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ISSUE 3 May 2020

A celebration of 70 amazing years of the FIA Formula One World Championship™

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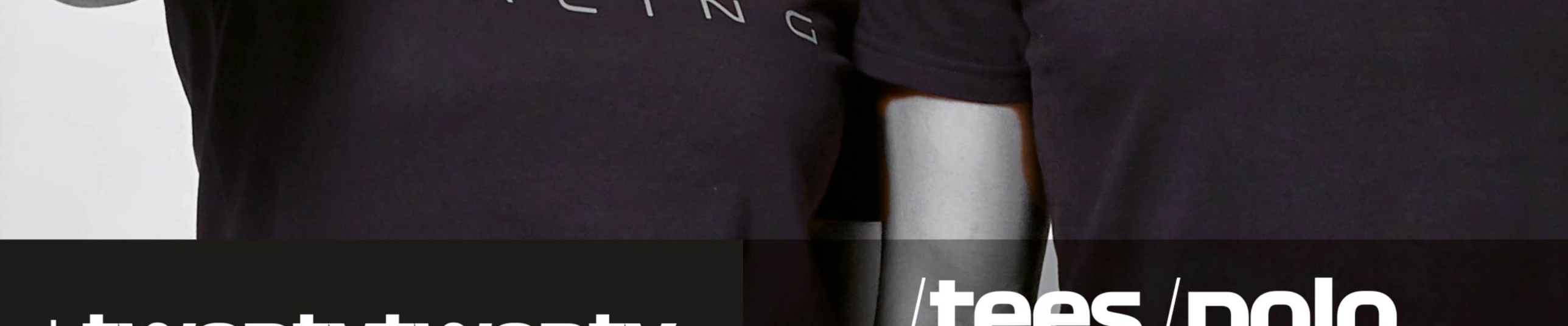
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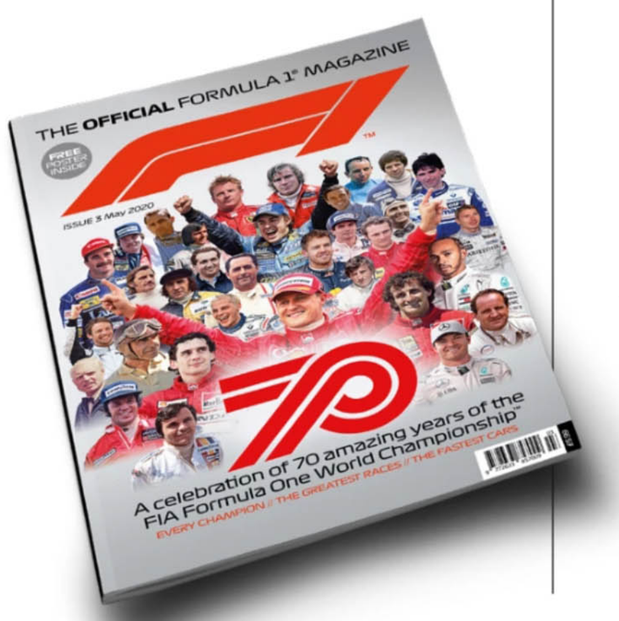
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WELCOME TO ISSUE 3

It all began, 70 years ago at Silverstone...



James Roberts
Editorial director



The appeal of motor racing is the same today as it was on May 13, 1950 when the very first round of the newly formed FIA Formula One World Championship took place – man and machine in a competition fuelled by engineering genius and raw courage, all played out at extraordinary speeds on challenging circuits in exotic locations.

Round one of this new drivers' championship was the 1950 Grand Prix d'Europe, held in the UK at Silverstone in front of an estimated crowd of 120,000. Many had walked for miles to be there, but not King George VI, who was among the spectators. He had travelled to Brackley in the Royal Train and proceeded to the converted RAF airfield, with Queen Elizabeth, in one of a fleet of limousines.

The programme from that very first race stated: "Drivers do not normally have to undergo strict physical training. Moderation in eating, drinking and smoking is sufficient, for motor racing is a test of brain rather than brawn." Seven decades and 1,018 point-scoring races later, the aim is the same – finish the race before anyone else – but virtually every other aspect of the sport we love has changed beyond recognition.

In this special edition, we chart the seven decades since that first race at Silverstone and tell the story of the triumphs and disasters, the heroes and villains, the revolutionary cars and the greatest races.

One of those was the 1958 Argentine Grand Prix, won by Stirling Moss. His death means we've lost a link to that bygone era when F1 was in its infancy, and although he isn't one of 33 FIA Formula 1 Drivers' World Champions that appear on this month's cover, he was arguably one of the greatest of all time. His friend and former racer Tony Brooks, perhaps, summed him up best. "There was Stirling," he said, "and then the rest of us."

This month's contributors



David Tremayne

The well-respected journalist David Tremayne hasn't missed a race since 1988. He covers the FIA Formula One World Championship for his own Grand Prix+ e-zine and other freelance clients. His current tally is 568 Grands Prix and he has written more than 50 motorsport books. As well as watching fast cars, David also likes driving them. In August 2017, he was fortunate to walk away with just a scraped knuckle after an inversion at 250mph in his jet-powered dragster. He had previously hit a peak speed of 297mph during tests prior to an attempt on the 301mph British land speed record. He plans to run again soon.



Hannah Carroll

Hannah Carroll is a freelance graphic designer and illustrator working in the sports industry. She began her career as an in-house designer at a sporting goods company, but four years ago decided to go freelance. Hannah's designs have been featured by BBC Sport, BT Sport, Formula E, Bundesliga, Premier League, Major League Baseball and the NBA. Hannah, who is repsonsible for this month's cover featuring all 33 world champions, is particularly proud that her artwork was featured at the UEFA Champions League Final, in the 2018 FA Cup Final programme and in graphics for BBC Sport during England's 2018 World Cup journey.



Paul Oz

At a young age, Paul Oz was encouraged to study aerospace engineering, but his natural preference was for art. After university, he worked in software brand development, but decided in 2008 to turn his attention to his real passion: painting Formula 1 cars and drivers. Initially inspired by watching Ayrton Senna race with his striking, bright yellow helmet in his black JPS Lotus, Paul began creating works featuring the legendary driver. He has since been commissioned to produce work for the Ayrton Senna Institute. For this issue, Paul has created 'The Magnificent Seven', featuring seven great drivers from seven decades in F1.

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GALLERY

Luigi Musso exits the Gasworks Hairpin and looks over his shoulder, presumably searching for his Ferrari team-mate Peter Collins. In their Dino 246s, the pair finished second and third behind Maurice Trintignant in his Cooper. This was the second consecutive victory of the 1958 season for the T45, which heralded the start of the rear-engined revolution. That May, Monaco hosted round two of the newly formed FIA Formula 1 Constructors' World Championship.

Photo Bernard Cahier/Getty Images


DUNLOP

GALLERY

The front row lead away a 26-car field in the wet at the start of the German Grand Prix in August 1962. Graham Hill (#11) commands the centre of the track in his BRM P57, flanked by John Surtees' Lola Mk4 (#14) and the Porsche 804 of Dan Gurney (#7) ahead of Jim Clark's Lotus 25 (#5). In front of them are 15 laps of the formidable Nürburgring Nordschleife where Hill wins, a few seconds ahead of Surtees, at an average speed of 129.3kph.

Photo Bernard Cahier/Getty Images




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GALLERY

Brazilian Emerson Fittipaldi hunts down Sweden's Ronnie Peterson in the closing stages of the 1974 Italian Grand Prix at Monza. At the chequered flag, less than a second separates the Lotus and McLaren after 52 laps around the fabled Autodromo. This is the second consecutive year the pair finish 1-2, benefitting from a disastrous day for Ferrari in front of their home crowd as first Niki Lauda and then Clay Regazzoni retire from the lead with engine problems.

Photo Paul-Henri Cahier/Getty Images



1988 GALLERY

Round 9 of the 1988 FIA Formula One World Championship takes place at Hockenheim, Germany. Sitting in his McLaren MP4/4, Ayrton Senna, with his characteristic yellow helmet on the sidepod, is probably keeping a close eye on his team-mate and rival Alain Prost. The pair have the dominant car in the field and heading to Germany it's four-all in victories. Senna goes on to beat Prost at Hockenheim and takes his first world title later in the year.

Photo Paul-Henri Cahier/Getty Images

GALLERY

There is always pressure on an Italian driver to perform at Ferrari, especially at Monza. In 1992, Ivan Capelli switched from Leyton House to drive alongside Jean Alesi at the Scuderia, but the pair had to endure a tough season in the troublesome F92AT. As he hits one of Monza's bumps, a shower of sparks explodes from the back of Capelli's screaming V12. While it might look spectacular, Capelli's race at Monza was less so and he spun into retirement after 12 laps.

Photo Paul-Henri Cahier/Getty Images



GALLERY

Podium celebrations with Michael Schumacher on the top step were a familiar sight during the first decade of the new century. Taking his third victory for Ferrari at the Italian Grand Prix – his sixth win of 2000 – Schumacher gets soaked by his brother Ralf who finished third in his BMW-powered Williams. McLaren's Mika Häkkinen came second. This is the 41st win of Schumacher's career, matching Ayrton Senna's all-time record.

Photo Paul-Henri Cahier/Getty Images


BRIDGESTONE
bro
NETWORKS

GALLERY

Over the last decade, the FIA Formula One World Championship has continued to expand with more races and into new territories. Grands Prix have been added in the Middle East, Asia, Russia and Azerbaijan. During practice in 2012, Felipe Massa brakes in front of the spectacular grandstands at the Shanghai International Circuit, which are reflected in puddles from morning rain. China was first included on the schedule in 2004.

Photo Paul Gilham/Getty Images

VIEW FROM THE COCKPIT

Kevin Magnussen

Watching old footage online during lockdown leads the Haas driver to reflect on meeting a sporting great

In the last few weeks, like everybody else, I've been in lockdown. My wife and I are back home in Denmark and we have been staying at her family's summer house close to the sea on the north-east coast of the main island. Thankfully the weather has been good and there has been a relaxation on the amount of time we are allowed to spend outside. But as no gyms are open, I've had to improvise by making some equipment to stay fit and have been training in the garden.

It was a huge anticlimax to fly to Australia and be so close to actually racing. Everything was pretty normal on the Thursday – we had engineering meetings and the cars were ready in the garages. I was so pumped and ready to start the season.

It's a pretty long winter and unlike other athletes, there is no opportunity for us to practise our sport throughout the whole of the off-season, so it's tough to not know when we are going to get back into the car. Right now there is so much uncertainty about which races are going to happen.

During this period I know some people have been racing virtually. I don't have any equipment to compete with where I am and to be honest I'm not really into computer games. I know my father, Jan, won a legends race that had some top drivers in it – and I know he was pretty pleased about it.

As it's the 70th anniversary of the FIA Formula One Word Championship, I've been enjoying watching some old footage online. When you look at circuits like the old Spa-Francorchamps from the 1960s and '70s, it's incredible to see the drivers compete with so little safety protection. They must have completely switched off the part of the brain that deals with consequences. I can easily put myself in their

place, though. When I get in the car today, I don't have fear. I would have loved to have been racing back then.

There was some other footage I saw onboard with Juan Manuel Fangio from the 1950s. What impressed me was how he was able to predict how the car would react. You can see the rear of the car moving around on the exit and you can tell by the position he places his hands on the big steering wheel that he anticipates the slide by steering out of the corner. These days we keep our hands in the same place and if the rear snaps, we catch it with movements of the wheel that are a lot smaller.

Watching Fangio reminded me of the legend that was Sir Stirling Moss. I was very sorry to hear that he had passed away over Easter. I've always been a massive Stirling fan and I once asked a friend of mine who knew him if he could get me his autograph. He replied saying that Stirling would be glad to see me at his home in Mayfair and we had lunch together.

As soon as I walked into his hallway there was racing memorabilia everywhere. The first thing I noticed was a signed photo from Fangio that said something like 'to my dear friend'. He also showed me the steering wheel that buckled when he hit it with his head during his Goodwood crash.

There were lots of scrapbooks that had international newspaper cuttings and one was full of reports from Danish newspapers. He was a megastar in Denmark. Although he was never world champion, for me, he was one of the greatest racing drivers of all time. It was phenomenal to spend time with him. I really wanted to hear all his stories, but actually, he had so many questions about modern day Formula 1 that I did most of the talking.

Formula 1 has such a rich history and it was an honour to be able to talk in person with one of the sport's greatest legends. He was a passionate racer and someone who lived a life that I can only dream of. His legacy will live on forever.

Photo Getty Images

Season could start in summer behind closed doors

When the start of the 2020 Formula 1 season eventually gets underway it is likely to begin in Europe and potentially behind closed doors, according to Ross Brawn, Formula 1 managing director of motorsports.

Brawn said it was the sport's desire to go racing as soon as possible, even if that meant holding some initial events without fans. The ten F1 teams, the FIA and Formula 1 have been looking at the logistics of reorganising the 2020 calendar, which could still feature as many as 18 or 19 races and might even extend into January next year.

"Travel for the teams and travel for everyone involved is going to be one of the big issues," said Brawn, in an extensive interview with Sky Sports F1. "You could argue once we get [to a venue] we could become fairly self-contained.

"Our view is probably a European start will be favourable and that could even be a closed event. We could have a very enclosed environment, where teams come in on charters, we channel them into the circuit, we make sure everyone is tested, cleared and that there is no risk to anyone.

"We will have a race with no spectators. That's not great, but it's better than no racing at all. We have to remember there are millions of people who follow the sport sat at home. A lot of them are isolating and to be able to keep the sport alive and put on a sport and entertain people would be a huge bonus in this crisis we have. But we can't put anyone at risk."

The preference would be to start the season and to avoid a situation where racing was suspended again. In order to facilitate a championship, races could be held on three consecutive weekends, followed by a break, then three more, with a break and so on. In addition, events could be reduced to two days to help with the logistics of moving freight from one country to another.

If racing does start at the beginning of July, Brawn believes a 18 or 19-race season is possible. Both the Red Bull Ring in Austria and Silverstone in the UK could host races early on, but the weather will have to be taken into account later into the year.

"Eight races is the minimum we can have in a world championship, [according to] the FIA Statutes," said Brawn. "We could achieve eight races by starting in October... But then there is always the possibility we could run into next year. That's being explored.

"Can we stray into January to finish the season? There are all sorts of complications, as you can imagine, with that."

To stay updated about the very latest on the 2020 calendar, visit formula1.com



Team staff are furloughed as drivers take pay cuts

Half of the teams on the Formula 1 grid have furloughed their staff, meaning they must take an enforced absence from work due to the impact of the coronavirus pandemic. McLaren were the first team to enact these measures on a number of employees and Racing Point, Williams, Renault and Haas have followed suit.

At McLaren, the staff who have been furloughed will not work for an initial period of three months, while both Carlos Sainz and Lando Norris have taken a voluntary pay cut.

The option to furlough came after the British government said it would pay 80 per cent of salaries for staff who are kept on by their employer, covering wages up to £2,500 per month.

At Williams, employees not placed on furlough will continue to work, but on reduced pay as the team tries to combat the financial impact of the coronavirus pandemic.

"The furlough period will last until the end of May, whilst senior management, and our drivers have taken a pay cut of 20 per cent effective from 1st April," said Williams in a statement.

A similar process has taken place at Renault's UK base at Enstone, while in Paris, the Viry HQ has enforced a part-time schedule for 12 weeks from April 6.

"The very difficult circumstances that we are experiencing and the strict lockdown in France and England, as well as in most of the Grand Prix-organising countries, do not yet allow us to measure the impact on our sport," said Renault Sport Racing's managing director, Cyril Abiteboul.

"We therefore must use all the measures at our disposal to get through this prolonged period of uncertainty and inactivity as best as we can, while protecting the whole team we have built over the past four years."



Mercedes ventilator available for all

The designs for a new breathing aid developed by engineers at the Mercedes F1 team in collaboration with University College London have been made freely available to support the global response to Covid-19.

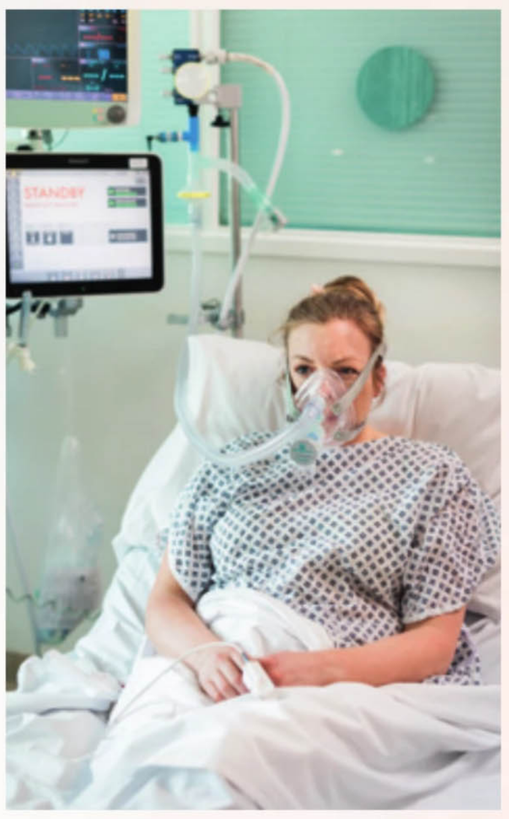
Part of the Formula 1 Project Pitlane effort to help fight coronavirus, the Continuous Positive Airway Pressure (CPAP) devices (below left), which help patients with lung infections to breathe more easily, took fewer than 100 hours from the initial meeting to production of the first device.

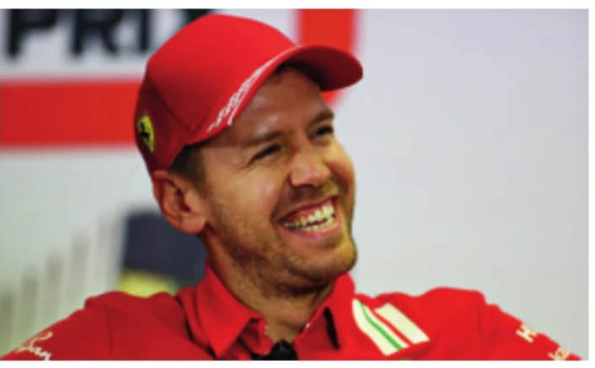
After successful patient evaluation, an order for up to 10,000 has been placed by the British National Health Service, and the Mercedes AMG High Performance Powertrains technology centre in Brixworth – the facility where the F1 team's highly successful power units are developed and built – is now building 1,000 devices per day.

Mercedes power unit boss Andy Cowell said: "Since the project was announced, we have received an incredible number of enquiries about the CPAP device from around the world.

"Making the design and manufacturing specifications available on an 'open source' basis will allow companies around the world to produce these devices at speed and at scale to support the global response to Covid-19."







VETTEL HOPES FOR A NEW DEAL

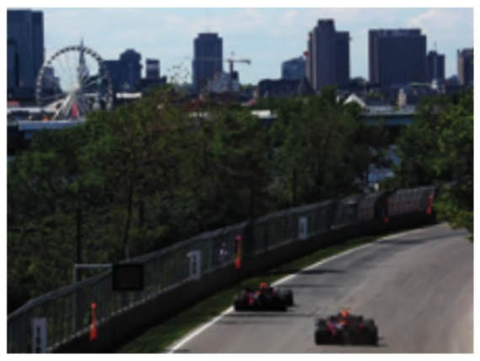
While the second Ferrari seat remains vacant for 2021, current incumbent Sebastian Vettel has expressed his desire to find a resolution to continue his existing partnership.

"There is a high chance we will have to make a decision before there will be the first race," said Vettel. "In terms of duration, I don't know. Normally the contracts I've had were three-year deals, but I know I'm one of the more experienced drivers in Formula 1 now..."

Budget cap talks

F1 teams, the FIA and F1 have been discussing the financial implications of the coronavirus pandemic and there are hopes the budget cap, due to be enforced in 2021, could be lower than the original $175million ruling.

"Perhaps this is time for a reset," F1 motorsport boss Ross Brawn told Sky Sports F1. "There is an opportunity to take a second look at what is realistic. We all have to re-adjust and I think we will come out of it in a much stronger place."



CANADIAN RACE IS POSTPONED

The 2020 Canadian Grand Prix, which was scheduled for June 14, is the latest event on the calendar to be postponed.

"This was not a decision that was taken lightly or easily," said a statement. "We have been in constant communication with Formula 1 and representatives from the city of Montréal and both provincial and federal governments."

All tickets for the race continue to be valid and when a new date is confirmed, spectators will be informed of the available options.

McLaren: 'Delay impacts progress'



McLaren's team principal, Andreas Seidl, provides an update on the current situation and says the unfortunate disruption will impact their competitive recovery

Q Some of the strategic decisions the team has made were to help McLaren return to the front of the grid. With the current situation causing a delay in the new rules, how will that impact you?

First of all, the most important thing is to get through this crisis, survive it as a team and then have a clear plan of what we have to do in the next months and years in order to move up the grid again.

With us being in shutdown, it's the same situation for everyone. I'm confident that once we are through this and back to work, we can continue the positive momentum we had before we went into this situation.

In terms of the recovery, in terms of timing, it's clear that the shift of regulations for one year, and this long shutdown now, will cause some delays in our recovery programme, but again, it's too early to say what the consequences will be in detail.

When do you expect to have the team working again in the factory?

To be honest, it's too difficult to predict when we will be getting back to normal life, not only in different countries, but in the UK as well. We still have to wait to see what the exit strategies from the lockdown will look like.

But I'm very happy with the organisation I have in place now at the factory, especially my three direct reports leading the big divisions: James Key as technical director, Andrea Stella as racing director and Piers Thynne as production director.

Zak Brown is responsible for the entire McLaren racing organisation and the way we are working together is quite a good match in terms of the different experiences and talents we have.

It's important to understand F1 is a team sport, and in the end it's about the human beings, our team members, who will deliver the performance.

How easy is it to work on upgrades for this year's car given that the racing season has not yet started?

From the technical side, I think after testing in Barcelona every team identified some weak points on their car that they tried to address straightaway. But at the same time, we have to face reality.

First of all we're in a shutdown, so we're not allowed to work on the cars. The second important point is that we're still in the process of finalising the regulation in detail, in terms of what gets frozen on the current cars for this year and for next year. I think this will also decide what we will actually do on the cars once we get back to our factories.

Do you think we should try different formats and ideas when we return to racing?

We're definitely open to trying new things, but at the same time I think it's important not to rush into too many changes. We should take our time to make the right decisions. Yes, a race weekend format of two days – especially when you have three or four races in a row – makes sense.

For us, the biggest topic is the huge difference we still have between the big teams and where we are. That's something that needs to be addressed and will be with the new regulations that are coming now for 2022. Hopefully we will come out of this with Formula 1 in a better shape than it has been in before.



DEVELOPMENT ON 2022 CARS BANNED FOR REST OF YEAR

Following the unanimous agreement last month to postpone the new Formula 1 regulations from 2021 to 2022, the FIA has introduced further measures to help the teams.

Aerodynamic development for the new generation of cars has been banned from March 28 until the end of this year. In a further bid to reduce expenditure, the sport's governing body has confirmed that the 2020 car will be carried over into 2021 with no changes allowed – although McLaren will be permitted to continue with its planned change of power unit supplier from Renault to Mercedes next year. Mercedes' new, innovative dual axis steering will also be banned from the start of 2021.

The FIA World Motor Sport Council has also approved other changes, including an extenstion of the current shutdown from 21 to 35 days and the ability to change certain articles with 60 per cent support of the teams, rather than requiring unanimity.

Principally this is to allow the FIA and Formula 1 to change the calendar without a team vote, and to change the length or number of free practice sessions at a Grand Prix to allow for shorter weekends.

The current shutdown period has been extended to the power unit manufacturers, who were exempt from the existing teams' shutdown, plus confirmation of the number of power unit elements each driver is allowed if the number of rounds are reduced.

Finally, teams will be allowed to hold a one-day test within 48 hours of the final race of the season to run young drivers. Up to two cars may be used for this test, but it remains optional.

MARKETPLACE

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THE TALENT SCOUT

Who's on the road to F1® from F2® and F3®

NAME Christian Lundgaard

AGE 18

NATIONALITY Danish

WHO IS HE DRIVING FOR?

In 2020, Lundgaard will race alongside Marcus Armstrong for ART Grand Prix in the FIA Formula 2 Championship

WHAT HAS HE ACHIEVED SO FAR IN HIS CAREER?

After winning the Danish Karting Championship in 2012 and 2016, Lundgaard graduated to cars, winning the Spanish Formula 4 Championship in 2017. A year later he completed in the Formula Renault 2.0 Eurocup and last year was best rookie – and sixth – in the FIA Formula 3 Championship, taking one win in Hungary.

WHAT LINKS DOES HE HAVE WITH F1®?

Since 2016, Lundgaard has been on Renault's Young Driver Programme and in 2018 he was runner-up in the Formula Renault 2.0 Eurocup to another academy member, Max Fewtrell. This season he has participated for Renault in the Virtual Grand Prix Esports series.

WHAT ARE HIS PROSPECTS FOR 2020?

To help prepare for his step up from F3, he entered the final double-header of Formula 2 races of last season in Abu Dhabi with Trident. Racing for ART Grand Prix, one of the most successful teams at this level, he should be winning races when the season starts.

Sir Stirling Moss

1929 - 2020

Sir Stirling Moss, who died on Easter Sunday (April 12) aged 90, is not just regarded as the best driver never to win the FIA Formula 1 Drivers' World Championship, but also as one of the greatest racing drivers of all time. He competed in the sport's most perilous era of racing and although his career was cut short by an accident in 1962, he remained a household name around the world for the rest of his life.

Stirling Craufurd Moss was born on September 17, 1929 in London. His father was a dentist and amateur racer who had once competed in the Indianapolis 500. Moss learned to drive in the fields near the family home aged just nine and began competing in his father's BMW after the war ended. He bought his first single-seater in 1948 using money he had won in equestrian events.

Moss was a regular winner and scored his first international success when he won the 1950 Tourist Trophy sportscar race in a Jaguar. The following year he made his FIA Formula One World Championship debut, driving an HWM to eighth place at the Swiss Grand Prix. He competed sporadically in Formula 1 over the next couple of seasons while dominating sportscar racing, when his big break came in 1954.

Driving a Maserati 250F, Moss came third in Belgium and was leading the Italian Grand Prix by more than 20 seconds when his car broke down. The following season he drove for Mercedes, where his team-mate was the great Juan Manuel Fangio. He won the British Grand Prix and came second in the championship.

Moss would finish runner-up for the next three seasons, driving for various teams, including Maserati and Vanwall, as bad luck interrupted his Grand Prix victories.

As rear-engined cars began to dominate Formula 1 in the late 1950s – Moss had scored the first win for such a machine at the Argentine Grand Prix in 1958 – he drove for Cooper and then Lotus, coming third in the championship in 1959, 1960 and 1961. His career ended abruptly when he crashed heavily at Goodwood in a non-championship race in April 1962, and he retired having spent a month in a coma.

Moss will be remembered as a consummate professional – the charismatic racer whom all his peers measured themselves by. "I am a racer, I'm not a driver," he used to say. "I enjoy dicing with other guys. To me that's what it's about."

He won 16 of the 66 FIA Formula One World Championship Grands Prix he entered and 212 races from 529 starts across all categories. Nearly 60 years after retiring from Formula 1, Moss was still an idol to many drivers.

"We say goodbye to Sir Stirling Moss, the racing legend," said world champion Lewis Hamilton. "I certainly will miss our conversations. Sending my prayers and thoughts to his family. May he rest in peace."

We recall three of Moss's greatest Formula 1® victories



1

1956 ITALIAN GRAND PRIX

What is often overlooked amid the drama of Juan Manuel Fangio claiming his fourth FIA Formula 1 Drivers' World Championship, was that the 1956 Italian Grand Prix was one of Stirling Moss's greatest drives.

Three of the five Ferraris locked out the front row, Fangio joined on the front rank by two young Italians, Eugenio Castellotti and Luigi Musso.

Fifty laps on the full, 10km banked Monza circuit was going to take its toll and Castellotti and Musso shredded their tyres as they fought for the lead.

Moss, in a Maserati 250F, had held a tyre-conserving watching brief in the company of Fangio and Harry Schell in a Vanwall, but this was now the battle at the front. Moss eventually pulled clear when Fangio retired, but Peter Collins, his team-mate and title rival, let the Argentinian take over his car to secure the title.

Moss's large lead evaporated five laps from the end when he ran out of fuel, but team-mate Luigi Piotti drove behind Moss to push him back to the pits. The Englishman rejoined behind Musso but retook the lead when the Ferrari retired with broken steering two laps later.

Moss eventually took the flag six seconds clear of a fast-closing Fangio.





2

1957 BRITISH GRAND PRIX

In 1955, driving for Mercedes, Moss became the first British driver to win his home Grand Prix. Two years later, back at Aintree in Liverpool, he became the first British driver to win the British Grand Prix in a British car. But it wasn't at all straight forward.

Moss took pole position and built a six-second lead by lap 10 after passing Jean Behra's Maserati. He maintained the gap but headed to the pits on the 21st of the scheduled 90 laps with his Vanwall sounding pretty rough.

The problem could not be cured and after one more exploratory lap Moss pulled in again, now down in seventh. On lap 26, Moss's team-mate, Tony Brooks, still suffering a leg injury from Le Mans a month earlier, was called into the pits to hand over his car.

From ninth, Moss worked his way through the field and took the lead on lap 69 when Behra's clutch let go and Mike Hawthorn suffered a puncture. Even after a fuel stop with 11 laps to go, Moss was 40 seconds to the good and he eased off to an historic win.

1961 MONACO GRAND PRIX

The first race of the 1961 season was at Monaco and Moss took pole position in a Rob Walker-entered Lotus 18 that had its side panels removed to aid cooling for what was to be a gruelling, 100-lap race around the unforgiving streets.

Richie Ginther took the lead in his Ferrari 156, which would dominate the season, but Moss was in front on lap 14, making the most of the nimble-handling, but under-powered Lotus.

Moss built up to a 10-second lead as the Ferraris of Ginther and Phil Hill, battled with the Porsche of Joakim Bonnier. Once past the Swede, the Ferraris began to close and on lap 60 the gap was just over three seconds.

Moss was masterful in negotiating lapped traffic and the Ferraris swapped positions to take turns in chasing down the Englishman. Everyone else was more than two laps behind.

Ginther broke the lap record in his pursuit and looked to be closing, but the next time around Moss equalled the American's time and the Ferrari challenge was thwarted. After 2hrs and 45mins of flat-out racing, Moss was just over three seconds in front at the flag.

3



The making of The Magnificent Seven

Meet the artist behind a specially commissioned poster artwork that features seven legendary drivers from each decade of Formula 1®

Featuring one of the best Grand Prix drivers from each of the seven-decades of Formula 1, 'The Magnificent Seven' has been specially commissioned by *The Official Formula 1 Magazine* as a free poster in this month's issue.

Artist Paul Oz, who has painted nearly 200 works of art featuring Formula 1 drivers and cars over the past six years, says: "It's been a great honour to paint a legendary driver for every decade for this special occasion to honour the 70th anniversary of Formula 1.

"I'm used to painting on a much bigger canvas, usually 10x lifesize, so to create something this small, using a palette knife, has been a real challenge."

Oz admits it was a tough task to decide which drivers should be featured from each decade and enthusiasts are likely to argue the merits of each one. But the final seven have been immortalised in his studio over the past few weeks and reproduced here on the poster are Juan Manuel Fangio, Jim Clark, Niki Lauda, Alain Prost, Ayrton Senna, Michael Schumacher and Lewis Hamilton. Between them, the drivers have won 30 of the 70 FIA Formula 1 Drivers' World Championships.

The 44-year-old artist produced his first piece of Formula 1 art in 2006 to celebrate Jenson Button's maiden victory with Honda at that year's Hungarian Grand Prix.

In 2014, he painted Button wearing the pink helmet the British driver wore that season in memory of his late father, John. When the 2009 champion saw Oz's artwork he immediately bought the picture and used the image for his Christmas cards that year.

As well as his paintings, Oz has also created a lifesize bronze replica of Ayrton Senna at the wheel of his McLaren (right). To find out more about Paul Oz's work and to order any prints, visit pauloz.com.



BORN 1950



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SOTOGRANDE

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Here at La Reserva Club, we want to send you a message of encouragement. In these challenging times for us all, it's important to look forward to a time to when all this has passed, where we can provide you with an Oasis in which to shelter after such grey days. A safe place to live unforgettable moments, and from which to value and enjoy what really matters.

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WOLFF TAKES STAKE IN ASTON MARTIN

Mercedes boss Toto Wolff has purchased shares in Aston Martin Lagonda, which will return to the F1 grid next year with the rebranded Racing Point team. A Mercedes spokesman said the investment would not affect his role with Mercedes. Meanwhile, new executive chairman Lawrence Stroll (below) has said he intends to make Aston Martin "one of the top teams in the sport."



Pirelli boss stays on the front line

Pirelli's head of F1 and Car Racing, Mario Isola, is continuing to work as a volunteer ambulance driver in Milan, a role he has been performing for many years. In addition, Pirelli staff are helping collect vital medical equipment including ventilators, masks and aprons and have donated more than €1m to Covid-19 charities.

HAAS DUO TO SHARE TEST DUTIES

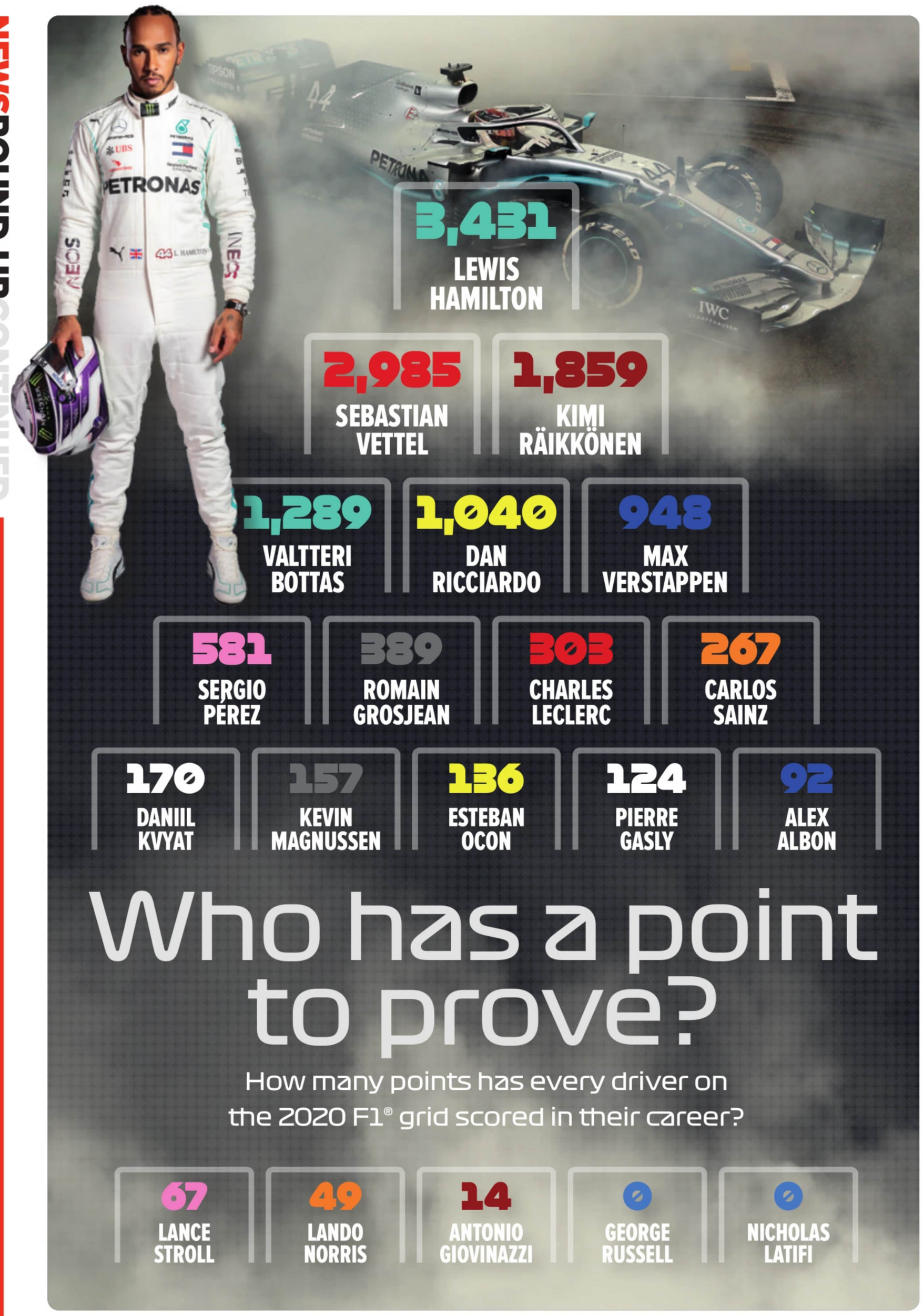
Haas have confirmed Pietro Fittipaldi and Louis Deletraz will expand their roles at the team for the coming season. They will share the test and reserve duties for the American outfit.

LANDO BECOMES 'BALDO'

McLaren's Lando Norris shaved his hair off as he raised $12,000 for a Covid-19 charity. The gaming enthusiast agreed to the shave as part of Twitch's Stream Aid event. Norris had more than 136,000 viewers and the donations went to the Covid-19 Solidarity Response Fund to help the World Heath Organisation.

HELP FROM RON DENNIS

Ron Dennis has launched a charity with the aim of donating one million meals in three months to British NHS workers during the coronavirus pandemic. Dennis, who ran McLaren between 1980-2009, has launched SalutetheNHS.org with £1m from his DreamChasing charity.



In this month...

