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ON THEIR FIRST BRITISH GP



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Models shown are an 2008 SUV Allure 1.2L PureTech 110 S & S, 3008 SUV Allure 1.2L PureTech 130 S & S with optional LED headlights, optional Grip Control® and optional Black Diamond Roof. All-new 5008 SUV Allure 1.2L PureTech and the all-new 5008 SUV won Best Large SUV in the What Car? Car of the Year 2018 awards.



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46.3 – 65.7 (6.1 – 4.3), Extra Urban 61.4 – 85.6 (4.6 – 3.3), Combined 55.4 – 76.3 (5.1 – 3.7) and CO₂ 118 – 96 (g/km). For the 3008 SUV Range 5008 SUV Range are: Urban 36.2 – 65.7 (7.8- 4.3), Extra Urban 53.3 – 76.3 (5.3 – 3.7), Combined 46.3- 70.6 (6.1- 4.0) and CO₂ 140 – 105 (g/km), on-the-road driving conditions.

130 S & S with optional Black Diamond Roof and optional Grip Control*. Award logos relate to the following awards: 3008 SUV won Best SUV in the Corbuycar 2018 awards and Car of the Year in the Driver Power 2018 New Car Survey.

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BEST OF BRITISH: LEWIS HAMILTON

THE SECRETS OF LEWIS HAMILTON'S SPEED

The all-time pole-record and stellar with rate speak for themselves. But what exactly is it that makes Lewis Hamilton so breathtakingly fast? **Andrew Benson** speaks to those who've worked most closely with him to unravel the secrets of his speed.

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RIVIERA RENDEZ-VOUS

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Anthony Rowlinson

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Is now the time to pause for breath?

Breathless. That's how Formula 1 feels right now. Already we have the fastest-ever cars to have contested the championship – *three seconds* per lap quicker at Barcelona, a new circuit record at Monaco; already we have the (equal) longest-ever race calendar (21 rounds); and as for the budgets of the big-three teams? Well, they're nudging \$500m per season for a top-team total spend.

Then there's F1's owners, Liberty Media, turning the marketing dial up to 11 and pushing the sport's promotion in ways and into territories never explored. Vietnam and Miami? Almost certainly on the way. The imminent triple-header – France, Austria, Britain: hell for teams, but nectar for fans.

And – praise be! – a forced-through regulation change for 2019 to make front wings simpler and in theory render cars less sensitive to each other's aerodynamic wake and thereby promote better racing. Superficially, then, all seems well. But there's a nagging sense that perhaps F1 has become as big as it can – or even *should* – be.

Consider the finances. Let's say, hypothetically, that Mercedes win another title double this year, equalling records set by Michael Schumacher and Ferrari from 2000-2004. What if they set a new mark with a further 'double' in 2019? How perfect the timing would be for this image-conscious manufacturer to switch their efforts entirely to

Formula E – the sustainability focused all-electric championship they will anyway enter for the 2019-20 season? As team boss Toto Wolff admits in this issue: "If you don't consider all options, you're not doing your job properly... at the moment, F1 works well for us. But equally, all options are open for us after 2020. It could be that we go on for ever, it could be that we do something else with the structure... and these are things that I'm considering."

Without Mercedes setting the financial and performance bar, Ferrari would surely cut their spend and Red Bull – hugely committed but not as an engine maker – would seek to reduce some costs.

And then what? Might a happier equilibrium be established, one where former titans McLaren and Williams can afford to compete? One where a great independent team such as Force India don't have to hang on to existence by their financial fingernails?

Or not...?

This is a poised moment for F1, a period when its future shape and direction – and indeed its future health and viability – are up for grabs. Heresy to write this, in the context of 'the world's fastest sport', but with so much at stake, might this be a time not for 'fast forward', but to pause for breath?

Anthony Rowlinson
 Creative content director

Contributors



MALCOLM GRIFFITHS
 Ace lensman 'Malcy' has been busy this month, flying to Italy and the French Riviera with Valtteri Bottas (p96) and Nico Hülkenberg (p60)



ANDREW BENSON
 Just what makes Lewis Hamilton one of the fastest racing drivers on the planet? *BBC Sport's* Andrew Benson investigates on page 40



DREW GIBSON
 As a former picture editor of *F1R*, Gibson has an eye for a great image. This month he photographed Merc boss Toto Wolff (p90)



MAURICE HAMILTON
 Everyone remembers the first time they went to the British GP and Maurice speaks to a few F1 legends about their memories (p48)

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All that glitters...

