“Colorado. In the mountains for two months, training and trying to lose weight, which every driver is probably trying to do. I spent a lot of time with the family but it’s been the most challenging winter I’ve had in physical terms.”

“Lose weight?” I reply, astonished. For if ever there was a guy with a body seemingly perfectly sculpted to his profession it would have to be Lewis Hamilton.

“I’ve always been relatively light, but last year we had the space for me to put on some weight,

some muscle. I started bulking up towards the end of the year. I put on about 4kg.”

“You mean technically, given the layout of the car, you’d been allowed to put on weight?”

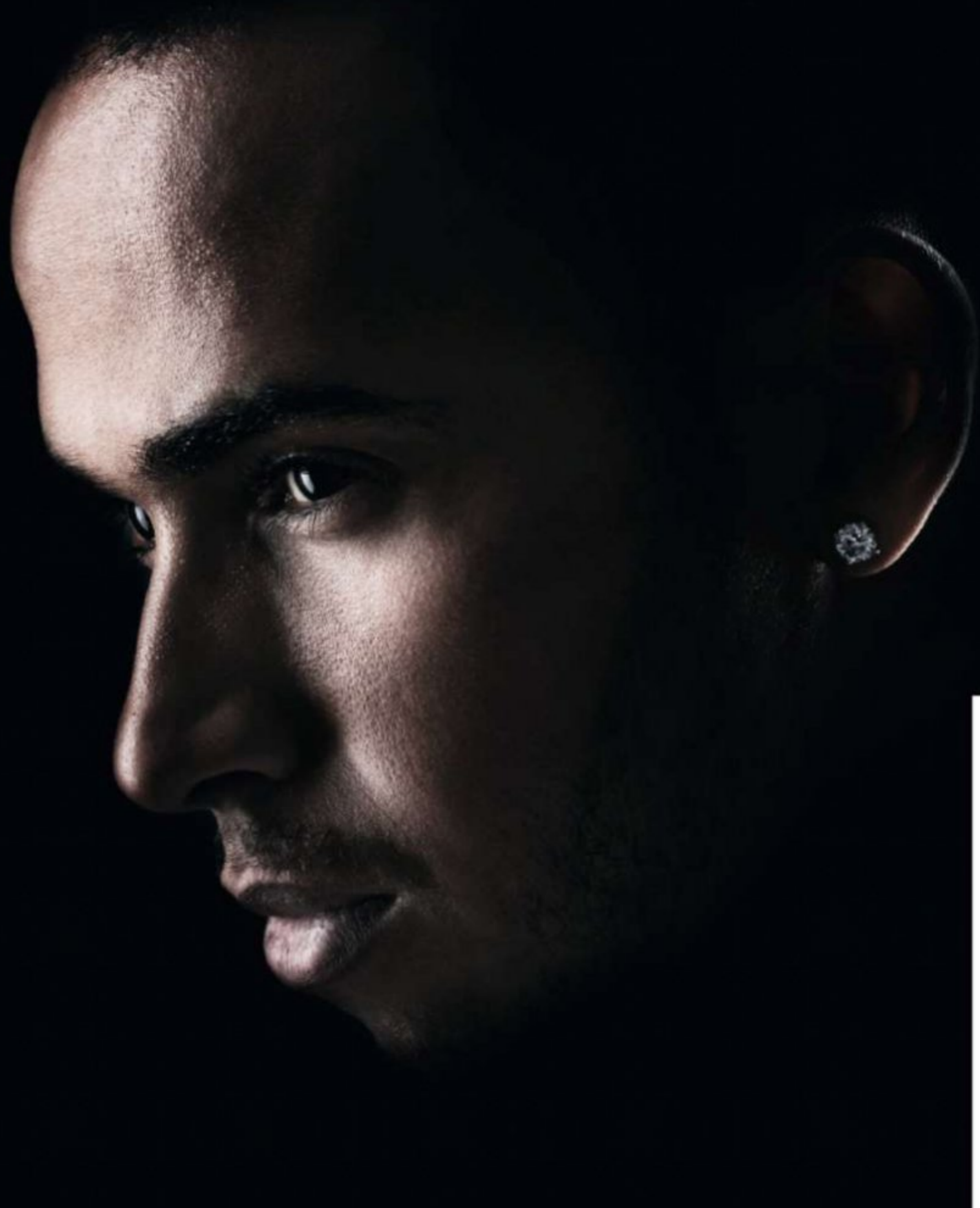
“Yes. Michael [Schumacher, who Lewis replaced at Mercedes for 2013] was naturally heavier, so there was a gap there and I filled it. I put on muscle at the end of the year, but now I’ve had to lose it again for the new car. And it’s a lot harder to lose muscle than to gain it!”

“Did you do any skiing?” I ask, with Michael very much in our thoughts.

“U-huh,” he replies sheepishly in the affirmative.

“Where were you when you heard what had happened to Michael?”

“I was there, but I didn’t hear about it until I woke up the next morning.”



“It’s been a strange winter,” I say. “Michael’s accident; we lost John Button...”

“It’s been an... interesting... few months, to be honest. I became really aware of a lot of



deaths, of people passing on, with Mandela, John – and there were a lot of accidents on the mountain where I was. Someone there died in an avalanche on my birthday and I just couldn't

believe something like that could happen in that area. Then I found out that in the Alps about 20 people die per year. I never knew that.”

“It's a reminder of the fragility of life.”

“Yes, very much so.”

Lewis is speaking softly, in the way he developed three or four years ago, when just about everything that he said or did became headlines in real time.

I ask him about 2014. The new rules; the horror stories of having to drive as if you're competing at Le Mans; of having to conserve the car; conserve the fuel. Is that the sort of thing he's been hearing from the team?

“When I speak to the engineers it adds up to what's going to be the most challenging year in my career – it's probably the same for every driver – in terms of understanding the controls and the setup that you'll need. On the simulator, we're getting almost non-stop wheelspin – almost to fifth gear at times.”

I'm picturing Lewis in my mind's eye, slithering down a wet pit straight at Monaco, crossed arms and right foot balancing the Merc as he flicks it through the gears. It's making me think about how sheer driving skill is, after all, important. On the one hand there will be a place for the aforementioned car control; on the other, there is an art to driving the car at, say, 80 per cent. On one specific fuel-mixture control setting, or fuel-flow rate, every driver on the grid will produce a different lap. Some will be quicker, some slower. Some will use more tyres, some less. It is all a question of lump-free driving, and of purity of hand- and footwork.

For example: keep your foot flat on the throttle in top gear while, for a millionth of a second, you hit the brakes with your left foot. You come out of the throttle... and your throttle-to-brake transition has apparently been... seamless.

Apparently. Digitally. What this overlap does not take into account, is the mechanical →

movement of the brakes from the pedal, via the lines, to the callipers to the discs to the tyres. It doesn't take into account the millionth of a second that the system needs in order to soften those movements. It's a mechanical thing in its extreme, and to overlap the throttle, even for a time so small as not to be evident on digital telemetry, is to knock the mechanical joints out of sync. This is why Ayrton Senna used to downshift through every gear rather than from sixth to fourth, or from third to first. It was a mechanical thing. It had to be run in harmony with the car's other mechanical things.

It is this sort of finesse, I think, that adds up the art of driving at less than 100 per cent. It's about maximising fuel, brakes and tyres within a given set of austere parameters. It won't be visually spectacular but it will be self-evident.

And Lewis Hamilton, I think, has the ability to apply all those subtleties in the right direction of flow. It will be about feel, of course: but it will also be about re-channelling a certain energy. Simply put, 2014 will demand a new way of going fast. Nico Rosberg took several steps towards that in 2013. Now Lewis needs not only to absorb Nico's changes but to surpass them.

Being the pure racing driver that he is, Lewis, I'm sure, hasn't spent too much time thinking about his phenomenal ability to balance perfectly front-end grip levels via steering load/brake pedal pressure decrease or to create optimum rotation points with the least downside. Until now, these qualities have either won him races or killed his tyres (because of the energies he imparts into them rather than the slip angles he creates). In recent years, it has been more of the latter and less of the former – mainly because of the Pirelli monopoly, partly due to car balance.

In 2014, perversely, I think Lewis will have more scope to show the full range of what he is capable. The new regs could reward finesse as it's never been rewarded before.

Lewis pauses and then smiles.

"We really don't know what's going to happen but, yeah, you're right, I hope we get to the point where we can naturally make a difference, regardless of where we are. I hope we'll still be able to make the car speak."

I think this is about as detailed as Lewis is ever going to get when it comes to discussing his driving. He's like all the greats: he just *does* it. He doesn't need me, or telemetry, or an engineer to tell him what he's doing or how he's doing it. He just *feels* it and he *does* it. He keeps it simple because simplicity is key. Thus Sir Jackie Stewart will admit that he never got Jim Clark to talk in detail about the way he actually turned the wheel or used the pedals; and it was a similar thing with Nigel Mansell and Carlos Reutemann.

The more graphic drivers, the departmentalised drivers, the great test and development drivers were and are always fascinating. But as racing drivers, they were and usually are unexceptional.

So what of Nico? If the Mercedes F1 W05 is as fast as it looks, how will Lewis beat his very quick and very organised team-mate? You sense a Senna/Prost, Mansell/Piquet, or (dare I say it?) Mansell/Rosberg war on the horizon. While remaining the best of friends, of course.

"Yeah..." says Lewis mildly, as if the thought hasn't really occurred to him. "Of course, when you're racing your team-mate it's harder than racing someone in another car. You don't have the differences you'd normally have in terms of straightline speed or cornering speed. Racing your team-mate is always massively competitive. With the amount of data that's available from both cars there's no advantage you can keep. You have to just try to stay one step ahead because you know that information is going straight to your team-mate. And vice versa, of course."

"Do you ever sandbag?"

"No. There's no way you can escape. There's too much information out there. One year I had a team-mate who used to ask for his data to stay with him – but even then it didn't happen."



"Last year, Nico spent longer than I did with the engineers, but I'd cover the same amount. He just took longer to cover it"

"Fernando?"

Lewis laughs. "I'm not going to say who."

"For all that," I say, trying to get him to react, Nico does look like a driver who will be well-suited to these regulations."

"I don't know what you base that on," Lewis replies in best Senna/Mansell tradition.

"He just *looks* that way," I say, not wanting to be too Nico-centric.

"We'll wait and see," he says, smiling.

"I haven't got to that part yet. All I'm thinking about right now is driving better than I've ever driven before."

His words hang in the air. Easy to say – but not said lightly. This is what I've been trying to detail in the previous six or so paragraphs. For Lewis, as for Nigel, and Ayrton, and Alain, and JYS and Jim, it's always simple. It's just four words. *I'll just drive better...*

"It's strange in this sport," he says, thinking about it a little more. "Last year at some races Nico might have spent half an hour to an hour longer than I did with the engineers, but I'd

usually cover the same amount. He just took longer to cover it. Because he stayed an extra hour, people said: 'Oh, he's working harder.'"

Precisely. The last thing Lewis needs is to digitise his driving, to erect so many computer-driven structures within his brain that his natural feel is squeezed into oblivion. Data-wise, Lewis will have everything he needs in that nice new McLaren Applied Technologies smart screen on the Merc steering wheel. As for the meetings: keep 'em short. It wouldn't – and shouldn't – enter Lewis's brain that Nico might actually have gained an advantage on occasion because of those extra hours. All it means to a driver like Lewis is that Nico requires more time.

So what about Sundays like at India last year, when Lewis was passed on the first lap by Nico and was never in the same race thereafter? Was this due to pre-race work load? To an inevitable difference in setup?

Lewis dismisses the thought as if he's swatting away a fly. "India? What happened in India? I don't remember much about it, to be honest – I don't remember much about last year." This isn't Lewis being flippant or even arrogant: this is Lewis thinking only of the next race. What's past is past. Tomorrow will be different.

I return to the phrase: "*All I'm thinking about is driving better than I've ever driven before.*"

Okay... So where is he going to improve? No more mistakes, I suggest, like the one in Q2 at Monza, where he ran wide as he was leaving the Parabolica?

"Yep. Things like that. Getting rid of mistakes like that."

"What caused that?"

"I don't really have an excuse for it. I was just trying to get a perfect start to the lap. I was trying to release the car as much as possible and by releasing it too much I caught an edge. Last year, looking back, I naturally struggled with the car. So, in hindsight, to get the results that I got, I'm very happy. It was a great car but it didn't suit me one bit. So I've got to try to make this new car suit me more."

"So what does that mean, exactly?"

"I didn't have confidence in the braking all last year. With all my team-mates I've always been the latest braker, whereas in 2013 I was braking at the same points generally as Nico and →



44 WHAT'S IN A NUMBER?

The total of Lewis's car numbers in his last seven seasons in F1: $2 + 22 + 1 + 2 + 3 + 4 + 10 = 44$

44

Barack Obama is the 44th US president

44

The UK country phone code is +44

44

Interstate 44 runs Texas-Missouri

44 Fours is a song by Jay-Z, in which he rhymes the words four, for and fore a total of 44 times

44

In the film *Forrest Gump*, 44 was Forrest's American football number

44

Lewis Hamilton's worst ever finish in Formula 1 happened

in his 44th race, the 2009 German Grand Prix in which he finished in 18th place

44

The number of the French department Loire-Atlantique is 44

44

Ruthenium has an atomic number of 44. It is a rare transition metal belonging

to the platinum group, and it has the chemical symbol Ru

44

When you replace a number by the sum of the squares of its digits, and repeat the process until eventually the answer equals 1, it's called a happy number. And 44 is an example of a happy number

sometimes earlier, which I've never done before. So it's just confidence in the car. The braking stability was different from what I used to have."

This, despite Mercedes switching from Brembo to Carbone Industrie, Lewis's favoured brakes at McLaren.

"Yeah, but it's not just about that. It's also the calipers [McLaren uniquely use Akebono brake calipers], the master cylinders, the pivot-point of the pedal. The stiffness of the pedal. The ride-height settings we were running. Everything."

"What do you think about the new-for-2014 eight-speed gearbox?"

"I don't think much about it," he says. "To be honest, I think six were enough. Seven was okay. Eight is for sure too much. I mean, you don't really need eight. You'd only use eight in a couple of races, but it's really interesting with this turbo because you're really only using one section of the gearbox actually, even though you have the eight gears. You're only using three or four of them. Which is a lot different from last year when we used all seven gears."


I see his point. On the basis that the great drivers will always run a higher gear if the ratio is marginal, eight speeds will eat ever more into that creative space – particularly if you can up-or-downshift mid-corner, without issue. Lewis's secondary thought, though, is interesting: if the effective power band is relatively narrow, there may yet be some ratio spreads that will reward perfect manipulations of the dynamic weight.

For F1 life hereafter Lewis has chosen the number 44 ("Back to my roots. It was my karting number. My dad had a new Cavalier with 44 in the number plate and so we went for it"); and what about double-points?

"Which race is it for?" he asks abstractly. "The last one? Hmm. Why they come up with all these weird ideas I don't know. I'll just take it as it comes I guess." Keep it simple. Keep it quiet.

It's time for Lewis to – I don't know – make a few phone calls. I ask him before he leaves how the team feels now, without Ross Brawn.

"In all honesty, it doesn't feel any different," he says. "All the rooms are the same. Okay, Ross's office doesn't feel the same because Paddy [Lowe, Mercedes' executive director (technical)] hasn't decorated it yet. I'm going to give him some art for his wall."

'But from where I sit, being a racing driver, it doesn't matter,' Lewis might well have added. 'All I want is to have a good car. Keep it simple. Give me decent brakes. Give me a front end. I'll do the rest.' 





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GO FIGURE

As the Mercedes empire grows, we take a numerical look at their past, present and future

Mercedes' 1000TH grand prix

start will take place at the 2014 Hungarian GP



507 miles

The distance from Mercedes GP's base at Brackley in the UK to the home of Mercedes-Benz in Stuttgart, Germany

55 YEARS

after they last ran works cars in F1, Mercedes returned to the sport as an official constructor in 2010

1

circuit where Mercedes have won more than a single race: **Monza**, thanks to Fangio's victories there in 1954 and 1955

FIVE TEAMS

other than Mercedes GP have used or are using Mercedes engines in F1:

Sauber, McLaren, Force India, Brawn and **Williams**

10

drivers have raced for Mercedes in F1: Juan Manuel Fangio, Karl Kling, Hans Herrmann, Hermann Lang, Stirling Moss, André Simon, Piero Taruffi, Michael Schumacher, Nico Rosberg and Lewis Hamilton

2

drivers' titles

were won for Mercedes by **Juan Manuel Fangio** – in 1954 and 1955

5

The **number of times** Mercedes managed a **1-2** in their first period in F1, compared to the second

0

NINETY-NINE WINS



by Mercedes-powered cars in Formula 1

75

Percentage of races the Mercedes W196 participated in, then won, in 1954-55

7TH ^{x9}

Nico Rosberg qualified seventh for Mercedes in **nine** out of **19 races** in 2011

43

The number of times Mercedes cars have appeared on the front row of a Formula 1 grid – **17** of these in **pole position**

4

Lewis Hamilton's longest ever run of consecutive pole positions – set in **2013** with **Mercedes**



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MERCEDES

TEAM INFO

Name Mercedes AMG Petronas Formula 1 Team
Address 5a Reynard Park, Brackley, Northamptonshire, NN13 7BD, UK
Chassis F1 W05
Engine Mercedes PU106A Hybrid
Web mercedesf1.com
Twitter @MercedesAMGF1

TEAM HISTORY

Founded 1886
First GP France 1954
Races started 89
Wins 13
Poles 17
Fastest laps 13
Points 881
Drivers' titles 2
Constructors' titles 0

KEY PERSONNEL

Non-executive chairman Niki Lauda
Executive director, business Toto Wolff
Executive director, technical Paddy Lowe
Technical director Bob Bell
Technology director Geoff Willis

Car number 6



NICO ROSBERG

Born 27 June 1985 (age 28)
Place of birth Wiesbaden, Germany
Height 1.78m
Weight 67kg
Race engineer Tony Ross
Twitter @nico_rosberg

F1 history

Debut Bahrain 2006
Races started 147
Previous teams Williams
Wins 3
Poles 4
Fastest laps 4
Points 570.5
Drivers' titles 0
2013 position 6th

Car number 44



LEWIS HAMILTON

Born 7 January 1985 (age 29)
Place of birth Tewin, UK
Height 1.74m
Weight 68kg
Race engineer Peter Bonnington
Twitter @LewisHamilton

F1 history

Debut Australia 2007
Races started 129
Previous teams McLaren
Wins 22
Poles 31
Fastest laps 13
Points 1,102
Drivers' titles 1
2013 position 4th

F1 RACING SAYS...

Mercedes leapfrogged Ferrari and McLaren to take second place in the constructors' standings last year, and can theoretically go one better in 2014. The Brackley team are fast becoming a powerhouse of the sport. Their wealth of technical experience, (Geoff Willis, Aldo Costa and Bob Bell) allied with their new tech chief – Paddy Lowe – make Mercedes a formidable outfit and a pre-season favourite. Thanks to the detailed and exhaustive development of their new engines, under the leadership of Andy Cowell at their Brixworth base and despite the loss of Ross Brawn, they should be in the right frame come Melbourne.

In part, that's also down to them having two super-quick drivers in Lewis Hamilton and Nico Rosberg. The fight for superiority – and ultimately the title – could produce fireworks. So will the dual leadership of Lowe and Toto Wolff be strong enough to manage the pair on-track?

RESULTS IN 2013

	Position																			Points	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
Number of 1st places	●	●	●																		360
Number of 2nd places	●																				
Number of 3rd places	●	●	●	●	●																
Points scoring races	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Pole positions	●	●	●	●	●	●	●	●													
Fastest laps	●																				



PHOTOS: DREW GIBSON; MERCEDES



F1
RACING

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**WILL
SPAIN
REIGN?**





IN THE RED CORNER

Ferrari's Alonso vs Räikkönen pairing is one full of intrigue and subtlety. Who better to explore its nuances than Ferrari's 1979 world champion, **Jody Scheckter**

WORDS

ANTHONY PEACOCK

PORTRAITS

THOMAS BUTLER

It takes one to know one: a Ferrari world champion that is. Which is why we've asked Jody Scheckter, Ferrari's 1979 champion, to talk us through what is set to be the season's most intriguing battle – and one whose outcome could decide the destiny of the 2014 title.

The world's fastest farmer (Jody is these days one of Britain's leading organic food champions) has his own take on the Kimi Räikkönen versus Fernando Alonso battle, having seen from the inside exactly how Formula 1's most famous team operates. And it's not all pretty.

Jody can relate to what Kimi must be feeling at the moment. In 1979, he joined a highly rated team-mate in Gilles Villeneuve, whose speed was being talked about all the way down the Ferrari fold. Yet Scheckter still beat him. The situation back then, though, was very different.

"The first thing I'll say about Kimi is that I feel sorry for him," says Jody, surveying the Ferrari 312T4 in his garage that he used to tie up his own title: a design as terrifying as it is beautiful.

"I wouldn't want to be team-mates with Alonso. I don't think he's always been honest – and honesty is the most important thing between team-mates."

No beating about the bush here. But it's one of the reasons why Scheckter's relationship with Villeneuve was such a close one.

"If you've got two team-mates who are honest with each other and share information, it drives the whole thing forward. I won the drivers' title in 1979, and Gilles helped me – but we wouldn't have won the constructors' title as well if there hadn't been a good relationship between the two of us. It was often me and Gilles against the team, never me and Gilles against each other..."

One of the most poisonous episodes in Ferrari history was the 1982 San Marino Grand Prix, →

when Didier Pironi disobeyed team orders to pass Villeneuve and win the race. Jody reckons that firmly enforced team orders might be just what Ferrari needs now to make the relationship between their two champions work.

“With me and Gilles it was simple: whoever was in front would win, as long as there was a big enough margin to everyone else,” he says. “And provided everyone sticks to that, you never have a problem. I’ve always thought you need a system like that in place now, and if you look at what happened between Vettel and Webber in Malaysia last year, it’s clear this is still common practice. But would Fernando go along with it if it wasn’t in his favour? I’m not so sure. My feeling about Kimi is that he’s a more straightforward guy and that he would. But what do I know? I’m just a farmer these days...”

The question is, will Fernando ever have to? Because at the heart of the Alonso-Räikkönen debate is the simple issue of who will have the edge, in terms of pure pace. Or whether or not we get to hear: “Fernando, Kimi is faster than you” at any point this season.

“I don’t see it,” says Jody bluntly. “Much as I’ve got my opinions about Alonso, he’s a bloody fast racing driver, a really complete driver, and it’s going to be tough for Kimi to beat him. Alonso’s quick day-in, day-out, whereas with Kimi it seems to be more a question of how he’s feeling. I wouldn’t

feel confident enough to put a bet either way, but if I really had to, my money would go on Alonso.”

That’s not, however, because he thinks Alonso is already so well-established at the team or because the Spaniard will be at the receiving end of any special favours. The exact opposite may be true, after the very public spat last year, when Alonso was asked what he wanted for his birthday and replied: “someone else’s car”.

“I feel for him there, as that’s just one of the things you might say as a joke, then it gets blown up out of all proportion,” Jody points out. “On the other hand, it’s a silly thing to come out with: the one thing you don’t do is criticise the car in public – especially at Ferrari. The Old Man made that very clear to us, and I don’t think that’s

Scheckter with the 312T4, which took him to the title in 1979 and is now kept at Laverstoke Park Farm

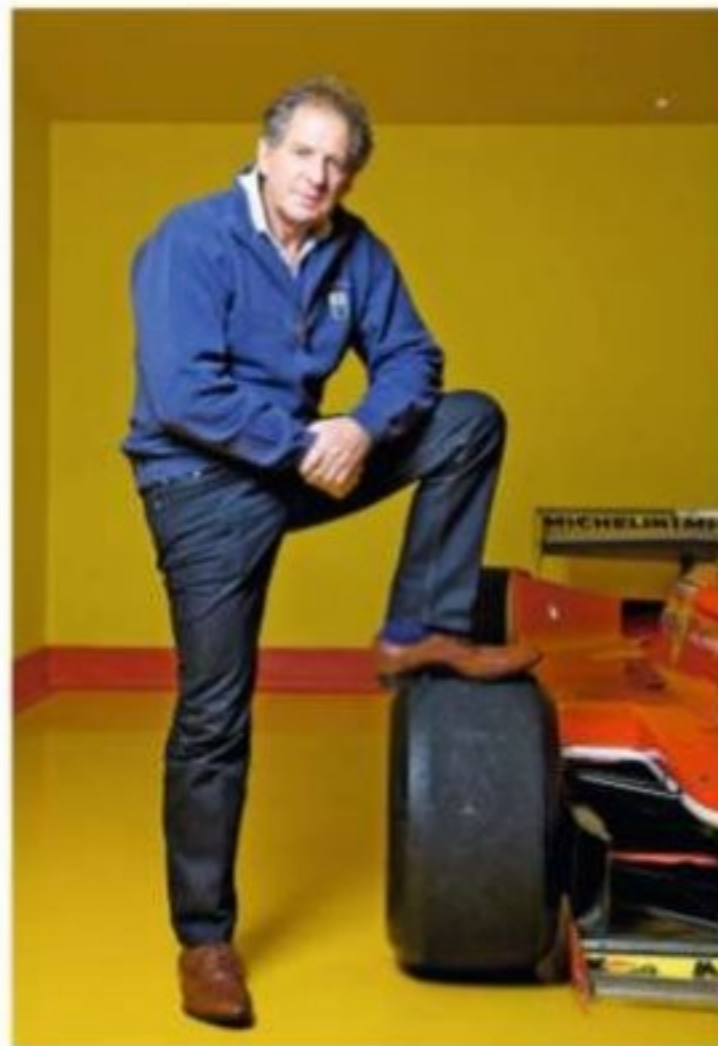


PHOTO: ANDREW FERRARO/LAT



changed a lot now. But when you start a new season, all that is history. Ferrari have a short memory. They’re only interested in the driver who is most competitive – not who’s said what.”

The flipside to this is that Kimi Räikkönen, despite being Ferrari’s most recent champion, won’t hold much sway either. “No, none of that matters,” says Jody unequivocally. “They just want to win. The past is the past: it’s irrelevant.”

Interesting to hear that the team renowned for being the most passionate and emotional of the lot are in fact so ruthlessly clinical in their approach – but then how else would they have been so successful?