Celebrating 70 years of the FIA Formula One World Championship™

...70 years ago

On May 21, 1950, the Monaco Grand Prix was the first round of the new championship that Ferrari participated in, after they missed the Silverstone race

...38 years ago

On May 23, 1982, Brabham racer Riccardo Patrese won a chaotic race on the streets of Monaco – his first race win in 71 attempts

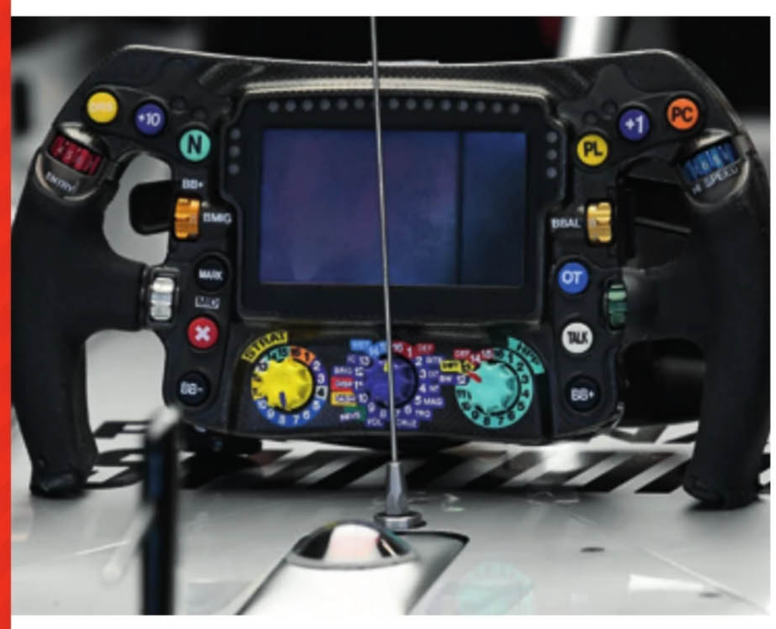
...4 years ago

On May 15, 2016, Max Verstappen won his first race on his debut for Red Bull Racing when he sensationally triumphed at the Spanish Grand Prix



ASK Pat Symonds

Each month, the chief technical officer of F1® answers your questions



Q What is DAS? How does it work and what does it do?

DAS stands for Dual Axis Steering and is a feature of this year's Mercedes car. Everyone knows that turning a steering wheel turns the front wheels of a car, but this system has the ability, by pulling or pushing the steering wheel, to change the toe angle of the front wheels.

Cars do not have their front wheels pointing exactly forward but instead they are set at a slight angle to the direction of travel, known as the toe angle. The front wheels are normally set pointing out slightly which is termed toe-out. This is done to improve directional response on turn-in, however it also causes some drag on the straights.

I don't think the complication of DAS would be worth it just to reduce drag, so I think the real reason it is used is to add toe, which will increase the heating of the front tyres. The grip of the tyres is very sensitive to temperature and it is often difficult to get the fronts warm enough, particularly for qualifying or after a Safety Car period. DAS could potentially alleviate this problem.

Q How do drivers keep match fit, particularly during the long lay-off of 2020?

F1 drivers are athletes. Michael Schumacher was probably the first driver to realise that supreme fitness gave him a competitive edge, particularly in the closing stages of races when other drivers were tiring and making mistakes.

Conversely, I worked with Ayrton Senna in his first year in F1 and he was definitely not fit. During his early races his lap times would often increase as fatigue set in. Being extremely intelligent, he soon realised this and increased his fitness, but perhaps not to the level of Schumacher.

Schumacher would have his trainer take blood samples at race-distance tests to match his training to the rigours of race driving. This led to him being one of the first to recognise the value of electrolytes.

These days, drivers have trainers, normally with sports science degrees, who match their stamina and muscle group strength to the precise requirements of driving. They will also exercise their



reactions using reaction light training, in which a random sequence of lights have to be extinguished by touching them in the fastest possible time.

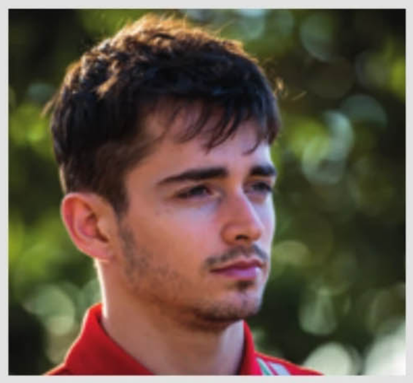
Perhaps the one thing that is still difficult to maintain in terms of match fitness is that close-racing awareness that is so important to be able to position your car correctly to take opportunities as they arise. Perhaps this is where virtual racing has a place in the training programme.

Fan Voice

To ask Pat Symonds a question, sign up to F1 Fan Voice at f1fanvoice.com – the online community that gives fans the chance to win F1 paddock passes and other great prizes by having their say on key issues that help shape the future of Formula 1.

F1 Esports

The latest from the gaming world



Leclerc wins on Esports debut

Ferrari's Charles Leclerc won the second Esports Virtual Grand Prix, held at Albert Park, with a dominant lights-to-flag victory. Afterwards, the Ferrari driver admitted he had only got hold of the F1 2019 game "eight days ago", but had been practising for "at least five hours each day, every day". Renault junior Christian Lundgaard was second ahead of Williams' George Russell.

Brendon Leigh returns to form

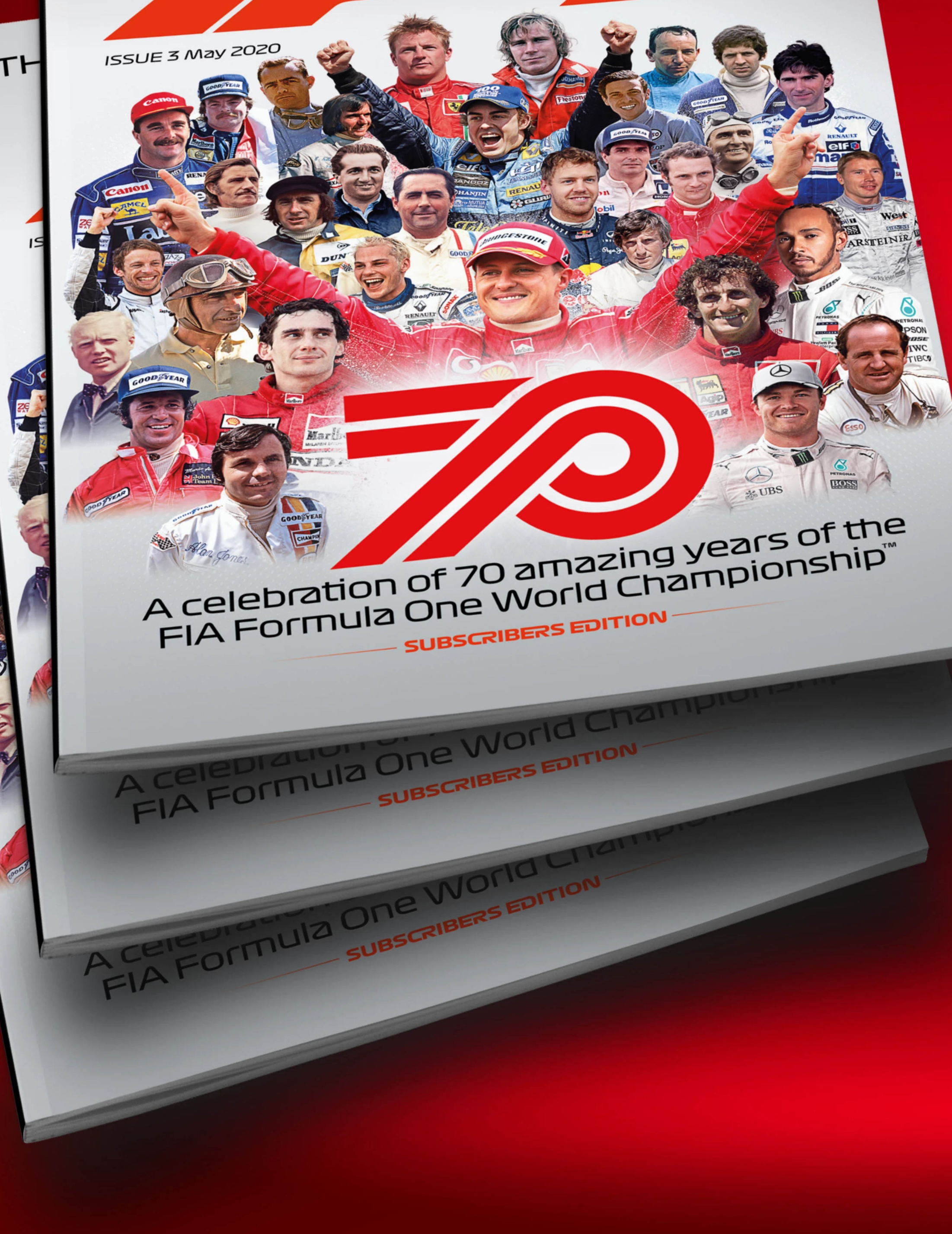
The two-time winner of the F1 Esports Series, Brendon Leigh, was back to winning ways when he took victory for Mercedes in the F1 Esports Pro-Exhibition race around the Shanghai International Circuit, when that weekend's Chinese Grand Prix was due to take place. The race took place just before the Virtual Grand Prix, which was again won by Ferrari's Charles Leclerc. He passed Red Bull's Alex Albon to secure victory with Mercedes' Stoffel Vandoorne in third.

Win prizes with your predictions

With the current hiatus in real-world racing, F1 is continuing with its new Esports Virtual Grand Prix series with a number of current F1 drivers competing together on Codemasters' F1 2019 game. A predictor game for the new series has been launched and the highest scorer can win a pair of General Admission tickets to a 2020 or 2021 race of their choice. Register or log on to f1fanvoice.com for details.

THE **OFFICIAL** FORMULA 1® MAGAZINE

ISSUE 3 May 2020



A celebration of 70 amazing years of the FIA Formula One World Championship™

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BORN 1950

A CELEBRATION OF 70 YEARS OF FORMULA 1®

Since the inaugural race of the FIA Formula One World Championship™ at Silverstone on May 13, 1950, there have been 1,018 Grands Prix™ staged and 33 drivers crowned. We look back on seven incredible decades, remembering the heroes and villains, the greatest cars, the spectacular races and the transformation of an event for enthusiastic amateurs into a well-financed, highly professional sport loved by millions around the world...



1950s p37

1960s p49

1970s p61

1980s p73



By the time the Second World War ended in 1945, a six-year shut down of recreational activities had affected motor racing as badly as any sport. But whereas football and other ball games could find fields of play with ease, motor racing had few places to go. In Britain, former race tracks such as Brooklands and Donington Park had been commandeered to contribute to the war effort. There were, however, wartime airfields littered across the country, including Silverstone, which had been used to train bomber crews but was no longer in use. Officially, that is.

In September 1947, a group of motoring enthusiasts met in a Worcestershire pub after competing in the 1,000-yard long Shelsley Walsh hillclimb. When discussion moved on to finding somewhere more substantial to stretch the legs of their Frazer Nash and Bugatti racers, a resident of Silverstone village suggested sneaking into the nearby airfield. The following day, 11 cars of varying vintage held an informal race on part of the perimeter road and one of the runways. Apart from an accident with an unfortunate sheep that had wandered onto the 'circuit', the day was considered a success.

Word soon got out and Silverstone was mentioned when Britain's Royal Automobile Club began searching for somewhere to stage a Grand Prix. Despite its dilapidated state, the airfield in Northamptonshire was suitable not simply because of its combination of runways, but also thanks to its central location. In reality, Silverstone could have been in the Scottish Highlands; race-starved fans would have travelled any distance to see the RAC Grand Prix that was announced to take place in October 1948. The participation of Maseratis from Italy and Talbot-Lagos from France, handled by 'foreign' drivers with captivating names, only added to the allure.

Similar ad hoc events were springing up across Europe. The newly formed Féderation Internationale de l'Automobile (FIA) set out to unite this hotchpotch by laying down regulations for various classes, calling them Formula A, Formula B and Formula C (quickly to become Formula 1, 2 and 3). In 1950, they instigated an official World Championship. And Silverstone would have the distinction of hosting the first round.

When it was announced that King George VI and Queen Elizabeth would attend – a previously unheard of honour – the title 'Royal Silverstone' was easily coined. Beyond the bunting and brass bands, however, this remained a race track on an airfield, complete with straw bales, scaffolding, miles of rope and bits of broken warplanes and equipment scattered here and there. The rudimentary toilets could not cope with a crowd in excess of 100,000 but, after the experiences of war and with continuing austerity and rationing, such a deprivation seemed irrelevant.

Timekeepers and officials were housed in a double-deck bus that was positioned close to pits constructed of planks and poles. Alfa Romeo, the eventual winners, were garaged in nearby Banbury and their mechanics proudly drove the four red 158s the 15 miles to

Right: A new championship begins at Silverstone 1950, where Giuseppe Farina takes the first-ever victory in his Alfa Romeo

Below: The Alfa Romeo team at Silverstone in 1951; (from left) Consalvo Sanesi, Giuseppe Farina, Felice Bonetto, Juan Manuel Fangio; Gianbattista Guidotti

BORN 1950



"Beyond the bunting and brass bands, Siverstone remained a race track on an airfield, complete with straw bales, scaffolding, miles of rope and bits of broken warplanes"



1990s
p87



2000s
p101



2010s
p115

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On May 13, 1950, the first round of the brand new FIA Formula One World Championship™ took place at Silverstone. With King George VI and Queen Elizabeth in attendance at the former RAF base, the competition offered the best drivers a chance to race against each other for the honour of taking the premium spot on the end-of-season podium

Words Maurice Hamilton **Photos** Getty Images











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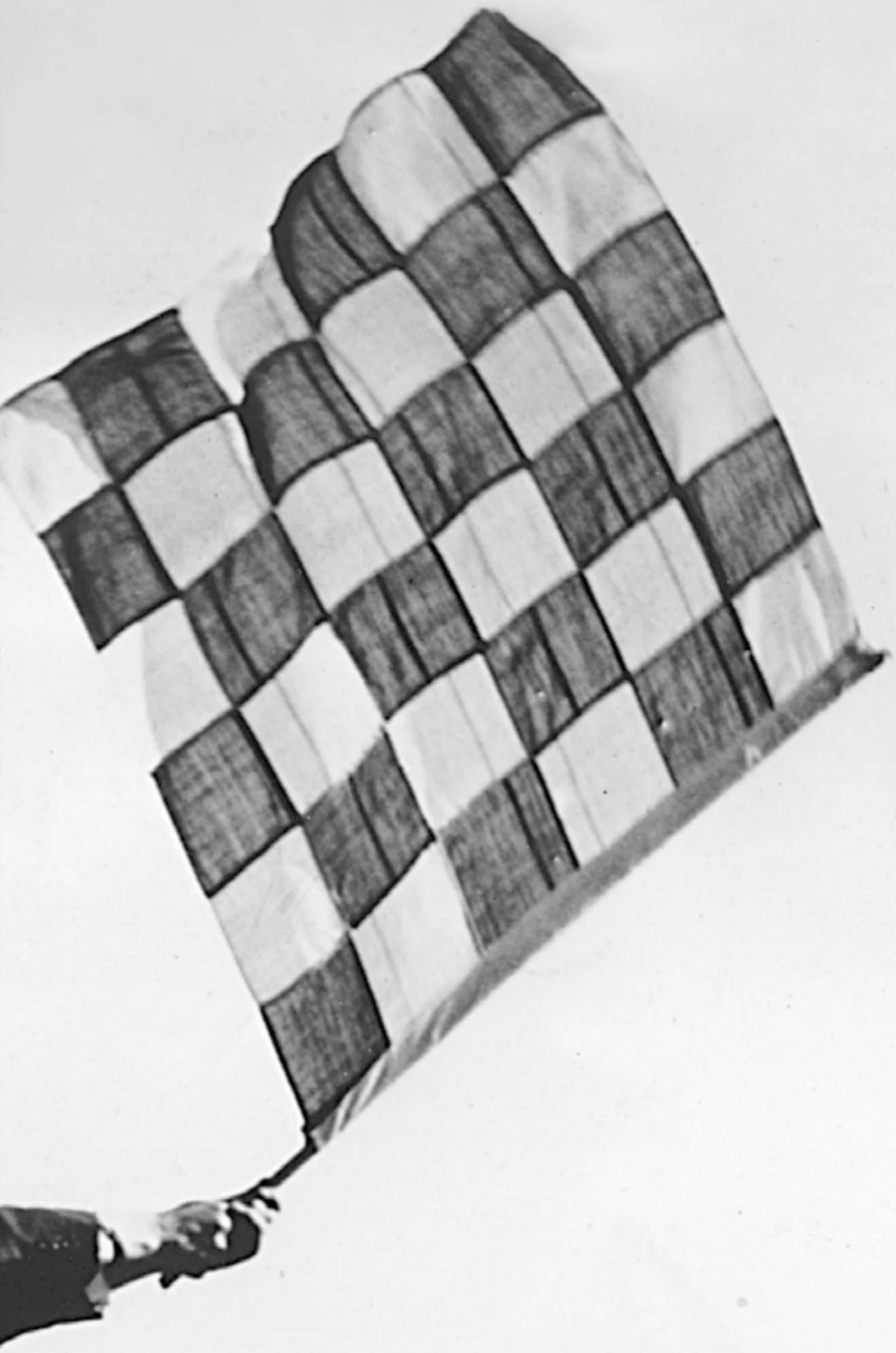
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BORN 1950







"Beyond the bunting and brass bands, Siverstone remained a race track on an airfield, complete with straw bales, scaffolding, miles of rope and bits of broken warplanes"

Silverstone on race morning. It was probably illegal, but no-one cared. Grand Prix racing was resumed and the new FIA Formula 1 Drivers' World Championship had begun.

THE AGE OF MAN

In 2015, Max Verstappen became the youngest Grand Prix driver when he made his debut, at the age of 17, in the Australian Grand Prix. Juan Manuel Fangio was more than twice that age when he first appeared on the Grand Prix scene in 1948, but there were different times; the average age of the four drivers occupying the front row at Silverstone in 1950 was 41 – one of them, Luigi Fagioli, having been born in 1898.

Simply being alive in those adventurous post-war years mattered more than how old you were. It was even less of an issue when Fangio soon ensured the two European races he entered in 1948. It was the start of a moment for Alfa Romeo, favourites going into the newly created FIA Formula One World Championship, to sign their shy-years from Argentina.

Fangio won the three Grands Prix he finished but lost out in the championship to his team-mate, Giuseppe 'Nino' Farina. The following year, Fangio was unassailable but the new FIA Formula 1 Drivers' World Champion found himself without a drive when Alfa Romeo withdrew. Fangio signed for Maserati but his record in 1951 shows little success thanks to a crash, brought on by fatigue after driving through the night from Paris to Monaco when flights were cancelled due to bad weather. Fangio's life hung in the balance after breaking his neck when thrown from the Maserati as it ran wide and rolled into the trees. He would be out of action for many months.

When Mercedes returned to Grand Prix racing in 1954, despite a determination to employ German drivers, such was Fangio's ability and reputation that he was their first choice. It paid off when he won eight Grands Prix and claimed two more world titles. A switch to Ferrari brought a fourth in 1956, but the best was yet to come.

By returning to Maserati, Fangio was united with the 250F, a beautifully balanced car that allowed him to express a wonderful inherent ability to the full. There was no better place to showcase this than the Nürburgring, a 14-mile Leviathan that climbed and dipped relentlessly through Germany's Eifel mountains.

Fangio had taken pole position for the third time in five races ... he would start all but record his 24 Grands Prix from the front row ... and looked set to make this his fourth victory of 1957. But all seemed lost when a bungled pit stop cost him 51 seconds. Driving the race of his life, Fangio broke his own lap record nine times, slashed eight seconds off his pole position time and caught and passed the surprised leaders with one lap to go. There could be no better way to set a bench-mark of

Clockwise from right: Juan Manuel Fangio's Maserati 250F during the 1957 Rouen-les-Essarts Pau Grand Prix; Colin Chapman in 1958; and Peter Collins at Silverstone in 1958; Mike Hawthorn during practice at the 1958 French Grand Prix; Sterling Moss and Jean Behra on a cobbly in Monaco in 1958; Fangio after winning the British Grand Prix at Silverstone in 1956

BORN 1950





The 1950s year by year

1950

Silverstone stages the inaugural round of the FIA Formula One World Championship. Giuseppe Farina wins the race and the title. Alfa Romeo win every qualifying race bar the Indianapolis 500, included to give credibility to the 'world' status of the championship. It/M disappoints British fans with an overcomplicated car

1951

Froilán González (right) of Argentina scores Ferrari's first Grand Prix victory at Silverstone in a 4.5-litre V12. Juan Manuel Fangio retains the title for Alfa Romeo after winning three of the seven races in Europe. Indy remains an anomalous eighth. Alfa Romeo withdraws at the season's end



1952

With a dearth of F1 cars, teams turn their attention to Formula 2 machinery. Ferrari have the perfect F2 car and Alberto Ascari dominates, winning all seven races in Europe. This was the shortest championship season on record, from the Swiss race at Bremgarten in May to the Italian at Monza in September







1953

Final year of F2. Ascari (right) becomes the first back-to-back champion with an unbeaten record of nine consecutive victories across 1952/53. His run is ended in France by Mike Hawthorn becoming the first British winner of a championship Grand Prix, with Ferrari, after a stirring battle with Fangio's Maserati.



1954

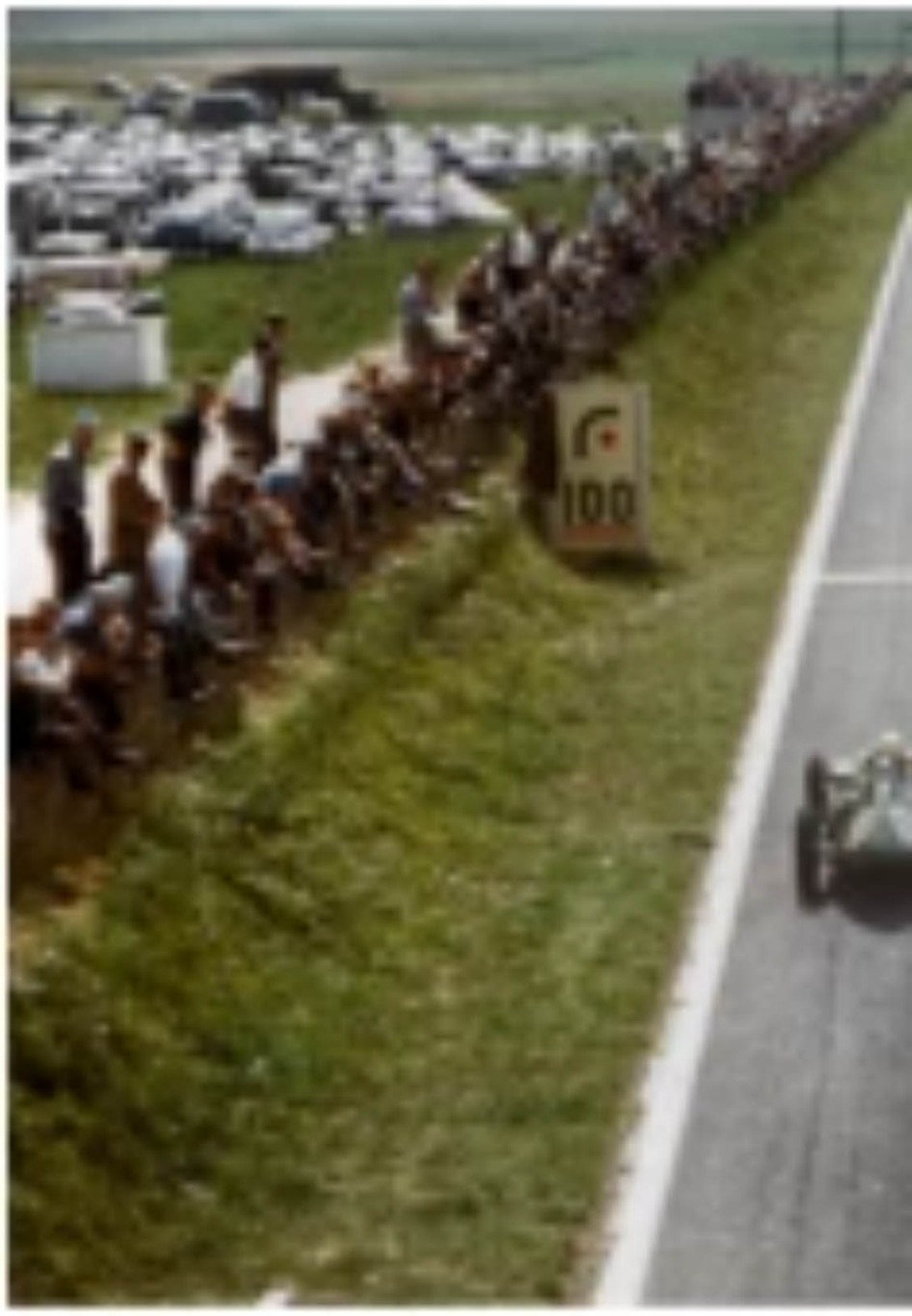
Fangio becomes the only driver to win the championship with two different teams after switching from Maserati to Mercedes-Benz when F1 part way through the season, with cars that are in a different league. The minimum race distance is raised from 300km (186 miles) to 500km (311 miles).

1955

Mercedes dominate a season truncated by tragedy at the Le Mans 24 Hours when one of their sportscars kills 83 spectators. Fangio defends his title across six Grands Prix. Ascari survives his Lancia plunging into the Monaco harbour but is killed four days later while testing at Monza, his local track.







Clockwise from left: 1950 World Champion Nino Farina after the finale at the 1955 Belgian Grand Prix, where he handed relief driver Stirling Moss, Peter Collins and Juan Manuel Fangio a share of his championship-winning Mercedes; in 1956, including Fangio's role, Aintree became the home of Formula One motor racing in the UK; Tony Brooks piloted Alfa's 1959 world Championship winning car

BORN 1950

Five world championships that would not be matched for another 45 years.



BEST OF BRITISH

Following closely in Fangio's wheel tracks at Mercedes, Stirling Moss had received what he later described as the best schooling any young driver could wish for. Moss had been chosen by the German marque because of his professional standards in a sport that remained cheerfully amateur in many respects. His attention to detail included a small Union Flag on the bodywork of his Mercedes – a sign of deep nationalist pride and a quiet ambition to some day win for a British team.

That wish came true in 1957. Tony Vandervell, a self-made industrialist, had commissioned various racing cars. The Vanwall was his vision of how to defeat "those bloody red cars" – a frustrated reference to the dominance of Ferrari and Maserati. The British Racing Green machine, with its aerodynamic teardrop shape, constantly looked the part. Gradually honed

The 1950s year by year

1956

Mercedes' withdrawal allows Ferrari resurgence as Fangio claims another championship – but only after Peter Collins, having won twice, forgoes his chance to take the title by handing over his car to Fangio at Monza. Stirling Moss is the only non-Lancia Ferrari winner in his Maserati at Monaco and Monza

1957

Returning to Maserati, Fangio clinches his fifth world title with a superlative performance at the Nürburgring. Moss and Vanwall become the first all-British combination to win a Grand Prix with victory at the British round at Aintree (right). Despite these wins, Moss is runner-up yet again in the championship





"With races lasting approximately three hours, often in searing heat, it was common for drivers to share cars"





performance elevated Vanwall to favourite for the 1957 British Grand Prix, held on a circuit running in the grounds of the famous steeplechase course at Aintree.

Moss met expectations when he put his car on pole, with the Vanwall of Tony Brooks on the outside of the front row, the British drivers split by Jean Behra's Maserati. When Moss opened a minor second lead over the French man, there were concerns about the Vanwall's fragility. Brooks' tank when Moss rushed into the pits with a misfire.

With races lasting approximately three hours, often in searing heat, it was common for drivers to share cars. Brooks, who was recovering from injury, had been primed to hand over his car if necessary. No sooner had he been helped from his Vanwall than Moss, agile as a cat, sprang onto the rear wheel, dropped into the high cockpit and was away. He won easily. The race was on.

The atmosphere was electric as a capacity crowd watched Moss climb to second place and then pedal from Behra's Maserati retiring with an exploding clutch. It would be the first win in a FIA Formula One World Championship Grand Prix by a British driver in an all-British car.

The championship, however, would elude Moss in 1957, as it would throughout a decade in which he was generally the quickest driver, but not necessarily in the fastest or most reliable car. It was somehow typical of Moss's story that the honour of being the first British World Champion would go to a driver who would only ever win three Grands Prix compared to Moss's career total of 16.

WARNING: MOTOR RACING IS DANGEROUS

In his four seasons as runner-up, Moss would come closest in 1958. He took his Vanwall to the final round in Morocco knowing that a win and fastest lap (worth one point) would bring the title. His rival, Mike Hawthorn, only needed to finish second – which is exactly what the Ferrari driver did as Moss ticked every

1958

Victory for Moss with a privately entered Cooper-Climax in the Argentine Grand Prix is the first for a rear-engine car. Vanwall take the inaugural FIA Formula 1 Constructors' World Championship after six wins, but Moss loses the Drivers' title to Hawthorn's Ferrari at the final race. Hawthorn retires and Vanwall withdraw.

1959

Hawthorn (right) is killed in a road accident. By winning five of the eight Grands Prix, Cooper-Climax become Constructors' Champions. Two wins for the Ferrari of Brooks ensures he is in a shoot-out at the final race with Moss and Jack Brabham, the title going to Cooper's Brabham – the first champion in a rear-engine car.



"Soft driving shoes, cotton trousers and polo shirts were the popular choice to combat unremitting cockpit heat"

BORN 1950





Clockwise from left: Juan Gálvez's Ferrari 246 at the Dutch GrandPrix in May 1958; southerner Mike Hawthorn at the first Lotus F1 win at Monaco in 1958; Graham Hill's Lotus 49 sits next to Ronnie Peterson's March 711 on the podium during practice for the Italian Grand Prix in September 1971

THE 1950s IN NUMBERS

FIA Formula One World Championship* rounds	164
Grands Prix	84
Laps raced	6,817
Distance raced (km)	39,311
Countries visited	13
Circuits raced at	19
Number of drivers who won races	24
Number of constructors that won races	11
Number of engine manufacturers that won races	8
Age of youngest driver	22y 81d (Troy Ruttman, Indianapolis 500, 1952)
Age of oldest driver	55y 285d (Louis Chiron, Monaco 1955 (pictured))
Average pole position speed in 1950	190kph
Average pole position speed in 1959	188kph

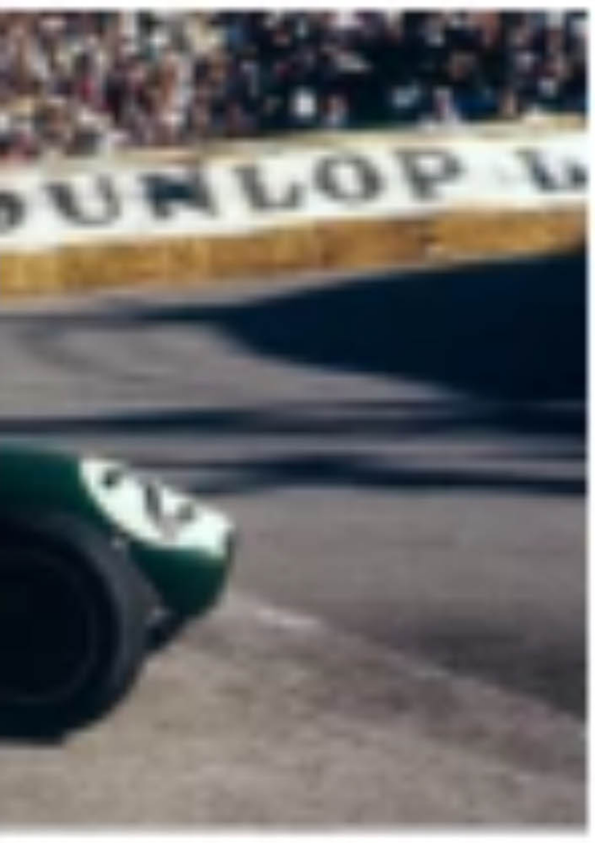


box but the one that mattered most.

Despite the accidents, Hawthorn was struggling with the downside of this compelling sport. Stuart Lewis-Evans had been badly burned in Morocco when his Vanwall crashed and caught fire. A few days later, the young Englishman's name was added to an obituary list that was accepted as being no more than an unfortunate part of a dangerous sport.

In the same Grand Prix, for instance, a Belgian driver had suffered chest and rib injuries after overturning his Ferrari, a Frenchman had sustained a fractured skull and a British privateer had been fortunate to walk away from a massive accident. There were no more than footnotes, if mentioned at all, in most race reports. The attitude was 'if you are uncomfortable with the perils, stay at home'.

The choice of protective clothing was down to the drivers. Fangio, winner at Silverstone in 1958, used a linen helmet and goggles, mostly as a shield against airflow blasting the 40kph lofty cockpit. Two years later, drivers were opting for hard hats similar to those worn by polo players. Soft driving shoes, cotton trousers and polo shirts were the popular choice to combat unremitting cockpit heat in the front-engined cars. Lightweight overalls came into fashion but the overriding principle continued to be comfort rather than safety.



If the car caught fire, the hope was that you could either quickly evacuate the cockpit or be thrown from it in the event of the car overturning. That theory was about to be dramatically ruled out by a fundamental change in design that saw drivers almost wearing rather than sitting in their cars.

SMALLER, LIGHTER, FASTER

The landmark British Grand Prix in 1950 had staged a support race for a happy band known as the 500 Club. This had its roots in the days when money was short and decent equipment even more scarce. Enthusiasts snuck twin-cylinder motorcycle engines into homemade chassis and raced for less than £100.

Following the birth of Formula 1, such a potentially lucrative market caught the attention of the Cooper Car Company, a father and son business operating out of a small garage in Surrey. As a means of convenience and cost-saving more than anything else, the engines were mounted behind the driver. Cooper would build front-engine cars for Formula 2 but the rear-engine concept came to mind when Formula 1 reduced race distances and therefore the size of fuel tanks required. Cars could be smaller, lighter and more nimble; perfect territory for a Cooper using a rear engine built by the British company, Coventry-Climax.

Privately entered Coopers, in the hands of Stirling Moss and Maurice Trintignant, won Grands Prix in Argentina and Monaco in 1958, but their short-coming was a lack of power. That changed dramatically the following year when a full onslaught by the carmaker matched a new Coventry-Climax engine built to the full 2.5 litre capacity. When Jack Brabham won the first race of the 1959 season in Monaco, it marked a sea change that would alter the basic profile of racing cars into the next decade and beyond.

RACE OF THE DECADE



Stirling Moss salutes the crowd after his dramatic win in Argentina in 1958

1958 ARGENTINE GRAND PRIX
BUENOS AIRES
WINNER: STIRLING MOSS

Stirling Moss was regularly winning against the odds, typically in out-moded machinery. A case in point was the race in Buenos Aires at the beginning of the 1958 season. Despite only ten entrants, the favourites for the victory were the Ferrari runners, led by Mike Hawthorn and Peter Collins, although Juan Manuel Fangio started from pole in a Maserati 250F.

In the early going, Moss, in the only Cooper in the field, became stuck in second gear and was about to retire before his gear lever freed itself. By conserving his tyres wisely, he started to make up lost ground and found himself leading when everyone else pitted for fresh rubber.

Mr Moss believed that Moss could actually stay in the race without a tyre change and even his team "pretended" to count down the British driver into a pitstop.

"I kept checking my tyres and the reans were down to the canvas," said Moss. "I was worried about a burst, but I couldn't corner in. [Luigi] Musso was catching me."

Ferrari realised he wasn't going to pit too late. Moss bravely held on to win by just 2.7 seconds in a remarkable upset.



CAR OF THE DECADE

MASERATI 250F

In 1954, Maserati was the only manufacturer offering a competitive option for privateers, with its in-line six cylinder 250F – the designation shortened from the originally intended 250F1.

Created under ex-Ferrari design chief Gioacchino Colombo, working alongside Violario Colotti, who was responsible for the chassis and transmission, the car featured a gorgeous aluminium body clothing a tubular chassis, with independent front and De Dion rear suspension.

The 250F made its championship debut in the 1954 Argentine Grand Prix, driven to a win by Juan Manuel Fangio, who would soon leave for Mercedes. As privateers 250F also allowed Stirling Moss to demonstrate his talents on the international stage after going the car its first European victory in a Formula Libre race at Zandvoort in the United Kingdom.

Moss piqued the attention of Mercedes boss Alfred Neubauer when he put his 250F on pole at a wet Bremgarten in Switzerland, ahead of Fangio then tied his Mercedes and Juan Manuel Fangio's Ferrari at Monza before suffering an engine failure and pushing the car across the line. It was enough to earn Moss a Mercedes test.

"The 250F steered beautifully," Moss said, "and it allowed beautiful cornering, which I never could explain by balancing it against power and steering in long, sweeping drifts."

When Mercedes withdrew after the 1955 Le Mans disaster, Moss returned to Maserati and won races at Monaco and Monza, but lost out narrowly to Fangio and Ferrari for the championship. For the following season the patriotic Moss joined the British Vanwall effort and Fangio replaced him at Maserati, which had now built a V12-powered 250F alongside the straight-six cars.

Fangio took his fifth world title in 1957, including his final, record German victory, at the Nürburgring, after which he said: "I've never before driven that quickly in my life, and I don't think I will ever be able to do it again."



