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BRITISH GRAND PRIX SPECIAL ISSUE

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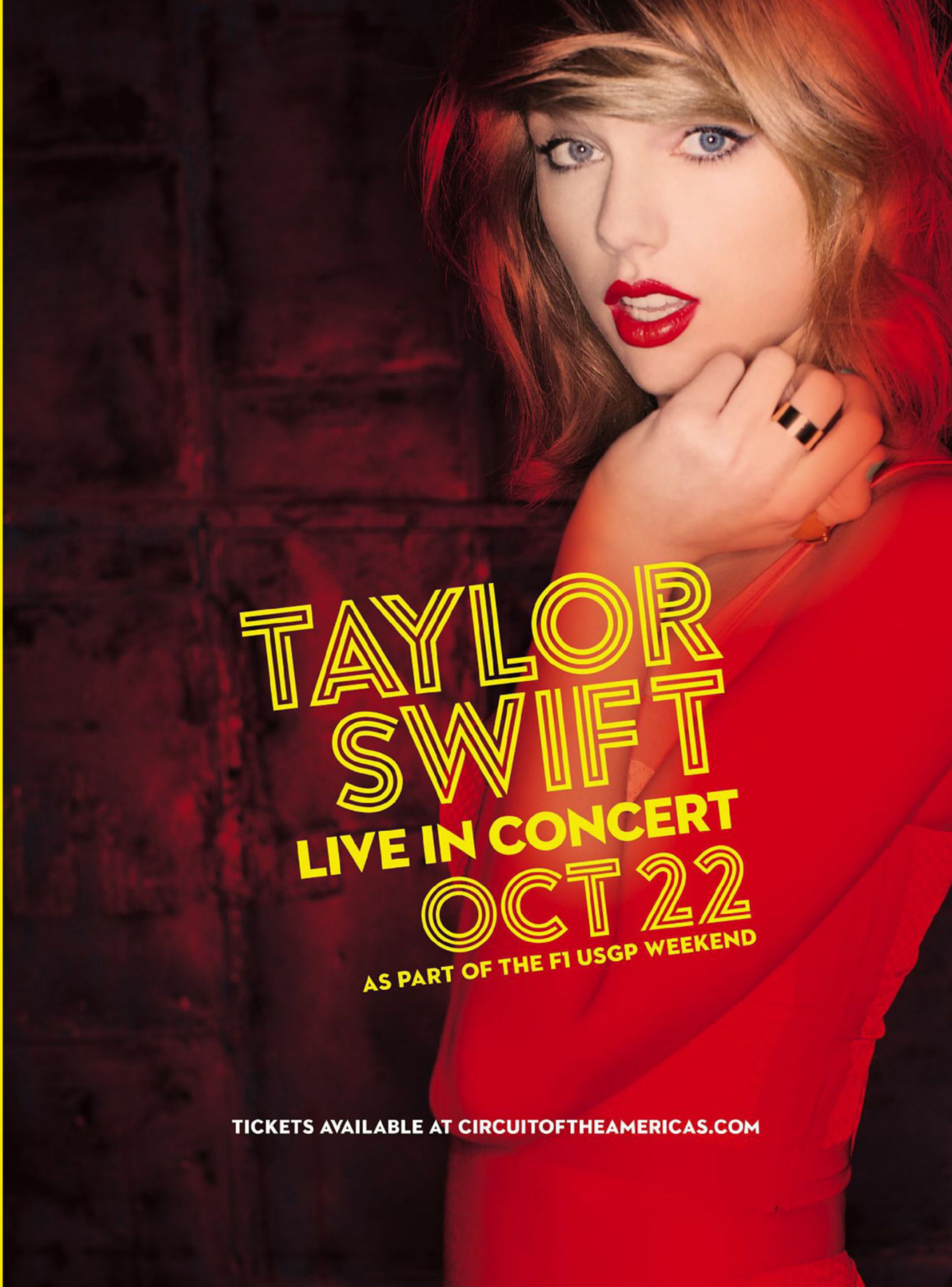


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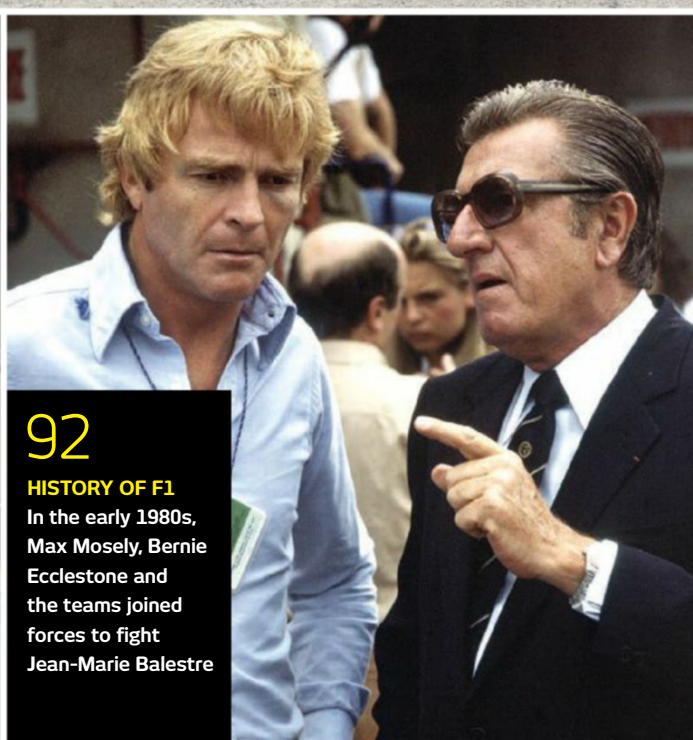


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Silverstone: a circuit of the ages



Follow Anthony on Twitter: @Rowlinson_F1

A little over 66 years ago, on 13 May 1950, 24 cars assembled to form a grid on the ex-runway asphalt of Silverstone, Northants and begin the motor racing odyssey that is the Formula 1 World Championship.

Alfa Romeo dominated that first F1 race, completing a podium lock-out via Nino Farina, Luigi Fagioli and Reg Parnell: theirs, indelibly, was the first chapter in a narrative that still hold us in thrall as it continues to enrich its plot with exotic new locations (Baku, anyone?) and stirring new heroes (think Max Verstappen).

Then, as now, the challenge was the same: be fastest, be first – and for the drivers that meant, as it still does, availing yourself of the best machinery. In 1950 that was a ride in an Alfa 158; in 2016 the Mercedes W07 is unquestionably the grand prix car of choice. Seizing opportunities as they present themselves has always been equally vital: Farina won that inaugural grand prix after the retirement of favourite Juan Manuel Fangio; Nico Rosberg profited in Azerbaijan from the qualifying errors of a resurgent Lewis Hamilton to take a win that may yet prove crucial in his title quest.

It's worth pausing to reflect on these essential qualities of grand prix racing, as F1 moves on from a well-received first 'Bakuvian' GP. Much of the sport's modern success stems from a melding of the old and the new; of the establishment and the upstarts. Baku itself presented an alluring blend of these ingredients, it being a medieval city hosting its first Formula 1 event on a freshly laid street circuit that weaves through castle walls and Hermès boutiques sitting cheek-by-jowl.

Silverstone offers little in the way of trinketry or ancient architecture to attract the masses, preferring something close to motor racing in the raw. It remains a high-speed thriller, despite the recent changes to the track layout; the section from Copse through to Maggotts to Becketts is one of the truest tests of high-speed performance and car control anywhere on the calendar. Blink and you'll miss the direction change through this section: it's like a trick of the light.

So when you gaze in a mixture of awe and excitement at the grid for this year's British Grand Prix, don't take for granted the presence of these men and their machines. Refuse to be fashionably blasé about what you're about to witness, even if it's a blustery grey day with the chill wind of a fickle English summer goading your failure to pack a fleece. Consider, instead, that the British Grand Prix is something special, a shy jewel in the crown, which these days links F1 with its deepest roots in a way that only a handful of long-established grands prix – Monaco, Italy, Belgium – still manage.

We're not alone in this view: tens of thousands will flock to 'The Home of British Motor Racing' in a few weeks, to get their F1 fix and, who knows, maybe they will witness a home win if Lewis can overturn his patchy 2016 luck. If he does, most will go home happy, perhaps even admitting, as we do from page 63, that the old bomber airfield holds a special place in all our hearts.

Contributors



Claire Williams, OBE
Deputy team principal who adores Silverstone

Her first job was as a press officer at the circuit, but Claire has always loved the Northamptonshire track and explains why it has such a hold on her affectionst (p64)



Adam Warner
Superb lensman with a great eye for detail

Adam made the trip to Barbados to photograph Lewis Hamilton's exploits at the island's inaugural Festival of Speed. See the results on pages 42-48



Jenson Button
The McLaren racer meets his all-time Formula 1 hero

The 2009 world champion and current McLaren driver explains, on page 56, why he believes Alain Prost, winner of three world titles with McLaren, is the greatest



Chris Medland
First the British GP, then the BBC... now *F1 Racing*

After graduating Chris worked for the British GP and the Beeb. He's now a regular presence at every GP, so who better to ask Jolyon Palmer your questions? (p50)

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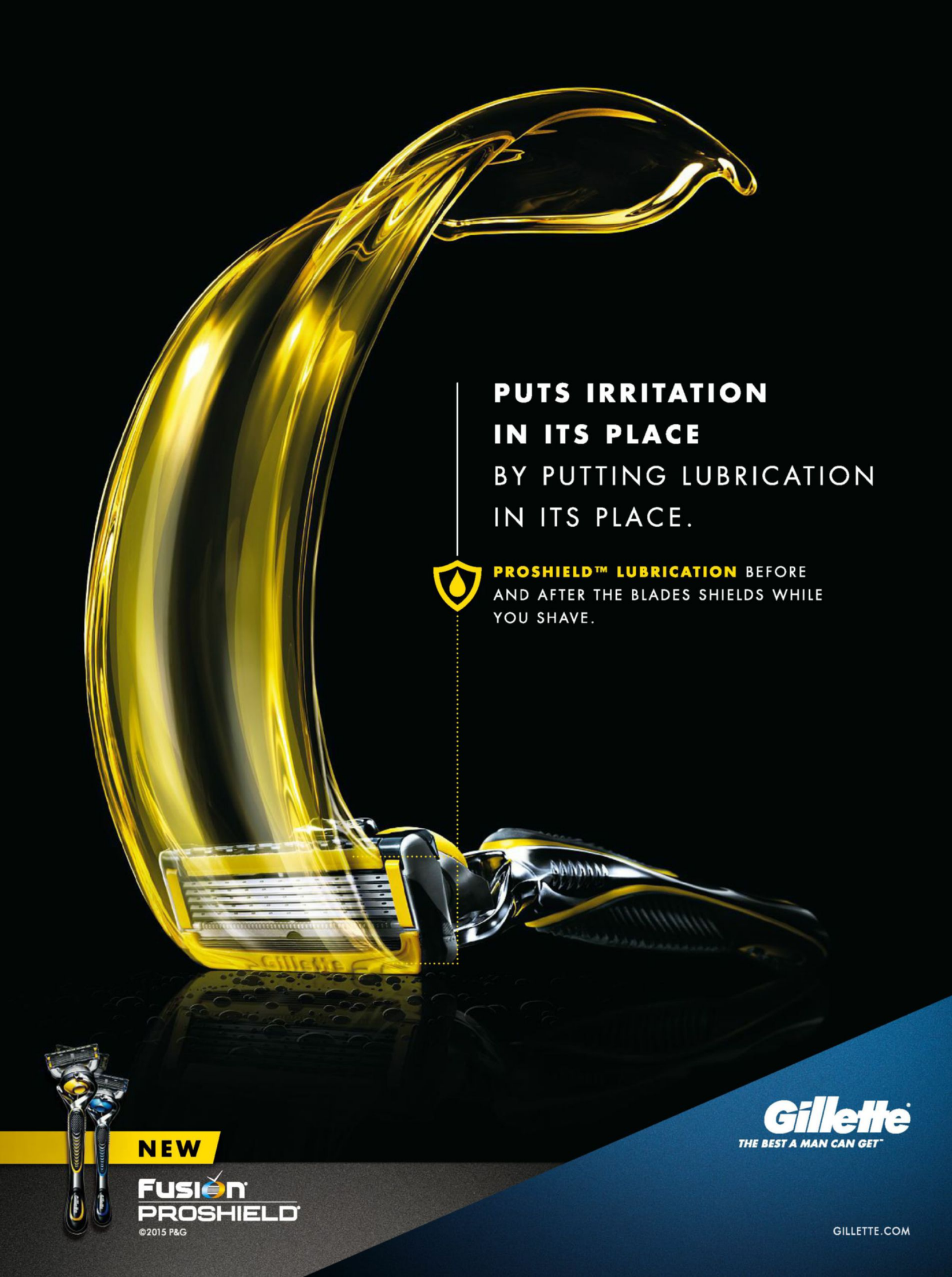
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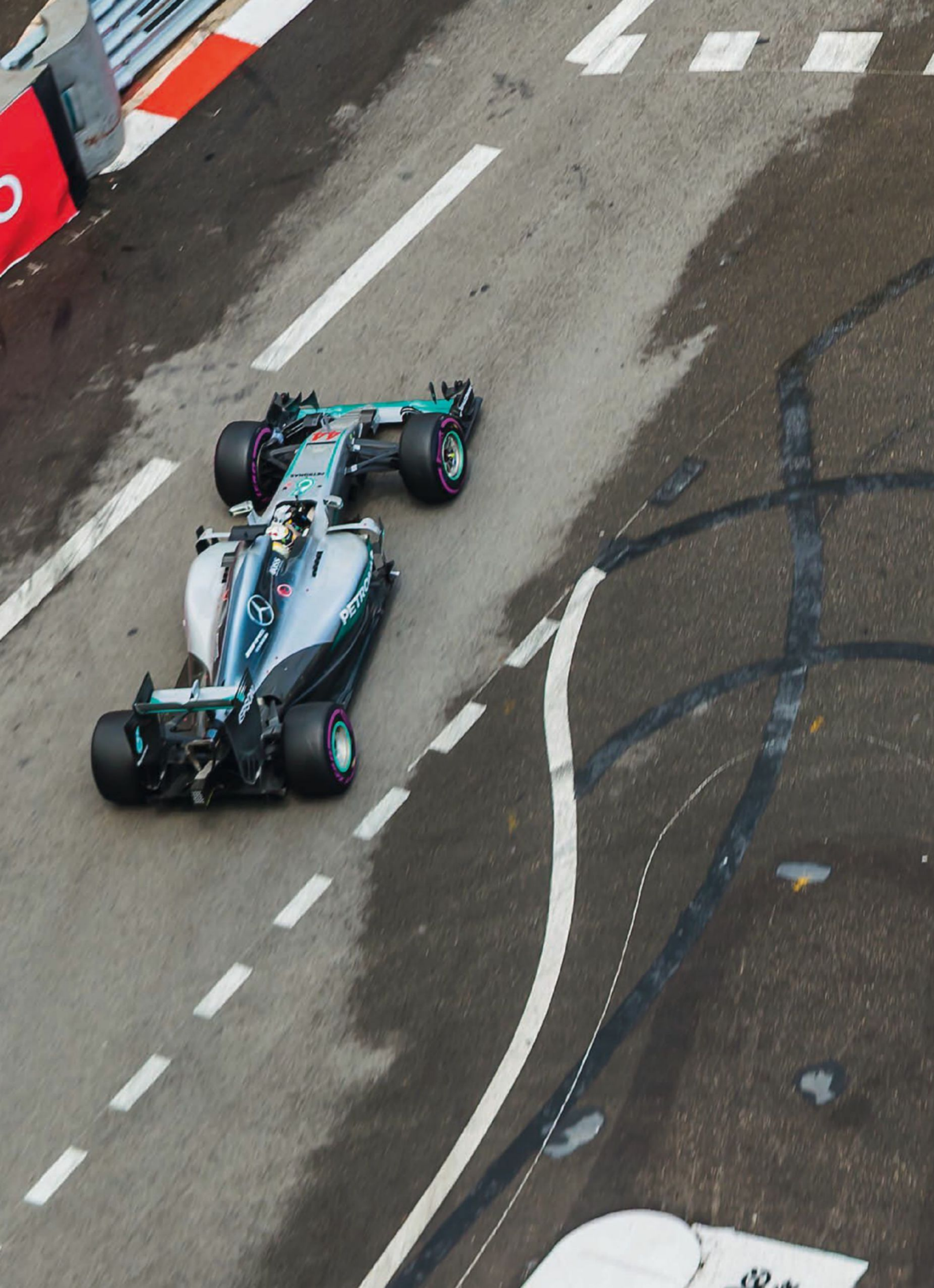
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Parade

Reversal of fortune Track position at Monaco is everything – and this is the moment Daniel Ricciardo realises he has ceded it, and certain victory, to Lewis Hamilton through no fault of his own. He was more than 11 seconds clear of the Merc when he pitted, but Red Bull paid the price for their tardiness in fitting new rubber
Where Monte Carlo, Monaco **When** 1.56pm, Sunday 29 May 2016
Photographer Steven Tee/LAT
Details Canon EOS-1DX MkII, 200mm lens, 1/500th at F4.5

Parade



No happy return Two years ago, Jolyon Palmer won the GP2 feature race here. But his return to Monaco was not a happy one. When the race finally gets under way after seven laps behind the Safety Car, Palmer slides on a zebra crossing on the pit straight on the first racing lap, and the shunt lasts all the way to Ste Dévote
Where Monte Carlo, Monaco **When** 1.15pm, Sunday 29 May 2016
Photographer Zak Mauger/LAT
Details Canon EOS-1DX, 200mm lens, 1/1600th at F8


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PIRELLI



Parade

Before the storm Whether you're relaxing on a yacht or sitting in the grandstand, there aren't many better places to be in Formula 1 than Monaco's harbourfront when the sun is shining. Sunday's pre-race downpour seems a million miles away...
Where Monte Carlo, Monaco
When 11.37am, Saturday 28 May 2016
Photographer Lorenzo Bellanca
Details Canon EOS-1DX, 15mm Fisheye lens, 1/1600th at F5.6



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F1 INSIDER

NEWS ■ OPINION ■ ANALYSIS

NEWS

Sorrell outlines blueprint for F1's future

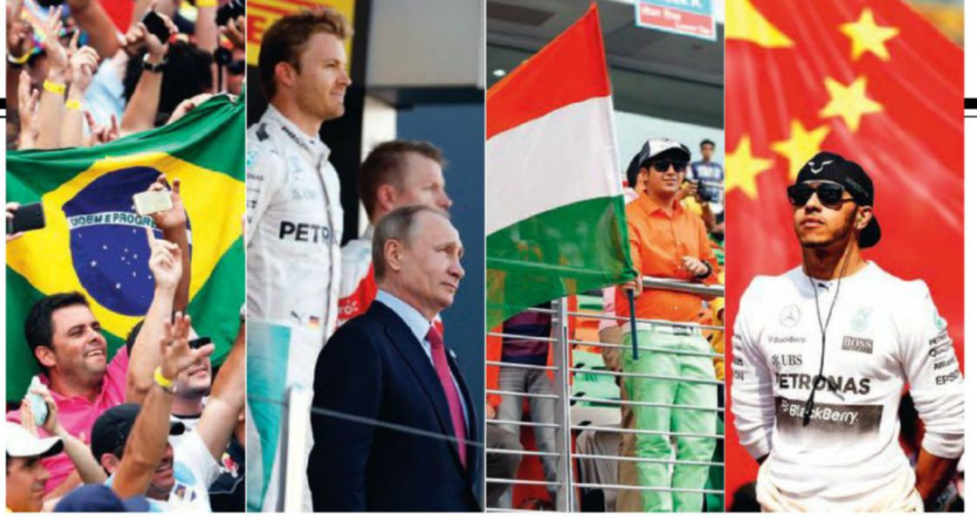
The increased globalisation of the sport is top of board member Sir Martin's agenda, as he looks towards a post-Ecclestone world

Formula 1 board member Sir Martin Sorrell has outlined a bold new vision for the sport that is being regarded by some insiders as a template for how the business will function in the future with Bernie Ecclestone no longer at its helm.

The multimillionaire businessman, 71, said in a recent interview on the official F1 website, *www.formula1.com*, that the sport should be pursuing races in expanding markets and backed virtual reality as the "next big thing" in F1 media consumption. He also gave qualified backing to F1 commercial boss Ecclestone, 85, a friend but not always an ally, for many years.

"The fast-growing markets – the BRICs and Next 11 – are the key," Sir Martin said. The former refers to Brazil, Russia, India and China (BRIC), in three of which countries F1 already has races and has already abandoned one in the fourth. The 'Next 11' are Bangladesh, Egypt, Indonesia, Iran, Mexico, Nigeria, Pakistan, the Philippines, Turkey, South Korea and Vietnam, the countries identified in a research paper by investment bank Goldman Sachs as having a high potential of becoming the world's largest economies over the course of this century.





Sir Martin identifies the so-called BRICs (Brazil, Russia, India and China) as key to the future of Formula 1

"The next billion consumers are not going to come from the US or Western Europe," Sir Martin said, "they are coming from Asia, Latin America and Africa."

He criticised F1's "lack of presence" in the US, saying: "In theory – and logically – you would have an East Coast Grand Prix, a West Coast Grand Prix, and I think you should have a street race in Detroit, which is still the motor capital of the US. You stay in the US for four weeks and could have two to three races. Certainly two."

But he made it clear that F1 would continue to pursue a policy of new races being funded by governments interested in raising the profile of their country, such as the latest additions to the calendar in Russia and Azerbaijan.

"If you run a country and want to put it on the global map you don't have so many choices," he said. "You can get the Olympics, the World Cup or a Formula 1 race. And the first two are only every four years – and you have them only once.

"Speaking of a road map, without being specific I would still go for Asia, Latin America, Africa and the Middle East – that's what our clients are really interested in."

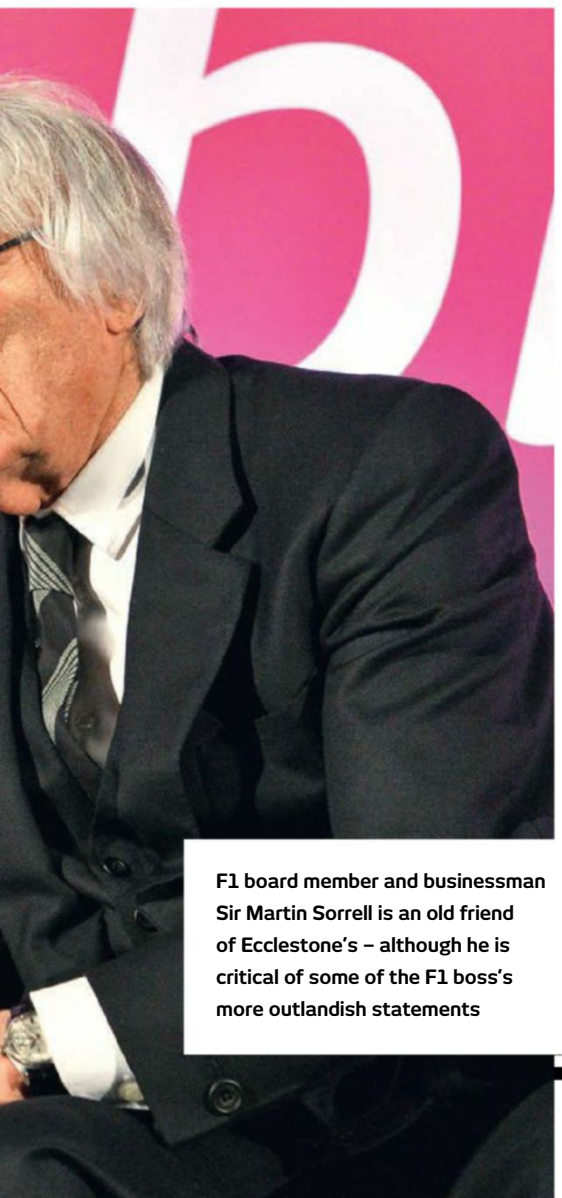
He added that F1 should "definitely" stay in China and return to India, and said: "Why not look at Indonesia? It will be the third biggest country in the world in population in 25 years' time – after India and China.

"Then you could think about Vietnam and, at some point in time, about Nigeria. And then you head to South America: Argentina, Columbia, Peru. Probably not all of them will have an F1 race, but they are definitely considering events."

He said virtual reality "could be fantastic – driving the car! In the Ridley Scott film *The Martian* you can do that. I have lifted off in the space craft from the surface of Mars, walked in space and looked down into deep space and got terrified, with the headphones and the goggles. The technology is already incredible and will improve massively in the next few years. Think about what you could do."

Sir Martin, whose £70m pay packet at advertising company WPP has been the subject of a shareholder revolt, has been critical of some of Ecclestone's more controversial public statements in recent years, particularly his reference to women as "domestic appliances" and judgement that Adolf Hitler "got things done". He has also criticised Ecclestone's praise of Russian President Vladimir Putin, who Ecclestone has suggested should "run Europe".

In the interview, Sir Martin praised the "entrepreneurial qualities" that created a $1.7bn business and described Ecclestone as "impossible to replace" before expounding on "the future", by which he meant 'life after Bernie'.



F1 board member and businessman Sir Martin Sorrell is an old friend of Ecclestone's – although he is critical of some of the F1 boss's more outlandish statements

"Should two people run it? I disagree. When you have two people challenge for the same job and you keep them both and call them co-CEOs, or the whole fiasco of a 'merger of equals'... there is no such a thing. So if there should be dreams of dual leadership, the chances of success are limited. But Bernie is still at the top of his game I have noticed.

"If I were to be super-critical, I would say Formula 1 is too tactical and not strategic enough. And that brings us back to the digital issue: you may have to invest in order to gain – sacrifice some short-term effects in order to make high returns in the future."

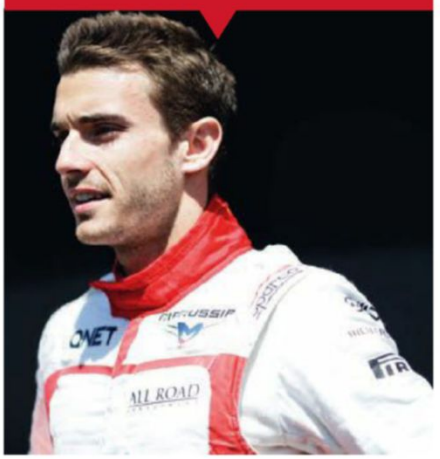
The interview took place against the backdrop of rumblings in F1 over the past few months that 'life after Bernie' may not be too far off. Some see Sir Martin's interview as an attempt to position himself in this context.

NEWS DIGEST

The month's big stories at a glance

26.05.16 The FIA announces that drivers will now be permitted only one helmet livery change per season

26.05.16 Jules Bianchi's family launch legal action against the FIA, Marussia and the Formula One Group to establish the truth about their son's fatal crash at the 2014 Japanese Grand Prix



28.05.16 Pirelli sign off 2017-19 tyre-supply contract (p26) **28.05.16** FIA chooses halo over aeroscreen as F1's designated cockpit safety device (p22) **29.05.16** Red Bull and Toro Rosso sign two-year Renault engine deal **09.06.15** Heineken announce sponsorship deal with FOM

PHOTOS: CHARLES COATES/LAT; ANDY HONE/LAT; ANDREW FERRARO/LAT; SAM BLOXHAM/LAT; STEVEN TEE/LAT; RAY TANG/LNP/REX/SHUTTERSTOCK

NEWS

Berger takes on Rosberg contract negotiations

Seeking a two-year contract extension instead of Mercedes' proposed one-year, Nico gets a helping hand from an old friend



Berger is a family friend of the Rosbergs, having competed against Nico's father, Keke, in the 1980s

Nico Rosberg's contract negotiations with Mercedes are being handled by former F1 driver Gerhard Berger. Ten-time GP winner Berger, who earned more than $100m over his career without ever using a manager to negotiate his contracts, says he is doing a favour for Rosberg, whom he has known since he was a child.

"It was pretty simple," Berger said. "I have known Nico since he was a little boy, as I raced against his dad Keke for years. Both contacted me to see if I could do them a favour and negotiate Nico's new contract, as he wants to fully concentrate on the championship. I said, 'Of course!' It's kind of a friendly turn."

Rosberg does not seem to have a strong negotiating position, so this move appears to be an attempt at enabling him to play hardball with Mercedes team boss Toto Wolff. Both want the relationship to continue, but Mercedes have Lewis Hamilton contracted until the end of 2018, plus the best car and engine, with that likely to continue through a new set of rules in 2017. This allows them to sign almost anyone they want.