...is not gold, as Red Bull's Max Verstappen discovered to his cost at Monaco. But long before Max made his practice blunder – the first session, in fact – I noticed quite a few cars, particularly the Red Bulls, were sparking at the tunnel exit.

So for the second session, I decided to position myself there to get the rear shot. After nearly 15 minutes, Verstappen appeared on his out-lap – and, unusually, he drifted off-line to a bumpier part of the track, yielding plentiful sparks.

The high shutter speed captures this shower, and in tandem with the outline of the yachts in the background it makes for a distinctive shot.



Photographer

 LAT IMAGES: Glenn Dunbar

Where Monte Carlo, Monaco

When 3.13pm, Thursday
24 May 2018

Details Canon EOS-1DX MkII,
600mm lens, 1/2500th @ F4.0

Sparkling rain

This is a classic champagne podium shot, but it only came about because I made sure that in the pitlane, I stood close to Lewis Hamilton's race-winning Mercedes mechanics.

I was pretty sure that he would come over to the corner of the podium to celebrate after securing his first grand prix victory of the season in Spain.

Following such a strong drive, he couldn't resist the temptation to look very pleased with his day's work.

This was shot with a high shutter speed to freeze the bubbles – and check out the rectangular GoPro camera on the side of the champagne for what must be 'Bottle Cam'...



Photographer

 LAT IMAGES: Steven Tee

Where Barcelona, Spain

When 4.54pm, Sunday
13 May 2018

Details Canon EOS-1DX MkII,
160mm lens, 1/1000th @ F4.0





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Hitting the skids

For the opening practice session of the Monaco GP, I was able to visit one of the best vantage points of the entire season.

This is a balcony on the 11th floor of an apartment block overlooking the first corner at Ste Devote. As you can see, I'm positioned directly above the cars and on this lap, Max Verstappen braked very late and had to take to the escape road to avoid crashing into the Armco barriers.

He returned to the racetrack by reversing back on to it, which some might consider dangerous, rather than spin-turning in the run-off area. It was a snapshot of another difficult weekend for Max.



Photographer

LAT IMAGES: Steven Tee

Where Monte Carlo, Monaco

When 11.55am, Thursday
24 May 2018

Details Canon EOS-1DX MkII,
160mm lens, 1/250th @ F7.1







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F

K. Magnussen

RICHARD MIL

29-6 H

29-6 B



Extreme close-up

This year I stood on the inside of the final corner of the Monaco GP circuit for the first time. Named after Antony Noghès, the man who founded the race in the 1920s, it's a very intimate spot, as you're so close to cars at the apex of the corner.

I would say they were less than two feet away and come flying through pretty quickly, hence the very fast shutter speed that makes Kevin Magnussen's Haas look like it's standing still.

There is a very slight crest in the road and since the drivers are so close to the ground, the cone is positioned on the apex as a marker point for them as they turn into corner.



Photographer

 LAT IMAGES: Steven Tee

Where Monte Carlo, Monaco

When 4.20pm, Thursday
24 May 2018

Details Canon EOS-1DX MkII,
20mm lens, 1/2700th @ F7.1

Three wheels better

At the beginning of second practice at Monaco, I shot the rear of Max Verstappen exiting the tunnel (see page 10). Shortly afterwards I walked through the tunnel, past Portier and up to the outside of Mirabeau.

This image was taken just 20 minutes after my Verstappen picture and is a good example of how quickly we have to get around the circuit during a session to get a range of images.

To capture Lewis Hamilton in this classic wheel-lifting shot, I needed to wait until the afternoon shadows had lengthened. It demonstrates how stiff the suspension is on the Mercedes, as he crests the drop on the inside of the turn.



Photographer

 **LAT IMAGES:** Glenn Dunbar

Where Monte Carlo, Monaco

When 3.48pm, Thursday
24 May 2018

Details Canon EOS-1DX MkII,
420mm lens, 1/1000th @ F6.3





PETRONAS

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PETRONAS



FROM THE RACETRACK TO THE ROAD

How Renault's innovative automotive engineering has been inspired by Formula 1™ technology

For over four decades, Renault has pioneered innovations for Formula 1™ which have had a direct influence on its road cars. The best example of this 'circuit to road' philosophy is Renault UK's brand new compact sportscar, the Mégane R.S. which directly benefits from developments on the grand prix circuit.