Scheckter’s title win was followed by a disastrous 1980 and consequent retirement, with

Ferrari making it clear that once his usefulness was expended, there was no point continuing the relationship. “I could tell you a few things,” says Jody darkly. “But it’s best I don’t...”

In short, neither of the Ferrari drivers can expect any form of sentimentality: an approach that, on the face of it, you’d expect to sit better with the nonchalant ‘Iceman’ rather than the brooding model of Latin intensity that is Alonso.

“I don’t really know him – I’m not sure if many people do – but Kimi seems like a regular guy to me,” says Scheckter. “I don’t think he’s going to let stuff like that get inside his head, so in that respect he’s got the upper hand over Alonso. Don’t forget he’s been there before; he knows what to expect. And he knows that the



"ALONSO IS A REALLY COMPLETE DRIVER AND IT'S GOING TO BE TOUGH FOR KIMI TO BEAT HIM. HE'S FAST DAY-IN, DAY-OUT"

press – especially the Italian press – are going to try to stir up the relationship between him and Alonso, with a bit of 'he said this' and 'he said that'. But he won't care. It's always been the way: it was like that when I was team-mates with Gilles, too, and actually we both used to laugh about it and agree our own versions of what was going on: we weren't playing their game. I'm not sure if it's going to be the same sort of thing with Alonso, but I don't reckon Kimi's going to spend much time thinking about it."

On paper, the Alonso-Räikkönen alliance looks strong. But with a combined age of 66, the line-up is a quick fix, not a long-term strategy.

"They've got a good option for this year, but it's a bit safe," is how Jody describes it. "Both

those guys are established quantities and you know what you're getting – most of the time at least. If they wanted to move it forwards, they might have considered putting a young guy in there, like McLaren have done, for example. If it were me, I would have signed Nico Hülkenberg. I don't understand why they haven't, actually; maybe he wasn't expensive enough. Honestly, what he's done up to now has been seriously impressive. Everyone seems to know that, but no one wants to sign him! I don't get that."

So the two most diametrically opposite team-mates in the paddock have been united under one *rosso corsa* roof. Sometimes it can work: Scheckter and Villeneuve had very little in common as personalities, but shared a mutual

trust and respect. "I don't think I was ever dishonest with him, not once," adds Jody. "If you try a new part in testing and it works really well, maybe there's the temptation to keep it to yourself to gain an advantage, but it's not going to take the team forward. So I always told the truth. It wasn't as if I was bouncing up to Gilles saying: 'Hey, you must absolutely try this because it's completely amazing and it will gain you five seconds a lap,' but if something was an improvement then I always said so. I don't think that's quite so relevant now as there's nowhere to hide stuff any more: team-mates can see in the data what works and what doesn't, so they're not put in a position where they have to work so closely together. That's probably just as well." →



But sometimes it doesn't work, with Prost and Senna being the best example of that. The culmination of their disagreement was a trip to the gravel trap – a place where former Red Bull team-mates Sebastian Vettel and Mark Webber have also famously sorted out their differences in the past... and Jody wouldn't rule out that happening at Ferrari.

"The thing is, F1 is so much more of a contact sport than it was," he explains. "It's probably harder for these guys than it was in my day. Back then you just avoided contact at all costs because there was a good chance that you'd end up dead. It's changed so much on the safety front: what you can get away with now is amazing, so all the

drivers go for it and push as hard as they can."

Scheckter still watches every race on television, but tends to go to only one race a year in person – usually

the British GP at Silverstone. "I've got so much on at the moment that I'd rather watch it on TV then switch off and get on with things here. I don't want to be hanging around afterwards waiting to be seen and looking important," he concludes. And if you could see the size of his farm, you would understand. "But I still relate to it. In fact I probably relate to it more than I used to, since I got the chance to test a modern Red Bull a few years ago in South Africa. I thought I'd

just do two or three laps, and it wouldn't be long before my neck was destroyed and I could get off home. But actually, after three laps my neck was still fine and I wanted to carry on. So that got me thinking about maybe doing a little bit more and some testing – but it's ridiculous. I'd be so far off the pace now that it would be embarrassing. Still, it gave me a few ideas..."

What mixes everything up totally this year, according to Jody, is the fact that the cars are so different. So what might split the difference between the two men in red is a factor that even the cleverest engineers in Maranello will not be able to calculate: luck.

"I think we've seen from testing the way it's going," says Jody. "In some ways we're back to the old days, with a few cars stopped by the side




of the road. It's certainly a massive difference, but luck tends to balance itself out. When I was driving, sure, you had bad luck with mechanical problems some of the time, but then other people had bad luck too and that worked in your favour. What it does mean, though, is that this is a completely new car for both of them. There's really not much you're going to carry from one year into the other, which probably makes it a bit easier to arrive in a new team and be competitive straight away."

Back in Jody's day, the carry-over was considerable. The championship-winning Ferrari that sits menacingly in the garage at Laverstoke Park, alongside some McLarens, a Wolf, and a couple of Tyrrells, wasn't the car with which he started the 1979 season: that was the 312T3,

raced by Villeneuve throughout the bulk of the 1978 season. And it wasn't until the new T4 was introduced, appropriately enough at the South African Grand Prix, that Jody started to gain the upper hand over his talented team-mate.

This time, right from the very start, the Ferrari F14 T is a sheet of paper as blank as the expression on Kimi's face under questioning. And that's why it's impossible to predict whether or not either of the Ferrari team-mates has a real chance at the drivers' championship, 35 years after Jody claimed his own.

"Depends on how it goes for everyone else," points out Jody simply. "Who can tell? What amuses me though is how everyone keeps going on about those noses and how ugly they are. If it wins, it will be beautiful, trust me..." 

"KIMI KNOWS THE PRESS WILL TRY TO STIR UP THE RELATIONSHIP BETWEEN HIM AND ALONSO. BUT HE WON'T CARE"

PHOTO: ALASTAIR STALEY/LAT

CHAMPIONS AS TEAM-MATES

Only six times in F1 history have two existing world champions raced together as team-mates. Here's how they fared head to head...

Ferrari 1953	Alberto Ascari	Giuseppe Farina
Position	1st	3rd
Points	34.5	26
Wins	5	1
Poles	6	0
Fastest laps	4	0
Lotus 1967	Jim Clark	Graham Hill
Position	3rd	7th
Points	41	15
Wins	4	0
Poles	6	3
Fastest laps	5	2
McLaren 1974	Emerson Fittipaldi	Denny Hulme
Position	1st	7th
Points	55	20
Wins	3	1
Poles	2	0
Fastest laps	0	1
McLaren 1986	Alain Prost	Keke Rosberg
Position	1st	6th
Points	72	22
Wins	4	0
Poles	1	1
Fastest laps	2	0
McLaren 1989	Alain Prost	Ayrton Senna
Position	1st	2nd
Points	76	60
Wins	4	6
Poles	2	13
Fastest laps	5	3
McLaren 2010	Lewis Hamilton	Jenson Button
Position	4th	5th
Points	240	214
Wins	3	2
Poles	1	0
Fastest laps	5	1
McLaren 2011	Lewis Hamilton	Jenson Button
Position	5th	2nd
Points	227	270
Wins	3	3
Poles	1	0
Fastest laps	3	3
McLaren 2012	Lewis Hamilton	Jenson Button
Position	4th	5th
Points	190	188
Wins	4	3
Poles	7	1
Fastest laps	1	2



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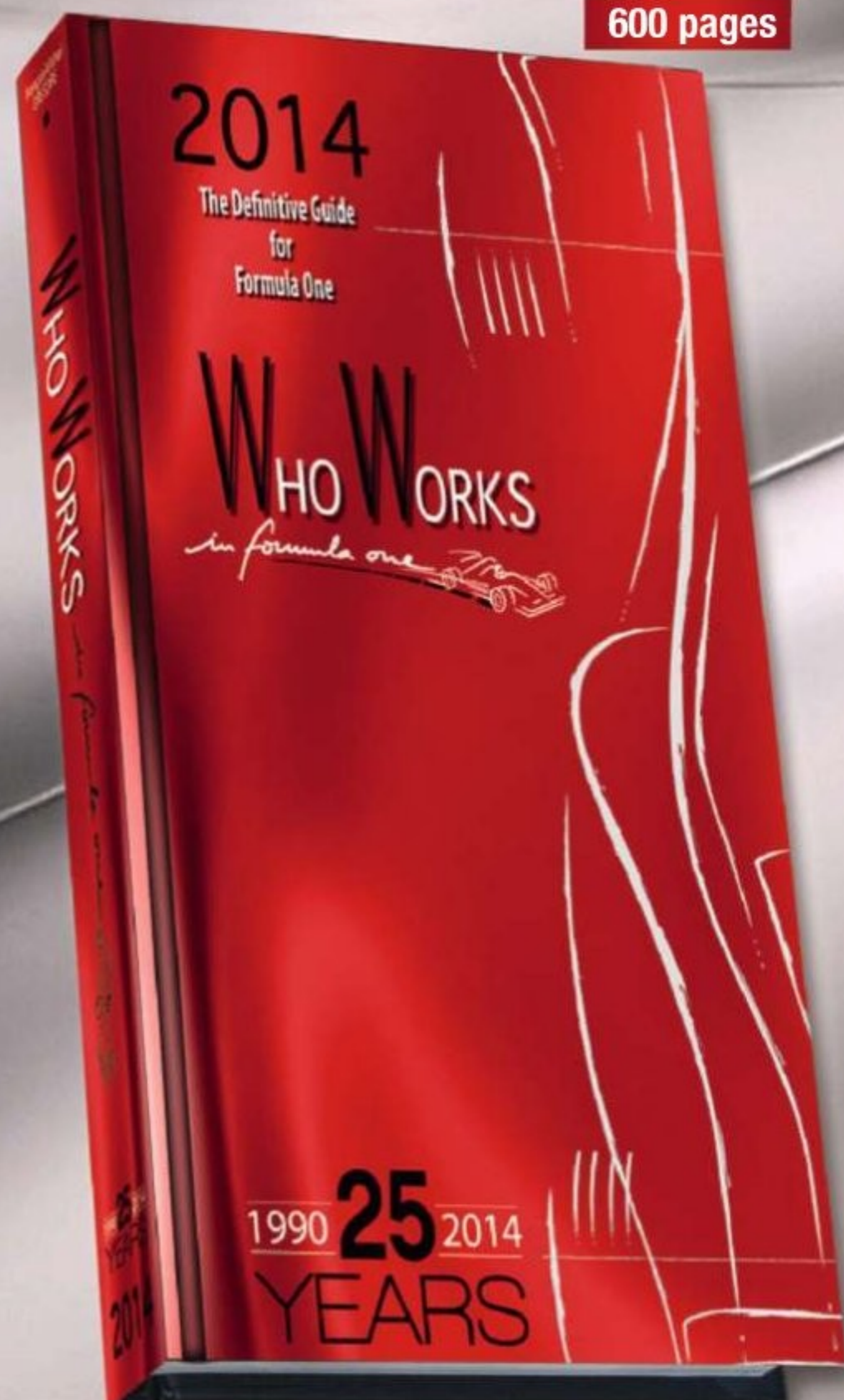
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FERRARI

TEAM INFO

Name Scuderia Ferrari
Address Via Abetone Inferiore n. 4, 41053, Maranello, Italy
Chassis F14 T
Engine Ferrari 059/3
Website formula1.ferrari.com
Twitter @InsideFerrari

TEAM HISTORY

Founded 1929
First GP Monaco 1950
Races started 870
Wins 221
Poles 207
Fastest laps 229
Points 5,618.5
Drivers' titles 15
Constructors' titles 16

KEY PERSONNEL

President
Luca di Montezemolo
Team principal
Stefano Domenicali
Technical director
James Allison
Engineering director Pat Fry
Engine & Electronics director Luca Marmorini

Car number 7



KIMI RÄIKKÖNEN

Born 17 October 1979 (age 34)
Place of birth Espoo, Finland
Height 1.75m
Weight 70kg
Race engineer
Antonio Spagnolo
Twitter N/A

F1 history

Debut Australia 2001
Races started 192
Previous teams Lotus, McLaren, Sauber
Wins 20
Poles 16
Fastest laps 39
Points 969
Drivers' titles 1
2013 position 5th

Car number 14



FERNANDO ALONSO

Born 29 July 1981 (age 32)
Place of birth Oviedo, Spain
Height 1.71m
Weight 68kg
Race engineer
Andrea Stella
Twitter @alo_oficial

F1 history

Debut Australia 2001
Races started 215
Previous teams Renault, McLaren, Minardi
Wins 32
Poles 22
Fastest laps 21
Points 1,606
Drivers' titles 2
2013 position 2nd

F1 RACING SAYS...

Ferrari have the tastiest driver line-up in F1 this year, and the relationship between Alonso and Räikkönen will be one to follow closely as the summer rolls on. Privately, Fernando will not be happy at the decision to appoint Kimi as his team-mate. It's an unusual decision for the Scuderia to run two former world champions, as in the past the team's policy has been to employ a subservient number two.

The question is whether Kimi will be able to maximise this second opportunity at Ferrari – but with a genuine shot at a second world title, you sense he might. Alonso will try the political game against Räikkönen, but you already know that will have no effect on the ice-cool Finn. So Alonso will have to beat him out on track to prove to Luca di Montezemolo that he is still the main man in Maranello. If it doesn't go to plan, then it will be fascinating to watch the Alonso-Ferrari relationship unravel...

RESULTS IN 2013

Position 3rd Points 354

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Number of 1st places	●	●																	
Number of 2nd places	●	●	●	●	●														
Number of 3rd places	●	●	●																
Points scoring races	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Pole positions																			
Fastest laps	●	●																	



PHOTOS: DREW GIBSON; FERRARI

ROMAIN

GLADIATOR **GROSJEAN**

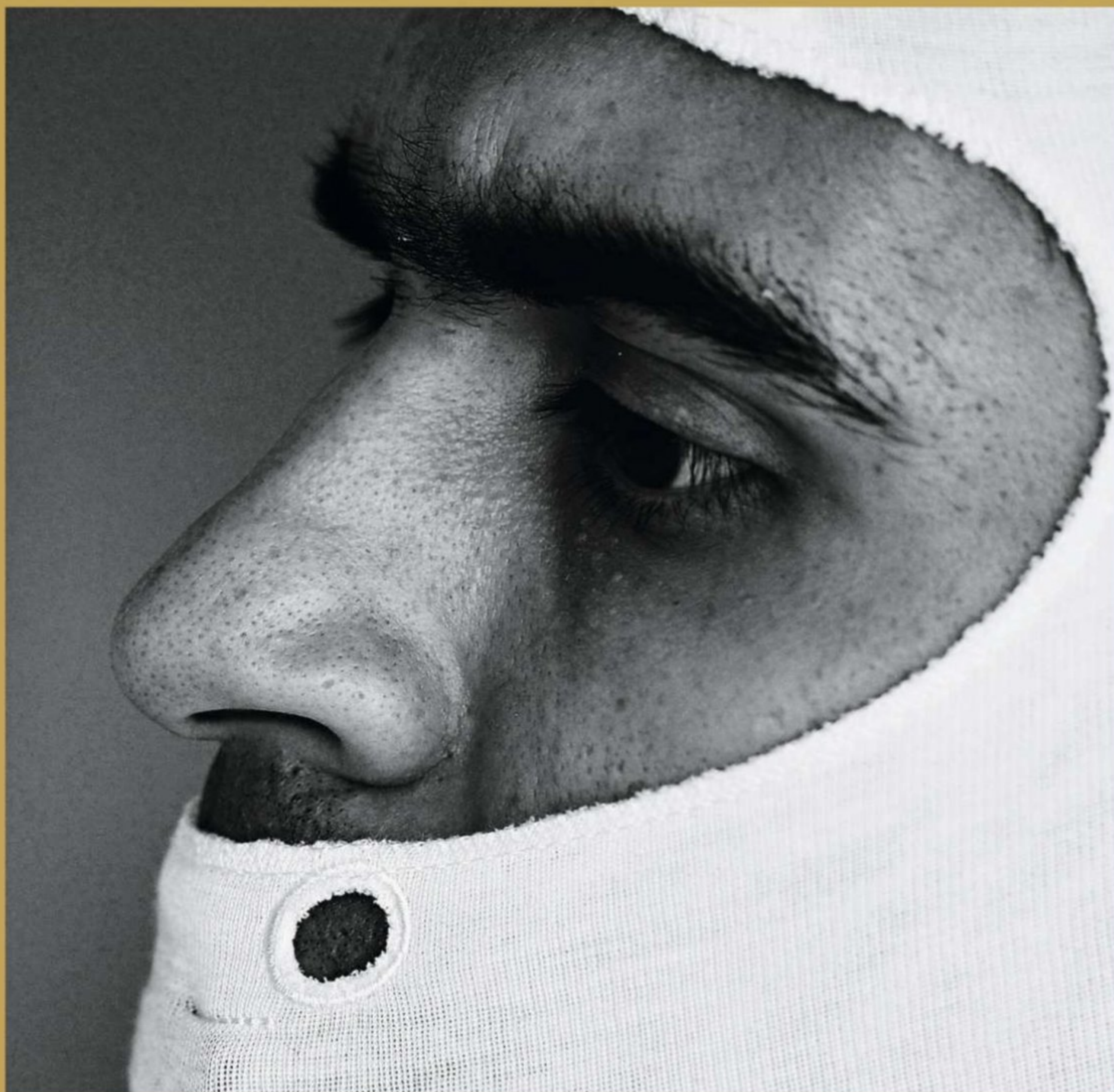
Feisty... spicy... all-out war? Grosjean vs Maldonado at Lotus is certain to be a volatile pairing.

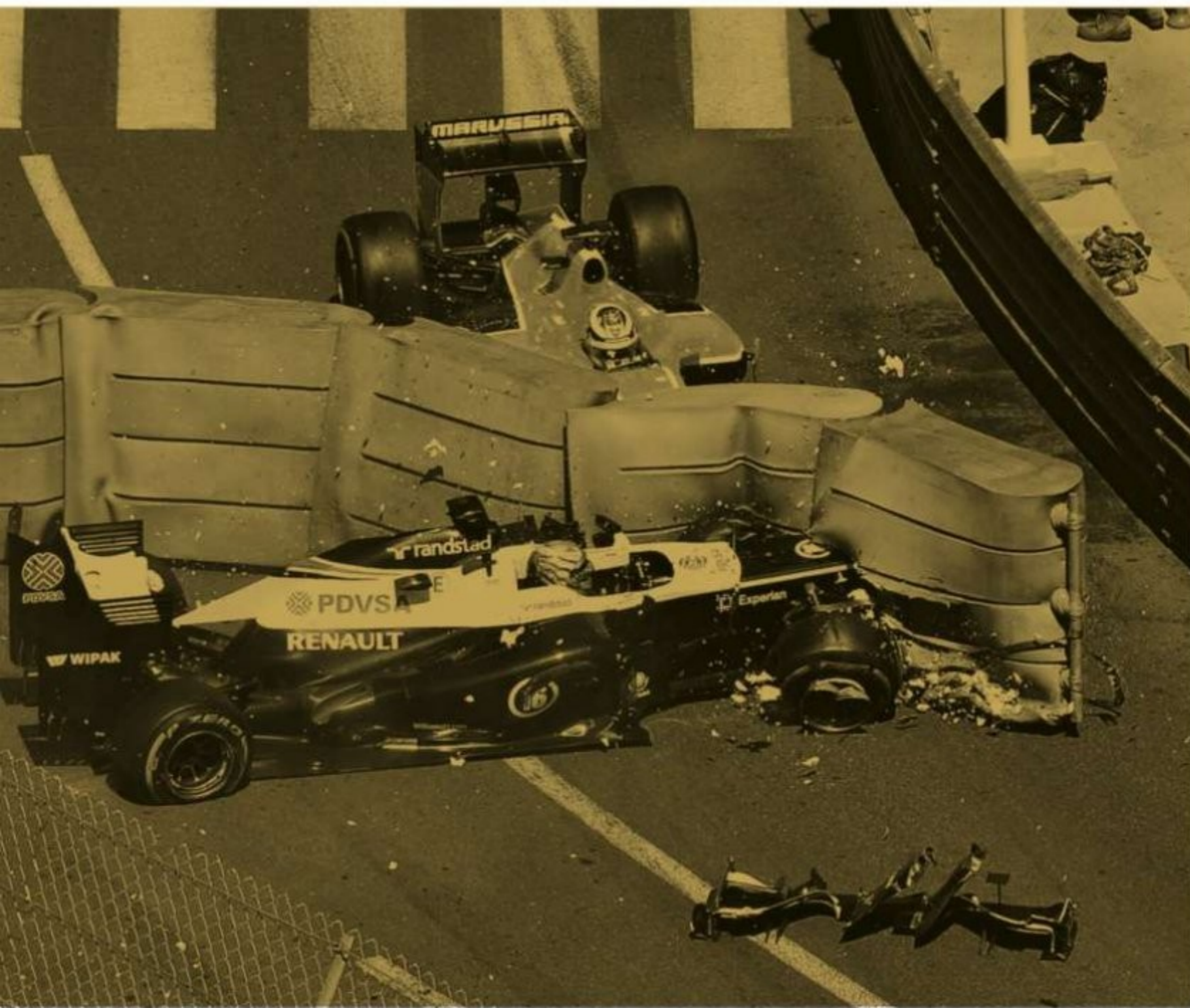


VS

PASTOR
T.N.T
MALDONADO

F1 Racing lights the blue touch paper and retreats to a safe distance... **WORDS** ANDREW BENSON





Pastor is quick, but needs to make better decisions to avoid shunts like Monaco 2013, which took him out of the race after a collision with Chilton

The most volatile line-up on the 2014 grid? Not Fernando Alonso and Kimi Räikkönen at Ferrari – although that certainly has potential – but Romain Grosjean and Pastor Maldonado at Lotus.

These two have a history that dates back to their days in GP2, when a series of incidents led to a huge falling-out. The relationship has never been repaired, so racing together as Lotus teammates could turn out to be very tasty indeed.

Both have something to prove – and both have plenty to lose. With the departure of Räikkönen to Ferrari, Grosjean will see this as an opportunity to establish Lotus as *his* team, with him as its leader, especially after his impressive performance in the second half of 2013.

In the other corner meanwhile, Maldonado clearly believes he is better than people have so far given him credit for. This is his chance to prove that he is more than just a pay-driver. And to do that, he has to beat Grosjean.

“It’s definitely an interesting situation and really the team have to control that very rigorously from the beginning, otherwise I foresee tears,” says former F1 driver Alexander Wurz, who has worked closely with Maldonado at Williams for the past two years.

“You can’t just leave it down to these two guys. If they are smart and they see the bigger picture, they will at least try to coexist next to each other

and not screw each other. But even a small coming-together or a slight misunderstanding could set them off into quite an interesting war. If the team are strong and keep the upper hand, it will potentially work well, since both are very fast drivers. But while that might be easier for Pastor because he is new, for Grosjean it will be more tricky as he now thinks it’s his team and that he is the number one.”

A senior Williams insider echoed Wurz’s view: “The team need to control it because otherwise they’re going to have a miserable time with one driver they know and one driver who pays the bills. And then it would become a mess. Maldonado can’t be left by himself when it comes to handling external situations that could cause one of his red-mist moments.”

They have been sworn enemies for some years now, but Grosjean and Maldonado have more in common than either may realise. Each had a reputation for wildness when they arrived in F1, and each undoubtedly deserved it.

The big difference is that Grosjean finished last season looking like he’d turned himself around, whereas Maldonado’s relationship with Williams had grown so rancid that he accused the team of sabotaging his car.

Wurz, though, claims Maldonado has been somewhat hard done by.

“Generally, I think his red-mist moments – which he did have, and which occasionally cost him performance – are becoming less frequent,” Wurz observes. “But it’s the same for Grosjean. You just have to realise you need to apply a little bit of different risk management when you’re in the car against other people.”

“So actually, Pastor is working on it and he started working on it while he was with Williams. He was totally aware of it when I was working with him and he said, ‘Yeah, I know I have to change to become a champion.’

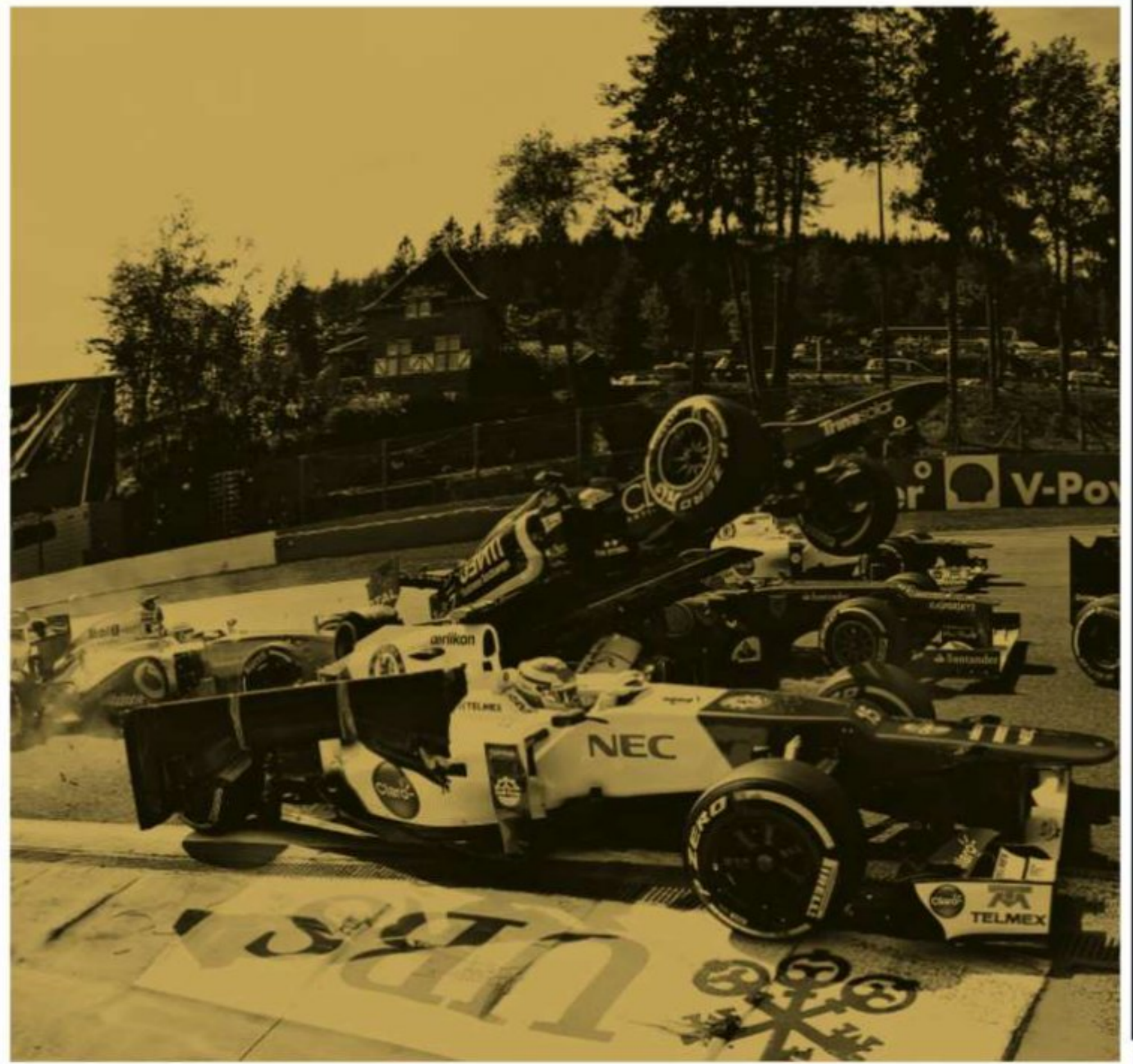
“And I think that it does work. It gets better and I would really like to see him succeed because obviously he’s done a lot of damage to his public image. He is an extremely ambitious man. There has been a large improvement, but he has to keep on working on it.”