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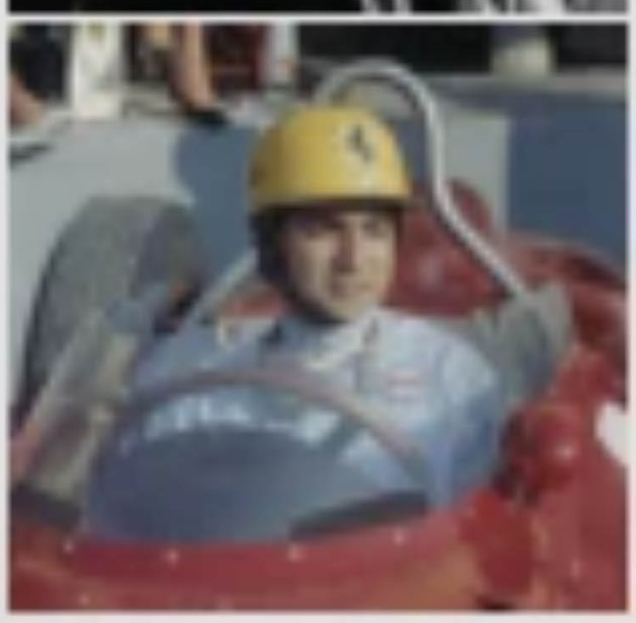




The 1960s started with neat, little 1.5-litre cars decked out in national colours, but they finished with powerful 3-litre machines, littered with wings and plastered in commercial logos. The decade was to mark a huge change for the sport as it became clear action needed to be taken to avoid more lives being lost as speeds rose

Words David Tremayne **Photos** Getty Images





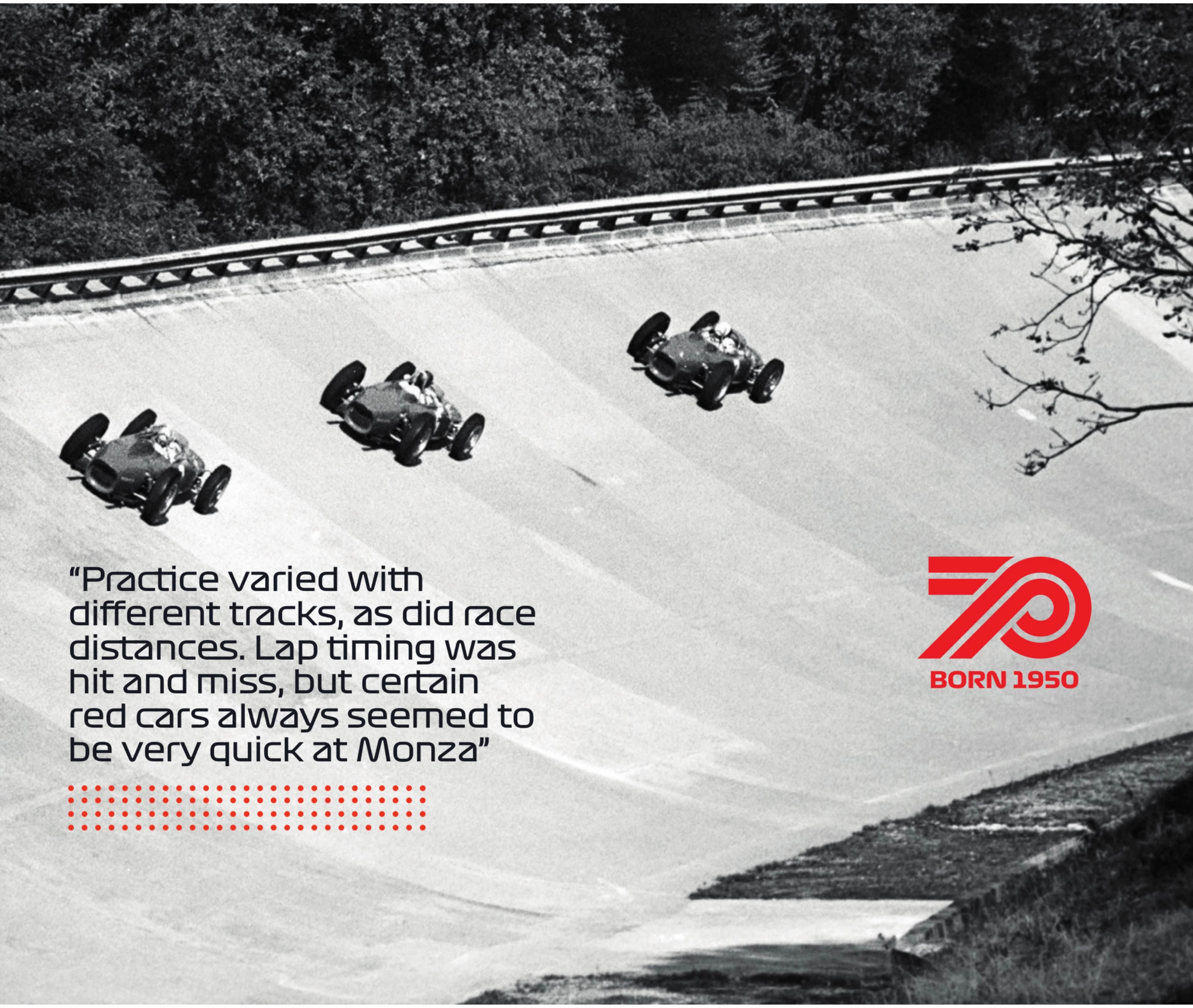




Social mores, like technology, take time to change, and despite a revolution in the music world thanks to The Beatles and The Rolling Stones, the conservative world of motorsport took a while to 'get with it' and throw off the shackles of the staid 1950s. Short back-and-sides haircuts were still de rigueur, and the accepted attire on both sides of the pitwall was a tweed sports jacket or a duffel coat with peg-like buttons and, if you were really cool, a cloth cap. That wonderful character Innes Ireland was the sartorial poster boy, and not until 1969 would Jackie Stewart – over the 'groundsheet' – grow his hair and those famous sideburns. They were as much a part of his new image by 1969 as the oversized dark glasses, corduroy suits, flashy Rolex and Beatle-cap. It would take a while longer for the famously moustachioed Graham Hill to get it on the long-hair act, and for Denny Hulme to grow his sideburns.

The racing was hard but fair and still without the ultra-degree-payment





Above: Phil Hill leads Richie Ginther, Ricardo Rodríguez, Giancarlo Baghetti and Jack Brabham at Monza in 1961

Left: Wolfgang von Trips and Willy Mairesse at the Nürburgring

of perfection that would characterise the sport by the 1980s, when every aspect was scrutinised. A young mechanic who started at Cooper in 1966 and then moved to Brabham in 1968 was thinking along such lines, but it would be a while yet before others came to appreciate Ron Dennis’s instincts.

Transporters and pit garages were unsophisticated, and the most privacy a driver could hope for was if the team could afford a caravan. Mechanics were used to working out in the open. Practice varied with different tracks, as did race distances. Lap timing was hit and miss, but certain red cars always seemed to be very quick at Monza – though in 1967 they mistakenly gave Bruce McLaren a front-row time when his new M5A was painted that colour. Not many races were broadcast on television, and only in black and white.

The 1960s saw no fewer than seven FIA Formula 1 Drivers’ World Champions, six of them new boys. Jack Brabham carried on into 1960 as he had left off in 1959, while Phil Hill benefitted from Ferrari’s readiness in 1961. Jim Clark should have been champion in 1962 and 1964 but breakages in the final races of both seasons allowed first Graham Hill with BRM and then John Surtees with Ferrari to take titles. However, Clark won with Lotus in 1963 and 1965, crushing his opposition along the way.

Brabham was the only man truly ready for the ‘return to power’ in 1966 but, after winning his third title, he lost out narrowly to team-mate Denny Hulme in 1967. Hill battled to an emotional victory for Lotus in 1968 – the year in which Clark died – before the modish Jackie Stewart ushered in a new era during the final season.

The winning driver would often perform a lap of honour or be driven around the track standing on

the back of a specially converted car or a flatbed truck with his car and crew. Official prize-givings were quite leisurely and media deadlines were lax. Things got a bit more exciting for the spectators in 1967 when Dan Gurney delighted in spraying Moët over Henry Ford II after he and AJ Foyt won at Le Mans.

A TECHNOLOGICAL REVOLUTION

The front-engined F1 car finally died in 1960, Phil Hill's final victory for the Ferrari Dino 246 coming at Monza, but only because the British boycotted the race when its organisers decided to run it on a steep-banked track. However, *Ingegnere* Ferrari was ready with the 1.5-litre, 120-degree V6 156 Sharknose for 1961, while the British were still stumbling after the failure of their proposed head-in-the-sand 2.5-litre 'Intercontinental' series. By 1962 though, they had rallied quickly with new V8 engines from Coventry Climax and BRM. Before long, the small-bore cars were faster than the old ones – and the Sharknoses.

Ferrari soon built its own V8, but also experimented with a flat-12, while Honda's clever, motorcycle-derived V12s were effectively three four-cylinder motors mounted transversely. "The unspoken thought was: 'Well, here we go again. Someone's going to put a stack of motorcycle engines crosswise in the back and run off from all of us,'" Phil Hill observed. In Richie Ginther's hands, the Honda RA272 did exactly that during the last race of the 1965 season, in Mexico. Coventry Climax had a flat-16 project, but it was stillborn as the formula changed.

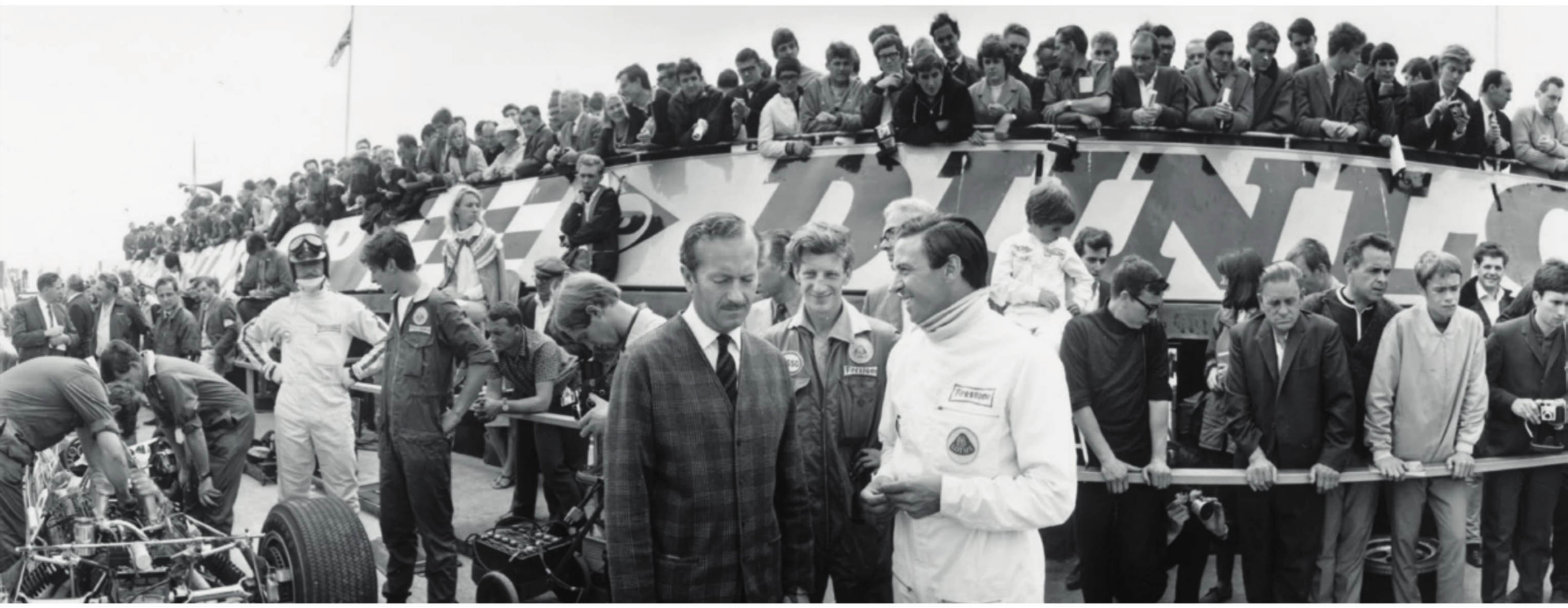
Initially, suspensions became more adjustable, greater attention was paid to weight distribution and then tyres became wider. But the most significant story of the era was Colin Chapman's introduction of the sheet aluminium monocoque chassis on his Lotus 25 in 1962. Its enhanced strength and torsional rigidity revolutionised F1 thinking.

As Dunlop met competition from American giants Firestone and Goodyear, tyre technology hit warp speed to keep up the with chassis and suspension changes, with designers seeking wider contact patches and softer compounds. At the beginning of the decade, the Lotus 18's Dunlop rear tyres were six inches wide. That had risen to nine inches by the end of the 1.5-litre formula, and by the end of 1968 the Goodyears on Dan Gurney's Eagle were 16 inches wide.

The 3-litre formula was welcomed for 1966, but it caught many unprepared and nobody had a bespoke engine from the start. Ferrari dusted off an old sportscar V12, as did Cooper with Maserati. Brabham opted for a modified Buick V8 from Repco. BRM and

Clockwise from right: Graham Hill's Lotus on its way to winning the Spanish Grand Prix in 1968; Ronnie Bucknum, Stirling Moss and Jim Clark at Monza, 1964; racers in Monaco, 1961; Jim Clark talks to Lotus boss Colin Chapman at Silverstone in 1967 as Graham Hill consults with a mechanic (left of image)

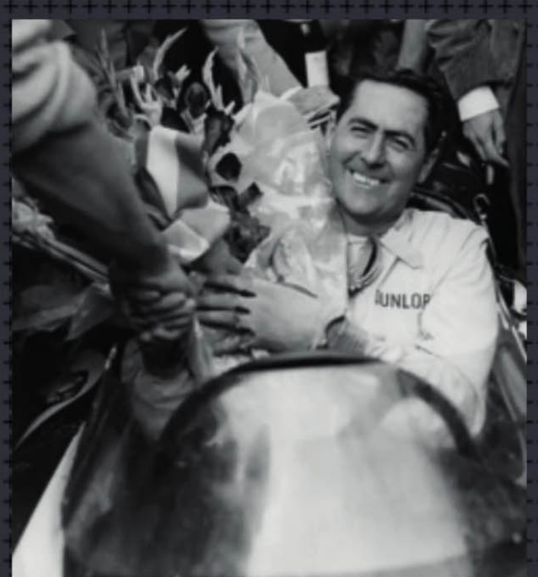
BORN 1950



The 1960s year by year

1960

Lotus increasingly upstage Cooper but lose out in the reliability stakes, so Jack Brabham (right) takes the title. If the last season of the 1950s had sounded the death knell of the front-engined F1 car, only the British boycott of the Italian Grand Prix prevents 1960 from delivering the final coup de grace.



1961

Ferrari dominate initially, with rookie Giancarlo Baghetti winning first time out in a Sharknose. But Phil Hill and Wolfgang von Trips fight all season, until the American emerges victorious in the tragic title climax at Monza, where the German collides with Jim Clark and perishes together with 14 spectators.

1962

With Stirling Moss sidelined, Jim Clark and Graham Hill emerge as the new British racing heroes. As the arrival of the monocoque chassis showcases Lotus chief Colin Chapman's technical ingenuity, the pair fight until the final race of the season when an oil leak sees Clark lose to Hill and BRM.







1963

Nobody has a real answer to the dominance of Jim Clark and Lotus in 1963, as the Scot becomes the first man ever to wrap up the FIA Formula 1 Drivers' World Championship with three races to go after winning five of the first seven meetings. He wins two of the remaining three, just for good measure.



1964

Fortune smiles upon John Surtees (left) when Jim Clark's Lotus breaks on the last lap of the last race, in Mexico, allowing him to seal the title. Nevertheless, the Ferrari driver is a deserving champion and becomes the only man in history ever to win world championships on two wheels as well as four.

1965

This season truly underlines Jim Clark's greatness, not just for his six wins in the first seven races, but because he misses the one he doesn't win – Monaco – in order to race in the Indianapolis 500, which he also wins for Lotus. It's almost impossible to imagine that happening in motorsport nowadays.

Lotus made do with bored-out 2-litre versions of their V8 engines while awaiting a dramatic but horribly complicated H16. McLaren used a modified 4.2-litre Ford engine from Indianapolis and, later, an equally hopeless Serenissima sportscar V8. Dan Gurney used a 2.7-litre four-cylinder Climax while awaiting the new Weslake V12 for his Eagle, and Honda was also making a new V12.

The magic power figure was 400bhp – possibly 500 with development. Honda's 1.5-litre V12 had been the most powerful of the previous formula at 230.

Ultimately, everything else was rendered obsolete in June 1967 when Colin Chapman debuted his new Lotus 49, with the new Ford-Cosworth DFV V8 in the back. This weighed only 370 lbs, produced 405bhp and was beautifully integrated into the 49 package. At a stroke, everything had been redefined.

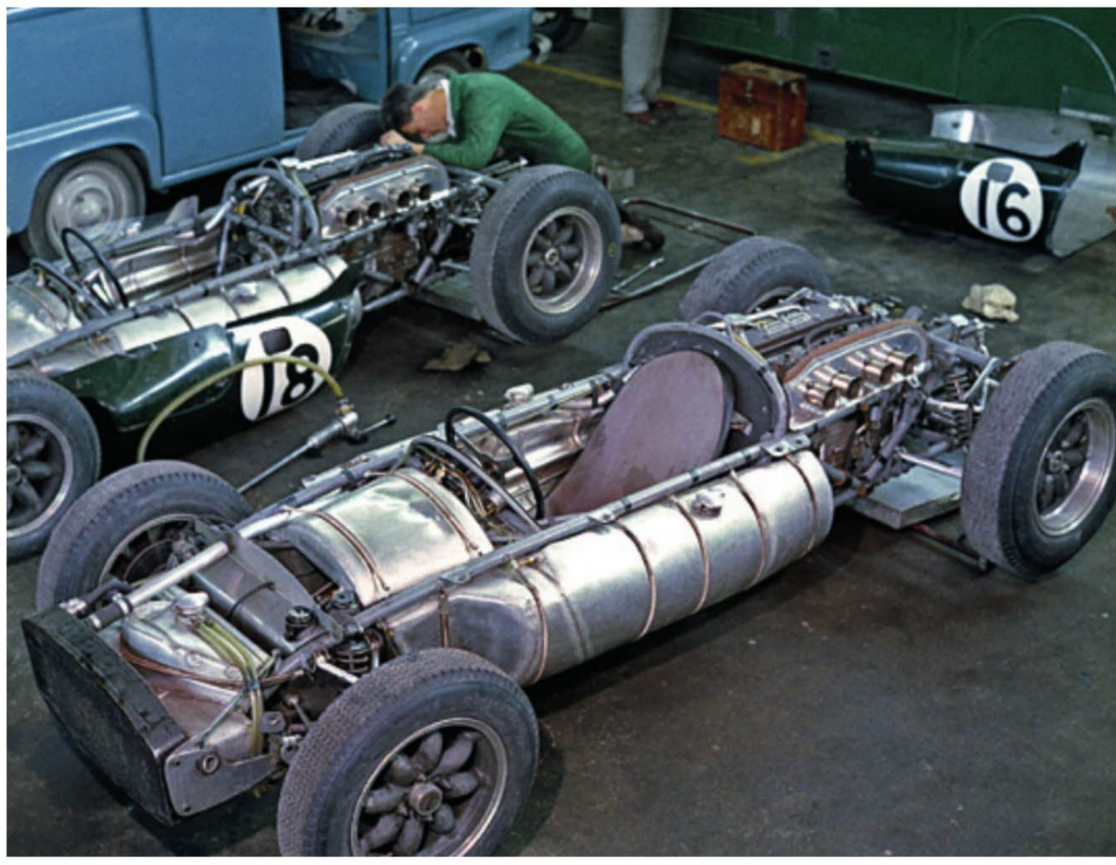
"The moment we saw it at Zandvoort, we knew that something had hit the fan for the rest of us," said Dan Gurney. And so it proved. Only reliability let Lotus down, and such was the DFV's dominance that Chapman sportingly agreed with Ford's Walter Hayes to let it be available to everyone from 1968, even though he had a deal for exclusivity. Throughout the 1970s and 1980s the DFV would go on to score a record 155 victories, and variants would also win at Le Mans and Indianapolis.

The other great development of the 1960s was the aerofoil, or wing. Lotus, Ferrari and Brabham were in the vanguard as the device appeared early in 1968, designed to counter aerodynamic lift. Soon, wings sprouted everywhere and as grip levels increased because of the downforce – or negative lift – lap times fell. Wings continued to get bigger still, until huge accidents in the 1969 Spanish Grand Prix, arising from breakages on the Lotuses of Graham Hill and Jochen Rindt, resulted in such devices being banned halfway through practice at Monaco next time out. Eventually, low, chassis-mounted wings were permitted and these have been a feature on F1 cars ever since.

In conjunction with advances made in tyre development, the new wings killed off four-wheel drive. Ferguson and BRM had tried it early in the decade, and with the advent of the 3-litre cars it was thought four-wheel drive would eventually be essential to cope with 500bhp. But the Lotus 63, Matra MS84 and McLaren M9A all proved hopelessly uncompetitive, and the idea was quickly abandoned.

Clockwise from right: Mike Parkes's Ferrari and Denny Hulme's Brabham-Repco BT20 at the Italian Grand Prix in 1966; Jack Brabham before the 1968 United States Grand Prix at Watkins Glen; Austrian Jochen Rindt sits in his beautiful Gold Leaf Lotus surrounded by onlookers; mechanic Mike Barney prepares Cooper-Climax Type 53 cars for Jack Brabham and Bruce McLaren in France, 1960





BORN 1950

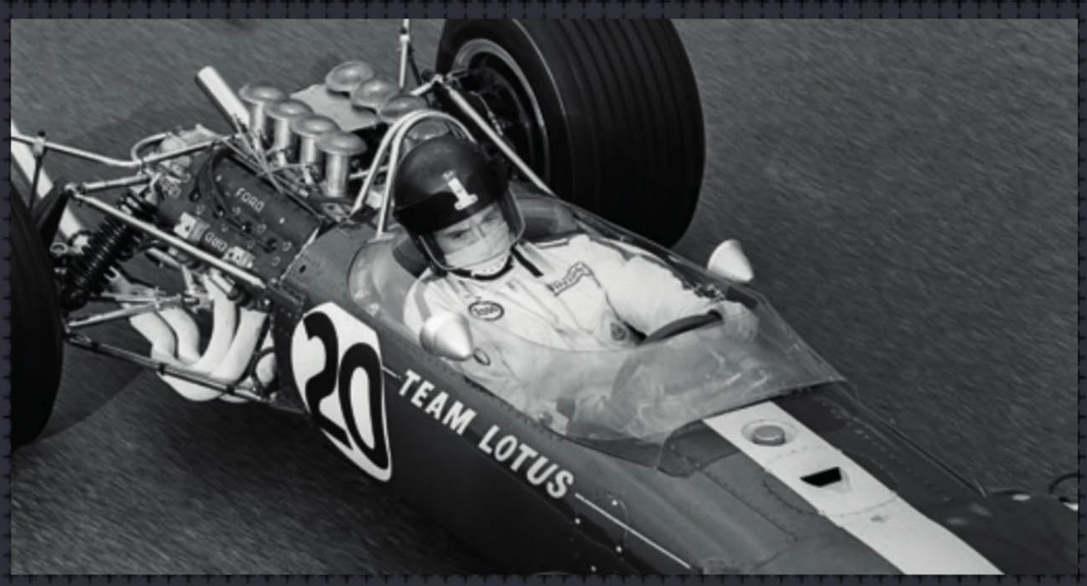
The 1960s year by year

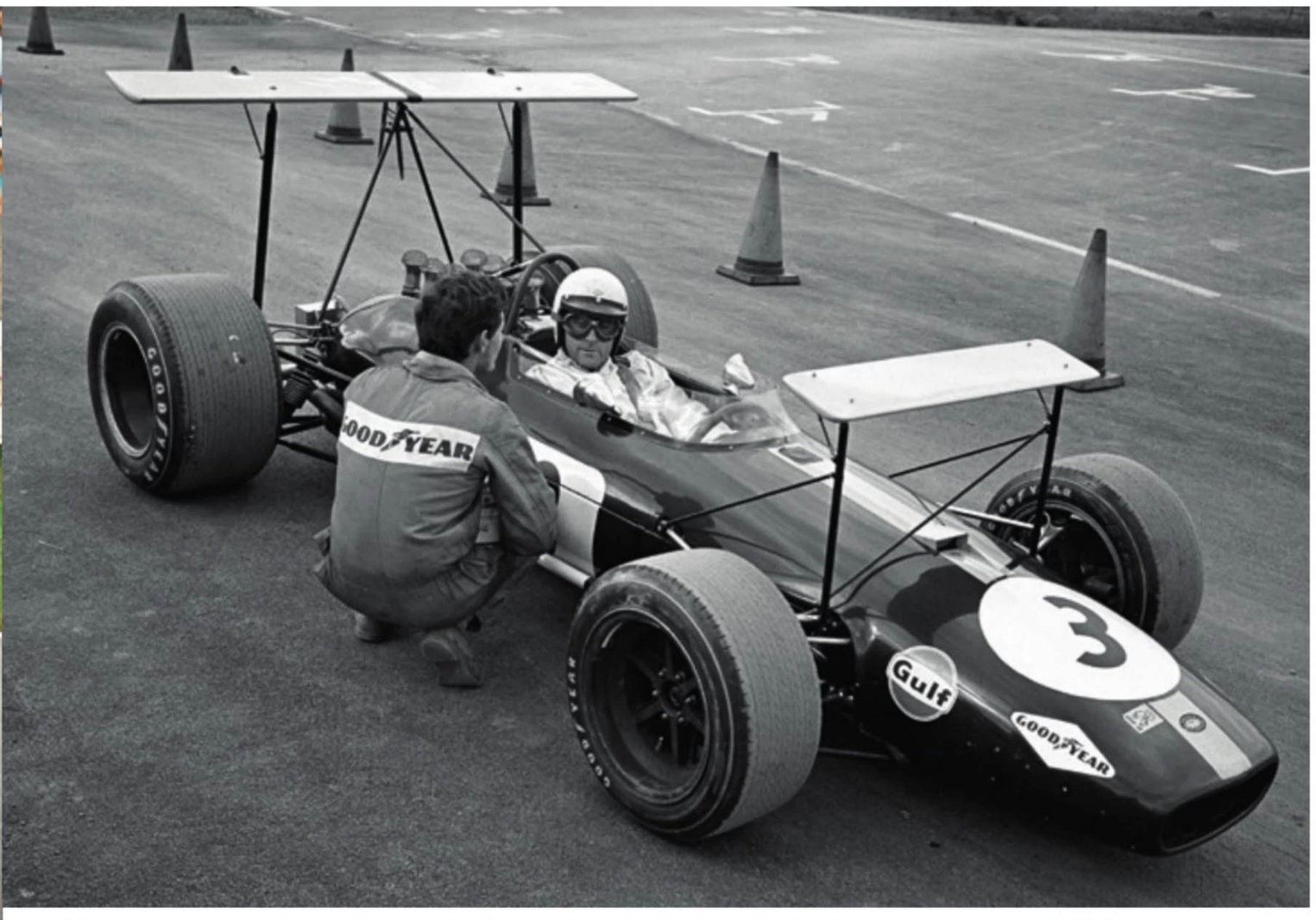
1966

The 'return to power' sees Jack Brabham become the first – but not the only – man to win a Grand Prix in a car bearing his own name. But nobody else is ever likely to win the world championship in an eponymous machine. This season also sparks Jackie Stewart's safety crusade.

1967

The arrival of the Ford-Cosworth DFV V8 engine and the Lotus 49 redefines F1 design and performance parameters. Despite Jim Clark and Lotus (right) dominating, ultimately the strength and reliability of his Brabham Repco pays off for Denny Hulme as he narrowly beats his boss, Jack, to the crown.







"The wily Jack Brabham never forgot how to win - as he was still demonstrating during his final season in 1970"

SUPREME DRIVING TALENT

The 1960s was a Golden Age as far as great drivers are concerned. As F1 raced into the decade, Stirling Moss still set the benchmark and was the one who most deserved to be champion. Towards the end of 1961, however, Jim Clark could beat him. When Moss crashed at Goodwood in Easter 1962, the Scot assumed his mantle.

The wily Jack Brabham never forgot how to win – as he was still demonstrating during his final season in 1970 – but Graham Hill quickly showed that he could challenge him, as did John Surtees, who made an impressive transition from motorcycles to cars.

Handsome Dan Gurney kept smiling through the most appalling luck but was a winner in the right equipment, as Chris Amon also should have been. Amon was surely the sport's unluckiest man with a total of nine Grand Prix wins slipping through his fingers. His fellow New Zealanders Bruce McLaren and Denny Hulme were hard, fast racers: the former always smiling and approachable, the latter nicknamed The Bear, but a thoroughly decent fellow behind the grouchy mask.

Innes Ireland was a roustabout Scot for whom the cards so rarely fell right, while Trevor Taylor had a reputation for being accident prone, despite most of his spectacular accidents being the result of his Lotus breaking. The mercurial Jochen Rindt, who had similar speed to Clark and Stewart, had to wait until the penultimate race of the decade, in Watkins Glen, before he finally won a Grand Prix.

Jacky Ickx, Pedro Rodríguez and Jo Siffert all left their marks in sportscar racing and had their moments in the F1 sun, but more was to come from each of them in the 1970s.

1968

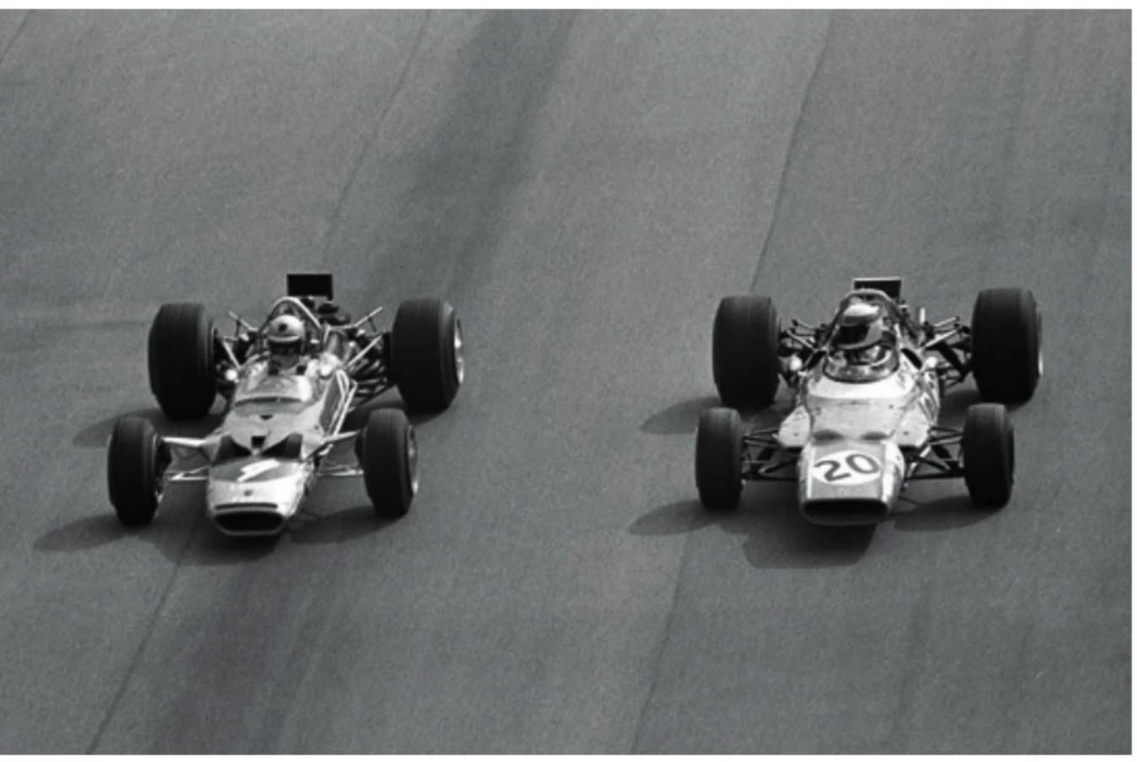
This is the year of the F1 'atomic bomb' – when Jim Clark's death at Hockenheim is followed by three other drivers in consecutive months. In the year of wings, easy access to the Cosworth V8, commercial sponsorship and increased safety concerns, Graham Hill wins, poignantly for Lotus – and for Clark.

1969

The decade ends with Jackie Stewart (right) coming of age to win the first of his three titles with his Ken Tyrrell-run Matra-Ford. Jochen Rindt finally gets a winning car and Graham Hill goes into decline as wings are trimmed while still managing to make a nonsense of much-vaunted four-wheel drive efforts.



"My wife and I once sat in bed and counted the number of friends we had lost in racing. We stopped when we got to 50" **Jackie Stewart**



Left: Jackie Stewart looks over to Jochen Rindt during the 1969 Italian Grand Prix.

Below: Jack Brabham leads at the start of the 1960 Argentinian Grand Prix

Opposite page: Tony Settember in his Emeryson-Climax 61 at the British Grand Prix, held at Aintree, in 1962

THE 1960s IN NUMBERS

FIA Formula One World Championship™ rounds	85-184
Grands Prix™	100
Laps raced	7,091
Distance raced (km)	37,059
Countries visited	15
Circuits raced at	25
Number of drivers who won races	21
Number of constructors that won races	11
Number of engine manufacturers that won races	10
Age of youngest driver	19y 213d (Ricardo Rodríguez, Monza 1961)
Age of oldest driver	48y 191s (Jack Fairman, Monza 1961)
Average pole position speed in 1960	184kph
Average pole position speed in 1969	183kph



BORN 1950

THE SAFETY CRUSADE

At a time when the British government required high-earning sportsmen to hand over 99 per cent of their income, F1 drivers probably had a 33 per cent chance of being killed while earning it. Maybe higher.

"I don't look back upon that period as a decade of excellence," John Surtees once wrote. "It was a time fraught with indecision on the part of the governing body, starting with 2.5-litre engines, changing to 1.5-litres and then reverting to 3-litres. Cars started the period technically superior in concept but inferior in engineering quality. Many friends and colleagues were lost as a result."

In 1960, Stirling Moss and Mike Taylor both crashed in practice for the Belgian Grand Prix at Spa, and that black weekend later saw upcoming British hotshoes Chris Bristow and Alan Stacey die in separate accidents during the race. In 1961, Wolfgang von Trips died after colliding with Jim Clark at Monza. Moss's career ended with his crash at Goodwood in 1962. In 1966, Jackie Stewart was trapped in his BRM at Spa, and John Taylor died as a result of burns sustained in the German Grand Prix. Lorenzo Bandini likewise succumbed after a fiery accident at Monaco the following year. In 1968, Jim Clark died during an F2 race at Hockenheim; a month later, Mike Spence was killed at Indianapolis; a month later again, Ludovico Scarfiotti crashed fatally at Rossfeld hillclimb, and yet another month later still, Jo Schlesser died in flames at Rouen. F2 racer Chris Lambert was also killed at Zandvoort.

"We drove through fire a lot in those days," Stewart once said, and was any comment ever more chilling?

"Helen and I once sat in bed and counted the number of friends we had lost in racing," he continued. "We stopped counting when we got to 50."

When his close friend Jim Clark died, Stewart, like everyone else, was stunned. Clark was their yardstick, the best of the best. If it could happen to him…

Incensed that nobody cared how easy it was to die in a Formula 1 car, Stewart launched a safety crusade. His own compatriots in charge of the British Grand Prix at Brands Hatch once said: "If Jackie Stewart doesn't like the trees, he knows where the saws are." Callous words, easily volunteered when you were not required to go down into the arena and take the risks yourself.

Stewart persisted with his crusade and it did indeed lead to trees being felled, as well as Armco barriers being installed, offending those who believed the risk of dying should be part and parcel of a racing driver's challenge. It also led to full-face helmets, pioneered by Bell with Gurney and Stewart – and to triple-layer fireproof Nomex overalls instead of the Airtex shirt or thin cotton Dunlop coveralls of the old days. Drivers were then belted into cars, since they were less likely to fold up around them in an accident.

Stewart didn't make himself popular with circuit owners, who had to pay for many of the changes, but he didn't care and countless lives were surely saved.

THE NEW AGE OF COMMERCIALISM

The face of F1 changed dramatically towards the end of the 1960s, when rules against commercial sponsorship were relaxed. Colin Chapman is generally credited with being the first to exploit this when he persuaded Imperial Tobacco to sponsor Lotus and changed its colours from green and yellow to red, white and gold during the Tasman Series, early in 1968.

But the first F1 commercial sponsorship deal had actually come eight years earlier when Stirling Moss's manager, Ken Gregory, who ran the British Racing Partnership with Moss's father, Alfred, was approached by Yeoman Credit.

"It was run by the four Samengo-Turner brothers, one of whom was a saloon car racer," Gregory recalled. "In 1959, they asked me would it be possible to set up a Grand Prix team for next year, how much would it cost and would I be prepared to run it under their name? I came up with a costing of £20,000 to be paid to British Racing Partnership, and on top of that there was to be a fund of £40,000 we could draw on without reservation to buy equipment. That was an absolute fortune, and they agreed to it."

Back then, income for teams and drivers traditionally came from starting money calculated according to their pulling power, and from fuel, tyre and component manufacturers. The Yeoman Credit deal was altogether different, and it ruffled feathers.

"There was nothing like the money in F1 that there is today," John Surtees admitted. "When we were running the Hondas in 1967 and '68, we had very limited funds. We only had three engines and two cars, and sometimes we didn't have the money to send the engines back to Japan to be rebuilt.

"When we set up our own F1 effort, late in 1969, we relied on cashflow from Formula 5000 and worked on a budget of £23,000."

In 1952, before canny Ken Gregory became his manager, Stirling Moss had been sponsored by the Craven A cigarette brand, receiving just £100 for the arrangement. A photograph from Zandvoort in 1961 depicts a man selling cigarettes in the pit lane – and as the 1970s loomed, Chapman was not the only team owner to figure out that the cars themselves could also do that. The tobacco companies not only had the funds to support motor racing, but also the publicity-driven need and desire to do just that.



RACE OF THE DECADE





1968 GERMAN GRAND PRIX
NÜRBURGRING
WINNER: JACKIE STEWART

On August 4, 1968, an estimated 200,000 people made their way to the Nürburgring to watch the German Grand Prix. They can't have been expecting to see much as it had been raining for days and the Eifel Mountains were shrouded in mist. The drivers were getting used to rain-affected races, this would be the fifth in row, but the 14-mile circuit, known as the Green Hell, would be a considerable challenge in such appalling conditions.

Jacky Ickx had taken pole position, 10 seconds clear of Ferrari team-mate Chris Amon, with Jochen Rindt's Brabham completing the front row. Jackie Stewart's Matra was back on row three, but at the end of Lap 1 the Scot emerged from the gloom nine seconds in the lead. A lap later he was 34 seconds to the good and after 14 laps – in 2 hours and 19 minutes – he took the chequered flag more than four minutes in front of Graham Hill's Lotus.

In his autobiography, Stewart described the race as a "teeth-gritting effort" and that he was "driving blind". As thousands of sodden spectators made their way home, they might not really have seen much, but they had 'witnessed' one of the greatest Grand Prix drives of all time.

Jackie Stewart wins the 1968 German Grand Prix after a "teeth-gritting effort" in poor weather conditions

CAR OF THE DECADE

LOTUS 49

The Lotus 49 was designed by Colin Chapman and Maurice Philippe for 1967, around the newly built 3-litre Ford Cosworth DFV V8 engine.

It was not the first car to use a stressed member drivetrain but the first to do so around one as potent as the DFV, which bolted to the monocoque at one end and the suspension/gearbox at the other.