Renault were the first car manufacturer to pioneer a turbo-charged engine in Formula 1™ and became the first team to score a grand prix victory with turbo power in 1979. Today, every car on the F1 grid uses a 1.6-litre turbocharged V6 power unit, mirroring the philosophy of downsizing and efficiency in modern road cars.

The trickle-down of technology from F1™ to the road includes the use of regenerative and hybrid

systems where energy is harvested under braking and deployed on acceleration. That energy management system – developed in F1™ as kinetic hybrid recovery systems (KERS) – has resulted in better energy management for Renault UK's road cars, including increased fuel mileage and a reduction of emissions by 40 per cent at a comparable performance.

In addition, Renault UK cars utilise sophisticated launch control electronics that eliminate wheel slippage, while dual clutch, multi-change down and independent steering-axis front suspension systems have all been innovations pioneered in the white-heat laboratory of racing competition. The result is more performance, reliability and added driving pleasure behind the wheel for Renault UK's road car customers.

Advances in cutting-edge technology are continuing with greater pace in motorsport beyond Formula 1™. Renault's involvement in the all-electric FIA Formula E series continues the drive for advanced mobility and enhances the manufacturer's philosophy of pioneering 'circuit to road' engineering solutions.

Renault Sport Formula One Team racers Nico Hülkenberg and Carlos Sainz stand alongside the Mégane R.S.



HOW F1 IS THE DRIVING FORCE FOR INNOVATION IN THE NEW RENAULT MEGANE R.S.

Launch control*

First developed on Renault engines in F1™ in the 1990s, launch control is an electronic system that cuts the engine torque to the wheels eliminating any slippage on acceleration. Originally introduced on the Clio R.S. 200 EDC, launch control manages the level of grip on the ground for the perfect acceleration.

*Some features of the R.S. models are optional



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USING THE RACE-TRACK TO PIONEER FUTURE TECHNOLOGY

Since the dawn of the motor car, Renault has been motivated by the challenge of competitive driving and pushing the boundaries of engineering.

As well as competing in the Formula 1™, world championship since 2014, Renault has been a technical partner of the all-electric FIA Formula E championship and has played an active role in developing the battery-powered Spark-Renault SRT 01E single-seater.

FIA Formula E races are held in city centres throughout the world, and as a championship-winning manufacturer, Renault has used this global showcase to demonstrate their know-how in electric technology, winning three teams' titles and one drivers' title.

Innovation is hard-wired into Renault's DNA and at the engine manufacturer's Viry-Châtillon headquarters in Paris they have developed one of the most technically advanced powertrains in the series.

This has proved them to be one of the best European manufacturers in electric mobility, setting the standard for their future road car ambitions.

Independent steering-axis front suspension system

Originally devised for the R21 Turbo Superproduction of the late 1980s, the independent steering-axis front suspension system is now used in the most powerful models of the R.S. range. Contrary to a MacPherson front suspension system, the steering axis is completely decoupled from the damper to provide consistent steering at a high speed on track.

Cutting-edge turbo technology

Introduced in Formula 1™ in 1977, the turbo technology pioneered by Renault UK is currently featured in most models of the R.S. and GT range. Since 2014, turbo technology has also made a comeback in Formula 1™ and the extra power and efficiency has reduced emissions by 40 per cent at a comparable performance.

Efficient dual clutch

Inspired by seamless shift gearboxes in F1™, Renault UK has developed a six-speed, dual clutch transmission gearbox, known as the 'Efficient Dual Clutch' (EDC) – a significant step ahead of conventional automatic transmissions. The EDC is a combination of two parallel half gearboxes with one clutch managing the odd-number gears (1st, 3rd and 5th) while the second clutch covers the even-number gears (2nd, 4th and 6th) and reverse.

Multi-change down**

Shift paddle gear changes were first trialled on Formula 1™ cars in the late-1980s and are now common place on all high-performance road cars. Offered on the Mégane GT, by holding down the steering wheel-mounted paddles, drivers can quickly downshift several speeds to negotiate each turn in the best gear.