Meanwhile, Rosberg's weak performance in the changeable conditions of Monaco were a reminder that while he remains a very good F1 driver, he does not have the star quality of, for example, Hamilton or Fernando Alonso.

The flip side is that Rosberg is leading the championship and could win it if Hamilton keeps hitting bad luck. While on a sporting level replacing him after this with someone else might not seem such a blow to Wolff and the team, it would be inconceivable for Mercedes not to be able to market their own world champion.

QUIZ



F1 Mastermind

Your chosen specialised subject: the world's greatest sport

ALL THINGS BRITISH GP

Q1 True or false: there has been a British winner of the British GP in every decade since 1950.

Q2 How many classified finishers were there in last year's race?

Q3 Which driver managed to record the fastest lap in seven consecutive British Grands Prix from 1986 through to 1992?

Q4 Williams claimed their 100th win at a British GP. Which driver won it, and in which year did they achieve this milestone?

Q5 Where were the pits situated for the very first British Grand Prix, which was held in 1950?

Q6 How many father-and-son pairings have won the race?

Q7 When Lewis Hamilton won the British GP in 2014, from what position did he start?

Q8 Which two drivers have won the British GP five times each?

Q9 Who was leading the race when Cornelius Horan ran onto the track during the 2003 British GP?

Q10 Who was the last McLaren driver to start from pole at the British Grand Prix?

Q11 The Silverstone-based Jordan F1 team managed a best result of fourth at the track. This was achieved by which two drivers?

Q12 What number car has won the race a record 12 times out of 65?

Q13 In which year were the new pit complex and Silverstone Wing buildings opened?

Q14 How many times did Ayrton Senna claim pole at the British GP?

Q15 Which of the current crop of Formula 1 drivers has led the most laps at the British GP?

1 True **2** 13 **3** Nigel Mansell **4** Jacques Villeneuve, 1997 **5** Between Abbey and Woodcote **6** 0 **7** Sixth **8** Jim Clark & Alain Prost **9** Jarno Trulli **10** Heikki Kovalainen (2008) **11** Rubens Barrichello & Heinz-Harald Frentzen **12** 1 **13** 2011 **14** Once **15** Fernando Alonso (155)

NEWS

Räikkönen looks set to stay on at Ferrari

The Scuderia are keen to concentrate on experience and intra-team harmony ahead of 2017's rule shake-up

Ferrari are leaning towards retaining Kimi Räikkönen as Sebastian Vettel's team-mate for at least another season as the time for them to make a decision draws close. They had intended to wait until August to make their call, but now feel that they should stick with the veteran racer in the absence of any better options.

Ferrari's wish list had been topped by Red Bull's Max Verstappen and Daniel Ricciardo, but Verstappen's elevation from Scuderia Toro Rosso to the senior team came with a contract extension to the end of 2019. Ricciardo's deal is a year shorter and he has been unsettled by the strategic bungles that cost him victories in the Spanish and Monaco Grands Prix.

But while Ricciardo seems more obtainable, Ferrari are aware that signing him could create a problem with Sebastian Vettel, against whom Ricciardo had the upper hand when the two were Red Bull team-mates in 2014.

Other experienced candidates – including Valtteri Bottas, Romain Grosjean and Nico Hülkenberg – were considered by Ferrari previously, but were passed over in favour of Räikkönen. Toro Rosso's Carlos Sainz might have been an interesting choice, having compared well against Verstappen and having comprehensively outperformed Daniil Kvyat since Kyvat was demoted to Toro Rosso. Sainz's candidature was recently promoted by four-time champion Alain Prost, but Ferrari tend to be conservative when it comes to driver choice.

Carlos Sainz was suggested as a suitable replacement for Räikkönen by Alain Prost



Räikkönen's performance has come into question following another mixed start to the season, and he admitted after the Canadian GP that his form there and in the preceding race in Monaco had been "not ideal". He gets on well with Vettel, however, and there is a feeling at Ferrari that drivers are not their problem area as they seek to close the gap to Mercedes.

Ferrari intended to become a much more serious threat to Mercedes but despite flashes of promise, the statistics are revealing. After seven races, their average gap to pole in qualifying is only 0.128secs smaller than it was last year, at 0.693secs. And their average qualifying position is one worse – at four – than in 2015, reflecting the resurgence of Red Bull.

Equally, there is something to be said for driver stability, especially with two such experienced drivers, at a time when the sport is on the cusp of major rule changes for 2017.

PHOTOS: GLENN DUNBAR/LAT; STEVEN TEE/LAT; LAT ARCHIVE; SUTTON IMAGES

NEWS

Halo chosen ahead of aeroscreen for 2017

Despite offering better protection from flying debris, the aeroscreen was rejected after suffering damage in FIA tests



Formula 1 bosses have selected the halo as the head-protection device that will be introduced into the sport for 2017.

The decision has been made because the rival aeroscreen device, which had been championed by Red Bull and had, in April, emerged as the front-runner on the grounds of perceived better aesthetics, ran into trouble.

The aeroscreen had performed well in initial tests, but the device was badly damaged in official FIA trials before the Monaco Grand Prix. The FIA's self-imposed deadline for choosing a protection device was the end of June, and while it believed a solution could be found to the aeroscreen's problems, it did not think this could be resolved by the deadline.

Testing of the aeroscreen will continue, however, with a view to its future use in F1. It is believed to have an advantage over the halo in that the screen provides extra protection from flying debris, but it has unresolved disadvantages. One of these is the question of how visibility will be affected in wet weather or in cases where there is glare from the sun.

The halo will undergo final tests, using a version made from titanium rather than steel

Both devices need to be revised to provide enough 'free head space' for the driver. This concept is based on knowledge of how much a driver's head can move in a high-energy accident, and dictates an area into which nothing must protrude. The FIA has discussed the issue with Red Bull, but a prototype has yet to be produced to take this into account.

Final tests will be undertaken using a revised version of the halo, made from titanium rather than steel, which will have a slightly smaller section where the three arms of the halo meet in front of the driver's head. No problems that could prevent its introduction next season are foreseen, and a final decision will be made by the Strategy Group, before it is voted on by the F1 Commission and FIA World Council.

Objections are not expected. A senior source said: "Everyone accepts it needs to be done." If necessary, however, the FIA has the right to force it through on safety grounds.

F1 BANTER

PASSNOTES

Your essential F1 briefing
#28 Seagull



Name Seagull
Age c30million years
Appearance Large. Feathered. Aggressive

I saw a flock of seagulls once...
Let me guess. Margate Winter Gardens? Bridlington Spa? Did they sing *Wishing (If I Had A Photograph Of You)*?
Curse you! Heading me off at the pass like that.
I predict the trajectory of your pop-trivia fixation with the accuracy of a freshly wound clock.
What a sub-optimal simile. Surely a freshly wound clock is no more accurate than one in any other state. For accuracy in a timepiece, you need a caesium oscillator. Or a Rolex – I'm sure Sir Jackie Stewart could sort you out...
Well, that's my rhetoric shot down like the proverbial seagull.
Ah yes. What of these avaricious avians? One tried to pirate my fish and chips once while I was taking the sun in St Ives.
In an unusually candid moment in the green room after the Canadian Grand Prix, Sebastian Vettel explained to Lewis Hamilton that he locked his wheels during the race when he was distracted by seagulls on the track.
It's just one thing after another with him, isn't it? Always moaning about traffic, Daniil Kvyat, or something. He should write a book. It won't be any good, of course – more the sort of tosh they keep by the tills in high-street bookshops as a festive stocking filler.
Ye gods! Does anyone buy those?
It worked for *Pride and Prejudice and Zombies*.
We stand at the very end of civilisation. All that's left is entropy.
So long as someone pays the bill. Ha – bill! Geddit?
Don't seagulls have beaks?
Ornithology is outside this title's bailiwick.
Someone must know. Bill Oddie? Wikipedia?
I preferred it when drivers used to throw hats each other and barely speak in the green room.
Indubitably.

Do say This gives a whole new meaning to 'feathering the throttle'.
Don't say Get plucked.

PHOTOS: STEVE ETHERINGTON/LAT; SONNY MEDDLE/REX/SHUTTERSTOCK

head & shoulders

SHOULDERS WERE MADE FOR GLORY

NOT DANDRUFF



Visible flakes seen at 2ft with regular use



PHOTOS: ANDY HONE/LAT

NEWS

Red Bull teams commit to Renault

Both will use Renault power until the end of 2018, with Red Bull having no other option, and Toro Rosso needing to follow suit

Both Red Bull and Toro Rosso have now agreed to use Renault engines for at least the next two seasons. Their decision comes following a distinct thawing of relations between Renault and Red Bull. Just one year ago, Red Bull were doing everything they could to try to break away from Renault before the end of their contract.

Instead, Red Bull have committed to use Renault engines, badged after their sponsor, the luxury watch maker Tag Heuer, until the end of 2018. Toro Rosso, meanwhile, had switched to Ferrari engines from Renault for 2016, but will now swap straight back again.

Toro Rosso team principal Franz Tost said: "The main reason we decided to go back to Renault is to use more synergies with Red Bull Technology and for this we need a common power unit as a basis. Toro Rosso can profit out of this change because we can get nearly the whole rear part from Red Bull Technology – the gearbox, hydraulics, also the suspension systems, and this will help us make another step forward."

Red Bull's decision on the one hand reflects the commercial reality that they had no other option – Mercedes and Ferrari were not prepared to supply them with engines they could potentially use to beat the factory team, and McLaren have a veto over a second Honda supply, which chairman Ron Dennis is determined to exercise until the partnership has won the world championship together.

But it is also a result of the marked upturn in Renault's form over the winter and during this season, after two years of failing to improve their power-unit's performance in the hybrid formula.

Toro Rosso's Franz Tost: "To use more synergies with Red Bull, we need a common power unit"



This was reflected in the team's official comments on the announcement of the deal. Not more than seven months after Red Bull were on the verge of signing an agreement to end their Renault contract, team boss Christian Horner said in the statement announcing their new deal: "After the reconstruction that Renault have undertaken, clear progress has been made which has made it logical to continue."

Renault's increased commitment to Formula 1 following their decision to re-enter as a team owner in their own right has brought with it a reorganisation at the Renault Sport base in Viry-Châtillon near Paris, including a partnership with the British engine builder Ilmor.

A step forward of about 30bhp that was first used in two of the Renault-engined cars at the Monaco Grand Prix – and in all four in Canada – has been added to progress of at least as much over the winter, to bring Renault within 20-30bhp of Mercedes. That, in turn, has put Red Bull into a position where they are challenging Ferrari to be the second-fastest team and could potentially even mount a title challenge.

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NEWS

Pirelli unveil wider tyre prototype for 2017

Track testing of the new rubber is due to commence, but some teams remain unconvinced about the tyres' expected benefits

Pirelli have unveiled their prototype of the wider tyres that will be introduced into the sport from 2017 as part of the sweeping rule changes.

Track testing of the new rubber will start in August, but it was fitted to a test car at the Monaco Grand Prix just to give an impression of how it will look. The rear tyres are 80mm wider than in 2016 at 405mm, and the fronts are 60mm wider at 305mm. Pirelli will also adjust the shape of the tyre to increase the contact patch in an attempt to provide cars with increased mechanical grip.

Although the 2017 cars will have more downforce than in 2016, in an attempt to make them four seconds a lap faster, F1 bosses have formulated the rules with the intention of not increasing the proportionate contribution of aerodynamics to the overall grip of the car.

Pirelli's main task for next year is to satisfy the 'target letter' written by the FIA that defines how tyres must perform. This contains two key demands: that tyre degradation be proportional to performance, so the less grippy the tyre, the longer it runs before it degrades; and that tyres should no longer suffer irrecoverable and irreversible thermal degradation.

The FIA feels that if these two requirements are fulfilled, drivers will be able to push much closer to the limit for during races. This was a key demand of the drivers when they met with Pirelli and F1 bosses in February.

There remains scepticism within the teams as to whether Pirelli can achieve this, but one senior insider who has generally been critical of Pirelli said: "I'm quite optimistic. Pirelli have never had a clear set of instructions before. They really are trying very, very hard."

Some teams are doubtful about the new rules. This is due to concern as to whether Pirelli can produce a tyre that can withstand the forces of faster, heavier cars, while also satisfying the requirements to be more 'raceable'. They have also pointed out inconsistencies between the aims and results of the new rules. One insider said the track had been widened to 2,000mm from 1,800mm because people felt the cars of the late 1980s and early 1990s looked especially attractive. But those cars had a bodywork width of 1,400mm, like the 2016 cars, while the new rules dictate a width of 1,600mm wide.

That means the proportions of the new cars will remain the same, they will just be larger, giving the effect, he said, only of "standing closer to the TV screen".



Team principals Gene Haas and Maurizio Arrivabene inspect the new tyres on a test car at the Monaco GP, along with Pirelli's Mario Isola

PHOTO: ANDY HONE/LAT

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Artists line-up subject to change.

NEWS

Brazilian, US, German and Canadian GPs under threat

Financial problems mean that Brazil, Canada, the US and Germany all face uncertainty over their grand prix contracts

Bernie Ecclestone has threatened to drop the Brazilian GP from the calendar in 2017 as a result of a disagreement with the organisers.

The dispute is due to financial issues linked to the troubled Brazilian economy. The contract to 2020 was dependent on pit and paddock upgrades. Race organisers, Interpub, said: "There is no legal condition for breaking the contract. The City of São Paulo is working on a track improvement project at Interlagos. This year the project is in the third phase. For the race this year, the paddock area will be expanded, improving the work conditions for all the teams."

Doubts have also been raised about the Canadian GP. Montréal last year extended its contract to 2024, but pledged to upgrade the cramped paddock area. Work had not even started by the time of this year's race.

There were also concerns about the US GP due to a $5.5m reduction in state funding because the race was not bringing in the expected revenue. Added to a lack of income caused by 2015's heavy rains, this raised questions as to whether organisers could afford the hosting fee.

Uncertainty hangs over the 2017 German GP. Hockenheim's contract is to host races in alternate even-numbered years until 2018. Since the Nürburgring defaulted in 2015, that means there is no contracted race for next season.



Bernie Ecclestone has threatened to remove the Brazilian Grand Prix from the 2017 calendar

MIRTH

SEPARATED AT BIRTH...

Ross Brawn



Former Brawn GP boss and Ferrari strategist

Daddy Pig



Father to Peppa Pig, husband to Mummy Pig

NEWS IN BRIEF

HAAS SET FOR ENGINE UPGRADE

The Haas team are likely to run Ferrari's new turbocharger configuration from the British GP onwards. Ferrari introduced the engine update, which cost two development 'tokens', on their own cars in Canada . "You can always use more power, but if you're not quite prepared it's better not to have it," said team principal Guenther Steiner. "So the plan at the moment is to have the upgrade for Silverstone."

HEINEKEN EYES TEAM LINK-UP

F1's new sponsor Heineken may work with one or two teams as part of their marketing programme. "It's what we call 'the team experience', and for a regular fan," said Heineken's global head of media and digital marketing, Gianluca di Tondo. "I want to bring a lucky few to the garage. I want them to have a chat and a walk as I did in Melbourne with Jackie Stewart, because that's mind-blowing; it's the experience of a lifetime." If the arrangement comes to pass it will not involve cars or drivers carrying logos, since the company avoids individual sponsorships.



OBE FOR WILLIAMS

Claire Williams was awarded an OBE in the Queen's 2016 Birthday Honours List for her services to F1. Williams has been deputy team principal of her father's eponymous team since 2013 and is an energetic supporter of the Dare To Be Different initiative, which encourages more women to get involved in motorsport. "To be recognised in this way is a tremendous honour but one everyone at Williams can take credit for," she said.

FIA TIGHTENS FLEXIBILITY CHECKS

The FIA made more stringent checks on the rear wings of the top five teams' cars in Canada after footage emerged of Ferrari's rear wing and Red Bull's front wing appearing to deform at high speed, potentially increasing straight-line performance by reducing drag. All items in question were found to be compliant with the current regulations.

PHOTOS: ALASTAIR STALEY/LAT; STEVE ETHERINGTON/LAT; GLENN DUNBAR/LAT

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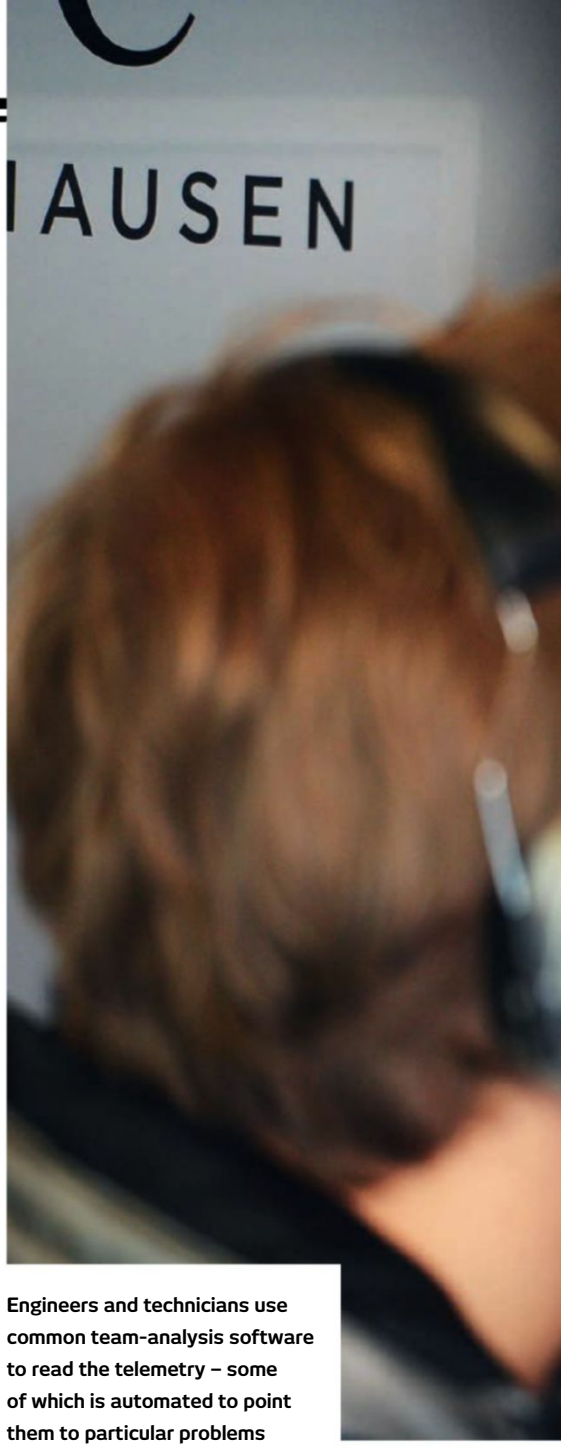
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Pat Symonds explains

THE SCIENCE BEHIND...

Electronics and control systems



Engineers and technicians use common team-analysis software to read the telemetry – some of which is automated to point them to particular problems

F1 TECH

F1 cars have many sophisticated electronics and sensors on board – what are they all used for?

There are two fundamental uses of electronics on a Formula 1 car. The first is for control and the second is for data acquisition. The control systems are largely electro-hydraulic, with the flow of the high-pressure hydraulic systems controlled by servo valves.

A servo valve (also known as a Moog valve) is a sophisticated device that can divert a high-pressure, high-flow hydraulic circuit in proportion to a very small electrical current, making it possible to control devices such as the clutch, gearbox and differential in response to computerised control algorithms.

As well as controlling certain aspects of the vehicle, electronics is at the heart of the sophisticated data acquisition and analysis that brings consistent high performance to the car. Measurements are collected from transducers – devices that convert physical states such as temperatures, pressures or positions into electrical signals, which can be stored digitally.

Typically there are around 150 separate transducers on the chassis but some of these have multiple functions or can be combined or transformed to derive a virtual signal, giving information on something that may be difficult to measure directly. For example, we often hear drivers and engineers discussing understeer and oversteer. This measure of handling quality can be derived by mathematically combining signals obtained from measurements of vehicle speed, steering angle and lateral acceleration.

What exactly is the standard ECU and is it the only electrical box on the car?

Before the standard ECU (Electronic Control Unit) teams used a combination of proprietary devices from a number of manufacturers for engine control, plus separate ECUs designed by the teams themselves for chassis control. Large development teams were needed to keep these sophisticated systems maintained, so around ten years ago the FIA decided that introducing a standard ECU containing a single universal set of software would not only cost less, but would also assist policing of nebulous features such as traction control. Although this was resisted by teams at the time, the tender for supply was won by McLaren Electronic Systems, and, in retrospect, it has been an enormous success in achieving both of the FIA objectives.

The standard ECU is far from the only electronic box on the car, though. McLaren manufacture a range of subsidiary control boxes, which handle everything from the power electronics through to interface units that are mounted on the suspension hubs. These allow multiple transducers to be interfaced to the ECU through simple wiring, in much the same way that ethernet cabling allows multiple systems in an office to be connected.

We see images on TV of engineers staring at screens full of squiggly lines during a race – what are they looking at and how are they receiving it?

Monitoring data is now an essential part of keeping the vehicle in good health and at peak performance. We live in a data-driven world and the F1 car is a leading exponent of technology that's being applied more and more in everyday life. Engineers and technicians will each use the common team-analysis software in a specific way to monitor the systems assigned to them. Some engineers will work trackside and some back at the team base. Here, data can be seen in near real-time via telemetry links from the car and web-based network traffic to the factories. Of course a significant amount of the analytics is automated these days, and this will guide the engineers to focus on particular problems and seek resolutions to unfavourable conditions.

Has the ban on radio communication with the drivers increased the role of electronic systems?

F1 is a team sport, and it has always been common practice for the team to support drivers in maximising the potential of the equipment they race with. In recent times, the FIA has decided that there should be more onus on drivers managing systems themselves, and so a lot of the analysis that was carried out in the pits now has to be processed on board the car and presented to the driver in a way that lets him make data-driven decisions. A significant amount has also been automated, thereby taking human intervention out of the loop altogether.

With so many sensors, the wiring must be pretty complex. How much does a wiring loom cost?

The wiring is very sophisticated, consisting of power wiring, signal wiring and network connections. In addition, of course, the current hybrid cars have an amount of very high voltage wiring connecting the electrical machines to the energy store.

PHOTOS: ALASTAIR STALEY/LAT; SUTTON IMAGES

The wiring looms themselves are built to military standards, using high-performance wiring, extremely robust sheathing and military-style connectors. The looms are generally split into separate chassis, engine and gearbox harnesses. A chassis harness alone will consist of around 650 individual wires attached to nearly 60 separate connectors. So just this one loom will cost almost £15,000.

Is there anything you *can't* measure on an F1 car?

These days, there is little that can't be measured, since transducers have become ever more sophisticated and robust. Application of MEMS (Microelectromechanical Systems) technology has allowed us to reduce mass and access ever more difficult areas of the car. But there is still one thing that we cannot measure directly: the bulk temperature of the tyre compound.



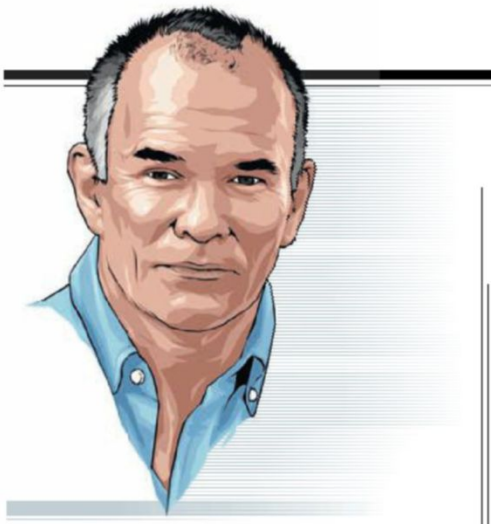
Despite the sophistication of sensor systems, bulk tyre temperature is still not directly measureable, and is estimated using mathematical models

Infrared sensors let us measure the tread-surface temperature and that of the inner carcass face, but we still rely on a mathematical thermal model to combine various measurements to derive what we believe the tyre bulk temperature to be. As this figure is fundamental to the working of the tyres, great effort goes into improving this virtual measurement.

With so much data, is it difficult to analyse it all and make decisions in a timely manner?

It is, and F1, like many other industries, is heavily engaged in the science of data analytics. Automatic analysis and decision-making through data mining and genetic algorithms is the way of the future, not just in F1 but in all sectors – from stock markets to home automation.

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PETER WINDSOR

RACER'S EDGE

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

Classic memories of a British great



Was it the fascination of watching my cousin, John Way, double de-clutching and heel-and-toeing the family Ford Cortina as we thrashed through the roads from Stowe? Or was it the breathlessness of being squeezed up to the fence on the outside of Copse, catching glimpses of red and green as the loudspeakers boomed and we stretched ever higher?

The images remain: the inside front wheel of Vic Elford's red Porsche 911 bobbing in the air as he hangs the back end out, lap after lap. Morris Nunn heading the F3 blur. Ferrari's Mike Parkes winning the Daily Express International Trophy. I run onto the track as he begins his victory parade. I fire my Fujica Half, but I'm not sure if I get him.

Days later, rifling through the colour slides as I leave the chemist, my heart sinks. There are his Nomex-clad legs. There is his Firestone jacket. And there is the edge of the photo…

That was then – 1967. I was but a kid, visiting England from Australia, constantly badgering my parents into squeezing a Silverstone visit between the endless trips to museums and RHS gardens.

I was writing full-time when I returned. I climbed up to the press box, over the Woodcote grandstand. Michael Bowler (*Motor*), Ray Hutton (*Autocar*), Mike Doodson (*Motoring News*), Paul King (*Autosport*) and Mike Kettlewell (everything) were there, lap charts open, pencils poised. The 1972 F1/F5000 International Trophy was about to begin.

Below us, Emerson Fittipaldi thundered the Lotus 72 into Woodcote ahead of the pack. His Firestones skittered as he set up the drift. Tiny flicks of the wrists held the moment. And then he was gone. A 150mph black-and-gold blur.

We all trooped into the Silverstone café after composing our stories. I walked my tea and toast to a table in the corner to find John Surtees next to me, laughing with his chief mechanic, Bernie Ferrie, and Mike Hailwood's manager (and Surtees aide), Rod Sawyer. John had finished third. This was my chance for the post-race interview… here, over a cuppa.

Peter Revson won the 1973 British GP at Silverstone after Jody Scheckter spun at Woodcote and eliminated nearly half the

"Revson won the 1973 British GP after Scheckter spun and eliminated nearly half the field"







Clockwise from right: Mike Parkes after claiming pole at the 1966 Italian Grand Prix at Monza; Peter Windsor's failed photo of Parkes; Eventual winner Parkes (number 6) at the start of the 1967 Daily Express International Trophy race at Silverstone

field. I was on the pitwall when it happened. I remember flying wings and wheels. I remember the screeches of impact even more than the whine of over-revving engines and slipping clutches. I remember the smell of brake fluid, burnt rubber and hot metal.

When it was all over we jumped onto the track and ran to the smoking mess. Two ambulances were quickly on the scene and it emerged that just about everyone was okay, although Andrea de Adamich was trapped in his Brabham with a leg injury. I walked right over to him, because I knew him well by then, and was touched by his calm resignation. I went straight back to his wife, Donatella, to tell her he was going to be all right. As I did so, I saw Brabham team owner Bernie Ecclestone striding over to the wrecked car. He chatted for a while to Andrea and then, astonishingly, picked up the engine airbox that lay a few yards away and hurled it into the catch-fencing. "I never liked that airbox anyway," I heard him say as he strode back towards the pitlane.

Goodyear were huge in F1 in the 1970s and went about motor racing in a way that transcended tyre supply or sponsorship. You can thank people like Leo Mehl for that – and Bernard Cahier, Denny Chrobak, Lee Gaug, Paul Lauritzen and Barry Griffin among others. The best day of my year was always the British GP preview/Goodyear test at Silverstone, featuring all their key F1 drivers. It's hard to imagine, so I'll spell it out slowly: journalists – perhaps 30 of us – would arrive at Silverstone some six weeks before the grand prix and check in at the press office. This meant being given various slots throughout the day when we would strap on a helmet and do two laps in a variety of road cars with F1 drivers.

So it was that I drove Silverstone in 1975, with Ronnie Peterson, Patrick Depailler, Denny Hulme, Carlos Pace – and Jody Scheckter, who was in an Elf-liveried Renault Gordini turbo. An afternoon downpour coincided with my time with Jody and I was surprised that he was late in switching on the wipers. It was pelting with rain as we entered Copse – Jody had probably 30° of opposite lock on the car long before mid-corner – but he didn't hit the wiper switch until we were heading towards Stowe. I asked him why that was and he replied that he didn't really see the rain and never thought about wipers. I concluded that racing drivers with perfect vision are looking so far ahead that mere drops on the glass are superfluous. Other days with other great drivers have confirmed my suspicion.