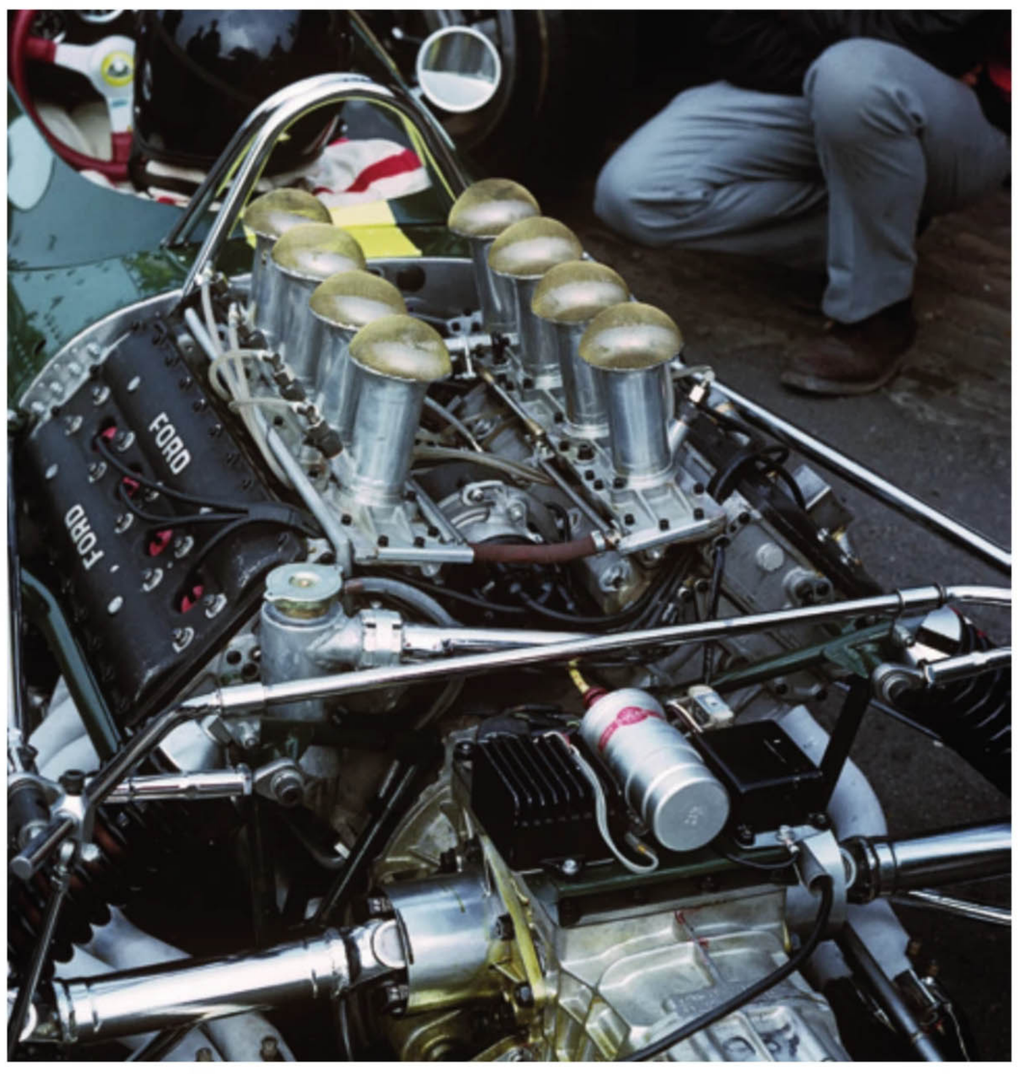
Jim Clark won on the car's debut at the 1967 Dutch Grand Prix at Zandvoort, but reliability issues for Clark and team-mate Graham Hill meant that Denny Hulme and Brabham took the championship.

The 49 gave Clark his last Grand Prix win, at Kyalami in South Africa, before he crashed fatally in an F2 car at Hockenheim. It was a personal low for Chapman, but Hill stepped into the breach by winning the next race in Jarama with his 49 – the first time that it was painted in Gold Leaf colours following Chapman's lucrative sponsorship deal. Two further wins in Monaco – his fifth in the Principality – and Mexico, gave Hill his second FIA Formula 1 Drivers' World Championship.

For 1969, Hill was partnered by rapid young Austrian Formula 2 king Jochen Rindt. Lotus was at the forefront of aerofoil (wing) development, with the high, stilt-mounted rear wings first run on a 49 at Monaco in 1968. A series of breakages led to their banning, but not before Hill had crashed out of the Spanish Grand Prix at Montjuïc and Rindt, who was leading the race, broke his nose after suffering a similar failure and hitting Hill's wreckage.

Well-known journalist Denis Jenkinson professed that Rindt would never win a Grand Prix while he had a hole in his posterior, and offered to shave off his famous beard if he was proven wrong. At Watkins Glen, he was, albeit at a race in which Hill suffered badly fractured legs.

At Monaco in 1970, Rindt scored an unforgettable last win for the 49 in Monaco, overhauling Jack Brabham, who went straight on at Gasworks Hairpin on the last lap.






5
LOTUS

Heineken

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WHEN YOU DRIVE NEVER DRINK

Formula 1® in the 1970s was a perilous pastime that slowly morphed into something rather more professional. This was a decade of transition, in which politics and money played a big part, and when the action on the track and the stories it created put the sport on the world stage

Words Oliver Owen **Photos** Getty Images







The sport in the 1970s was a playground for free spirits. These were the rock'n roll years when legends were created, often because young lives were lost. However, it began to dawn on some, but by no means all, that it was not acceptable for drivers to die in the name of entertainment.

There was still something of a family feel from the 1960s that had carried over to the new decade. Drivers were rivals, but also firm friends. On top of that, their wives and partners were very much part of the scene, providing a vital support network through the good days and the bad times, which came round frequently as the decade began. Jackie Stewart had won his first FIA Formula 1 Drivers' World Championship in 1969 and was very much the man to beat on the track, but he and his wife Helen were also at the centre of life off it.

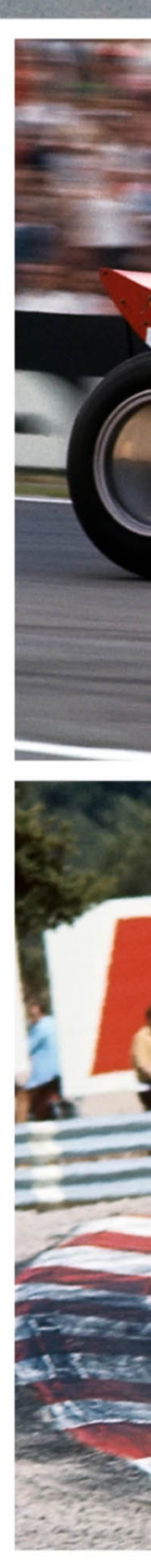
Like Helen Stewart, Patti McLaren, Sally Courage and Nina Rindt were almost as recognisable as their husbands in the ramshackle paddocks of the time, but the latter three would all become widows in a few short months over the summer of 1970. It is little wonder that Stewart became the prime mover in the quest for greater safety, as it was he and Helen who took on the role of trying to help piece together lives that had been shattered by the cruelties of motor racing at the time.

"They had a circle, called the Dog House Club, where they'd all go and have cups of tea when we were with the engineers," Stewart said in an interview with *The Guardian* in 2019. "Bette Hill [wife of Graham], Helen and all the wives all together. When one of the drivers was killed, all the other wives had to look after each other. Helen had to look after Nina when Jochen was killed, Sally when Piers was killed – and she looked after me, too."

Stewart's campaigning, which had begun in the 1960s, led to a temporary boycott of the old Spa-Francorchamps circuit and the fearsome Nürburgring. Even his retirment at the end of the 1973 season after 99 Grands Prix, 27 wins and three FIA Formula 1 Drivers' World Championships, was touched by tragedy. Stewart and his Tyrrell team withdrew from what would have been his 100th and final race when his team-mate, heir apparent and one of the freest of free spirits, François Cevert, was killed in practice for the season-ending United States Grand Prix.

Clockwise from right: The Belgian Grand Prix at Spa Francorchamps in 1970; Jochen Rindt's Lotus-Ford 72C at Hockenheim in 1970; Jackie Stewart's Tyrrell-Ford 003 during the 1971 French Grand Prix; François Cevert and Jackie Stewart share a joke at Zandvoort in 1973





BORN 1950



"I would have been a much more popular world champion if I had always said what people wanted to hear," said Stewart. "I might have been dead, but definitely more popular."

Work on making Formula 1 safer continued throughout the decade, led mainly by Bernie Ecclestone, owner of the Brabham team and chief executive of the Formula One Constructors' Association (FOCA). Ecclestone had been Jochen Rindt's manager and was one of the first on the scene after the Austrian's fatal accident at Monza. As Ecclestone pulled the teams into a cohesive unit and dragged F1 into the modern age, a permanent race doctor, Professor Sid Watkins, was attending each Grand Prix and medical centres, ambulances and medivac helicopters were compulsory at each circuit by the decade's end.

SMOKE AND MONEY

Stewart's final two seasons in Formula 1 coincided with the explosion of tobacco sponsorship in motor racing. Colin Chapman's Lotus team had abandoned their British Racing Green livery in 1968 to adopt the red, white and gold colours of Imperial Tobacco's Gold Leaf brand. By 1972, Imperial and Chapman had raised the bar. The Lotus 72 that Emerson Fittipaldi used to win the FIA Formula 1 Drivers' World Championship that year was painted black and gold, the colours of the John Player Special brand – and the $75,000 contract stated that the car be known by that name. It mattered not that it was a cigarette brand; the beautiful, wedge-shaped John Player Special was the car all the kids wanted on their bedroom wall.

Entering the motorsport arena at the same was another tobacco company, Philip Morris, whose European president, former Scotland Rugby



The 1970s year by year

1970

Austrian Jochen Rindt becomes the only posthumous FIA Formula 1 Drivers' World Champion after he is killed in practice at the Italian Grand Prix. In the remaining three races no one can overhaul Rindt's points total from his five wins mid-season. It is a tragic year as Bruce McLaren and Piers Courage also die in crashes.

1971

Jackie Stewart (pictured) dominates the season, winning six of the 11 Grands Prix. Peter Gethin scores his only victory when he wins at Monza in what would remain the fastest race for 32 years. Tragedy strikes at the end of the season when Jo Siffert is killed at Brands Hatch.



1972

Emerson Fittipaldi's five wins are enough to win the title and make him, at 25, the youngest world champion. In deference to their sponsor, the Lotus 72 cars are known as John Player Specials. Marlboro sponsor BRM and Frank Williams' team as tobacco companies see the ability of F1 to drive their sales.

1973

Stewart wins his third and final title, taking five wins, but Lotus take the FIA Formua 1 Constructors' Championship as Fittipaldi and Ronnie Peterson share seven wins. The season ends in another tragedy as Stewart's team-mate, François Cevert, is killed at Watkins Glen.

1974

Fittipaldi wins his second, and McLaren's first, championship. The Brazilian clinches the title at the last race having held off a strong challenge from Ferrari's Clay Regazzoni. In the other Ferrari, Niki Lauda scores two wins as the Italian team look to recover from a desperate 1973 season.



international Ronnie Thomson, was keen to promote the company's Marlboro brand. He settled on motor racing to raise awareness and drive sales.

"He didn't want to do anything that he couldn't win at," recalls John Hogan, the Philip Morris executive who was in charge of Marlboro's motorsport activities. "Our strategy was simply to win."

Marlboro's initial investment in the BRM team in 1972 amounted to $55,000; two years later, Hogan transferred Marlboro's backing to McLaren, who had just signed Fittipaldi. The Brazilian would win his second world title in 1974 and Marlboro's $125,000 investment had paid off.

But Philip Morris didn't just win when a Marlboro McLaren took the chequered flag, they had also come up with the Marlboro World Championship Team, a stable of drivers who were paid by the company to carry branding on their race suits.

By 1979, Marlboro was sponsoring two Formula 1 teams and 16 drivers with a motorsport spend that had reached $200 million a year, and Hogan was one of the sport's most powerful figures.

FRONT-PAGE NEWS

One of the early Marlboro World Championship Team drivers was a young Austrian called Niki Lauda. His full-time Formula 1 career began as a pay-driver with March in 1972, but while Lauda struggled, his team-mate, Ronnie Peterson, managed to get his March into the lower reaches of the points-paying positions on five occasions. Lauda, showing the determination that was to define his entire career, took out another bank loan and bought himself a drive at Marlboro-backed BRM.

Results-wise, Lauda still struggled, but a strong drive at Monaco, followed by another in Canada, caught the eye of Enzo Ferrari and the Austrian was on his way to Maranello. The partnership was the most successful of the 1970s.

Clockwise from above: Emerson Fittipaldi drives his turbine-powered Lotus 56B at Monza in 1971; Fittipaldi celebrates at the Brazilian Grand Prix in 1973; Clay Regazzoni's Ferrari 312B2 at Silverstone in 1971; Fittipaldi in pole position with Belgium's Jacky Ickx in second at the start of the 1972 Monaco Grand Prix

In his four years at Ferrari, Lauda won 14 Grands Prix and two FIA Formula 1 Drivers' World Championships, but it was the title that he didn't win that made him a legend and Formula 1 front-page news.

Lauda went into the 1976 season as champion and seemingly without much opposition to worry about. His most likely rival, Emerson Fittipaldi, had jumped ship from McLaren to join his brother's eponymous team. McLaren suddenly needed a driver and there were few suitable candidates.

A young Englishman was looking for work after the Hesketh team had gone bust in the off-season. James Hunt and Lord Alexander Hesketh were made for each other: work hard, play hard, drive fast. At Hesketh the Champagne had flowed win – which Hunt did once – or lose. While Marlboro's guests were enjoying corporate hospitality, Hesketh were having a full on party. But the writing was on the wall, simply because there was none on the side of the car; without sponsorship money, the Hesketh fun had to stop.

Hogan, who had known Hunt since his days in Formula 3, brokered a deal and the Englishman was a McLaren driver for 1976.

Hunt versus Lauda was just what Formula 1 needed. This was a story that sportswriters, not just motor racing correspondents, could really get stuck into. The blond, playboy Englishman who lived and loved in the carefree way that was much admired at the time, was pitted against the efficient, clinical Austrian, backed by the might of Ferrari. The stereotypes weren't quite

BORN 1950



"While Marlboro's guests were enjoying corporate hospitality, Hesketh were having a full on party. But the writing was on the wall"





The 1970s year by year

1975

Lauda and Ferrari dominate the season and both titles are wrapped up at the Italian Grand Prix at Monza. James Hunt scores a first win for himself and the Hesketh team at Zandvoort, which then goes bust. Bernie Ecclestone's Brabham team finish second in the FIA Formua 1 Constructors' Championship.

1976

Hunt (below) snatches the title after Lauda's miraculous recovery from an accident in Germany after which he was so badly burnt he was given the Last Rites. Jody Scheckter becomes the only driver to win a race in a car with six wheels when he guides his Tyrrell to victory in Sweden.



1977

Lauda takes his second title through consistency rather than pace, as eight drivers score wins over the course of the season's 17 races. Colin Chapman's Lotus 78 starts the ground-effect revolution. Tom Pryce dies at the South African Grand Prix when he hits a marshal crossing the track.

1978

The Lotus 79 is top of the class as Andretti takes the title at Monza where his team-mate, Ronnie Peterson, dies following an accident at the start of the race. Lauda, now with Brabham, wins in Sweden in Brabham's controversial BT46 fan car, which is promptly banned.

1979

Jody Scheckter and Ferrari send Italy into raptures by winning both titles at the Italian Grand Prix at Monza. Team-mate Gilles Villeneuve dutifully crosses the line in second place. Williams' FW07 is the fastest car in the second half of the year, laying the foundations for the team's future success.



right, but the story played out so dramatically that it was made into a Hollywood film nearly 40 years later.

Hunt and McLaren were fast but fragile and Lauda carried on winning. When Hunt did cross the line first, in Spain, he was disqualified for his car being too wide. After seven of the season's 16 races, Lauda had 55 points, to Hunt's eight. Then the tide appeared to turn. Hunt won in France and his appeal against his exclusion in Spain was successful. The gap was down to 26 points.

In July 1976, Brands Hatch was packed as fans flocked to the circuit to cheer on Hunt. The home hero duly delivered a win, but only after a near riot when it was threatened Hunt couldn't take the restart after a first-corner shunt due to a technical infringement. Hunt won the day, but two months later he was disqualified, handing another victory to Lauda.

The German Grand Prix at the Nürburgring brought a stark reminder that, despite all efforts, motor racing was still dangerous. On the second lap of the 14-mile circuit, Lauda crashed at Bergwerk and was hit by another car. The impact removed his helmet and exposed him to the inferno that had engulfed the Ferrari. Other drivers came to his rescue and Hunt later won the restarted race. Meanwhile, Lauda was taken to hospital to fight for his life and at one point a priest was called to administer the Last Rites.

Hunt won three of the next five races and, astonishingly, Lauda only missed two. Six weeks after the crash at the Nürburgring he was back in his Ferrari at the Italian Grand Prix. The bandages and burns were plain for all to see and when Lauda removed his bloodied balaclava at the end of the race, after finishing fourth, it was clear that this had been one of sport's greatest comebacks.

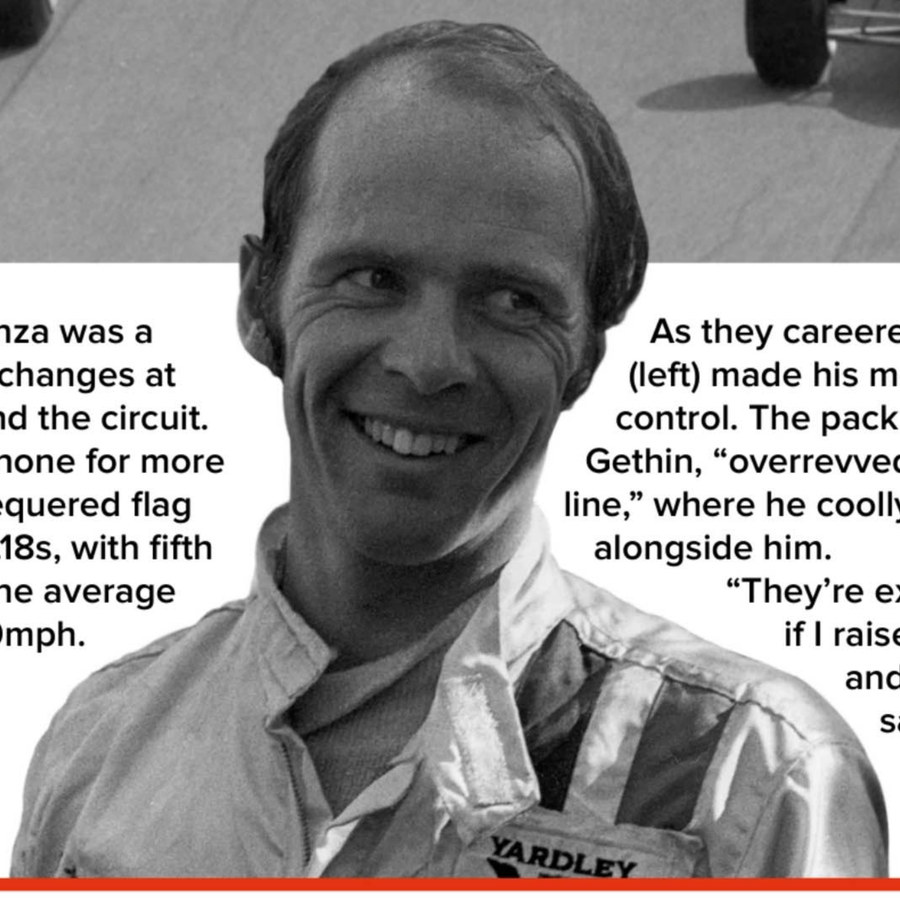
"Niki had no right to be driving there, because he was nowhere near healed," said the retired Stewart, then working as a broadcaster. "It was the most courageous thing I have ever witnessed in sport."

The deciding race in Japan nearly didn't take place at all. Torrential rain had made the Fuji Speedway almost undriveable. The drivers, including Hunt, who needed to score three more points than Lauda to take the title, thought starting the race was crazy. There was a long delay but the power of television was the driving force. Rights to the showdown had been sold

RACE OF THE DECADE

1971 ITALIAN GRAND PRIX
MONZA
WINNER: PETER GETHIN





The Italian Grand Prix at pre-chicane Monza was a flat-out blast. In 1971 there were 26 lead changes at the start-finish line and many more around the circuit. Eight different drivers held the lead and none for more than five consecutive laps. When the chequered flag fell, the first four cars were covered by 0.18s, with fifth a little over half a second further back. The average speed of the winner was in excess of 150mph.

The trick to winning at Monza was to not be at the front on the last lap. Ronnie Peterson led on to the last tour but François Cevert slipped by.

As they careered towards the last corner Peter Gethin (left) made his move, on the inside and seemingly out of control. The pack scrambled round Parabolica and then Gethin, "overrevved the engine in every gear until I got to the line," where he coolly raised his arm despite Peterson being alongside him.

"They're excitable chaps, Italians, and I thought that if I raised my arm they would give me the victory and wouldn't be prepared to go back on it," said Gethin. It was his only Grand Prix win.

Henri Pescarolo looks across to Peter Gethin (also pictured, left) as they battle for position









Clockwise from opposite page top left: Niki Lauda in his Ferrari before the start of the 1976 German Grand Prix; Lauda with the Ferrari 312T at the first United States Grand Prix West, in Long Beach, 1976; James Hunt at Brands Hatch in 1976; Hunt goes on to finish third in the 1976 Japanese Grand Prix; The stars of 1973 gather for the drivers' briefing before the French Grand Prix

> "I think he made the right decision to stop, and I feel awfully sorry for him. For me, Niki's decision was the bravest of all" **James Hunt**

BORN 1950

around the world, largely due to the efforts of Bernie Ecclestone, and the race was on. Television had always been the dream for Ecclestone. It would attract even more sponsorship and advertising, and everyone would be better off for that.

Lauda pulled into the pits and retired at the end of the first lap feeling the conditions were too bad and the risk too great. Hunt finished third and became champion for the only time. Formula 1 had never been more popular.

"In a perfect world, we would have shared the championship," said Hunt. "He's been through a terrible accident and his comeback has been amazing. But I think he made the right decision to stop, and I feel awfully sorry for him. For me, Niki's decision was the bravest of all. None of the rest of us had the courage to stop racing in such ridiculous circumstances. Let's hope that no fool blames him for packing it in."

Unfortunately, not everyone was as sympathetic over at Maranello.

KEEPING THE WHEELS TURNING

Lauda won a second title at Ferrari in 1977 but quit the team with two races to go once his points total could not be overhauled. His championship was won more through consistency than speed and, overall, it was a difficult season as his relationship with the team struggled to recover from his withdrawal at Fuji the year before. He would go on to join Ecclestone at Brabham for 1978.

Ecclestone had bought the Brabham team in 1971 and took control of how all the teams did their business. He saw the power of the collective and through the Formula One Constructors' Association he made himself the sole representative when it came to dealing with circuits. It was a take-it-or-leave-it approach – if you want a race, this is what we want to make it happen. This ruffled feathers in the Parisian corridors of power but Ecclestone was more than happy to take on the motor racing authorities at the FIA. The team owners were doubly happy as Ecclestone's way

"Formula 1® ended the 1970s faster, wealthier, more popular and even a little safer than when the decade had begun"







THE 1970s IN NUMBERS

FIA Formula One World Championship™ rounds	185-328
Grands Prix™	144
Laps raced	9,282
Distance raced (km)	43,849
Countries visited	17
Circuits raced at	28
Number of drivers who won races	29
Number of constructors that won races	14
Number of engine manufacturers that won races	6
Age of youngest driver	20y 58d (Eddie Cheever, Kyalami 1978)
Age of oldest driver	47y 99d (John Love, Kyalami 1972)
Average pole position speed in 1970	189kph
Average pole position speed in 1979	195kph





of doing business – in effect he was the promoter of Formula 1 – was making them more money. They no longer had to deal with the day-to-day hassle of trying to run the sport and could simply focus on their teams.

The fastest car of 1977 was Colin Chapman's Lotus 78, which generated more downforce through ground-effect, which was a way of sucking the car to the road using the aerodynamics of the underbody. Mario Andretti's campaign was undermined by unreliability, but the following year, armed with the Lotus 79, the American took the title early. If you wanted to win, a ground-effects car was what was required for 1979.

The only machine to trouble the all-conquering Lotus 79 was Niki Lauda's Brabham at the Swedish Grand Prix. The BT46B was equipped with a large fan, which designer Gordon Murray said was for cooling the Alfa Romeo engine, but in reality it sucked the car onto the track. Lauda won with ease, but rivals were unhappy and questioned the legality. Ever the shrewd operator, Ecclestone chose to abandon the project, but Lauda and Brabham kept the points. He couldn't afford a split in the FOCA ranks, which was what was threatened, and the equilibrium was maintained.

Ferrari, using the same flat-12 cylinder engine that they had started the decade with, won the title in 1979 with Jody Scheckter at the wheel. It might have been a slightly fortuitous victory as Ligier lost their way after dominating the early part of the season, and the Williams FW07, which took ground-effects to another level, only arrived halfway through the year.

It is worth noting that when Alan Jones took pole

BORN 1950



Clockwise from opposite page top left: Niki Lauda pursues Mario Andretti at the 1978 Swedish Grand Prix; Andretti, Ronnie Peterson and James Hunt in France during the same year; Carlos Reutemann and Niki Lauda battle it out at Monza in 1977; Lauda and Hunt in Belgium that year; Andretti atop the podium at Zandvoort in 1978; Gilles Villeneuve's Ferrari 312T4 leads Alan Jones during the 1979 Canadian Grand Prix; Jody Schekter in his Ferrari 312T4 at Monza, 1979

position at the British Grand Prix in the FW07 in 1979, his lap around Silverstone, complete with speed-reducing chicane, was 10 seconds faster than Chris Amon's chicane-free pole lap in a March back in 1970. Both cars were powered by a Ford-Cosworth V8. The only notable engine development was the whir of a Renault turbo, first heard at Silverstone in 1977. No one took it too seriously at the time, but it was the sound of the future.

Formula 1 ended the 1970s faster, wealthier, more popular and even a little safer than when the decade had begun. It had become more complicated, too. Ecclestone was about to navigate some choppy political waters in the years to come, but the prize was untold riches and clearly worth fighting for. Stewart and Lauda had survived and both had witnessed the sport's triumphs and despair in this most perilous of decades. "When I think back to the crates that we used to drive," said Lauda years later, "I wonder whether we weren't a little mad."



CAR OF THE DECADE
LOTUS 79

Colin Chapman was always an innovative thinker. After double championship successes with the Lotus 49 and Lotus 72, the company had gone through a difficult spell. The venerable 72, which first appeared in 1970, was still being used five seasons later. Midway through that year, Chapman talked with his design staff about a “something for nothing car,” that would use inverted wings to create downforce.

With much of the design work done by Peter Wright, Martin Ogilvie and Geoff Aldridge, the 79’s predecessor, the 78, showed that the writing was on the wall when Mario Andretti won four races with the ‘wing car’ in 1977, one more than champion Niki Lauda.

The Type 79, however, moved the goal posts. It was not so much a wing car as a full-blown ground-effect car. The undersides of both sidepods, which ran full-length between the wheels, formed a venturi, with the rest of the design aimed at maximising the sectional downforce and cleaning up the exit path as much as possible.

While the 78 had two side and one central furl tank, the 79 had the driver further forward and one central tank behind him, which also improved the centre of gravity. The exhausts were raised up centrally and exited over the top with suspension componentry placed inboard. The car produced 30 per cent more downforce than the 78 and had a clean simplicity that, in its JPS livery, earned it the ‘Black Beauty’ epithet.

When Andretti first drove the 79 he proclaimed that it made the 78 feel like a London bus. The car was delayed by problems with an intended Getrag gearbox and its debut, now with a Hewland ’box, was not until the Belgian Grand Prix, where Andretti put it on pole by a second and disappeared into the far blue yonder.

He did likewise in Spain, France, Germany and Holland to canter to the 1978 championship as Lotus pushed F1 firmly into the aero age.

BORN 1950

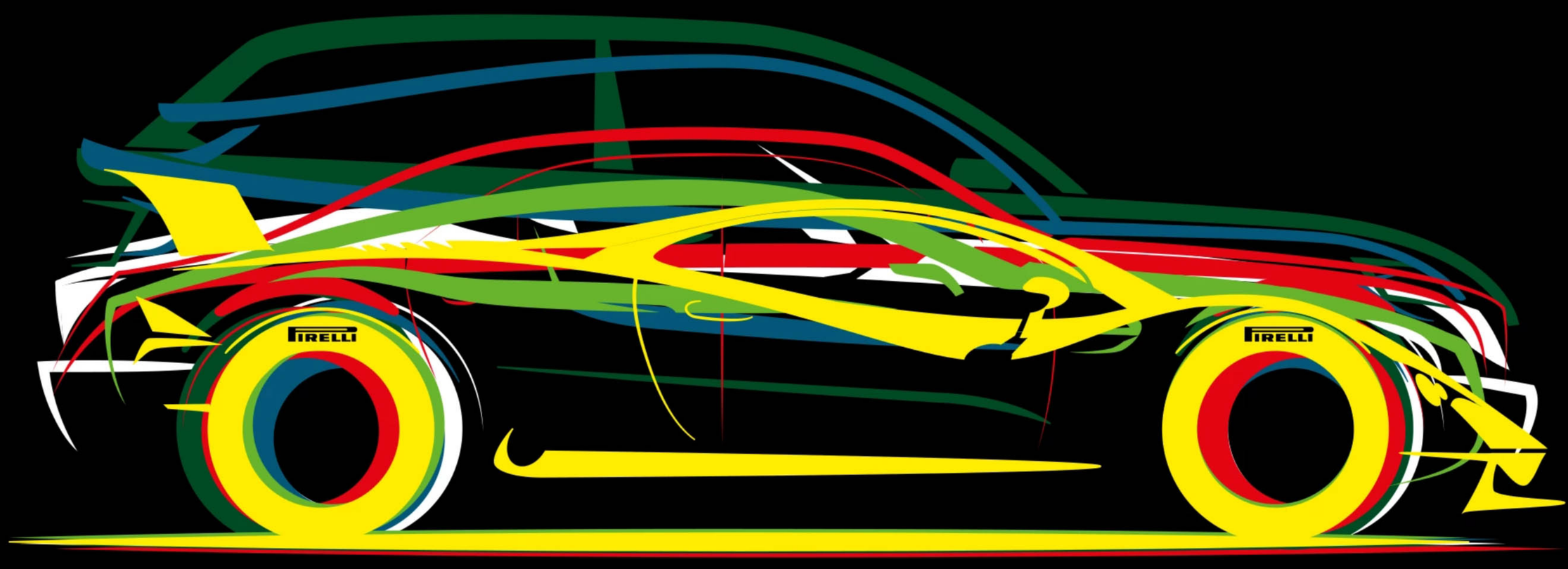
Main image: Mario Andretti's Lotus-Ford 79 in France, 1978

Inset from left: Andretti and Ronnie Peterson (front right) with the Lotus team and their all-conquering Type 79; Andretti during the United States Grand Prix East in 1978





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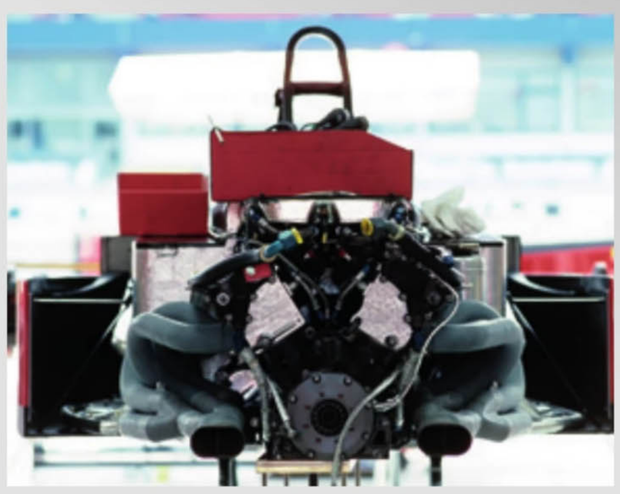
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POWER IS NOTHING WITHOUT CONTROL®

The 1980s marked a new era of professionalism in Formula 1®. Bernie Ecclestone had wrestled commercial control and turned the sport into a TV 'show'. Schedules were fixed, drivers were cast as heroes and villains, and the turbocharged cars had more horsepower than ever before

Words Tony Thomas **Photos** Getty Images















The 1980s offered perhaps the strongest Grand Prix grids ever, comprised of cars whose turbo-boosted speeds pushed them far beyond their safety envelope. The decade gave the sport its first 160mph lap in Keke Rosberg's pole at the 1985 British Grand Prix. But these new peaks of power were juxtaposed by the deaths of Patrick Depailler, Gilles Villeneuve, Riccardo Paletti and Elio de Angelis, as well as career-ending injuries for Clay Regazzoni, Didier Pironi and Jacques Laffite.

F1 in the 1980s was a sport of extremes that saw the fruition of technical leaps from the 1970s, such as ground-effect and turbo-charging, in machines that could only be tamed by a gilded handful who possessed the guts to match their skillset: Rosberg and Villeneuve, already mentioned, alongside comets such as Nelson Piquet, Nigel Mansell, Ayrton Senna, Alain Prost, Niki Lauda, Gerhard Berger and René Arnoux.

These drivers scorched across the tracks straight into our homes, thanks to newly won prime-time TV exposure, backed by a supporting line-up of remarkable depth: Carlos Reutemann, John Watson, Michele Alboreto, Mario Andretti, Derek Warwick, Riccardo Patrese, Patrick Tambay, Andrea de Cesaris and the all-too-briefly glittering Stefan Bellof, who was killed in a racing accident outside F1. This stellar cast played out scenes as memorable as any the sport has scripted, while straddling a technical evolution destined to take in the digital developments that would underpin racing in the 1990s and beyond.

In tandem with the on-track efflorescence, Formula 1 underwent a commercial and political revolution during the 1980s, masterminded by the hardscrabble savvy of team boss-turned-impresario Bernie Ecclestone and the silken intellect of future FIA President Max Mosley. As the decade progressed, these two – iron fist in iron glove – would emerge as powerful overlords of an ever-more valuable global sporting franchise.

DISTANT THUNDER

The decade's first champion, Aussie bruiser Alan Jones, took his sole title in the sleek and nimble Williams FW07B. Its aluminium monocoque chassis, authored by design chief Patrick Head, harnessed the light weight and packaging simplicity of a non-turbo Cosworth DFV 3-litre V8 engine to draw maximum advantage from the ground-effect aerodynamics then in vogue.

There was nothing revolutionary here, no songs from a new playbook, but the execution was immaculate: repeatable speed, reliability and simplicity were enough to overcome the power advantage already being enjoyed by rivals Renault with their increasingly competitive 1.5-litre V6 turbo motors. Renault had been F1's turbo technology pioneers since 1977 and won three times in 1980, though the trail of DNFs that littered their scorecard spoke of their tribulations as innovators.

The rest of that year's wins were mopped up by Ligier and Brabham, who'd followed the same tried-and-true technical path as Williams, without quite matching the precision of Sir Frank's blossoming team, who became dominant FIA Formula 1 Constructors' Champions.

Between drivers, however, the early 1980s was a period of intense competition and Jones' title fell smack

"In the 1980s, F1® underwent a commercial and political revolution, masterminded by Bernie Ecclestone "

Clockwise from top left: Gilles Villeneuve races in the rain in Canada, 1981; Ayrton Senna, Alain Prost, Nigel Mansell and Nelson Piquet at Estoril, Portugal, in 1986; Nelson Piquet and Jean-Pierre Jabouille fight for the lead at the start of the 1980 Dutch Grand Prix



in the middle of a sequence of first-time champions, with no single driver able to gain a prolonged advantage.

In 1981, title honours went to Piquet, but only by a single point ahead of Williams' Reutemann. Such a narrow margin was typical of the period, as the Cosworth era peaked before wilting under increasing turbo pressure. In Jones' title year, seven drivers won Grands Prix from a field in which 17 of the 21 points-scoring drivers were race winners or winners-to-be.

Seven won again in this year and Jones remembers a period of ferocious scrapping: "Probably only 0.3s separated the grid," he says, "but we didn't really realise how competitive it was, and we certainly didn't think about the danger. When I look back on those cars now, it's just: 'Shit, did I drive that thing?'"

The challenge for the likes of Jones and Piquet was to maximise the cornering speed and braking ability of their honed machines, sucked to the ground by ground-effect underbodies, to counter the turbos' burgeoning power advantage. "It was the commitment



into the corner that mattered," says Jones. "You'd go in as late and as fast as you could."

Turbo ascendancy was irresistible, however, making 1981 a transitional year for F1 – one that gave rise to a bludgeon-versus-rapier rivalry between Ferrari's Gilles Villeneuve and the 'atmospherics'.

In Monaco and Spain, Villeneuve's mastery of car control, learned as a child in Canadian skidoo racing, allowed him to manhandle the potent but unwieldy turbocharged 126CK to unlikely victories. Despite such heroics, the Ferrari's chassis was too crude a platform from which to mount a title challenge; the better turbo car that year was Renault's RE30, driven to three victories and two pole positions by Alain Prost, with four further poles for team-mate René Arnoux.

Piquet's own trio of victories in the fetching blue-and-white Brabham BT49C were nonetheless just enough to earn him a first title, even as Williams once again blitzed the constructors' table.

It was the last time the 'atmos' won bigger than the turbos: the victory tally at season's end was eight for the DFV, two for the Matra V12 (with Ligier) and five for the Renault and Ferrari turbos.

A season later the split was eight-all and the first turbo title should surely have gone to either of Ferrari's Gilles Villeneuve or Didier Pironi. Their 126C2, with a chassis designed by noted British engineer Harvey Postlethwaite, pure class in a wildly competitive field that produced 11 winners from 16 races.

But this was a year scarred by tragedy: Villeneuve, regarded as the most gifted driver of his generation, died following a horrible accident in qualifying for the Belgian Grand Prix. On a hot lap, his Ferrari clipped the slow-moving March of Jochen Mass, becoming airborne before landing with fatal impact.

Villeneuve's crash came as he attempted to better a time set by Pironi – a perfectly normal situation in racing, though lent a darker context by lingering bad blood between the team-mates following what Villeneuve regarded as Pironi's duplicity at the previous race, at Imola. There, Pironi won after taking the lead from a cruising Villeneuve on the last lap, supposedly in breach of a team instruction that both should ease off to save fuel and protect their home-turf 1-2.

"I never believed Gilles was going to die in bed," recalls Alan Jones. "If you look at his Zolder accident, my understanding was he had the shits because Pironi was out-qualifying him. And he came in for a brand-new set of tyres and went out to try and do the Blattenhauser and Mass was there. But he wasn't prepared to [back off], he tried to double-guess Mass and hit him. And that's what cost him. And I think that was the make-up of Gilles."

Alain Prost offers this: "I was very close with Gilles and I remember him saying to me, and it's hard to believe, yes, 'In Formula 1 you cannot hurt yourself.' He believed this because he had a lot of huge accidents but never had physical pain."

Pironi soon emerged as champion-elect until he suffered an accident in practice for the German Grand Prix that shattered his legs and ended his F1 career.

Catastrophic incidents such as these laid bare the perils of an era witnessing rapidly escalating speeds thanks to the combined accelerants of turbo power and ground-effect aerodynamics. Speeds were pushed ever higher in chassis constructed almost universally from lightweight aluminium, scarcely a thought spared for driver protection. Frontal impacts were deadly as the short-nosed designs of the era left drivers prone, with their feet positioned ahead of the front axle line.