For Lotus trackside operations director Alan Permane, the fact that Maldonado recognises his problems means he is “halfway there already”.

**ALAN
THE REF**

“You can’t go in with a negative outlook. You have to see it as a fresh start”

PERMANE



Romain finished last season on a high note, having tempered a wild side that had led to first-lap incidents such as the infamous pile-up at Spa in 2012

“That’s one of the reasons Romain has come on so well,” Permane explains. “He has realised he isn’t always in the right. It isn’t always someone else’s fault.”

A defining moment in that process came in Brazil in 2012, at the end of a season in which Grosjean was involved in a worrying total of *eight* first-lap incidents, one of which – that shunt at Spa – earned him a one-race ban.

In qualifying at Interlagos, frustrated at being held up – and despite the team reassuring him he had plenty of time to get a lap in – Grosjean ran into the back of Pedro de la Rosa’s HRT as they rounded the kink on the pit straight, simply because he assumed de la Rosa would automatically get out of his way.

“I gave him a massive bollocking for coming in and saying it was absolutely de la Rosa’s fault,” Permane recalls. “I said: ‘Look, calm down and look at it. This is your fault, 100 per cent.’ And he was like: ‘No, no, no it’s not.’ And then he looks at it and he realises it is.”

“Then we had to go and see the stewards. So we went along, cap-in-hand, and said we were very sorry and that it was just a misunderstanding on track. There was no further action. That is where Romain has calmed down. If something does go down, he doesn’t immediately think it’s the other person’s fault. His first instinct is not to go into a rage.”

Grosjean has learned that by experience – and the team intend to take exactly the same approach with Maldonado. There will be no pre-season chat, no lectures on correct behaviour or past misdemeanours, simply a desire to get on with the job and ignore the extraneous nonsense. Which is what Lotus do so well.

“You have to start as normal and assume everything will be okay,” explains Permane. “You can’t go in with a negative outlook and say: ‘Look, we know you’ve got a history of crashing and being aggressive with people.’ You have to have a positive approach and see it as a fresh start. You take the good races. Like anything in life, you work on the positives.”

Wurz is fairly upbeat about the pairing: “I think it will turn out reasonably well, generally. There are a few variables and the first is the relationship between the two drivers. But assuming they have become grown-ups and understand that they have to work together, to an extent, and not against each other, I think it could be quite a good combination because Pastor and Romain can drive extremely fast.

“Pastor developed quite a good sense of how to look after the tyres. When he knows something is at stake and he can drive at the front, I think he is a very good driver. He is still underestimated in some of our minds and, to be fair, the same goes for Grosjean. They have both changed their

results and the amount of crashing they’ve had has been significantly reduced, so they have new risk-management that works relatively well.”

This may be the case, but there is no doubt that Maldonado joins his new team with a huge elephant in the corner. He – and everyone else – knows he was Lotus’s second choice. The team made no secret of the fact that Nico Hülkenberg was their preferred driver, but they took on Maldonado because they needed the £30million or so of Venezuelan money that accompanies him courtesy of state oil company PDVSA. At the 2013 US GP, indeed, then team boss Eric Boullier spelled it out to *F1 Racing*: “It’s simple,” he said when asked about the team’s preferred 2014 driver pairing, “If we get the investment we need to pay for Hülkenberg, he gets the drive. If not, we take Maldonado.”

A driver needs a strong head to deal with such a situation, but Wurz says: “Pastor will answer with performance. That is his aim. I know because I talked to him about it. And I think he’s quite patient and says: ‘Okay, I will answer with performance and then everyone shuts up.’

“However, the risk I can see is that he will try to overcompensate and try too hard. So he still has to have a word with himself to control it and to channel it into positive energy.”

In this, he will have Lotus’s support. Permane says: “We never had any doubt Romain was →

quick, and I'm pretty sure Pastor can be quick. It's just getting him to be quick all the time."

Lotus will not stand for any rancour between the drivers. There is an unverified rumour that when Grosjean first heard Maldonado might be his team-mate, he said the team could forget any collaboration between the two.

"I don't know where this stuff comes from," says Permane. "I haven't heard that at all and I can't believe he would say anything like that. He wouldn't be that stupid, even if he thought it."

"That sort of thing wouldn't be tolerated. Even with someone like Kimi, who wasn't very chatty with Romain, at the end of each day we'd have a debrief with all the engineers and both drivers, talking freely round the table about what we had done, and that will absolutely happen again this year. So there will be no question of any secrets or anything like that at all."

"I can hear what is going on with both cars and I am constantly telling one car what the other car is doing during sessions if something has worked or hasn't worked – so there's no question of that."

Permane adds that he "won't allow" any competitive tension to lead to a fight. "If they are going to be arsey," he says, "then just don't talk to each other; I'm not having it dividing the office."

As Räikkönen discovered when Permane told him to "get out of the f***ing way" after he pushed Grosjean off the road while trying to defend his position in India last year, Lotus aren't prepared to tolerate drivers' egos getting in the way of work.

"They are superstars," Permane says, "and people worship them and they do incredible things sometimes. And sometimes it's right to regard them with awe – but a lot of the time they are just another bit of the car."

"So you've got to have a good one, just like you have to have a good engine and chassis: you can't win without all three. Treat them like they're superstars all the time, and it won't work."

To illustrate his point he tells a story about a time when Lotus were known as Benetton, and


ALAN
THE REF

"Treat drivers like they're superstars all the time and it won't work"

PERMANE

Pat Symonds – with whom Maldonado worked in the second half of last season at Williams – was running the technical side of the team.

"Pat is very non-confrontational, but when he wants to be confrontational he can be," Permane recalls. "I remember Jean Alesi having a massive tantrum at Silverstone one year. I think the wheel bearing had failed when he was doing really well in the race. He came in and pushed a set of tyres over and had this huge tantrum... and Pat just put him in the truck and locked him inside. You could only open that truck from the outside. He left him there for a bit to calm down. I kind of learned that no-nonsense approach from him, I guess."

Pastor, Romain... you have been warned. 



HOW DO LOTUS DO IT?

Lotus are F1's miracle workers. Despite a budget of around only half of that of Red Bull, Ferrari or Mercedes, they have managed to compete at the front of the grid and win races in 2012 and 2013.

It is not a recent phenomenon, either. The team from Enstone have had an up-and-down recent history, with a bit of a dip in the late years of the last decade as former owner Renault's commitment to F1 faded

and new owner Genii took over. But they have punched above their weight for many years. Even in their championship-winning era with Fernando Alonso in 2005-6, Renault's budget was no match for that of rivals Ferrari and McLaren.

The general belief in F1 is that there must be an ingrained culture at Enstone that can be summed up as: "Come on, let's do it and not mess about." Lotus employ what are

known in F1 as 'racers' – and they let them get on with what they are best at. Corporate attitudes and politics are kept at bay wherever possible.

Lotus trackside operations director Alan Permane is one of those key people, a straight-talking engineer who gets on with his job and does it very well. He points to the success of Genii-appointed team principal Eric Boullier, who has now joined McLaren.

"It was a huge change when Genii bought the team, but Eric allowed the culture to stay," Permane explains. "We have good people, but when you have less money you are forced to be more efficient."

"We haven't beaten them," says Permane, accepting there are limits. "It's not possible to win titles with half the money of someone else."

Embarrassing the competition, though, is another matter...





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LOTUS

TEAM INFO

Name Lotus F1 Team
Address Whiteways Technical Centre, Enstone, Oxfordshire, OX7 4EE, UK
Chassis E22
Engine Renault Energy F1-2014
Website lotusf1team.com
Twitter @Lotus_F1Team

TEAM HISTORY

Founded 1952
First GP Monaco 1958
Races started 568
Wins 81
Poles 107
Fastest laps 76
Points 1,986
Drivers' titles 6
Constructors' titles 7

KEY PERSONNEL

Chairman
Gerard Lopez
CEO Matthew Carter
Team principal
Gerard Lopez
Technical director
Nick Chester
Trackside operations director Alan Permane

F1 RACING SAYS...

Towards the end of last season this former title-winning team from Enstone found themselves in dire straits financially and in need of a saviour. The hope was that Mansoor Ijaz's Quantum consortium would help out with funding, but when the deal failed to materialise, the team continued to amass debts and struggled to pay some suppliers and employees – most notably Kimi Räikkönen.

All of this overshadowed what an excellent racing car the E21 was in 2013: a regular podium finisher *and* a race winner. That's because Eric Boullier knew how to put together a good racing team – but with Boullier gone, can Gerard Lopez retain momentum and prevent further defections? Lotus admitted they couldn't make it to the first test as their car wasn't ready in time. Plus Pastor Maldonado joins Romain Grosjean at the team, so the spares department can expect a hectic year...

RESULTS IN 2013

	Position	4th	Points	315																	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Number of 1st places		●																			
Number of 2nd places		●	●	●	●	●	●	●													
Number of 3rd places		●	●	●	●	●	●	●													
Points scoring races		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Pole positions																					
Fastest laps		●	●																		

Car number 8



ROMAIN GROSJEAN

Born 17 April 1986 (age 27)
Place of birth Geneva, Switzerland
Height 1.80m
Weight 71kg
Race engineer Ayao Komatsu
Twitter @RGrosjean

F1 history
Debut Europe 2009
Races started 45
Previous teams Renault
Wins 0
Poles 0
Fastest laps 1
Points 228
Best result 0
2013 position 7th

Car number 13



PASTOR MALDONADO

Born 9 March 1985 (age 28)
Place of birth Maracay, Venezuela
Height 1.73m
Weight 63kg
Race engineer Mark Slade
Twitter @Pastormaldo

F1 history
Debut Australia 2011
Races started 58
Previous teams Williams
Wins 1
Poles 1
Fastest laps 0
Points 47
Best result 0
2013 position 18th

PHOTOS: GETTY IMAGES; LOTUS





THIS SPORTING LIFE

Now the most experienced British F1 driver ever, **Jenson Button's** career has been eventful to say the least. We sat down with him to take a photographic look back at his most memorable moments

INTERVIEW JAMES ROBERTS PORTRAITS ANDREW FERRARO/LAT

Jenson Button celebrated his 34th birthday on 19 January 2014. Thirty-four may not seem like such a ripe old age by most measures, but in terms of race starts he is now the most experienced driver on the 2014 grid. Last year in Brazil he notched up his 247th start, eclipsing David Coulthard's record to become the most experienced British driver in F1 history.

These two records are a legacy of Jenson's graduation to the top flight of motorsport at the tender age of 20. Over 14 seasons, his career has been something of a roller-coaster ride, but one with much to be proud of – and much to look forward to.

On the eve of the new season, we sat Jenson down with a series of photographs charting his Formula 1 career, and asked him to reflect on his memories of the past 14 years. He talked about getting that Williams drive, those patchy years at Renault, and of building a team at BAR, which ultimately led to winning the 2009 world championship with Brawn GP – and latterly his time at McLaren.

We started right at the beginning: the first image in the album is of the very first time he drove a F1 car – a McLaren at Silverstone...



« 1999 Silverstone First time in an F1 car

"Wow, Look at that! That was my first F1 experience: a prize for winning the McLaren Autosport BRDC Young Driver Award. Amazing. I remember going down the National Straight and shifting up through the gears, and there was a massive bright blue light on the dashboard that meant the radio was on. I was screaming through the intercom: 'This is amazing!'"

"I was given 15 laps, but I did nine on the intermediate tyres in total. I came in early

and said there was no point continuing as I was just destroying the tyres. It was a really good experience and the team were great and made me feel so welcome. Having done it for quite a few years, I'm sure they must have been getting bored with letting kids try their car when they had such a high chance of crashing it.

"Even though it was wet that day, my first experience of Copse was pretty spectacular. I really enjoyed it; I just wished I'd had the chance to run in the dry."

1998 Spanish Grand Prix First visit to the F1 paddock

"I went there looking to make contact with the teams, so they'd get to know my face. I met Frank Williams, which was great, but I think he was the only team owner I managed to meet. And obviously the main man, Bernie Ecclestone. I was leading the Formula Ford championship at the time, and they both advised me to keep pushing."



1999 Barcelona Testing with Prost Grand Prix

"The test for Prost was great. I was actually in Mexico when I got the phone call to come and do it. I had to cut my holiday short and I don't think my girlfriend at the time was as happy as I was..."

"I went over to Barcelona and met Alain Prost in the motorhome. He told me to go out there and enjoy myself. I must have done around 35 laps in total in the dry. I was testing on the same day as Nick Heidfeld, who was their race driver



for 2000. After just one lap I felt at home in the car. I really enjoyed it and found, like a lot of kids do when they first get to drive a Formula 1 car, that there was so much more grip than I was used to.

"Then I remember seizing the engine out of Turn 3, so I came back to the pits and they said, 'Sorry about that... but you were quicker than Jean Alesi!' He had driven the car the day before. So, yeah, it wasn't too bad for my first proper day out in a Formula 1 car."



2000 Williams launch Wins F1 seat from Junqueira

"I was in the pub on Christmas Eve with my mates when I received a call from Frank Williams. He asked if I was ready for F1 and I said, 'No, I'm not.' After I put the phone down, I realised I'd made a big mistake. I called back and said, 'Er... I do think I'm ready for F1.' And then I got the test drive.

"It was a shock when I realised that I'd actually be competing against Bruno Junqueira for the Williams race seat alongside Ralf Schumacher..."

2000 Brazilian Grand Prix First points in F1

"This was my second race in F1 with Williams: I dived down on the inside of Jos Verstappen at the hairpin to take seventh place and that's where I finished. Back at the hotel as I was jumping on the bus to go with the team to the airport, I found out David Coulthard had been disqualified and I'd been elevated to sixth, becoming the youngest driver in the history of the sport to claim a point – until Seb Vettel eclipsed my record seven years later."

2000 Belgian Grand Prix Third on the grid

"That Williams was so great around Spa: I loved driving it. But it looks so old now, doesn't it? It was a great experience... qualifying third was very special, but the race didn't go my way and I finished fifth.

"I remember I went up to Charlie Whiting and said the 100-metre board wasn't in the right place as I kept braking there and locking up then going straight on. So they measured it and saw it wasn't in the right position and had to move it back." →





"The Benetton/
Renault years
were the worst of
my career... we had
a lot of failures"

⤴ **2001 Monaco Grand Prix
Starting out at Benetton**

*"This is a great picture, but the Benetton/
Renault years were the worst of my career.
The first season was pretty bad, plus we had
a lot of failures. The second year [2002] was
better in terms of results and in being better
than my team-mate [Jarno Trulli], but I was
at the end of my contract and he wasn't.
Flavio gave me a call – he was actually very
polite. He said, 'You're not going to be with
us next year and I hope you find a drive.'
"I did – and I found a better drive."*



« **2002 Training in Kenya
with Alonso and Trulli**

*"That was an interesting time at Flavio's
place in Kenya. It's one of those things you
can't really get out of when you're told to
go by the team boss. It was an experience
I probably wouldn't want to have again.
Everywhere we went we had to have armed
guards with us. Running on the beach, or
cycling, there was always a dude with a gun
cycling with us. Fernando [then Renault's
test driver] does look chubby!"*



« **2002 Monaco Grand Prix
Final season at Renault**

*"Yup, looking for my boat! Wow, the shirts
were nice and big back then. I remember
the Renault didn't have any power steering
and I was running in seventh place or
something. In the last few laps I started
to fall off the pace because I had blisters
the size of my palms on both hands. That's
because I didn't have any power steering,
but Flavio Briatore said to the press
afterwards that I'd slowed down because
I was looking for a house or a boat..."*

⤴ **2003 BAR press conference
with team boss Dave Richards**

*"Look how big Dave looks and how small
I seem! Yes, that was the proper start of my
career. I felt a real part of a team when I
started my career with those people – and
that's how it was for the next seven years."*



« **2003 Monaco Grand Prix**
Huge crash in practice

"I've had good Monaco races and I've had terrible Monaco races, and this was one of the latter. I wasn't the first person to go into the tyre wall there – and I won't be the last. I ended up unconscious, but it wasn't as bad as what happened to Karl Wendlinger in his incident there a few years back: he was in a coma for two weeks. It was a scary moment, and recently I met a guy who was on one of the boats right by it. He heard the bang and said that it was unbelievably loud."



⤴ **2004 German Grand Prix**
Second place

"This was probably my best race up until that point, but I struggled with my helmet coming undone. I had to hold it on because it was coming off on the straight and through the high-speed corners, which was tricky when I was trying to drive. I had a great battle with Fernando Alonso for second place: we were fighting for position for about ten laps and I finally got him out of the hairpin, then up to the next two corners we were fighting again side-by-side."



« **2004 Malaysian Grand Prix**
First podium

"Yes, I finally got my first podium and it was at the same circuit where I'd had good results in the previous two years. So it felt very special to do it at that grand prix. And then after that, they just kept on coming. I couldn't get off the podium! I think I had more podiums that year [ten] than I did when I won the world championship [nine]. I finished third in the drivers' championship in 2004 and BAR came second in the constructors' championship."



INSETS: LAT ARCHIVE; RENAULT F1

⤴ **2005 Monaco Grand Prix**
Watching from the wings

"This is the one where we didn't race, right? [BAR were banned for two races for running an underweight car at the San Marino GP] I had a fun weekend that year. I was actually able to do the stuff that F1 drivers can't do during the normal weekend. I went to Cannes and had a bit of fun down there. I also helped with the TV commentary for the race – I had a croaky voice because I'd had a few to drink the night before. In a way, it was a good experience."



⤴ **2006 Hungarian Grand Prix**
First Formula 1 victory

"This was my first and only win with Honda. And it was the only win Honda had since the days when they were supplying engines to Williams and McLaren – or, as a team, going back to 1967. So it was a very special race for all of us."

"On Saturday we were third-quickest in qualifying, but we got an engine penalty following an engine blow-up on Saturday morning and started 14th. We had some really good battles all through the

race, and one I recall in particular was with Michael Schumacher. I crossed the start/finish line 35 seconds in front of second place.

"The best bit about it is that the president and CEO of Honda was there. Takeo Fukui didn't come to many races, but he did on this occasion, which meant he was able to come out on the podium with me and collect the trophy for the winning constructor. Very lucky in a way... or maybe it was meant to be. Either way, it was a very special weekend." →



⤴ **2009 London Triathlon**
The start of a new sideline

"I started doing a lot of triathlons in 2007 when things were getting a bit disastrous with the car, and I found them to be a great form of release. When I look at this picture, I'm amazed at how unfit I look here compared to now."

"This photo was taken in 2009 when it was all starting to get a little bit more serious. This is the London Triathlon, and that year I finished second in my age group out of 400 competitors."



« **2004 Chinese GP**
with Andrew Shovlin

"It's important to have a good relationship with your race engineer, and I struggled to build a rapport with mine until I met Shov. It's hard to give feedback to someone who's never driven an F1 car. You can speak to them as much as you like, but whether it goes in the right way is another matter."

"Shov and I went through some rocky times; one was Honda's announcement that they were leaving F1 at the end of 2008. That was tough for the whole team."



« **2009 Silverstone**
First outing in the BGP 001

"This wasn't even the first test, this was the shakedown at Stowe. It's amazing because normally your team-mate wouldn't go along to that. Everyone was so interested to see what would happen – and with Rubens [Barrichello] and Ross [Brawn] there, perhaps they knew something. We were all so excited to be out there, because just a few months before that we didn't even think that we would be racing."

⤵ **2009 Australian Grand Prix**
First win with Brawn

"That was an incredible year and the car was very strong at the start of the season: Melbourne was just a fantastic beginning."

"There were a few races where we were challenged by the Toyotas and the Red Bulls at the start of the season, but we still won six out of seven races. The problem was that the team didn't want to spend any money on development, and they thought

they could win the championship without it. But that's not how F1 works, especially when a lot of teams like Red Bull were developing their cars so rapidly.

"By the seventh or eighth race, we weren't the quickest car any more. It was a difficult end of the season. Luckily, in Brazil we were able to fight through from 14th to fifth to win the championship."

⤵ **2009 Brazilian Grand Prix**
Celebrating with dad

"This was just after I'd won the title – we were very emotional. Dad was a big part of my life and I'm so incredibly proud to be able to call him my dad. I'm going to miss him so much and he'll be forever in my heart." [John Button died, aged 70, on 12 January 2014]



INSETS: STEVEN TEE/LAT; STEVE ETHERINGTON/LAT; ALBERTO CRIPPA/LAT



"I had some good battles with Lewis... we were clean most of the time out on track"



⤴ **2010 Turkish Grand Prix
Battling with Lewis**

"I had some good battles with Lewis at McLaren, actually. The important thing with us was we were clean most of the time out on track. Sometimes we weren't, but there was always a reason for that, and we would clear it up immediately after the race. We'd discuss it and put it in the past – which is very important in a relationship."



⤴ **2010 Belgian Grand Prix
Collision with Vettel**

"He's almost got his hand up to say sorry already in this picture. Yeah, big mistake. That was really such a shame because I was running in second position at that time, and we were doing a good job of looking after the tyres in the race."

⤴ **2011 Canadian Grand Prix
From last place to first**

"Canada was a very special race and – so far – that's the one everyone will remember me for. I came through from last to win the race. Qualifying went well, then everything went wrong – but we still came away with a victory on the very last lap."

⤴ **2011 Japanese Grand Prix
Victory at his 'second home'**

"This win really means a lot to me because I didn't put a foot wrong on a single lap here, whereas in Canada I did. It was as close to perfection as I could have got. And Japan was very emotional – even Mikey [Collier, Jenson's physio] was crying his eyes out!

"It was a difficult year for Japan in the aftermath of the earthquake and tsunami, so to put on a good show in front of the fans and also for Jessie [Michibata, his Japan-born girlfriend] meant it was a very special race."



⤴ **2012 Belgian Grand Prix
The perfect weekend**

"Spa was one of those weekends where everything went right. To be fair, I didn't drive any better there that year than in 2013 when I finished sixth. I did everything the same and it's nice to know that I can do that around Spa two years running. It's a very special circuit, so to win there really does mean a lot to me." 🏆



In conversation with

Kevin Magnussen

It's straight in at the top for McLaren's young rookie sensation, freshly graduated from World Series by Renault to a race seat at one of Formula 1's most prestigious teams...

INTERVIEW JAMES ROBERTS PICTURES DREW GIBSON

How are you settling in at your new team?

The first few months at McLaren have been really good. I've spent a lot of time in the simulator and I've been working with the engineers to learn about the new car and the new regulations. I've come a long way over the winter and the team have been great – they have helped me so much with understanding everything.

Tell us how the new car compares with last year's...

The car this year behaves very differently to the old one. It feels as if it has a lot more power than last year, and the downforce levels are very different, too. But I think it's fun to drive and a big challenge. It will be exciting for the fans because you will see more sideways driving and also more mistakes. Last year's cars were at the peak of their development and in a way easier to drive, so definitely there will be more of a challenge in 2014.

How did you feel the night before your first run in the new car?

To be honest, I did have a few butterflies in my stomach and found it hard to sleep. But I was excited. I'm sure everyone was. These are new cars, it's a new season, and it's a massive opportunity for me. That first day of testing was so important because it was my first test as a McLaren race driver.

On your first day of running in 2014, you recorded the fastest time of the day and also beat your team-mate. You must have been pretty pleased with that?

As we all know in winter testing, nobody really knows what the other cars are doing so we're not looking into the times too much. We never planned to do a 'balls to the wall' lap, we weren't pushing, we were just trying to get good data and learn about the car. But I am pretty happy with what we did and I'm especially happy about the laps we completed in total.

The reliability of the car has been much better than we expected. Hopefully that will continue and we'll learn more about it as we head towards Melbourne. So far, everything has been working well and I'm happy.

Has anything surprised you about the MP4-29?

There is quite a lot of torque from the engine and it certainly sounds different and feels different. I was surprised by the amount of power and I thought it would be more difficult to

CV

Date of birth 5 October 1992

Place of birth Roskilde, Denmark

Team McLaren

Role Driver

2008 Competed in Formula Ford races across the world and was Formula Ford Denmark champion

2011 Finished runner-up in the British F3 championship, behind Carlin team-mate Felipe Nasr, collecting seven wins along the way

2012 Joined McLaren's young driver programme and spent two days in the car in the Abu Dhabi Young Driver Test. Took one win in World Series by Renault for Carlin

2013 Took five victories en route to the World Series by Renault crown with DAMS. Also drove in the Silverstone Young Driver Test

handle, but Mercedes have done a good job and the car feels positive. I think we expected more problems, but we've been surprised by the good reliability so far.

How is your neck coping?