I sat next to Stirling Moss on a preview day to his British Touring Car Championship year with Audi. He was in top gear as we approached Stowe, but then his right foot lifted slightly: "Looks as though they've put some sort of barrier up in the middle of the corner. Damn silly thing to do…" With that, he stayed hard on the throttle and fingertipped the Audi through the tiniest of fourth-gear, mid-corner gaps. On our slow-down lap, we verified that there was just over half-an-inch either side of the wing mirrors. "Lots of room, old boy…"

In 1984, at the last Goodyear test day at Silverstone, I arranged for Frank Williams to do a couple of laps with Nigel Mansell in an Essex-liveried Lotus Esprit turbo. I was pushing Frank hard at that point to sign Nigel for 1985, but the going was tough. Frank was unsure, Patrick Head sceptical. I thought some close-up action might swing the balance.

They set off while I waited in the pitlane. The sun was warm. It was good to be in England… but then the Esprit returned, crackling. Frank climbed out quickly, effing and blinding as he removed his helmet. "Do you know what that maniac did?" he shouted. "He bloody well drove flat-out into Stowe and spun the thing deliberately! He nearly killed us both!"

Nigel emerged from the other side, removing his Arai, creased-up with laughter. "So did you enjoy that Frank? A double 360. Not bad, eh? Have I got the drive?"

"Not on your bloody life," said Frank, turning his back and stomping away…

We laughed about it later, during the lunch break. But it wasn't until Zandvoort that Frank eventually said "yes" – and in so doing created Silverstone history of unimaginable scope.

PHOTOS: LAT ARCHIVE; PHIPPS/SUTTON IMAGES; PETER WINDSOR

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Why we're done gone with 'the done thing'

Cockpit savvy from the 1996 world champ, exclusively in *F1R*

We've had a bit of a moment. This guy, Max, he's overturned the form book. Suddenly, Sebastian Vettel looks as if he's been in F1 for 100 years. In fact, it's not even ten. There is something about driving for the oldest team in F1 that makes their drivers look like the establishment, like members of the House of Lords. Seb is starting to sound a little like Lord Vettel of Modena. His outburst against Kvyat in Russia was a classic, as if he had just been assaulted by a filthy vagabond.

He was equally affronted by Danny Boy Ricciardo's audacity in thrusting one up the inside of Turn 1 at the Spanish Grand Prix. What did he think he was doing? For heaven's sake! "What is this... Ping-Pong?" is what he actually said. No, Seb, it isn't. This is F1 and these young upstarts have no respect for their 'superiors' – as is their right. F1 is in constant revolution, the mob constantly chasing the establishment up the road with pitchforks or whatever comes to hand, be they Red Bulls, Force Indias or Toro Rossos.

When my father was nearing the end of his career he was in his 40s and could reasonably have expected the youth to give him some respect, or at least not mug him for his pension. But even then, youth paid no heed to their elders. James Hunt was a public-school ruffian, a fully paid-up member of the Hellfire Club. He would turn up to black-tie events wearing cut-off, buttock-clenching denim shorts, a tie-dyed T-shirt (all the rage back then) and flip-flops. My father almost choked on his prawn cocktail. He (my father), despite having been extremely badly behaved himself on many occasions, knew the rules of decorum. You don't push it too far. Otherwise you'll be made an example of. James just didn't give a toss – and drove like it, too. He wasn't there to kowtow to *anyone*.

Jackie Stewart was a little more respectful of my old man. He learned a lot of sartorial tricks from him and went to the same tailor in Savile Row (before switching to Scotch House). That didn't stop him 'forgetting' the team order in Monza '65 to take his first F1 race victory from under my daddy's nose. There were some discussions after that one, apparently. But racing drivers are not supposed to stand on ceremony. I think my father understood that you can't keep a good man down. It's all about how fast you are. Whoever thought up that crazy idea?

In the previous era, gentlemen moved over for one another and would hand their car to their team-mate, if he needed it. Moss could have been Britain's first F1 champion but for the fact that he defended Mike Hawthorn's disqualification in the 1958 Portugese GP. Imagine that! Not the done thing, old boy, to win by default. But that was then, and this is now.

So when David Coulthard was asked to hand his lead of the 1997 European GP to Mika Häkkinen, he would have been within his rights to hold on to it. But the McLaren family is a tight one, and David dutifully relinquished the highly prized victory to his team-mate. Chivalry, or just obeying orders? And what did it do to our impression of DC as merciless slayer of the other guy? I understand that this was Mika's first ever grand prix victory and he was a man in recovery from a horrific accident and an all-round decent chap to boot. But a grand prix victory? Just *given* away? What if DC had said 'okay', and then gone ahead and won? Might that have put down a marker for 1998? Or would he have got the sack?

In Monaco this year, the guy leading the championship let the guy wanting to deprive him of it past. I mean, he just *let him past*. 'After you, Claude.' Extraordinary behaviour for this day and age. But it made him all the bigger a sportsman for that. He knew he couldn't challenge The Honey Badger, so why spoil it for the team? Still, it must have been a galling experience. And what if he had just gone into total roadblock mode? Hamilton and his 3.4 million Twitter followers (plus a small percentage of Justin Bieber's 82.7 million) would have declared an all-out Twitterstorm of abuse against the modest would-be champ. You gotta think of these things nowadays. Imagine if Moss hadn't given a damn about Hawthorn back in '58? He would have been castigated for being unsporting, too, only it would have taken three days for the news to filter through. But you'd like to think these guys did it simply because it is the right thing to do, not because of the 'Tyranny of the Mob'.

Meanwhile, new boy Max looked third-hand post-Monaco. It's a long hard road to the top. Ask Lewis: 44 wins is just base camp.



Vettel was outraged by Ricciardo's move up the inside at Turn 1 in Spain, saying: "What is this? Racing or Ping-Pong?"

"This is F1 and these young upstarts have no respect for their 'superiors' – as is their right"

PORTRAIT: BENJAMIN WACHENJE; PHOTO: ANDY HONE/LAT





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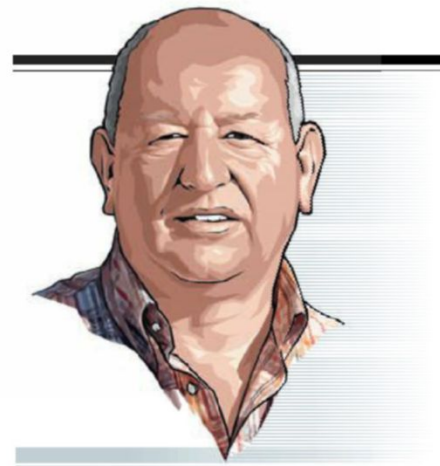
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DIETER RENCKEN

POWER PLAY

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

'My dad's better than your dad'

So, in the matte-blue corner, we have 18-year-old Dutchman Max Verstappen; in the gloss-blue corner, Spain's Carlos Sainz, 20. Further salient differences? About 0.01s per lap – which could, according to astute observers of driver form, go either way depending on circumstances.

Yet the former won his debut grand prix for Red Bull, in the process becoming the youngest winner in Formula 1's 66-year history; the other has still to reach the podium.

Both are sons of famous fathers, although the older, original Carlos Sainz scaled greater motorsport heights: two world rally titles, plus a Dakar rally victory. Jos Verstappen, meantime, somehow failed to deliver the grand prix results his F3 successes promised as Marlboro Masters winner and German F3 champion. His best F1 results were back-to-back podiums in his maiden 1994 season.

The gulf between the two youngsters' futures is stark, with Max making the swiftest ascent to the main team of any Red Bull protégé, while Carlos looks set to stay at Toro Rosso for an unprecedented third consecutive season – if, that is, he remains within the Red Bull family. For now, at least, Verstappen and Daniel Ricciardo have locked-out the senior squad.

A study of their divergent paths is a lesson in the all-too-brutal ways of F1's aptly named 'Piranha Club': an environment in which your enemy's enemy becomes your friend; a place where, in the words of a seasoned F1 paddock inhabitant: "You eat what you kill..."

The Verstappen camp is headed by pugnacious Jos; on the other side we have the diplomatic Carlos Sr, a man as comfortable mixing with royalty as he is relaxing on his farm after gruelling 20-day cross-countries rally raids. True, he earned the sobriquet *El Matador* in duels with Colin McRae, but he concedes WRC politics are kids' stuff in comparison with F1's Machiavellian intrigues.

Backing up Jos is the suave Raymond Vermeulen, his associate of two decades. They pull the 'good guy/bad boy' act, having learned from the best in the business. As 1994 Benetton team-mate to Michael Schumacher, Jos was schooled in cockpit politics by the future seven-time champ; team boss Flavio Briatore provided simultaneous lessons in the dark arts of paddock intrigue.

Jos furthered his education at Arrows, first under the streetwise Jackie Oliver, then the autocratic Tom Walkinshaw. Paul Stoddard's hustling ways rubbed off at Minardi, while run-ins with Eddie Jordan taught Jos how *not* to deliver ultimatums. These skills were tested to the max as Jos manoeuvred his charge into pole position at Red Bull.

Red Bull family fortunes: Carlos Sainzes Jr and Sr (left); and Jos and Max Verstappen (right)



Less than two years ago Carlos was on the fast track to F1, at that stage being runaway leader of the 2014 Renault 3.5 World Series, a championship he went on to win, having collected seven poles and seven victories. Then the Verstappen camp arrived on Red Bull's doorstep with a take-it-or-leave-it deal for their 16-year-old, who at that time had just half a season of F3 under his belt – albeit an impressive half-season.

Max had offers from Ferrari and Mercedes, they said, but no guaranteed F1 race seat. If Red Bull committed to an F1 drive for 2015-17, he was theirs. Crucially, another condition was that the Verstappens came as a package: Jos, Raymond and Max – a departure from the Red Bull norm, with the team managing drivers directly... often to long-term career detriment. Red Bull leapt at the offer, strings and all.

In one fell swoop Carlos's hopes were dashed, for Toro Rosso had but a single vacant seat – alongside Daniil Kvyat. Unexpectedly, though, Vettel defected to Ferrari; Kvyat was promoted, and a Toro Rosso seat availed itself for Sainz. On such twists do F1 careers hinge.

Carlos grasped the opportunity with both hands, posting comparable results to those of the Dutch *wunderkind*, but perceptions lingered that Sainz was not "the chosen one", particularly after Max refused to cede to Carlos in Singapore, in breach of team orders, yet was praised by team bosses for doing so...

Then Mercedes and Ferrari asked about Max's 2018 availability, giving Team Verstappen another opportunity: "Promote Max to Red Bull immediately, and we sign long term; if not we do a post-2017 deal with another team" was the gist. Again Red Bull management succumbed, demoting Kvyat to Toro Rosso two races after he scored Red Bull's first 2016 podium with a strong drive in China.

Sainz riposted in perfect fashion: In Monaco, as Max twice clattered off barriers, he ran immaculately ahead of eventual third-placed Sergio Pérez before two team-induced duff pitstops dropped him to eighth. Other team bosses paid heed, and, if Carlos gets snapped up, as he deserves, F1 faces the prospect of its two most exciting emerging talents needling each other well into the future.

"Max won his debut grand prix for Red Bull... Carlos has still to reach the podium"

PORTRAIT: BENJAMIN WACHENJE; PHOTO: SUTTON IMAGES

Now *that* was a car

No. 52: The Ferrari 641

A sleek beauty that so very nearly delivered an overdue title to the Scuderia



WORDS STEWART WILLIAMS **PICTURES** JAMES MANN

Throughout the turbo era, Ferrari struggled to mount a consistent championship challenge. But the hiring of innovative British designer John Barnard at the end of 1986 was the catalyst that resulted in the striking lines of the Ferrari 641 when F1 returned to normal aspiration.

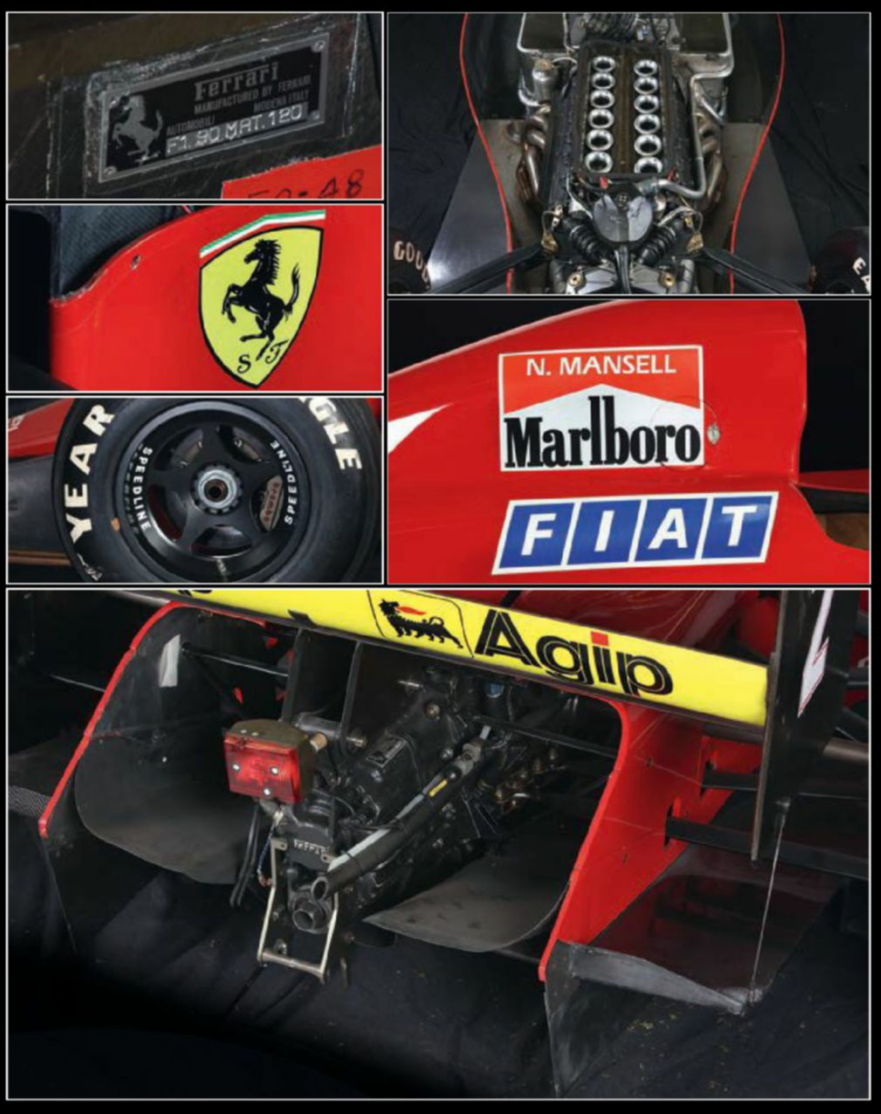
Barnard, working from his design office in Guildford, had to overcome massive resistance from Ferrari to his plans for the radical 640, the 641's predecessor. It was initially designed with a paddle-shift gear-change mechanism, but interference from within the Scuderia pushed Barnard to the limit. Even with help from Nigel Mansell, who drove three laps of Fiorano with a paddle-shift and said, "I never want to drive with a gearstick again," Barnard had to invoke his contract terms to be able to have the final say. With the drivetrain a fully stressed member of the chassis, the car had a distinctive look and striking aero lines, with a narrow nose and full-length sidepods.

Pressure was put on Barnard to run a conventional gearshift, but he was convinced he was on the right path. When the 640 made its debut in Brazil in the hands of Gerhard Berger and Mansell, Barnard was vindicated: they qualified third and sixth before Mansell claimed victory in a car that hadn't even managed a complete race distance in testing. Such had been the uncertainty over the car's reliability that team manager Cesare Fiorio suggested half-fuelling it for the race, so it would put on a good show before breaking.

Unfortunately, the next time the car finished a race was when Mansell came home second in France, six races after that debut win. Amid further soul-searching over the gearbox philosophy, Barnard identified a crankshaft vibration in the 3.5-litre V12 engine as the principal source of his problems. During races the alternator drivebelt would fly off, cutting power to the car's control electronics.

Once this issue had been addressed, the car could properly demonstrate the advantages of the semi-automatic gearbox. It reduced shift times and helped deploy the power from the Ferrari engine more efficiently, a necessary improvement to help it compete with the Renault and Honda units of that time. Drivers no longer had to take a hand off the wheel to change gear and it enabled Berger, after his huge Imola shunt in 1989, to return to the cockpit sooner than he would have been able to had Ferrari run a conventional shift.

The 640 went on to win twice more in 1989 – with Mansell from 12th on the grid in Hungary, and with Berger in Portugal – and an updated and developed version of the 640 became the 641 (or, as it was also known, the F1-90). But by this stage, Barnard was no longer a part of Ferrari operation. Preferring to work with a British team again, he had moved to Benetton and development on the 641 was taken over by Steve Nichols, who had been one of the architects of McLaren's all-conquering MP4/4. Nichols had moved to Ferrari from →





FERRARI 641 TECH SPEC

Chassis	Carbon fibre/Kevlar composite monocoque
Suspension	Front: Double wishbones, pushrod-actuated torsion bar springs Rear: Double wishbones, pushrod-actuated coil springs
Engine	Ferrari Tipo 036 V12
Engine capacity	3,498cc
Power output	680bhp
Gearbox	Ferrari 7-speed semi automatic
Weight	503kg
Wheelbase	2,855mm
Tyres	Goodyear
Notable drivers	Alain Prost, Nigel Mansell



McLaren at the end of 1989, and for 1990 Alain Prost came on board, in effect swapping seats with Berger.

With Prost's smooth driving style in mind, Nichols reworked the aerodynamics of the car for the 1990 season and extended the wheelbase slightly from 2,830mm to 2,855mm. A bigger fuel tank was fitted and the electrics were uprated. These changes, allied to the development work that Prost carried out during the season, turned the technically advanced 641 into a competitive and crucially more reliable machine.

After both drivers retired from the season-opener in Phoenix, Prost won in Brazil with Mansell finishing fourth. Further Prost victories in Mexico and France meant that he arrived at Silverstone only three points behind championship leader Ayrton Senna. Much to the Silverstone crowd's delight the early leader was local hero Mansell. Sadly it was not to last and his gearbox began to misbehave, enabling Prost, much to the displeasure of 'our Nige', to overtake. When his car problems became terminal, Mansell departed his stranded 641 in a rage, flung his gloves into the crowd, and announced that he would retire from F1 at the end of the season. An offer from Williams later prompted him to reverse his decision.

Prost went on to win by 39 seconds from Thierry Bousten, and with Senna in third Prost now led the championship by two points. Senna's victory next time out, in Germany, swung the momentum the other way, and although Prost managed second in Belgium and Italy, third in Portugal (where Mansell won) and a win in Spain, Senna had a nine-point lead as they lined up side-by-side on the grid at Suzuka for the penultimate race of the season.

Senna knew that if Prost didn't outscore him in Japan he would be crowned champion, and as the Ferrari nosed ahead of the polesitting McLaren into the first corner, Senna kept his foot in. The frightening shunt that ensued put both drivers out of the race, and Ferrari missed out on both the drivers' and constructors' titles.

In the final race for the car in Australia it was Mansell who almost managed to give the 641 a victorious send-off, battling to second place behind Nelson Piquet's Benetton. Prost was a distant third.

Ferrari failed to build on the successes of the 641, and a disastrous 1991 season set the team to in-fighting. The chance for glory had evaporated and it would be another nine years before the Scuderia tasted the fruits of world championship success. Yet the 641, one of the most beautiful Formula 1 machines to come out of the 1990s, holds a special place in many people's hearts. The chassis that was harpooned by Senna at Suzuka is the only racing car on display as part of the New York Museum of Modern Art's permanent collection. High praise indeed...



FERRARI 641 RACE RECORD

Starts	32
Wins	6
Poles	3
Other podiums	8
Fastest laps	5
Retirements	11
Points	110











NEXT MONTH OUR 'NOW THAT WAS A CAR' SPECIAL



CRUISIN' IN THE CARIBBEAN

Ever the showman, **Lewis Hamilton** couldn't resist an opportunity to drive a Formula 1 car at a motorsport festival in Barbados. *F1 Racing* hitched a ride

WORDS JAMES ROBERTS **PORTRAITS** ADAM WARNER/LAT


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Crowds settle down in the sun beneath colourful umbrellas to enjoy the show (above); stallholders prepare the local tipple of choice – fresh coconut water (left)

Brandishing a cleaver in his right hand and a young green coconut in the palm of his left, a stallholder begins nonchalantly hacking away. At the same moment, he's distracted by the unmistakable high-pitched staccato howl of a revving 2.4-litre V8 F1 engine. He pays more attention to the 2013-spec Mercedes than he does to the tips of his fingers, slamming the huge blade into the coconut once more.

As the V8 shrills a familiar soundtrack, the surroundings – hot, dusty and exotic – couldn't be more unusual. His whittling done with, he offers up the fresh coconut water, served in its open shell, and asks for three Barbadian dollars (that's a pound to you and me). There's no greasy hot-dog and a plastic pint of fizzy lager here. Silverstone this is not.

Lewis Hamilton mashes the throttle of his F1 W04 as he waves to the enthusiastic crowd on the banks of Barbados's Bushy Park circuit. Over 8,000 spectators have crammed into this FIA Grade III track to see and *hear* an F1 car at full pelt, and to show their appreciation for someone they consider a son of the Caribbean. But they're not just here for Lewis. This is the inaugural Barbados Festival of Speed, a two-day event on the first weekend of May, with a range of track activities taking place on the 1.25-mile track.

Also on the bill are Radical Sportscars, monster trucks, superbikes, a classic car parade, stunt bikes, karting and a full-on Demolition Derby banger race. For this, 15 Nissan Micras have been shipped from the UK, including one decorated in homage to Lewis, with a silver #44 British bulldog livery.

But this weekend is no eccentric one-off. The festival, held on a track that opened in 1971 and which was renovated in 2013, is the culmination of a long-established tradition of motorsport on the island, and the crowd has an encyclopaedic knowledge of everything on two wheels and four.

Lewis Hamilton is the main draw, of course, and we've joined him, crossing the Atlantic to spend a weekend in the Caribbean between the Russian and Spanish Grands Prix. His route, however, was more circuitous than ours. Having left Russia on the Sunday night, he was in New York for the exclusive Met Gala fashion show on the Monday, before returning to Europe for a meeting with sponsors at the Coca-Cola and Monster Energy bottling plant in Athens on Tuesday. He was then back in the US, enjoying the Miami nightlife before making the hop down to Barbados for the weekend.

If you're travelling direct from London (there are two flights daily) it takes around eight-and-a-half hours to reach Bridgetown, the capital of Barbados. The island sits to the east of the Windward Islands and 300 miles north of the coast of Venezuela. At just 14 miles across and 21 miles in length, it's roughly the size of the Isle of Wight, with double the population (285,000). Its sandy white beaches, deep azure oceans, all-day sunshine and laid-back atmosphere make it a popular holiday destination. And Lewis is back here to soak up island life. The reasons are twofold. First, to escape the disappointment he suffered with another engine failure in Sochi; second to help promote motorsport in the region.

His first visit to the Bushy Park circuit was two years ago, when, following a £14 million redevelopment, the circuit was re-opened with a *Top Gear* event, and Lewis demonstrated his F1 machine alongside fellow Monster-endorsed rally driver Ken Block. He returned last August for the island's holiday season – the Crop Over harvest festival, with its calypso competition and carnival. And not a car in sight.

Hamilton's first official function at the Barbados Festival of Speed involves sampling local cuisine on Saturday evening, accompanied by 400 guests, including local politicians and business leaders. As the star attraction, he doesn't hesitate to pose for photos and sign autographs. The venue is the second floor of the circuit's VIP suite, which is gently licked by a warm breeze coming straight off the Atlantic coast.

Master of the night's ceremonies is Andrew Mallalieu, an F1 steward and president of the FIA-affiliated Barbados Motoring Federation. Mallalieu's ambition is to have a Barbadian national competing in an FIA world championship series by the year 2020. Over the course of the evening, he unveils a government programme that will support a wave →

"Lewis is back here first to escape the disappointment he suffered with another engine failure in Sochi; second to help promote motorsport in the region"

of fresh, young karting talent. What better inspiration than guidance from a karter turned three-time F1 world champion, who is descended from the nearby spice isle of Grenada.

"I'm so happy to be here and any excuse to come to Barbados is welcomed," says a grinning Hamilton to the assembled guests. "It's really great to see the government getting involved to help this sport. To be honest, when I was growing up, we just stumbled across it. My dad was from Grenada and had no idea about getting into racing."

He goes on to describe his burgeoning karting career as in some way mirroring the 1993 film *Cool Runnings*, which is based on the true story of a group of Jamaican athletes entering the four-man bobsleigh in the 1988 Winter Olympics.

"When we were coming up through karting it was a predominantly white-dominated sport, and, in the movie, when they first get to the top of the hill and pull out their rusty old sleigh and everyone stops to wonder what they are doing there – that's what it was like for me and my dad. Now that I'm in F1, I know that I have to grab the opportunity with both hands because so much work went in to get me there," he says, before turning his attention to the young karters. "And kids, you must listen to your parents. Naturally you won't want to listen to them, but my advice is that you do – as they know what's good for you. Without my dad I would not be here."

After a photo-op with the youngsters, Lewis poses with a Radical SR3 RSX in the centre of the room. Passenger laps with Lewis are auctioned to fund the karters' scholarship. Bidding starts at 2,000 Barbadian dollars (£700); the hammer comes down at £13,900. The second highest bidder also gets a passenger lap, for £12,100. Then the Radical is auctioned and goes for £55,600. At the end, Lewis slips away. Early next morning he'll be reacquainted with his 2013 W04.

On this Sunday morning in the parish of St Philip, the day breaks with not a cloud in the sky. Outside the main gates, the locals queue for tickets, carrying their cooler boxes and colourful umbrellas.

Inside the Bushy Park circuit, the Barbados Defence Force band marches down the start/finish line near a static display of historic cars. Behind them, a group of Kadooment carnival girls wave the blue and yellow national flag. Displayed on the grid is a commemorative Broken Trident. The three-pronged spear, which also features on the flag, symbolises the break from British colonial rule, and this year the country celebrates its 50th year of independence. Over the course of the year, the Broken Trident will travel through the island's 11 parishes and this weekend it's on show at the Bushy Park circuit.

The national anthem is followed by a speech from the Hon Stephen Lashley MP, the Minister of Culture, Sport and Youth. Then as the historic cars – which range from a 1947 Bentley MkIV drophead to a 1970s Ford Capri – peel away, in the distance the unmistakable sound of a V8 engine fires up as Lewis prepares to make his way around to the starting grid.

On this tight, short track it doesn't take long for the W04 to complete a couple of high-speed laps and the crowd cheer as Lewis performs donuts in the final corner, the Cockspur Cyclone. He stops on the start/finish line and the Mercedes mechanics perform their well-drilled routine of holding brake-cooling fans over each wheel and uncoupling the headrest.

As soon as Lewis is out of the car, he dons a Monster Energy cap, for this is a sponsor shindig rather than a Mercedes PR day. Belle Holder, a local TV personality, grabs him for a quick interview for the assembled crowd over the PA system.

"Even though I'm not from here, Barbados has become a bit of a second home for me," he says to the fans. "I love being out in the islands and I didn't realise there are so many motorsport fans here – love to you all."

He walks up to the W04 and stands on the front wing to test its strength. He pushes down on the nose with his knuckles and suddenly hears a crack. He turns to Matt Meadows, manager of the demo team, and says under his breath, "I think I've broken it..." but a quick check results in the all-clear. Lewis is strapped back in to return to the pitlane. Not before he's wound the V8 to the max and disappeared wreathed in tyre smoke. The crowd whoop and cheer as the sound of F1 machinery echoes out across the island.

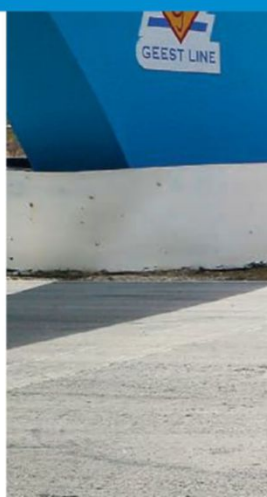
It's an impressive achievement to bring a three-time champion to demonstrate his F1 car in Barbados. The visionary behind the Festival of Speed and the owner of the Bushy Park circuit is businessman Mark Maloney, who, with his two brothers, races in the Radical series. The 44-year-old has been executive chairman of the circuit since its 2013 renovation and extension. He has →

"It's great to see the government getting involved to help this sport. We stumbled across it. My dad was from Grenada and had no idea about getting into racing"



After his demo run, Lewis is interviewed by local TV's Belle Holder, telling her: "Barbados is a bit of a second home for me"






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44
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Lewis takes time to meet and greet the starstruck local fans, speaking to each one of them and happily posing for photos and signing autographs

"Fans here know everything about racing. Lewis is such a household name that he could run to be Prime Minister" **Local fan, Marc Dabaiya**





Could an F1 GP ever take place in the Caribbean?