Italian Riccardo Paletti fell victim to this crudity of construction in a fatal head-on start-line accident at the 1982 Canadian Grand Prix, in only his second F1 race. A couple of years later, young British star Martin Brundle shattered his feet and ankles in a heavy hit at the Dallas street track. He was never quite the same driver again, unable to brake with the control he had once enjoyed.

Images from the time show drivers sitting in cockpits with their cars' bodywork removed, revealing them to be virtually unprotected and reminiscent of pioneer astronauts from a decade or so before – strapped in, waiting for the rocket to light.

From the tragedy and off-track political turmoil between the 'grandee' teams Ferrari and Renault, and the largely British independents, Keke Rosberg emerged as 1982 champion, with just a single victory for Williams – though no other driver scored more than two. Ferrari's FIA Formula 1 Constructors' Champion title was the first for turbo power and the sport embraced the banning of ground-effect for 1983 as a means both of lowering cornering speeds and increasing safety.

POWER STRUGGLES

Those with potent turbo motors – notably Ferrari, Renault and Brabham with BMW – could look forward

Right from top: Ayrton Senna at the 1986 Hungarian Grand Prix; Frank Williams takes control at the United States Grand Prix West in 1981

BORN 1950

The 1980s year by year

1980

First titles for Williams and Alan Jones lead the 'ground-effect' charge. Ferrari fail with aero and slump. Patrick Depailler is killed in a Hockenheim testing accident. Rookies include Nigel Mansell (right) and Alain Prost, who scores on his Argentina debut. Champions Emerson Fittipaldi and Jody Scheckter both retire. Watkins Glen hosts its last Grand Prix.



1981

Reutemann flunks a title shot at the Las Vegas finale, though Williams are champs again. Charger Derek Warwick (right) makes his debut with new team Toleman, as does Michele Alboreto at Tyrrell. Ferrari and Gilles Villenueve show flashes of turbo promise, but it's a Cosworth-dominated season. John Watson survives a huge accident at Monza in his carbon-fibre McLaren tub.





“Images from the time show drivers sitting in cockpits with their cars’ bodywork removed, revealing them to be virtually unprotected”



1982

Deaths of Gilles Villeneuve and Riccardo Paletti darken the year – as does a career-ending shunt for Didier Pironi. Ferrari are lifted by Mario Andretti’s Monza pole and the team are champions, but Keke Rosberg’s (right) title is a last hurrah for Cosworth. The sole modern Swiss Grand Prix is held at France’s Dijon circuit.



to the season with a power advantage of between 200-300bhp over those shackled to the hopelessly out-gunned Cosworth V8s. Little surprise, then, that turbo cars took all but three victories and all but one pole, edging Nelson Piquet, in Gordon Murray's paper-dart Brabham BT52, to his second title and BMW to their first.

There was another close-run season in 1983, though, with eight different winners and Prost contesting the drivers' title to the last round for Renault, as Ferrari secured a second consecutive constructors' win.

Prost had some cause to feel aggrieved at missing the crown, for by the end of the year he was establishing his status as F1's 'Professor', on account of his hugely swift, almost error-free and efficient driving style. He had become disillusioned, though, with Renault, who he felt favoured his quick-but-volatile team-mate René Arnoux. Prost split with the French national squad to fall into the welcome embrace of McLaren for 1984.

Lately resurgent under the commercially astute leadership of Ron Dennis, and with master designer John Barnard creating genre-shifting carbon-fibre masterpieces in the form of the MP4-series cars (first raced in 1981), McLaren were everything Prost could have wanted. Power from TAG-Porsche V6 turbo motors brought grunt with standard-setting efficiency in a fuel-limited era, lending the 1984 McLaren line-up a formidable aspect – an impression hardened by the presence of one Andreas Nikolaus Lauda in the other cockpit.

Lauda, the fabled Ferrari champion of '75 and '77 had been lured out of turn-of-the-decade retirement by Dennis for 1982, and the scarred warrior had been a prime mover in forcing McLaren to race the unproven Porsche turbo engines at the end of 1983 – the better to accelerate their development.

This proved to be a smart move and in 1984 the Lauda-Prost-TAG-McLarens blew rivals into the weeds. An almost embarrassingly dominant display laid down a template for excellence of manufacture and coherence of operation that effected a paradigm shift in the way F1 teams went racing. McLaren's 1984 vintage was the first truly modern F1 team.

Twelve wins from 16 Grands Prix resulted – seven for Prost, five for Lauda – as well as a crushing points total of 143.5 against next-up Ferrari's 57.5. The drivers' table was still more stark: Lauda 72; Prost 71.5; de Angelis (Lotus-Renault) 34.

It was a rout from which Lauda emerged with a third and final crown, but not without Prost's speed having forced him to rethink his tactics. "In the beginning, I thought, 'No problem. A Frenchman can't be better than an Austrian. He will have no chance,'" said Lauda. "But he taught me a lesson because in qualifying we had this stupid 600 horsepower more and qualifying tyres for one

From below left: Nigel Mansell and Keke Rosberg; Riccardo Patrese's Brabham-BMW BT55 at the 1986 Austrian Grand Prix; mechanics remove the body from Niki Lauda's car at the Nürburgring in 1984

BORN 1950





The 1980s year by year

1983

Nelson Piquet (right) wins a second title, the first for a 'turbo' driver. Ground effect is banned and 'atmo' teams marginalised as a rise in engine power brings dramatic speed increases. Ferrari pip Renault as best team. Alboreto takes last win (of 155) for Cosworth DFV/Y and Tyrrell at Detroit. Final Long Beach Grand Prix takes place.



1984

McLaren raise bar for modern F1 with stunning MP4-TAG-Porsche. Lauda's guile holds off a flying Prost (right). Mansell glimmers, as do rookies Senna, Brundle and Bellof. Honda take first turbo win. Last Belgian Grand Prix takes place at Zolder; season closes with first races at the new Nürburgring and Estoril, Portugal.





1985

Turbo F1 in its pomp as Honda, Renault, BMW, Ferrari and TAG-Porsche all win. Prost takes his first title; Mansell and Senna take first wins. Favourite underdogs Minardi (right) join, as does an all-star Haas team; Alfa bow out, ingloriously. Rosberg cracks 160mph average with Silverstone pole. Australia joins calendar; South Africa takes a break.





lap, and Prost used it much better than I did. I could not catch him on a qualifying lap, so I changed immediately my strategy and said, 'I'm going to work for the race from Friday to Saturday to make sure that my race set-up is better than his.' And this made me, in the end, world champion – only because I was thinking how to beat the guy in another way, without just driving quicker."

Prost's want of half a point was the result of that year's Monaco race being stopped before half-distance due to torrential rain, rendering it eligible only for half scores. His win garnered four-and-a-half points, rather than the full nine, and that shortfall left him runner-up by the narrowest possible margin.

Others to lose out on that soggy Riviera Sunday were a doughty Nigel Mansell, who spun his Lotus out of P1, and a dazzling rookie named Ayrton Senna, who had been closing on Prost for the lead at flag fall. We would soon be hearing much more from both men, of course.

Lesson learned from the master, Prost set about 1985 with guile to match his pace and wrapped up his first title – also the first for a French driver – with two races to spare. McLaren had it less easy this time around, however, thanks to Ferrari's Michele Alboreto challenging hard for the first half-season, while the Williams pair of Mansell and Rosberg latterly came on strong, blessed as they were with mighty Honda engines at their backs.

Clockwise from above: Nigel Mansell leads Ayrton Senna and Nelson Piquet on the first lap of the 1987 Belgian Grand Prix; Gerhard Berger at the French Grand Prix in 1988; Ivan Capelli in the pretty Leyton House March in 1989

A ROSE BETWEEN TWO THORNS

The success of this feisty duo in the closing races of 1985 – they won three from three, Mansell having broken his duck before an adoring Brands Hatch crowd – was a portent for the next season, which would become another storied F1 chapter.

Williams, with Piquet installed alongside Mansell, dominated for pure pace and waltzed to the constructors' title, but Prost managed to sneak between the warring Williams duo to snatch the drivers' title at the very last.

There was no question that the Williams FW11 was the machine *du choix* that year: shoed by Mansell and a

The 1980s year by year

1986

Williams dominate as Sir Frank is left quadriplegic after a road accident. Mansell-Piquet feud (right) gifts Prost title. First 'iron curtain' Grand Prix in Hungary sees legendary Piquet pass on Senna. De Angelis is killed in testing at Paul Ricard. Rosberg, Jones, Laffite, Tambay quit. Debut for Alessandro Nannini. Mexican Grand Prix returns.



1987

More Williams domination, but huge Imola shunt for eventual champion Piquet hinders his vision thereafter. Senna (right) wins twice in active suspension Lotus 99T. McLaren off the boil but still three Prost wins to become (then) F1's most winning driver, with 28 victories. Mansell blows title with Suzuka qualy prang.





> "The '80s was the best time in F1, no question. It was still a time when the driver made the difference" **Gerhard Berger**

Goodyear left-rear that ended his title hopes in a flurry of flailing rubber and astonishing car control. This situation was very Mansell, and also very Prost, who cruised the final 19 laps post-Mansell-blow-out to clinch his fourth season win and second title in a manner that earned him few fans, but massive respect.

The 1986 Australian Grand Prix was a high-water mark for F1 turbo power: outputs peaking at 1,300bhp or more for engines on full qualifying boost made the cars that finished the season the most potent ever to compete in Formula 1.

Those who tamed them could never forget the experience, as Berger relates, somewhat wistfully: "It was definitely the best time in Formula 1, no question. It was still a time when the driver made the difference. If you were really brave you could be a second ahead of your team-mate in qualy, but if you weren't, you'd be two seconds off.

"You wanted to brake earlier because you were arriving at the corners so much faster, but the tyres were giving you the grip to brake much later – but with only one lap from tyres and engine to get it right. Everything was so squeezed, it was mad. The engines would literally melt after one lap putting out 1,400bhp and the tyres were completely finished, too. There's never been anything like it in F1.

"At Monaco, we started off with the boost down to give us about 800bhp, so we still had some control, but by the end of the first session we were always asking for more and inevitably in qualifying we'd be on full boost. It was madness really – but incredible too. Going up the hill at Monaco into Casino Square… it was like being the bullet shot from a gun."

Fearing still further escalation for 1987, the FIA capped boost limits at 2.5bar, limiting peak power at closer to 1,000bhp. Plenty, still – and more than enough

BORN 1950



needly Piquet, a haul of 146 points swamped runner-up McLaren's 96, as did a victory tally of nine to McLaren's four. Yet neither driver was able to establish dominance in a team with a mantra of 'let the aces race'.

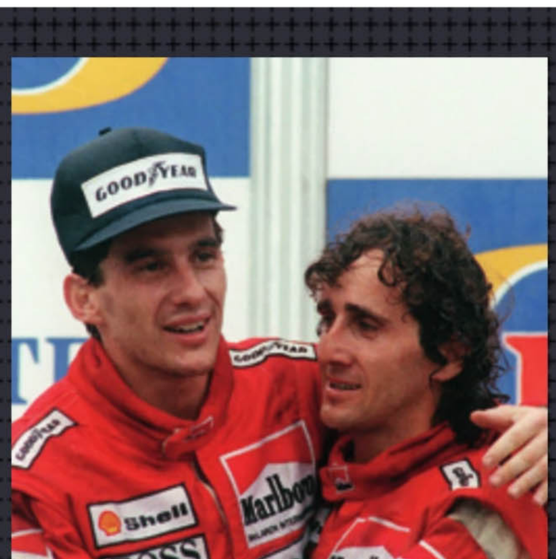
Meantime, Prost remained immaculate all year and his clear number-one status at McLaren would prove decisive. At Lotus, Senna's brilliance in the sweet Gérard Ducarouge 98T, hindered by a powerful-but-thirsty Renault engine, earned him eight poles and two wins – including victory by just 0.014s over Mansell at the Spanish Grand Prix – that helped keep him in title contention almost till season's end.

There was also a notable late cameo from rising hot-shoe Gerhard Berger, whose memorable Mexican Grand Prix win in the mighty Pirelli-tyred Benetton-BMW B186 confirmed him as a top-table talent. It was little more than a pleasing aside in the championship narrative, however: as Mansell headed into the Adelaide finale with a six-point advantage, the title was his to lose.

But lose it he did, thanks largely to an exploding

1988

Wall-to-wall McLaren-Honda-Prost-Senna (right). Williams try active suspension but ditch it to help Mansell earn astonishing P2 at British Grand Prix. Berger and Ferrari win Italian Grand Prix after champion Senna shunts with Williams stand-in Jean-Louis Schlesser, on his sole F1 start.



1989

No more turbos, but much engine variety in new 3.5-litre formula. Prost wins round two of Prost-Senna as McLaren dominate again, but less. Stunning Ferrari 640 wins on debut with Mansell; shows future with semi-auto gearbox. Sole win for Nannini (right); debuts for Jean Alesi and Johnny Herbert.



"Driving those turbo cars was the most exhilarating, frightening thing that you could do in your life" **Nigel Mansell**



Left: Benetton's Alessandro Nannini at the 1989 French Grand Prix

Opposite page: Cars arrive by plane in Mexico ahead of the 1986 Grand Prix

BORN 1950

to fuel another dramatic season, that distilled into a Mansell-Piquet grudge match, as two chargers – one with everything to prove, the other desperate to prove he still had what it took – slugged it out in the awesome Williams-Honda FW11B.

Once again, Mansell led with his chin, winning six races – twice that of any rival – only to receive a KO when he pushed too hard in qualifying for the Japanese Grand Prix in an effort to hunt down the more consistent Piquet and injured himself out of the reckoning. The shunt confirmed Piquet's third title.

Mansell didn't win the championship, but his combative style captured a million hearts, giving rise to the phenomenon of 'Mansell Mania' in Britain and beyond. His recollection of racing in that barely tamed era is as vivid as it is breathless: "Formula 1 will never get back to that," Mansell reflects. "Driving those turbo cars was the most exhilarating, frightening thing that you could do in your life. The Williams FW11… Honestly, nothing comes close to that car. Nothing in the world. In qualifying you literally had up to 1,500 horsepower and wheelspin in sixth gear down the straight, at 175 or 180mph… you cannot put that into words as a driver. At every single corner you came to, the car was literally trying to kill you."

Happily, Mansell lived to tell such tales, but his championship-chasing days were about to be put on hold.

THE GREATEST RIVALRY

In 1987, Williams fell foul of boardroom machinations at Honda that resulted in the dominant Honda motor going to McLaren for 1988, leaving Williams with an uncompetitive Judd V8. The benchmark Japanese V6 was inserted instead as the keystone in a freshly reinvigorated superteam, which boasted no less a driver pairing than Prost and Senna in the low-line MP4/4 chassis.

Their 1988 partnership was predictably tense, though ultimately game-changing. Fifteen wins from 16 races set a new mark for dominance that has yet to be bettered.

Senna's eight victories to Prost's seven brought McLaren a scarcely feasible 199 points, ahead of Ferrari's 65, and his marginally better hit-rate accrued 90 points to Prost's 87, after both drivers' best-11 scores had been tallied, as the rules then demanded. Had each been allowed their full haul, Prost would have beaten Senna by 105-94.

The only stain on McLaren's immaculate conception was a glorious Ferrari 1-2, led by Berger, at the Italian Grand Prix, just a month after the death of team founder Enzo Ferrari.

F1 turbos in this, their final season of the decade, were somewhat tamer beasts, fettered by a fuel capacity limit of 150 litres that prioritised efficiency over outright power. Prost and Senna, too, though fierce rivals, hadn't yet sparked off each other with the naked enmity that marked their later duels, all of which left 1988 feeling strangely muted in the wake of the wild times just gone.

Prost vs Senna raged on into 1989, but the battle was no longer turbo-charged. For the first time since 1977, no manufacturer could build a boosted engine, as 3.5-litre normally aspirated units were mandated. Honda, Ferrari, Renault and Ford all won races with a variety of V8s, V10s and V12s.

McLaren-Honda's strength was such that they made the smoothest transition to the new-motor era of F1 and once again swept both championships.

Prost prevailed over Senna, while their relationship deteriorated throughout the season to a nadir at the Japanese Grand Prix, where Prost biffed his nemesis to leave both scoreless and settle the title in his favour.

THE 1980s IN NUMBERS

FIA Formula One World Championship™ rounds	329-484
Grands Prix™	156
Laps raced	10,018
Distance raced (km)	46,136
Countries visited	19
Circuits raced at	31
Number of drivers who won races	21
Number of constructors that won races	9
Number of engine manufacturers that won races	7
Age of youngest driver	19y 187d (Mike Thackwell, Montréal 1980)
Age of oldest driver	42y 318d (Vittorio Brambilla, Imola 1980)
Average pole position speed in 1980	197kph
Average pole position speed in 1989	203kph





No single team could contain these two warring titans and Prost left McLaren at the season's end for Ferrari, setting up another vintage head-to-head for 1990.

The 1980s will be fondly remembered as a truly epic chapter in the history of Formula 1 – ten years of intense development both on and off the track, during which interest in the sport morphed from niche to global.

F1 stars were now household names and a last word can justifiably, then, be granted to the archetypal '80s turbo driver – one whose daring lit up the decade and whose torch burned on into the next – Nigel Mansell.

"In the '80s and early '90s, it was euphoria to compete in F1 and be a part of what was happening," he recalls. "The abundance of talent, the abundance of carnage, the most incredible things that made you go, 'How did that just happen?' Formula 1 did things then that you couldn't even think of doing today. It was such an exciting time and I was grateful just to be part of it."

RACE OF THE DECADE



1986 AUSTRALIAN GRAND PRIX
ADELAIDE
WINNER: ALAIN PROST

It takes great skill to win a Grand Prix in a car that is not the fastest in the field. Even more impressive is winning a title with the same deficit. In 1986, new rules meant a restriction of 195 litres of fuel for a race, and McLaren's Alain Prost was more disciplined than his rivals at managing his boost.

As the circus descended on Adelaide for the final race of the season, unusually, three drivers had a shot at taking the crown. Championship leader Nigel Mansell, his Williams team-mate Nelson Piquet and the outsider, Prost.

Mansell only needed third place to guarantee himself the title and things favoured the Brit when Prost was forced to pit with a right-front puncture before half-distance. Despite his issue, the over-riding belief was that further pitstops for the front-runners were unnecessary.

Then on lap 63, as Mansell came down Dequetteville Terrace his left-rear disintegrated at 190mph and his hopes for the championship exploded into pieces of discarded Goodyear rubber. His dream was over and Williams, fearing the same for Piquet, called him in to pit. That left the road clear for Prost who took the win and title, leaping for joy moments after crossing the line.

Alain Prost takes advantage of Mansell's puncture to cruise to the 1986 drivers' title in Adelaide

CAR OF THE DECADE

McLAREN MP4/4

The MP4/4 is statistically the most successful Formula 1 car of all time. It won 15 of 16 races in 1988 – a 93.75 per cent success rate. The closest any rival has come is the 2016 Mercedes F1 W07, which won 19 of 21 – 90.47 per cent.

The big irony is that such success came at a time when F1 was bringing down the curtain on its first 1.5-litre turbo era (after Renault introduced theirs in 1977) and framed the rules to favour the normally aspirated engines mandatory for 1989. Or so they thought...

The 4-bar boost, 195-litre fuel capacity limits for 1987 had been reduced to 2.5-bar and 150-litres for 1988, prompting FISA president Jean-Marie Balestre to utter, "I promise you gentlemen, in 1988, no way for the turbos..."

But no one had told Honda. The Japanese worked away diligently on their RA168E V6 turbo specifically for that one year and met the stipulations with ease, with the added bonus that it was barely stressed and demonstrated bullet-proof reliability.

McLaren's technical director was Gordon Murray, with American Steve Nichols heading up a design department also including Malcolm Jeffreys, Dave North, Bob Bell, Hugh Moran, Dave Neilson, Tim Wright, Colin Smith, Mike Lock and Paul Merrit. Together they were able to reap the aerodynamic advantages of the smaller engine and lighter fuel load.

The car was the last 1988 challenger to appear at the pre-season Imola test. It blew everything into the weeds, prompting team boss Ron Dennis to call his staff together and proclaim that they could win every race.

When Nelson Piquet's third-placed Lotus was fully 3.3s behind Senna's Imola pole at the second race of the season, it seemed Dennis was right. And he would have been, had it not been for a slice of impatience from Senna when lapping Jean-Louis Schlesser's Williams at Monza, their resultant collision allowing Gerhard Berger to spoil the party. It was Berger too, who prevented a clean sweep of MP4/4 poles, at a wet Silverstone.



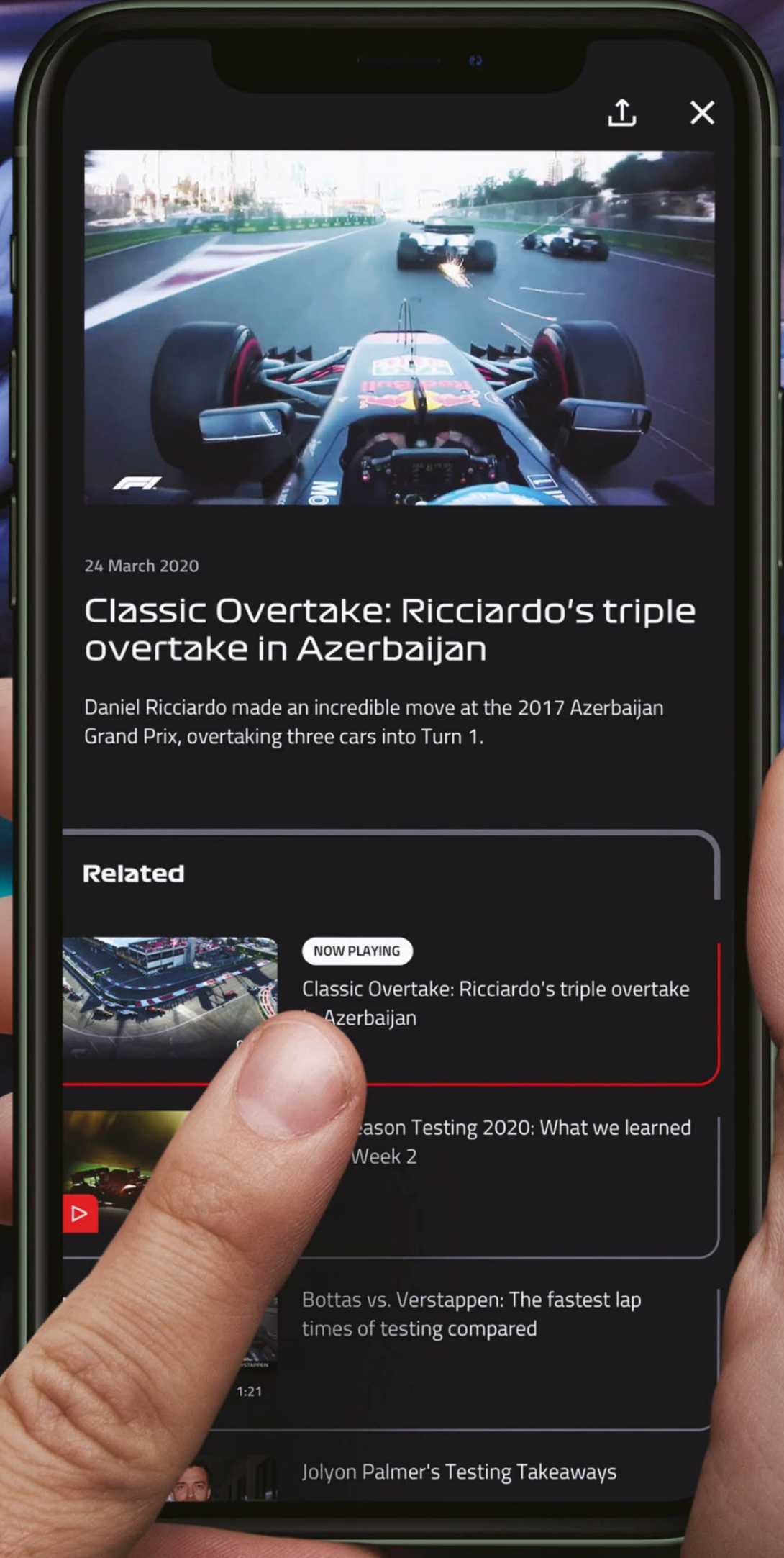


Alain Prost (left) and Ayrton Senna demonstrate the McLaren MP4/4's dominance at the 1988 Portuguese Grand Prix

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1990

Formula 1® embraced the technological revolution in the 1990s. Cars used electronic gizmos to improve traction and suspension settings... and speeds were rising. But the tragic death of Ayrton Senna at Imola in 1994 sent the sport along a new, safety-oriented path as cars and tracks were altered forever

Words Tony Dodgins **Photos** Getty Images











Clockwise from top right: Nigel Mansell and Ayrton Senna in the closing laps of the 1992 Monaco Grand Prix; a pensive David Brabham at the San Marino Grand Prix in 1990; Alain Prost at the Belgian Grand Prix in the same year; Prost and Senna racing at Suzuka in Japan, 1990; Riccardo Patrese at the 1990 German Grand Prix; Senna (right) with McLaren team-mate Gerhard Berger pictured in Hungary, 1990

BORN 1950

The 1990s began in much the same way as the 1980s finished: the great and the good of F1 struggling in vain to stop the juggernaut that was McLaren, Honda and Ayrton Senna.

Truth be told, Ron Dennis's raising of the financial bar would have flummoxed even Dick Fosbury. The combined spending buck of sponsor Marlboro and the Japanese engine manufacturer confounded the opposition.

But that's not to say that Ferrari didn't put up a good fight. After two years, the Senna/Prost/McLaren combination had become just too combustible and Prost left for Maranello. The championship once more was between the two of them.

As they headed for the penultimate round in Japan, Senna's mind went back 12 months to Prost turning in early at Suzuka's chicane and initiating the contact that lost him his world championship. In Senna's eyes it had been a sneaky professional foul, akin to tapping Thierry Henry's ankles as he bore down on the 18-yard box. The manner of Senna's subsequent disqualification after regaining the track and winning the race, led him to believe there was a French conspiracy against him, with Jean-Marie Balestre head of FISA at the time.

Senna was determined it wouldn't happen again, but when his reasonable request to have the Suzuka pole changed to the grippy side of the grid – you don't spend two days going quicker than everyone to put yourself at a disadvantage – was denied, he worked himself into a lather. If Prost beat him away, Senna would take him out. Prost did, and so did Senna. This was no ankle tap though, more of a full-blooded, two-footed lunge.

McLaren's Jo Ramirez, who somehow managed to walk the tightrope of being friends with both men, said: "After Ayrton walked back to the pits there was some talk that they were going to stop the race. He went mad. Inside though, I was hoping for a restart. The public was cheated."

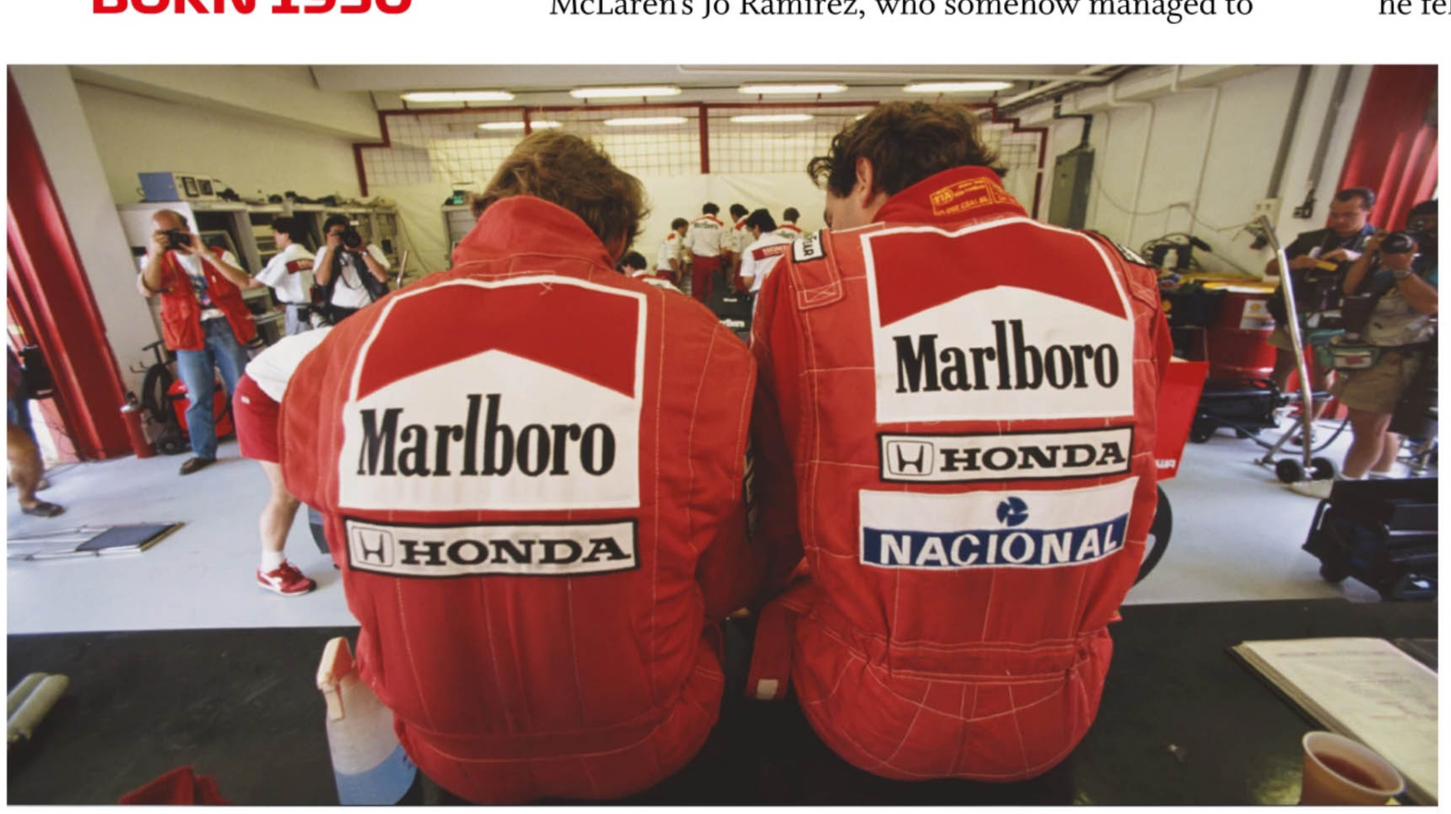
Dennis himself added: "We all have weaknesses and I think Ayrton might well have read the section in his own particular guide manual [the Bible] which talked about an eye for an eye…"

Without a doubt it was the nadir of the relationship between two of the sport's greats. By the following season though, there were hints that suddenly you needed more than a Warren Buffet bank balance to succeed. Senna warned Honda that its switch from V10 to V12 engines for 1991 had not reaped reward: a fractional increase in power, he felt, did not compensate for the additional weight. Senna's four straight wins at the start of the season was the foundation of his third world title, but by the season's end the Nigel Mansell/Williams FW14 combination was the one to beat.

THE RESURGENCE OF WILLIAMS

In 1990, emerging design genius Adrian Newey had fallen out with a Leyton House management run by bean counters. He quickly found another role at Williams. The FW14 series bore striking resemblances to Newey's March 881/891 designs. When Williams perfected the semi-automatic gearbox it was challenging McLaren-Honda, and when it was run with active ride in 1992, it was invincible.

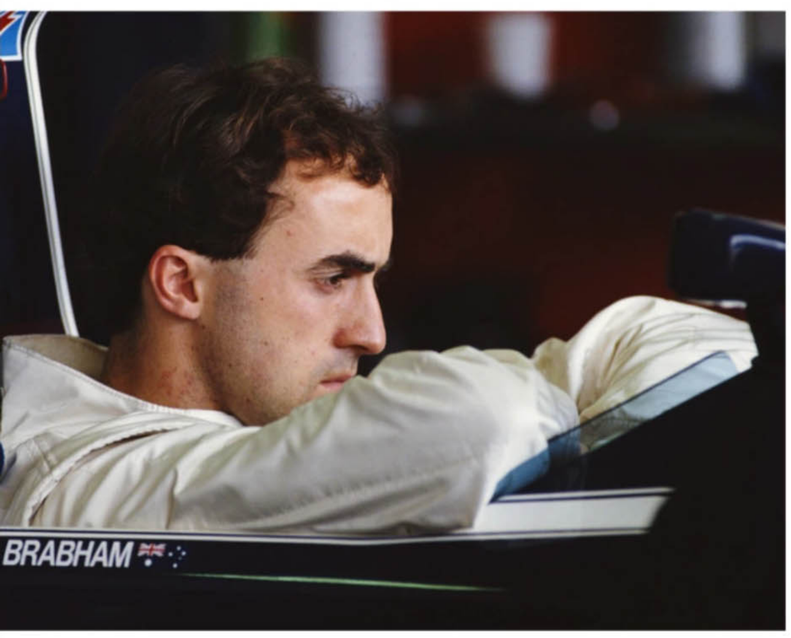
The man who reaped the rewards was Nigel Mansell. After cruelly failing to win a world title when his tyre blew in that 1986 Adelaide finale, Mansell joined Ferrari for 1989. Alongside Alain Prost a year later, he felt he was politically outmanoeuvred and became





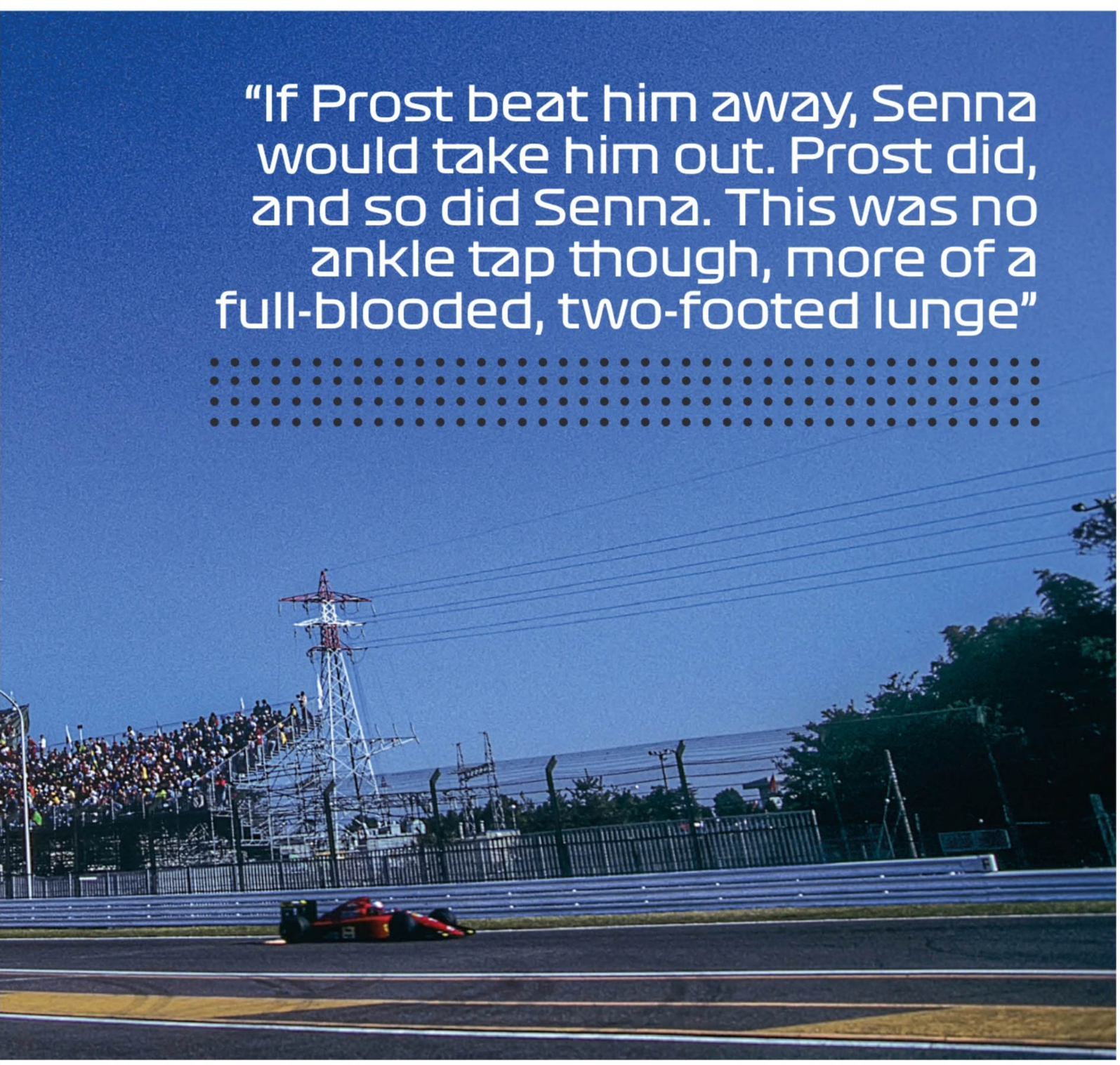








"If Prost beat him away, Senna would take him out. Prost did, and so did Senna. This was no ankle tap though, more of a full-blooded, two-footed lunge"



The 1990s year by year

1990

Perhaps the most controversial end to a championship in the sport's history as Senna takes out Prost (below) at Turn 1 in Japan. In a decade that would see spending take off and teams go to the wall, Osella's decade-long participation comes to an end, Onyx falls by the wayside after 17 races and F1 makes its last visit to Paul Ricard until 2018.



1991

Jordan Grand Prix makes its debut in the last Phoenix race, while AGS closes its doors after Spain. Williams-Renault close the gap to McLaren, but Senna (below) still wins. Mass traffic jams greet the first French Grand Prix at Magny-Cours. "Never say Nevers again..." is an oft-heard quip. The F1 scoring system shifts to 10-6-4-3-2-1.



1992

A dominant Nigel Mansell (below) and Williams have the title sewn up by mid-August in Hungary, a race that sees Brabham appear for the last time after a 26-year history, two FIA Formula 1 Constructors' Championships and 35 wins. Leyton House (March) also disappear after a 23-year F1 history and three wins.



“After Williams let Mansell leave, a bag of marbles arrived in the post, with a note that read: “For Frank, because he’s clearly lost his...”





frustrated. Nowhere more so than at Silverstone, where he took pole and led until the 641 failed him for the fifth time in eight races and Prost claimed his fourth win in Mansell’s back yard. The Englishman theatrically threw his gloves into the crowd and made noises about retiring, but it wasn’t long before Williams re-signed him.

The FW14B of 1992 could have been made for Mansell, who was nothing if not brave and committed. As Newey explained: “Nigel had tremendous confidence in his car control and could cope with the fact that the FW14B moved around a bit on corner entry before the active system caught up with the transient demand of the steering input. Because he knew the grip was there; he just had to ignore what he called ‘the funny sensations’ it gave him and trust that the more speed he carried into the corner the more downforce and thus more grip he’d have.