R.S. Monitor

Inspired by the data acquisition systems used to collect Formula 1™ telemetry, the R.S. Monitor records all the information transmitted by the car's sensors. Including power and engine torque, brake pressure, oil temperature and steering wheel angle. Up to 14 values can be displayed on a screen in the car's dashboard.

**Only available on automatic engines

IS MAX TRYING TOO HARD?

01 Max Verstappen is coming under increasing pressure from Red Bull bosses to change his approach after making serious mistakes in the first six grands prix of the year – two of which put him out of contention for victory.

Verstappen's crash in final practice at the Monaco GP damaged the car badly enough to prevent him taking part in qualifying. He had to start from the back of the grid in a race team-mate Daniel Ricciardo won after being fastest in every practice and qualifying session. The Monaco incident followed other high-profile driving errors this season which have set back both his own title hopes and Red Bull's position in the constructors' championship.

In Australia he over-drove while racing Kevin Magnussen's Haas, ran wide, damaged the car and then



Red Bull 'driver advisor' Helmut Marko (left) is losing patience after incidents such as the Baku shunt (below)

spun, finishing sixth. In Bahrain, he crashed in qualifying and retired from the race after a collision while trying to overtake Lewis Hamilton's Mercedes. In China, while on the same strategy that delivered Ricciardo the race win, Verstappen ran wide while trying an opportunistic move around the outside of Hamilton in the fast Turn 7, then collided with Ferrari's Sebastian Vettel.

In Azerbaijan Verstappen crashed in practice, and his manoeuvre just before the collision that took both Red Bulls out of the race was judged to be a contributory factor by the FIA's stewards. In Spain he damaged his front wing in a collision with Lance Stroll's Williams at a re-start after a Virtual Safety Car period.

After the Monaco crash, Verstappen insisted that he accepted the blame only for that and the China incidents, saying: "This was together with China my mistake so, yes, it is of course not what you like to happen, but unfortunately it happens." He said he couldn't explain what was going wrong but did say: "We'll look at it, see what we could have done better."



Verstappen's Red Bull team-mate is the man of the moment, but that might not be enough...

Red Bull motorsport adviser Helmut Marko, though, said the incident was "very unnecessary" and added that all the incidents had a common cause. "He is not patient enough," Marko said. "He wants always to show he is the fastest but the result is only when you cross the finish line. He needs to be more patient, judge the situations better."

Marko said he would discuss the matter with Verstappen and team principal Christian Horner said he would sit down with Max to try and shift the momentum of his season.

"He's very aware,"

Horner said. "We talk weekly. What frustrates him is he's working harder than ever and it feels like he is just trying a bit too hard at the moment. When you get into a spiral, you try harder and he needs to hit the reset button."

Horner added: "Max arrived in F1 very quickly and he is doing his learning in a very public arena. Most guys will have gone through this in a lower formula and he is having to deal with it in a very public arena and I am sure he will emerge on the other side."

Horner suggested Verstappen could do worse than learn from Ricciardo's approach to racing. "He has a very good teacher in the car next door," Horner said. "Max has an abundance of talent and he has had some harsh lessons this year. I think a modified approach will benefit him."

"But the only person who can address it and deal with it is Max. This weekend was very painful for him."



Verstappen has made mistakes – some big, some small – at each of the first six rounds

RICCIARDO'S NEXT MOVE

02 Verstappen's struggles have been emphasised, and perhaps to some extent prompted, by the quality of the job being done by Ricciardo in the other Red Bull.

While Verstappen generally has a small advantage on one-lap pace, Ricciardo has excelled in the races; as *F1 Racing* went to press, after six grands prix, Ricciardo was level on 2018 wins with Lewis Hamilton and Sebastian Vettel. He may edge into championship contention, especially if a Renault engine upgrade due for the Canadian Grand Prix lives up to expectations.

VETTEL WOULD ALMOST CERTAINLY PREFER NOT TO BE PARTNERED AGAIN BY THE MAN WHO OUTPERFORMED HIM WHEN THEY WERE TEAM-MATES AT RED BULL

Heads roll at struggling team as rumours swirl about possible IndyCar campaign

Ricciardo's success is having a positive effect on his standing in the sport, which was already high. But whether it changes anything with regard to his widely discussed contractual situation is another matter.