The FIA Grade III Bushy Park Barbados circuit is an impressive facility designed by Roger Peart – the man who created the Circuit Gilles Villeneuve in Montréal. But at just 1.25 miles long, it's on the short side. The track's owner, Mark Maloney, is, however, looking to buy more land to the north of the track in the long term and extend the circuit further to push it up to Grade II capability.

If this happens, it could then host an international FIA event, such as World Touring Cars or a series at the level of Renault V8 3.5, but it would still be short of Grade I, F1-spec status. Despite an enthusiastic fanbase in Barbados, the chances of the island ever hosting a grand prix are unlikely.

"Sadly I think it's beyond our ability," says Maloney. "It's not only the size of our facility, but the infrastructure of the island wouldn't be able to cope with Formula 1, either. For one thing, there aren't enough hotel rooms in Barbados to accommodate everyone involved in the sport."

Larger islands in the region, such as Jamaica and Trinidad and Tobago, also have motor racing circuits but would again need a huge investment in infrastructure and cash to make a grand prix viable. So, for now, it looks as though the sound of a Formula 1 car echoing across the Caribbean will be in demo runs only.

personally invested £14million into the facility, bringing it up to FIA Grade III specification. He was also responsible for bringing the *Top Gear* event here two years ago and did the deal to bring the Race of Champions here in 2014.

"We did the Race of Champions, which gave the company and the facility more exposure and credibility," says Maloney. "But it wasn't in keeping with what the cultural side of what Barbados wanted. As a result we didn't have a great turnout. What we've done with the Barbados Festival of Speed is introduce different types of racing, bikes, cars, the local defence force band and musicians, a half-time show, plus banger racing. And we went after Lewis, too. He knows we're humble and passionate – he wants to have fun and so do we."

Out on track, Lewis completes his high-speed passenger laps in the Radical and takes a turn in one of the karts. It hasn't rained here since March, but a quick downpour lets him show off his wet-weather prowess. What was meant to be a demo lap with the scholars turns into a flat-out race as he seeks the wet-weather lines around the outside of hairpins, passing and re-passing the youngsters. When they return to the pits, he gleefully taps each one on the helmet.

"I've never seen him so happy," says Lewis's long-time friend Marc Hynes. "It's been years since he last drove a kart and I think he's forgotten how much fun they are."

Lewis maintains his smile during an hour-long autograph session. There's a long queue of fans; each hands over their mobile for the obligatory selfie, and Lewis speaks to everyone – although the starstruck locals are somewhat lost for words.

"We watch every race and cheer him on because Lewis represents the whole Caribbean," says Marc Dabaiya, 68, a local enthusiast. "Fans here know everything about racing. We get access to Sky Sports F1; we watch IndyCar, NASCAR, World Rallying, sportscars. We love motorsport. Lewis is such a household name that he could run to be Prime Minister."

Barbados is in love with Lewis Hamilton and F1, and, equally, Lewis is in love with Barbados and this event. He paid his own way here, on his Challenger jet, and the organisers are in talks for him to make regular visits to their thriving event over the coming years. He might even be back before then...

"I'm coming to Crop Over again this year," says Lewis to the crowd. "It's always during the break in my F1 season and so I'm looking at booking a place to stay for the next ten years. When I came last year, it was the best day of my life..."

For many who have witnessed an F1 car for the first time in the Caribbean, it's been the best day of their lives, too.

F1 Racing would like to thank Bushy Park Barbados and The Crane Hotel, St Philip for their assistance with this feature



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Jolyon Palmer

Renault's rookie F1 racer on flying without wings, why he's a better driver than his father (and his brother), and his bold ambitions for pushing his first name into the mainstream

WORDS CHRIS MEDLAND **PORTRAITS** ANDREW FERRARO/LAT

A novice F1 driver can be understandably reserved when dealing with the media. Under the pressure of proving themselves worthy of a race seat, some are guarded when they know they will be quoted – and, indeed, often misquoted.

Not so Jolyon Palmer, who has remained honest and engaging even after a reserve role at Lotus evolved into a fully fledged Renault drive. And since his father, Jonathan, also raced in F1, Palmer is well equipped to deal with all the peripheral duties expected of a grand prix driver.

Sitting in the corner of the *very* yellow Renault motorhome on its first race appearance of the season at the Circuit de Barcelona-Catalunya, Palmer is full of optimism. And armed with a pile of readers questions, he insists he is primed to attack everything you have to throw at him.

Is your brother [Will] faster than you?
Alex Chester, UK
Absolutely not! But he's got the best coach, which is me, so he might get somewhere near! But no, I'm definitely faster...

F1R: For now?
JP: Forever! He's doing well though.

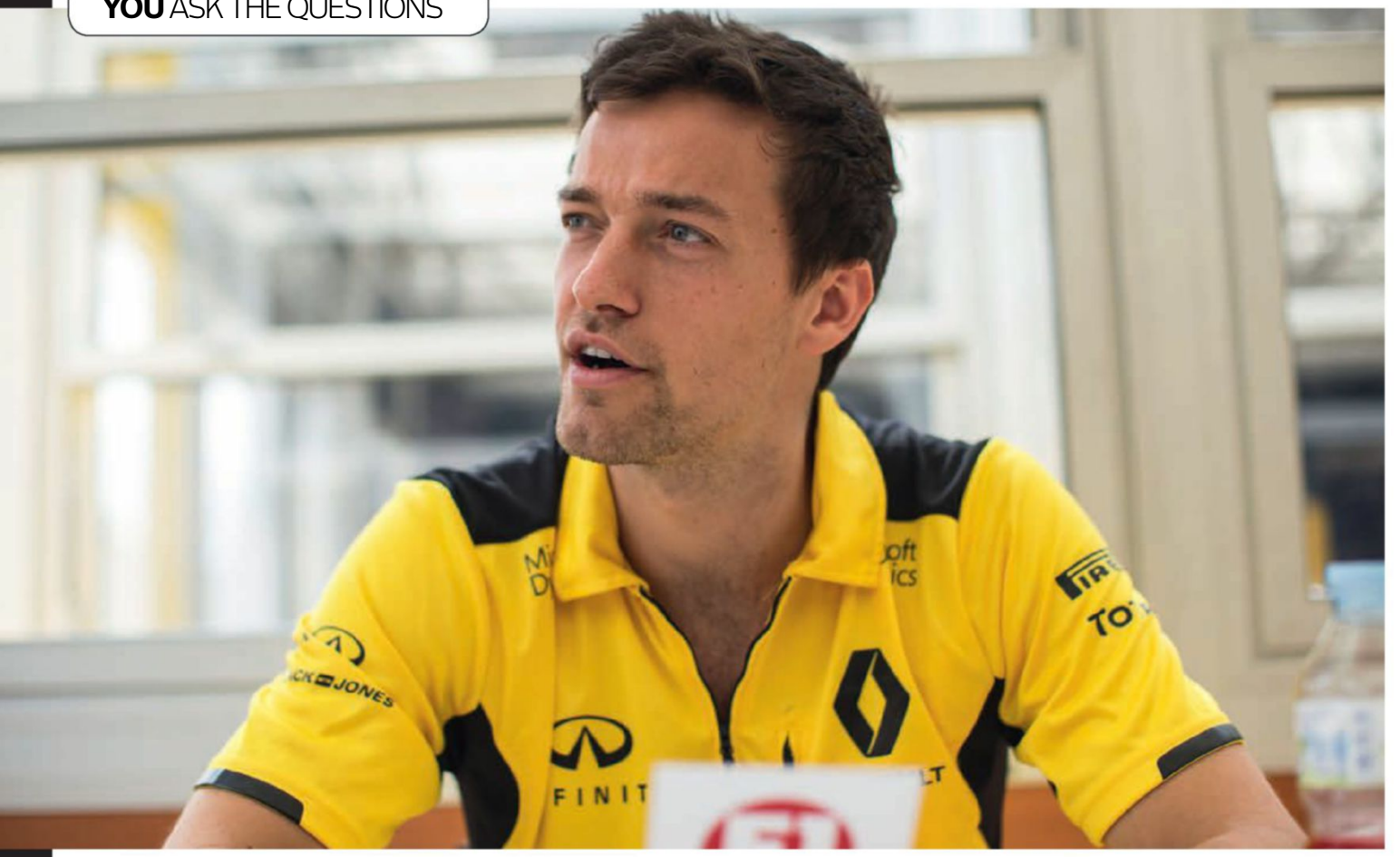
What did it feel like to line up on the grid for the first time in Australia?
Lucas Wilson, UK
Incredible. I'd always watched F1, dreaming of being there... and suddenly I'm there. Getting out of the car on the grid, the national anthem – the whole procedure was surreal. When you're there you're so focused on the start that you're caught up in the moment, but it was a very cool feeling.

Other than your dad, which driver has most inspired you?
Mark Duncan, UK
Probably, I would say, Fernando Alonso. I was supporting him when he was driving for Renault in 2005-2006 and he finally beat Schumacher. But he was a driver I looked up to when I was in GP2 as well, because he was delivering the most from his car the whole time. Even if he was rarely in the fastest car he was managing to fight for championships and taking race wins against the odds, which is something the best drivers do.
F1R: The question says 'other than your dad' but is it even *regardless* of him?
JP: Regardless of him... as a driver he didn't inspire me because I was born after he stopped racing. There are more inspirational drivers out there than my dad; he did a good job, but what Fernando did is probably more inspirational.

Are you a better driver than your dad?
Allan Scott, UK
I'm better than my brother and my dad as well! He usually accepts that. He hasn't driven anything for a long time... I think he was good back in his day but there were a lot more cars in Formula 1 at that time. He had a good stint, I think he was quite happy, but I think I'm better.

What do you think about head protection?
Karol Pifotek, Poland
I'm quite happy with the current level of head protection in Formula 1, personally. I think it's →


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a risk we've all taken for so many years. There are so many safety aspects now with big run-offs, wheel tethers, visor panels – even the barriers are much safer. Sure, the head is the only part of your body that is unprotected, but it's a risk I'm happy with unless someone comes up with a way to stop it. At the moment I'm fine with it.

***F1R*:** By the time this issue of the magazine closes for press, a final decision may have been made. Would it detract from the pull of F1 for you if you were driving with cockpit protection?

JP: I honestly think it will. People want to see the drivers in the cars. F1 – the tradition of it – is open-cockpit, and when you're a fan you can't actually see people in the flesh like in football, but at least you can see the helmet, and you can see into the cockpit and see the driver working a bit. If you cover us up, it takes away from the tradition and the car might as well be driverless because you can't see anyone doing anything. It takes away from the whole fan experience.

Who is your best friend on the F1 circuit – on and off track?

Adam Pender, UK

On track, none of us have any friends! We all want to beat everyone else so that's an easy question to answer. Off track in F1, it's Marcus Ericsson, who used to be my team-mate in GP2. We've got on well for a number of years now and we have some good fun.

Not counting the British Grand Prix, what GP would you most like to win?

Roger Brown, UK

Monaco. It's the most special race in F1. I won twice in GP2 and it's great to stop the car on the starting grid and then walk up the steps to the podium. It's unique – it's such a historic race.

Ben and Jerry's or Häagen-Dazs?

Sarah Shaw, UK

Ben and Jerry's, slam-dunk! Easy one.

> "People want to see drivers in the cars... if you cover us up, it takes away from the tradition and the car might as well be driverless"



Sophie's for a steak mid-next-week?

Alex Brundle, UK

Absolutely. I've got a bit of free time on my hands then.

[F1 Racing *later learns this is a favourite restaurant for Jolyon and Alex in West London*]

Who was your favourite F1 team and driver as a boy?

James Potter, UK

When I was young, it was Damon Hill and Williams. They were a team my dad drove for, and Damon was a British driver. After that... still Williams and Juan Pablo Montoya. He was a great character. He was quick straight away, fighting for wins and he didn't give a damn.

If you had not been a racing driver, what would you have done instead?

Evelyn Caven, UK

I'm a general sports fan so maybe something else in sport, but I'm so into racing that I haven't given it much thought. I did a business degree, so maybe something in business or sporty business?

***F1R*:** Sporty business is a technical term?

JP: Driver managers and football managers or agents have a good job. They don't do a lot and get paid a lot of money, so that's the way to go!

***F1R*:** You said your brother has the best driver coach – is that why you enjoy it? Because you don't have to do very much?! →

INSET: STEVEN TEE/LAT



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Are you named after the character(s) in *The Forsyte Saga*?

Serena Newman, UK

I don't know if I'm named after that one but there are a few Jolyons around. I think it's a name on the rise.
***F1R*:** Maybe if you can win a world title you'll inspire a number of new Jolyons!
JP: Yeah, there could be some Jensons in a few years and maybe there will be some Jolyons as well, who knows? Hopefully! It would make my name seem a little bit less weird. Then it would be a completely normal name.
***F1R*:** It could be in the top ten names in the UK the year after you win a title...
JP: That's the main aim, my big success is just to get Jolyon to be a really common name in England!

JP: Yeah, exactly. I think I need to start upping my rates! No, I enjoy it because he's my brother, but the coaching side is quite rewarding anyway.

Do you have a coach? And, if so, why?
Barry Cosgrave, Canada
I don't...
***F1R*:** If not, why not?
JP: I don't think I need one. I'm an F1 driver, I've won GP2 and I'm intelligent enough to look at what other people are doing if they're doing something better. I can read the data well and understand if I need to improve something. When you get to F1 level there's not so much that someone can tell you. But when you're at a younger level – Formula Renault, F4 – then I think you can benefit from the experience.

Do you speak French yet? I want to teach you your first sentence: *"Je suis au taquet!"* It means you are pushing hard.
Clement Bouchet, France
I speak a bit of French from school, and from being around France and being with the French people within the team. My engineer is French, but that is a new sentence to me. So, *"Je suis au taquet!"* I'll tell that to my engineer the next time he's on the radio telling me to push.

Would you have preferred to race in your dad's era?
Christopher Farr, UK
***F1R*:** Not necessarily in his car...
JP: Definitely not in his car! His era was cool. The end of his era, the late '80s, Senna and Prost. But they had such a dominant car. It's a bit like Mercedes now, where they lock out every front row and have a fight between themselves. I'm happy with today, though I wouldn't mind the cars making more noise. That's all.

What's your team-mate Kevin Magnussen like? Do you work together as one team?
Nadya Emilia, Indonesia
We get on reasonably well. He's a relaxed guy, and we were in the same boat having both been out of racing last year. We're both trying to impress to be in Renault's long-term plans. So we're working well together because we need to, it's not like we're in a Hamilton and Rosberg situation where whoever wins will win the title. If one's ahead, maybe you can nick a point as Kevin did in Russia, but usually we're outside the points, and the objective is to work together so that when we fight, we fight inside the points.

Would you like to have driven in a grand prix at Brands Hatch?
Richard Miles, UK
One hundred per cent because it's one of my favourite circuits, and in an F1 car it would be epic. There are loads of fast corners; it would feel almost Monaco-esque with the speed you're doing and so little run-off. With the fast corners, if you go off you'll have a big crash, but that's the sort of challenge I enjoy.

Describe your driving in three words.
Sullan Cloudet, USA
Cool, calm and collected.
***F1R*:** Really?
JP: Those were just three that rolled off the tongue. [After a pause] Fast, aggressive... this is almost the opposite! Fast, aggressive, mature. That's different. I've run out of other adjectives...

Do you have any rituals before a race? Anything special that you do?
Simeon Simeonoff, Bulgaria
No. Stay relaxed...
***F1R*:** Stay cool, calm and collected?
JP: Exactly. Go to the loo. These races are long. I wouldn't say that's a ritual – it's a must. Apart from that, I get in the car from the left-hand side, but it wouldn't screw me up if I got in from the right-hand side. I'd cope.

What was your most frightening moment?
Ronald Sweet, Canada
I don't think I've... oh! Actually, I did. As racing drivers we don't get frightened because we do this for a living, but it's the split second when you realise you're about to have a very big crash and realise: 'This could hurt!' I had that in Formula Palmer Audi in 2009; I was at Silverstone coming down towards Brooklands. I did a Mark Webber in Valencia, but without going upside down. I crashed under braking and I had no wheels, flying at top speed. I was alright – just bruised.

Was there ever a time when you thought you might not make it to an F1 race seat?
Sue Moorcroft, UK
I always dreamed of racing in F1 but it's very tough. You've just got to work hard, don't give up and make the most of any opportunity. There were many times when I thought I might not make it, but you've just got to keep the belief, do everything you can, and, for me, it happened.

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HERO's Jenson Button on HERO Alain Prost

ILLUSTRATION 420 DAN

Jenson Button is every inch the modern-day F1 hero: an athletic, clean-cut world champ for the 21st century. But who is *his* hero? In the first of an occasional series, *F1 Racing* finds out

When I was very young I knew nothing about Formula 1. I hadn't encountered it yet. So my earliest memories of watching grands prix are from when I was aged around six or so, around the time my dad bought me my first kart. He was a huge fan of Alain Prost.

At that stage in your life you're still learning a lot about the world, but I'd say the 1986 F1 season was the first I remember watching: the red-and-white McLarens were striking, and usually running up front.

The championship went down to the last race, but I remember that earlier in the year at the German Grand Prix, Alain had to try to push the car across the finishing line after running out of fuel on the last lap. And he was classified sixth! That's how it was in those days. There were a couple of teams that were so far ahead that you could run out of fuel, get out and push, and still come away with a points finish. Obviously the tools to measure fuel consumption weren't as accurate as they are today. It's interesting to see pictures from that time: Hockenheim's stadium section looks the same today, except for all the fans, and it's interesting to see that even then you weren't allowed to have cigarette sponsorship there.

The Australian Grand Prix was the season finale, and it was very exciting. The maths was quite complicated in terms of who had to finish where to win the championship, but it was down to Mansell, Prost and Piquet. Mansell and Piquet were both driving for Williams; Prost was in the McLaren. The only thing I actually remember about that race from watching it at the time was seeing Nigel's tyre exploding, which handed Alain the championship. It's the old adage that to finish first, first you must finish. Prost wasn't just smooth and quick, he was a very 'complete' driver, who had the vision to avoid trouble – for the most part.

The rivalry between Alain and Ayrton Senna defined nearly ten years of F1 and it was a privilege to have been growing up then, in the late 1980s, to watch it unfold. My dad and I loved watching those two race. I like the way Prost used to drive and the way he used to look after the car, the way his approach was about more than just outright lap time – he knew how to →



Jenson Button with his hero, Alain Prost. The two share a smooth driving style and a great love of cycling

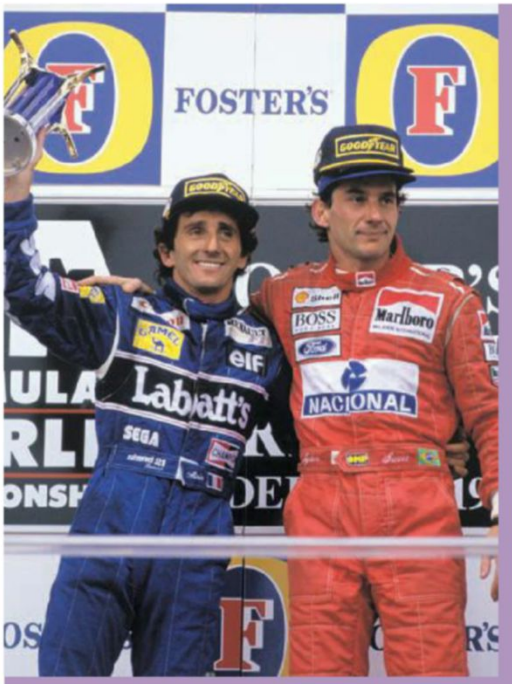
build a team around him. Obviously I also liked Ayrton's speed, because he was super-fast over a lap. I respected both of them, but as a youngster I chose Prost.

When he moved to Ferrari [for 1990-1991] it was really funny – to a ten-year old – seeing him in a different car after growing up with him in red-and-white McLarens. I was definitely a driver fan rather than a team fan. Seeing him in a red car was very cool – and that one, the 1990 Ferrari, was a beautiful, stunning car [see 'Now That Was a Car', page 38].

Not being in the same team wasn't going to stop Ayrton and Alain being fierce rivals. There's a picture of them both on the podium together in Alain's last grand prix – at Adelaide in 1993. Prost was with Williams for his last F1 season and he won the title [his fourth] pretty comfortably. On the podium, Ayrton is looking thoughtful and moody even though he's won the race – and I think it's because he knows Alain is leaving the sport. I heard that he phoned him quite a lot, saying: "Why are you retiring?"

He'd lost his main rival. There are and were many great drivers in F1 but when you've been through so much with one person, both good and bad, it means a lot. You miss them when they're gone. Even if you're winning everything, you miss the challenge of having that other driver who used to push you to your limits.

Even though there was a lot of hatred between them, there was a lot of respect. With a competitive team-mate, when you beat them you think: 'That was awesome.' It puts your achievement in context. If you're paired with a new driver, or someone with less experience, it doesn't mean as much when you beat them. →



On the podium at Adelaide in 1993, Ayrton is looking thoughtful and moody even though he's won the race – and I think it's because he knows Alain is leaving the sport. I heard that he phoned him quite a lot, saying: 'Why are you retiring?' Even if you're winning everything, you miss the challenge of having that other driver who used to push you to your limits

PHOTOS: STEVEN TEE/LAT; LAT ARCHIVE

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Jenson gets to try Prost's title-winning MP4/2C at the Goodwood Festival of speed (above) – and finds it's very different to his current machine

PHOTOS: STEVEN TEE/LAT; JEFF BLOXHAM/LAT



I didn't get to meet Alain until I tested for his F1 team at the end of 1999 in Barcelona. I was only 19 years old and in the middle of this crazy time. I'd been on holiday in Mexico – I was going to be there for two weeks – but after five days I got the call to come back and test the car. I was so excited to meet Alain and drive his car.

I was in the car after Jean Alesi – he'd driven it the day before – and it was me and Nick Heidfeld testing that day. I went faster than Alesi had done the day before, so, for me, having grown up watching him race, to go quicker than him felt very special. I didn't know anything about fuel loads, or old and new tyres. All I knew was what the stopwatch said. I was going to take that! I loved every second of it.

It was actually a really nice car to drive. But I remember on my final lap, as I was going through Turn 3, the engine seized and the rear wheels locked solid. I'd done 33 laps, which wasn't a lot in total, but it felt like I'd done enough to show I had speed in a racing car. Whether I could set a car up was another thing – and I couldn't. I had a lot to learn.

A photo of Jenson's first test drive for Prost GP in 1999 brings a smile to his face



More recently I've had the opportunity to drive Alain's championship-winning MP4/2C at the Goodwood Festival of Speed. I've always loved Goodwood. Lord March puts on a great show and you always get to drive such special cars. This one, a car from the 1980s, originally driven by my racing hero, was probably the most special experience I've had there.

It is an amazing bit of kit. F1 cars have massive power now but you know it's coming, whereas with this thing you don't. There's no power at all from the 1.5-litre engine until the turbo kicks in, and it spools up, and then suddenly you get this massive hit in the back. It's a different kind of challenge altogether. McLaren have a whole department, led by Neil Trundle, who used to be one of the chief mechanics of the race team, dedicated to keeping these machines running, and you can see how pleased they are when a current driver gets into a classic and is really excited about it.

I've also had the privilege of getting to know Alain himself a lot better in recent years. He's very wise, still incredibly competitive and now really into cycle racing. We rode to Italy from Monaco this year and he's mega-fit. He's going to the world championships this year in his age group. He's done that for the past couple of years, but the courses have been flat and obviously he's quite little, so they've favoured riders with more power. This year there are some hills, so I reckon he's got a great chance of being a world champion on two wheels as well as four. How incredible would that be?

It's great when we ride together. We don't always talk about motor racing but sometimes we do, and it's always very interesting to hear his comments about matters of moment. You can see why he was known as 'The Professor'.

Jenson Button was talking to Stuart Codling





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Don your anorak! Reach for the factor 50! Fill every pocket with spare change and hang the diet. It's British Grand Prix time, folks, and that can only mean one thing: dial 'Northants' on the sat nav, be prepared for a queue or two, and get ready to enjoy a highlight of the British sporting summer. Silvers, we love ya!

PHOTOS: STEVEN TEE/LAT; ANDREW FERRARO/LAT

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SILVERS

TONE

BY CLAIRE WILLIAMS

Deputy team principal of Williams, **Claire Williams** started her career as a junior press officer at the Silverstone circuit. Here she reflects on why the track will always have such a particular hold on her affections

There's probably nothing I like talking about more than my dad [Sir Frank Williams] and the team – than Silverstone. I love the place and, in fact, I started my career there. I was so lucky to have been offered a job as a junior press officer at the track because I'd only gone there for a bit of advice. I think Dad had made the introduction at the time.

Anyway, I loved it as soon as I started. I loved the circuit, loved the people and I loved everything that I got to do. It was just a really great place to work and a really good first job to have. It was brilliant for me, being in my 20s, because at that stage I didn't really know what I wanted to do. I just kept thinking how lucky I was to have been offered a job.

It wasn't totally removed from motorsport, of course, but it *was* removed from Williams and I figured I'd got it on my own merit, which was very important to me. It gave me a sense of direction – a reason to get out of bed in the mornings.

My first year working there was 2000, when the grand prix was almost flooded. I joined the month after that race, so my first job was to go through two big A4 ring binders – the really big ones – of complaint letters and sort them out. You know, writing the letters back saying: 'We're terribly sorry,' 'Let us pay for your dry cleaning bill,' 'Let us get your car washed'.

It was a bit of a baptism of fire. I spent my first six months, probably, answering complaint letters and emails. And there were some pretty vitriolic ones. But that was my first job.

I've thought since then that Silverstone has always been used as a bit of a whipping boy: it has always had so much abuse thrown at it – and for no real reason. I get really wound up about it because I'm so protective of it. The team there do such a good job to keep it going under quite difficult circumstances, with no government funding. The criticism really does piss me off, because they do a fantastic job and the facilities are actually a damn site better than at a lot of the places we go to. And it's the home of the British Grand Prix! How can we take that for granted? It gets a thrashing for no reason whatsoever, in my opinion.

Not many people know or understand what it actually takes to lay on a major sporting event with the amount of work and effort that goes into it by the unsung heroes of our sport. When you go to any grand prix, whether as a team or as part of the media, you expect everything to be working perfectly: the wi-fi, the loos, *everything*. We just take for granted all the infrastructure and all of the organisation that goes on. We rock up, the fans rock up and it's all there ready for us. And yet that's the result of many, many months of hard work by a lot of people who want to lay on a good event for fans and the people who work in Formula 1.

When I worked at Silverstone, the British Grand Prix was always a big event in our year and I remember the last year I was there, I was put in charge of the press office after they'd gone through a load of redundancies. I can't tell you how stressful it was – particularly for the first time. You're just given the →

"I also remember the great times when we were winning and going to Silverstone. You know, dad being mobbed just driving from the heli-park to the paddock. A sea of people would surround the car. As a kid, seeing my dad receiving that much adulation was incredible. That's always been part of what I feel about Silverstone, as well as all the other stuff that everyone knows: we won our first ever race at Silverstone and we won our 100th race there"

FIA's *cahier des charges* [the official document listing every aspect of operation that must be attended to in order for a grand prix to be deemed of world championship standard] and you're expected to get on with it. No one else in the organisation knew how to do it because they'd all lost their jobs!

I had responsibility for the media aspects of the *cahier des charges*, which covered everything from how to set up the press office, to how to organise the bloody lockers! The lockers at Silverstone were the bane of my life, as was organising the shuttle buses. The *cahier des charges* stipulated that the shuttle bus for the photographers and media had to be run every 12 or 15 minutes or something, and that we had to put up a timetable. I thought this meant I had to put up a whole weekend schedule of when the buses would run. So I literally spent three evenings one week writing out 'the bus will leave from 9.04 and get there at this time etc' and then I realised that was not what you needed! So I had no help in doing that last race and it was awful... but it still went ahead.

But coming back to what I love about Silverstone... well, there are so many things. The atmosphere, for example, is unique. And on a very personal level, one of the reasons I was so happy that they offered me a job was that it was where we were always taken as a treat when we were children. Dad never ferried us all around to grands prix because he was of the opinion that no one else takes their wife and kids to work, so why should he?