“Riccardo [Patrese] on the other hand, never quite got there. He’d turn into the corner, have this funny floating feeling and either back off or delay getting on the throttle until he felt it settle.”

Nowhere did this manifest itself more than at Silverstone, where Mansell put his car on pole almost two full seconds faster than Patrese, and three full seconds quicker than third-placed Senna’s McLaren. Patrese was left shaking his head and gesturing about the size of Nigel’s sphericals.

With Honda about to withdraw and no active ride at McLaren until the following season’s MP4/8, there was nothing Senna could do to stop Mansell, who won the first five races of 1992 and had the FIA Formula One World Championship locked away by the Hungarian Grand Prix mid-August – a week after Mansell’s 39th birthday. It was an emotional moment as he brought

Clockwise from above left: Nigel Mansell gives Ayrton Senna a ride back to the pits after he runs out of fuel at Silverstone in 1991; a supporter waves on Senna at the South African Grand Prix in 1993; Prost celebrates his fourth title in Portugal the same year; Michael Andretti competes in his last race at Monza in 1993; Prost and Damon Hill with Williams’ Patrick Head at Hockenheim

BORN 1950

wife Roseanne up to the post-race press conference.

In the background though, Frank Williams had a secret. When Alain Prost hacked off Ferrari by labelling its 1991 chassis a big, red truck, he was forced into a 1992 sabbatical. Williams reacted quickly and secured Prost’s signature on a contract for the following year.

At the time of that opportunism, Prost had made it clear that after their time together at Ferrari, he was not overly keen to drive alongside Mansell. Whether it was the Frenchman’s contract or the salary demands of the newly crowned world champion is a moot point, but despite some last-minute theatrics at Monza, no deal would be forthcoming for 1993 and F1 lost Mansell to IndyCar.

Not even Britain’s *Sun* newspaper launching a ‘Save Our Nige’ campaign made any difference, although there was a stream of protesters with placards outside the Williams factory gates for a week. And a bag of marbles arrived in the post, with a note that read: “For Frank, because he’s clearly lost his…”

Much of Williams’ active testing had been conducted by Damon Hill, who had been out on a limb since Brabham closed the previous season. The team was impressed by his approach, professionalism and speed.

The decision on whether to give Hill the second 1993 race seat alongside Prost hinged on a final test at Paul Ricard. It was to be on a Monday at the end of November. The previous evening Hill left his Clapham home in what he thought was plenty of time, but had failed to factor in that Chelsea had been playing a Premier League home game against Leeds. He went nowhere fast. After practically having to bang on the door when he reached the plane, Hill finally slumped down in his seat and breathed a sigh of relief. Only then did he look at his watch and realise it was the same







The 1990s year by year

1993

With Mansell departed for IndyCar, Alain Prost takes over at Williams and secures his fourth drivers' title as Damon Hill gets his break as team-mate and wins three times. Sauber (below) debut as season-opening Kyalami hosts its last Grand Prix. Senna wins a memorably wet European Grand Prix at Tom Wheatcroft's Donington Park.



1994

A cataclysmic year as the deaths of Roland Ratzenberger and Ayrton Senna at Imola, and a serious accident to Karl Wendlinger in Monaco, bring about seismic change under Max Mosley, who became FIA President the previous year. Aida hosts the first of two races. Lotus closes its historic portals after 37 seasons, 491 races and 79 wins. Larrousse disappears too. Schumacher take his first title.



1995

Benetton switch from Ford V8s to Renault V10s as engine capacity is reduced from 3.5 to 3-litres. Schumacher (left) wins back-to-back world titles. The Argentine Grand Prix returns to the schedule for the first time since 1981 and the season finale is the last visit to Adelaide, where Mika Häkkinen suffers a career-threatening crash.

time, same weekend, 17 years on from when his father, Graham, lost his life in a plane crash.

"It was an uneasy feeling and, after all that, the test was the easy bit," Hill explained. He was not about to waste a fabulous opportunity in the sport's best car and, while Prost cantered to a fourth championship, Hill scored a hat-trick of victories at Hungaroring, Spa and Monza, and finished third, just four points behind Senna, who did a fine job to win five races in a now Cosworth-powered McLaren.

Frank Williams though, was not through dispensing with reigning world champions. With his team now clearly the most technologically advanced and competitive on the grid, Senna wanted to drive for them – something Williams had wanted ever since giving him his first F1 run in an FW08 at Donington Park a decade earlier. That though, was an untenable situation for Prost, who duly announced his retirement. But by then, there was a new star in the ascendancy.

NEW KIDS ON THE BLOCK

When Bertrand Gachot sprayed his girlfriend's canister of CS gas into the face of London taxi driver Eric Court after an altercation at Hyde Park corner, little did the Belgian know he would simultaneously be going to prison and launching the F1 career of the most successful driver of all time.

With Gachot indisposed, Eddie Jordan suddenly needed a driver alongside Andrea de Cesaris for the Belgian Grand Prix at Spa. Michael Schumacher tested impressively at Silverstone and told Jordan he knew Spa – in fact, he'd been around it on a bicycle! He qualified seventh, the better part of a second and four slots ahead of his team-mate. Schumacher retired early in the race but Tom Walkinshaw had seen enough. Running the Jaguar sportscar operation, he'd already noted how quickly the rival Mercedes ran when Schumacher was in its cockpit. By Monza, the German had been signed to Benetton, replacing Roberto Moreno.

When Schumacher returned to Spa a year later, he won his first Grand Prix and went on to finish third in the championship, just three points behind Patrese in the dominant Williams. Already he was laying down markers and getting into the heads of the established aces, telling Senna he didn't feel his defensive driving in the 1993 Kyalami season-opener was befitting of a three-time world champion. Seventeen years on, Rubens Barrichello would accuse the then seven-time champion of 'pots and kettles' in Hungary.

Finland's Mika Häkkinen looked freakishly talented in the junior formulae but his fortunes suffered with the uncompetitive Lotus team when he made his F1 debut in 1991. By the end of the following season he'd lost his seat to drivers bringing cash. However, a testing role with McLaren was to be the making of him.

When Michael Andretti failed to do enough to convince McLaren he should stay with the team in 1994, the American returned Stateside post-Monza and Häkkinen was drafted in for the final three races. First time up, in Portugal, he out-qualified Senna. He was faster again in Q1 in Japan and missed the Brazilian's time by just 0.042s in Q2. Okay, Senna was on his way to Williams for the following season and may already have mentally checked out, but Häkkinen certainly got his attention. It was confirmation of the talent that anyone following the sport remotely closely always knew was there. And it was enough to win him back-to-back world titles for McLaren-Mercedes as the decade came to a close.

THE SPORT'S DARKEST HOURS

By the end of 1993 it was felt that electronic driver aids were detracting from the true essence of F1. We had active ride, four-channel ABS braking, four-wheel steering, traction control and launch control – the latter designed to eliminate wheelspin and facilitate

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Clockwise from top right: Rubens Barrichello at the 1995 Italian Grand Prix; Michael Schumacher celebrates in Canada, 1992; Ayrton Senna dons his helmet before practice in Brazil, 1994; sparks fly from Schumacher's Benetton during the 1992 Belgian Grand Prix; Jean Alesi tours the streets of Monaco in 1995; Heinz-Harald Frentzen rides the kerb at the Argentine Grand Prix in 1995







"Schumacher tested impressively at Silverstone and told Eddie Jordan he knew Spa - in fact, he'd been around it on a bicycle!"









The 1990s year by year

1996

The Australian Grand Prix moves from the last to the first race of the season in Melbourne. With Schumacher moving to Ferrari, Damon Hill (below) becomes the first son of a previous world champion to repeat his father's feat. Estoril plays host to its final Grand Prix and Ligier closes after 326 races and nine wins.



1997

Prost Grand Prix rises out of the ashes of Ligier and is joined on the grid by Stewart Grand Prix, run by triple world champion Jackie and son Paul. Austria returns to the calendar for the first time in a decade and the title goes to a controversial Jerez decider with Schumacher in trouble for deliberate contact with winner Jacques Villeneuve (below).



1998

In an attempt to limit speeds, grooved tyres are introduced. McLaren-Mercedes is the class of the field and pips Michael Schumacher and Ferrari to the championship. After 418 Grands Prix, 23 wins and the 1971 constructors' title, Tyrrell's F1 entry is taken over by British American Racing for 1999.

1999

After Schumacher breaks his leg in the British Grand Prix at Silverstone, Mika Häkkinen wins back-to-back titles and pips Eddie Irvine by two points, winning the Japanese season finale after a fine comeback by Schumacher in the first Malaysian Grand Prix. Johnny Herbert gives Stewart its only F1 victory.

"Senna was among those who lobbied to eliminate much of the technology, placing greater emphasis back on driver skill"





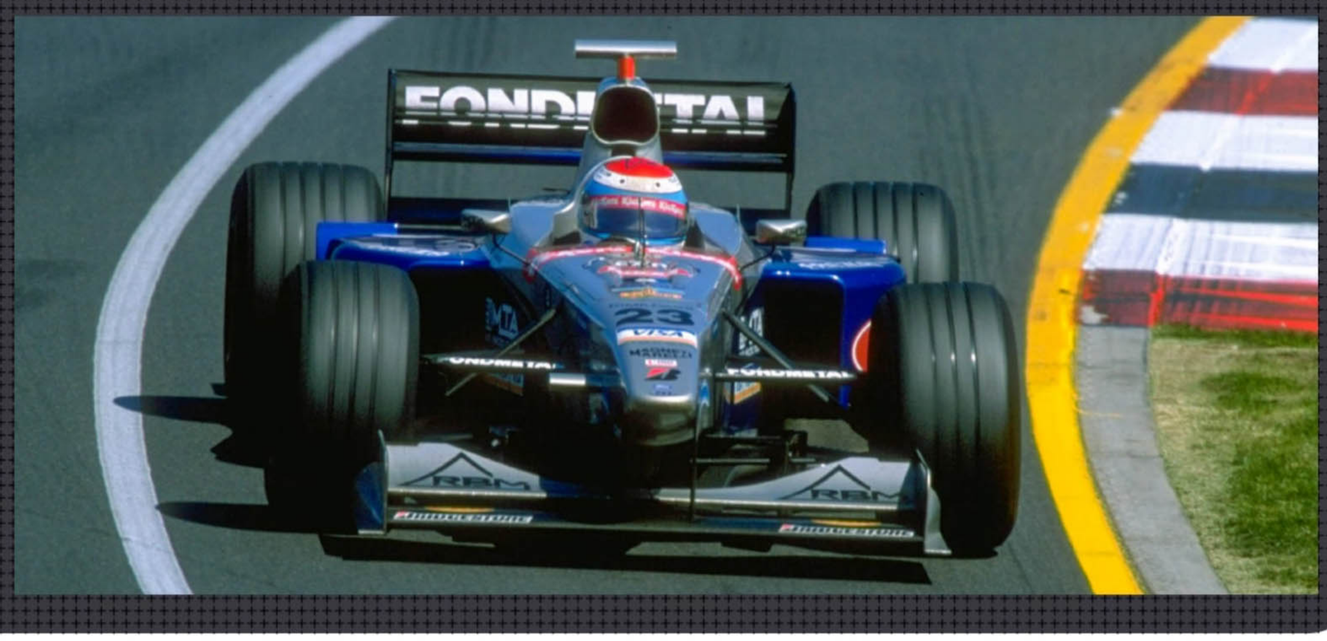






THE 1990s IN NUMBERS

FIA Formula One World Championship™ rounds	485-646
Grands Prix™	162
Laps raced	10,366
Distance raced (km)	48,684
Countries visited	19
Circuits raced at	26
Number of drivers who won races	17
Number of constructors that won races	7
Number of engine manufacturers that won races	5
Age of youngest driver	19y 325d
	(Esteban Tuero (below) Melbourne 1998)
Age of oldest driver	41y 289d
	(Nigel Mansell, Barcelona 1995)
Average pole position speed in 1990	206km/h
Average pole position speed in 1999	205km/h







BORN 1950

a perfect start. There was even talk of teams testing gearbox-mounted lasers to detect the change in current between the red and green lights and achieve the perfect getaway.

Senna was among those who lobbied new FIA President Max Mosley to eliminate much of the technology, placing greater emphasis back on driver skill – ironically just as Senna himself joined Williams, the most technically advanced team at the time.

Mosley listened – it also suited his political agenda – and much of the electronic trickery was outlawed for 1994. Everyone expected Senna and Williams to be an unbeatable combination, but in the season-opener, at home in Brazil, Senna spun off chasing Schumacher's quicker Benetton.

In the same race, Eddie Irvine received a race ban for his part in an incident involving Jos Verstappen. But all Irvine could talk about was the difference between the Benetton and the Williams when Schumacher and Senna lapped him halfway through. "The Williams was all over the road and the Benetton was like a magic carpet," Irvine said, "How Senna was anywhere near him, I'll never know."

There was widespread suspicion that some teams had not binned all their tricksy electronics – traction/launch control specifically – something Senna was convinced of when he was spun out at Turn 1 of the second round in Japan and stood trackside, watching.

Newey, however, admits that the switch from active to passive suspension had caught Williams out and led to an aerodynamic separation issue under the leading edge of a longer sidepod, stalling the rear diffuser. It lent even more credence to Irvine's observations and explained a test at Nogaro witnessed by Newey himself, where Hill reported the car jumping around so violently he couldn't see.

Senna's ability allowed him to put the recalcitrant car on pole for the first three races, but even he hadn't been able to cope with Schumacher's Benetton over a race distance in Brazil. When he was nerfed off in Aida, he went to Imola already 20 points behind Schumacher as Williams worked hard on a short sidepod modification.

In the San Marino weekend from hell, Rubens Barrichello survived a scary shunt on Friday, Roland Ratzenberger suffered a fatal accident in qualifying in his Simtek, and then Senna died at Tamburello after a race that was restarted when Pedro Lamy slammed into the back of a stalled JJ Lehto on the grid.

It had been a perfect storm of circumstances involving an ill-handling car, a steering modification,

Clockwise from top left: Jacques Villeneuve in São Paulo, 1996; Minardi's Jarno Trulli at the 1997 Monaco Grand Prix; Karl Wendlinger in South Africa, 1992; a contemplative Damon Hill at Silverstone in 1993; Michael Schumacher, Mika Häkkinen and Johnny Herbert take first, second and third respectively in Japan, 1995; the brake discs on Häkkinen's McLaren glow red during the 1997 Austrian Grand Prix

“When Wendlinger was hospitalised two weeks after Senna’s death, the FIA was forced into action to improve safety”

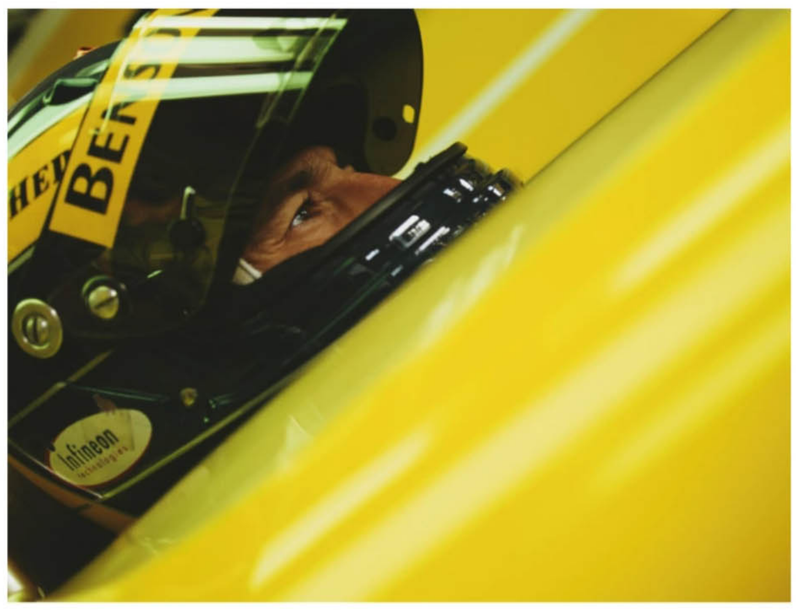
BORN 1950

a bumpy inside line at a resurfaced Tamburello, unnaturally lower tyre pressures following a slow Opel Vectra Safety Car, and Senna’s own combative spirit and determination to beat Schumacher. His restart lap, the one before his accident, remained the third fastest of the race with almost a full tank of fuel.

TV pictures of Senna were beamed into living rooms across the world and when, a fortnight later at Monaco, Karl Wendlinger was hospitalised, comatose, following a crash at the chicane, Mosley, as FIA President, had to be seen to act and instigated a whole raft of aero and safety changes.

Perhaps the most contentious and political season ever continued with Schumacher being disqualified from second place at Silverstone for ignoring a black





Clockwise from right: Heinz-Harald Frentzen in Belgium, 1999; Jacques Villeneuve, Damon Hill and Johnny Herbert take one, two and three in Hungary, 1997; Michael Schumacher raises his arms after winning in Monaco in 1999; Mika Häkkinen in Melbourne, 1997; Finland’s Mika Salo leads his team-mate Eddie Irvine in Belgium, 1999; Jean Alesi during practice in São Paolo, 1996



RACE OF THE DECADE

1996 MONACO GRAND PRIX
MONTE CARLO
WINNER: OLIVIER PANIS

The unique challenge of Monte Carlo has always made the race something of a lottery – add rain into the mix and things get even more wild. Nobody could have predicted that Olivier Panis, in his Ligier, would take his one and only Grand Prix victory from a lowly 14th on the grid.

The early laps of this 1996 race proved how treacherous the Principality’s circuit was. Pole position holder Michael Schumacher crashed out at Portier on lap one, and just five laps later only 13 cars remained in the race.

Damon Hill, who led from the start, was all set to emulate the feat his father Graham achieved, as a winner of the Monaco Grand Prix, right up until his engine blew-up exiting the tunnel on the 40th lap.

As the rain eased and a dry line began to emerge, Panis made a decisive early gamble to pit for slicks. That paid off as his pace quickened and he leapfrogged those ahead of him who pitted later. Benetton’s Jean Alesi inherited the lead from Hill, but a pitstop drama gifted the lead of the race to the Ligier man. With further drama taking place behind him, he crossed the line to be one of only four cars still running, with one a lap down.



Olivier Panis (inset) exits his car after coming from 14th on the grid to win the 1996 Monaco Grand Prix









flag, as instructed by team boss Tom Walkinshaw; being banned from a further two races; and disqualified from his Spa victory for an underbody plank infringement. It all culminated in a title showdown with Hill, driving a much-improved Williams, in Adelaide. Inevitably, it concluded with contact, Schumacher champion, and a bad taste left in the mouth.

With Benetton securing the same Renault V10s as Williams for the following season, Schumacher retained his title with relative ease before leaving for Ferrari, along with Ross Brawn.

Ferrari's F310 of 1996 did not allow Schumacher to truly fight, although he did win three races, including a soaked Spanish Grand Prix by an extraordinary margin. But the Williams FW18 was comfortably the class of the field and it was Hill who became the first world champion son of a world champion father, 28 years after Graham clinched his second title.

But, in keeping with tradition, Frank Williams brought yet more swathes of disenchanted fans to his factory gates by dispensing with his home hero champion, this time in favour of Heinz-Harald Frentzen, with Hill joining Arrows.

In 1997 it was Jacques Villeneuve's turn to continue the son-of-a-famous-father-champion theme, but not before another controversial coming together with Schumacher, who did not achieve deliberate contact to win the title with such ruthless efficiency as Senna had at the start of the decade. While Senna got away with it, Schumacher was disqualified from second place in the championship but allowed to keep his wins.

In the background, if anyone thought that the curtailing of tobacco sponsorship would keep a lid on F1 spending, they were deeply mistaken. A period of Ferrari domination and massive manufacturer investment was just around the corner.



CAR OF THE DECADE
WILLIAMS FW14B

The car that took Nigel Mansell to his FIA Formula 1 Drivers' World Championship in 1992, the FW14B, was as dominant in the early 1990s as the Lotus 79 and McLaren MP4/4 had been in the late 1980s.

The passive FW14 allowed Mansell and Riccardo Patrese to win seven races in 1991 and finished the season the class of the field. But the addition of active ride and further improvements to the semi-automatic gearbox and traction control made the FW14B unbeatable the following year.

The main visible differences were a pair of protrusions above the front pushrods, which housed the active technology, and a slightly longer nose. The computer-driven, electronically controlled active ride allowed the car to maintain consistent ride heights and hence a stable aerodynamic platform as well as providing an additional tool to control any understeer or oversteer the driver might experience.

Exhaust gases exiting through the diffuser, allied to the optimum ride height, gave the car extremely high levels of downforce and 'stickability.' But, you needed to have the confidence to keep your foot in if you were to maximise that exhaust flow.

Whereas Mansell's attacking, committed, confident style was made for the car, Patrick Head and technical director Adrian Newey admitted that it didn't have the same feel as the standard car in roll stiffness. There was a short time frame on the entry to corners where the car had a floaty feel. Mansell realised that on the other side of those few tenths of a second was more grip, whereas Patrese always wanted to feel the car more.

Mansell won the first five races of the 1992 season, had the championship locked away by August, going on to win a then-record nine races, while Patrese took a solitary victory in Japan.

Mansell fans believed that it was their idol whose ballsy style was able to extract more from the FW14B than anyone else would have. Williams fans, meanwhile, pointed out the fact that Patrese being able to outscore Michael Schumacher and Ayrton Senna, in the twilight of a 15-year F1 career, demonstrated just how potent a tool the car was.



BORN 1950

The Williams FW14B may have suited Nigel Mansell's committed driving style (main image and below left), but Riccardo Patrese (below right) also made good use of it in outscoring both Michael Schumacher and Ayrton Senna

Canon
Canon
Canon

aramco

Passion with a Purpose

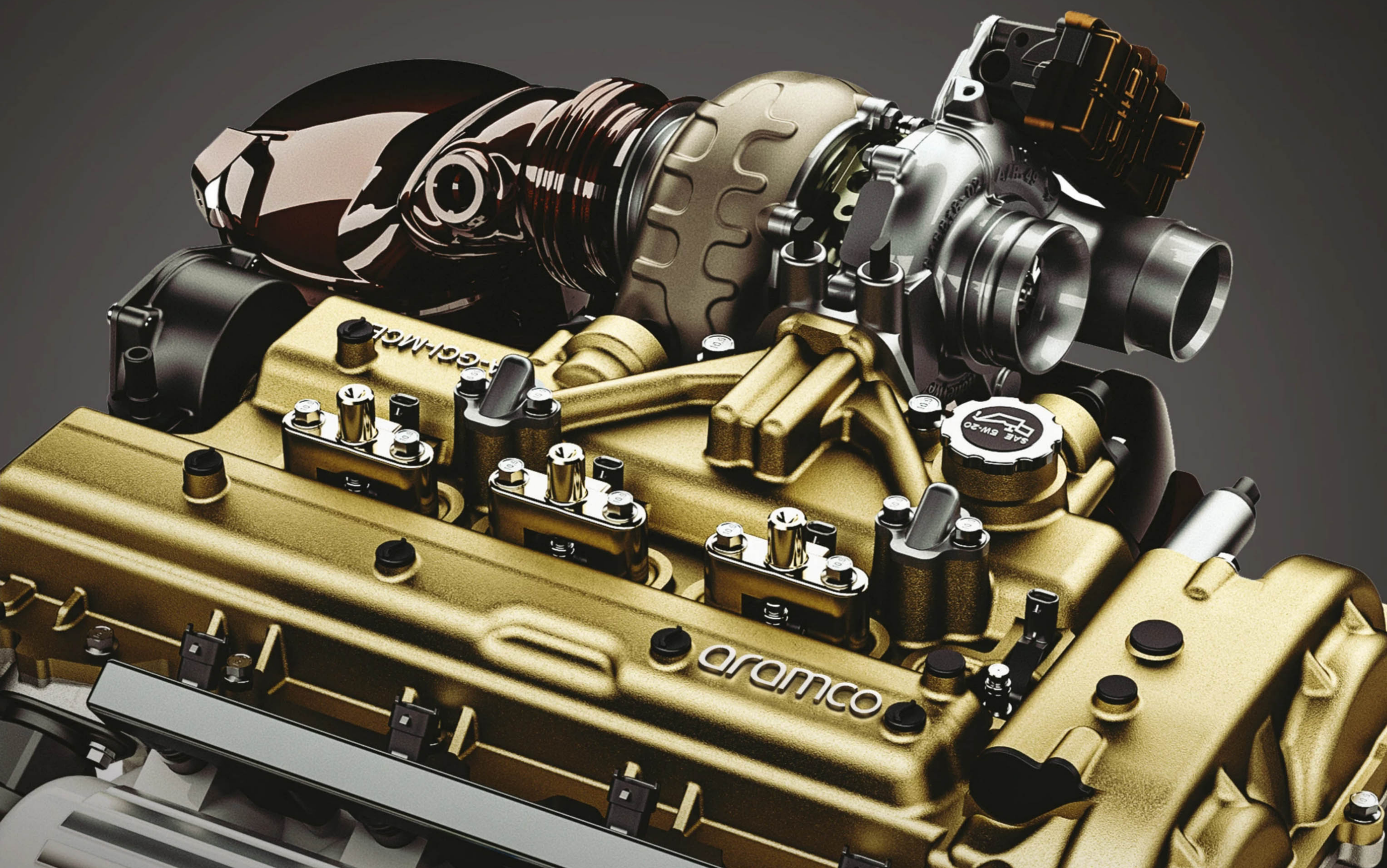
Aramco and F1 share the same passion: high-efficiency performance with reduced emissions.

With over a billion cars in the world, we're reimagining internal combustion engines with technologies that can reduce CO_2 emissions by up to 25%.

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The growth of F1® and its popularity around the world led to more input from manufacturers, massive investment from sponsors and soaring costs. The huge sums of money politicised the sport. Ferrari dominated the early part of the decade and rules were eventually altered to shake up the order and bring down spending

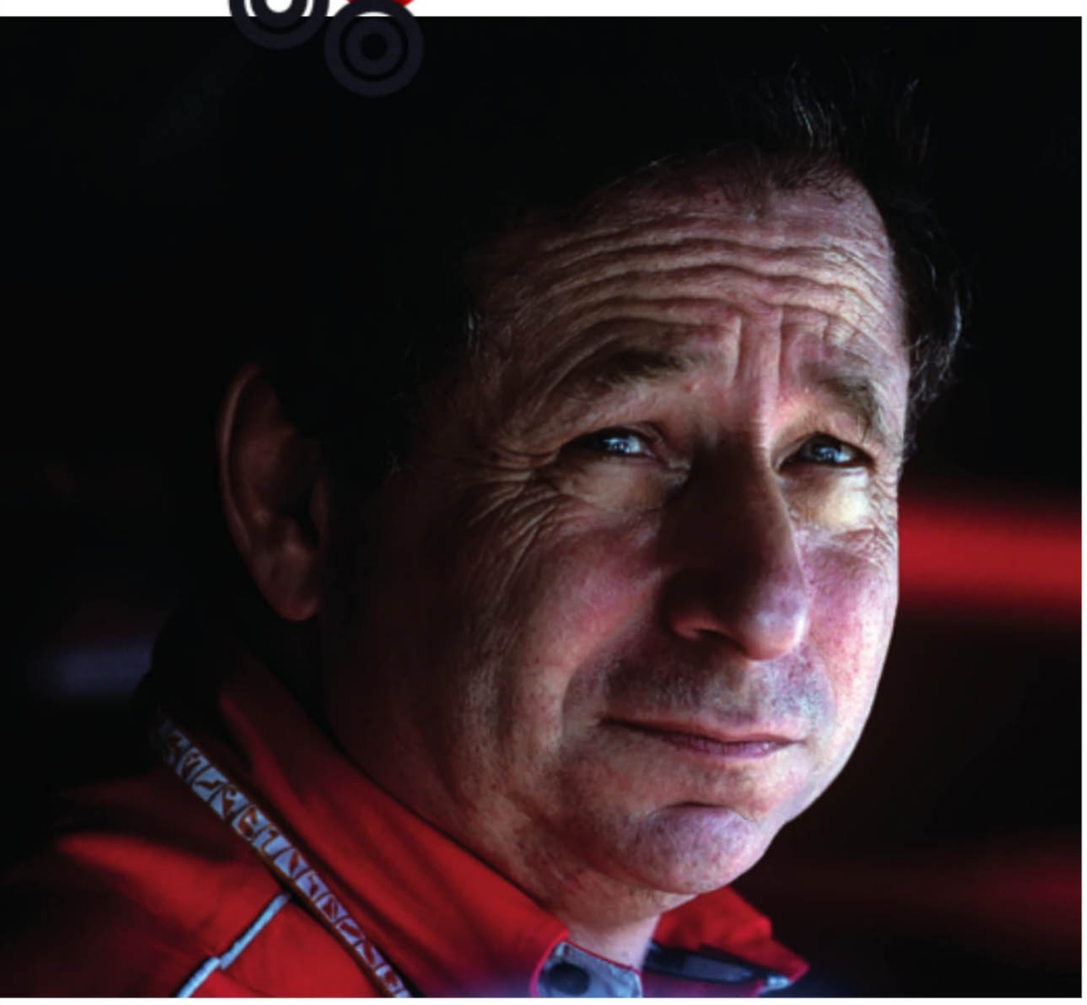
Words Peter Windsor **Photos** Getty Images

















Month by month and race by race, McLaren's late-1990s Bridgestone advantage began to dissolve. With all teams racing on the Japanese treaded tyres in 1999 and 2000, following the withdrawal of Goodyear at the end of 1998, Formula 1 at the turn of the 1990s was fierce and unpredictable.

Races often came down to straight fights between Ferrari and McLaren. Michael Schumacher, in his fifth year at Maranello, and Rubens Barrichello, replacing Eddie Irvine, battled McLaren's Mika Häkkinen and David Coulthard; the lucid management and strategy calls of Ferrari's Ross Brawn were tested against the engineering genius of McLaren's Adrian Newey.

The action was a reminder of how good F1 can be when we have parity in tyres and when the engines – high-revving 3-litre normally aspirated V10s – are more or less equal, relatively affordable and reliable.

ONE-HORSE RACE

The decade began with a decisive one-two for Ferrari in Melbourne, proving that the new Ross Brawn/Rory Byrne Ferrari F1-2000 was clearly a major step forwards aerodynamically from the 1999 car, even if it would prove to be harder on its Bridgestones over a race distance than the McLarens. It would be this characteristic, indeed, that would set Ross Brawn on a new tech highway for 2001 and beyond.

Even though Schumacher won nine of the 17 races in 2000, it was never easy. David Coulthard took a mud-wreaked but ultimately sunny British Grand Prix in April at Silverstone, before finishing an heroic P2 in Spain behind Mika Häkkinen – five days after breaking three ribs in a private aircraft accident that had fatally injured his two pilots. Then Coulthard won at Monaco, the first of his dazzling two at the classic F1 destination.

Schumacher and Ferrari had the edge in terms of consistent, race-by-race performance, but in 2000 the Newey McLaren MP4/15-Mercs were, by mid-season, fast and very effective and Schumacher was becoming more tetchy by the race. This came to a head at the French Grand Prix at Magny-Cours, where Coulthard made a better start from the front row but was chopped, abruptly, by Schumacher as they dived into the first left-hander. Coulthard backed away but then tenaciously recovered, evolving into a driver we'd never seen in the late 1990s. He feinted a pass on Schumacher, who

Clockwise from top left:
Ferrari team principal Jean Todt in Monaco, 2001; Michael Schumacher finishes first in the 2003 Austrian Grand Prix; an official on the banking at Monza watches Jenson Button in qualifying for the 2009 Italian Grand Prix; Williams team-mates Juan Pablo Montoya and Ralf Schumacher level up at Silverstone in 2003; Giancarlo Fisichella in practice at the 2007 Chinese Grand Prix

BORN 1950

chopped him. Again. The Scot reacted with a profound finger gesture, then passed Schumacher a few laps later before searing away to victory.

Häkkinen, refreshed after a break from sponsorship commitments, was stunning in Hungary and pulled off the pass of the year, if not the decade, at Spa, braking from top speed into Les Combes and out-thinking Schumacher as they lapped Ricardo Zonta's BAR-Honda. It was the spiky reputation of the German that Häkkinen was racing against that day at Spa, wheel-to-wheel, at 200mph; and it was the razor-sharp accuracy of his driving that will be remembered in stark relief to Schumacher's ever-growing on-track audacity.

Schumacher was now six points behind Häkkinen with four races to run. It looked to be close, but ultimately Schumacher won those four with precision and impunity, breaking into tears at Monza as he equalled Ayrton Senna's record of 41 wins, and finishing the year with a clear victory in Malaysia after Häkkinen jumped the start. Six years later, Schumacher would nominate 2000 as his favourite championship year.

As good as the F1-2000 was aerodynamically, by the fall of 2000, Ferrari had a clear picture of where they need to improve: vehicle dynamics.

Unknown to the world at large, Ross Brawn began



"Schumacher's nine wins in 2001 were spread evenly throughout the year, which speaks volumes for the car and the way Ferrari ran it"







The 2000s year by year

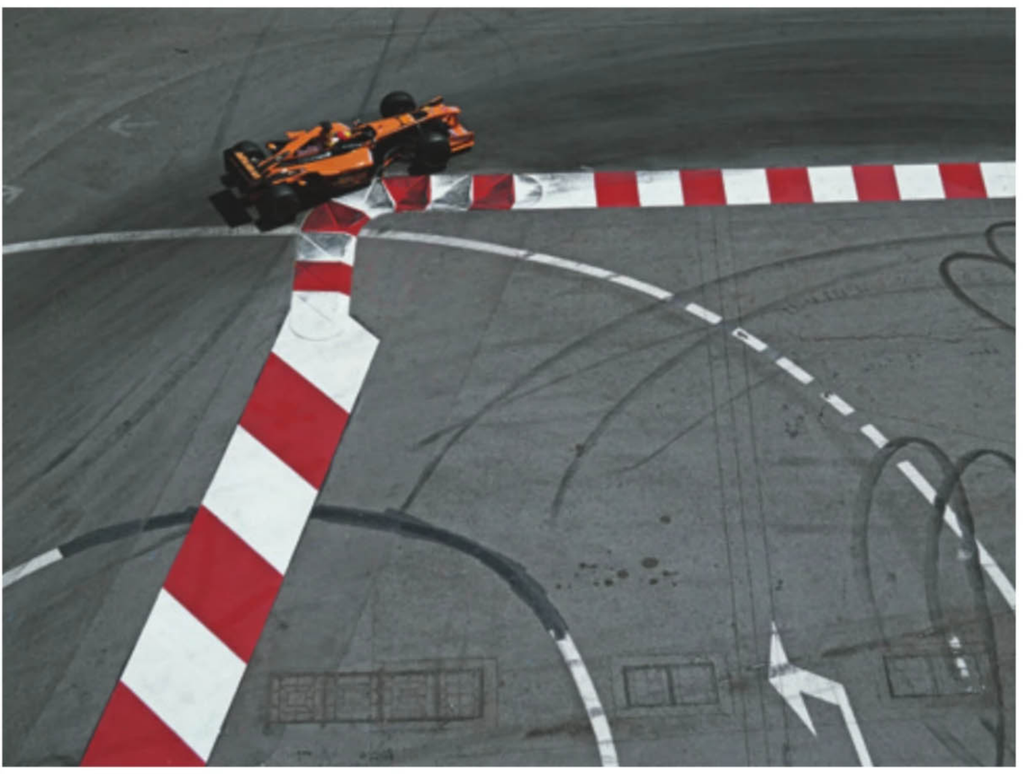
2000

After a 21-year wait, Michael Schumacher (right) finally secures the FIA Formula 1 Drivers' World Championship for Ferrari – clinching the crown at Suzuka. Jenson Button makes his debut for Williams. Jaguar Racing enter the sport after taking over Stewart Grand Prix.



2001

Schumacher wraps up the title as early as the Hungarian Grand Prix in August, finishing 58 points ahead of David Coulthard. Future world champions Kimi Räikkönen (right) and Fernando Alonso make their debuts for Sauber and Minardi respectively. Michelin returns to the sport, as does traction control.



Clockwise from far left: Eddie Irvine after spinning off in Hungary, 2001; Enrique Bernoldi's Arrows at the 2002 Monaco Grand Prix; The Honda team prepare for a pit stop at Monza in 2006; Red Bull's Mark Weber at the Nürburgring in 2009

to nurture a technical partnership with Bridgestone that would surpass any in the sport's history in terms of accessible data. Tyre management – the understanding of dynamic loads, temperatures, pressures, wear rates, compound graining and blistering – had until then been a black art dependent on the tyre supplier providing a huge amount of dynamic data.

Goodyear had begun such a programme with Niki Lauda and Ferrari in the 1970s, but the tyre acquisition systems through to 2000 had remained relatively crude, the results more interesting than they were meaningful. It was enough for tyre companies merely to design and build tyres around the huge logistical and sporting demands of F1 without spending additional fortunes on data acquisition. Michelin brought higher technology standards to the sport but were notoriously secretive with their data. Bridgestone, a multinational with a massive F1 development budget, were a different story.

Revelling in his access to all-new tyre performance data, over the winter of 2000-2001 Brawn developed a two-way tech highway with Bridgestone that would change the way Ferrari went about their racing. Jean Todt, Ferrari's team principal, ensured that Bridgestone would enjoy global sales access to Ferrari road cars; and the F1 team's new vehicle dynamic group also had the perfect driver with whom to work – the ever-meticulous, and brilliantly quick, Michael Schumacher.

Schumacher's nine wins in 2001 were spread evenly throughout the year, which speaks volumes for the car and the way Ferrari ran it, even with McLaren still on Bridgestones and the data flow still in its infancy. Schumacher secured his fourth championship as early as Hungary, then significantly followed this with a win at Spa. The best of his year, though was surely the victory in the wet in Malaysia, when he drove through the field after a time-wasting, chaotic and stacked Ferrari pit stop.

This was also the year of 9/11 attack in the US, which came a few days before the Italian Grand Prix at Monza. Schumacher, now a $150m megastar to the world at large, but a taciturn and often emotional athlete in his private life, convinced all the drivers on the grid to brake 200 metres early for the first chicane as a mark of respect. He then drove sadly to an innocuous P4.

That race was won by a Colombian firebrand named Juan Pablo Montoya. He replaced Jenson Button at Williams for 2001 and quickly made his F1 mark with an audacious pass down the inside of Schumacher to take the lead in April's Brazilian Grand Prix.

Schumacher easily took the 2002 FIA Formula One World Championship with 11 wins, luxuriating in, and maximising, the virtually exclusive and far-reaching Ferrari-Bridgestone collaboration, which was truly about the best thing you could have in F1, short of a massive power advantage. The fans was shocked when Rubens Barrichello slowed on the last lap of the Austrian Grand Prix to give the win to Schumacher, but he was quick to point out that Barrichello knew the team rules before he signed his contract.