He is out of contract at the end of the season and has made no secret of the fact that he is looking at his options. Red Bull want to keep him, but Ricciardo is keen to take his time to find a seat that will enable him to satisfy his ambition to become world champion.

In theory, there are potential seats available at Mercedes, where both Lewis Hamilton and Valtteri Bottas are out of contract, and Ferrari, where Kimi Räikkönen's deal ends this year, too.

In reality, Mercedes does not look a realistic option. Hamilton's contract is taking time to finalise but both he and team boss Toto Wolff have repeatedly insisted there is no reason to think he will not stay on, and that it is only a matter of time before agreement is reached.

Wolff has said he will give Bottas until mid-season before he thinks seriously about whether to replace him. This also gives Wolff time to judge the performance of Mercedes-contracted Esteban Ocon alongside Sergio Perez at Force India.

So far, Bottas has performed well and would be much more of a factor in the championship had it not been for bad luck in China (where a Safety Car cost him victory) and Azerbaijan (likewise a puncture). Bottas was less convincing in Monaco, but if he can keep up his general level of performance, there is no obvious reason for Wolff to disrupt the harmonious dynamic between his two drivers. Ricciardo, though, might be a serious option if Wolff feared for Hamilton's long-term commitment.

At Ferrari, Vettel is said to be pushing for the team to retain Kimi. Despite insisting publicly that he "wouldn't mind" Dan as a team-mate, Vettel would almost certainly prefer not to be partnered again with the man who outperformed him when they were at Red Bull in 2014.

Ferrari are understood to have not yet given serious thought to their driver options, and some sources close to the team say they want to take more time to see how Vettel shapes up in the title fight with Hamilton before making a call on his team-mate. Last year a couple of high-profile errors harmed Vettel's chances, and if Ferrari see evidence of the same again – such as his lock-up in Baku which turned a win or second place into fourth – they may be more open to the idea of Ricciardo.

Otherwise, Räikkönen, who is performing strongly this season, could well be retained, or they could go for Charles Leclerc, who is Ferrari-contracted and increasingly turning heads in his debut season with Sauber. If Ferrari decide 2019 is too early for Leclerc to be promoted, the Monegasque could well move to Haas, another Ferrari-affiliated team, where Romain Grosjean would probably make way for him.

Grosjean's future in F1 is looking shaky after a poor ▶



CHANGE COMING AT McLAREN

03

From McLaren's point of view, keeping Alonso in F1 has to be a very high priority, given how he has flattered their car so far this season.

The team's claims through 2017 that they had one of the best chassis in F1, and were only being let down by the Honda engine, have proved unfounded this season. Following their switch to Renault engines – with which Red Bull have won two races – McLaren's performance is not much different from what it was for much of last year.

As a result, the team's appeal to other top drivers is limited, and they are unlikely to be able to attract another driver of Alonso's level.

It has become clear that there are fundamental problems with the set-up of the McLaren design department, which racing director Eric Boullier had previously said he felt was exactly what was needed. Tim Goss left his position as chief technical officer, chassis, before the Azerbaijan Grand Prix, and McLaren are now in the process of a major restructure of their racing team.

Zak Brown, employed as executive director last year primarily with responsibility for commercial matters, has been given a new role as chief executive officer of McLaren Racing, with direct control over the F1 team. Brown is looking at all senior roles at McLaren. Likely to be addressed in this review is the team's apparent need for a technical director of the highest calibre.

An interesting development in the midst of this has been the appointment of Indy 500 winner and two-time Champ Car champion Gil De Ferran to an informal ▶

start to the season. Before the Canadian Grand Prix, he had failed to score any points, been out-performed by team-mate Kevin Magnussen, and made two embarrassing errors in crashing behind the safety car in Baku and causing a multiple pile-up in Barcelona.

The other big question in the driver market concerns the future of Fernando Alonso, who has an option to stay at McLaren but is free to go elsewhere. His performances are more than good enough to suggest he should be a contender at both Mercedes and Ferrari, but he is not because of his history with both teams.

Realistically, Alonso's options are to stay at McLaren or more actively pursue his goal of the 'triple crown' of winning the Monaco Grand Prix, Le Mans and the Indianapolis 500. Or possibly both.