The first test is always tough on the neck, but thankfully I haven't found it to be that much of a problem. It always happens – it was the same in my first test in World Series. It's pretty normal, but I've been pushing very hard in every area to prepare myself.

As a rookie, is it an advantage or a disadvantage to come into a new formula?

It's not an advantage, but it's not as much of a disadvantage as it would have been in previous years. And that's good. I've said many times before, it's the right season to come in as a rookie because this car is so different. The driving bit is different and everyone has to learn that. But as a rookie I have a lot to learn, such as working with an F1 team, working in a race weekend. So I'm not underestimating anything. Personally I think it's a positive thing that the rules have changed so much; it will put everyone on a level playing field and everyone will have to learn these new regulations, not only me.



Kevin is the son of Jan Magnussen, who raced in F1 for McLaren and Stewart in the 1990s

Why did you choose to race with the number 20?

I don't have any particular reason for picking 20. It was the same number I had last year when I won the World Series by Renault title. I also had it when I won in karting, too. So it is a number that has followed me around – that's the reason.

How much of an input has your dad had?

He's never been a big part of my racing. My interest in motorsport came because he was a racing driver, but it's been more my uncle, his brother, who has helped and supported me. Of course the whole family supported me in my early years of racing, and later on I've had my manager and sponsors who also supported me very well. 🍕



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McLAREN

TEAM INFO	TEAM HISTORY	KEY PERSONNEL
Name McLaren Mercedes	Founded 1963	Group chairman and CEO Ron Dennis
Address McLaren Technology Centre, Chertsey Road, Woking, Surrey, GU21 4YH, UK	First GP Monaco 1966	Racing director Eric Boullier
Chassis MP4-29	Races started 742	Managing director Jonathan Neale
Engine Mercedes PU106A Hybrid	Wins 182	Technical director Tim Goss
Website mclaren.com	Poles 155	Sporting director Sam Michael
Twitter @McLarenF1	Fastest laps 152	
	Points 4,832.5	
	Drivers' titles 12	
	Constructors' titles 8	





F1 RACING SAYS...

Last year was McLaren's worst in decades. They failed to notch up a single podium, marking their worst run of form since 1980. This was a disaster for a team who were celebrating the 50th year since they were founded.

The problem was a too-radical design approach on last year's car, which simply didn't work out, so a decision was taken early on to concentrate on the 2014 car instead. This year will be something of a stop-gap, since McLaren's new engine-supply deal with a returning Honda won't start until 2015. And behind the scenes it's all change: Ron Dennis is making an audacious return to the forefront of the team and planning more managerial changes...

McLaren have chosen to replace Sergio Pérez with an exciting young rookie, Kevin Magnussen. The Danish youngster will gain valuable experience working with Britain's all-time most experienced grand prix driver, Jenson Button, now starting his 15th season of F1.

RESULTS IN 2013	Position	5th	Points	122															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Podiums																			
GPs with top 5 finishes	●	●	●																
GPs with retirements																			
Points scoring races	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Pole positions																			
Fastest laps	●																		

Car number 20	Car number 22
 	 
KEVIN MAGNUSSEN	JENSON BUTTON
<p>Born 5 October 1992 (age 21)</p> <p>Place of birth Roskilde, Denmark</p> <p>Height 1.74m</p> <p>Weight 68kg</p> <p>Race engineer Mark Temple</p> <p>Twitter @KevinMagnussen</p>	<p>Born 19 January 1980 (age 34)</p> <p>Place of birth Frome, UK</p> <p>Height 1.82m</p> <p>Weight 72kg</p> <p>Race engineer Dave Robson</p> <p>Twitter @JensonButton</p>
<p>F1 history</p> <p>Debut Australia 2014</p> <p>Races started 0</p> <p>Previous teams N/A</p> <p>Wins 0</p> <p>Poles 0</p> <p>Fastest laps 0</p> <p>Points 0</p> <p>Best result N/A</p> <p>2013 position N/A</p>	<p>F1 history</p> <p>Debut Australia 2000</p> <p>Races started 247</p> <p>Previous teams Brawn, Honda, BAR, Renault, Benetton, Williams</p> <p>Wins 15</p> <p>Poles 8</p> <p>Fastest laps 8</p> <p>Points 1,072</p> <p>Drivers' titles 1</p> <p>2013 position 9th</p>



PHOTOS: DREW GIBSON; McLAREN

SERGIO PÉREZ
LAST-CHANCE
SALOON?



After a swift and notable rise at Sauber, then a troubled season with McLaren, Sergio Pérez has sought refuge at Force India, after nearly dropping out of F1. Can he rebuild and flourish? Or is this the end of the road? **Stuart Codling** investigates.

What a difference a year makes.

Twelve months ago, Sergio 'Checo' Pérez got his big opportunity at McLaren. Now he is, proverbially speaking, drinking in the last-chance saloon. As a new season dawns, he's gone from big break to make-or-break.

Where did it go wrong for a feisty driver who showed considerable – if sporadic – promise at Sauber, prior to that ill-fated move to Woking? You could argue that McLaren are used to fielding drivers who are proven top-drawer material, and perhaps polishing off Checo's rough edges proved too much (we hear that at first he struggled to grasp the different permutations of the controls on the steering wheel). But McLaren brought forth Lewis Hamilton as the complete package and hope to repeat the feat with Kevin Magnussen, whom they believe to have greater potential than Pérez.

For both commercially and on track, Perez did not deliver what McLaren hoped. In the final weeks before his departure was announced, the Woking spin machine began to brief journalists quietly about the latter element, spelling out that he was always a few tenths slower than Jenson Button. That may have been so over the course of the season, but – bearing in mind the coarseness of comparing headline lap times when drivers may be running different strategies – Pérez's fastest laps in Korea, India, Abu Dhabi and Brazil were faster than Button's, and only one of those races came after Pérez started seeking alternative employment.

The relationship had hit the rocks long before that, though. The pot of commercial gold – in the form of the many Mexican businesses supposed

to be queuing up to throw sponsorship monies at Mexican drivers – proved trickier than expected for McLaren's wonga wangers to locate. There were plenty of companies with *some* budget for sponsorship, but not in the league of an outfit like McLaren, whose marketing wing is used to nurturing long-term, full-service, high-value collaborative deals.

Neither Claro (a telecoms company) nor Roshfrans (lubricants), two sponsors recently signed by Force India off the back of recruiting Pérez, were prepared to spend enough to justify the clash with McLaren's existing partners in those fields. ExxonMobil is one of the world's largest companies by market capitalisation, enjoys a close technical relationship with McLaren, and is just about to celebrate two decades of adorning the MP4 generation of cars. It's more than just a sticker on the engine cover.

China, the third race of 2013, marked the beginning of the end for Pérez's short tenure at Woking. McLaren arrived with a major set of upgrades for the troubled MP4-28, many of them flown over in staff luggage, since the chassis themselves had remained in the Far East post-Malaysia. It was an event at which the team hoped to take a competitive turn. While it ultimately transpired that the upgrades didn't provide the hoped-for uplift, Pérez didn't exactly cover himself in glory over the course of the weekend, crashing at the pitlane entry during practice and then failing to make the team's two-stop strategy work, finishing 11th while Button was fifth, and attracting criticism for blocking other drivers. Sporting director Sam Michael fumed behind the scenes while team principal Martin Whitmarsh publicly stated that Pérez needed to "toughen up".

From then on, the relationship between Perez and his McLaren engineers never really gelled. In particular, he struggled to find confidence in the fast-degrading tyres in the first half of the season. He either pushed them too hard – destroying them too early – or not enough, thereby failing to find their 'sweet spot'. At Sauber he'd been able to make the Pirellis work for him, but that was partly a factor of his working rapport with engineer →

WHATEVER HAPPENED TO THE MEXICAN GP?



Last held in 1992, the Mexican Grand Prix was scheduled to make a comeback this year – and was present on several early drafts of the 2014 calendar.

In truth, the race's November 2014 date was always highly optimistic. The problem isn't money, but time. Not only is the Autódromo Hermanos Rodríguez in a decrepit state, but the urban sprawl that has surrounded it over the past two decades means many of the run-off areas cannot be expanded to meet FIA grade one standards, particularly at the iconic Peraltada corner.

Hermann Tilke solved similar constraints on real estate at Fuji Speedway ("turning some corners inside out," he says), but his task in Mexico City has been complicated by the presence of the Foro Sol baseball stadium and music venue on the inside of the Peraltada. Tilke completed a design proposal last August, routing the track through the stadium using gaps in the existing structure.

Even so, construction work would have had to begin immediately in order to hit the November 2014 slot, and when that failed to happen, Bernie Ecclestone put the promoters on notice.





PHOTO: DREW GIBSON/LAT

Marco Schüpbach, which insiders liken to that between Felipe Massa and Rob Smedley at Ferrari: the race engineer as mentor and mind coach... and a regular chivvy in the ear.

Once Pirelli reverted to their 2012 construction, Pérez showed some improvement – but not enough to prevent McLaren's senior engineering team from forcing Martin Whitmarsh to wield the axe. To his credit, Whitmarsh stood by his man, easing Pérez's passage into Force India and enabling him to make a fresh start.

So will Pérez's combative style suit 2014's more cerebral, ERS-boosted, economy-flavoured, tyre-mollycoddling demands? The prospect of Pirelli continuing to lean towards conservatism is one element that should work in his favour, as will be the more chilled working environment of a team whose ambitions are oriented more towards podium finishes than to racking up dominant wins.

"I believe Checo is ready to step up," says Bob Fernley, Force India's deputy team principal, in a voice inflected with confidence. "We're gaining


"We're getting not just a quick driver, but a mature one. Thank you McLaren!" *Bob Fernley, Force India*

Force India have high hopes of a raw talent honed by McLaren and now ready to help them pursue podiums

from McLaren's schooling. If you look at his transfer from Sauber to McLaren, it was an exciting move but it was still a relatively raw talent package. After a year at McLaren, and with all of the tutoring he will have had as a benefit of being there, we're gaining from that. We're getting not just a quick driver, but a mature one. Thank you McLaren!

"All teams have been managing tyres, fuel consumption and KERS for the past few years. So while this year is a step up, it's fundamentally business as usual. So I don't think it's going to make any difference to Checo at all. He's ready."

Force India have make no secret of the fact that they're chasing podiums this year – 2014 is the first of what Fernley calls a "new five-year programme" with Mercedes, rather than McLaren, as technical partners. If they can give Pérez a competitive car, and the engineering support he needs to get the best out of it, he may benefit from the equalising effect of the 2014 rules, which will mean many teams start almost from square one. So while Pérez may indeed be residing in the last-chance saloon – he's on a multi-year contract, albeit subject to performance clauses binding on both sides – the landlord isn't ready to call time just yet.

"Vijay [Mallya, Force India owner and team principal] has always been very clear and supportive about prioritising talent over budget," says Fernley. "That's the situation we have with Checo and Nico, and we also have the advantage of it opening up a few commercial doors with Checo – but that wasn't the primary purpose. The aim was to have a combination of drivers who could deliver." 



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FORCE INDIA

TEAM INFO

Name Sahara Force India F1 Team
Address Dadford Road, Silverstone, NN12 8TJ, UK
Chassis VJM07
Engine Mercedes PU106A Hybrid
Website forceindiaf1.com
Twitter @clubforce

TEAM HISTORY

Founded 2007
First GP Australia 2008
Races started 112
Wins 0
Poles 1
Fastest laps 2
Points 336
Drivers' titles 0
Constructors' titles 0

KEY PERSONNEL

Team principal & managing director Vijay Mallya
Deputy team principal Robert Fernley
Chief operating officer Otmar Szafnauer
Technical director Andrew Green
Sporting director Andy Stevenson

Car number 11



SERGIO PÉREZ

Born 26 January 1990 (age 24)

Place of birth Guadalajara, Mexico

Height 1.73m

Weight 63kg

Race engineer Gianpiero Lambiase

Twitter @SChecoPerez

F1 history

Debut Australia 2011

Races started 56

Previous teams McLaren, Sauber

Wins 0

Poles 0

Fastest laps 2

Points 129

Best result 2nd

2013 position 11th

Car number 27



NICO HÜLKENBERG

Born 19 August 1987 (age 26)

Place of birth Emmerich, Germany

Height 1.84m

Weight 74kg

Race engineer Brad Joyce

Twitter @NicoHulkenberg

F1 history

Debut Bahrain 2010

Races started 57

Previous teams Sauber, Williams

Wins 0

Poles 1

Fastest laps 1

Points 136

Best result 4th

2013 position 10th

F1 RACING SAYS...

There is a new driver line-up at Force India for 2014. McLaren refugee Sergio Pérez will be hoping to make the most of the move to reaffirm his belief that he deserves a seat in Formula 1. Meanwhile, replacing Paul Di Resta is Nico Hülkenberg, who last drove for Force India in 2012. He will be hoping the team have unlocked a turn of speed in 2014 after he spent a frustrating season in the doldrums at Sauber in 2013.

With a pairing like Hülkenberg and Pérez and the strong Mercedes power unit in the back of the car, Force India have cause for optimism for the season ahead. Unfortunately, they suffer from a lack of top-team budget. However, new funding from Mexican telecoms giant Claro brings welcome extra resource, and further new sponsors are waiting in the wings, we gather...

RESULTS IN 2013

Position 6th Points 77

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Podiums																			
GPs with top 5 finishes	●	●	●																
GPs with retirements	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Points scoring races	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Pole positions																			
Fastest laps																			



PHOTOS: DREW GIBSON; SAHARA FORCE INDIA

YOU ASK THE QUESTIONS

Adrian Sutil

The driver who made such an outstanding comeback in 2013 talks team-swapping, tyres, techno and tickling the ivories – and explains why ‘sorry’ *isn’t* the hardest word...

WORDS STUART CODLING PORTRAITS THOMAS BUTLER

Bearing a new mantra for 2013 – “Life isn’t just about Formula 1,” he told our man Peter Windsor back in May – Adrian Sutil radiates a sense of calm, as if he’s only just emerged from a long session of transcendental meditation. Having made headlines for all the wrong reasons after *that* nightclub contretemps in 2011, he’s determinedly stayed out of the off-track spotlight since making his return to the sport in 2013.

To that end, he’s avoided saying anything controversial, preferring to let his driving do the talking. From a rip-roaring return to action at the Australian GP to pulling off one of the overtaking moves of the year on Alonso at Monaco, he has done so eloquently. And he’s negotiated the off-season musical chairs – made all the more perilous recently by the midfield teams’ thirst for funds – to land a seat at Sauber.

But how will Adrian tackle a grilling from *F1 Racing’s* readers? Honestly and in full is the answer, mulling each question over thoroughly before giving a response...

What were your feelings towards Kimi Räikkönen after the 2008 Monaco crash? [Adrian had fourth place nailed when Räikkönen drove into the back of him]

Jithun Vijay, India

My feelings were not against him at all. When I stepped out of the car I was so disappointed because I was so close. You know, in Monaco it’s so hard to pass, and running in fourth with just a few laps to go... it was a clear – how do you say – jackpot? I felt I was almost safe but I wasn’t. He just missed his braking. Mistakes happen – I did a similar thing last year to Mark Webber in Korea. Kimi apologised afterwards – that’s very important – so I have no hard feelings.

How did your mental preparation and approach change after your year off?

Tseno Nikolov, Bulgaria

I realised there’s more to life than motor racing and chasing each other like dogs around the circuit! I try not to take everything so seriously.

Have you had to lose weight this season due to the new weight regulations?

Dave Murkin, UK

I have no problems fitting into the car because my predecessor [Nico Hülkenberg] is tall as well. In terms of weight I’m trying my best, but I’ve always been on the limit of the lowest weight I can get down to. If you go too far, you lose your energy and strength. So two or three kilos is the healthy limit I am looking for. I’m on the way...

FIR: *We saw a document saying the limit would go up in 2015.*

AS: An extra 10kg on the minimum weight would take away this problem. But for this year we have to live with the weight limit we have.

There were rumours in 2012 about you joining Ferrari. Was that true, or was it just silly-season gossip?

Szymon Tomala, Poland

What can I say about that... it’s something I don’t want to share much about. Ferrari is a great →



YOU ASK THE QUESTIONS

Sutil in a Force India battles Hülkenberg in a Sauber at Sepang 2013. This season, they've switched teams...



brand, they make beautiful cars and it would be a dream to drive for them in the future.

Having had a nice white Porsche for the past few years, what made you choose to drive a Rolls-Royce?

Karlos Hernandez, UK

I have a few cars – I kind of collect them. The Rolls-Royce is so smooth, but it's not something you'd drive every day. The Porsche was a good car, but not my favourite. English cars stand out for many reasons... exclusivity and comfort, maybe because the roads are so bad in England!

Can you see yourself being friends with Lewis Hamilton in the future?

Daniel Jones, UK

We've had our issues, but who knows what the future brings? I'm very open. I'm done with history, with the past – I go on in life.

What do you think about Robert Kubica's rallying comeback?

Hanna Kardasz, Poland

I've always liked him. He's a fast, exciting racer with natural speed. You look at what he's doing in rallying and you see he isn't scared – he's always pushing. Hopefully his hand will get better. I would like to see him in an F1 car again. I wish him all the best because he's a great guy.

You've picked car number 99 – why?

Steve Bather, UK

It's a number I like. People chase the number one, but I think the higher numbers are more interesting. This idea looks towards American sports and NASCAR. Ninety-nine is the highest number, and in my life I go for the maximum.

What's trickier... a qualifying lap at Monaco or a classical piano recital? [Adrian is a virtuoso pianist and the son of the eminent violinist, Jorge]

Adrian King, UK

Both have their challenges. A lap of Monaco is difficult, especially in qualifying when you have so few opportunities to get it right. But a piece on a piano, to get it perfect is very similar – you need rhythm and flow across hundreds of notes and if you play one wrong one, you'll hear it.

How do you feel about swapping teams from Force India to Sauber for 2014?

Dennis Mason, UK

Hinwil is very close to my home, so this is a big advantage for me. It will make my travelling more efficient. Getting this seat has been a priority of mine for a while and it's very exciting.

Sauber have a good history; Peter Sauber is a legend of the sport; and when I was racing at Force India, Sauber were our main competitors. **FIR:** And they still have a lot of the facilities from the BMW era...

AS: Yes, they are close to a top team's facilities, there just aren't as many people working there. But if they got a financial package together, they could step up and go to the front very quickly. The resources are there. The windtunnel is one of the best in F1, so there is a lot of potential.

What do you think of the 2014 regulations?

Rob McAlees, UK

Everything on the car is new, even the steering wheel. It's a new start in F1. We haven't been able to do any work prior to testing as Sauber don't have a simulator yet, so that's a downside. Driving will be different compared to last year.

What music do you like? Chopin or maybe techno? What is on your MP3 player?

Jakub Kurowski, Poland

All sorts of things give me pleasure. Michael Jackson, Metallica, jazz, classical soundtracks by people like Hans Zimmer... I'm not such a fan of techno though. It's kind of – hmm, you can't really call it music. But that's just my opinion. I hate it when everything is flat and always the same. I like a bit of variety and unpredictability.

Whose idea was it to put six degrees more steering angle on your car in Monaco?

Philipp Scheider, Germany

People said this, but I don't know anything about it! Sometimes people like to look for a technical reason for an overtaking move. I had a later braking point to do this overtaking, I was preparing myself for the move and I just did it. It was about having the balls, full stop. [laughs]



"One year off when you're young isn't a problem. Drivers can make brilliant comebacks after time away. I'm stronger in my head now, and I'm a better driver"

In your own opinion, what would you say was the best race or overtaking move of your career so far?

Paulo Artur Felix, Portugal

Last year at Monaco I passed two world champions at the same corner [the Grand Hotel hairpin] – and that's on a circuit where everyone says overtaking is impossible. I was very proud of that, and it was a good race for me in terms of the result as well. I made a lot of good overtaking moves at Spa, too, and that's a circuit where you need a real racing heart.



Sutil rates Monaco 2013 as his best race to date. He passed Alonso and Button to finish fifth

When did you last play the piano?

Liina Kalm, Estonia

Quite a while ago. You travel around so much in this business, I can't really remember when it was. I think it was in a hotel somewhere.

Which is your favourite circuit to drive? And which one from the past do you wish you could have driven around?

Kirsty Bayliss, UK

My favourite tracks are Monaco, Spa and Suzuka. I'd love to have raced in the Targa Florio, the Tour de France, the Mille Miglia, and also on the old Spa layout. It used to be even better than it is now. Actually, any circuit from the 1930s. If I'd been around then, it would have been exciting – but for sure it was a more dangerous time.

Who's been your toughest F1 team-mate?

Mark Taylor, Canada

Giancarlo Fisichella was a strong driver and unpredictable, because on some days the car didn't work for him and he was slow, then it would get to qualifying and he was right up to speed from nowhere! You'd think, 'I've got him now' then he'd put together a lap that was hard to beat. He had a very high natural talent. Paul Di Resta was a very strong driver too – in every respect. Those two were definitely the toughest.

As a top sportsman, you're under a lot of pressure. What do you do to stay calm?

Sam Cooper, UK

Don't take life too seriously; don't take work too seriously. Ask yourself in the morning, "Who has the control?" If the answer is that *you* have the control, it's good. If someone else is controlling you, it's a problem. If you believe in yourself, you shouldn't feel any pressure. That's why I rarely feel pressure in my job – I feel relaxed because I know what I can do, and I can't do any more. If I'm honest with myself, it's okay. 🍕

Is it hard to see the front of the car?

Joseph Shell, USA

Yes, actually you don't see the front of the car. After a few years in F1 you get a feeling for how close you can get to the car in front. It always amazes me when you pull out of the slipstream and the gap is just a few millimetres. You develop a kind of radar to judge the right moment.

Was it important for you to make a good impression at last year's Australian GP?

Andrew Gair, UK

Well yes, it was a very important race. I was very happy to be back in the car and I enjoyed myself. The car was going well, I felt good and suddenly I was leading after a year off. It surprised me, but it probably surprised other people even more...

How did you manage not to lose any speed after a year away from Formula 1?

Przemek Iwaniec, Canada

One year off when you're young isn't a problem. If you're 40 and stop for two years or more, your reactions are slower so it's more difficult. Drivers can make brilliant comebacks after time away – Kimi Räikkönen for instance: he's an even better driver now than he was before. I think I'm stronger in my head now and I'm a better driver.

Do you like Capri Sun...?

Bob McEwan, UK

Of course! We have a close partnership and it's one of the longest I've had. They trust the people they support and stay with them for a long time. They're a great company, they're successful at what they do – and they make a very tasty drink.

Describe Vijay Mallya in three words.

Zacharie Duval, France

Three words aren't enough! He loves glamour, he has a good heart, he is quite a dominating person, and he's always busy – he wants to do things, he's never sitting around doing nothing. So... dynamic, powerful, and a good person.

What happened with you and Jarno Trulli at the 2009 Brazilian GP? And have you come to terms with it? [Trulli was fined \$10,000 after, in Adrian's words, "freaking out" when they collided on the first lap]

Kevin Adam Darapai, Germany

We never spoke about it. I had my point of view, he had his. I was on the inside of the corner, he was on the outside and on the kerb. He lost the car and we collided. But I have no hard feelings. I appreciate him as a driver and I wish him good fortune wherever life takes him.

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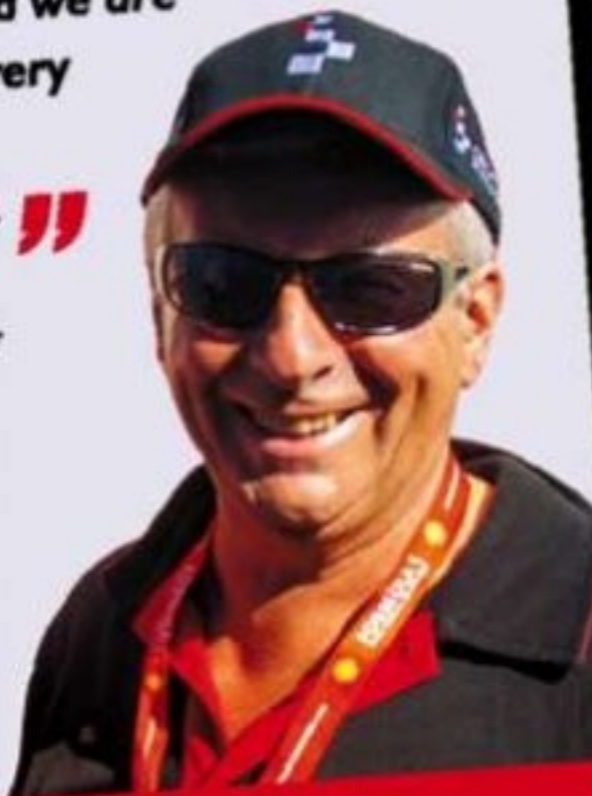
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SAUBER



TEAM INFO	TEAM HISTORY	KEY PERSONNEL
Name Sauber F1 Team	Founded 1970	President of the board of directors Peter Sauber
Address Wildbachstrasse 9, 8340, Hinwil, Switzerland	First GP South Africa 1993	Team principal Monisha Kaltenborn
Chassis C33	Races started 362	Operations director Axel Kruse
Engine Ferrari 059/3	Wins 1	Chief designer Eric Gandelin
Website sauberf1team.com	Poles 1	Head of aerodynamics Willem Toet
Twitter @OfficialSF1Team	Fastest laps 5	
	Points 774	
	Drivers' titles 0	
	Constructors' titles 0	

F1 RACING SAYS...

Sauber are another mid-field Formula 1 team who are struggling with their finances. Things got so bad last summer that in a desperate bid for cash, they struck an agreement with a Russian consortium to run a teenage rookie in the car for 2014. Thankfully sense has prevailed, and the unproven Sergey Sirotkin will instead spend the year around the team as a 'development driver' and not in a race seat.

The driver line-up for 2014 will now consist of Mexican Esteban Gutiérrez, in his second year at the team after a somewhat mediocre 2013, and the experienced Adrian Sutil, who has swapped his Force India seat with Nico Hülkenberg. Expectations are modest this year, but Sauber have shown many times in the past that they are capable of capitalising on any half-chance going.