With Ferrari having dominated the TV coverage for the previous 18 months, a one-lap qualifying system was introduced for 2003 to ensure a more even spread of exposure. This did not have a major impact on Schumacher or Ferrari though, who snatched yet another championship with six wins. Kimi Räikkönen, McLaren's new Finnish star, would have finished equal on points with Schumacher had he kept the chaotic, wet Brazilian Grand Prix win he had celebrated on the podium at Interlagos in April. But a few days later, the FIA conceded that Jordan's Giancarlo Fisichella had actually won that shortened race, obliging Räikkönen to hand over the trophy at Imola.

The French Grand Prix at Magny-Cours was dominated by Williams-BMW on what was clearly a Michelin weekend, but the race was historically memorable for the on-air spat between Montoya and his Williams crew, fuelled by the driver's belief that Ralf Schumacher was being favoured by a faster pit-stop strategy. It was the beginning of the end for Montoya and Williams, although he had won at Monaco earlier in the year and would take another ten points at Hockenheim.

At the age of just 22, Fernando Alonso won the Hungarian Grand Prix for Renault, having taken his first career pole in Malaysia. In a decisive result for Michelin

BORN 1950



2002

Another dominant year for Schumacher who achieves a podium finish in every race and sets a new season record of 11 wins in the year. He becomes champion at the French Grand Prix with six races still remaining. Prost Grand Prix exit the sport, Toyota (right) join, Benetton becomes Renault and Mika Häkkinen retires from F1.



on that hot August day, Alonso finished a lap ahead of Michael Schumacher.

However, the Ferrari-Schumacher steamroller continued into 2004, with Schumacher winning a staggering 13 races from 18 starts to clinch his fifth successive Ferrari title – his seventh in total. The only real relief came from the very neat Jarno Trulli, who won the Monaco Grand Prix for Renault, and from Montoya, who won his last race for Williams-BMW in Brazil. In a typically punchy drive, Montoya seized the lead from Räikkönen while they were both on cold tyres after pit stops.

ALONSO ARRIVES

New rules preventing tyre changes during the race defined the 2005 F1 season. Bridgestone, with zero experience in running tyres over long distances, suddenly found themselves without a database. Michelin, with years of endurance racing behind them, took centre-stage.

Enter Renault's Fernando Alonso, now 24, going on 34, who took the 2005 title with seven wins – the same number achieved by Räikkönen for McLaren. Numerically, it came down to Alonso's five second-places to Räikkönen's three. In reality, both drivers were saying it for the next generation: despite his relative inexperience, Alonso proved to be prodigiously good at bringing home a less-than-perfect car, while Räikkönen lost at least three wins due to mechanical failure and/or grid penalties for engine changes. The McLaren could generally run softer tyres for longer; it was marginally the better package overall. And Räikkönen, never more so than at Suzuka, where he started 17th and took the lead on the last lap, was clearly a future champion.

"Despite his relative inexperience, Alonso proved to be prodigiously good at bringing home a less-than-perfect car"

In two races in 2005 – Monza and Indianapolis – there were no retirements. At Indy there were only six starters – all six Bridgestone runners. The Michelin runners, citing tyre safety issues due to the banked, final





From below far left: A Ferrari pit crew member at Monza in 2006; Lewis Hamilton signs for McLaren in late 2006; Brazil's Felipe Massa in practice at Monaco in 2008

BORN 1950

The 2000s year by year

2003

Another season, another Schumacher (right) and Ferrari title, although eight different drivers win throughout the year. One-shot qualifying is introduced to try and give smaller teams more TV exposure on a Saturday. Points are also changed to 10-8-6-5-4-3-2-1 for the top eight finishers, and the HANS device becomes mandatory.



2004

Schumacher wins 13 races en route to title number seven, his team-mate Rubens Barrichello finishes second. The calendar features two new races, in Bahrain and China, while Austria falls by the wayside. At the end of the year Ford pull the plug on Jaguar Racing's (right) operation and the team is bought by Red Bull.





2005

The years of Ferrari domination come to an end after Renault's Fernando Alonso (right) becomes the youngest champion in the sport's history, aided, in part, by rule changes that prevent mid-race tyre changes. Second place goes to Kimi Räikkönen's McLaren, while Schumacher finishes third.



The 2000s year by year



2006

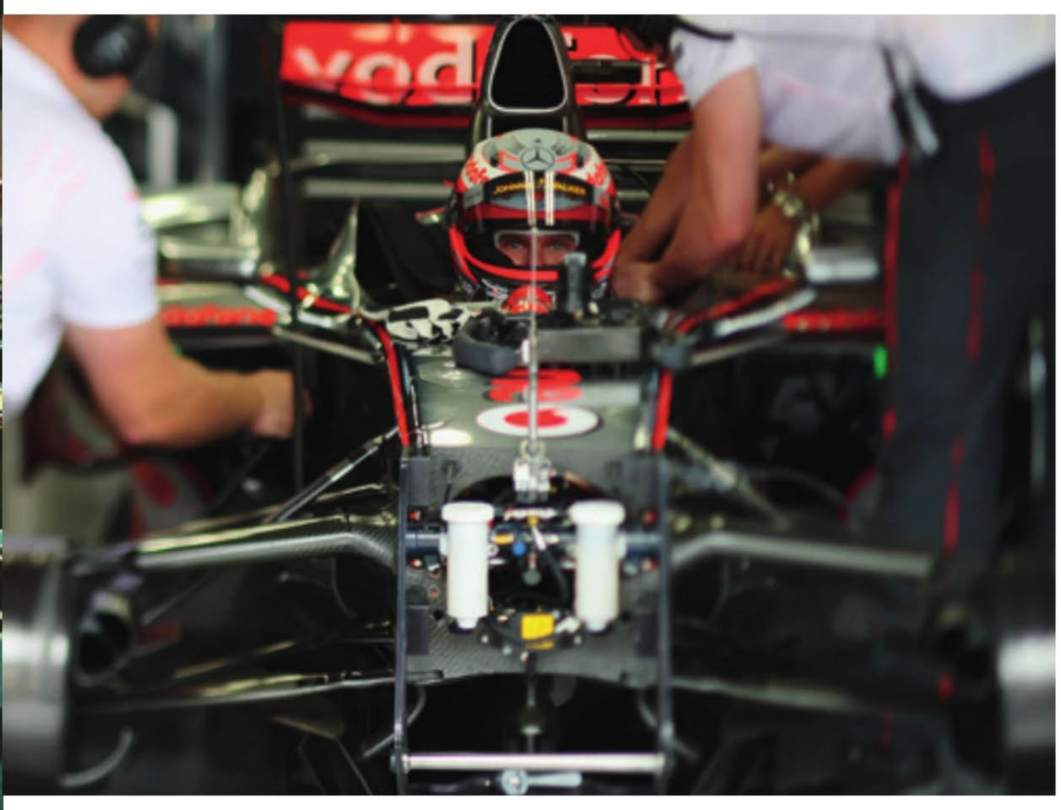
The year marks a change in engine formula with 3-litre V10s being replaced by 2.4-litre V8s. Fernando Alonso (far left) takes the title for Renault again. Bahrain opens the season after Melbourne is pushed back due to the Commonwealth Games. Schumacher (left) announces his retirement at Monza.



2007

Schumacher's replacement, Kimi Räikkönen, secures the FIA Formula 1 Drivers' World Championship by one point at the season finale. He beats newcomer Lewis Hamilton and his new McLaren team-mate, Alonso. But the whole season is over-shadowed by the Spygate saga for which McLaren are eventually fined $100 million.





Clockwise from far left: Red Bull's Mark Webber at the Abu Dhabi Grand Prix in 2009; Michael Schumacher leads the pack at the start of the 2004 German Grand Prix; Heikki Kovalainen in the garage at the 2008 Japanese Grand Prix

"Schumacher saved the Ferrari career of his friend, Felipe Massa, by announcing that he would retire at the season's end"

BORN 1950

corner, pulled into the pitlane after the formation lap, triggering the biggest embarrassment of the decade.

Tyre stops returned in 2006, but there were major engine regs changes, too: with the aim of reducing speeds, the wailing, insolent 3-litre V10s were now replaced by less-obtrusive 2.4-litre V8s. These changes brought Schumacher, Ferrari and Bridgestone back into the frame, but by now Renault, Michelin and Alonso had found that rarest of sweet spots.

It was a titanic battle throughout the year: Alonso and Schumacher both won their home races and both won seven races in total. Yet the former proved to be a more consistent driver and the Renault a more reliable car. In the closing minutes of qualifying at Monaco, Schumacher deliberately brought out a yellow flag by tapping the barrier at La Rascasse, thereby ruining Alonso's qualifying attempt; he was relegated to the back of the grid and finished fifth on Sunday. Schumacher also made a crucial mistake while chasing Alonso in Turkey, where Felipe Massa won for the first time in his new role as Ferrari's Number Two. In Japan, in the penultimate race, Schumacher's engine suddenly blew with 16 laps to run. These events effectively handed the title to Fernando.

For all that, at Monza, Schumacher saved the Ferrari career of his friend, Felipe Massa, by announcing that he would retire at the season's end. Schumacher finished fourth in Brazil, in his final race for Ferrari, after an engine problem in qualifying and a puncture in the race.

THE SPYGATE SCANDAL

The Lewis Hamilton era began with the rookie almost matching his new team-mate, Fernando Alonso, on his debut with McLaren. The prodigy won his first race in Canada and three more after that; he was stunning in an ultra-wet Japanese Grand Prix and, as a result, took the championship fight – a three-way between Hamilton, Alonso and Ferrari's new driver, Kimi Räikkönen – right to the wire in Brazil.

Hamilton matched Alonso's four-win total and finished equal with the Spaniard on points, but ahead on results. His rookie status was evident only rarely, but particularly in China, where he ran wide in the pit lane entry and retired the car in the gravel trap. For his part, Räikkönen won his first race for Ferrari from the pole and, with six wins, took the FIA Formula 1 Drivers' World Championship by one point.

Away from the track, McLaren were in the middle of a Ferrari drawing-theft scandal. Spygate, as it became known, festered to a head at the 2007 Hungarian Grand Prix, when McLaren's Alonso, already unsettled by what



2008

Once again the title comes down to a nail-biting finale, Lewis Hamilton (left) taking victory with a last-lap overtake to beat Ferrari's Felipe Massa by a point. Singapore hosts the first-ever night race in F1, and Valencia holds a street race. Traction control is once again banned and Fernando Alonso returns to Renault.



2009

With the sudden, shock news that Japan's Honda are pulling out of the sport, from the ashes grows Brawn, who take advantage of a dramatic change in aero regs to take a shock championship with Jenson Button (left) at the wheel. KERS is introduced, as are slick tyres, and Abu Dhabi hosts its first Grand Prix.

RACE OF THE DECADE



Felipe Massa consoles himself after losing the 2008 FIA Formula 1 Drivers' World Championship to Lewis Hamilton

2008 BRAZILIAN GRAND PRIX
INTERLAGOS
WINNER: FELIPE MASSA

Having missed out on the championship in his rookie year, Lewis Hamilton headed to the final race of the 2008 season, in Brazil, knowing that fifth place would be enough to seal the title. Felipe Massa knew he needed to take the win in front of his faithful fans and hope that Hamilton tripped up.

A downpour moments before the start of the race forced a delay while everyone fitted wet tyres. If nerves were already frayed, the lottery of a damp track only served to make the championship protagonists more anxious.

Massa led from pole and as the track dried, a cautious Hamilton was slow to stop for slick tyres, circulating in seventh early on, before climbing to his much needed fifth position. Everything was on course for Hamilton – until the rain returned with ten laps to go.

Most of the field switched to wets but Toyota left Timo Glock out on slicks and he rose to fourth place. Meanwhile, Toro Rosso's Sebastian Vettel was fighting with Hamilton and pushed the title-challenger down to sixth.

The rain intensified on the final lap and Hamilton started it 13 seconds adrift of Glock. Massa crossed the line and thought he'd done enough to be champion. He celebrated, as did the crowd. Then on the final corner, Glock, scrabbling for traction, was unable to hold his position and both Vettel and Hamilton passed him, the Brit doing enough to claim fifth place and steal the title from Massa in the most sensational of late-race dramas.

he saw as the team's favoured treatment of Hamilton, convinced himself that the British driver had been running more than his agreed number of fuel-burning qualifying laps, thereby giving himself a grid advantage. In petulant response, Alonso then held up Hamilton in a stacked pitlane stop before confronting McLaren team boss Ron Dennis.

Ultimately, the Spygate saga was settled in an FIA courtroom, with McLaren disqualified from the 2007 FIA Formula One World Championship and fined an eye-watering $100m.

In 2008, Ferrari's Felipe Massa won the most races – six, including his home Grand Prix in Brazil – but lost the title to Hamilton, with just five wins, by one point in the wet during the closing stages in Brazil, when Hamilton splashed past Timo Glock's Toyota to finish fifth and clinch the title at the final corner of the season.

AN UNUSUAL END

Treaded tyres had disfigured F1 cars since 1998, bringing with them untold graining problems, particularly for Michelin, but the good news was that slicks were back for 2009. Bridgestone loved it.

Ross Brawn had acquired the Honda F1 team (née BAR) over the winter and the cars he re-created, in ultra-quick time, were re-badged as Brawns, powered by Mercedes. His driver, Jenson Button, dominated the first half of the year in Schumacher-like style, winning six of

"McLaren were disqualified from the 2007 FIA Formula 1 Constructors' World Championship and fined an eye-watering $100 million"

the first seven races with with a game-changing 'double-deck' diffuser. Button didn't win another race that year and his record in his home race would remain poor for the rest of his career, but he nonetheless clinched the championship in Brazil, beating the rapidly improving Sebastian Vettel-Adrian Newey-Red Bull package.

Red Bull-Renault's tough Australian driver, Mark Webber, won his first Grand Prix at the Nürburgring, and Giancarlo Fisichella astonishingly took the pole at Spa for Force India before finishing second. His performance earned him a Ferrari drive for the final five races of the year. Less impressively, Alonso for Renault failed to win a race for the first time since 2004 and switched to Ferrari for 2010.

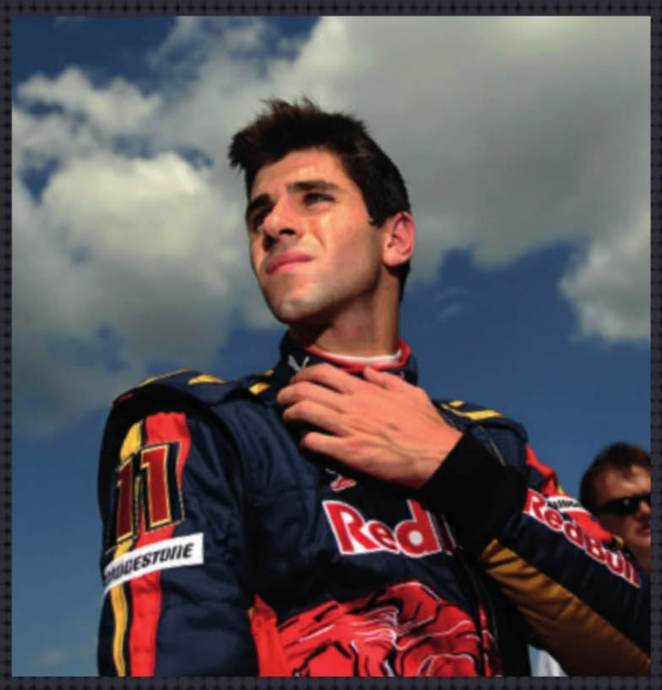
Sadly, though, Felipe Massa was critically injured in qualifying in Hungary when a dislodged suspension spring from Rubens Barrichello's Brawn hit him hard, just above the left eye. Michael Schumacher was ready to step in as a temporary replacement but failed a medical because of concussion he had suffered in a recent motorcycle accident. Massa would make a full recovery and would race again for Ferrari in 2010, but at the start of the next decade, Schumacher himself would be back… with Mercedes.



The McLaren team at Interlagos, Brazil, in 2009

THE 2000s IN NUMBERS

FIA Formula One World Championship™ rounds	647-820
Grands Prix™	174
Laps raced	10,856
Distance raced (km)	52,669
Countries visited	20
Circuits raced at	24
Number of drivers who won races	17
Number of constructors that won races	10
Number of engine manufacturers that won races	6
Age of youngest driver	19y 130d
Jaime Alguersuari (below left), Budapest 2009	
Age of oldest driver	38y 227d
Luca Badoer (below right), Spa 2009	
Average pole position speed in 2000	209km/h
Average pole position speed in 2009	207km/h





CAR OF THE DECADE
FERRARI F2004

Ferrari's domination of the early part of the 2000s meant that any number of their cars could have been contender for the car of the decade. The F1-2000 and the F2002 were both the class of the field in their respective years, but the culmination of years of work by vehicle designer Rory Byrne and engine director Paolo Martinelli, overseen by technical director Ross Brawn, was the F2004.

It led to a re-writing of the record books. Of the 18 Grands Prix that year – at that time the longest season in the history of the sport – the F2004 achieved an extraordinary set of results. The car took 15 wins, 12 pole positions, 14 fastest laps, eight 1-2 finishes and 262 points out of a total of 324.

Right from the beginning of the season, in Melbourne, Ferrari delivered a dominant 1-2 that left the opposition reeling.

"The 2003 season was a close call for us," said Brawn at the end of 2004. "We had a fantastic season in 2002 and perhaps that both invigorated our opposition and maybe we were a little conservative in a lot of areas.

"So we got into 2003 and saw that perhaps we'd not progressed as much as we should have done, on the cars, on the tyres, on the engine. And it takes a while to react to these things – we did sort ourselves out, and I think 2004 reflects that."

Once again the technical relationship with Bridgestone gave the F2004 a significant advantage, despite the Michelin occasionally being better suited to one lap and therefore more of a threat in qualifying. But the ability to gain time on fresh rubber led to Michael Schumacher scoring an eventful French Grand Prix win that year, thanks to a four-stop strategy.

The German took his seventh FIA Formula One World Championship with 13 race wins and wrapped up the title with four rounds remaining.







BORN 1950

Michael Schumacher (main image and left inset) won his seventh FIA Formula 1 Drivers' World Championship in the Ferrari F2004



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In the past decade, Formula 1® has added more races and new circuits to its growing global footprint. While Red Bull conquered the first part of the 2010s, the most significant development was a change in engine formula to introduce hybrid technology for a road-relevant future. That led to a Mercedes whitewash...

Words Matt Youson
Photos Getty Images











2010

Clockwise from right: Red Bull's Sebastian Vettel in 2010; Mark Webber during the 2012 Monaco Grand Prix; Fernando Alonso celebrates winning the Bahrain Grand Prix in 2010; Lewis Hamilton, Fernando Alonso, Mark Webber, Jenson Button and Sebastian Vettel in Korea, 2010; Hamilton and Button douse Vettel with Champagne after the 2010 Abu Dhabi Grand Prix

BORN 1950

Empires rise and empires fall: this has been the way in the FIA Formula One World Championship for 70 years and often the most compelling seasons are those during an interregnum, filling in the grey area between the decline of one dynasty and the rise of the next.

Formula 1 didn't really have that in the 2010s though – just a scalpel-sharp delineation between Red Bull finishing off the V8 era and four years of dominance in the FIA Formula 1 Constructors' World Championship with nine straight victories, then Mercedes winning six-in-a-row to lay down a marker with the new hybrids, before winning six consecutive titles of their own.

On the face of it, that doesn't suggest a thrilling decade, but look closer and there's a richness to the fabric of F1 in the past ten years: there were technology dogfights, battle lines drawn between bitter rivals and all manner of intrigue. Teams arrived and departed, stars were born and seasons went down to the wire.

WHO'S IN AND WHO'S OUT?

Until the coronavirus pandemic struck in March 2020, F1 had looked to cautiously be heading for a period of stability. The nature of the sport demands that there will always be at least one team on the brink of extinction, but most of those threats had receded and with a newly agreed cost-cap in place, even the minnows were expressing optimism. This wasn't the case at the start of the 2010s after, in the midst of the global financial crisis, F1 had slowly divested itself of manufacturer support. Honda left the party early, pulling out at the end of 2008. Six months later, BMW-Sauber announced 2009 would be their final season,









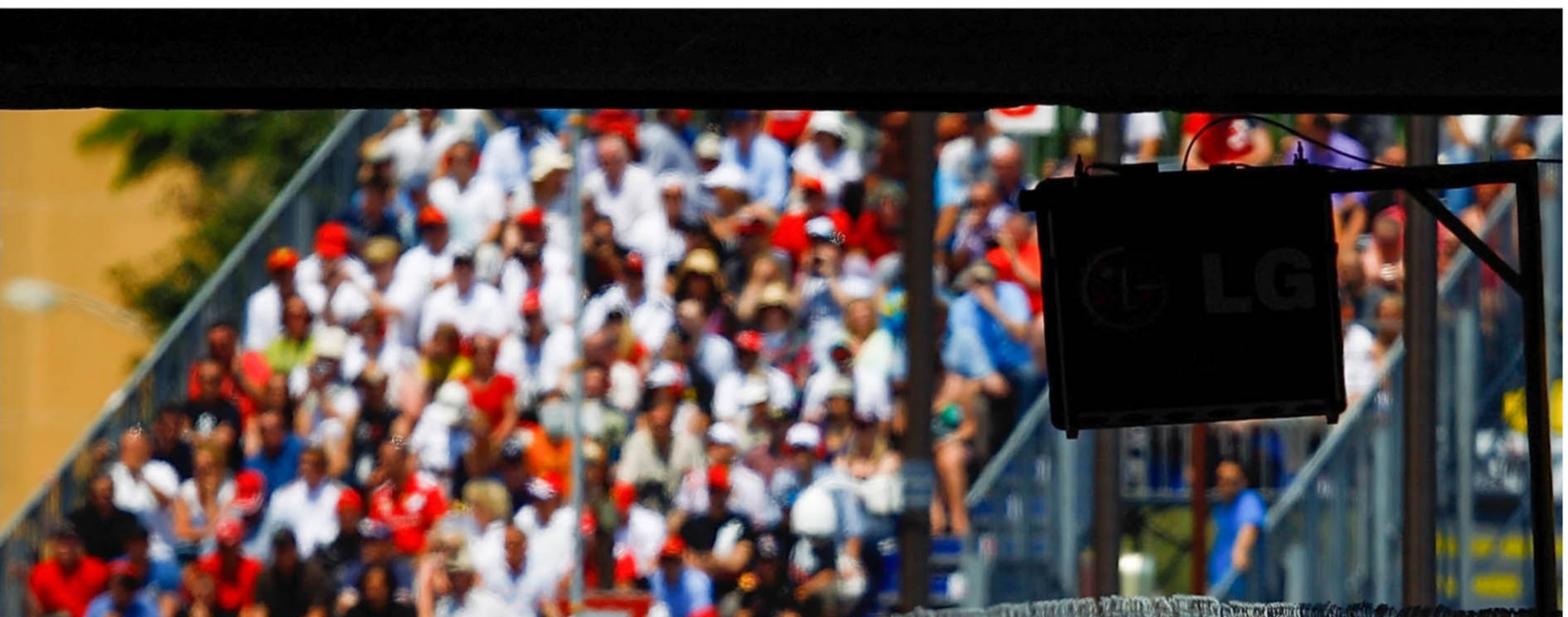


"For 2010, we gained three new teams, taking the grid to 26, via a process that can, at best, be described as messy"

and, shortly after the final race of 2009, Toyota dropped the bombshell that it wouldn't be returning for 2010.

It was therefore a quite different grid that formed in Bahrain for the first race of 2010. Bucking the trend, Mercedes returned as a fully-fledged manufacturer for the first time since 1955, purchasing the assets of one-hit wonder Brawn GP and dissolving its longstanding partnership with McLaren. BMW-Sauber returned to their roots with the eponymous Peter Sauber back in charge of a team now carrying only his name.

In addition, we gained three new teams via a process that can, at best, be described as messy. The plan was to take the grid up to 26 cars, so, in July 2009, the FIA announced the 2010 grid would comprise the ten existing teams, plus three new entries. From 15 applicants, Campos Meta, US Grand Prix and Manor Grand Prix were chosen. Over the next few months, Manor became Virgin, Campos became Hispania, US Grand Prix never built a car and a team called Lotus Racing appeared as a replacement for BMW-Sauber, with Sauber technically a replacement for Toyota. Confused? Yes. There was a lot of it going around.



The 2010s year by year

2010

Red Bull evolves into an F1 powerhouse, picking up their first FIA Formula 1 Constructors' World Championship in Brazil. Four drivers go into the Abu Dhabi finale with a shot at the title, with Sebastian Vettel (below) emerging as champion despite not topping the table at any point in the preceding nine months.



2011

KERS returns this year. Red Bull don't have a very good one but that doesn't really matter as the RB7 becomes one of the most dominant cars in F1 history. Vettel (below) wraps up a second title in Japan with four races to spare.



2012

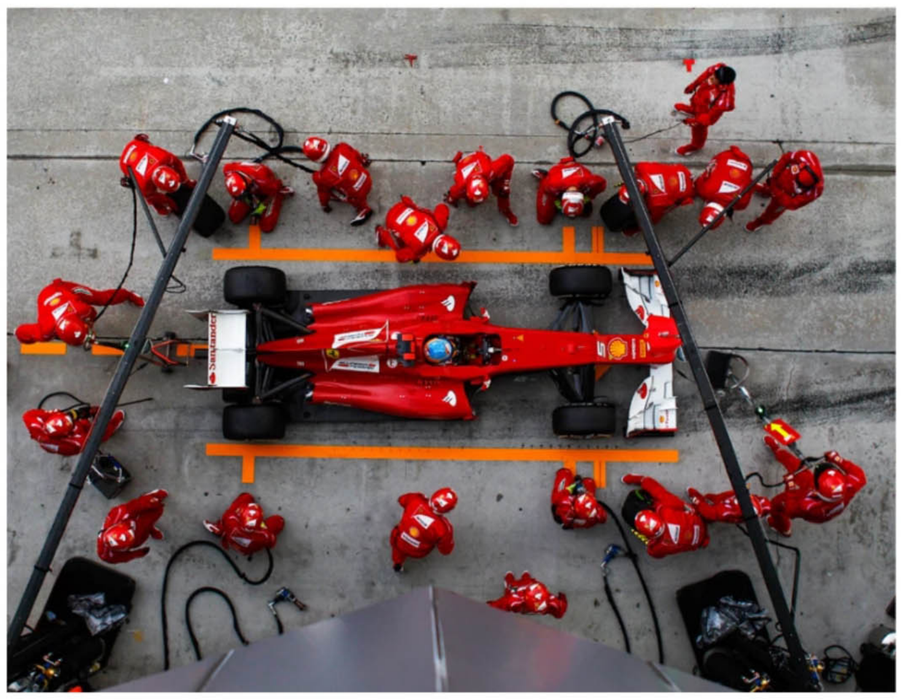
Seven different drivers win the first seven races of the year, despite Red Bull having another dominant title-winning car. Ferrari, however, have Alonso (below) on magnificent form. He takes Vettel down to the wire, and a thrilling, wet race finale in Brazil, which culminates in Vettel scrambling over the line to make it three in a row.

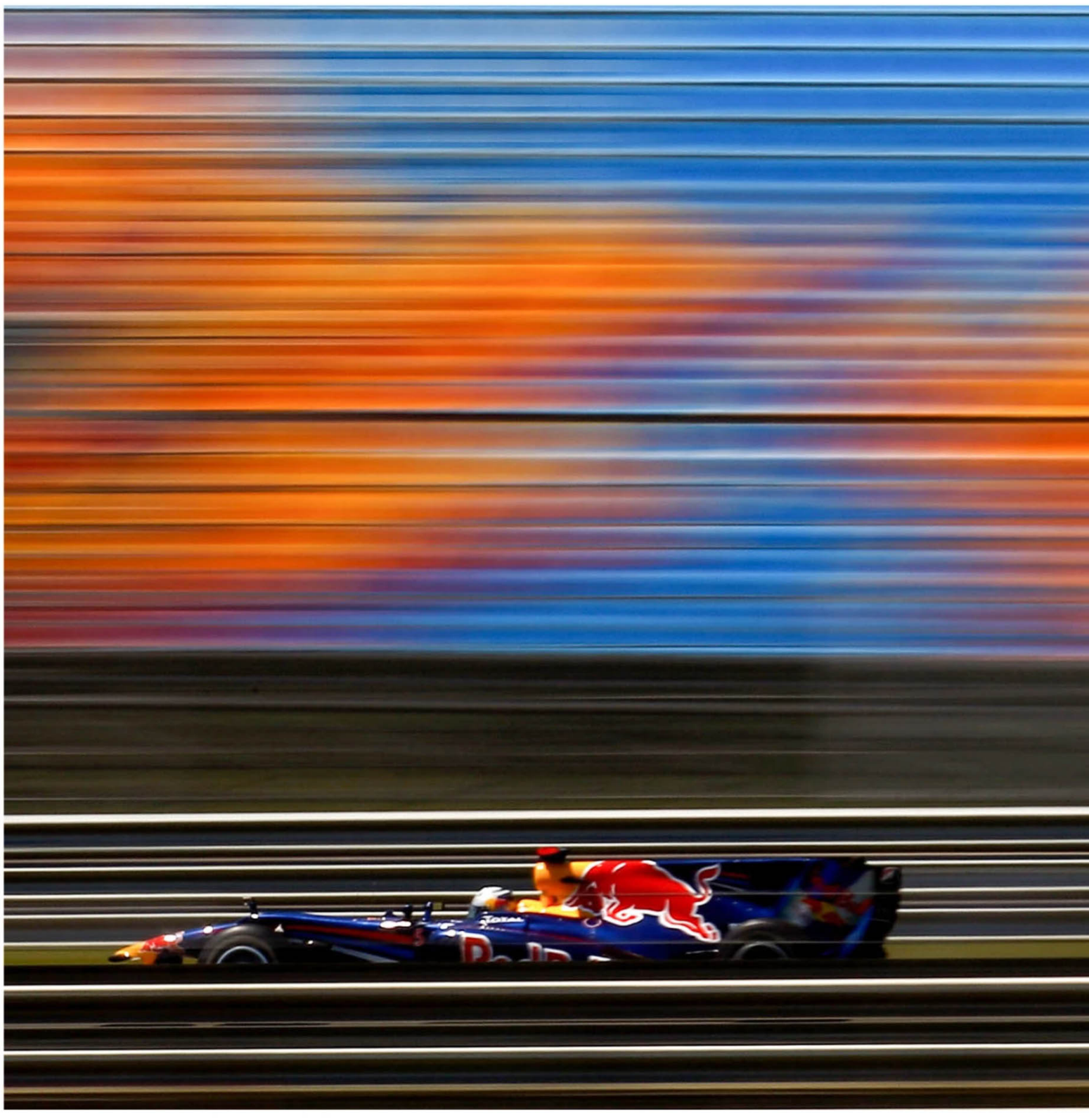


“When a proposed $40 million budget cap didn’t materialise, the newcomer teams were hopelessly outgunned”



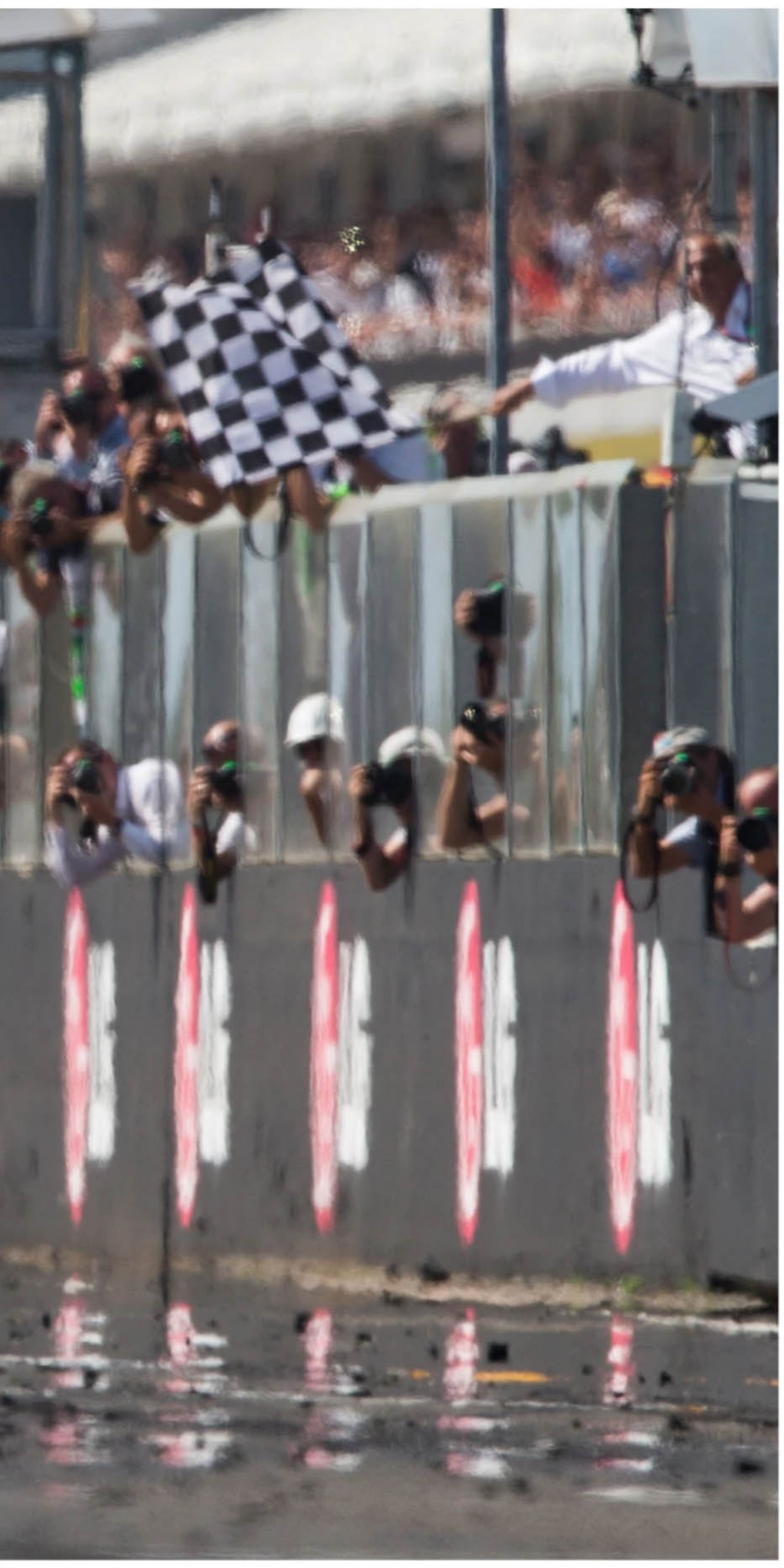






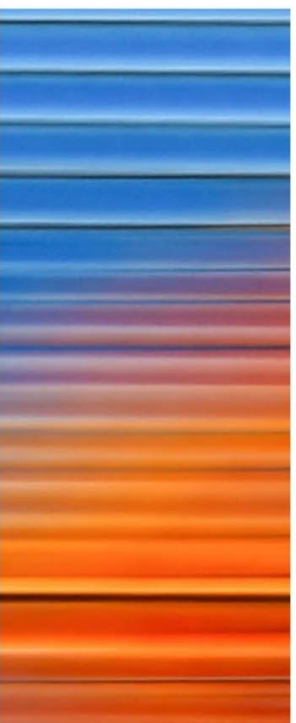
The new entries proved to be drastically underfunded, though not necessarily through their own failures. The selection process had begun with a strong understanding that the new, bigger F1 grid would be supported with the introduction of a budget cap, rumoured to be around the $40 million mark. When that didn’t materialise, the newcomers were hopelessly outgunned. Hispania (HRT) limped around at the back of the field for three seasons – two 14th places for Karun Chandhok being the highlight. The state of the team was best summed up by Chandhok, who, when asked in a media session, what the car was like to drive, turned to technical director Geoff Willis and asked: “Is it okay to call it a shitbox?” Willis agreed this was the most accurate terminology.

The Lotus entry managed to struggle on for five seasons, albeit keen to rename itself on a regular basis, from Lotus Racing to Team Lotus and finally Caterham. Its greatest feats were winning the battle









Clockwise from above: Lewis Hamilton wins for Mercedes in Hungary in 2013; Sebastian Vettel in the garage at Suzuka in 2014; Mark Webber and Vettel after the 2013 Malaysia Grand Prix; Vettel at full pace in 2010; an aerial view of a Fernando Alonso pit-stop in 2013; Karun Chandhok's two 14th places were a highlight for the Hispania team

BORN 1950

of the minnows by finishing tenth three years in a row and the eyebrow raising sight of Finbarr O'Connell, the team's insolvency administrator, becoming *de facto* team principal for their swansong at the 2014 Abu Dhabi Grand Prix. He wore the T-shirt, sat on the pitwall and appeared in the team principals' Friday press conference, which was… unusual.

Manor were the most successful of the entries, both in terms of longevity and prowess. Rising star Jules Bianchi, whose life was cut short following a crash at Suzuka, picked up the team's first points with ninth place at the 2014 Monaco Grand Prix. Pascal Wehrlein picked up another in Austria two seasons later. Under the management of John Booth and Graeme Lowdon, the team became a stable lower-midfield unit – but when those two departed, citing differences with the team's new owner, the outfit soon nosedived and called in the receivers.

The ultimate utility of the 2010 entrants was in demonstrating how not to do it. When Haas arrived in 2016, they had a more polished business plan, centred around giving themselves a leg-up by contracting out much of the untidy business of designing and manufacturing an F1 car. While having a chassis manufactured by Dallara wasn't particularly ground-breaking, the decision to buy as much as possible – the so-called 'non-listed' parts – from Ferrari reignited a previously banked row over customer teams. While rivals, many of whom are saddled with the sort of legacy overheads Haas sidestepped, grumbled about a team operating outside the spirit of a *Constructors'* championship, Haas' approach has undeniably been effective, injecting the new team directly into the midfield, with regular points and a high water-mark of fifth in 2018.

The 2010s year by year

2013

The start of the season isn't stellar for Red Bull or Sebastian Vettel – but a mid-season change of tyre specification, for which they had lobbied hard, sees Vettel win every race after the summer break, establishing a new record of nine in a row. In Hungary, Lewis Hamilton (below) takes his first Mercedes win.



2014

The hybrid era begins, with Mercedes replacing Red Bull as top dog. From 19 races they take 18 poles and 16 victories. Hamilton picks up his second title at the final race of the year and Red Bull Racing new boy Daniel Ricciardo (below) picks up three wins.