Ricciardo is a stellar talent, but both Bottas and Räikkönen might have done enough to hold on to their seats

F1 DIGEST THE MONTH'S BIG STORIES AT A GLANCE

01.05.18 New aerodynamic rules to promote overtaking pushed through for 2019

04.05.18 First images of proposed Miami Grand Prix track revealed



12.05.18 Bernie Ecclestone buys 1993 Senna McLaren for £3.6m

21.05.18 Canadian food mogul Michael Latifi invests over £200m in McLaren Group

23.05.18 Ferrari changes mirror design after FIA ruling



25.05.18 Azerbaijan Grand Prix promoters ask for reduced race-hosting fee from 2021

26.05.18 Teams promised clarity on 2021 engine rules by end of June

27.05.18 FIA clears Ferrari of breaking battery rules



28.05.18 Ferrari chief designer Simone Resta leaves to become Sauber technical director



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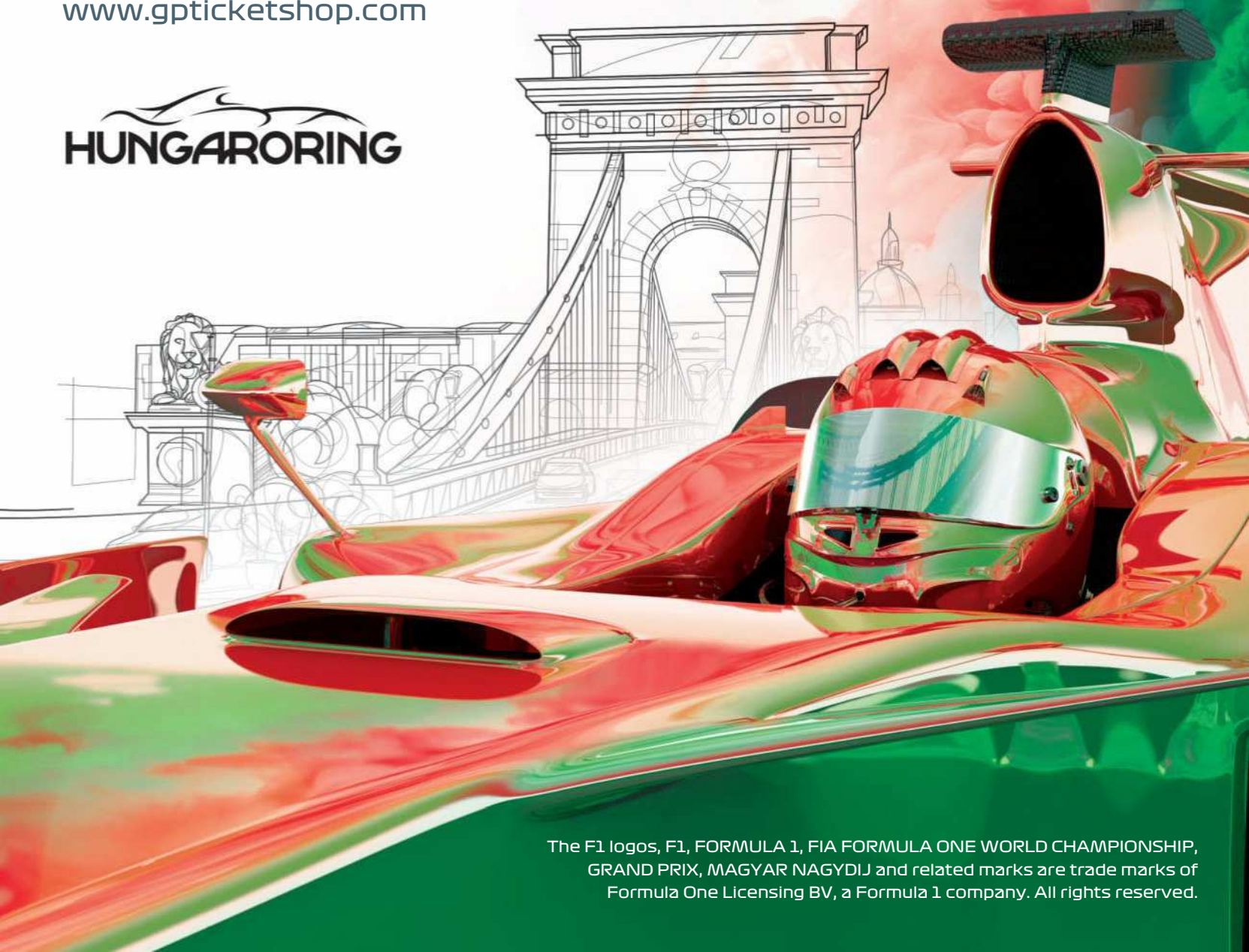
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Alonso welcomed the arrival of Gil de Ferran, who coached him during his Indy 500 campaign last year