RESULTS IN 2013	Position	Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Podiums	7th	57																			
GPs with top 5 finishes			●	●																	
GPs with retirements			●	●	●	●															
Points scoring races			●	●	●	●	●	●	●	●	●	●									
Pole positions																					
Fastest laps			●																		

Car number 21	Car number 99
	
ESTEBAN GUTIÉRREZ	ADRIAN SUTIL
Born 5 August 1991 (age 22)	Born 11 January 1983 (age 31)
Place of birth Monterrey, Mexico	Place of birth Starnberg, Germany
Height 1.80m	Height 1.84m
Weight 61kg	Weight 75kg
Race engineer Francesco Nenci	Race engineer Marco Schüpbach
Twitter @EstebanGtz	Twitter @SutilAdrian
F1 history	F1 history
Debut Australia 2013	Debut Australia 2007
Races started 19	Races started 109
Previous teams N/A	Previous teams Force India
Wins 0	Wins 0
Poles 0	Poles 0
Fastest laps 1	Fastest laps 1
Points 6	Points 124
Best result 7th	Best result 4th
2013 position 16th	2013 position 13th



PHOTOS: DREW GIBSON; SAUBER

A portrait of Jean-Eric Vergne, a French racing driver, wearing a dark blue racing suit with various sponsor logos. He is looking slightly to the right of the camera with a neutral expression. The background is a blurred indoor setting, possibly a garage or pit lane.

FRENCH *REVOLUTION*

Parisian Jean-Eric Vergne has undergone a transformation over the winter. He's reset his life with the intention of returning his mindset to those days when he was, in his own words, "unbeatable"

WORDS JAMES ROBERTS **PICTURES** DREW GIBSON

Change has been a recurring theme as we look forward to the new season. New cars, new engines, new drivers and new philosophies. Like most teams, Toro Rosso have had their fair share of comings and goings: Daniel Ricciardo has flown the roost to join the senior Red Bull team, and in his place comes the young Russian rookie Daniil Kvyat. The one constant is Jean-Eric Vergne – overlooked for promotion last summer, but now more determined than ever to demonstrate that he's ready for the next step.

Weaker-willed drivers who were rebuffed might have quit the team in a strop. Not JEV. He knew – *admits* – he wasn't ready for the prized Red Bull seat, but he sure as hell will be the next time it's up for grabs.

"It is fair to say that Daniel Ricciardo has been better than me... but not from a driving point of view, as I believe that I'm a quick driver and I can be quicker than him," says Jean-Eric over coffee during the pre-season test at Jerez.

"But I believe he was stronger in the head than me and that's why in difficult moments – such as qualifying under pressure – he beat me last year. Now I want to put back the clock and do whatever it takes to put myself at my best level."

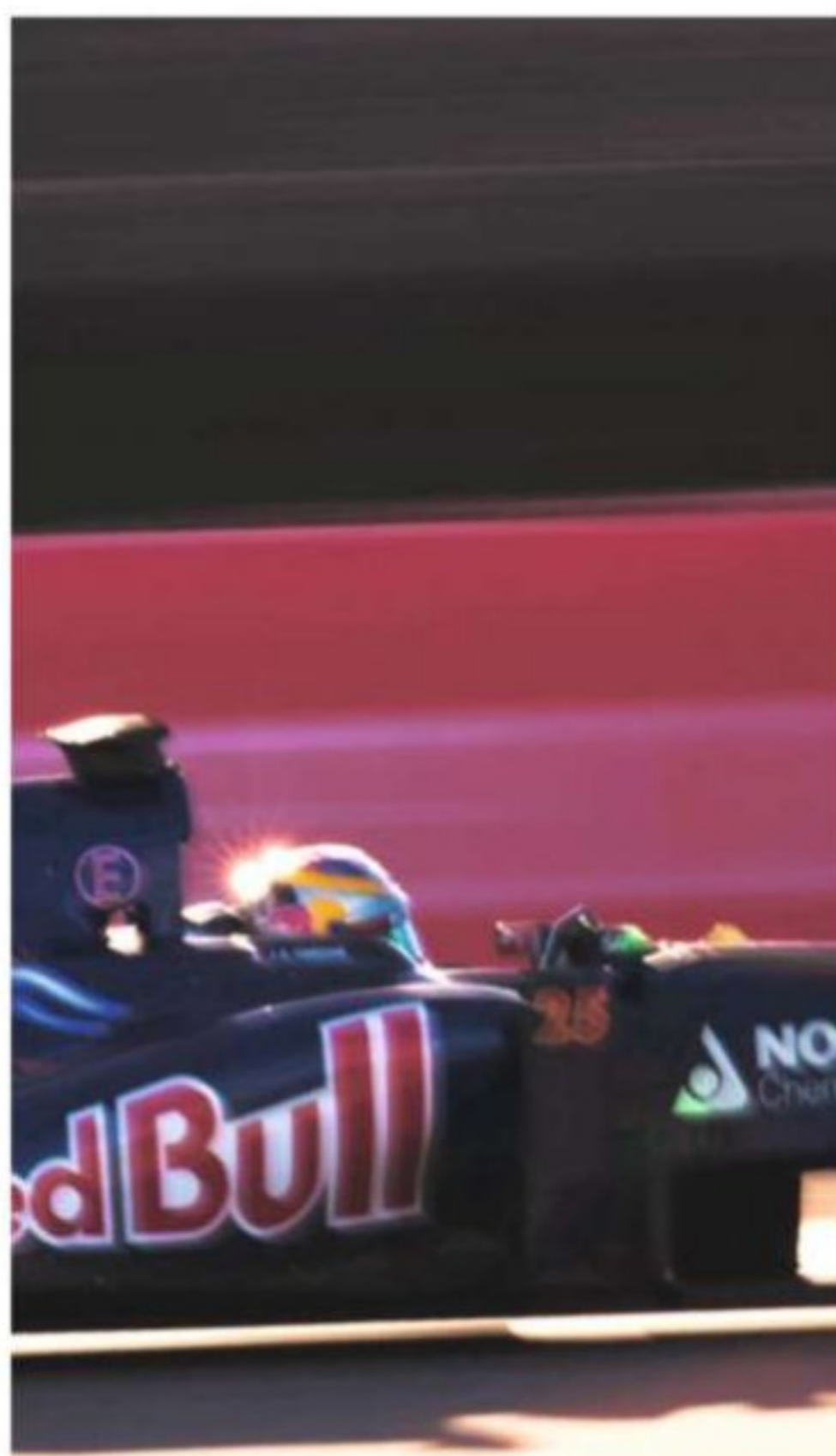
To achieve that goal, Vergne says he has changed "nearly everything" around himself. He's just returned from 15 days at an intensive fitness camp in the French Alps, where he's been working with his new Finnish trainer Juuso Aho.

On track, since Phil Charles has been promoted to the chief race engineer role, Vergne also has a new engineer. This season he will team up with a Toro Rosso new boy, the experienced Xevi Pujolar, who left Williams at the end of last year.

All around Jean-Eric, privately and professionally, he is undergoing a metaphorical 'spring clean' to sweep away the cobwebs and focus on a new mentality. He made this clear when he retweeted this (via @Illuminati) in the week before Jerez: 'You're only as good as the people you surround yourself with, be brave and let go of them if they are weighing you down.'

"It's true, I have changed nearly everything," he confirms. "I want this season to be right for me. All the things that weren't right in the past two years I have changed, and I definitely have a different approach for 2014."

"I had to be really humble this winter for the failure that I have had. Once you get this then you are able to walk in the right direction. I've worked on many things, and my physical condition is just one part of the



"All the things that weren't right I have changed. I have a new approach"

work I've done over the winter. I have a new trainer, and now I feel ready: more so in the head than physically. That's probably the most important thing."

Last season, JEV was on average two places lower on the grid in qualifying compared with Ricciardo, losing out to his team-mate by seven points at season's end. He also struggled in the races in the immediate aftermath of Webber's announcement of his retirement from F1.

In September 2013, *F1 Racing* asked Trevor Carlin, the man who ran both Jean-Eric Vergne and Daniel Ricciardo to dominant back-to-back championships in British F3, what he made of the Toro Rosso team-mates.


"I find it really difficult to separate Ricciardo and Vergne," he admitted. "When I ran JEV in 2010, he was like a machine. He won and won [13 out of 30 races]. Right now he probably thinks he can do a better job than Ricciardo at Red Bull and he'll be pushing like hell in 2014 to ensure he gets his seat. Other drivers would have quit: not JEV. Plus he'll crush his new team-mate..."

When Jean-Eric hears the thoughts of his former F3 team boss, he drops his head and listens intently. Finally, raising his eyes, he says: "Interesting view and I like what he says. The year I raced with Carlin I moved from France to England. I didn't know the country. I didn't know the team. I did not know the English mentality. I did not know the car. I did not know the tracks. But I thought about what I needed to

do to destroy the opposition. And that's what happened. In my mind I was invincible and as a result I had only one retirement [in 30 races] that year. It was a brilliant season, and when I arrived in World Series I continued with this mentality – one I know I haven't had in my last two years of F1.

"In the past two years my environment has been far from perfect, so I've put a lot of energy into changing things. I need to put my mind back into an "unbeatable" situation: that's what I want to achieve this year.

"And what Trevor said about the Red Bull seat... I hope Daniel does a good job and beats Seb Vettel. I hope he will give him a hard time and I don't wish for him to fail and for me to take his place. I don't think that kind of mentality helps. I just need to focus on my job."

And with that, JEV has set out his stall for the coming year. He's as determined as ever to earn his place in F1 – and his rookie team-mate had better look out. Change isn't such a bad thing. 



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TORO ROSSO

TEAM INFO

Name Scuderia Toro Rosso
Address Via Spallanzani, 21, 48018, Faenza, Italy
Chassis STR9
Engine Renault Energy F1-2014
Website tororosso.com
Twitter @ToroRossoSpy

TEAM HISTORY

Founded 2005
First GP Bahrain 2006
Races started 147
Wins 1
Poles 1
Fastest laps 0
Points 169
Drivers' titles 0
Constructors' titles 0

KEY PERSONNEL

Chairman Dietrich Mateschitz
Team principal Franz Tost
Technical director James Key
Chief designer Luca Furbatto
Sporting director Steve Nielsen

Car number 25



JEAN-ERIC VERGNE

Born 25 April 1990 (age 23)
Place of birth Pontoise, France
Height 1.82m
Weight 70kg
Race engineer Xevi Pujolar
Twitter @JeanEricVergne

F1 history

Debut Australia 2012
Races started 39
Previous teams N/A
Wins 0
Poles 0
Fastest laps 0
Points 29
Best result 6th
2013 position 15th

Car number 26



DANIIL KVIAT

Born 26 April 1994 (age 19)
Place of birth Ufa, Russia
Height 1.75m
Weight 58kg
Race engineer Marco Matassa
Twitter @Dany_Kvyat

F1 history

Debut Australia 2014
Races started 0
Previous teams N/A
Wins 0
Poles 0
Fastest laps 0
Points 0
Best result N/A
2013 position N/A

F1 RACING SAYS...

There came a great surprise at the end of last season when it was announced that Russian GP3 driver Daniil Kvyat would be given a seat at Toro Rosso for this year. The seat had been earmarked for António Félix da Costa, who came with a couple of years more experience, but had seemingly wilted under the pressure to win the Renault World Series title. Between Franz Tost and Helmut Marko there is no mollycoddling or second chances when you're part of the Red Bull Junior Team: you must perform and they believe Kvyat has both the speed and the mental strength to do that.

This is also a great chance for his team-mate, Jean-Eric Vergne. Vergne will be keeping a close eye on Daniel Ricciardo at Red Bull and will be waiting for him to slip up so that he can get his chance at the top table...

RESULTS IN 2013

Position 8th Points 33

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Podiums																				
GPs with top 5 finishes																				
GPs with retirements	●	●	●	●	●	●	●	●	●											
Points scoring races	●	●	●	●	●	●	●	●	●	●										
Pole positions																				
Fastest laps																				



PHOTOS: DREW GIBSON; GETTY IMAGES; TORO ROSSO

“Hockenheim was one of the difficult parts of my career. I had the possibility to win and the team didn’t allow me. For me, that was unacceptable. That was really the worst race of my life”

An eight-year stint with Ferrari was soured by the words “Fernando is faster than you”. Now it’s all change for **Felipe Massa** he swaps scarlet for Williams blue

PORTRAITS GLENN DUNBAR/LAT

After eight years racing for Ferrari, it’s hard to imagine Felipe Massa being anywhere else. Or being dressed in anything but red. Yet appropriately enough, he’s wearing blue – the colour associated with Williams – when he arrives for lunch. And he’s joined the team at just the right time; it’s all-change technically in F1 – and at Williams. Felipe has so much to get through at Grove that we don’t have time to disappear down the road for a bite to eat. Which is no hardship since the alternative is lunch from the very tasty Michael Caines menu in the Williams Conference Centre.

The surroundings may be new to my guest but this is something of a novelty for me. In more than 25 lunch interviews, this is the first I’ve done with a contemporary driver rather than one slightly longer in the tooth and memory. Massa may feel bound by modern F1 etiquette, but his participation in almost 200 grands prix has generated plenty to talk about... from the intense championship battle in 2008 and the life-threatening accident during qualifying in Hungary 2009, to the “Fernando is faster than you” nonsense in Germany exactly one year later.



Felipe didn’t smile much then, but he’s smiling now as he comes up the stairs to the Monza suite and takes a break from the intense preparations for his 12th season as a F1 driver.

Maurice Hamilton: Come in! You look ready for lunch. Have you just flown in from Monaco?

Felipe Massa: Well, I still live there but I arrived this morning from São Paulo. I have a house there and also one in the countryside, about 120 miles from São Paulo. It’s a place where we go at weekends. I spent a week there because it’s quiet, good for training, very hot. I go cycling, running, to the gym; all the usual things. And it’s nice to be at home, too.

MH: Talking about being with your family is poignant at the moment because of the very sad news about John Button, Jenson’s father. Your dad has always been there for you, hasn’t he?

FM: He’s always supported me. He was never my manager but he was helping me all the time and giving me advice, which is really nice because a father is a father and that is the most important thing. I’m very close to him and I can understand how it must be a hard thing for Jenson because his father was a very nice man to have around the paddock. I will miss John because I talked a lot with him in the paddock. I’m really sorry about what happened. I’m sure he is in a good place, looking down on Jenson and all of us.

MH: I know he will be greatly missed. The British media had a tremendous relationship with him; we’d sit and chat – and have a glass of wine.

FM: Yes, a nice guy to have around because you don’t see many people smiling in the paddock like he did. That’s why everybody will miss him.

MH: Jenson and his dad started with karts. Was it the same for you when you came to Europe?

FM: I didn’t race karts in Europe; only in Brazil. I raced Formula Renault, but my father could only come to a few races in Europe because →



the money situation was not very good; it was not an easy time. I raced in the Italian championship and the European championship while living in Italy.

MH: Ah, like Senna, then. As you know, this year is the 20th anniversary of Ayrton's death and I'm doing a book at the moment with McLaren about his life. The thing that strikes me is how difficult he found it at first. He went to Italy to race – so he was probably younger than you were.

FM: Yeah, he would have been. But it's tough no matter what age you are. There's a lot to learn and you're still a kid. I was 18 but I lived with another Brazilian, Augusto Farfus. He was my team-mate, so we raced together and went everywhere together; he was like a brother.

MH: So you had company; somebody who spoke your language. Could you speak Italian?

FM: Augusto was speaking Italian much better than me because he had raced karts before. So he taught me a bit. I learned very quickly; in one month, I was speaking Italian without a problem.

MH: So you won the Formula Renault title and the European F3000 championship. Your first F1 season was with Sauber in 2002. You spent 2003 as a Ferrari test driver, then after two seasons back at Sauber, you took a race seat at Ferrari. I remember this because at the end of 2005, you had a test at Vallelunga and I interviewed you for *F1 Racing*. You said there had been a lot of pressure at Sauber. You didn't say it was bad, just that it was harder than I might have thought. Given what's happened since in your career, do you still think that was high-pressure racing?

FM: Yeah!

MH: You do? Nothing's changed? Because you surprised me when you said that. You said Peter Sauber was a nice man, but it was a tough time.



Starting out in his F1 career with Sauber: "Peter Sauber was quite hard to work for"

FM: It was. Peter was quite hard to work for. But the thing about the end of 2005 was that Sauber had sold the company to BMW and I had an offer from BMW to sign for three years and stay in the team. It was a good offer. It was difficult because I had a one-year deal with Ferrari and nobody knew Michael was going to retire. When I signed for Ferrari at the end of 2005, I knew that Kimi Räikkönen was already signed for 2007.

MH: Really? He'd signed that far ahead?

FM: It was a big secret, but I knew. So, racing for Ferrari for one year was not going to be easy and I also had this very good offer for three years from BMW. But the thing was, Ferrari had the option on me and, anyway, even one year with Ferrari is something you have to do. You need to try. Have one year for Ferrari and if you do a reasonable championship, you have a chance with another team. I stayed for eight years!

MH: That worked out very well considering what happened to BMW. When we met, I remember noting that you were quite at home because you

knew most of the Ferrari people, having been their test driver. Saying that, you changed your race engineer fairly early on and started working with Rob Smedley. How did that come about?

FM: The first four races did not go how I expected. I struggled with the setup and trying to find the right balance. I asked Ross Brawn what I could do to understand the car a bit better. He suggested I try Rob because he had been the test engineer. I started working with Rob at the next race – and scored my first podium! It was a good

"I starting working with Rob – and scored my first podium! He understood me... things changed a lot after that"





Felipe famously had a strong rapport with his Ferrari race engineer Rob Smedley: "You need someone to tell you what to do, what to try"

combination and he understood me, the way I was driving; everything. Things changed a lot after that. He is very direct; very calm and has a strong character. You need to be able to talk at the same level and that worked well. You need someone to tell you what to do, what to try.

MH: You two are an interesting combination. Rob is from north-east England. He has what is referred to as a regional accent...

FM: Yeah, many people talk about the accents you guys have.

MH: You don't notice it?

FM: For me, Rob's English is easier to understand than other people's. I found Ross very hard to understand in the beginning because, for me, he speaks very differently. I understand Rob much better. But you have to know that the way Rob talks to me is not the way he talks to you.

MH: No, probably not! But he does speak very clearly. I always thought it was very interesting in 2008 that Rob persuaded you to brake very

late for Ste Dévotte at Monaco. And you took pole. Explain what was happening there. He said: 'You can do it' and you thought 'Okay'. Was it as simple as that?

FM: No. I was never good in Monaco. I was always struggling, in most of the corners – not just the first one [Ste Dévotte]. Rob said: "Listen, you can do it. You've been on pole at other tracks, so you know how to do it. You just need to understand how to drive this track." He was strong with me. "If you drive a street circuit in the normal way, the chances of being quick are small because you need to anticipate the corners; you need to turn early. Because you have a little bit of understeer and you turn in early, you will pass close to the wall."

I tried that on one corner, then another, and the lap time was better; everything improved.



Germany 2006: Schumacher and Massa score a Ferrari one-two

I changed the way I was driving. I was on pole, but it was raining in the race. I was leading when Lewis Hamilton had a crash. He stopped, changed the wheel and then there was a Safety Car, which meant he went from last to first. I lost a few positions because of this. It was a shame because it was a race that I was going to win.

MH: Saying that, 2008 was a very good year for you – apart from the championship, of →

THE MAURICE
HAMILTON
INTERVIEW

Felipe Massa

course. When the car worked, it really worked well because you won from pole three times.

Did you feel super-confident in the car?

FM: Sure, the car was the way I liked, the tyres were the way I liked, everything was perfect.

Whether you have pressure or not, you're doing what you know in a very relaxing way and for sure it's always easier.

MH: When it comes to 2008, people talk about Interlagos and losing the championship on the last corner of the season. But Singapore... that was a fantastic drive until we had 'Crashgate', the pitstop and your early release, which tore the fuel hose. That must be so very frustrating. Perhaps more frustrating than Interlagos itself?

FM: Interlagos was frustrating, believe me! I started on pole, made the quickest lap and won the race. When you do that, even if you lose the championship, you *don't* lose, if you know what I mean. Even if it was a shame to see what happened with Lewis taking the championship at the last corner, I did more than I was supposed to do. I did a perfect job. I didn't lose the championship in the last race; I lost the point

I needed in other places. In Hungary, I had the win in my pocket and then the engine broke with three laps to go; very rare for Ferrari to have a problem with the piston. At the next race, Kimi blew his engine with the same problem because the two engines were built at the same time.

MH: I suppose the point is that an engine failure is something that happens occasionally whereas 'Crashgate' is....

FM: Yeah, when you have a failure, it's part of the war; it's part of the team's war. But when you have a problem like Singapore, it's not part of our war. It's not inside the rules and, for me, that's really something you always remember – more than what happened at Interlagos.

MH: Because it's not anything to do with you and yet it had a huge effect on your championship?

FM: That's right. People talk about the Renault drivers but they forget about the effect beyond that. For me, it was a shame that the FIA didn't do anything at the time. That was not right.

MH: So now we have an interesting situation because here you are at Williams, working with Pat [Symonds, Renault's executive director of

engineering at the time of 'Crashgate']. Have you spoken to him about this?

FM: Yeah, for sure. I think he had a lot less involvement than people believe. Anyway, you don't learn anything by talking over and over about it. I know exactly what happened.

MH: It's interesting that you've talked to Pat. In English, we have this expression 'an elephant in the room'. It's happened, you're both here and you can't really ignore it.

FM: Yeah, it's a very important moment for him and for me. We needed to sit together and we needed to talk. You cannot work one hundred per cent with somebody unless you do that.

MH: I'm glad you've done that. Pat's a nice man.

FM: Very nice.

MH: He has tremendous experience, which must be a great asset. Are you aware of that already?

FM: Yes, I believe he has a lot to give Williams. He knows how to win, he understands everything about the car. The team are going through change and you see so many good people arriving. Williams are contracting people; they're not losing them. You need a group of good people and



Fighting for the championship in Brazil 2008: "I did more than I was supposed to do. I did a perfect job"



An emotional Massa stands on top of the Interlagos podium in 2008, having won the race, but lost the championship

INSETS: STEVE ETHERINGTON/LAT; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT

they have that. It makes me even happier about the choice I made.

MH: You talked to Lotus, Force India and there was mention of McLaren as well. How did that pan out in favour of Williams?

FM: I talked with McLaren, but it was not really serious. We had a talk before Suzuka, but then they didn't know; they said we are interested to keep you on the list but maybe we will wait three races and after that we decide. Okay, fine. I was waiting and talking to other teams. I was not talking so much to Williams because they had two drivers under contract. I had the first meeting with Williams at Suzuka and my manager went to talk to McLaren. But there was talk about waiting another week. Then McLaren said okay, but I didn't feel so much... desire. After talking to Williams again, I really felt they wanted to have me. I was keen to go with them.

MH: Williams has a huge sense of tradition in motorsport, especially for British fans. There's affection for this team. Were you aware of that?

FM: Yeah, one hundred per cent. Williams are also very important for Brazilians because of

their top drivers, starting with Carlos Pace, then Nelson Piquet [Senior] and Ayrton Senna. I expected people to wonder if going from Ferrari to Williams was a good thing. But the reaction was amazing. Everybody was happy because Williams are a very important team. It's a great time to come here because there's a lot to do and everyone inside the team wants it. Especially when it's new rules; it's a good time to change.

MH: I always feel that when I come here, there's a tremendous buzz about the place, particularly when I see Frank. Have you ever met such an enthusiast as Frank?

FM: No, it's unbelievable! He's like a kid. You can see the love he has for motor racing and for his team. He's still a very important man in the team and in motorsport.

MH: There's also a terrific sense of history here. Just look at the pictures in this room: Alan Jones, their first world champion, with Frank on the pitwall at Monza. When were you born?

FM: April 1981.

MH: Right. So you were only a couple of months old when that picture was taken! I was there...

FM: Do you look the same now? Because Frank looks just the same!

MH: Um, yeah, don't know about me but, you're right: Frank hasn't changed. He's amazing, considering all he's been through since his road accident in 1986. Actually, this is a good moment to ask you about the recovery from your incident at the Hungaroring in 2009. I suppose you weren't aware of the accident itself; you simply regained consciousness in hospital and then began to realise it could have been very severe.

FM: I don't remember anything, which I think is good after a big accident. But I appreciate life much more now. I understand things can happen in a few seconds and possibly change everything. When you hear someone died in an accident, you never believe this can happen to you. Now I know it can happen to anyone. But it doesn't change the way you think when you're driving; when you're in the car, you don't think about the accident. If you do, you cannot drive.

MH: When you were recovering, were you fairly confident that, physically, you could do it? Was that ever in doubt?



"I didn't lose the championship in the last race; I lost the point I needed in other places"



Crucial points lost in Hungary '08 (top); and with Williams' new chief technical officer, Pat Symonds (above)

FM: Never in doubt. After I woke up in the hospital and Rob came to visit me, I was already asking about the next race in Valencia. I looked in the mirror and said: "It's big [pointing to his forehead], but in two weeks it will be fine. Maybe in one week the swelling will have gone down and I will be fine to race." Rob said: "I don't know why you're asking about Valencia. You're not going to be there." I said: "Yeah for sure I'm going to be there! Don't listen to what my wife or my mum said to you, otherwise I won't be there!"

MH: So why did you miss the rest of the season?

FM: The doctor said I could race, but that if I had another accident it could be a big problem. So I was able to race but they just wanted to wait until I was one hundred per cent strong. They removed bone from my skull [above the left eye] and put in an acrylic plate with titanium screws. Luckily, my brain wasn't affected; just the skull. →

MH: Nonetheless Felipe, six months is a long time to wait when you want to go racing...

FM: Yeah. The only good thing was that the 2009 car was bad!

MH: Speaking of good and bad cars, in 2014, no one has any idea what might happen. One thing you can comment on is the situation at Ferrari, because you raced there with both Fernando Alonso and Kimi as team-mates. Maybe Kimi's changed since the days when you were together, but it's an interesting partnership. From what you know, what do you think's going to happen?

FM: Both are great drivers and that's very important for any team. But the work outside the car won't be easy because I know how they are. At a PR event, for example, I don't think it will be so easy for the sponsor and the team. Ferrari loved me because of the work I was doing for the team, but that won't be so easy for them now.

MH: Is that because neither Fernando nor Kimi particularly like doing that sort of thing?