That made the British Grand Prix a big event in our house because it was the one race we all got to go to – even mum. Apart from that she only went to Montréal as a treat. So, for me, being able to work at that event, having grown up going to it, was special.



My mum would plan our outfits in advance and when we were there we had a great time. But we were given our instructions before we arrived: 'You are to be seen and not heard,' and 'You are to make yourselves scarce.' Or 'Don't hang around in the motorhome – go and get busy in the merchandise area,' 'Go and hunt for autographs.' We were very much children, and not allowed to hang around the motorhome to be wined and dined. I spent most of my formative years making sandwiches and doing the washing-up, in the background.

I also remember the great times when we were winning and going to Silverstone. You know, dad being mobbed just driving from the heli-park to the paddock. A sea of people would surround the car. As a kid, seeing my dad receiving that much adulation was incredible. That's always been part of what I feel about Silverstone, as well as all the other stuff that everyone knows: we won our first ever race at Silverstone and we won our 100th race there. That kind of thing.

Sometimes when I worked there, if I was stressed I would go for a drive around – you used to be able to just drive around the perimeter. And there's always been something really evocative about the venue itself – for me, anyway. I just find it very special, whether there are fans there or not.

I still keep in touch with the people who work there. When we used to do events like touring cars and bikes, our little team would get there super early and meet for our sausage sandwiches before starting the day. There's a nice family feel about it. And without being morbid, I've always said, that if I could choose to scatter my ashes anywhere, it would probably be at Silverstone because it holds such a special place in my heart.

Claire Williams was talking to Anthony Rowlinson



THE GRIND BEHIND THE GLAMOUR



Meet the men and women who make the magic happen: the unsung, unseen stalwarts of the British GP who help stage one of the highlights of the British sporting summer

WORDS
JAMES ROBERTS
& MATT YOUSON

PICTURES
THOMAS BUTLER

What does it take to put together a major international sporting event like the British Grand Prix? Sheer hard work by hundreds of individuals who toil diligently in the months and weeks leading up to the event.

From the guys who paint the kerbs on Silverstone's fabled curves, to the Red Arrows flyboys who thrill the masses with their aerial displays, they're all vital to the successful running of this showcase weekend.

As Williams' deputy team principal Claire Williams explains on page 64, when you turn up to the British GP, you expect everything to be working perfectly. And it – almost always – does, thanks to months of planning and hard work. Here we acknowledge a chosen few of those dedicated men and women involved in making it the event of the year.

David Montenegro

Red Arrows squadron leader



Most people remember where they first saw the Red Arrows. For quite a few that will have been at the British GP. And however many times you've seen it, the spectacle of the Royal Air Force's nine-aircraft display team is never less than a thrill.

Red Arrows pilots are drawn from front-line RAF squadrons. Having joined the team in 2009 for a three-year stint, squadron leader David Montenegro's return makes him a Silverstone veteran – and he's a big fan of flying there: "It's a brilliant location because the Becketts grandstand is so big and tall. You can see it from a long way off," he explains. "But the nature of the circuit means that there will always be someone with their back to us. When we fly at a seafront, everyone can see us because they're all facing the same way; at Silverstone we adapt the show. Some of the 'presents' I do with the main formation will be higher so people can see us."

The other factor influencing the display is Silverstone's capricious weather, but the Red Arrows have a plan for that, too. "We have three different shows for different weather conditions," says Montenegro. "The British GP can start with a thunderstorm and finish in sunshine. In 24 minutes every type of weather system can come through. We have what we call the 'flat' show, so if we have a 1,000ft cloud base and poor visibility, we can still fly. If there's puffy cloud at 3,000ft I can roll the formation and turn us all upside down. Then, when you get that deep-blue sky day, we do the full looping show.

There's an obvious comparison between the pilots and the drivers – but Montenegro sees them as very different roles.

"It's physically similar in terms of the speed and the G-forces but drivers are there to win, competing against each other. We're not: we're a nine-person team, part of a 120-person organisation, trying to put on the best show we can with the kinship of the people around us. I love that aspect of the job. Having said that, I would love to have been a Formula 1 driver..." →



Marcus Ramsden

Red Arrows flight lieutenant



Just as there's more to an F1 team than two drivers, there's more to the Red Arrows than nine pilots. During the display season the team are often away from their base at RAF Scampton in Lincolnshire for extended periods. They take all their test, inspection and maintenance kit with them, plus any spares they might need. The ten aircraft (they travel with a spare) fly to their temporary homes with an engineer in the back seat. These engineers, collectively known as the Circus, are equivalent to a garage crew, with a little race-engineer hybridisation thrown in: they prepare the Hawk T1 aircrafts for flight, but each also works closely with one particular pilot.

A photo in flight lieutenant Marcus Ramsden's office shows him karting in a Rotax, wearing a JLF Design helmet. He keeps his racing licence current but confesses his tour with the Red Arrows doesn't leave much time for competition. "For Silverstone, our day starts early. My team of engineers will prepare the aircraft in the morning, making sure they're in 'race condition'. It's a ten-minute transit from RAF Fairford in Gloucestershire to Silverstone and, if the weather's good, the team will do the full display for the spectators and the worldwide TV audience."

It appears to be a glamorous life but Ramsden issues a qualifier that sounds not dissimilar to the sentiments often expressed from the pitlane. "Is it glamorous? I think from the outside it looks glamorous because of the pride and passion everyone in the squadron has. Behind the scenes, people volunteer to come and clean the jets, clean the hangar floors, to make sure everything is the best it can be – because we're trying to achieve excellence in everything that we do. That's from the youngest person straight from school all the way up to wing commander Martin Higgins, who's in charge of the squadron. And that's what he expects of every member of the team. It's definitely a privilege to do it – but there's a lot of hard work behind the scenes to make it look glamorous."

Patrick Allen

Managing director, Silverstone Circuits Ltd



Opposite Patrick Allen's desk is a huge overhead image of the Silverstone grand prix circuit taken on the day of the British GP. The track environs are crammed with spectators, cars, tents, helicopters and the articulated trucks that ferry flat-packed motorhomes to the F1 paddock. He meticulously scrutinises the map looking for areas he can turn his attention to next. He points to a spectator barrier on the inside of Copse corner and says this year it can come closer to the track by 11 metres. A bank on the outside of Chapel, he says, has the wrong profile. It will be re-shaped to increase space for the fans. He then points to an empty area on the map and adds: "This is where we should hold the Saturday night concert."

It's apt that the track's top man looks upon the site every day, for he takes responsibility for every aspect of its running. His main objective is to generate income to secure the future of the business and the best way to do that is to improve the spectator experience to encourage fans to keep returning.

"We're trying to make our circuit more accessible to the people who come here, whether that's for a conference or a motor race or music concert, or whatever it is. It needs to be a welcoming place so that they want to come back again and again," Allen explains.

He originally studied philosophy and social psychology before training as a chartered account. He then became a financial analyst before ending up as an executive director of marketing for the Co-operative Group. Having been in his Silverstone role for the past year and a half, he reports monthly to the landlords of the circuit, the 800 or so members of the British Racing Drivers' Club (BRDC).

Allen lives and breathes Silverstone – quite literally. He points to the map of the circuit in his office once more and says: "That's where I live," indicating an accommodation unit inside the perimeter. "It's a 60-second commute for me and I was on my bike around the track at 6am this morning..." →



Lesley Cox

Silverstone's head of safety and security



Lesley Cox sits in an open-plan office that overlooks the exit of Woodcote and the old start/finish straight of the GP circuit. Her responsibility is for the safety and security of everyone who passes through Silverstone's gates. Prior to meeting *F1 Racing*, she has had a lengthy discussion with Silverstone Air, the operating company that handles the 1,500 or so helicopter flights that take place daily over the British GP weekend.

Managing the airspace overhead is vital and she reveals that last year a glider pilot got into difficulty during Friday practice and was given clearance to land at the track – despite not having a ticket! Airspace over the track is normally a no-fly zone, except for race-going helicopter commuters.

During the British GP weekend, Cox works from a specially constructed police control centre. This serves as a hub for security and intelligence that constantly monitors crowds and also the highways around the facility, as well being the central command centre for ambulance and fire services.

"We have a number of extensive emergency and security procedures in place that are tested and reviewed annually with the police, in particular with regards to security threats and counter-terrorism measures or even the state of the country – which is on severe alert right now," says Cox.

Having worked at Silverstone for the past decade, Cox has unrivalled experience with regard to procedures. Prior to joining the track she was a facilities manager in the NHS, before studying for a degree in health and safety management, after which she became a safety advisor to the BBC.

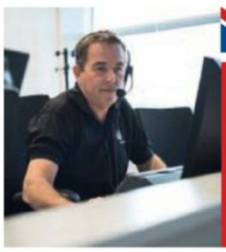
"People spend a lot of money to be here so we want them to enjoy themselves as much as possible," says Cox. "That's why we have the pitlane walkabout and the concert, and why we let fans come onto the track at the end of the race. But enabling those things takes months of planning and while it's great to see everyone having a good time, we monitor everything extremely closely to ensure everyone's security and safety."





Adrian Rhodes

Circuit safety team leader, Silverstone



Before Adrian Rhodes is a bank of 32 monitors, capturing every corner of the Silverstone circuit via CCTV. He sits in front of them observing every single thing that moves. Liaising with the 350 marshals positioned around the track and the 12 small-fire tenders, Rhodes is responsible for ensuring that everyone who is out on track is safe.

"I arrive at 7.30am, and my first priority is to make sure that the track is safe. Along with my team, we check that all the recovery vehicles are operational and that all the marshals are in position," he says, surveying the monitors before him. "All our cameras are recording 24 hours a day, so we can review the footage that we need to keep about incidents involving crashes and injuries."

In front of him are a series of buttons from which he can deploy the red-light system to stop all track running – although on our visit, since only one part of the circuit is currently being used, an upturned yellow Styrofoam cup is being used to hide one of the buttons – "all of this technology and we use an upturned cup to prevent us pressing the wrong one!" chuckles Rhodes.

There are approximately 30 marshals' posts around the circuit, all connected by radio to Rhodes' desk. These also include observer marshals who are calling in issues (related to exceeding track limits) and these are relayed to the stewards who sit in the same room.

"Obviously when F1 is here, it's the FIA and Charlie Whiting who call the shots as they manage the event completely, but I continue to support the FIA, along with the head of the marshal team and the chief incident officer.

"The British Grand Prix weekend involves working some very long hours and it is very pressurised," he says, "but it does have its lighter moments. Occasionally you do see some very highly-paid superstars getting a ticking off by the stewards for something they've done wrong on track..." →



Ted Ellis & Duncan Sherry

Venue services foremen, Silverstone



Ted and Duncan are an unlikely double-act, who form part of the ten-man maintenance team that works on the Silverstone track come rain or shine. Their roles are all-encompassing, from painting the kerbs to putting up flags and building tyre barriers. They are devoted to the cause, and some days are almost forced by their manager to down tools and go home. If they could work all night, they would.

"No day is ever the same, it could involve anything," says Duncan. "One day, you can be unblocking drains, putting TVs up, line marking, spraying run-off areas, building tyre barriers. You name it – we do it."

Both used to be agricultural labourers and describe working all hours outdoors as "a way of life." Whether it's the blistering heat of mid-July or the dark winter months, Ted and Duncan will be toiling away somewhere on Silverstone's 550-acre site.

"You might be fixing Armco after a red flag, like when Kimi Räikkönen crashed on the opening lap in 2014, and then picking up litter at the end of the day – but both are important jobs," adds Ted, with a bone-crushing handshake.

Today, they are painting the side of the track green so that in TV shots it looks neat and tidy – it's safer than having grip-free grass on the outside of the fast Maggotts and Becketts sequence of corners. Attention to detail and care for a job well done that is more important to these two than the racing.

"If I ever watch a grand prix on TV, I don't look at the cars, I look at the white lines and the cleanliness of the kerbs or how neat the grass or paintwork around the track is. That's what's important to me," nods Duncan.

The pair aren't in the mood for further banter. They have a job to do and nothing – not even *F1 Racing* – can stand in their way. It's work they both love. "Downsides? You're having a laugh – of course not!" adds Duncan. "The downside is when it's time to go home. I've been in farming all my life. That's a way of life and in all weathers – so is Silverstone."

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Charles Sargeant

Managing director, Whittlebury Park Golf & Country Club



Day-to-day, Charles Sargeant runs a golf and country club: the Whittlebury Park concern that occupies land adjacent to Silverstone. But during the week of the British GP, he's effectively a campsite manager. That isn't doing him a disservice: for one week he barely sleeps, ensuring that every single person who stays at the Whittlebury site (on the far side of the Maggotts/Becketts corners) has an enjoyable weekend. And that process commences the Monday after the previous year's event.

When *F1 Racing* visits Sargeant, it's late May and the grass is being cut around the site. It will be cut again, and again in the lead up to the race weekend on 8-10 July. After a tour of the land, you begin to appreciate the scale of the operation. He's effectively building a mini city – over just a few fields.

"We will have 9,000-15,000 thousand campers during the British GP weekend, plus a few thousand cars," he says. "That keeps us busy, as all those people want electricity, water, toilets and showers. Everything is planned to the tiniest degree."

Sargeant's family has owned the land for years and he's been helping British GP campers enjoy their stay since he was a boy. He also has a very loyal team, people with "sensible day jobs", who every year come and help, for the love of the event.

"We have all been doing it for so long, we know what to do in a crisis," he says. "But we do have contingency plans for pretty much everything you can think of; contamination to the water supply, if we need to evacuate the site, wet weather, bomb scares, outbreaks of disease – we can keep on top of it."

The proportion of returning campers is roughly 85 per cent and they usually stay on the same plot of land each year – meeting the same neighbours they had 12 months earlier. In addition the Whittlebury Park estate is also home to the *F1 Racing* fan village and has restaurants and bars on site, too.

"We go the extra mile to ensure everyone has a unique experience," says Sargeant, "but organisation is so large that planning for 2017 will begin as soon as this year's race stops."



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WORDS MATT YOUSON

SILVERSTONE SURVIVAL GUIDE



PHOTOS: JAKOB EBREY/LAT; SHUTTERSTOCK

Sunburn, flash floods, traffic jams and one bacon buttie too many – all of these hazards threaten to disturb your enjoyment of this highlight of the British sporting calendar. But fear not, dear reader! We've put together this essential guide to make sure you get the most from your British Grand Prix weekend. Read on to find out exactly what to take with you...

I ❤ SILVERSTONE



A CLOCKWORK RADIO

There are two sorts of people at the British Grand Prix. Those complaining about the traffic and those still stuck in it. Huge road improvements during the noughties mean fans no longer approach the 'stone with quite the trepidation they once did, but the event's popularity means disruption of some kind is inevitable, so you'll need entertainment to hand while sitting in the jam on the A43. Sure, a book's handy and you've got a few games on your phone. But you'll eventually plough through the pages and your battery will run out... so then what? You could listen to the car radio, but even that is finite – plus you can't hear it when you're lying on the car roof, sunbathing. Besides, you'll need to check in on those hourly congestion updates.

ID

Bring every pass, stamp and piece of paper you've ever been issued. Officialdom likes nothing better than an F1 crowd, wherever in the world you may be. Security guards prefer to say 'no', even when they're able to say 'yes', so anything attesting to your *bona fides* could help you get where you need to be. The upside to this vigilance is, of course, the *schadenfreude* of watching a world-famous driver being refused re-entry because he doesn't have ID, having naïvely believed that being a two-time winner of this race would confer sufficient 'creds' to secure access.



LOTS OF CASH

Any grand prix has a way of coaxing money from you, and this is no exception. Maybe you'll decide it would be unpatriotic not to be seen waving a Jolyon Palmer-themed Union Jack. Sure, you've brought your cards, but mobile phone antennae are a modern addition round here, and while you're trying to clear a 'touch' payment on a hand-held card reader, your data transfer is competing with those of 150,000 fans trying to upload videos of themselves and the top of Lewis Hamilton's head to Instagram. The chances of that card machine getting a signal are slimmer than your bank balance will be if you decide that vintage die-cast 1:24 scale Lotus 79 really is a must-have.



A VINTAGE BRITISH GRAND PRIX T-SHIRT

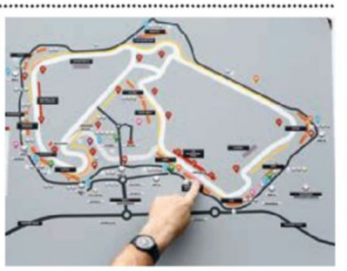


PHOTOS: LAT ARCHIVE; REX FEATURES

As any gig-goer will confirm, the older your T-shirt, the better your street cred. Bonus points if you have something going back to the 1980s; double bonus points if it's from Brands Hatch; and triple if it still fits like a glove, rather than making you look like an artisan sausage.

Actually, the British GP crowd are sufficiently knowledgeable that any ancient grand prix 'tee' will do the trick: rock up in a piece of Aida-original Pacific GP merch and people will shuffle aside and let you take a prime spot in front of Becketts. Failing that, venerable team kit will do just fine. Our own Peter Windsor (above) appeared last year in his original mid-80s Williams team shirt. Its clashing red-yellow-blue primaries were never easy on the eye, but 30 years on, it induced awe.

A MAP OF THE CIRCUIT



You'll need this because Silverstone is vast. You'll also need it because there's so much to do and see and – rare in the modern mercenary world of F1 – the best views are open-access. You want to see F1 cars at flat-chat on the Wellington Straight; you want to see them changing down and braking for Vale, and you *definitely* want to see the fast change of direction at Maggotts/Becketts/Chapel. What you don't want to do is spend an afternoon standing lost and bewildered in the middle of truck park, listening to all these things from a distance.



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CORRECT ATTIRE



That great sage Billy Connolly once said there's no such thing as bad weather – only inappropriate clothing. Anyone who's ever been to the British Grand Prix would disagree with the first half of that sentence, but the rest is sound logic. What's required is an outfit that's cool in blazing sunshine but capable of surviving gales and driving rain. Quite possibly on the same afternoon. We're talking convertible trousers, sweat-wicking technical underlayers, fleeces and a waterproof, windproof, capable-of-keeping-you-comfortable-in-a-gale-off-Cape-Horn raincoat. Whatever you do though, don't take a brolly, because you'll have someone's eye out. Quite possibly your own, once that wind picks up...

EARPLUGS



Not so much for the F1 cars these days, but for the support races – and definitely for the post-race concert. You'll likely be trapped post-race in a huge crowd, with everyone trying to exit simultaneously, so chances are you'll hear the concert whether you want to or not. The organisers put decent performers on earlier in the weekend, but by Sunday they know they've got a massive captive audience with nowhere to go, so it's entirely possible you might get Eddie Jordan and co on the stage. And last year, Daniel Ricciardo got up to rap. Probably a good idea to take the ear-defenders too, then.

WALKING BOOTS



Even if you're not planning on moving around much, save your kitten heels or loafers for street races because the British Grand Prix at Silverstone is Formula 1 as nature intended: you're either going to be knee-deep in mud or walking down a rutted track harder than iron. Either way, it's not really Manolo-compatible. Walking boots are better than wellies, since taking your favourite Hunters ensures the God of Irony will make it the hottest July on record and, while everyone else has dry feet, you'll be sloshing around in a litre of sweat.

A NEW TENT

If you like camping, ignore this one – you'll have all the kit you need. If, however, you're only camping because it's the British GP and there's no other way to see it, then buy a new tent. Why? Because the one in the cupboard under your stairs has been in its bag since you put it away soaking wet after Glastonbury/Assen/Le Mans three years ago. When you arrive at Silverstone and shake out said bag, all you'll find is a set of poles, a few rotten scraps of canvas and the inexplicable whiff of King Charles Spaniel. Go to Tesco, spend thirty quid, buy a tent. Then, on Sunday night, do the sensible thing and throw it in the bin.





BORROW A BRITISH RACING DRIVER

Now, we're not suggesting you kidnap John Watson and shove him in your boot. But if you have a pal who's: a) going to the British Grand Prix; and b) is a member of the British Racing Drivers' Club, then *definitely* hang out with them. Why? Because hobnobbing at the BRDC clubhouse is one of the A-list ways to enjoy the British GP.

You'll rub shoulders with the likes of Sir Jackie Stewart, Stirling Moss, BRDC president Derek Warwick... indeed, the list of 'great and good' of British motorsport who inhabit the clubhouse from Thursday to Sunday is veritably endless. And you'll enjoy one of the best views in the house from inside Brooklands, where it can always be Pimm's o' clock on the terrace, should you so desire.

Alas, this option isn't available to many, but should you have the chance to experience the British GP this way, there's no better option. Just don't forget the dress code: "Clean (ie not oily or scruffy) race suits may be worn in the Clubhouse, but should not be tied down at the waist." You have been warned...

PHOTOS: LAT ARCHIVE; SHUTTERSTOCK; REX FEATURES

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FROM BRANDS HATCH
70mph
2nd gear
GRAHAM HILL BEND
FROM BRANDS HATCH
95mph
3rd gear
COUNTRY CORNER
FROM AINTREE
100mph
3rd gear
BECKETTS
FROM SILVERSTONE
125mph
4th gear
MAGGOTTS
FROM SILVERSTONE
155mph
6th gear
VILLAGE CORNER
FROM AINTREE
110mph
3rd gear
145mph
5th gear
CHAPEL
FROM SILVERSTONE



PHOTOS: LAT ARCHIVE

REE HATCH!

DINGLE DELL
FROM BRANDS HATCH
130mph 4th gear

180mph 6th gear
COPSE
FROM SILVERSTONE

150mph 5th gear
MELLING CROSSING
FROM AINTREE

ARENA
FROM SILVERSTONE
50mph 1st gear

BROOKLANDS STRAIGHT
FROM SILVERSTONE
145mph 5th gear

HANGAR STRAIGHT
FROM SILVERSTONE
190mph 7th gear

STIRLING'S BEND
FROM BRANDS HATCH
100mph 3rd gear

STOWE
FROM SILVERSTONE
155mph 5th gear

CLEARWAYS
FROM BRANDS HATCH
145mph 5th gear

170mph 6th gear
BRABHAM STRAIGHT
FROM BRANDS HATCH

Imagine a British Grand Prix circuit combining the best sections of the three venues that have hosted the event: Silverstone, Aintree and Brands Hatch. We did just that!

WORDS STUART CODLING **ILLUSTRATION** ALAN ELDRIDGE

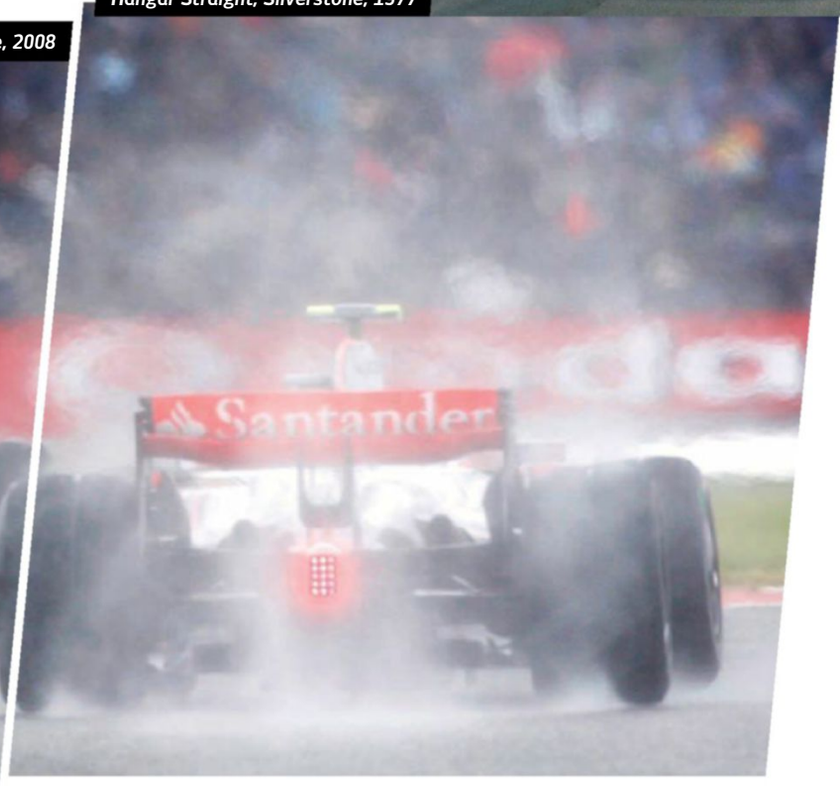
Until about 20 years ago, when circuit design started to become a precisely applied science, most of the world's best-loved tracks evolved organically, making use of whatever topographical features were offered by the local landscape. Silverstone memorably started life as a bomber base before post-war racers co-opted its redundant runways as a private racecourse; Aintree shares its grandstands with those of the more fabled horse-racing course; and Brands Hatch first found favour with dirt-track bike racers.



Hangar Straight, Silverstone, 1977



Stowe, Silverstone, 2008



But how differently might things be done with a blank sheet of paper, compliant neighbours and a healthy budget for landscaping? Could a 'best of the best' British Grand Prix circuit be created, using features drawn from Silverstone and the two other venues to have hosted the race? That's precisely what *F1 Racing* has done here, stitching together everything from Aintree's hairy Melling Crossing (where the track passed over the Grand National course) to Brands Hatch's Dingle Dell and Druids, with Silverstone's bang-up-to-date Arena section added for good measure.

The exercise led to two inevitable questions: what would it be like to race on and could it actually work? We enlisted the help of none other than 1995 British Grand Prix winner Johnny Herbert and F1 circuit architect *du jour*, Hermann Tilke, to provide the answers.



Johnny Herbert
1995 British Grand Prix winner

Copse is a great first corner to have on any circuit. Avoiding cars coming out of the pits there wouldn't be my problem – it's their problem!

I'm glad you haven't put a huge amount of asphalt run-off there. These are the best drivers in the world, with the best judgement, and a corner like this *should* be a challenge, and should involve punishment if they get it wrong. If you just have a bit of kerb and acres of asphalt, they can just come straight back on. 'Old' Copse was about the edge – how close you were willing to go, and whether you would push a bit more and maybe go over the edge.

So you have the possibility of being pretty fast out of Turn 1 and then straight into what's effectively a tighter version of Becketts and Maggotts. Again, it's asking you to be precise and pretty brave, carrying as much speed as possible into the entry – you're gritting your teeth and thinking: 'Do I feel lucky?'

Dingle Dell reminds me of my Formula Ford days. A classic corner. It was very hard to get right and you got great satisfaction when it went well. What makes it is the undulation: you can't see the exit when you commit to the corner.

The challenge of Stowe is that you have an open entry and then it tightens up, so it's hard to carry momentum. As you rotate the car, it develops understeer, so you need to find a balance to get to the exit kerb. You could get rid of that kerb, though – I don't want to be 'saved'...





Copse, Silverstone, 1987



Druids Bend, Brands Hatch, 1972

PHOTOS LAT ARCHIVE

You won't be able to follow another car around Stowe closely enough to overtake into the Arena section, I reckon, although there's always a chance of someone making a mistake there – if not at the entry then under acceleration out of it. The exit is quite long and you're leaning on the tyres a lot. The key thing is to not have too much run-off space, so if you get it wrong you have to back out of the throttle, which can create a passing opportunity.

Stirling's is a simple-looking 90° corner, but because of the camber and the dip it was a very satisfying corner to get right. The run from there to Clearways is a classic section, and then it drops down into the corner so there's always a chance that the back end of the car will start to squirm as you try to maximise your exit speed. If that happens it can slow you down and the driver behind can think about getting a run. It might be possible, but the next couple of corners are a bit tight – so it's an outside chance.

Maggotts and Becketts are among the highlights of Silverstone for a driver. They're really fast and flowing, but I'm not sure in this circuit if you're going to be entering them fast enough, or whether you would be able to stay close enough to the driver in front to think about having a go into Druids. If the track had a straighter run, then you could launch. And that's the great thing about Druids: someone will always have a go into there.

I preferred the earlier version of the run down through Graham Hill, where you could carry a lot of speed and it was quite tricky because there was only a kerb and then a bit of grass on the exit. That's why they changed it and made it tighter, of course. But originally it was more flowing, and you could carry momentum. Now, in its tighter form, it's not a place for overtaking.

Abbey is up next, but in this context I'd make it a bit more like Surtees on the Brands Hatch Indy layout – sharper, so you face the same problem you have at that last chicane in Canada where you need to take a lot of speed through, but if you get too greedy it costs you. I'd have it open at the entry and tightening on the exit.