GIL DE FERRAN IS A GREAT GUY. AT THE MOMENT HE IS LISTENING RATHER THAN TALKING. HIS CONTRIBUTION IS MAYBE LATER ON OR IN A COUPLE OF MONTHS

FERNANDO ALONSO

advisory role. Brown says the Brazilian, who became friendly with Alonso when acting as his driver coach at Indy last year, has been brought on board “as an advisor to help with our young drivers”.

But De Ferran is also there to offer advice on anything he thinks might be worthwhile. “He’s a great racer who knows his way around the garage,” Brown said. “He has so much expertise that can help us improve and we’re open-minded to that.”

Alonso said: “It is good to have him here with maybe a fresh approach or a different point of view of some of the things we are doing here. He is a great guy. At the moment, he is just listening more than talking and trying to understand how the team does everything and how the philosophy of the McLaren team is at the moment. His contribution maybe is later on or in a couple of months’ time.”

Is that a hint of a potential longer-term future for De Ferran at McLaren? And if so, what?

The company is believed to be evaluating programmes in both IndyCars and World Endurance. But De Ferran also has history in F1 – he was sporting director at Honda’s team from 2005-7.

It depends on what Alonso wants, and he says he will not think about it seriously until the summer break. McLaren might not be able to provide Alonso the Formula 1 car his talent deserves. But it’s not impossible they could keep him next year, with some kind of deal that allows him to dovetail competing in F1 with another attempt at the Indy 500, as was done in association with Andretti Autosport in 2017.

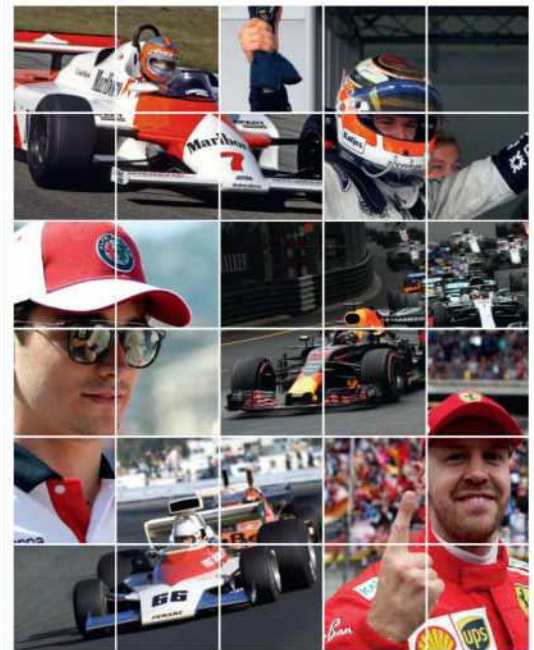
Either way, interesting changes are coming at one of Formula 1’s most historic teams, even if their exact nature is not yet clear.



F1 MASTERMIND

Your chosen specialised subject: the world’s greatest sport

- Q1 Which team has already scored more points in 2018 than it did in 2016 and 2017 put together?
- Q2 What did John Watson do in 1982 that he didn’t manage to achieve in any other of his years in F1?
- Q3 Nico Hülkenberg’s only pole was in Brazil in 2010, but which current driver qualified second?
- Q4 Charles Leclerc is the third Monégasque driver to compete in the Monaco GP. Louis Chiron was the first but who was the second?
- Q5 Which driver led the most laps during the 1973 Formula 1 season?
- Q6 True or false: Daniel Ricciardo’s Monaco win was the first lights-to-flag victory of the season?
- Q7 Which of these tracks has held the most world championship GPs: COTA, Dijon or Anderstorp?
- Q8 Which current driver started his Formula 1 career with a podium but has failed to finish in the top three ever since?
- Q9 How many races did American team Penske start in Formula 1: 40, 50 or 60?
- Q10 At which track has Sebastian Vettel claimed the most pole positions?