FM: Kimi's not a great guy to do a PR event. Then Fernando will see that Kimi's not doing stuff and he will want to do the same. I know how it is. But on track, they are great drivers; fantastic. They know what they're doing.

MH: The impression we get is that Fernando has a lot of say, and Kimi will come in and, not to put too fine a point on it, he won't give a shit about anything or anyone. Will that be a problem?

FM: Maybe, but even if he tries to show he doesn't care – I think, really, everybody does care. If you are a driver, you want to be at the front. It's inside every driver. They may not like to show it, but that's what they're thinking.

MH: Speaking of which, and I'm sorry to have to bring this up because I know you've already had to talk about it a lot, but looking back at Hockenheim in 2010 and being told to give way to Fernando... was there anything you could have done? Could you have said: "Sorry, I'm going to stay in front?"



Felipe's Ferrari colleagues gather to show their support in the aftermath of his 2009 accident

"I appreciate life much more now. I understand things can happen in a few seconds and change everything"

FM: Hockenheim was, for me, one of the difficult parts of my career, because I had enough possibilities to win and the team didn't allow me. Even more frustrating, this was on the same day one year on from my accident in Hungary. For me, that was unacceptable. It was a very difficult moment for me – and for the next races. I have to say that was really the worst race of my life.

MH: On reflection, do you wish that maybe you'd refused to let him through?

FM: Yeah, but I'm part of a team and you need to be professional. Because if I don't accept this and not let Fernando through, the team will do something to you afterwards – and nobody will know. You work for a company, you need to be professional, it's part of whatever a working guy needs to do. But it was not correct and, for me, the worst part was this being on the anniversary.

MH: I understand. And here at Williams? Is there a number one and a number two?

FM: It doesn't matter. I don't think a team really need to have a number one and number two; the team needs to do the best for each driver.

MH: You mentioned Hockenheim being one year after Hungary. Are you an emotional man?

FM: Yeah. Especially at a time like that; it's impossible not to feel anything. I remember that the whole season, I was not even laughing.

MH: That's not like you.

FM: It's not me! I had so many people ask: "Why are you not laughing any more? You need to enjoy." You can imagine, you're working for the most important team, the biggest brand in motor racing, and you're not enjoying your life. How many people want to be in your place? You cannot be there and not enjoy it.



Hockenheim 2010: Massa was told to let team-mate Alonso past to take the win





A fresh start for 2014
in the Williams FW36



Ayrton Senna (above) waves the
Brazilian flag to celebrate his win
at Donington Park – a celebration
emulated by compatriot Felipe
Massa (left) at Interlagos in 2006

MH: Is the problem that Ferrari have the name and the reputation? They feel the pressure all the time to deliver?

FM: Yeah, sure. I think the pressure you have in Ferrari – not just for the driver but the whole team – is huge. Sometimes you make a decision because of the pressure, and that's completely wrong; you cannot do that.

MH: Even though you've only been here a few times, you must notice the difference in a team like Williams; there's less external pressure.

FM: It's a lot less. But every team has pressure and the bigger you are, the more you have; it happens in every sport, every business. If you have pressure, it means you are important. If you don't, it's because nobody cares what you're doing. Williams have a big pressure as well after not doing well in the championship. It was not nice for them.

MH: How about being a Brazilian and racing at home. Pressure or pleasure?

FM: Interlagos is always crazy! A Brazilian winning in Brazil is like winning a title.

Remember when Senna won in Brazil? He was happier than when he won the championship. Winning at home is so important and I'm happy to win two times – almost three – in Brazil.

MH: That year [2006] when you wore the green and yellow overalls?

FM: That was the most incredible race of my career. It was my second victory, but winning at home with the Brazilian colours, 13 years after Senna won in Brazil – imagine the feeling.

MH: Ayrton was a great advocate of stopping and picking up the national flag.

FM: I did as well – and I had trouble after. For me, that is completely unacceptable.

MH: Interesting to hear you say that. Do you think F1 sometimes forgets about the spectators; the people who are paying money to come in?

FM: They forget, not just about the spectators, but about the show. When you do donuts in front of the people, you have no idea how crazy they get. This is something we cannot lose. What Sebastian Vettel did was great and it would be nice if they could change things and allow this.

MH: The passion in Brazil is unbelievable. The build-up before the start; the location of the grid directly beneath the grandstand. You're probably so focused you maybe didn't notice that so much.

FM: You notice everything. In the race, you cannot hear, you cannot see one specific guy in the grandstand, but you understand the feeling. When you overtake, you see that their reaction is completely different. You understand the people are very happy. That's nice because when you're driving people believe you don't know what's going on. But you know 100 per cent. It's hard to explain, but the power you have at home is different; very special.

MH: I can think of nothing nicer than doing it in a Williams for the first time since 2004 [Juan Pablo Montoya won the '04 Brazilian GP driving a Williams FW26]. That's a good point to finish. Thanks for taking the time out. It's been a really enjoyable lunch; I see your appetite hasn't suffered with the move! You seem really happy.

FM: Yeah, good team; good food! And I'd be so happy to give them that victory. 🇧🇷

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WILLIAMS

TEAM INFO

Name Williams F1 Team
Address
 Station Road, Grove,
 Oxfordshire, OX12 0DQ, UK
Chassis FW36
Engine Mercedes
 PU106A Hybrid
Website williamsf1.com
Twitter @WilliamsF1Team

TEAM HISTORY

Founded 1975
First GP Argentina 1975
Races started 611
Wins 114
Poles 127
Fastest laps 131
Points 2,755
Drivers' titles 7
Constructors' titles 9

KEY PERSONNEL

Team principal
 Sir Frank Williams
Deputy team principal
 Claire Williams
Group CEO
 Mike O'Driscoll
Chief technical officer
 Pat Symonds
Chief designer Ed Wood

Car number 19



FELIPE MASSA

Born 25 April 1981 (age 32)
Place of birth
 São Paulo, Brazil
Height 1.66m
Weight 59kg
Race engineer
 Andrew Murdoch
Twitter @Felipe1Massa

F1 history

Debut Australia 2002
Races started 191
Previous teams Ferrari,
 Sauber
Wins 11
Poles 15
Fastest laps 14
Points 816
Drivers' titles 0
2013 position 8th

Car number 77



VALTTERI BOTTAS

Born 28 August 1989
 (age 24)
Place of birth
 Nastola, Finland
Height 1.73m
Weight 70kg
Race engineer
 Jonathan Eddolls
Twitter @ValtteriBottas

F1 history

Debut Australia 2013
Races started 19
Previous teams N/A
Wins 0
Poles 0
Fastest laps 0
Points 4
Best result 8th
2013 position 17th

F1 RACING SAYS...

For years now, there have been too many false dawns indicating Williams are back on track competitively. Despite restructuring and new investment, this popular team never quite seem to be able to turn things around. For their many fans, there will be fresh hope they can make something of 2014. They have switched from Renault to Mercedes engines; they have retained promising youngster Valtteri Bottas; and the fast and experienced Felipe Massa comes in from Ferrari to replace Pastor Maldonado.

Meanwhile, on the technical side, Pat Symonds has established new practices and new staff, and while not officially confirmed as *F1 Racing* went to press, Massa's Ferrari race engineer Rob Smedley is expected to move over from Maranello to take on a senior engineering position. With Claire Williams taking on more of Sir Frank's role there should be enough continuity to drive the team forward this year. What could possibly go wrong?

RESULTS IN 2013

Position 9th Points 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Podiums																			
GPs with top 5 finishes																			
GPs with retirements	●	●	●	●	●														
Points scoring races	●	●																	
Pole positions																			
Fastest laps																			



PHOTOS: DREW GIBSON; LAT ARCHIVE



GOING UP

Max Chilton wants to make it to the top – so *F1 Racing* tested his self-belief on the 135-metre-high London Eye

WORDS STUART CODLING **PHOTOS** SAM BLOXHAM/LAT

We are blessed indeed. For one day only, it seems, the miserable onslaught of Atlantic storms has relented, and as Max Chilton comes over to greet *F1 Racing* on London's South Bank, the skies are inhabited by only a sparse collection of curmudgeonly grey clouds.

A chill wind whips across the Thames and through the soaring arc of steel girders rotating silently above, prompting Max to zip up his jacket to the chin and thrust both hands deep into his pockets. There's not much insulation on him to keep out the cold these days; as one of the taller drivers on the grid, he's been chiselling away at his bodyweight over the winter with his trainer, Sam Village, so as not to be disadvantaged by the new-for-2014 minimum car weight of 691kg. More evidence of how seriously Max approaches his craft, for he runs his career like a business, and it's clear from the way he talks that he *wants* to be successful in F1, not just make up the numbers.

At this year's Autosport International Show, Marussia announced on *F1 Racing's* stand that Max would complete their 2014 driver line-up. "We wanted to do something in front of the fans as well as the media," said sporting director Graeme Lowdon at the time. For a team who had, until 2013, relied on drivers who brought a budget or were eking out the tail-end

of their careers, it was important not only to continue improving performance but also to field two drivers who were marketable and had the potential to engage fan interest, besides doing the basic job of driving. "We've never had continuity of drivers from one season to another before... and Max

showed real improvement last year, from the summer break onwards."

"It was great to get the deal done," says Max. "In my career over the past four or five years, I've moved up through the categories quickly, but I want to race against the best and learn from the best. It makes you a better driver. I did enough years in GP2 to prove my pace. Last year was good – not the best I could have dreamed of, but I achieved a lot, set a record and helped us to tenth in the championship, which was important for the team. I like to think outside the box and I like tricky conditions – strategy is an upside for me, I think – so with the new strategic element to the racing this year I believe I can do well."

This is entirely possible – Max's early seasons in GP2 were a bit of a struggle, but in his final year in that category he became a regular frontrunner. He earned his wins on merit and under pressure, rather than inheriting reverse-grid pole positions and parlaying them into victories by dint of blocking. And he got on top of managing tyre degradation before he ever sat in a Formula 1 car, as evinced by that GP2 win in Singapore, where he held down the lead as rivals rooted their tyres trying to keep up. So even though it's early days – between pre-season tests – as we speak, Max is confident about juggling tyre and energy management strategies. →





"I was shocked at how different it was to drive," he says of his introduction to the Marussia MR03. "I've driven a few formula cars on the way to F1, all different in a way, and those differences have been immediately obvious. But this, to me, has been the biggest step change I've made in my career – bigger than F3 to GP2. Compared to how the car was last year, there's less downforce, a lot more torque, more power, and the car wants to move around a lot more. It's exciting and an interesting challenge based on those first impressions – now, obviously, that's going from the baseline spec we launched the car in, and the aim in the first test was just to get mileage in and prove the drivetrain."

He believes all 2014 drivers will learn "a lot more" pre-Melbourne, about their sophisticated energy recovery systems, how best to create and deploy race strategies, and fuel management. "Last year," says Max, "we just had a recovery switch on the steering wheel to manage how much energy we reclaimed during the race. This year we've got four dials to control recovery, the state of store, the torque and the revs, and all four of those come together to help you manage 100kg of fuel. At Singapore last year, we filled it to the brim and that was 162kg. People forget you can't use all 100kg of your allocation this year – once you run out, you're out."

Max also reckons we'll see a "completely different type of racing" in 2014, one that will allow aggression, but will reward drivers who can restrain their instinct to drive flat-out. "It will be a bit of a waiting game – if you can slipstream someone and save fuel that way, you can be more greedy towards the end of the race and stop them getting back past you. It's going to be incredibly tactical and I'm looking forward to that."


"This season is going to be incredibly tactical and I'm looking forward to that"

Perhaps it's appropriate that a cycling fan – see the January issue of *F1 Racing* – should view the challenges of F1 fuel management in terms of the tactics seen in the pro peloton, where frontrunners stay in the pack and save energy by letting team-mates and rivals punch a hole in the air, and where isolated 'breakaways' sometimes succeed but often fail. So how close is Max going to get to that pack? He set a rookie record by finishing every race in 2013, but often lost chunks of time under blue flags as he moved to let the leaders past.

"It's a strange experience when you're used to racing at the front and going for wins in GP2, then you come in to F1 and you're in your own race further back," he says. "Obviously one of my goals is, one day, to be in a position where I'm overtaking the cars that are having blue flags waved at them. We've got a chance this year to not see the blue flags so often."



Chilton at pre-season testing in Jerez: work began on the MR03 in 2012

If Marussia have indeed leapt forward this year, Max (and team-mate Jules Bianchi) can thank 'Johnny Mac' – chief designer John McQuilliam. "He managed to get four people set aside in mid-2012 to start work on the 2014 car," Max explains, "so for them it's been about 22 months of work. Then from mid-season last year, it was full-on, with more people involved. We hope it will show this year. It's got great features – though we don't know if they work yet!" 

INSET: ALASTAIR STALEY/LAT

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MARUSSIA

TEAM INFO	TEAM HISTORY	KEY PERSONNEL
Name Marussia F1 Team	Founded 2009	Team principal John Booth
Address Overthorpe Road, Banbury, Oxfordshire, OX16 4PN, UK	First GP Australia 2012	Chief executive officer Andy Webb
Chassis MR03	Races started 39	President & sporting director Graeme Lowdon
Engine Ferrari 059/3	Wins 0	Chief designer John McQuilliam
Website marussiaf1team.com	Poles 0	Head of aerodynamics Richard Taylor
Twitter @Marussia_F1Team	Fastest laps 0	
	Points 0	
	Drivers' titles 0	
	Constructors' titles 0	

F1 RACING SAYS...

Williams' gain was Marussia's loss when Pat Symonds announced he was switching teams last summer. Still, Marussia had done just enough (despite not scoring a point) to finish ahead of rivals Caterham in the 2013 constructors' championship. That became even more significant after it emerged there had been plans to merge Caterham with Marussia over the previous winter. The fact they withheld owes a lot to the spirit of the organisation and the people, notably John Booth and Graeme Lowdon, who head up this little team.

Quick Ferrari development driver Jules Bianchi stays in the number-one seat, while Max Chilton gets a second chance after an impressive debut in 2013, in which he became the first rookie in Formula 1 history to finish every single race over the season.

RESULTS IN 2013	Position	10th	Points	0															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Podiums																			
GPs with top 5 finishes																			
GPs with retirements	●	●	●	●															
Points scoring races																			
Pole positions																			
Fastest laps																			

Car number 4	Car number 17
	
MAX CHILTON	JULES BIANCHI
Born 21 April 1991 (age 22)	Born 3 August 1989 (age 24)
Place of birth Reigate, UK	Place of birth Nice, France
Height 1.82m	Height 1.74m
Weight 66kg	Weight 65kg
Race engineer Gary Gannon	Race engineer Paul Davison
Twitter @maxchilton	Twitter @Jules_Bianchi
F1 history	F1 history
Debut Australia 2013	Debut Australia 2013
Races started 19	Races started 19
Previous teams N/A	Previous teams N/A
Wins 0	Wins 0
Poles 0	Poles 0
Fastest laps 0	Fastest laps 0
Points 0	Points 0
Best result 14th	Best result 13th
2013 position 22nd	2013 position 19th



PHOTOS: DREW GIBSON; XPB/LAT

GREEN SHOOTS

After a woeful 2013, Caterham desperately need to make progress. Can Kamui Kobayashi and Marcus Ericsson succeed where others failed?

WORDS STUART CODLING PICTURES ALASTAIR STALEY/LAT





A fake heron presides over the ornamental pond outside Caterham's unassuming Leaffield HQ in the rolling hills of the Cotswolds. Geographically and technically this feels like a long way away from the McLaren Technology Centre, F1's glossiest facility, with its swan-filled lake and subterranean sportscar factory. As if to acknowledge this juxtaposition, the metal heron stands slightly askew from the vertical, like a wonky picture frame begging to be straightened.

Inside, as *F1 Racing* is ushered towards the race bays, there are signs of the investment being pumped into the team to support their climb from the tail-end of the grid: two huge, new autoclaves and a bulging rack of Dell computers. And there, in one of the bays, beneath a banner bearing Caterham's new Union Jack themed branding, a CT05 is coming together: the tub, radiators and Renault power unit stand waiting for a gearbox, bodywork and suspension.

Also here: two new drivers, another outward manifestation of the team's push for a fresh start. Like their predecessors – Charles Pic and Giedo van der Garde – they bring a budget, but that's all they have in common. Both Kamui Kobayashi and Marcus Ericsson have points to prove. Kobayashi, a fan favourite, has struggled to find funding since Toyota withdrew from F1, and is in effect driving for free, having turned down a paid drive in the World Endurance Championship with Ferrari. Ericsson, for his part, needs to reboot his career after four unproductive seasons in GP2, F1's anointed feeder series.

"I said to Ferrari that the WEC offer was a great opportunity," says Kobayashi, "and I had enjoyed working with them, but I couldn't give up on F1. I wanted to come back. I felt I could do more. Whatever happens, I'm only 27. If 2014 doesn't work well, I haven't lost everything. I'll still have chances to do other things. Maybe!"

Kobayashi's impish grin and rapid-fire vocal delivery were absent from F1 in 2013 after he failed to find enough funding to continue with Sauber. He owes his return to a 'fighting fund' of donations raised by fans, while the experience of Adrian Sutil – who returned to F1 in 2013 after a year out and found himself leading the season-opener – has been an inspiration.

"Yeah, and it's even better this year because the rules have changed," explains Kobayashi. "Experience of the most recent cars is worth less. So I'm not worried about that. When I started with Toyota in 2009, I'd driven the car only once, in February, before Suzuka [where he drove in a practice session]. So, eight months without driving the car. Then in Brazil I was racing it. So no, lack of experience isn't a disadvantage."

A Toyota engineer who worked with Kobayashi recalls: "When Timo Glock was sick at Suzuka, there was pressure from high up to put Kamui in the car, and we were concerned because he'd been struggling in GP2. The weather was terrible, he only had half an hour's notice and he only did a few laps, but he was sensible and didn't throw it off the road. That was a start. Then, in Brazil, he was a revelation. He was cautious all through practice but in the race he got stuck in and was in the running for a podium spot for a while. He's one of life's fighters. Not much intimidates him."

It's an important character trait, since not only must Kobayashi adapt quickly to the technical demands of new-look F1, but Caterham owner Tony Fernandes has made it clear that if the team don't deliver in 2014 he may pull the plug.



Kobayashi and Ericsson look out: the highly rated Robin Frijns is waiting in the wings as Caterham's 2014 reserve driver




"For me, it's not a question of pressure," says Kobayashi. "We've got no excuses, we've just got to go out there and do what we need to do. If there is pressure, it can only be a positive thing. There's nothing to lose; it's a good challenge for me. I'm very excited about racing again."

His team-mate Marcus Ericsson was a champion in Formula BMW and Japanese Formula 3, and has worked with some of single-seater racing's top teams – including Carlin, Double R and ART – but success eluded him in the crucial arena of GP2, in which he took one win and just three other podiums. While he's been able to bring enough of a budget to remain in the series for four seasons – at a cost of around £2million a year – a fifth would probably have been counterproductive.

"It's an exciting time," says Ericsson. "It feels unreal – there's a lot to take in. My management were talking to Caterham for months; they just told me to be prepared if I got the chance – to work hard on the physical and mental side. I've been nervous, obviously, after all the speculation, and just hoped the deal would come through."

Ericsson will be the first Swede to race in F1 since Stefan Johansson hung up his helmet in 1991, but for how long? Caterham have the underfunded Robin Frijns on the sidelines, and his pace in the simulator reportedly led Caterham team boss Tony Fernandes to consider giving him a race seat. Ericsson knows full well he could lose out to Frijns, whom Fernandes describes as "the most exciting young driver".

"It's a big challenge for sure," says Ericsson. "But I've been to a good school: you don't get much track time in GP2 and you have to adapt quickly to the tyre situation."

Both Caterham drivers, then, have plenty to prove. And, with Frijns waiting for his big chance, they'll have to show their worth straight away. 

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CATERHAM

TEAM INFO

Name Caterham F1 Team
Address Leafield Technical Centre, Langley, Oxfordshire, OX29 9EF, UK
Chassis CT05
Engine Renault Energy F1-2014
Website caterhamf1.com
Twitter @CaterhamF1

TEAM HISTORY

Founded 2009
First GP Australia 2012
Races started 39
Wins 0
Poles 0
Fastest laps 0
Points 0
Drivers' titles 0
Constructors' titles 0

KEY PERSONNEL

Caterham Group co-chairman
 Tony Fernandes
Team principal and CEO
 Cyril Abiteboul
Technical director
 Mark Smith
Chief engineer
 Lewis Butler
Performance director
 John Iley

Car number 9



MARCUS ERICSSON

Born 2 September 1990 (age 23)
Place of birth Kumla, Sweden
Height 1.74m
Weight 64kg
Race engineer
 Angel Baena
Twitter @Ericsson_Marcus

F1 history

Debut Australia 2014
Races started 0
Previous teams N/A
Wins 0
Poles 0
Fastest laps 0
Points 0
Best result N/A
2013 position N/A

Car number 10



KAMUI KOBAYASHI

Born 13 September 1986 (age 27)
Place of birth Hyogo, Japan
Height 1.68m
Weight 62kg
Race engineer
 Tim Wright
Twitter @kamui_kobayashi

F1 history

Debut Brazil 2009
Races started 60
Previous teams Sauber, Toyota
Wins 0
Poles 0
Fastest laps 1
Points 125
Best result 3rd
2013 position N/A

F1 RACING SAYS...

It seems to be the case that Caterham want to run before they can walk. They have one of the most impressive CFD systems in the sport, two giant autoclaves, GP2 and sportscar teams, their own composites division and a road car operation. There's also a lot of investment from head honcho Tony Fernandes (and his Malaysian backers) but no clear direction. They may have shiny new headquarters at Leafield, but after four years in the sport, they are yet to score a single point. Something clearly isn't working.

With reliability expected to be an issue for all teams this year, Caterham could reverse that statistic, but it will be sad if they achieve it through luck rather than performance. Either way, the pressure is now on. Tony Fernandes' patience has finally run out, and he has announced that he is unlikely to continue in F1 if no significant progress is made this year.

RESULTS IN 2013

	Position	11th	Points	0
Podiums				
GPs with top 5 finishes				
GPs with retirements		●	●	●
Points scoring races				
Pole positions				
Fastest laps				



PHOTOS: DREW GIBSON; CATERHAM

BRANDS HATCH
KENT

OULTON PARK
CHESHIRE

SNETTERTON
NORFOLK

CADWELL PARK
LINCOLNSHIRE

2011

SEASON HIGHLIGHTS



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29/30 March	Brands Hatch	British Touring Car Championship	12/13 July	Brands Hatch GP	Historic Superprix
12/13 April	Brands Hatch	British Truck Racing Championship	18-20 July	Brands Hatch GP	MCE British Superbike Championship
18-21 April	Brands Hatch	MCE British Superbike Championship	2/3 August	Snetterton 300	British Touring Car Championship
19/21 April	Oulton Park	British GT Championship	8-10 August	Oulton Park	MCE British Superbike Championship
3-5 May	Oulton Park	MCE British Superbike Championship	16/17 August	Brands Hatch GP	Lotus Festival
11 May	Brands Hatch	Mini Festival	23-25 August	Cadwell Park	MCE British Superbike Championship
17/18 May	Brands Hatch GP	Blancpain GT Series	23-25 August	Oulton Park	Historic Gold Cup
24-25 May	Brands Hatch GP	Masters Historic Festival	30/31 August	Brands Hatch GP	British F3 and GT Championships
7/8 June	Oulton Park	British Touring Car Championship	13/14 Sept	Brands Hatch GP	Dutch Supercars
8 June	Brands Hatch	American SpeedFest II	13/14 Sept	Snetterton 300	British Truck Racing Championship
13-15 June	Snetterton 300	MCE British Superbike Championship	11/12 Oct	Brands Hatch GP	British Touring Car Championship
21/22 June	Snetterton 300	British F3 and GT Championships	17-19 Oct	Brands Hatch GP	MCE British Superbike Championship
12 July	Oulton Park	Mini Festival	1/2 Nov	Brands Hatch	British Truck Racing and Fireworks



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2014 CIRCUITS

THE TRACKS... THE STATS

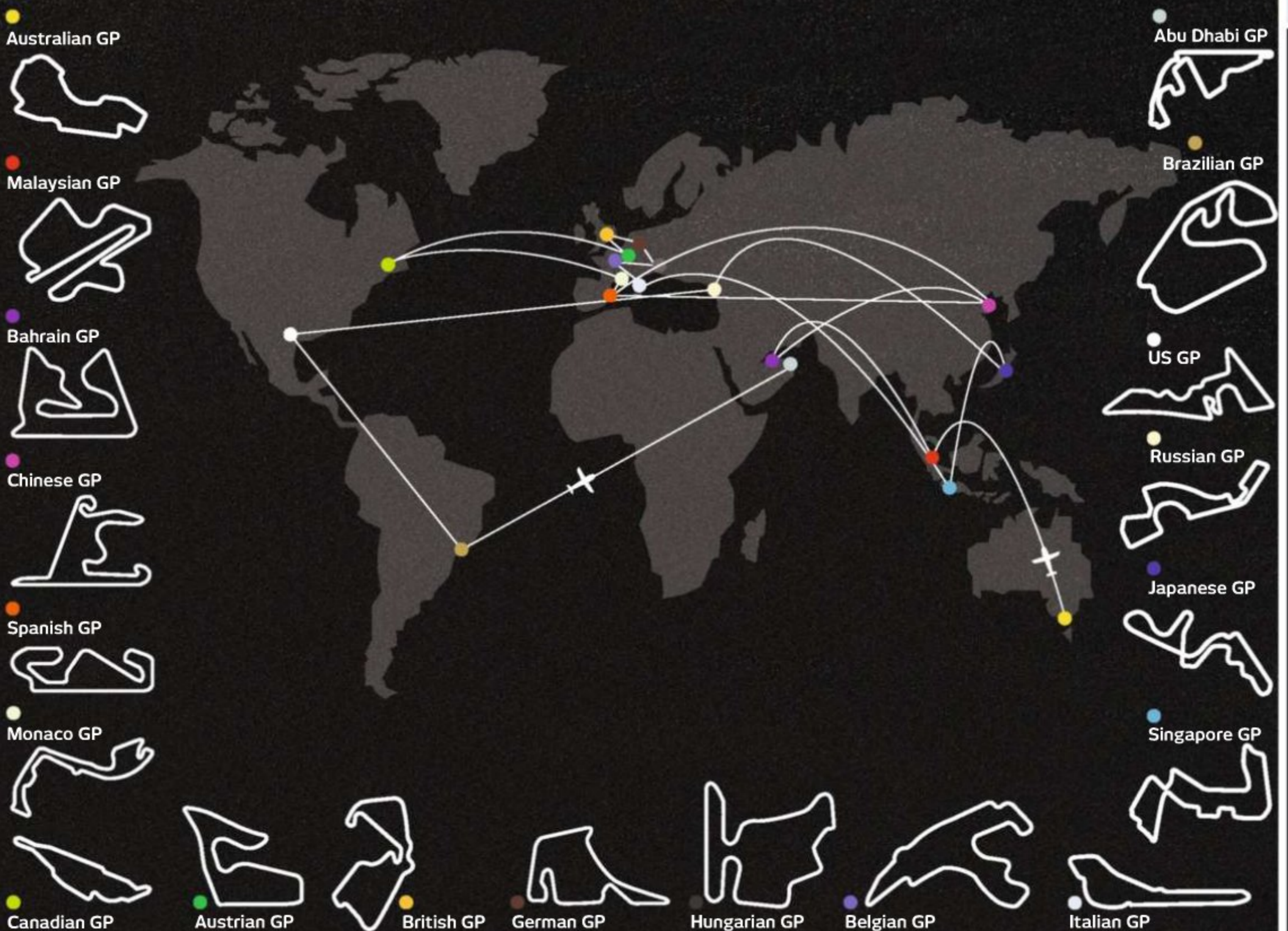


PHOTO: DREW GIBSON; MAP ILLUSTRATIONS: ALAN ELDRIDGE



Round 1/19

AUSTRALIA

Albert Park, Melbourne, 14-16 March

RACE DATA

Circuit name

Melbourne
Grand Prix Circuit

First GP 1996

F1 races held 18

Laps 58

Circuit length

3.295 miles

Race distance

191.117 miles

Direction Clockwise

Winners from pole 8

Race start

(UK time) 6am

LAST YEAR

Winner Kimi Räikkönen

Margin of victory

12.451secs

Fastest lap

1m 29.274s, K Räikkönen

Race leaders 7

Pitstops 53

Overtakes 43



Why you should
get excited about...