Hermann Tilke
Circuit designer

Beginning with Copse is a very good idea, yes, because it works as a first corner for the race – with everyone accelerating into it from a standstill, on cold tyres – as well as being a challenge for every lap. I'm not sure it would be an overtaking point during the grand prix because you would be carrying a lot of speed through the corner before it onto the straight. But you would come at it with great speed, which is very good. →

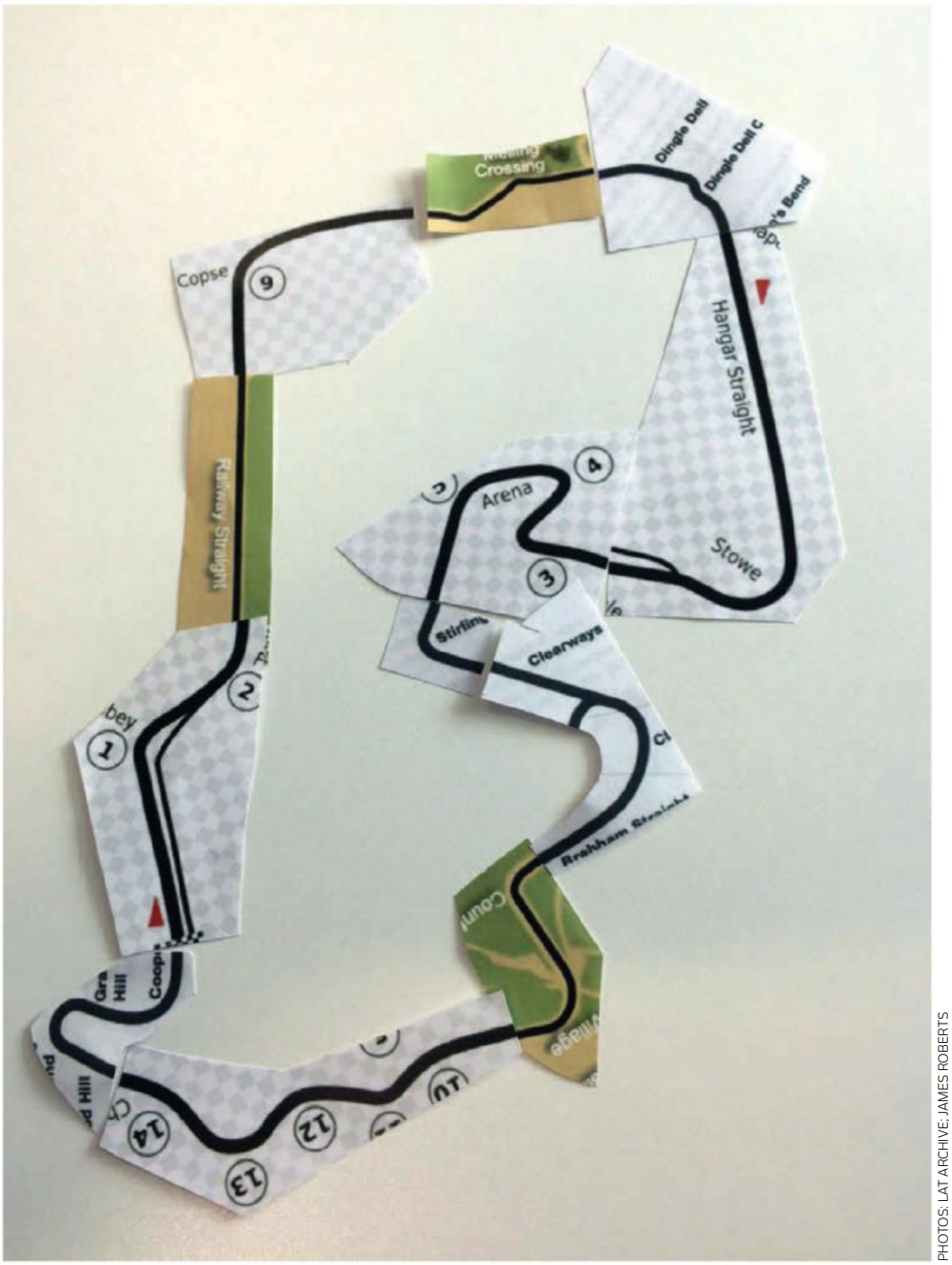
"I'm glad you haven't put a lot of run-off at Copse. These are the best drivers in the world, and a corner like this should be a challenge and should involve punishment if they get it wrong" **Johnny Herbert**







"Druids is typical of Brands Hatch. A very nice corner; a landmark in motor racing. The steep uphill and downhill is what makes it so appealing, then the turn – that's perfect" **Hermann Tilke**



PHOTOS: LAT ARCHIVE; JAMES ROBERTS

***F1 Racing* gets busy with the scissors to present this defiantly not-to-scale piece of graphic mayhem**

It's hard to guess corner speeds without an accurate scale, but this next section would work well at mid-to-high speed. The chicane that is also a corner, where you go up and down [Dingle Dell] – I like it a lot. We often try to design this kind of corner. You approach it looking up in the air and then fall down, but you must commit before you can see the apex or the exit.

The next straight looks a bit short. Stowe is a good corner but you need to gain more speed for it, because the braking is an important part of the challenge. Otherwise you are just lifting off.

I don't like the Arena section. It's not my favourite part of Silverstone. To make it more difficult, you could have a guardrail right by the track boundary on the outside instead of the current asphalt run-off. You'd have to judge the acceleration just right. Unfortunately you couldn't then race motorcycles here, so commercially you would be in trouble!

Stirlings is a good corner. It's 90°, so you would have to brake, but in the context of this layout it's not for overtaking. Actually I think this whole circuit will be very difficult for overtaking.

Clearways is a great corner because it's open, so you gain speed. Your two corners after Aintree look similar at first glance but one is more open than the other so you would be taking them at different speeds. Drivers like this sort of variety.

The Maggotts and Becketts section isn't working here. The challenge of this section comes from the speed, and it's a test of driver skill and mechanical setup. It's *almost* flat-out, depending on tyres and fuel. But here you come from a slower section – the corner before it is maybe 110mph – so you won't be fast enough into it. It'll be too easy to drive through, and you'll have a very short run in to your hairpin. The key thing about this section is that it's not easy to drive. What I would do is move it to earlier in the lap, maybe to after your version of the Hangar Straight.

Druids is typical of Brands Hatch. A very nice corner; a landmark in motor racing. The steep uphill and downhill is what makes it so appealing, then the turn – that's perfect. I like it. If I were to suggest a change here, it would be to make the section just before it *more* downhill, then make the run to the corner steeper, like at the real Brands. You get a lot of suspension compression and it's really demanding.

I would make Graham Hill a bit sharper than you have it here, because in a Formula 1 car you have so much downforce that a sudden change in direction adds some difficulty. You need to be able to feel the change of direction.

Your last two corners will be really high-speed and the drivers will love it, but you won't see any overtaking into Copse afterwards – the braking will be very soft. Still, with a few changes you can make opportunities elsewhere. This is a really good thing you've made – taking the best of three classic circuits. How could it be wrong?

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GO FIGURE

The stats behind the Silverstone circuit's staggering success

ONE HUNDRED AND FORTY THOUSAND

The number of fans who attended race day at the 2015 British GP: more than at any other circuit



The number of times the British GP at Silverstone has been won by a Brit

1950

50

2016

This year, Silverstone will host its 50th British GP

41 garages

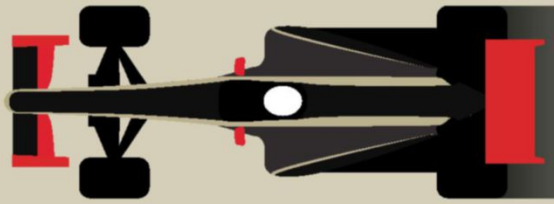
are included in the Silverstone Wing, which was opened in 2011

130+

The number of medical team members on standby on each day of the GP



The yearly amount generated for the local economy by the British GP



203.44 MPH

The highest speed attained through the qualifying speed trap in 2015, by Romain Grosjean's Lotus

52 miles of TV cabling are laid around Silverstone – that's the distance from Dover to Calais and back



The breakdown of right- and left-hand turns on the Silverstone circuit



The narrowest and widest parts of the circuit



THIRTEEN

The number of times Ferrari have won at Silverstone – more than any other team

3

Olympic-sized swimming pools could be filled by the amount of soft drinks sold (2,500,000 litres) during the British GP weekend

1.08



miles of sausages are eaten during the race weekend at Silverstone

TWENTY SEVEN GIANT SCREENS

at Silverstone help fans keep up with the action



THE HISTORY OF F1 PART 7

UNCIVIL WAR

Over a few fraught months at the dawn of the 1980s, the sport and its entrants came close to mutual annihilation as they waged a brutal battle over money and power

WORDS STUART CODLING **PICTURES** LAT ARCHIVE, SUTTON IMAGES





Max Mosley, pictured with Bernie Ecclestone in July 1977 just before he left March to become FOCA's full-time legal advisor and Ecclestone's right-hand man

"Some while ago I was talking to Max Mosley, the 'legal brain' behind Bernie Ecclestone and FOCA, and he said he was not interested in spectators. We were at a Formula 1 race and I said I thought they were very important because it was their money that was paying for the race. Mosley explained that I had got it all wrong and was living in the past. It was television viewers who were important, opined Mosley, spectators could only be counted in thousands. Television viewers could be counted in millions, and it was their money he was interested in... As I walked away deep in thought I heard Jean-Marie Balestre saying that FOCA were getting too powerful and undermining the sporting code of motor racing. I understood what he meant."

Thus wrote venerable racing correspondent Denis Jenkinson in the January 1981 edition of *F1 Racing's* former sister title, *Motor Sport*. You can feel his palpable disquiet as he – a former sidecar racer, co-driver to Stirling Moss in the Mille Miglia, and a racing purist to the core – contemplated the shifting sands beneath his feet. Was F1 a sport, or a popular entertainment?

For several years the on-track battles had run in parallel with war for control of the sport itself. In one corner, Bernie Ecclestone, who had marshalled fellow team owners into an effective fighting force called FOCA (the Formula One Constructors Association, originally referred to as F1CA but re-acronymed in 1977). In the other, establishment entities such as WCR (World Championship Racing, an understandably self-interested alliance of race promoters), presided over by the sporting arm of the FIA, FISA.

FOCA had wrestled with the likes of WCR over money throughout the 1970s. As the 1980s dawned, the prospect of lucrative TV-rights revenues, along with the ascendancy of the autocratic Jean-Marie Balestre within the FIA had brought on outright war. F1 is still burdened by the legacy of this vicious territorial spat today.



"Enzo Ferrari's advice to FOCA was to focus their pitch on the sport rather than money: "You should never let people know you're running a brothel," he told them. "You have to pretend it's a hotel and keep the brothel in the basement"

Ostensibly, the FISA-FOCA war of 1981 was about governance. Many teams felt that they had little say in the formulation of technical rules, and that Ferrari enjoyed preferential treatment. If this sounds familiar, it is because whatever else the FISA-FOCA war achieved, rather than building long-term unity among the stakeholders it simply took out a leasehold on it – paid for with a share of the TV revenues that were the primary motivation for taking up arms.

Max Mosley combined an astute legal brain with the burning ambition to slip the historic shackles of his surname. He and Ecclestone had first met in the late 1960s, when Mosley and his partners were establishing March Engineering and Ecclestone was on the cusp of founding a racing team with Jochen Rindt. At that point the recently formed FOCA was a toothless organisation, comprising gentlemen team owners who were racers first and businessmen second. The arrival of Ecclestone, following his purchase of Brabham, changed all that.

"Back then I was a very straightforward barrister while Bernie was renowned as the country's top used car dealer," wrote Mosley in his autobiography, *Formula One and Beyond*. "Because of his reputation, other dealers would come from all over the UK to try to get the better of him. It was said that he could value an entire showroom of cars at a glance.

"I really liked the idea of working with someone whose brain was that fast... in the early days, one of Bernie's sayings was that the only place he wanted respect was in his bank manager's office. I found this attitude very appealing, contrasting markedly with the vanity and needless self-promotion of many in Formula 1."

And so the 'Max and Bernie Show' was born, a most effective alliance of Ecclestone's consummate wonga-wangling skills and Mosley's deft political and strategic touch. Together they began to lead the fight for a more equitable share of the sporting purse, then determined by a fragmented system of individual negotiations with race promoters, who naturally held the upper hand if there was no collective bargaining. But as the decade wore on, FOCA began to push for more control in operational matters, such as the issuing of pit and paddock passes and the timing of track sessions.

In his autobiography, Mosley explains this 'mission creep' thus: "He [Bernie] wanted to make the teams, but above all himself, prosperous while my goal was to stop what I saw as elderly and incompetent people interfering in 'our' sport."

FOCA's view was that the FIA's sporting committee was not only populated by aristocrats and former gentlemen racers with little feel for the realities of motor racing; on the commercial front it was in bed with the WCR, a cartel of race promoters. The alliance dictated both rules and revenues and wasn't averse to pulling the proverbial rug. It had all the power *and* the money. Throughout the late 1970s, Ecclestone and Mosley criss-crossed Europe between races, chipping away at the WCR's power base by signing promoters up to new contracts agreeing to share profits with FOCA. Since a number of WCR members also sat on the FIA's sporting commission, this brought them into conflict with the governing body itself, which they sought to tackle by winning over senior figures within FIA member clubs to their way of thinking.

In these negotiations, they bore in mind Enzo Ferrari's advice to focus their pitch on the sport rather than money: "You should never let people know you're running a brothel," he told them. "You have to pretend it's a hotel and keep the brothel in the basement."

The perception that Ecclestone and Mosley were beginning to bend the top tier of motorsport to their will did not sit well with everyone, including sometime ally Ferrari. Pushback came in the form of the indomitable Jean-Marie Balestre, president of France's national motorsport body, who was elected head of the →



FISA president Jean-Marie Balestre waged war on Ecclestone's FOCA, targeting FOCA-aligned teams, such as McLaren, and personally intervening to levy a $3,000 ban on John Watson at the 1979 Argentine GP (right) following Watson's collision with Ferrari's Jody Scheckter



When the Renault RS10 became the first turbo car to win a grand prix, in 1979 at Dijon. Mosley and Ecclestone were concerned by the cost implications of turbo development. Balestre immediately saw a way to create and magnify divisions within FOCA

FIA's sporting committee in 1978. He set about making his presence felt, reforming what had been known as the CSI into FISA (the Fédération Internationale du Sport Automobile) and making it an autonomous body within the FIA.

Balestre had made his fortune in publishing and like most self-made men he was a strong character. When pictures of him dressed in German military garb during World War II began to circulate in the 1970s, he first tried to take out injunctions preventing their publication then simply brazened it out, claiming to have been acting as a double agent. Where the CSI in its final days had in effect rolled over, FISA, under Balestre, stood firm and fought back.

Balestre saw his mandate in twin missions: to restore the governing body's authority and to cut off Ecclestone's growing influence in commercial matters. He fired the first shots right at the start of 1979, when John Watson (in a FOCA-aligned McLaren) collided with Jody Scheckter (driving for Ferrari, FOCA-allied but not averse to playing the field) on the first lap of the Argentine GP, which was duly red-flagged. Watson took the restart and finished third, only for Balestre to intervene personally to call a stewards' inquiry that found Watson at fault for the incident and fined him $3,000. Watson was not even invited to his own hearing. Balestre then briefed journalists that he had wanted to disqualify Watson and suspend him from subsequent races.

McLaren refused to pay the fine, and, at the Brazilian Grand Prix two weeks later, Balestre announced that Watson would be barred from competing unless they did. He also alleged that Ecclestone had barred other drivers from co-operating with the Argentine stewards, and that he was engaged in selling pit passes to third parties while trying to charge media organisations for access. Balestre had no evidence to back this up, but his meaning was clear: he would impose his will on the sport and the fight would be as dirty as it had to be.

In this, Balestre had underestimated his opponents. Brazil was one of the grands prix for which Ecclestone had secured a stake in the promotion, and the organisers duly supported his stance that there would be no race unless Watson was allowed to compete. Balestre had to back down, and Ecclestone and Mosley squeezed out of him a concession that future decisions would be made by the F1 Working Group, on which the FOCA teams were represented. McLaren's sponsors, Marlboro, paid the fine.

Ecclestone and Mosley had won this round but Balestre was not cowed. At a FOCA meeting in Maranello, with Enzo Ferrari's support, Ecclestone delivered an ultimatum to FISA: respect the sporting code or FOCA will appoint its own body to run F1. Balestre fired back that FISA had been compelled to get involved in commercial matters because Ecclestone hadn't honoured his own contracts and was demanding yet more money from race organisers.

Again, Balestre was light on detail and sailing close to the legal wind, but he was developing another agenda: the FIA earned money from F1 chiefly from fees and saw none of the increasingly substantial television revenues. The TV rights to the races went to FOCA as part of the contract, cutting the FIA out entirely.

Balestre hit Ecclestone whenever he could. When the Swedish GP organisers lost a key sponsor and had to cancel the event, it remained cancelled even after a new sponsor offered to step in. Ecclestone declared the race back on but Balestre ensured it didn't happen. There has never been another Swedish GP. Other key Ecclestone-allied race promoters also found themselves on the receiving end of mischief: FISA inspectors declared the Long Beach and Watkins Glen circuits unfit to host races.

Ecclestone's other problem was maintaining the unity of FOCA, since it was by nature a network of self-interested parties. Where interests diverged, support wavered. The fault line lay between the independent teams – mostly British and using Cosworth power – and manufacturer teams, who had their own bespoke engines. Alfa Romeo were bit-part players but Renault were competitive and Ferrari had considerable heft even when off the pace.

Cosworth's DFV engine democratised power but led to an aerodynamic arms race. Manufacturer teams hit back by trying to find more power. A turning point came in July 1979 when a turbo-powered car won a race for the first time. Ecclestone and Mosley knew it would be hugely expensive if everyone had to develop turbo engines to stay competitive, and Balestre saw and exploited a means of driving a wedge between them and their allies. He began to fast-track arbitrary rule changes on the pretext of safety, and early in 1980 announced a ban on the sliding skirts that were a key enabler of ground effect, to come in to effect in January 1981. →

"When the Swedish GP organisers lost a key sponsor and had to cancel the event, it remained cancelled even after a new sponsor offered to step in. Ecclestone declared the race back on but Balestre ensured it didn't happen."

HISTORY TIMELINE

1964

The Formula 1 Constructors' Association (F1CA) is formed by Lotus, BRM, Brabham and Cooper to represent constructors' interests in the sport.

1972

Brabham owner Bernie Ecclestone becomes involved in F1CA. He and March co-founder Max Mosley push for a greater share of prize and starting money from race promoters.

1974

F1CA issues its own pit passes to team staff.

1975

Ecclestone and Mosley play hardball over prize funds in European GPs at a meeting with the FIA.

1976

World Championship Racing, a race-promotion company is formed to counter Ecclestone's growing power. WCR and FOCA fight to secure three-year GP contracts with race organisers.

1977

Ecclestone secures the backing of Enzo Ferrari for F1CA's cause and wins the battle with WCR. Ferrari suggests renaming F1CA as FOCA, 'fica' being an Italian slang term for female genitalia.

1978

Ecclestone withdraws his Brabham BT45B 'fan car' to preserve unity with fellow team owners, and becomes chief exec of FOCA. Balestre is elected head of the CSI, the FIA's sporting commission, which he renames FISA.

1979

FISA bans teams from using sponsors' names in press releases

1980

The Spanish GP is declared a 'pirate race' and the results struck out after FOCA's threatened boycott prompts organisers to swap sides in a licensing dispute. Goodyear withdraw from F1 as a breakaway series is threatened.

1981

Days after FISA and FOCA sign the Concorde Agreement, FOCA's unity is threatened when the Lotus 88 is declared illegal after protests by other teams.





FOCA threatened to form their own breakaway series, putting on a Formula Libre event in South Africa in 1981 (right); and when Renault and Ferrari agreed to take part in the next FOCA event at Long Beach (below), Balestre had to back down



"Both sides came to the table once more and in March 1981 signed the Concorde Agreement. FISA got to control the sport... FOCA walked away with the rights to negotiate commercial deals with promoters, and to market the broadcasting rights"

This delighted Enzo Ferrari, whose team had never got to grips with the technology. They had won the 1979 title with Jody Scheckter, but the 1980 car was a dog. Ecclestone was furious – FISA was legally obliged to give two years' notice of such changes – and the tit-for-tat between him and Balestre continued to escalate. FOCA teams began a campaign of disobedience at the 1980 Belgian GP in May, and as a consequence several drivers had their licences revoked on account of boycotting the compulsory drivers' briefing and not paying the fine of $2,000 each for doing so.

That meant the very real prospect of the next race, the Spanish GP, having only three teams on the grid – as manufacturer entities, Ferrari, Renault and Alfa had to play by the book, and their drivers hadn't joined the boycott. Instead, the race went ahead *without* them, after the Spanish national motoring club sided with FOCA, took over responsibility for sanctioning the event from the FISA-aligned national motorsport body, and had the *Guardia Civil* escort FISA representatives from the premises. Balestre subsequently announced that the result would not count towards the championship.

"The constructors are the ones, in my opinion, who brought the whole thing to a head," Scheckter told *Autosport*. "They agreed to the idea of having pre-race briefings and to having a fine for drivers who didn't turn up – and I know they agreed to that because I was present at the meeting where those things were discussed. Then they turned round to their drivers and said, 'You mustn't go.' They obviously wanted an out-and-out fight, and I think it came maybe a little quicker than they thought it would..."

An attempt by major sponsors Goodyear and Marlboro to foster a rapprochement between FISA and FOCA came to naught when the results of peace talks in Lausanne were leaked to the press. Balestre blamed Mosley for the leak and tore up the agreements. By the autumn of 1980, with litigation against the skirts ban going nowhere, the FOCA stakeholders decided that their best bargaining tactic was to threaten to create a breakaway series.

Balestre called their bluff, and in doing so laid the foundations for the FIA Formula 1 World Championship as we presently know it. He announced a new order for 1981 under which third cars could not score points, drivers would have to qualify for a new 'superlicence', incoming teams would have to lodge a $30,000 bond before being granted an entry, teams would be fined for not participating in events, and every grand prix in the 14-race calendar would be run by FISA to a standardised set of regulations.

FOCA hit back by unveiling a 15-race calendar of its own – including a handful of clashes with FISA F1 events – and a rules package that amounted to a mildly tweaked version of the extant one, including skirts, all to be run by a new sanctioning body of FOCA's own creation. It amounted to a declaration of war.

The conflict nearly destroyed F1. Goodyear withdrew and other sponsors wavered. Marlboro had a foot in both camps since they backed McLaren and Alfa Romeo. National motorsport organisations reacted with horror to the sight of their races appearing on the breakaway calendar. Balestre threatened to revoke the licence of any circuit hosting a FOCA grand prix. Ecclestone and Mosley believed their existing race contracts to be robust, but soon found their promoter allies lacked stomach for the fight.

Thankfully both sides drew back from the brink. FISA had to postpone the first race of the 1981 season, scheduled for Argentina, on account of a lack of entries. FOCA pressed ahead with their own race in South Africa, slated for February, even though most of their members could barely afford to continue racing because their cashflow was imperilled. It was Ecclestone and Mosley's last roll of the dice, but fortunately Balestre did not know this. In the weeks before a farcical Formula Libre event at Kyalami – complete with cars wearing the skirts now banned in F1 – FOCA and FISA representatives met in Modena and outlined a settlement.

Balestre turned down the settlement, but the South African event demonstrated that FOCA could put on a race. FISA had yet to manage it. And when both Renault and Ferrari announced they would run at the next scheduled event, at Long Beach, Balestre had to back down. Importantly for Ecclestone and Mosley, he was still unaware that FOCA could not afford to run the event at Long Beach.

Both sides came to the table once more and in March signed the Concorde Agreement, negotiated chiefly by Mosley and Ferrari's Marco Piccinini, in which both sides conceded ground to mutual advantage. FISA got to control the sport, subject to the rules being set out by an F1 Commission on which other stakeholders were represented. FOCA walked away with the rights to negotiate commercial deals with promoters, and to market the broadcasting rights.

It was peace – of sorts. With the war over, the FOCA teams almost immediately fell to infighting over on-track matters. Over the following three decades only their dependence on the income streams now being generated by Ecclestone would keep them in line, and then – more often than not – only grudgingly.



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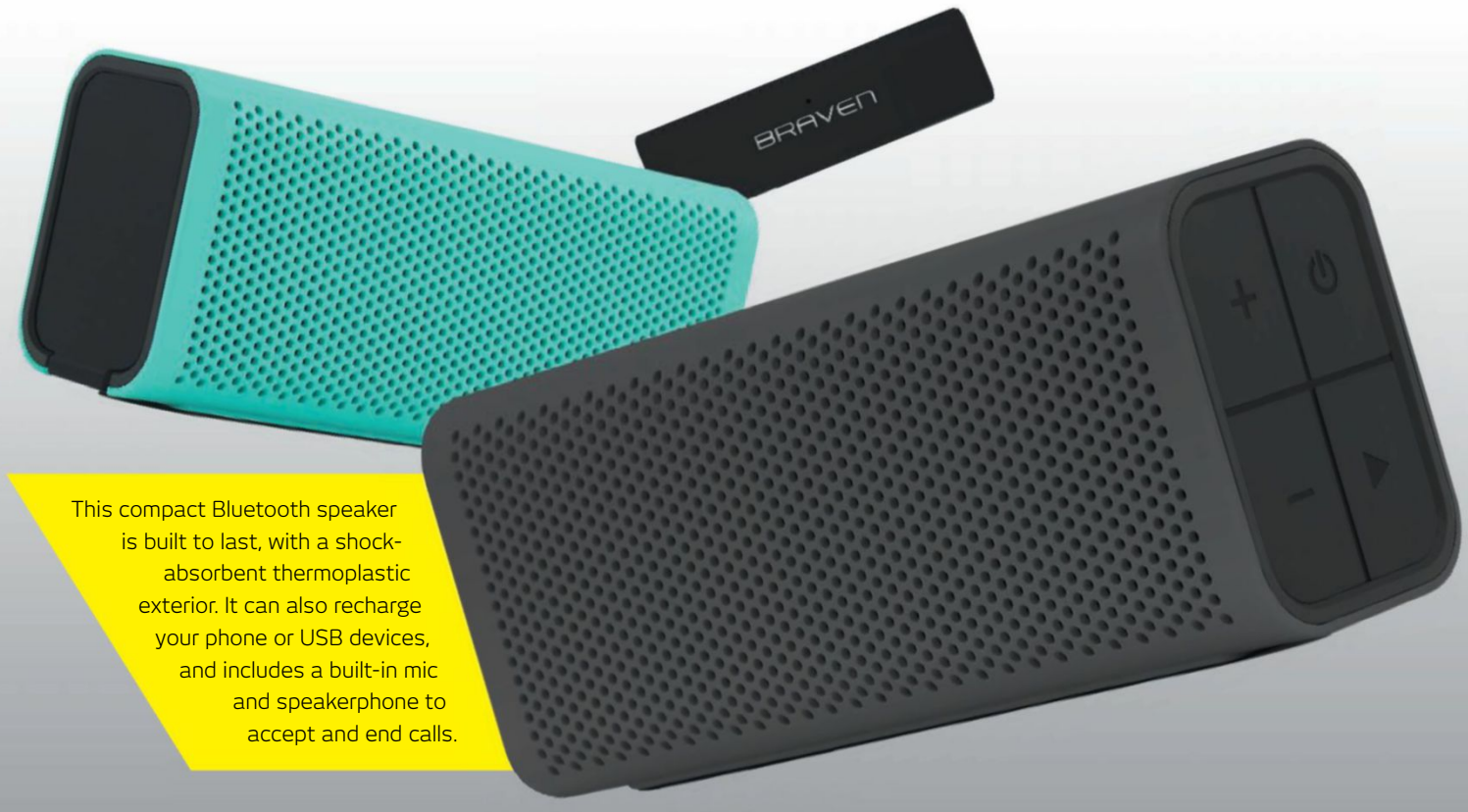
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Nico bites back in Baku

After his consecutive lead-diminishing failures in Monaco and Canada, Rosberg takes the fight back to his team-mate, with victory at Azerbaijan's inaugural GP

DEBRIEFS



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Lewis's luck could be changing as he snatches the win from Rosberg



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Another victory for Hamilton, closing the gap to Nico to just nine points



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More overtaking doesn't necessarily mean better racing

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RACE DEBRIEF by Stuart Codling

Monaco Grand Prix

29.05.2016 / Circuit de Monaco



Keystone Cops and robbers

Hamilton stole the win after a shambolic pitstop wrecked the hopes of the show's star: Dan Ricciardo

Track position is everything in Monaco. Lewis Hamilton learned that the hard way in 2015 when his Mercedes team blundered, and this year Daniel Ricciardo similarly witnessed the rewards for an excellent performance evaporate before his very eyes.