2015

Mercedes take the title in Russia again and Hamilton cruises to an impressive third FIA Formula 1 Drivers' World Championship a race later in Austin. Ferrari replaces Alonso with Vettel (below) and the German duly wins three races.







Clockwise from right: Daniel Riccardo driving for Scuderia Toro Rosso in 2012; McLaren's Jenson Button in 2013; race-winner Sebastian Vettel with Fernando Alonso and Mark Webber after the 2013 Italian Grand Prix; Kimi Räikkönen's Ferrari in practice at the Singapore Grand Prix in 2014; Lewis Hamilton celebrates with his team, 2014



EXPANSION AND CONTRACTION

Teams weren't the only things to come and go in the 2010s. Across 2000-2009, F1 seasons averaged 17 races; in 2010-2019, that number jumped to 20. Four countries wholly new to F1 hosted their first races during the decade, with varying degrees of success. South Korea and India arrived in quick succession in 2010 and 2011 respectively. Russia repurposed the Olympic Park in Sochi for 2014 – "I had no idea you could ski over here!" said an excited Lewis Hamilton, not really getting with the whole Winter Games zeitgeist – and Baku created a snorting street circuit for the European Grand Prix in 2016 and thence onwards the Azerbaijan Grand Prix.

Added to these, a sequence of races also came back from the dead: Austin built the Circuit of The Americas to host the resurrected United States Grand Prix from 2012; Red Bull stumped up the cash to bring F1 back to Spielberg in Austria for 2014; the Autódromo Hermanos Rodríguez was dusted off in 2015 for the return of a quite mesmeric Mexican Grand Prix; and finally, the Circuit Paul Ricard began hosting the French Grand Prix again in 2018.

In the losses column, Turkey hosted its last race in 2011; the only F1 pitlane in an art deco fish market was seen no more after the Valencia Street Circuit packed up for the final time in 2012; and the Malaysia Grand Prix went away in 2017. Germany stumbled and stuttered but just about made it to the end of the decade, while the hopeful new circuits in Korea and India proved to be white elephants, though both were edifying experiences in their own way.

India's Grand Prix, while hugely popular, withered away under political interference, while the four years in South Korea are a perfect template for how not to do Formula 1. Many of the tall tales are true: teams really did outnumber spectators on occasion; the first race finished in the dark; and Mokpo's near-total absence of accommodation genuinely resulted in teams staying





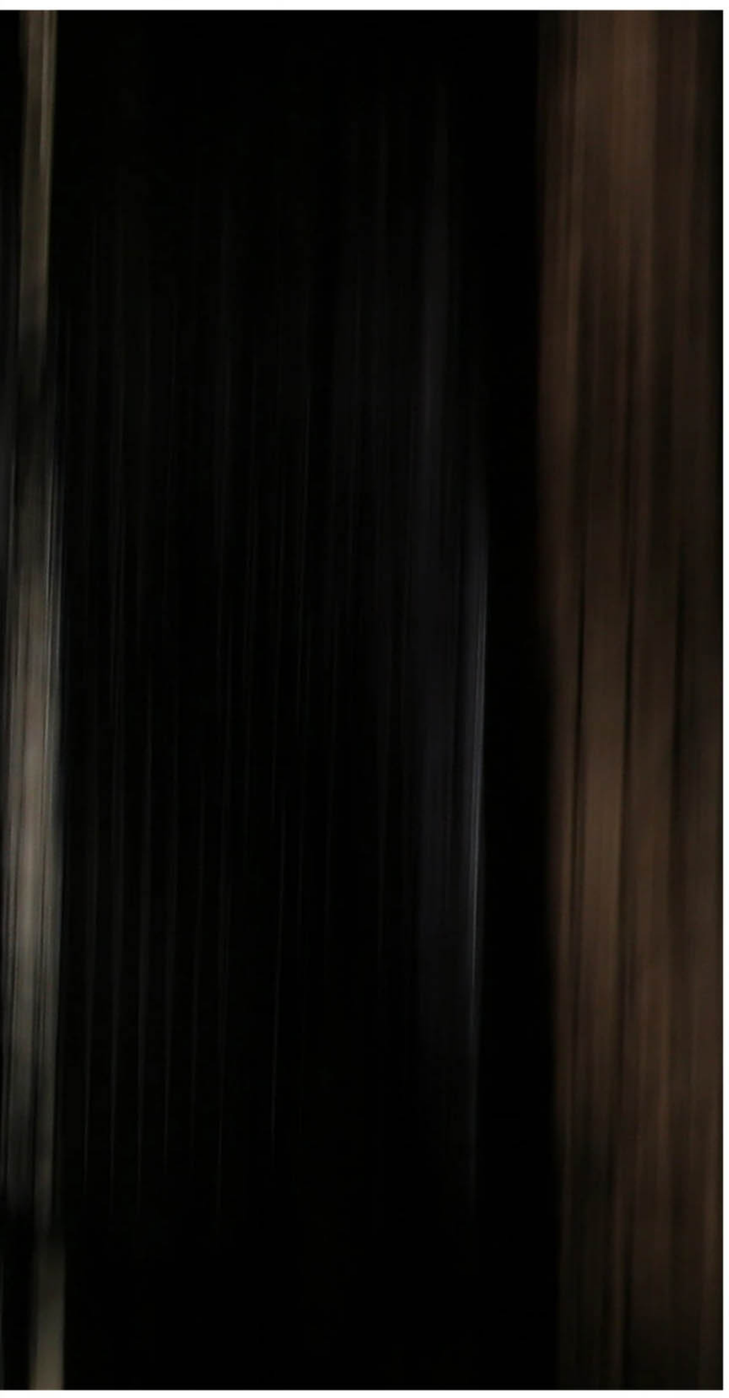




"The sport is particularly cruel in that 'team-mate' is simply a synonym for 'most deadly rival' – as shown by Webber and Vettel"







in the town's curiously plentiful array of 'love motels'. It was not really sustainable as a Grand Prix venue but it did generate an unusual sense of togetherness in the paddock. Of course, in decades to come, no one will believe any of it really happened.

HEROES AND VILLAINS

It is, however, the rivalries rather than the venues which define this decade, as they do every other. Sometimes those rivalries have to be manufactured; primed and pumped by a sport and a media eager to fill a void. Sometimes they're the real deal: grudge matches generated by a determination to succeed and the pressures heaped upon drivers pushed to – and perhaps over – the edge of good sportsmanship.

The sport is particularly cruel in the way that 'team-mate' is simply a synonym for 'most deadly rival'. The evident strain between Sebastian Vettel and Mark Webber kicked off the decade in fine style, creaking and groaning its way across Red Bull's four title-winning years. During the great 2010 season, their collision while battling for the lead in Turkey opened a can of worms and catalysed a debate around whether Red Bull presented their two drivers with a level playing field. Dr Helmut Marko, Red Bull Racing's *éminence grise* wasted little time in blaming Webber, running contrary to what most people saw, and the team had to backtrack, but the notion that Red Bull favoured their home-grown progeny had already taken seed.

It's easy to forget, a decade on, how young and naïve the Red Bull Racing team were in 2010. With greater experience at the sharp end, they probably wouldn't have made the decision that led to Webber's relationship-defining "not bad for a number two driver" barb three races later. The team rushed two upgraded wings to Silverstone for the British Grand Prix. Vettel's wing failed during FP3, so the team unbolted the one on Webber's car and gave it to Vettel for qualifying.

They locked out the front row, Vettel a tenth ahead, with a nosebox Webber had no hesitation in calling "about a tenth quicker". Having been chilly for a couple of weeks, the climate in the post-qualy press conference became distinctly arctic when Webber – who tends to become more clipped the angrier he gets – simply stated: "I think the team is happy with the result today."

Once F1 switched to Pirelli tyres, Webber was never a direct rival of Vettel's and thus the level of umbrage reduced to a simmer, albeit one liable to boil up at a moment's notice, as demonstrated by the line taken by Webber into the first corner at the 2012 Brazilian Grand Prix. Vettel, chasing a third consecutive FIA

The 2010s year by year

2016

Nico Rosberg (below) makes an early season advantage count to lift the championship after a tense battle with team-mate Lewis Hamilton that goes down to the final lap. Max Verstappen wins his first race for Red Bull Racing, despite saying he doesn't know what all the buttons on the steering wheel are for.



2017

Rosberg drops a winter bombshell and retires, to be replaced at Mercedes by Valtteri Bottas, who takes his debut victory in Sochi. Mercedes and Hamilton (below) triumph again, though Vettel's five wins for Ferrari excite some interest. At Monza, Hamilton takes his 69th pole position, breaking Michael Schumacher's record.



2018

In Mexico, Hamilton equals Fangio's tally of five championships, and Mercedes win the FIA Formula 1 Constructors' World Championship in Brazil. Kimi Räikkönen enjoys his Ferrari swansong with victory at COTA. He also records the fastest F1 lap ever, in qualifying at Monza.

2019

Another walkover for Hamilton and Mercedes. In Japan, the latter equals Ferrari's six in a row, while the former becomes a six-time champion in the USA. Ferrari once again flatter to deceive, though Vettel is narrowly eclipsed by the incoming Charles Leclerc, who records his first F1 victory in Belgium.

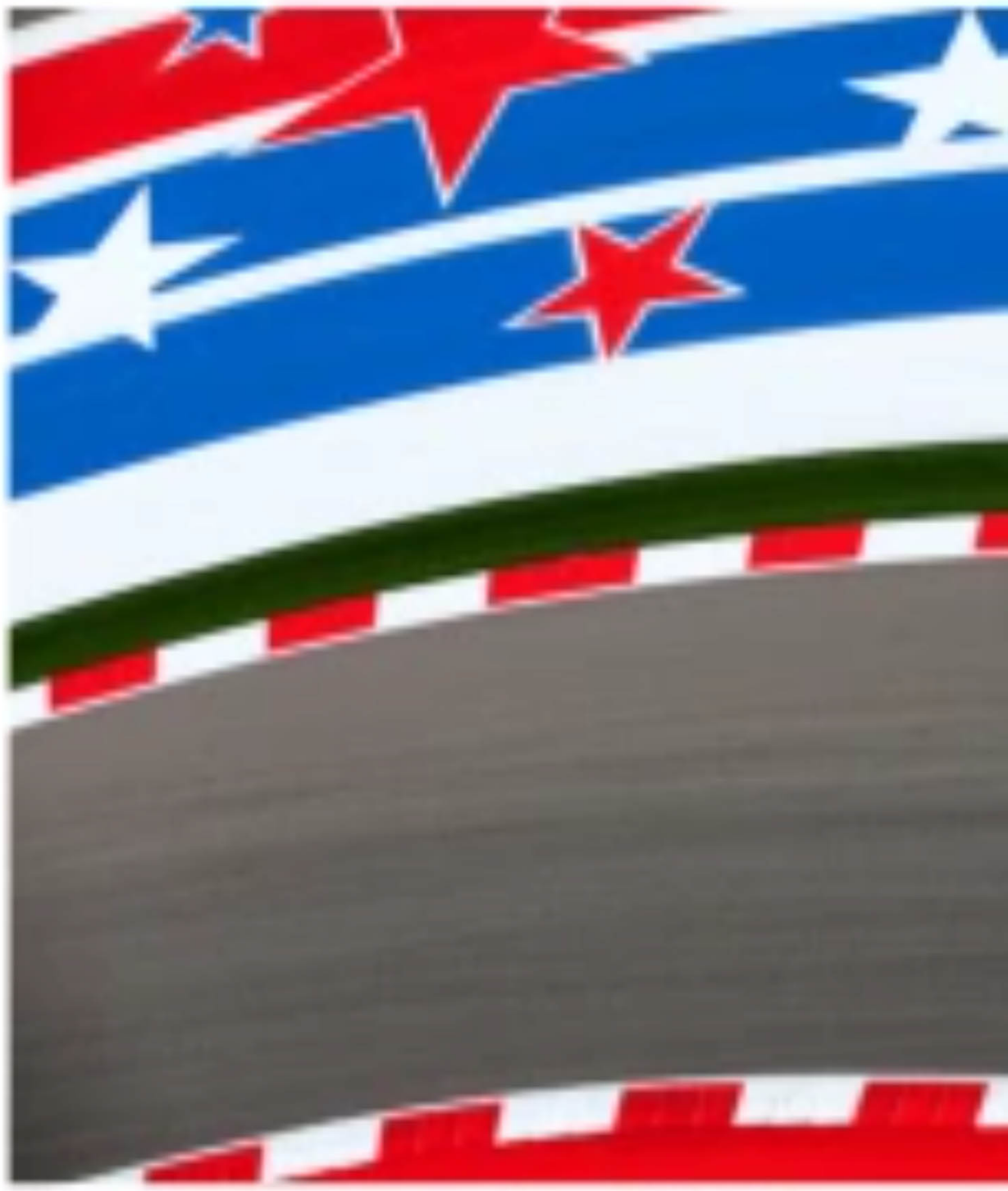
Formula 1 Drivers' World Championship was squeezed and pressed back down the field. Three corners later he was overpowered, spun and badly damaged. Four months later, but only two races on, at the start of the 2013 season, the pair had their own Villeneuve/Pironi moment at Sepang with the events of Brazil, according to team boss Christian Horner, still very fresh in Vettel's mind when he ignored the 'Multi-21' instruction.

F1 needs its pantomime villains as much as it needs its heroes. It's odd to think that Vettel – recently the Dutch-faced ingénue – could transform quite so quickly into the swashbuckling, swaggering, and certainly far savvier foreigner who refused to be cast as such. That Webber did not win a race in 2013, and thus had been robbed of what would have been a final Grand Prix victory probably didn't help the public perception of Vettel ... though Fernando Alonso didn't help matters either.

Were F1 a pantomime, Alonso would be a natural villain. His F1 career, playing the scheming, charming rogue to delight the booing crowd, fits the bill perfectly. However, 2012 was an outlier. It saw Alonso briefly recast as the underdog everyone could cheer. This was the Spaniard at his most rousing, snatching from defeat one of the all-time great campaigns, pushing a second-rate and third-best Ferrari to the brink of an undeniably F1th Formula 1 Drivers' World Championship, teasing out runaway backhanders about how well his rivals' teams were doing, given the paucity of the product being developed in Maranello, slighting Vettel's abilities, and those of Ferrari, by reducing the championship to a battle between his talent and the ingenuity of Red Bull chief technical officer Adrian Newey.

Vettel kept his cool, refused to rise to what he really thought of that, mildly pointing out that F1 is a team game, but given the evident superiority of the RB8, Alonso's ability to hang in there until the final round was extraordinary. Even then, no one going to Brazil gave Alonso much hope – until Vettel, with a hole the size of a fist in his sidepod and the field disappearing

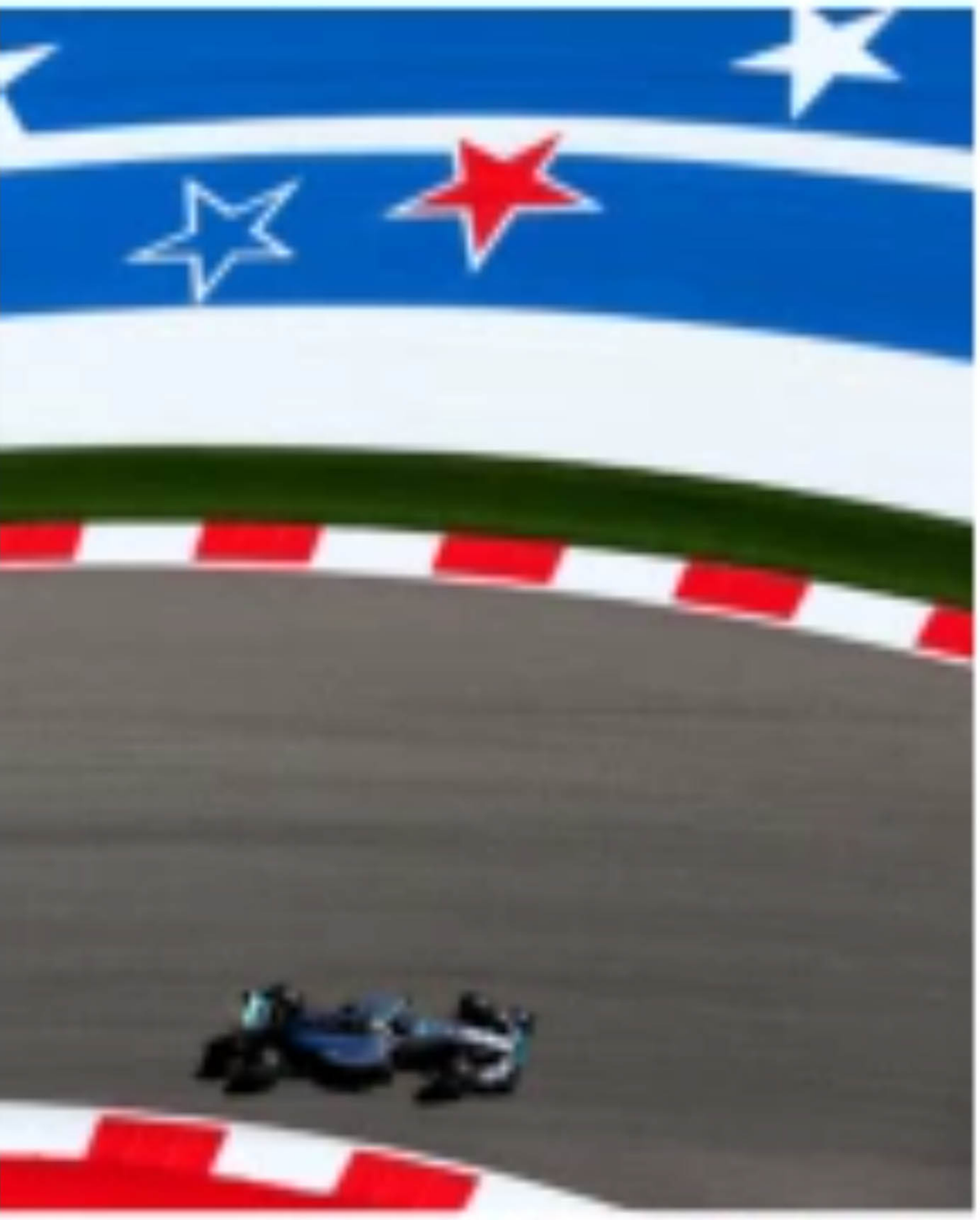
"Vettel's fightback, at Interlagos, in changeable weather and a car liable to fall apart at any second, was decidedly twitchy"















BORN 1950

Clockwise from left: Lewis Hamilton in 2014; Max Verstappen in his 2016 Formula 1 debut; Sebastian Vettel kicks off a 2011 victory lap; Fernando Alonso's engine blew out during qualifying at Monaco in 2012; Kevin Magnussen in Australia 2014

into the distance, had a quiet literal reversal, half a lap down and pointing the wrong way.

It doesn't quite reach the heights of 2008's Brazilian showdown – nothing ever really could – but if anything, 2012 was more dramatic for everyone crammed inside Interlagos' tiny, sweaty garages, watching the tension across the whole race, rather than being energised in the last few laps.

Vettel's fightback, helped and hindered by changeable Interlagos weather, to a car behind to fall apart at any second, was decidedly twitchy. There were celebrations and commiserations at the chequered flag, but a few minutes later most of the Red Bull and Ferrari crews simply sat glassy-eyed, utterly drained by the experience.

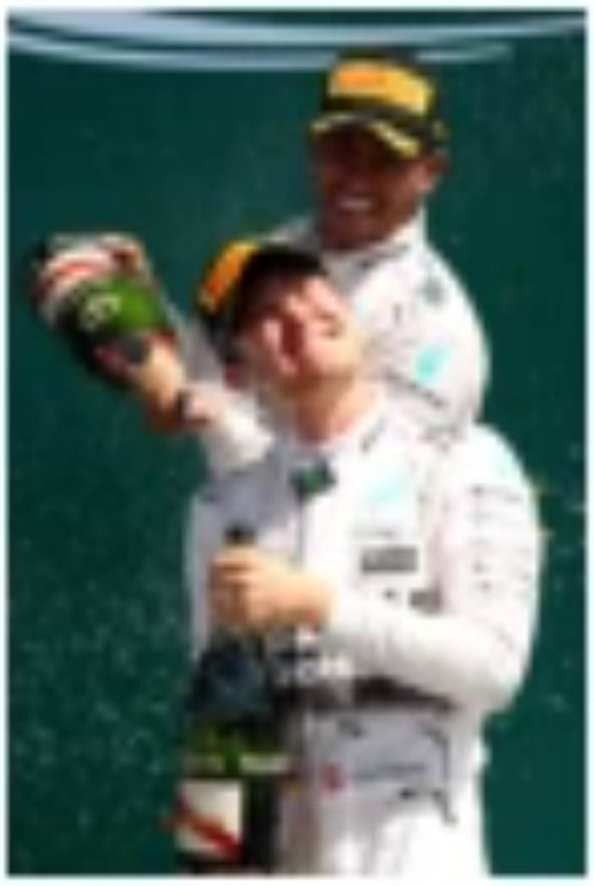
It was the closest Ferrari would come to a title during that decade. With eight race-winning cars and three title-winning drivers, it's simply incomprehensible that all the Scuderia has to show for it are five runners-up trophies in the FIA Formula 1 Constructors' World Championship, and the same in the FIA Formula 1 Drivers' World Championship, split between Alonso and then Vettel. While occasionally flattering to deceive, Ferrari became nailed on as the decade's designated bridesmaid, required to stand still as the aisle while Red Bull and Mercedes repeatedly drove off into the sunset with a string of tin cans tied to the back of their cars. They weren't the only ones crowned 2010-2019 – McLaren picked up 16 victories from 2010-2012 – but they must consider it a lost decade.

With no other story near Red Bull providing a sustained challenge to Mercedes' domination in the

THE 2010s IN NUMBERS

FIA Formula One World Championship* records	821/1,078
Grands Prix	198
Laps raced	11,858
Distance raced (km)	60,868
Countries visited	28
Circuits raced at	27
Number of drivers who won races	12
Number of constructors that won races	6
Number of engine manufacturers that won races	4
Age of youngest driver	17y 170d
Max Verstappen, Melbourne 2016	
Age of oldest driver	43y 307d
Michael Schumacher (Ferrari), Interlagos 2012	
Average pole position speed in 2010	206km/h
Average pole position speed in 2019	223km/h





championship, the in-house battle at Mercedes was allowed to take centre stage since the hybrid era began. There's much greater potential for things to turn ugly when team-mates fight, and that was certainly the case with Lewis Hamilton and Nico Rosberg. It's easy to believe that the discord between the former F3 team-mates was paper talk when they were first in competition – though no one doubts their personal animus became the real deal as 2014 developed.

Rosberg's yellow flag-aided pole position in Monaco had Hamilton sarcastically commenting: "Ah, that was very good of him. Very good." After their collision in Belgium, Hamilton informed the media that Rosberg had hit him on purpose "to prove a point." By the time the pair took each other out on the first lap of the 2016 Spanish Grand Prix, however much team principal Toto Wolff huffed and puffed, there wasn't an ounce of genuine contrition expressed by either. There was a hard-fought battle with no quarter given.

The world was robbed of a venomous title showdown in 2014 when Rosberg suffered an ERS failure at the final round in Abu Dhabi ... though things were a little tighter when the positions were reversed in 2016. With third place good enough for Rosberg, Hamilton



RACE OF THE DECADE

2011 CANADIAN GRAND PRIX
MONTRÉAL
WINNER: JENSON BUTTON

There are few races where a driver can claim he has driven in every position – even dead last – and come through to claim victory on the final lap. Jenson Button had such a journey in one of the most extraordinary races in the past ten years.

Button had more to contend with too. In the early going he made contact with his McLaren team-mate Lewis Hamilton along the start/finish straight, and pitted for repairs. With light drizzle becoming heavy rain as the race developed, the Safety Car appeared and as Button circulated behind it too quickly, he was struck with a drive-through penalty.

As the rain intensified, the conditions were deemed to be too treacherous and the event was red-flagged. A full two hours passed before racing could resume.

When it restarted, Button collided with Fernando Alonso and picked up a puncture. Behind another Safety Car he was circulating at the tail of the field. As conditions improved he switched to slicks early and began making in-roads into the lead of those ahead of him, topping six much as three seconds a lap quicker than anyone else.

On the final lap Sebastian Vettel made a mistake at Turn 9 in his bid to stay in front and Button took the lead for an unlikely victory.



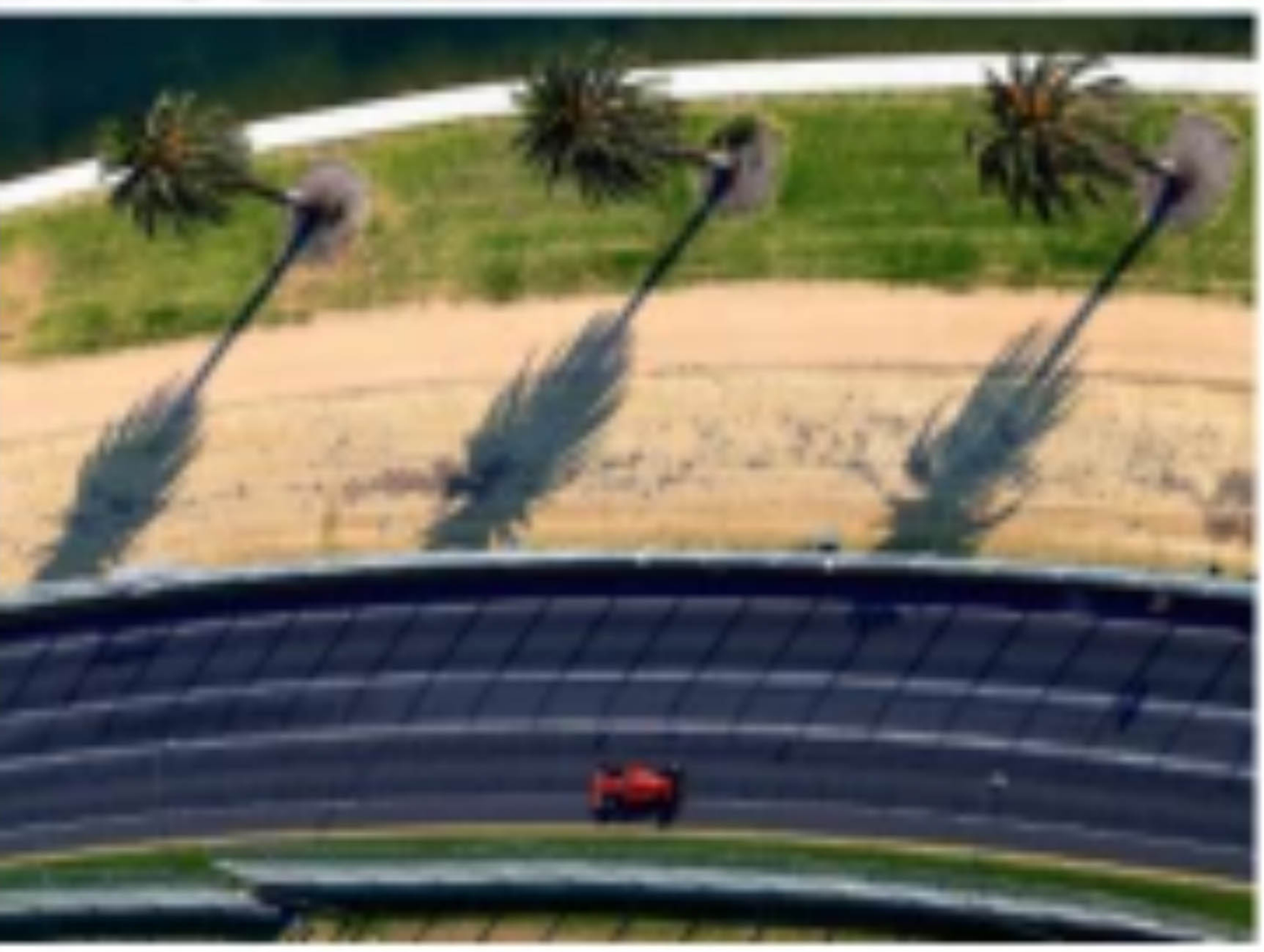




BORN 1950







received no shortage of controversial moments. Leading his team-mate towards a one-two finish, he backed Rosberg into the chasing pair of Vettel and Max Verstappen, creating a grandstand finish with the first four covering the finishing line with less than a two-second spread.

If Rosberg was disgruntled at Hamilton's tactics, he hid it pretty well, but it's easy to be magnanimous when you've the new FIA Formula 1 Drivers' World Champion. Rosberg announced his retirement...at the age of 31...a couple of weeks later. While other sportsmen who retire early often come to regret their decisions, Rosberg gives every appearance of those days being very comfortable with his decision.

Vettel...now announced at Ferrari, replaced Rosberg at Hamilton's nemesis-elect towards the end of the decade, but never managed to quite sustain a title fight. In fact, the closest he got to his rival was entering the Mercedes during a bit of pique in Baku. As the decade ended, Hamilton was considerably outscoring new team-mate Valtteri Bottas, and Vettel had his hands full containing the obvious talent of Ferrari's new young charger, Charles Leclerc. The latter, along with Red Bull's precocious Max Verstappen...are liable to leave their own championship showdowns to the 2020s.



CAR OF THE DECADE
MERCEDES F1® W05 HYBRID

New hybrid regulations for Formula 1 in 2014 featured an exceptional engineering effort from the Mercedes chassis and engineering teams that resulted in the F1 W05's dominant total dominance.

When Lewis Hamilton took the decision to leave McLaren and join Mercedes, it was not an immediate 2013 revised he was thinking about, but the intensity of effort being put into the sport's new direction by the chassis department at Brackley, plus Mercedes-Benz High Performance Powertrains at Brixworth and fuel supplier and team partner Petronas. But as they outlined plans to Lewis, neither Ross Brawn nor Niki Lauda could have predicted quite the extent of the record-breaking domination that was to ensue over the next six seasons.

Mercedes started earlier and spent more than any of its rivals. It already had in-house hybrid experience through recruitment during the KERS era and in the production of its SLS AMG Electric Drive sports car.

Its first hybrid F1 car, the F1 W05, also featured impressive engineering innovation. The turbo compressor was separated from the turbine by a long shaft through the vee of the engine. Positioning the compressor at the front of the engine allowed shorter plumbing routes for the water-air intercooler, as well as freeing up space to get better airflow to the rear wing. The gearbox could also move forward to centralise the car's mission and make it more responsive.

The aerodynamic superiority was supplemented at the front by a cleverly designed front wishbone that aided front wing performance. It all added up to a package that was on an entirely different competitive level to the opposition.

Hamilton won 11 of the season's 19 races with team-mate Nico Rosberg claiming five. It brought Hamilton a much-desired second world title. The only other winning combination all year was Daniel Ricciardo's Red Bull. The Australian took advantage when Rosberg hit trouble in Canada, with an inspirational win in Hungary and when the Mercedes pair collided in Belgium. Other than that, it was a Silver Arrows Tour de Force.


PETRONAS
BORN 1950

ROLL OF HONOUR

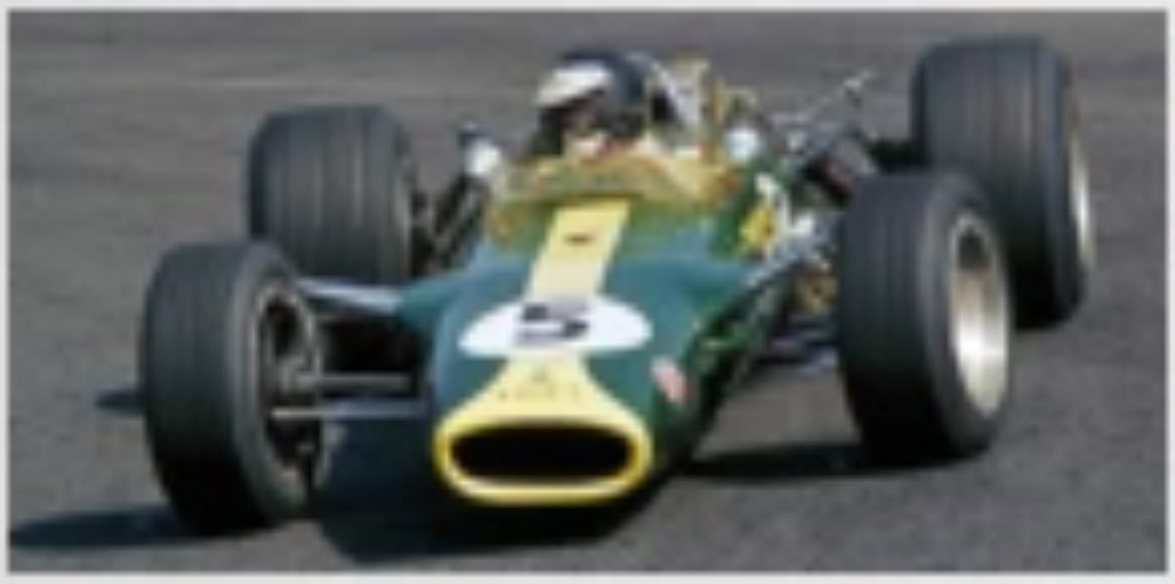
FIA FORMULA 1® CONSTRUCTORS' WORLD CHAMPIONS

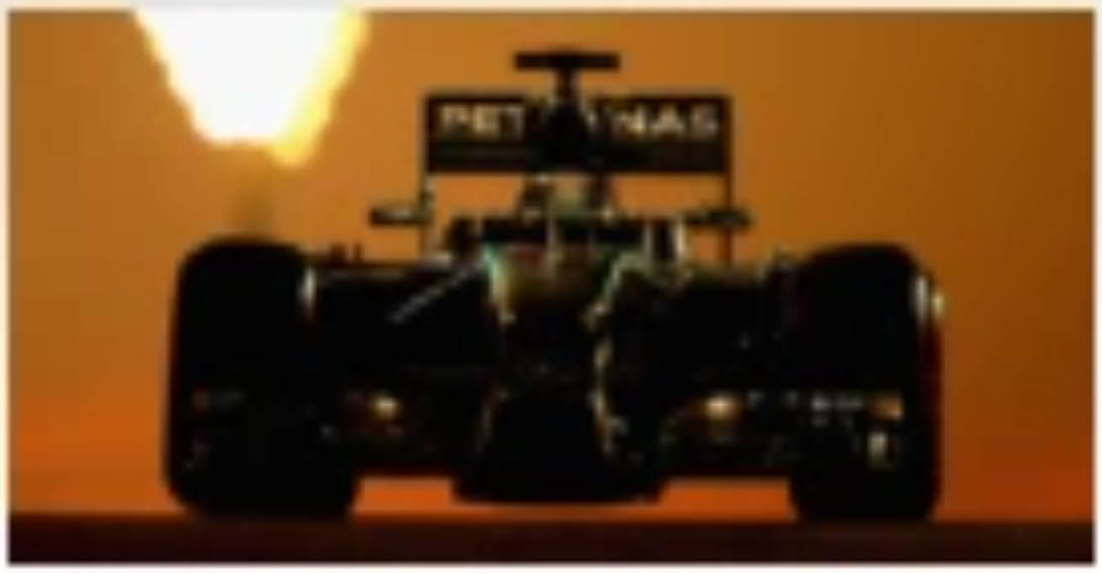
1958	Vanwall
1959	Cooper-Climax
1960	Cooper-Climax
1961	Ferrari
1962	BRM
1963	Lotus-Climax
1964	Ferrari
1965	Lotus-Climax
1966	Brabham-Repco
1967	Brabham-Repco
1968	Lotus-Ford
1969	Matra-Ford
1970	Lotus-Ford
1971	Tyrrell-Ford
1972	Lotus-Ford
1973	Lotus-Ford
1974	McLaren-Ford
1975	Ferrari
1976	Ferrari
1977	Ferrari
1978	Lotus-Ford
1979	Ferrari
1980	Williams-Ford
1981	Williams-Ford
1982	Ferrari
1983	Ferrari
1984	McLaren-TAG
1985	McLaren-TAG
1986	Williams-Honda
1987	Williams-Honda
1988	McLaren-Honda
1989	McLaren-Honda
1990	McLaren-Honda
1991	McLaren-Honda
1992	Williams-Renault
1993	Williams-Renault
1994	Williams-Renault
1995	Benetton-Renault
1996	Williams-Renault
1997	Williams-Renault
1998	McLaren-Mercedes
1999	Ferrari
2000	Ferrari
2001	Ferrari
2002	Ferrari
2003	Ferrari
2004	Ferrari
2005	Renault
2006	Renault
2007	Ferrari
2008	Ferrari
2009	Brawn-Mercedes
2010	Red Bull-Renault
2011	Red Bull-Renault
2012	Red Bull-Renault
2013	Red Bull-Renault
2014	Mercedes
2015	Mercedes
2016	Mercedes
2017	Mercedes
2018	Mercedes
2019	Mercedes













FIA FORMULA 1® DRIVERS' WORLD CHAMPIONS

1 Giuseppe Farina (1950)

2 Juan Manuel Fangio (1951, 1954, 1955, 1956, 1957)

3 Alberto Ascari (1952, 1953)

4 Mike Hawthorn (1958)

5 Jack Brabham (1959, 1960, 1966)

6 Phil Hill (1961)

7 Graham Hill (1962, 1968)

8 Jim Clark (1963, 1965)

9 John Surtees (1964)

10 Denny Hulme (1967)

11 Jackie Stewart (1969, 1971, 1973)

12 Jochen Rindt (1970)

13 Emerson Fittipaldi (1972, 1974)

14 Niki Lauda (1975, 1977, 1984)

15 James Hunt (1976)

16 Mario Andretti (1978)

17 Jody Scheckter (1979)

18 Alan Jones (1980)

19 Nelson Piquet (1981, 1983, 1987)

20 Keke Rosberg (1982)

21 Alain Prost (1985, 1986, 1989, 1993)

22 Ayrton Senna (1988, 1990, 1991)

23 Nigel Mansell (1992)

24 Michael Schumacher (1994, 1995, 2000, 2001, 2002, 2003, 2004)

25 Damon Hill (1996)

26 Jacques Villeneuve (1997)

27 Mika Häkkinen (1998, 1999)

28 Fernando Alonso (2005, 2006)

29 Kimi Räikkönen (2007)

30 Lewis Hamilton (2008, 2014, 2015, 2017, 2018, 2019)

31 Jenson Button (2009)

32 Sebastian Vettel (2010, 2011, 2012, 2013)

33 Nico Rosberg (2016)

THE LAST LAP
MICHAEL SCHUMACHER



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7 FIA FORMULA 1 WORLD CHAMPIONSHIPS

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155 PODIUM FINISHES

1,566 points scored

68 POLE POSITIONS

77 FASTEST LAPS

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BORN 1950, AND WE'RE JUST WARMING UP

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