ALBERT PARK

You can't miss this one. As the first race under the new regs, *anything* could happen. Red Bull boss Christian Horner predicts half the field will retire with reliability issues, and we could see a surprise winner – or even a Marussia or Caterham scoring their first points. After a winter of sandbagging, Melbourne will finally determine who's hot and who's not. Set your alarm clocks now!



Round 2/19

MALAYSIA

Kuala Lumpur, 28-30 March

RACE DATA

Circuit name

Sepang
International Circuit

First GP 1999

F1 races held 15

Laps 56

Circuit length

3.444 miles

Race distance

192.878 miles

Direction Clockwise

Winners from pole 8

Race start

(UK time) 9am

LAST YEAR

Winner

Sebastian Vettel

Margin of victory

4.298secs

Fastest lap

1m 39.199s, S Pérez

Race leaders 4

Pitstops 73

Overtakes 37



Why you should
get excited about...

SEPANG

If you want unpredictability, there's nowhere better than Malaysia. The circuit is close to the equator, and as the dark clouds rumble in and humidity rises, the demand on the drivers is notoriously high. According to former racer Anthony Davidson, it also has the hardest corner in F1. "You brake for the right-hander, T14, on turn-in. It climbs uphill which blinds your apex and just when you should be back on the throttle, the circuit drops away, off-camber, and that kicks the back out. It's tricky to get right."



Round 3/19

BAHRAIN

Sakhir, 4-6 April

RACE DATA

Circuit name Bahrain International Circuit

First GP 2004

F1 races held 9

Laps 57

Circuit length

3.362 miles

Race distance

191.529 miles

Direction Clockwise

Winners from pole 4

Race start

(UK time) 4pm

LAST YEAR

Winner

Sebastian Vettel

Margin of victory

9.111secs

Fastest lap 1m

36.961s, S Vettel

Race leaders 4

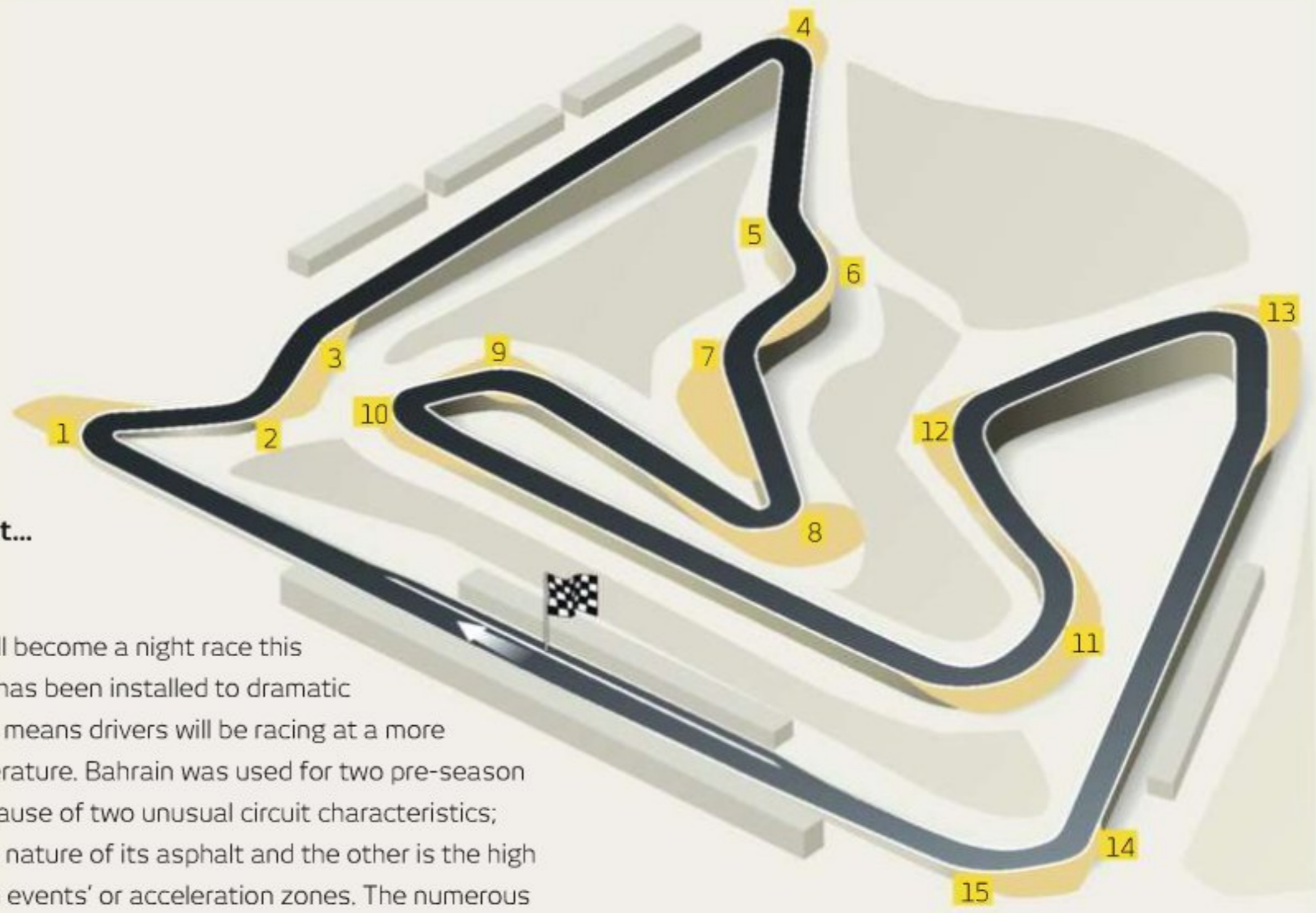
Pitstops 71

Overtakes 63

Why you should get excited about...

SAKHIR

The Bahrain GP will become a night race this year. Floodlighting has been installed to dramatic effect – which also means drivers will be racing at a more comfortable temperature. Bahrain was used for two pre-season tests this year because of two unusual circuit characteristics; one is the abrasive nature of its asphalt and the other is the high number of 'traction events' or acceleration zones. The numerous tight corners leading onto the straights puts extra demands on rear tyres, so expect a race with multiple pitstops.



Round 4/19

CHINA

Shanghai, 18-20 April

RACE DATA

Circuit name Shanghai International Circuit

First GP 2004

F1 races held 10

Laps 56

Circuit length

3.387 miles

Race distance

189.558 miles

Direction Clockwise

Winners from pole 5

Race start

(UK time) 8am

LAST YEAR

Winner

Fernando Alonso

Margin of victory

10.168secs

Fastest lap

1m 36.808s, S Vettel

Race leaders 6

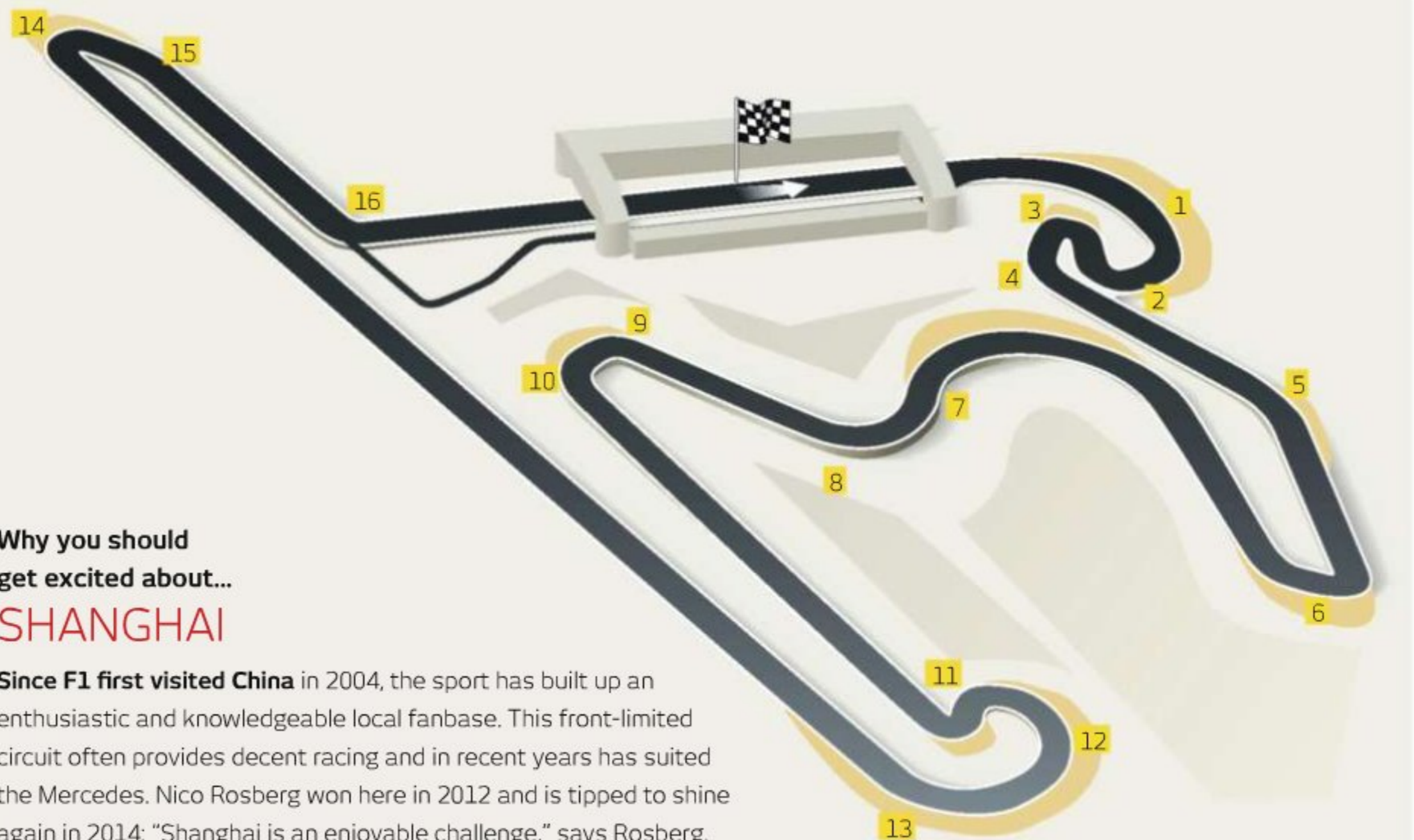
Pitstops 57

Overtakes 60

Why you should get excited about...

SHANGHAI

Since F1 first visited China in 2004, the sport has built up an enthusiastic and knowledgeable local fanbase. This front-limited circuit often provides decent racing and in recent years has suited the Mercedes. Nico Rosberg won here in 2012 and is tipped to shine again in 2014: "Shanghai is an enjoyable challenge," says Rosberg. "The two long straights provide decent overtaking, plus there's a great mix of corners – particularly in the high-speed sections." →





Round 5/19

SPAIN

Barcelona, 9-11 May

RACE DATA

Circuit name Circuit de Barcelona-Catalunya

First GP 1991

F1 races held 23

Laps 66

Circuit length

2.892 miles

Race distance

190.825 miles

Direction Clockwise

Winners from pole 17

Race start

(UK time) 1pm

LAST YEAR

Winner

Fernando Alonso

Margin of victory

9.338s

Fastest lap

1m 26.217s, E Gutiérrez

Race leaders 5

Pitstops 79

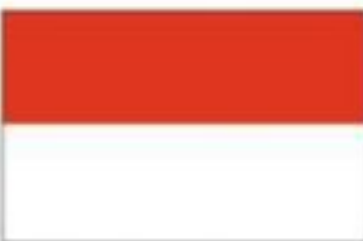
Overtakes 50



Why you should get excited about...

BARCELONA

Local hero Fernando Alonso is adored by his home crowd, so the atmosphere on race day is always electric. Thousands of wildly enthusiastic Spaniards roar their approval from the huge grandstand opposite the pits in something akin to an *El Clásico* football match. It's also the first European race of the season, so the paddock will be buzzing. With GP2 and GP3 returning to the support bill at this event there'll be plenty of track action to keep you entertained. Book your tickets now...



Round 6/19

MONACO

Monte Carlo, 22-25 May

RACE DATA

Circuit name

Circuit de Monaco

First GP 1950

F1 races held 60

Laps 78

Circuit length

2.075 miles

Race distance

161.879 miles

Direction Clockwise

Winners from pole 27

Race start

(UK time) 1pm

LAST YEAR

Winner Nico Rosberg

Margin of victory

3.888secs

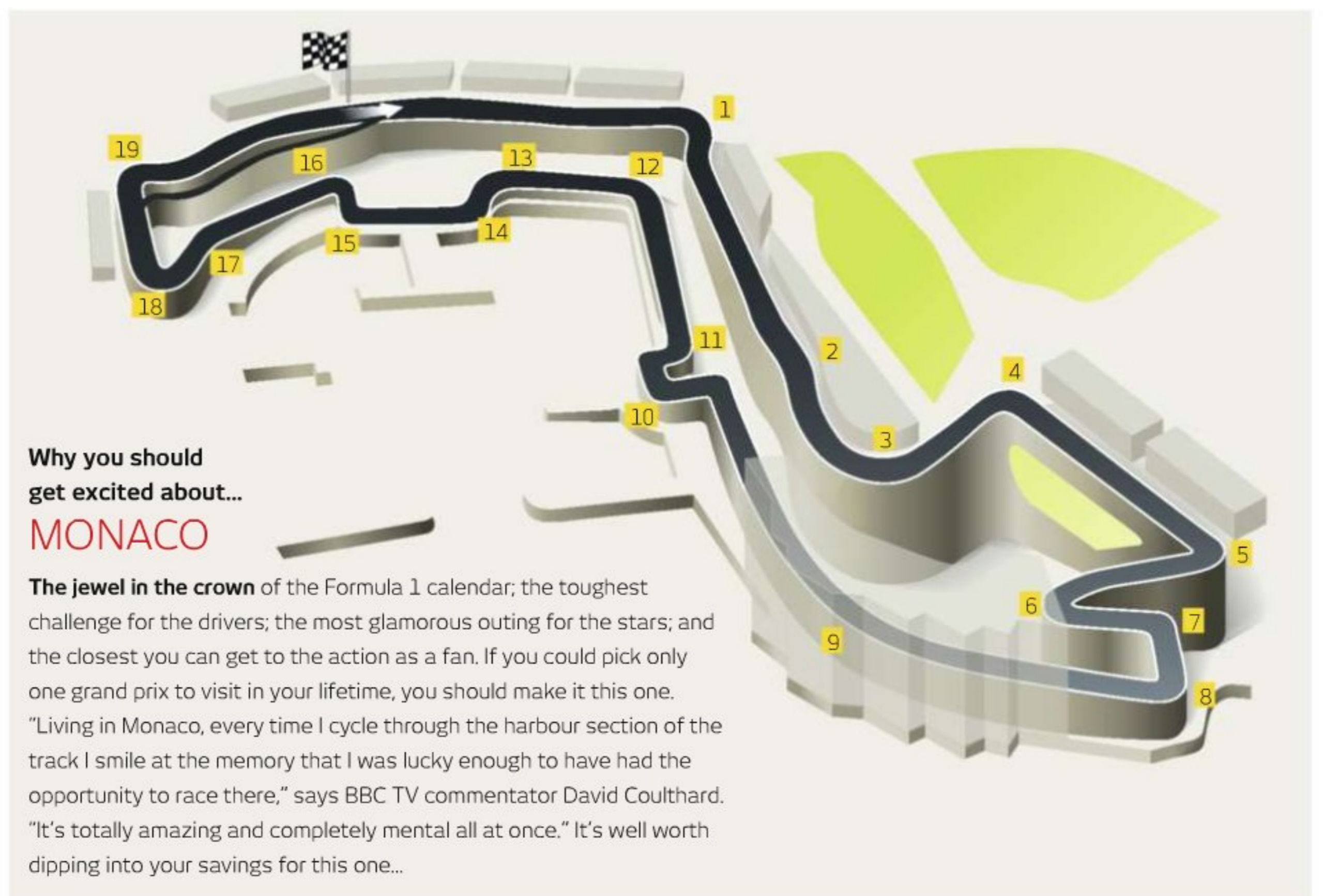
Fastest lap

1m 16.577s, S Vettel

Race leaders 1

Pitstops 30

Overtakes 16



Why you should get excited about...

MONACO

The jewel in the crown of the Formula 1 calendar; the toughest challenge for the drivers; the most glamorous outing for the stars; and the closest you can get to the action as a fan. If you could pick only one grand prix to visit in your lifetime, you should make it this one. "Living in Monaco, every time I cycle through the harbour section of the track I smile at the memory that I was lucky enough to have had the opportunity to race there," says BBC TV commentator David Coulthard. "It's totally amazing and completely mental all at once." It's well worth dipping into your savings for this one...



Round 7/19
CANADA
Montréal, 6-8 June

RACE DATA

Circuit name Circuit Gilles Villeneuve
First GP 1978
F1 races held 34
Laps 70
Circuit length 2.709 miles
Race distance 189.685 miles
Direction Clockwise
Winners from pole 15
Race start (UK time) 7pm

LAST YEAR

Winner Sebastian Vettel
Margin of victory 14.408secs
Fastest lap 1m 16.182s, M Webber
Race leaders 2
Pitstops 44
Overtakes 39

Why you should get excited about...
MONTRÉAL

Montréal is akin to an oversized kart track with its ample straights, long-radius hairpins and tricky chicanes. That's why Lewis Hamilton in particular shines here. It's also similar to Monaco in that there is no margin for error. There's very little run-off, so make a mistake and you're in the wall. On race day, a shunt can trigger a Safety Car and with such a high likelihood of rain, topsy-turvy races are commonplace. Who could ever forget the remarkable 2011 GP when Jenson Button went from last place to take victory on the final lap?



Round 8/19
AUSTRIA
Spielberg, 20-22 June

RACE DATA

Circuit name Red Bull Ring
First GP 1970
F1 races held 25
Laps TBA
Circuit length 2.688 miles
Race distance TBA
Direction Clockwise
Winners from pole 7
Race start (UK time) 1pm

LAST YEAR

Winner N/A
Margin of victory N/A
Fastest lap N/A
Race leaders N/A
Pitstops N/A
Overtakes N/A

Why you should get excited about...
SPIELBERG

Formula 1 returns to Austria after an 11-year absence. Since then, the venue has been taken over by Red Bull, given a facelift and renamed the Red Bull Ring. The circuit is the neutered version of the original Österreichring that swooped around the beautiful Austrian countryside with the Styrian mountains as a backdrop. But don't let that put you off: the revised and shortened layout is still a respectable challenge and marks a welcome return for a European race on a calendar that now focuses further afield. →





Round 9/19

GREAT BRITAIN

Silverstone, 4-6 July

RACE DATA

Circuit name

Silverstone
Grand Prix Circuit

First GP 1950

F1 races held 47

Laps 52

Circuit length

3.660 miles

Race distance

190.262 miles

Direction Clockwise

Winners from pole 16

Race start

(UK time) TBA

LAST YEAR

Winner Nico Rosberg

Margin of victory

0.765secs

Fastest lap

1m 33.401s, M Webber

Race leaders 3

Pitstops 55

Overtakes 71



Why you should
get excited about...

SILVERSTONE

There is no other race – with perhaps the exception of Japan – where spectators will endure such misery with such good-natured *joie de vivre* to get their annual F1 fix. Whether it's car-park queues caused by muddy fields, or the cold, damp weather, hardy British fans are often put to the test. But they love the festival atmosphere of the weekend and are usually rewarded with great racing. Bring your beer, your umbrella and your tent and we'll see you there!





Round 10/19

GERMANY

Hockenheim, 18-20 July

RACE DATA

Circuit name

Hockenheimring
Baden-Württemberg

First GP 1970

F1 races held 33

Laps 67

Circuit length

2.842 miles

Race distance

190.423 miles

Direction Clockwise

Winners from pole 17

Race start

(UK time) 1pm

LAST YEAR

Winner N/A

Margin of victory N/A

Fastest lap N/A

Race leaders N/A

Pitstops N/A

Overtakes N/A

Why you should
get excited about...

HOCKENHEIM

There's a real buzz at Hockenheim, particularly through the stadium section of the circuit. Here the

crowds light flares, wave flags, drink beer and create a wall of noise.

Something they carry on throughout the night in the campsites situated in the neighbouring forests. The beauty of the German GP is that it alternates with the Nürburgring, so

it's been two years since we were last in this part of Germany. And although this track is a shadow of its former self, the tight hairpin at the end of the back straight does offer an overtaking opportunity, so racing is always good value.



Round 11/19

HUNGARY

Budapest, 25-27 July

RACE DATA

Circuit name

Hungaroring

First GP 1986

F1 races held 28

Laps 70

Circuit length

2.722 miles

Race distance

190.530 miles

Direction Clockwise

Winners from pole 13

Race start

(UK time) 1pm

LAST YEAR

Winner Lewis Hamilton

Margin of victory

10.938secs

Fastest lap

1m 24.069s, M Webber

Race leaders 4

Pitstops 56

Overtakes 22

Why you should
get excited about...

BUDAPEST

If you've never made a trip to watch an overseas grand prix before, do consider this one. The circuit is a short trip from the beautiful city of Budapest, and the natural amphitheatre of the Hungaroring means you're rewarded with a decent view of the track wherever you sit. There's also a strong tradition of British success here: Mansell's world title, Damon Hill and Jenson Button's maiden F1 wins, plus this is a circuit where Lewis Hamilton excels. So if you're visiting from the UK, there'll be plenty to cheer about. →





Round 12/19

BELGIUM

Spa-Francorchamps, 22-24 August

RACE DATA

Circuit name Circuit de Spa-Francorchamps

First GP 1950

F1 races held 46

Laps 44

Circuit length

4.352 miles

Race distance

191.414 miles

Direction Clockwise

Winners from pole 15

Race start

(UK time) 1pm

LAST YEAR

Winner

Sebastian Vettel

Margin of victory

16.869secs

Fastest lap

1m 50.756s, S Vettel

Race leaders 1

Pitstops 43

Overtakes 40

Why you should get excited about...

SPA

The moment you step out of your hire car (avoiding the puddle) and look up at the daunting Eau Rouge, you get a shiver down your spine: the height of this sweeping corner is breathtaking. Every aspect of this circuit is majestic and the drivers love racing here, but for Anthony Davidson one corner in particular stands out: "For me the best corner is Pouhon, Turns 10-11, as you plummet downhill. Arguably it's not as challenging since they sanitised it with a sea of Tarmac – but it still stops your breath for a moment when you turn in there at such high speed."



Round 13/19

ITALY

Monza, 5-7 September

RACE DATA

Circuit name Autodromo

Nazionale Monza

First GP 1950

F1 races held 63

Laps 53

Circuit length

3.599 miles

Race distance

190.586 miles

Direction Clockwise

Winners from pole 21

Race start

(UK time) 1pm

LAST YEAR

Winner

Sebastian Vettel

Margin of victory 5.467s

Fastest lap

1m 25.849s, L Hamilton

Race leaders 2

Pitstops 24

Overtakes 27

Why you should get excited about...

MONZA

Monza is the spiritual home of grand prix racing. The crumbling *autodromo*, situated in the middle of the Royal Park of Monza on the outskirts of Milan, was opened in autumn 1922. Back then, races took place on the steep, high-speed banking, but today's incarnation of the track still commands respect from every driver that races here. As the final race of the European season, it carries an extra buzz and it will be fascinating to see how the new-for-2014 power units cope with the stresses of racing flat-out for so much of the lap.





Round 14/19

SINGAPORE

Marina Bay, 19-21 September

RACE DATA

Circuit name Marina

Bay Street Circuit

First GP 2008**F1 races held** 6**Laps** 61**Circuit length**

3.147 miles

Race distance

191.896 miles

Direction Anticlockwise**Winners from pole** 4**Race start**

(UK time) 1pm

LAST YEAR

Winner

Sebastian Vettel

Margin of victory

32.627s

Fastest lap

1m 48.574s, S Vettel

Race leaders 1**Pitstops** 54**Overtakes** 35

Why you should
get excited about...
SINGAPORE

This event has become a modern classic; a Monaco of the east, albeit under floodlights. If you combine the heat and humidity of Malaysia with the tight, tricky layout of a street circuit, the result is Singapore. Plus, this is the race where no one goes to bed at the right time: "The concept of a night race works really well once you get into the routine of staying on European time," says Nico Rosberg. "And although it takes place at night, there's so much floodlighting on the track it doesn't take much getting used to."