Lewis understood the pain. After celebrating his first win of the season in parc fermé with the inexplicably attendant Justin Bieber, he dialled the joy down a notch as he contemplated the crushed man on the podium beside him and found the scene unnervingly familiar.

"It's never great to start on pole and finish second," he said, "but he should feel proud of the way he drove."

Ricciardo had been quick all weekend and was utterly dominant when it counted in the final phase of qualifying. Monaco's layout played to the inherent strengths of the Red Bull chassis, particularly its superior traction. Pirelli's new ultrasoft compound, used here for the first time in anger after a brief appearance in pre-season testing, proved to be not that much more grippy than the supersoft – on which Ricciardo cannily set his fastest time in Q2, thus ensuring he would start the race on that set... theoretically.

In Q3 Ricciardo's first hot lap proved unbeatable as both Mercedes were briefly hobbled by fuel-pressure instability caused by the fuel evaporating in the heat, which did not manifest itself until Hamilton was nearly out of the pitlane. Nico Rosberg lined up second and Hamilton was third, unable to conceal his glumness in a peculiar post-session team press conference during which he poked moodily at a bowl of fruit while answering questions in monosyllables. Underlining that this would be a race between Red Bull and Mercedes, Sebastian Vettel was a second off the pole time in his Ferrari, while a grid penalty consigned Kimi Räikkönen to an 11th-place start.

Starting on pole on a set of notionally longer-lasting supersofts 'earned' through qualifying dominance, should not only have let Ricciardo exploit his own strategic advantage, but also to dictate the strategies of all who followed.

Sunday's weather, however, rendered such considerations moot. Early drizzle gave way to heavier rain and both support races were red-flagged owing to multi-car shunts. FIA race director Charlie Whiting prudently dictated that not only would the grand prix be ruled a wet race, but it would also start behind the Safety Car.

Thus everyone started on full wet tyres and when the Safety Car peeled in after seven laps, Ricciardo accelerated away. As Hamilton jabbed and chivvied behind the rear wing of the struggling Rosberg, it appeared that Bernd Mayländer would be the only Mercedes driver to lead this grand prix.

As the rain abated and the spray diminished, some midfielders and tail-enders began to throw the dice and pit for intermediate tyres. Among them was Jenson Button, and those with a keen eye on how a more adventurous tyre choice might work in the hands of a wet-weather master

turned their attention to his lap times. The news was not good: he became bottled up behind the uncooperative Pascal Wehrlein and made little progress until those ahead began to pit.

Rosberg let Hamilton through on the 15th lap and the world champion pushed on, though Ricciardo was still in control. Red Bull pitted Ricciardo for intermediates on lap 22, when a dry line was already starting to form, but Hamilton stayed on his wets, pushing them to the limits of their life in the hope that he could make a sole, stop for slicks. That point came on lap 31 when, with Ricciardo harrying his rear wing, he dived in for a set of the purple-banded ultrasofts.

A lap later Red Bull called Ricciardo in, changing their plan at the last minute from softs to supersofts, but this injunction had not reached the garage. Ricciardo arrived after a stunning in-lap to find no tyres at all, and when he finally got under way Hamilton swept by as he exited the pits. And that, barring some ducking and diving and fist shaking, was that. Over the following 46 laps the duo recreated the epic duel between Nigel Mansell and Ayrton Senna in the 1992 Monaco Grand Prix, with a similarly frustrating outcome for the man in second place.

"We put ourselves in a race we didn't need to be in," said Ricciardo. "Then I got called into the pits and the tyres weren't ready. Everybody was running around like headless chooks..."

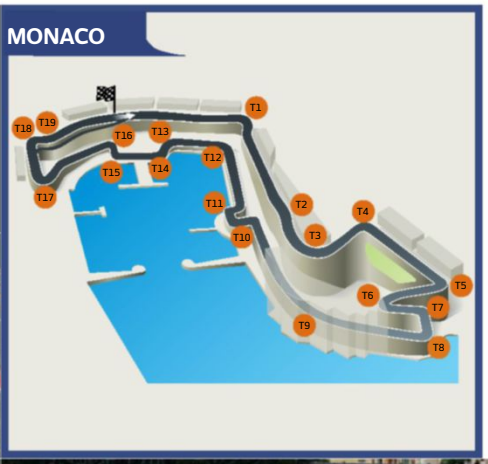
Hamilton took the credit for the decision for him to stay out on the wet tyres, saying, "My tyres weren't really degrading, so I was saying: 'I gotta stay out.' The team were saying we should move, but I knew I would drop behind Daniel, so I eked it out and then we were lucky."

Neither of their team-mates were a factor in the race: Rosberg went backwards, unable to get heat into his tyres and brakes after the Safety Car, and then lost track position with a slow second stop to be demoted to seventh by Force India's Nico Hülkenberg on the last lap. Max Verstappen crashed at Massenet in FP3, broke his suspension and the car's tub in Q1, then went off again at Massenet in the race, having started from the pitlane and sliced through to ninth.

Ferrari were conspicuous absentees from the podium. Räikkönen crashed out in the opening minutes, while Vettel was among the early visitors for intermediates and then got held up behind the Williams of Felipe Massa, who stopped late. Hülkenberg and Carlos Sainz were in the hunt, but the Hulk was brought in for intermediates too early, emerging into traffic, and Sainz had a sticking wheel nut at his first stop. Force India made a better pit call with Sergio Pérez, taking advantage of Vettel's Massa-related predicament to get their man out ahead of the Ferrari, where he remained until the chequered flag.

The story of the race

v Wet conditions prompt the FIA to declare a Safety Car start



v Nico Rosberg struggles to get heat into his cold brakes and tyres





> Daniel Ricciardo extends his lead as Lewis Hamilton is held up behind Rosberg



> Rosberg lets team-mate Hamilton past on lap 15



v Ricciardo pits for intermediates on lap 22, but Hamilton stays out on wets

v A sticking wheelnut on Carlos Sainz's stop costs him a possible podium position

v Hamilton keeps his wets alive until the track is ready for slicks, pitting on lap 31







> Red Bull dither over what compound to give Ricciardo, resulting in a slow stop





< Ricciardo pushes Hamilton hard, but can't find a way past



< Sebastian Vettel's speculative early stop for intermediates hands his position to Sergio Pérez

> A slow stop leaves Rosberg bottled up behind Fernando Alonso's McLaren



> Ricciardo is visibly upset to finish second, as Hamilton takes the chequered flag first



MAIN PHOTO: STEVEN TEE/LAT; ILLUSTRATION: ALAN ELDRIDGE. INSETS: ANDY HONE/LAT; SAM BLOXHAM/LAT; GLENN DUNBAR/LAT; STEVEN TEE/LAT; ANDREW FERRARO/LAT; ZAK MAUGER/LAT; STEVEN TEE/LAT; PAUL KHOO/SUTTON IMAGES

Monaco Grand Prix stats

The lowdown on everything you need to know from the weekend at Monte Carlo...

THE GRID

1. RICCIARDO
RED BULL
1min 13.622secs Q3



3. HAMILTON
MERCEDES
1min 13.942secs Q3



5. HÜLKENBERG
FORCE INDIA
1min 14.726secs Q3



7. PÉREZ
FORCE INDIA
1min 14.902secs Q3



9. ALONSO
McLAREN
1min 15.363secs Q3



11. RÄIKKÖNEN*
FERRARI
1min 14.732secs Q3



13. BUTTON
McLAREN
1min 15.352secs Q2



15. GROSJEAN
HAAS
1min 15.571secs Q2



17. ERICSSON
SAUBER
1min 16.299secs Q1



19. HARYANTO
MANOR
1min 17.295secs Q1



21. VERSTAPPEN**
RED BULL
1min 22.467secs Q1



2. ROSBERG
MERCEDES
1min 13.791secs Q3



4. VETTEL
FERRARI
1min 14.552secs Q3



6. SAINZ
TORO ROSSO
1min 14.749secs Q3



8. KVYAT
TORO ROSSO
1min 15.273secs Q3



10. BOTTAS
WILLIAMS
1min 15.273secs Q2



12. GUTIÉRREZ
HAAS
1min 15.293secs Q2



14. MASSA
WILLIAMS
1min 15.385secs Q2



16. MAGNUSSEN
RENAULT
1min 16.058secs Q2



18. PALMER
RENAULT
1min 16.586secs Q1



20. WEHRLEIN
MANOR
1min 17.452secs Q1



22. NASR***
SAUBER
NO TIME IN Q1

*Five-place grid penalty for replacement gearbox **Required to start from pitlane – change of survival cell ***Required to start from pitlane – car modified in parc fermé

THE RACE



THE RESULTS (78 LAPS)

1st	**Lewis Hamilton** Mercedes	1h 59m 29.133s
2nd	**Daniel Ricciardo** Red Bull	+7.252s
3rd	**Sergio Pérez** Force India	+13.825s
4th	**Sebastian Vettel** Ferrari	+15.846s
5th	**Fernando Alonso** McLaren	+85.076s
6th	**Nico Hülkenberg** Force India	+92.999s
7th	**Nico Rosberg** Mercedes	+93.290s
8th	**Carlos Sainz** Toro Rosso	+1 lap
9th	**Jenson Button** McLaren	+1 lap
10th	**Felipe Massa** Williams	+1 lap
11th	**Esteban Gutiérrez** Haas	+1 lap
12th	**Valtteri Bottas** Williams	+1 lap*
13th	**Romain Grosjean** Haas	+2 laps
14th	**Pascal Wehrlein** Manor	+2 laps**
15th	**Rio Haryanto** Manor	+4 laps

*Includes a ten-second penalty for causing a collision **Includes a ten-second penalty for not staying above the minimum time under VSC and a ten-second penalty for ignoring blue flags

Retirements

Marcus Ericsson Sauber	51 laps – accident
Felipe Nasr Sauber	48 laps – accident
Max Verstappen Red Bull	34 laps – accident
Kevin Magnussen Renault	32 laps – accident
Daniil Kvyat Toro Rosso	18 laps – accident
Kimi Räikkönen Ferrari	10 laps – accident damage
Jolyon Palmer Renault	7 laps – accident

THROUGH SPEED TRAP (QUALIFYING)



Fastest: Pascal Wehrlein, 185.11mph



Slowest: Felipe Nasr, 133.41mph

TYRE COMPOUNDS USED



Ultrasoft | Supersoft | Soft | Inter | Wet

CLIMATE

Wet/ overcast 19°C

TRACK TEMP

25°C



FASTEST LAP

Lewis Hamilton, lap 71, 1min 17.939s



FASTEST PITSTOP

Valtteri Bottas, 24.673s (entry to exit)

DRIVERS' STANDINGS

1st	**Nico Rosberg** Mercedes	106pts
2nd	**Lewis Hamilton** Mercedes	82pts
3rd	**Daniel Ricciardo** Red Bull	66pts
4th	**Kimi Räikkönen** Ferrari	61pts
5th	**Sebastian Vettel** Ferrari	60pts
6th	**Max Verstappen** Toro Rosso/Red Bull	38pts
7th	**Felipe Massa** Williams	37pts
8th	**Valtteri Bottas** Williams	29pts
9th	**Sergio Pérez** Force India	23pts
10th	**Daniil Kvyat** Red Bull/Toro Rosso	22pts
11th	**Romain Grosjean** Haas	22pts
12th	**Fernando Alonso** McLaren	18pts
13th	**Carlos Sainz** Toro Rosso	16pts
14th	**Nico Hülkenberg** Force India	14pts
15th	**Kevin Magnussen** Renault	6pts
16th	**Jenson Button** McLaren	5pts
17th	**Stoffel Vandoorne** McLaren	1pt
18th	**Esteban Gutiérrez** Haas	0pts
19th	**Jolyon Palmer** Renault	0pts
20th	**Marcus Ericsson** Sauber	0pts
21st	**Pascal Wehrlein** Manor	0pts
22nd	**Felipe Nasr** Sauber	0pts
23rd	**Rio Haryanto** Manor	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	188pts	9th	Renault	6pts
2nd	Ferrari	121pts	10th	Sauber	0pts
3rd	Red Bull	112pts	11th	Manor	0pts
4th	Williams	66pts			
5th	Force India	37pts			
6th	Toro Rosso	30pts			
7th	McLaren	24pts			
8th	Haas	22pts			

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RACE DEBRIEF by James Roberts

Canadian Grand Prix

12.06.2016 / Circuit Gilles Villeneuve, Montréal



Lewis keeps on closing in

Rosberg is angered by first-corner contact with Hamilton, and a late-race spin, as his lead is eroded

Lewis Hamilton punched a hole in Nico Rosberg's championship lead with a comfortable victory at the Canadian Grand Prix. Just two races ago the gap to his Mercedes team-mate was 43 points, but as the pair prepared to jet across the Atlantic to continue their duel in the uncharted territory of Azerbaijan, the difference between them was a mere nine points. Following his brilliant win in Monaco at the end of May, Hamilton's second victory this year had closed the gap to Rosberg, primarily because his team-mate could manage only fifth at an unusually cold and subdued Circuit Gilles Villeneuve. It was a sucker punch of which Hamilton's hero, Muhammad Ali, would have been proud.

The skies were gloomy on Sunday. Yet despite the odd spot of drizzle, the rains never came. If they had, we might have experienced a more chaotic race than the one that panned out.

As had been proved in qualifying, the Ferrari of Sebastian Vettel was the greatest threat to the Mercedes this weekend and what Vettel needed was a good start. That's exactly what he got, easily passing a slow-off-the-line Lewis well ahead of the braking zone for Turn 1. Rosberg also capitalised, but found himself on the outside of the corner as he ran wheel-to-wheel with his team-mate. The slightest kiss of front wheels, with Nico on the outside, was enough for the number six Mercedes to turn away from the corner and veer into the Tarmac run-off, before cutting across the grass and pulling back onto the track at the exit of Turn 2.

The contact left Rosberg fuming and he fell to tenth place at the end of the first lap. From there on, it was damage limitation.

"Sebastian had a great start and I had a decent one, and Lewis had a really bad one and my position was on the outside," said Rosberg. "In Barcelona, I gave it a go around the outside of Lewis and it worked out really well. I went for the same today and he did a really hard racing manoeuvre and we touched and I was off. I was very pissed off in that moment, but that's racing and it's my job to make sure I'm in front after a battle like that next time."

Hamilton blamed a lack of front-end grip in the left-hander for the incident. "I got to Turn 1 and had understeer. It was very close with me and Nico but it was not intentional," he said.

As Rosberg gathered himself back onto the track, he held up Ricciardo's Red Bull and that allowed Verstappen to pass his team-mate. After such a promising run in the last two races, it was the start of what turned out to be a disappointing afternoon for Ricciardo. The outcome of the race was determined by which cars were able to preserve their Pirellis the best and unfortunately for Ricciardo, the Red Bulls were prone to degradation. To compound the problem, he badly locked up and flat-spotted a set of his tyres that forced an unnecessary stop and he fell down the order, ultimately finishing seventh at the flag.

Up front, Vettel sprinted into an early lead – despite a couple of significant moments where he locked up his fronts, too. At the end of the

first lap, he braked late and cut across the final chicane. And a few laps later locked up again at Turn 1, he saw two seagulls on the Tarmac.

"I got a bit caught out by the wind to be honest, it was very gusty," said Seb. "Then I think there were a couple of gulls that wanted to commit suicide. They were at the apex at Turn 1 and Lewis obviously didn't care as he made up a bit of time – about half a second. I brake for animals but Lewis doesn't... then the Virtual Safety Car came out."

The VSC had been initiated after Jenson Button came out of the hairpin on lap 11 and radioed to his team that he was down on power. Before he had time to finish his message, flames emerged from the back of his McLaren-Honda and his race was over due to a broken gearbox

With Ferrari on a two-stop strategy, the arrival of the VSC led to the team making the first stop for race leader Vettel. He peeled in on lap 11 and switched from his ultrasoft to the supersoft. Lewis stayed out and switched to 'plan B'. He made his only stop on lap 24, for the soft tyre. Once Vettel had made his second stop, he had a six-second deficit to make up to Hamilton in 33 laps, using soft tyres that were 13 laps younger than those on the Mercedes. But it was to no avail. The Mercedes was kind to its rubber, and Vettel couldn't get close enough.

Eight laps from the end Hamilton nailed a 1m 16.145s lap to underline his superiority and Vettel once again made a hash of the final chicane – for the second time in five laps. But despite finishing second to Lewis, Vettel's cheery demeanour after the race was reflective of the gains Ferrari has made to close the gap to the Mercedes.

Behind the top two, Bottas took Williams' first podium of the season using a similar strategy to Hamilton, while the remainder of the top ten stopped twice. Verstappen was fourth in his Red Bull, impressively repelling a late charge from Rosberg who had made his last stop on lap 51 due to a slow puncture. On the penultimate lap it looked as if Rosberg had made it past the Red Bull on the run down to the final chicane until he locked up and spun. Thankfully he kept the engine running and came home a dispirited fifth, a fraction ahead of the Kimi Räikkönen's Ferrari.

Behind Ricciardo, Hülkenberg was eighth and, most impressively, Carlos Sainz finished ninth after starting 20th on the grid. Pérez ensured it was a double points finish for Force India.

When Hamilton stepped out of his Mercedes in parc fermé, he boxed his fists towards the cameraman and dedicated his victory to the great Muhammad Ali whose funeral was on Friday. You can be sure of one thing this season. Lewis looked down and out after the early rounds of this year's title battle – but he's back on his feet now, and he's unlikely to stop fighting.

The story of the race

MONTRÉAL



v Vettel powers past both Mercedes cars away from the startline



> The Mercedes duo touch at Turn 1 and Rosberg slips down the field to tenth



< Renault's Kevin Magnussen taps Felipe Nasr's Sauber into a spin at Turn 3 on the opening lap





< McLaren-Honda's Jenson Button retires with a gearbox failure on lap 11

> Vettel pits from the lead during the VSC and falls to fourth



v By lap 18 Vettel has overtaken the Red Bulls and is 9.7s behind Lewis

> Renault's Jolyon Palmer retires due to a water leak on lap 19







< On lap 39 Ricciardo pits after an on-track lock-up, but mechanics are slow in changing his front-right tyre



< On lap 52, Rosberg pits with a slow right-rear puncture

> Three laps later, Rosberg passes Ricciardo into the chicane to take sixth place



> On the penultimate lap, Rosberg attempts the same move on Verstappen and spins



> Hamilton crosses the line on lap 70 to win the race from Vettel and Bottas



MAIN PHOTO: GLENN DUNBAR/LAT; ILLUSTRATION: ALAN ELDRIDGE; INSETS: SAM BLOXHAM/LAT; GLENN DUNBAR/LAT; STEVEN TEE/LAT; ZAK MAUGER/LAT; STEVE ETHERINGTON/LAT

Canadian Grand Prix stats

The lowdown on everything you need to know from the weekend at Montréal...

THE GRID



1. HAMILTON
MERCEDES
1min 12.812secs Q3



3. VETTEL
FERRARI
1min 12.990secs Q3



5. VERSTAPPEN
RED BULL
1min 13.414secs Q3



7. BOTTAS
WILLIAMS
1min 13.670secs Q3



9. HÜLKENBERG
FORCE INDIA
1min 13.952secs Q3



11. PÉREZ
FORCE INDIA
1min 14.317secs Q2



13. GUTIÉRREZ
HAAS
1min 14.571secs Q2



15. KVYAT*
TORO ROSSO
1min 14.457secs Q2



17. WEHRLEIN
MANOR
1min 15.599secs Q1



19. HARYANTO
MANOR
1min 17.052secs Q1



21. ERICSSON*
SAUBER
1min 15.635secs Q1



2. ROSBERG
MERCEDES
1min 12.874secs Q3



4. RICCIARDO
RED BULL
1min 13.166secs Q3



6. RÄIKKÖNEN
FERRARI
1min 13.579secs Q3



8. MASSA
WILLIAMS
1min 13.769secs Q3



10. ALONSO
McLAREN
1min 14.338secs Q3



12. BUTTON
McLAREN
1min 14.437secs Q2



14. GROSJEAN
HAAS
1min 14.803secs Q2



16. PALMER
RENAULT
1min 15.459secs Q1



18. NASR
SAUBER
1min 16.663secs Q1



20. SAINZ**
TORO ROSSO
1min 21.956secs Q2



22. MAGNUSSEN***
RENAULT
NO TIME IN Q1

*Three-place grid penalties for causing a collision at the Monaco GP **Five-place grid penalty for a replacement gearbox ***Five-place grid penalty for a replacement gearbox and permitted to start by stewards

THE RACE



THE RESULTS (70 LAPS)

1st	**Lewis Hamilton** Mercedes	1h 31m 05.296s
2nd	**Sebastian Vettel** Ferrari	+5.011s
3rd	**Valtteri Bottas** Williams	+46.422s
4th	**Max Verstappen** Red Bull	+53.020s
5th	**Nico Rosberg** Mercedes	+62.093s
6th	**Kimi Räikkönen** Ferrari	+63.017s
7th	**Daniel Ricciardo** Red Bull	+63.634s
8th	**Nico Hülkenberg** Force India	+1 lap
9th	**Carlos Sainz** Toro Rosso	+1 lap
10th	**Sergio Pérez** Force India	+1 lap
11th	**Fernando Alonso** McLaren	+1 lap
12th	**Daniil Kvyat** Toro Rosso	+1 lap
13th	**Esteban Gutiérrez** Haas	+2 laps
14th	**Romain Grosjean** Haas	+2 laps
15th	**Marcus Ericsson** Sauber	+2 laps
16th	**Kevin Magnussen** Renault	+2 laps
17th	**Pascal Wehrlein** Manor	+2 laps
18th	**Felipe Nasr** Sauber	+2 laps
19th	**Rio Haryanto** Manor	+2 laps

Retirements

Felipe Massa Williams	35 laps – overheating
Jolyon Palmer Renault	16 laps – water leak
Jenson Button McLaren	9 laps – engine

THROUGH SPEED TRAP (QUALIFYING)



Fastest: Felipe Massa, 209.22mph



Slowest: Fernando Alonso, 202.13mph

TYRE COMPOUNDS USED



Ultrasoft | **Supersoft** | **Soft** | Inter | Wet

CLIMATE

Overcast 12°C

TRACK TEMP

24°C



FASTEST LAP

Nico Rosberg, lap 60, 1min 15.599s



FASTEST PITSTOP

Valtteri Bottas, 22.184s (entry to exit)

DRIVERS' STANDINGS

1st	**Nico Rosberg** Mercedes	116pts
2nd	**Lewis Hamilton** Mercedes	107pts
3rd	**Sebastian Vettel** Ferrari	78pts
4th	**Daniel Ricciardo** Red Bull	72pts
5th	**Kimi Räikkönen** Ferrari	69pts
6th	**Max Verstappen** Toro Rosso/Red Bull	50pts
7th	**Valtteri Bottas** Williams	44pts
8th	**Felipe Massa** Williams	37pts
9th	**Sergio Pérez** Force India	24pts
10th	**Daniil Kvyat** Red Bull/Toro Rosso	22pts
11th	**Romain Grosjean** Haas	22pts
12th	**Fernando Alonso** McLaren	18pts
13th	**Nico Hülkenberg** Force India	18pts
14th	**Carlos Sainz** Toro Rosso	18pts
15th	**Kevin Magnussen** Renault	6pts
16th	**Jenson Button** McLaren	5pts
17th	**Stoffel Vandoorne** McLaren	1pt
18th	**Esteban Gutiérrez** Haas	0pts
19th	**Jolyon Palmer** Renault	0pts
20th	**Marcus Ericsson** Sauber	0pts
21st	**Pascal Wehrlein** Manor	0pts
22nd	**Felipe Nasr** Sauber	0pts
23rd	**Rio Haryanto** Manor	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	223pts
2nd	Ferrari	147pts
3rd	Red Bull	130pts
4th	Williams	81pts
5th	Force India	42pts
6th	Toro Rosso	32pts
7th	McLaren	24pts
8th	Haas	22pts
9th	Renault	6pts
10th	Sauber	0pts
11th	Manor	0pts

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RACE DEBRIEF by Stuart Codling

European Grand Prix

19.06.2016 / Baku City Circuit, Azerbaijan



Little spark in land of fire

Nico Rosberg eased to his fifth win of the season virtually unopposed at Azerbaijan's inaugural GP

As promised by the billing – 'the speed is higher in the land of fire' – F1's first visit to Azerbaijan yielded velocities previously unseen on any street circuit. Against all expectations, though, the European GP unfolded with no intervention from the Safety Car as Nico Rosberg stroked his Merc to his fifth win of the season.

Track designer Hermann Tilke's work received mixed reviews from the opinionati, but once problems with kerb fixings were resolved earlier in the weekend, this distinctive new venue began to show its potential. A long main straight and a succession of 90°corners over the early part of the lap placed a premium on power and traction, so it was no surprise to see the two factory Mercedes entries setting the pace throughout.

Ferrari managed to find some pace overnight on Saturday having been weak during the first two practice sessions – timely, given the arrival of company president Sergio Marchionne – but were never a threat to Mercedes during the race itself. The most ferocious battles of all were for the remaining podium slots as Lewis Hamilton and Force India's Sergio Pérez, both starting from positions that didn't reflect their speed, battled through.

Ahead of the weekend Hamilton said he had done no more than eight laps of the Baku circuit on the Mercedes simulator, reckoning that technology couldn't adequately simulate the real thing. Going fastest in all three practice sessions seemed to vindicate his approach, but then in qualifying he committed a series of blunders, culminating in a shunt at Turn 11 in Q3 that broke his steering, brought out the red flag, and consigned him to tenth on the grid.

Daniel Ricciardo and Sebastian Vettel set identical times to the thousandth of a second, but Ricciardo lined up alongside Rosberg on the front row, having set his time first. A Force India ought to have occupied that spot, though, since Pérez had nailed the second-fastest lap earlier in the session, but a gearbox change, the legacy of a big shunt at the tricky Turn 15 on Saturday morning, meant a five-place drop for him.

As the lights went out at the start line the majority of the field got away cleanly, Ricciardo hooking up better than Rosberg before the superior grunt of the Mercedes took hold. Before too long, though, Rosberg was a speck in the distance as Ricciardo juggled the twin dilemmas of rapidly graining super-soft tyres and mirrors full of red Ferrari. By lap 5, Vettel and Kimi Räikkönen had shot past and Red Bull had

elected to bring both their drivers in for their only remaining set of unused softs, a course of action that would lock them in to a two-stop strategy with a long final stint on mediums.

Ferrari wavered, and signalled Vettel to pit from second place to cover the likelihood of Ricciardo using the undercut to reclaim track position. Vettel, all too mindful of the team's catastrophic strategy blunder in Montréal, dug his heels in.

"Are you sure about this?" he said over the radio. "The pace is looking good."

So Vettel stayed out as Räikkönen pitted on lap 8, putting the two Ferraris on divergent strategies. The question of whether it was the right thing to do would ultimately prove academic, since Räikkönen had accidentally wandered over the white line at the pit entry while looking for a way past Ricciardo, an error that would result in a five-second penalty.

Räikkönen was up for a fight, making short work of traffic – and Ricciardo – to put himself back in contention for a podium position. But Pérez was also in the mix, having weathered the initial graining phase of his tyres and stayed out until lap 15. Running fourth in the final laps, he closed to within five seconds of Räikkönen and passed him at the beginning of the final lap.

Hamilton might have had a say in the outcome of this battle, but he was hamstrung by an engine-setting problem that prevented full deployment of the hybrid system. In previous years he could have received instruction from the team on how to solve it, but under the new radio rules all he could do was gnash his teeth. Fifth was the best he could manage, ahead of Valtteri Bottas.

So it was Nico Rosberg who took the chequered flag by a commanding 16.696s from Vettel. "It's been a great and awesome weekend," he said. "Everything went cleanly. I felt like I could do whatever I wanted. The track was exciting, definitely.

"I think I had the same [problem as Hamilton], I'm not sure. It was just a question of getting out of it with the right combination of switches."

The team later clarified that Rosberg's issue had resulted from a change he made during the race, enabling his engineer to phrase the dialogue that followed in a way that didn't contravene the FIA's regulations.

"I'm very happy and very proud," said Vettel, palpably relieved at having held his nerve in that opening stint. "We kept our head in and, as a team, worked well."

Pérez outlined the key to his podium finish rather more pithily: "Just basically not panicking. The easiest thing to do would have been to stop when the graining occurred."