Round 15/19

JAPAN

Suzuka, 3-5 October

RACE DATA

Circuit nameSuzuka International
Racing Course**First GP** 1987**F1 races held** 25**Laps** 53**Circuit length**

3.608 miles

Race distance

191.053 miles

Direction Clockwise

& anticlockwise

Winners from pole 12**Race start** (UK time) 7am

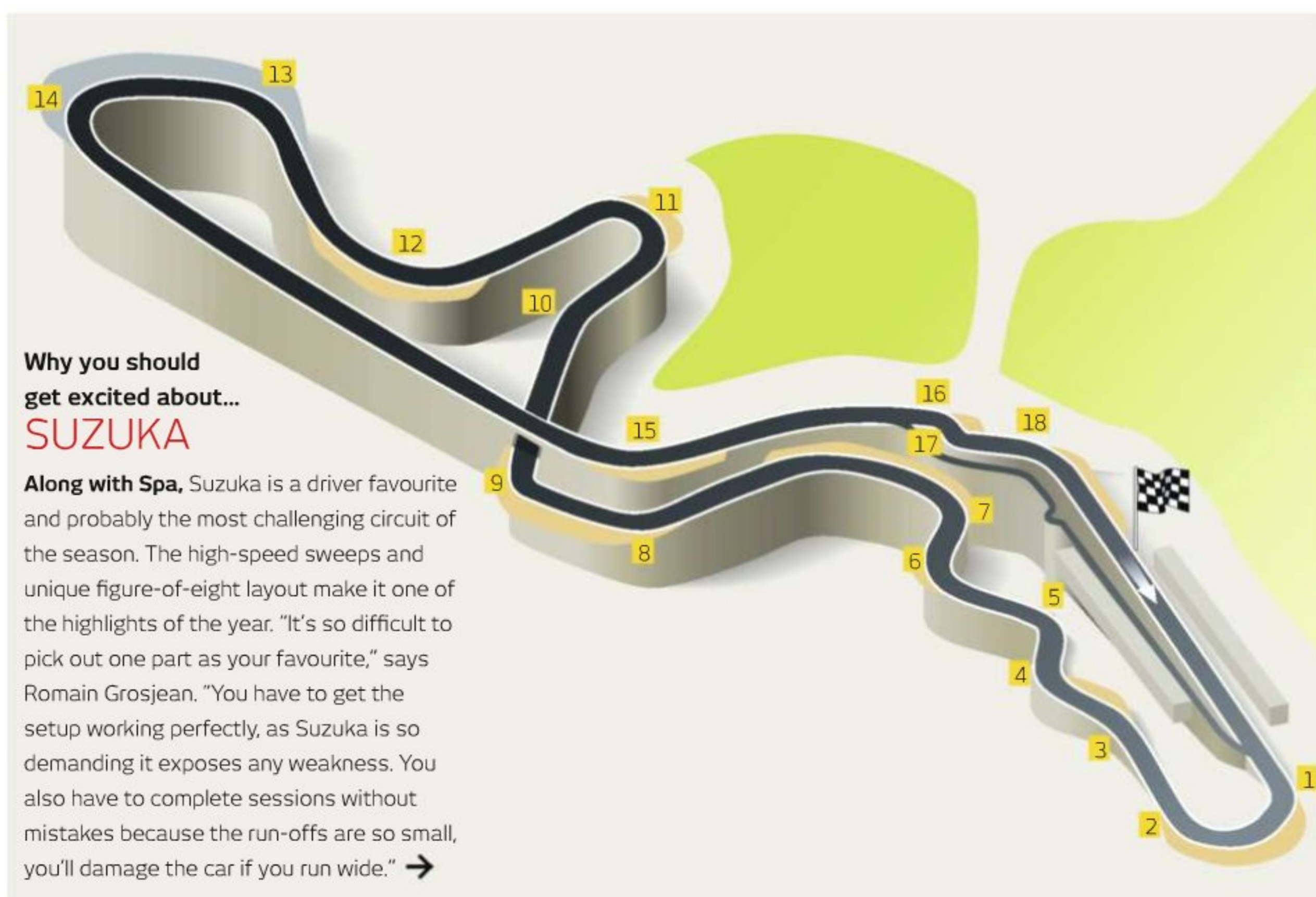
LAST YEAR

Winner

Sebastian Vettel

Margin of victory 7.129s**Fastest lap**

1m 34.587s, M Webber

Race leaders 3**Pitstops** 48**Overtakes** 28

Why you should
get excited about...
SUZUKA

Along with Spa, Suzuka is a driver favourite and probably the most challenging circuit of the season. The high-speed sweeps and unique figure-of-eight layout make it one of the highlights of the year. "It's so difficult to pick out one part as your favourite," says Romain Grosjean. "You have to get the setup working perfectly, as Suzuka is so demanding it exposes any weakness. You also have to complete sessions without mistakes because the run-offs are so small, you'll damage the car if you run wide." →



Round 16/19
RUSSIA
Sochi, 10-12 October

RACE DATA

Circuit name
Sochi International
Street Circuit
First GP 2014
F1 races held 0
Laps TBA
Circuit length
3.636 miles
Race distance TBA
Direction Clockwise
Winners from pole 0
Race start
(UK time) 12pm

LAST YEAR

Winner N/A
Margin of victory N/A
Fastest lap N/A
Race leaders N/A
Pitstops N/A
Overtakes N/A

**Why you should get excited about...
SOCHI**

When F1 Racing visited the Olympic venue at Sochi, the F1 pit buildings were a half-built shell and Tarmac had been laid only

at the first corner. But that was over a year ago. Now the Winter Olympics have finished, frantic work to complete the circuit that winds between the stadiums is under way. The Black Sea resort of

Sochi sits on the same latitude as the French Riviera, so don't expect Arctic conditions come October. As F1's newest venue – and the first in Russia – this GP will be very intriguing.



Round 17/19
UNITED STATES OF AMERICA
Austin, 31 October-2 November

RACE DATA

Circuit name
Circuit of The Americas
First GP 2012
F1 races held 2
Laps 56
Circuit length
3.425 miles
Race distance
191.633 miles
Direction Anticlockwise
Winners from pole 1
Race start
(UK time) 8pm

LAST YEAR

Winner
Sebastian Vettel
Margin of victory
6.284secs
Fastest lap
1m 39.856s, S Vettel
Race leaders 2
Pitstops 27
Overtakes 18

**Why you should get excited about...
AUSTIN**

After decades in the doldrums, Formula 1 has finally found itself a home in the USA with the Circuit of The Americas, built on the outskirts of one of the US's coolest cities. Austin has a high proportion of students and residents with liberal attitudes, and the race has proved a great success as the community revels in the grand prix when it comes to town. It also helps that the circuit is epic in size and scope, including the awesome rise into Turn 1 and the fast sequence of corners in the first sector of the lap.



Round 18/19

BRAZIL

Interlagos, São Paulo 7-9 November

RACE DATA

Circuit name

Autódromo José

Carlos Pace

First GP 1973

F1 races held 31

Laps 71

Circuit length 2.677 miles

Race distance

190.082 miles

Direction Anticlockwise

Winners from pole 11

Race start

(UK time) 4pm

LAST YEAR

Winner

Sebastian Vettel

Margin of victory 10.452s

Fastest lap

1m 15.436s, M Webber

Race leaders 1

Pitstops 47

Overtakes 57



Why you should get excited about... INTERLAGOS

Interlagos may not have the facilities of the sparkling new venues in the Middle East, but what it lacks in function it makes up for in passion. The circuit is narrow, fast and undulating, the crowd are noisy and

partisan – and the weather is notoriously unpredictable. The Brazilian Grand Prix always throws up drama and although it's not the season finale this year, it will have its say in the outcome of this year's world championship.



Round 19/19

ABU DHABI

Yas Marina, 21-23 November

RACE DATA

Circuit name

Yas Marina Circuit

First GP 2009

F1 races held 5

Laps 55

Circuit length

3.451 miles

Race distance

189.738 miles

Direction Anticlockwise

Winners from pole 1

Race start

(UK time) 1pm

LAST YEAR

Winner Sebastian Vettel

Margin of victory

30.829s

Fastest lap

1m 43.434s, F Alonso

Race leaders 1

Pitstops 41

Overtakes 32

Why you should get excited about... YAS MARINA

As the season finale, this is a race the promoters hope will give us a world championship showdown. And this year, it's been decided that this race, for the first time ever, will offer double points. The facility is impressive and viewed under floodlights in twilight it's even more spectacular. Lewis Hamilton says: "A lap here consists of an interesting combination of corners, but it's actually quite fiddly; there are no corners that really test the car. It's more about precision and patience and waiting to get on the throttle at the corner exits." 🏁



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FINISHING STRAIGHT

Reports Previews Analysis Opinion Stats



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All change at the top?

New rules, new cars, new drivers, but will the end result be a familiar one? We'll find out, as this hotly anticipated season kicks off in Melbourne...

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158 AUSTRALIAN GP PREVIEW

After the bluff and bluster of testing, find out which teams can get the job done at the first race of 2014



FEEDBACK

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A lot has changed for 2014, and not everyone's happy about the new noses – as some of you are quick to point out...



OPINION

162 MURRAY WALKER

Change in F1? 'Twas ever thus. Murray looks back at some of the biggest changes of years gone by



The Australian GP preview



Round 1 / 14-16 March 2014 / Albert Park, Melbourne

As all-new F1 fires into action, this race is bound to spring some surprises...



THE ENGINEER'S VIEW

Pat Symonds,

Williams' chief technical officer

The usual excitement and uncertainty of the opening grand prix of the season will be even more intense than usual in Melbourne this year. That's because this grand prix will be the first of the new 1.6-litre V6 turbo era.

Melbourne has typically been one of the thirstiest tracks on the calendar in terms of fuel consumption, which will put even more pressure on the teams as they formulate their strategies under the new fuel-limited regulations. Another challenge will be presented by the stop/start


nature of the circuit in combination with the higher torque of the new engines. This will be tricky for the drivers – especially if there is rain over the weekend.

This temporary road-course circuit has one of the lowest turn-angles of the year, so the corners aren't very sharp. Then there's the closeness of the barriers and the lack of a lengthy straight, which means ultimate speed isn't high. As a result, cars run with high downforce here, and more front wing is dialled into the setup to prevent understeer, which can often be a problem. Albert Park is notoriously demanding on brakes, not just because of the large braking zones, but also because the high frequency of brake usage means thermal stress is high, necessitating a good cooling setup.

A few chicanes on the lap need a very responsive car, that can change direction well.

This pushes suspension towards the stiffer end of the scale, although this is balanced by the fact that using the kerbs and having good stability under braking requires a softer setup.

As a temporary venue, the circuit is notoriously low in grip to start, and evolves over the course of the weekend. And because of its smooth surface, soft-compound tyres are the best choice here. Combine that with the frequent Safety Car deployments (there's typically a 50 per cent chance of an appearance at this venue) and it should make for an unusual and exciting race.

Strategies usually lead to two-stop races, but with the likelihood of a Safety Car, variable track temperatures and the first use of the new tyre compounds, expect strategies to be flexible in Australia this year. With reliability on everyone's minds, the finishing order in Melbourne may not be what you expect... 



AUSTRALIAN GP RACE DATA

Circuit Name Melbourne Grand Prix Circuit
First GP 1996
F1 races held 18
Circuit length 3.295 miles
Race distance 191.117 miles
Direction Clockwise
Winners from pole 8

TV TIMETABLE (UK TIME)

Friday 14 March
Practice 1 01:30-03:00
Practice 2 05:30-07:00
Saturday 15 March
Practice 3 03:00-04:00
Qualifying 06:00
Sunday 16 March
Race 06:00
Live coverage Sky Sports F1
Highlights BBC



LAST YEAR

Winner Kimi Räikkönen
Margin of victory 12.451secs
Fastest lap 1m 29.274s, K Räikkönen
Safety Cars 0
Race leaders 7
Pitstops 53
Overtakes 43
Summary Rain delayed Q3 until race day. Vettel started from pole, but it was Kimi Räikkönen who preserved his tyres the best. A two-stop strategy beat the three-stoppers and he won for Lotus, with Alonso and Vettel second and third.

MELBOURNE TELEMETRY

2014 ■ 2013 ■

HOW A SIMULATED LAP HERE IN A NEW 2014 CAR COMPARES WITH LAST YEAR

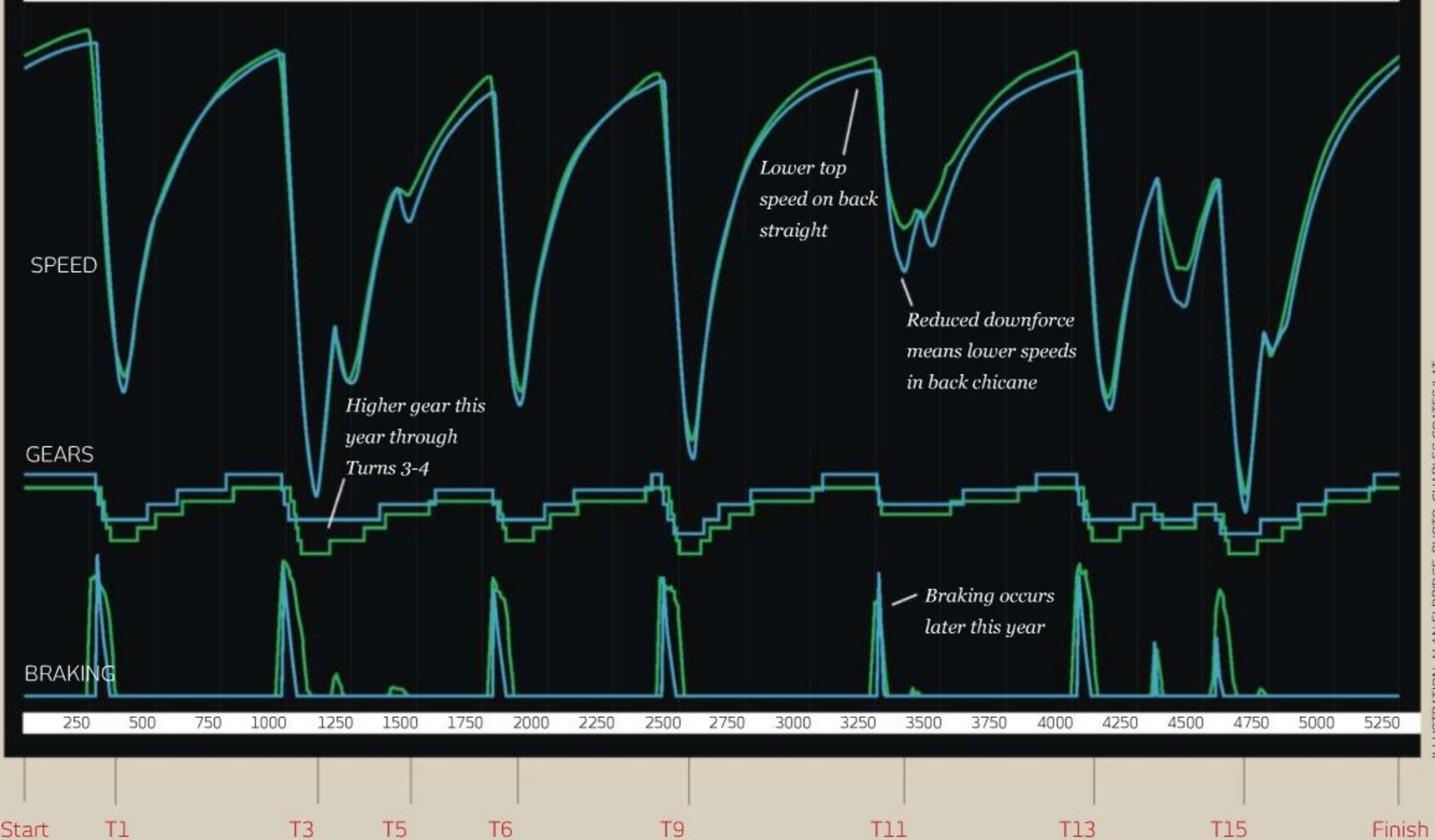






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★ STAR LETTER



Odd noses are a small price to pay for more competitive racing

F1 is all about change: so embrace it

I'm really looking forward to this coming season. For sure the cars aren't as good-looking as their 2013 counterparts, but at least the new regulations offer a real chance for the other teams to challenge Red Bull's F1 monopoly.

It shouldn't matter if the cars' noses draw comparison to anteaters, elephants, dolphins or proboscis monkeys. If this shake-up creates a more competitive season, it's a sacrifice I'm happy to see. Remove the rose-tinted spectacles, look back over F1's history and it's clear the sport has never had a 'perfect' season. We've experienced controversy in the shape of stepped noses, bizarre qualifying formats, refuelling bans and no tyre changes. F1 has a tendency to reinvent itself every so often and despite the bad press and criticism, it always comes through and delivers for its fans.

Fans should embrace this season for what it is. When the lights go out in Melbourne it will still be a contest of 22 cars, and a closer one at that. My one concern is that the beautiful sound of the V8 engines is now a memory. It's hard to accept that I'll never hear those sacred engine tones again...

Adam Berriman
By email

The bigger the grid the better

It used to be the case in the early 1990s that anyone who built a car to spec could turn up and race in F1. It was out of a longing for the return of those days that I found myself disappointed to learn that Bernie Ecclestone has deemed it "doubtful" that Gene Haas's team will make it on to the 2015 grid. Quite apart from the fact that Haas is a proven team owner with a great deal of competence, surely in F1 it should be a case of 'the more the merrier'?

At a time such as this, when several teams are experiencing great financial difficulties, the FIA should be encouraging all-comers. Instead, it is levying absurd entrance fees and selection processes, while tightening the regulations so that any innovation at all requires millions of pounds that precious few teams have.

Could the Team Lotus of old have produced the low-budget heroics of 1992 under the current set of circumstances? I think not.

Come on Bernie, come on the FIA – bring back the 35-car line-ups, the nerve-wracking pre-qualifying shoot-outs and low-budget technical innovation, and make F1 better for everyone.

Matt Gutteridge
By email

F1 needs to be more fair

Formula 1 is a performance-based sport, but I would argue that FOM should be much more even-handed in the way they distribute revenues back to the teams.

Why should Ferrari be given more than anybody else, and why does the 11th team get nothing at all? A healthy and competitive series should surely be a priority for the governing and commercial bodies running the sport.

As was uncompromisingly demonstrated by the 2005 US GP fiasco, the sport needs full grids and diversity to be attractive, and the big four teams can hardly generate and maintain fan interest and following on their own.

There will always be winners and losers. Let the winners use their success to attract lucrative sponsorship, while the funds generated by the sport as a whole are put back into Formula 1 in more or less equal shares.

Alex Norský,
Massachusetts, USA

A fan not in favour

First, some context. It's 1976, Hunt versus Lauda, I'm 11 years old and hooked. The passion grows and with it the means to attend Silverstone, Brands Hatch, Monza, Spa, Barcelona and Indianapolis. What I'm saying is: I'm committed.

But just what is going on? Fuel economy 'races', tyre preservation 'races', V10 to V8 to V6 turbo, 20,000 revs to 15,000 revs, Maldonado in, Di Resta out, double points for the last race, massive run-off areas and distant grandstands.

Result one: the credibility and spectacle is evaporating. Result two: for the first time in 20 years, I have not purchased my tickets for Silverstone. Is anyone listening?

Simon Cooke
Lincolnshire, UK

Welcome to the horror show

The first glimpses of the 2014 cars have confirmed everyone's worst fears: they are definitely not pleasing on the eye.

F1 is as much a show as it is a sport. Half the pleasure comes from the pleasing aesthetic lines of the cars, and the decision to ban the ever-increasing aero devices on cars for 2009 dramatically improved their look overnight.

With stepped noses and now the elongated noses, it's become clear we can't expect designers who are paid to win to decide rules for the good of the show. The teams and



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Adam Berriman wins a pair of three-day general admission tickets to the 2014 Formula 1 Santander British Grand Prix. For more details, visit www.silverstone.co.uk/events. Hotline number: 0844 375 0740

the FIA should appoint an independent panel, with the necessary expertise to agree and impose a set of regulations that prevent teams using loopholes to produce unsightly disasters like the most recent F1 cars.

Daniel Stafford
Oxford, UK

Rookies get their chance

In response to Mr Duffy's comments in January's Inbox, arguing that rookie drivers should be given more of a chance, I feel a few points should be made.

Arguably, several of the most proficient drivers in F1 at present are also the older ones; namely Alonso, Massa and Räikkönen. Once the rookie drivers prove themselves competent through the likes of GP2, then they are promoted to F1; not before.

It should also be pointed out that the senior drivers are the best to judge when is the time to retire.

Stuart Topping.
Lancashire, UK

More prizes, more enthusiasm

Rather than using gimmicks such as double points to keep a season alive, why don't the authorities try thinking outside the box?

There needs to be more for teams and drivers to fight for. In cycling, the Tour de France General Classification winner is quite rightly the focus of the event. But there are other riders fighting for the points jersey, the climbers' jersey and so on. So why not apply the same principle to F1? A title for most wins, most poles and most fastest

laps? There could be financial incentives attached for each.

It would keep the fans interested, it would encourage teams to develop their cars all-season long, and would give the sponsors something extra to shout about.

Rich Arthur
Worcestershire, UK

FIR says: In December, the FIA announced that a trophy will be awarded for the driver who sets the most poles in 2014. It's a start, Rich!

Thank goodness for Ferrari

Safety this, safety that... it's all rubbish! The new FIA regulations are ridiculous, especially with regard to the front nose.

Most of the new cars look pretty awful. Every few years or so, regulations about the nose change so they're supposedly safer, but does it really make any difference?

At least the new Ferrari has a satisfactory aesthetic. But on the whole, the FIA should really reconsider their regulations.

Ismail Zubair
By email

In praise of Max Chilton

I am delighted to see that Max Chilton has retained his seat at Marussia. He did well last season and got a good placing out of a not-so-great car. He stayed out of trouble and finished all the races, which is just what Marussia needed.

I hope he goes onwards and upwards as it would be a shame to see young talent go to waste – especially young British talent!

Jennifer Shelden
Leicester, UK



Max Chilton: rightly retained by Marussia for another season

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NEXT MONTH...



WE REMEMBER A LEGEND

As we approach the 20th anniversary of Ayrton Senna's death, we reflect on his legacy. Plus...

- > An analysis of the 2014 nose jobs
- > The former F1 doctor on Michael Schumacher
- > Kamui Kobayashi answers your questions

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*CONTENTS SUBJECT TO CHANGE

MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

"Change? That's what Formula 1 is all about. So just sit back and enjoy the show..."

When Formula 1 began, back in 1950, the glorious supercharged 158 Alfa Romeos were all-conquering to such an extent that, in 1952, Formula 2 became Formula 1. Alfa were out, and for two years Alberto Ascari ruled the roost in the nimble Ferrari 500.

But then, in 1954, came a major change to the 2.5-litre upper engine-capacity limit. Enter Mercedes-Benz with Juan Manuel Fangio, joined by Stirling Moss in 1955, to obliterate the Ferrari and Maserati opposition.

Fast forward five years to 1959, and within the framework of the existing regulations, there took place what could arguably be described as the biggest *ever* change in the history of F1 – the sweeping aside of the long-lived front-engined cars, the Ferraris, the Vanwalls, the BRMs and the Maseratis, by the championship-

winning Coopers, which led the engine-behind-the-driver revolution.

In 1961, the previous 2.5-litre normally aspirated engine capacity limit was reduced to 1500cc, and Ferrari, who had prepared for it better than their rivals, took over at the front with the beautiful 'sharknose' Dino 156.


In 1966, when the regulations changed again to a new three-litre engine limit that was to last until 1986, there was a repeat situation. Just as having the best engine at the right time had benefited Ferrari back in 1961, so did Repco V8 power in 1966 give the great Jack Brabham's eponymous team the edge over *their* rivals. So far then, in the years when the rules changed, there had been dramatic constructors' championship-winning changes in 1952, in 1954, in 1961 and in 1966.

However, that first three-litre period (there were two of them...) saw, as had been the case with Alfa in the 1950s, a constructor exploit the fact that within the regulations there was provision for a supercharged or turbocharged engine with a reduced capacity. On this occasion, that constructor was Renault, who started the ball rolling in 1977, finally winning a race in 1979. In 1982 Ferrari were the first to win the constructors' championship with a turbo car, and by 1984 virtually every team had gone turbo.

But in 1989, the turbos were outlawed, and for the following 20 years it was back to normally aspirated power, first with 3.5- and then with three-litre motors – but with no change at the front. The winning engines were still Honda and the winning constructor was still McLaren but, in 1995, when the top capacity limit was reduced, Benetton, with Renault power, took command from Williams. Fast forward again to 2006 when 2.4-litre V8s displaced the long-running three-litre limit and there was no change to the constructors' champions, who were still Renault.

Are you still with me? I know that all these FIA regulation changes can be difficult to absorb but, although you may find it hard to discern, a conclusion is slowly emerging. To bring us up to date, in 2009 there were major changes to the tyre and aero regs and KERS technology was introduced, with the newly formed Brawn team taking over from Ferrari at the top thanks to their contentious but very successful interpretation of the aerodynamic rules.

I'm very conscious of the fact that there are a raft of caveats to all of the above examples, but, as a sweeping generalisation, I think it is fair to say that when the regulations change, there is at least a sporting chance that the pecking order will change as well. Will that happen in 2014 though? Will Renault power and technical strength, allied to all of Red Bull's other plusses, keep the Milton Keynes Masters at the front – or will one or more of their rivals have been smarter than them at exploiting the new regulations?

After the disastrous Jerez test it looks as if they're very much up against it, and with Mercedes and Ferrari – both historically strong in the engine department and desperate for success – trying to displace them, it will be fascinating to watch the fight for supremacy. 



"In 2009 the newly formed Brawn took over from Ferrari at the top thanks to their successful interpretation of the aero rules"



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