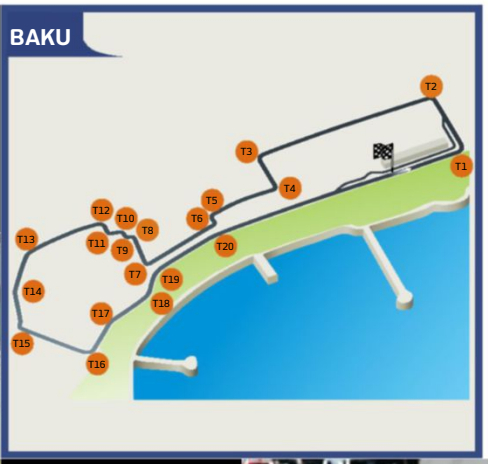
Now there's a lesson for some of Formula 1's bigger teams... F1

The story of the race

v Rosberg leads into the first corner as all cars make it through safely



BAKU



> Bottas and Hamilton demote Verstappen to ninth place at Turn 1 on lap 5



> Vettel breezes past Ricciardo using DRS on lap 6, but Rosberg leads by 9 seconds





< Ricciardo pits at the end of lap 6, a lap later than Verstappen



< Vettel is called in but Ferrari pit Räikkönen instead on lap 11.



< Hamilton moves ahead of Bottas to take fourth on lap 11 with Pérez now third



< Räikkönen is handed a 5s penalty for crossing the white line at the pit entry

> On lap 28, Ferrari team-mates Räikkönen and Vettel swap positions



> Hamilton asks for help resetting his engine mode, but his team are not permitted to help





< Pérez passes Räikkönen to take third place on the final lap

> Rosberg takes the win after a comfortable race, finishing 16.6s clear of Vettel



MAIN PHOTO: SAM BLOXHAM/LAT. ILLUSTRATION: ALAN ELDRIDGE. INSETS: ANDY HONE/LAT; SAM BLOXHAM/LAT; GLENN DUNBAR/LAT; STEVEN TEE/LAT; STEVE ETHERINGTON/LAT

European Grand Prix stats

The lowdown on everything you need to know from the weekend at Baku...

THE GRID

1. ROSBERG
MERCEDES
1min 42.758secs Q3

2. RICCIARDO
RED BULL
1min 43.966secs Q3

3. VETTEL
FERRARI
1min 43.966secs Q3

4. RÄIKKÖNEN
FERRARI
1min 44.269secs Q3

5. MASSA
WILLIAMS
1min 44.483secs Q3

6. KVYAT
TORO ROSSO
1min 44.717secs Q3

7. PÉREZ*
FORCE INDIA
1min 43.515secs Q3

8. BOTTAS
WILLIAMS
1min 45.246secs Q3

9. VERSTAPPEN
RED BULL
1min 45.570secs Q3

10. HAMILTON
MERCEDES
2min 01.954secs Q3

11. GROSJEAN
HAAS
1min 44.755secs Q2

12. HÜLKENBERG
FORCE INDIA
1min 44.824secs Q2

13. ALONSO
McLAREN
1min 45.270secs Q2

14. GUTIÉRREZ
HAAS
1min 45.349secs Q2

15. NASR
SAUBER
1min 46.048secs Q2

16. HARYANTO
MANOR
1min 45.665secs Q1

17. WEHRLEIN
MANOR
1min 45.750secs Q1

18. SAINZ*
TORO ROSSO
1min 45.000secs Q2

19. BUTTON
McLAREN
1min 45.804secs Q1

20. ERICSSON
SAUBER
1min 46.231secs Q1

21. PALMER
RENAULT
1min 46.394secs Q1

22. MAGNUSSEN**
RENAULT
1min 46.348secs Q1

*Five-place grid penalty for a replacement gearbox **Five-place grid penalty for a replacement gearbox and required to start from the pitlane as car modified under parc fermé conditions

THE RACE



THE RESULTS (51 LAPS)

1st	**Nico Rosberg** Mercedes	1h 32m 52.366s
2nd	**Sebastian Vettel** Ferrari	+16.696s
3rd	**Sergio Pérez** Force India	+25.241s
4th	**Kimi Räikkönen** Ferrari	+33.102s*
5th	**Lewis Hamilton** Mercedes	+56.335s
6th	**Valtteri Bottas** Williams	+60.886s
7th	**Daniel Ricciardo** Red Bull	+69.229s
8th	**Max Verstappen** Red Bull	+70.696s
9th	**Nico Hülkenberg** Force India	+77.708s
10th	**Felipe Massa** Williams	+85.375s
11th	**Jenson Button** McLaren	+104.817s
12th	**Felipe Nasr** Sauber	+1 lap
13th	**Romain Grosjean** Haas	+1 lap
14th	**Kevin Magnussen** Renault	+1 lap
15th	**Jolyon Palmer** Renault	+1 lap
16th	**Esteban Gutiérrez** Haas	+1 lap
17th	**Marcus Ericsson** Sauber	+1 lap
18th	**Rio Haryanto** Manor	+2 laps

*Includes five-second time penalty for crossing the white line at pit entry and not entering pits

Retirements

Fernando Alonso McLaren	42 laps – gearbox
Pascal Wehrlein Manor	39 laps – brakes
Carlos Sainz Toro Rosso	31 laps – suspension
Daniil Kvyat Toro Rosso	6 laps – suspension

THROUGH SPEED TRAP (QUALIFYING)

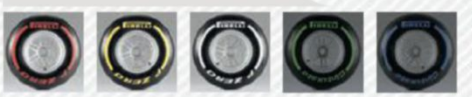


Fastest: Nico Rosberg, 208.03mph



Slowest: Fernando Alonso, 198.40mph

TYRE COMPOUNDS USED



Supersoft **Soft** **Medium** Inter Wet

CLIMATE

Sunny 31°C

TRACK TEMP

46°C

FASTEST LAP



Nico Rosberg, lap 48, 1min 146.485s

FASTEST PITSTOP



Felipe Massa, 19.445s (entry to exit)

DRIVERS' STANDINGS

1st	**Nico Rosberg** Mercedes	141pts
2nd	**Lewis Hamilton** Mercedes	117pts
3rd	**Sebastian Vettel** Ferrari	96pts
4th	**Kimi Räikkönen** Ferrari	81pts
5th	**Daniel Ricciardo** Red Bull	78pts
6th	**Max Verstappen** Toro Rosso/Red Bull	54pts
7th	**Valtteri Bottas** Williams	52pts
8th	**Sergio Pérez** Force India	39pts
9th	**Felipe Massa** Williams	38pts
10th	**Daniil Kvyat** Red Bull/Toro Rosso	22pts
11th	**Romain Grosjean** Haas	22pts
12th	**Nico Hülkenberg** Force India	20pts
13th	**Fernando Alonso** McLaren	18pts
14th	**Carlos Sainz** Toro Rosso	18pts
15th	**Kevin Magnussen** Renault	6pts
16th	**Jenson Button** McLaren	5pts
17th	**Stoffel Vandoorne** McLaren	1pt
18th	**Esteban Gutiérrez** Haas	0pts
19th	**Jolyon Palmer** Renault	0pts
20th	**Marcus Ericsson** Sauber	0pts
21st	**Felipe Nasr** Sauber	0pts
22nd	**Pascal Wehrlein** Manor	0pts
23rd	**Rio Haryanto** Manor	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	258pts
2nd	Ferrari	177pts
3rd	Red Bull	140pts
4th	Williams	90pts
5th	Force India	59pts
6th	Toro Rosso	32pts
7th	McLaren	24pts
8th	Haas	22pts
9th	Renault	6pts
10th	Sauber	0pts
11th	Manor	0pts

FORIX
For comprehensive F1 statistics visit www.forix.com

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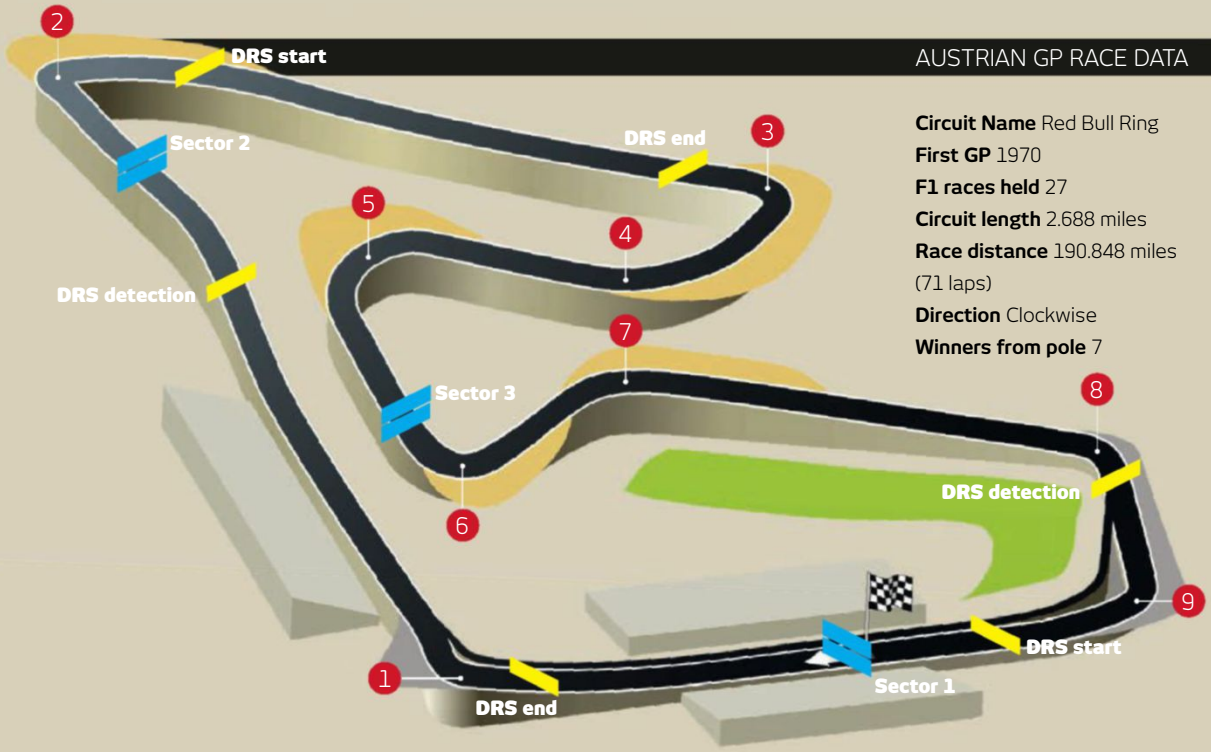
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The Austrian GP preview

Round 9 / 1-3 July 2016/ Red Bull Ring, Spielberg



AUSTRIAN GP RACE DATA

Circuit Name Red Bull Ring
First GP 1970
F1 races held 27
Circuit length 2.688 miles
Race distance 190.848 miles (71 laps)
Direction Clockwise
Winners from pole 7

TIMETABLE (UK TIME)

Friday 1 July
Practice 1 09:00-10:30
Practice 2 13:00-14:30
Saturday 2 July
Practice 3 10:00-11:00
Qualifying 13:00-14:00
Sunday 3 July
Race 13:00
Live coverage
Sky Sports F1
Highlights Channel 4
Qualifying
Saturday 2 July, 17:30
Race
Sunday 3 July, 18:00

A DOWNSIZED CIRCUIT BORN OF NECESSITY

Re-animated by Red Bull funding, the former Österreichring now sits at the heart of a substantial outdoor leisure facility. The circuit has a chequered past – Mark Donohue died here in 1975, and when it was revamped in the 1990s, purists bemoaned that it was a mere shadow of its former self.

Downsizing had to take place because the original circuit's footprint crossed land belonging to many individuals, some of whom drove a hard bargain. Unable to meet their terms, the circuit's new owners simply redrew the layout on a smaller canvas. Under Red Bull's watch, the circuit itself has changed little, save for the grandstands and pit complex.

It's a low-grip track, but not abrasive, so Pirelli bring softer tyres. Even so, Nico Rosberg won last year's event for Mercedes stopping for fresh rubber just once.



Rosberg celebrates a solid victory at the Red Bull Ring in last year's race

WHAT GOES ON TOUR...

We live in a glorious age of instant gratification, enabled by digital technology. *F1 Racing*'s crack team of photographers can beam their shots around the world within seconds of taking them.

It's amazing to think that even in recent memory such convenience wouldn't have been possible. Time was when someone would have to fly back from a grand prix on Sunday morning bearing a precious cargo of films for processing.

At the 2002 Austrian GP that person was me – and it was while waiting to board my Ryanair flight, that an outraged Tom Clarkson, now Radio 5's pitlane reporter, phoned: "They're going to make Rubens move over and let Michael win!"

Waiting at the benighted Stansted, I shook hands with a young F3000 team principal. Who could have imagined where his ambition would take him? "Pleased to meet you, Christian..."

Stuart Codling

WHAT HAPPENED IN LAST YEAR'S RACE...?

Winner Nico Rosberg
Margin of victory 8.800s
Pole position 1m 08.455s, L Hamilton
Fastest lap 1m 11.235s, N Rosberg
Race leaders 3
Safety Cars 1 (6 laps)
Pitstops 21
Overtakes 17



Nico Rosberg kickstarted his title bid by passing polesitter Lewis Hamilton at the start to dominate the race thereafter. Hamilton's efforts to fight back were initially thwarted by a Safety Car after a shunt between Fernando Alonso and Kimi Räikkönen, which ended with the former's McLaren on top of the Ferrari. Hamilton followed Rosberg home in second, with Williams' Felipe Massa third.

The British GP preview

Round 10 / 8-10 July 2016/ Silverstone Circuit, Silverstone



BRITISH GP RACE DATA

Circuit Name Silverstone
First GP 1950
F1 races held 49
Circuit length 3.660 miles
Race distance 190.262 miles (52 laps)
Direction Clockwise
Winners from pole 17

TIMETABLE (UK TIME)

Friday 8 July
Practice 1 10:00-11:30
Practice 2 14:00-15:30
Saturday 9 July
Practice 3 10:00-11:00
Qualifying 13:00-14:00
Sunday 10 July
Race 13:00
Live coverage Sky Sports F1 and Channel 4

A LIVING, BREATHING PIECE OF FORMULA 1 HISTORY

Formula 1 without Silverstone is unthinkable. The circuit hosted the first world championship event here in 1950, when petrol was still being rationed in the UK. It was a beacon of escapism in an age of austerity.

Its days as a bomber airbase now long gone, it is the home of British motorsport, and an evolving challenge. A revamp in 2010 brought a new pit complex, plus a tricky low-speed infield section, and a new straight named after the Wellington aircraft that once flew from here.

Drivers love the fast and sweeping layout, but the high-grip asphalt is tough on tyres and Pirelli bring their hardest compounds. Speeds top 200mph on the Hangar Straight, but if you really want to thrill to the sight of an F1 car in all its pomp, visit Maggotts/Becketts, a high-speed left-right-left shimmy where drivers revel in the grip and downforce at their disposal.



Lewis celebrates his 2015 victory with Silverstone's passionate home crowd

WHAT GOES ON TOUR...

A few seasons ago a trend emerged for F1 types to run around the track at the end of the day. A website records their lap times and, at year end, F1 sponsor UBS makes a donation to charity based on the number of laps completed.

So there's no excuse for not getting your running shoes on if you've got a pass and you haven't got anything better to do when the working day is done. And let's face it, this being Silverstone, there's not much in the way of nightlife to be dashing off to, is there?

There are unique elements to the run, though. There's the risk of being recognised by knowledgeable hecklers ("Get back to the press room, you lazy sod!"). You're constantly running into a headwind, or so it seems. And if you're not much of a runner, the Hangar Straight seems virtually endless. This year, I'm bringing the bike...

Stuart Codling

WHAT HAPPENED IN LAST YEAR'S RACE...?

Winner Lewis Hamilton
Margin of victory 10.956s
Pole position 1m 32.248s, L Hamilton
Fastest lap 1m 37.093s, L Hamilton
Race leaders 4
Safety Cars 2 (5 laps)
Pitstops 33
Overtakes 14



Rain, that staple of the British summer, provided the twist in the tail of an action-packed race. Williams' Felipe Massa and Valtteri Bottas stunned the crowd by demoting Lewis Hamilton at the start. Following an early race Safety Car, Hamilton fought back to lead, using the undercut superbly. The late-race rain saw the Williams duo slip behind Nico Rosberg and a fortunate Sebastian Vettel.

ILLUSTRATION: ALAN ELDRIDGE. PHOTOS: GLENN DUNBAR/LAT; ANDY HONE/LAT; ANDREW FERRARO/LAT

The Hungarian GP preview

Round 11 / 22-24 July 2016/ Hungaroring, Budapest



HUNGARIAN GP RACE DATA

Circuit Name Hungaroring
First GP 1986
F1 races held 30
Circuit length 2.722 miles
Race distance 190.531 miles (70 laps)
Direction Clockwise
Winners from pole 13

TV TIMETABLE (UK TIME)

Friday 22 July
Practice 1 09.00-10.30
Practice 2 13.00-14.30
Saturday 23 July
Practice 3 10.00-11.00
Qualifying 13.00-14.00
Sunday 24 July
Race 13:00
Live coverage Sky Sports F1 and Channel 4

A TRACK THAT JUST KEEPS ON IMPROVING WITH AGE

The tight, twisty Hungaroring has produced thrilling races in recent years, and the nearby city of Budapest is a popular destination for the teams. It is traditionally the last race before the enforced summer break, although this year F1 will travel to Germany one week later.

Drivers liken the Hungaroring to a kart track with its constant switchback of low- and medium-speed corners and long radius turns. The fast, unsighted left-hander at the top of the hill [Turn 4] is the toughest corner, and drivers are often penalised for running wide here.

At first, the Hungaroring was regarded as slow and notoriously difficult to overtake on. But advances in aerodynamics have raised mid-corner speeds and DRS has opened up passing opportunities. Throw in the odd thunderstorm and all the ingredients are there for what is usually an entertaining race.



Race-enlivening thunderstorms are a common occurence in high summer

WHAT GOES ON TOUR...

F1's drivers and teams, are famously competitive – but on occasion that streak is evident in the travelling press corps too.

The Hungaroring is about 15 miles out of Budapest and requires a hire car to commute to and from the venue. One year, myself and *F1R's* Anthony Rowlinson were driving to the track when we spotted another car carrying veteran F1 reporters Joe Saward and David Tremayne.

The traffic was heavy and tiresome, but the commute quickly turned more entertaining as a race developed. DT was a tough opponent; cutting through junctions with incisive zeal. Through historic squares the battle continued right to the gates of the Hungaroring.

We had one last chance to take the lead, but it would have involved taking out a few security guards. So we conceded. Victory was theirs.

James Roberts

WHAT HAPPENED IN LAST YEAR'S RACE...?

Winner Sebastian Vettel
Margin of victory 15.748s
Pole position 1m 22.020s, L Hamilton
Fastest lap 1m 24.841s, D Ricciardo
Race leaders 2
Safety Cars 1 (7 laps)
Pitstops 60
Overtakes 32



Hungary and exciting F1 races don't always go hand in hand, but the 2015 version was anything but dull. Sebastian Vettel dived ahead of both Mercs at the start, a decisive move that brought him his 41st win. Lewis Hamilton dropped to tenth before fighting his way back to fourth before tangling with Daniel Ricciardo's Red Bull following a late-race Safety Car. Kvyat and Ricciardo finished second and third.

ILLUSTRATION: ALAN ELDRIDGE. PHOTOS: GLENN DUNBAR/LAT; SAM BLOXHAM/LAT

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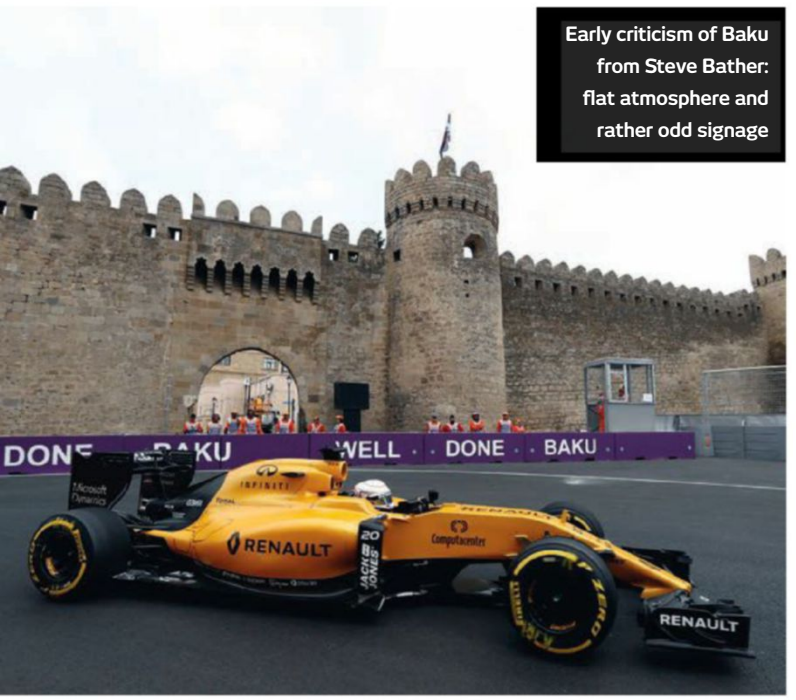
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Early criticism of Baku from Steve Bather: flat atmosphere and rather odd signage

Well done – for what?

Having just watched the inaugural grand prix in Azerbaijan, I had mixed emotions. Yes, it was exciting that F1 was racing somewhere new and exotic. And yes it was a fresh challenge for teams and drivers.

But at the same time it all seemed rather false. There was a noticeable lack of a crowd that gave a pretty flat atmosphere on the TV pictures I watched – so different to the British GP, where the sides of the track are clearly full of flag-waving fanatics!

The flat-out straights produced incredibly high top speeds, but it was full of 90° corners, which aren't such a great driving challenge. It was described as being like Macau, but in reality came nowhere close.

F1 is a global championship and should be boldly marching into new territories around the world. But it should remain a driving challenge as well. It seemed to me that everyone was rather cautious during this race. They didn't take risks and, as a result, the GP itself was a bit of a procession.

And what was going on with the banners at the side of the track? 'Baku welcomed all of us' and 'Well done Baku.' I thought that was all very odd. Was it mis-translated, I wonder? 'Well done Baku on producing one of the dullest races of the year' is what I thought!

I'm not bemoaning street tracks. Singapore, for example, is a brilliant addition to the F1 calendar. As for Baku, I gave up and read the Sunday papers in the garden instead.

Steve Bather
East Sussex, UK

Don't be a poor loser

After the Monaco Grand Prix, Daniel Ricciardo could not hide his disappointment when he said he was let down by his Red Bull team. This was pretty obvious and he was quite direct in this criticism. It followed on from the previous race in Spain where he said it was because of the team's strategy and not his driving that he didn't win.

I am disappointed by his attitude and even more disappointed by the lack of team spirit he is displaying. I cheered for him in both races, but after Monaco I felt let down by his approach. Yes, his team screwed up, as he put it, but you win together, and you lose together. You need to accept that mistakes do happen, and that next time it will maybe be you who makes a big mistake.

Ricciardo has the talent and has shown that he also has the speed, but if he really wants to succeed and become a world champion, he also needs to act like one.

Casper WS Nielsen
Kolding, Denmark

Quality not quantity

Fernando Alonso was correct in his recent comments about overtaking. Most overtaking in F1 is sadly all about quantity and not quality. I think it's partly why the sport is consistently labelled as 'boring'.

Before DRS, drivers complained that it was too hard to overtake, because when they got within range the hole in the air from the car in front caused turbulence that stopped them passing. But DRS has taken the saga far too far the other way. At the touch of a button drivers can now sail past on long straights with total ease.

Overtaking should be when a driver eventually catches another driver, having had to work out where to make a pass. The driver behind should have the dilemma of whether to use his skills and muscle his way through to earn the pass.

Maybe it is time to remove DRS and come up with a solution that improves the *quality* of overtaking.

Rajiv Vaja
Birmingham, UK

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8-10 JULY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	SNETTERTON
30/31 JULY	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	SNETTERTON
5-7 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
6/7 AUGUST	BRITISH GT AND BRDC BRITISH F3 CHAMPIONSHIPS	SNETTERTON
27-29 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	CADWELL PARK
9-11 SEPTEMBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK
10/11 SEPTEMBER	BRITISH TRUCK RACING CHAMPIONSHIP	SNETTERTON
1/2 OCTOBER	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH GP
14-16 OCTOBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
5/6 NOVEMBER	BRITISH TRUCK RACING CHAMPIONSHIP & FIREWORKS	BRANDS HATCH

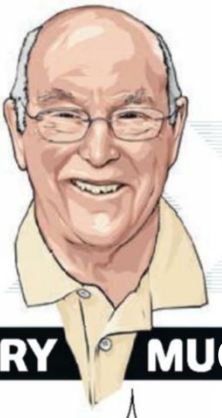
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MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

"Magnificent Max! Viva Verstappen! I thought I'd seen it all in Formula 1, but I very clearly hadn't..."

To become a grand prix driver is something that few achieve. To win an F1 race in your very first year is rare indeed. Precious few have done so, but since I've been lucky enough to see most of them, here are my top-six first-year winners.

In date order, the first is Juan Manuel Fangio, Argentina's five-time world champion, and winner of three of 1950's seven races. Next is the great Jackie Stewart, who not only won the 1965 Italian GP in his debut year but who also went on to win three world championships. Then it is Emerson Fittipaldi who won the 1970 American GP at Watkins Glen for Lotus and Juan Pablo Montoya who, in 2001, won for Williams in Italy. Finally, two outstanding achievers in their debut years: Jacques Villeneuve, who won four races and finished second in the 1996 championship just one point behind his Williams team-mate Damon Hill, and McLaren's Lewis Hamilton, who won four races in his first year to finish second to Ferrari's Kimi Räikkönen in 2007.

While all these year-one achievers, except Montoya, won championships, other great champions, such as Fernando Alonso, Jack Brabham, Jim Clark, Mika Häkkinen, Niki Lauda, Nelson Piquet, Alain Prost and Sebastian Vettel, all had less successful starts – usually because of relative inexperience or because their cars failed to match their talents. Even Ayrton Senna and Michael Schumacher, who won no fewer than ten world championships between them, failed to win in their first years. In Senna's case because his Toleman car wasn't up to it, although he so very nearly brought it home first at that amazing Monaco GP of 1984.

Max Verstappen may not have been a first-year winner with Toro Rosso in 2015 but, at his tender age, with his lack of F1 experience and the competition he faced, you'd hardly expect him to have been. But look where he is now after just one season in which he drove magnificently and made himself the hottest property in F1. That he is very special has always been clear, but his incredible win on his first drive for Red Bull puts him right up there with the greats of the past.

Like Jacques Villeneuve, Damon Hill and Nico Rosberg he is a second-generation F1 racer, with competitive genes inherited from his ex-Benetton F1 driver Jos, and his mother, Sophie, a Belgian karting champion. Having started in karts aged four-and-a-half and gone on to become a multiple champion, guided every inch of the way by his demanding father, Max bypassed GP2 and reached F1 at the unprecedented age of 17 thanks to hard-nosed favouring by Red Bull's formidable talent spotter, Helmut Marko. Now, just one year on, with his worthy promotion from Toro Rosso to the elite Red Bull team, he is not just a winner but the youngest winner in the 66-year history of F1. Incredible. An amazing achievement.

Prior to Spain and with an eye to the past, I would have been tempted to remind us all that although Verstappen has made an awesome start, anything can happen in F1 – and it usually does – and continued success is by no means a forgone conclusion. However, with youth on his side, a mature personality, immense talent, a place in a top team on the cusp of regaining title-winning ability and a determined father to guide him, it is surely only a matter of time before he becomes Holland's first-ever champion – although his mum maintains that he is Belgian!

Whatever, I'm mighty glad I've been there to enjoy such a devastating talent.



"That Max is special has always been clear, but his win on his first drive for Red Bull puts him up there with greats of the past"



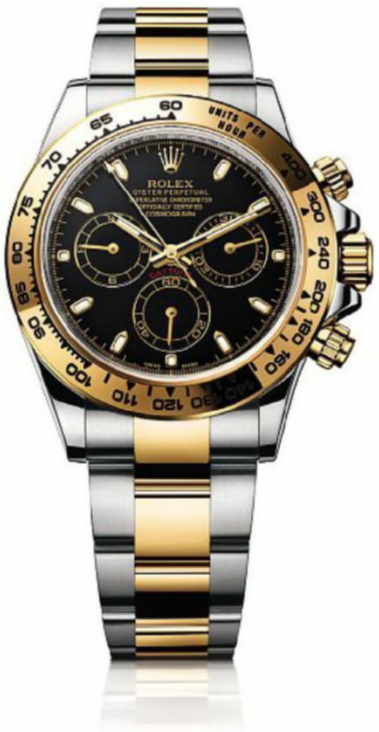
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