1 Sauber 2 Win two races 3 Sebastian Vettel 4 Olivier Beretta in 1994 5 Ronnie Peterson (393 laps) 6 True 7 Neither as they have all held 6 races 8 Kevin Magnussen (2nd in Australia 2014) 9 40 10 Shanghai (3)

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THE RACER'S EDGE

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TIME TO PUT THE DRIVERS IN CHARGE?

OK. Enough loot has been spent already.

Enough people have had their say. We have commissions and sub-commissions and strategy groups and advisory groups and all the usual F1 fracas. It's fun to read about; it's fun to retweet. And it could be, by now, that Liberty Media actually *do* know exactly what they've bought – or why they bought it.

I doubt it, however.

Only Bernie Ecclestone knows the *exact* location of every brick in every F1 wall – and the constituents of the cement laid many years ago to glue them all together. And he's not telling anyone.

F1's a private club. Always has been, always will be. You can dress it up with Grid Kids and Formula E-derived circuits in Miami, swish open-plan offices in London and New York, and you can even spend vast amounts on shoring up some new races or sustaining the classic ones.

Ultimately, though, F1 will always be about the teams. That's what makes it different from any other sport on the planet. At the World Cup, the Olympics or Wimbledon it's the *events* that do the

way it's going to end if Liberty go the usual, predictable, F1 team brokerage route – if they try to acquiesce to Ferrari's demands while simultaneously appeasing Mercedes, Red Bull and McLaren.

Correct. It'll be a mess – or, at best, a very, very expensive mish-mash of semi-compromise. So here's the thing: throughout his reign, Bernie's basic philosophy was to dumb down the drivers. At best, they added colour to the show and were expendable in usually spectacular ways; at worst, they cost money and complicated the TV schedules (at a time when they used to refuse to run owing to the absence of a safety helicopter or complain about the fog, etc, etc).

That's why F1 has for the past 40 years forgotten its driver heritage – or shown any respect for its drivers in general. That's why the Grand Prix Drivers' Association has no say in circuit design or car development and paying drivers have become a part of the F1 norm.

Time for a clean sheet of paper. B Ecclestone in theory will no longer be casting his spell over F1. And Liberty have a new F1 logo! A

new race day timetable! Flamenco dancers in the paddock! Cheerleaders in Austin!

In reality it is business as normal: let's play again with the cars and engines, chip away at "solutions" that will inevitably result in more money being spent in order to reduce budgets.

What Liberty *should* be doing is focusing completely on the drivers. We no longer need the constraints of an Ecclestone-era F1 team owners' club; the days of bankrupt team principals having to sign away their lives in order to exist disappeared with the sale of F1 in 2000. F1 is now bigger than that, even if its natural financial heritage did disappear with that aforementioned sale.

Now we need drivers. National heroes. New stars from the countries in which F1 races – and from the countries in which it thinks it might want to race in the future. Ecclestone's philosophy of driver development was that all drivers were replaceable – and that the next ones should come armed with a bag of gold. It was a bit like his approach to F2 and GP3: the teams don't need a sponsorship platform because there will always be 50 or so indulgent fathers ready to pay the bills.

As a result, driver development for F1 has been left for the teams to manage. Some, like Renault, Mercedes, Red Bull and McLaren, do a half-reasonable job – and from such programmes, you could say, have emerged the Schumachers, Seb Vettel, Lewis Hamilton, Daniel Ricciardo and Max Verstappen.

It's an incomplete system, however; too many talented drivers are left behind or signed to programmes because they "bring some money" or "fit the market in that



The drivers are the stars so maybe it's time to sort out a proper development programme for them

running. In F1, it's the competitors – the teams – that provide the flux. They have the cars, the drivers and the money. They have the power.

That's why it's so political in F1; that's why it's almost impossible to reach "democratic" decisions at any given F1 meeting. That's why F1 is so expensive and difficult to implement.

Depressed? Don't be. There's a solution. It isn't expensive (by F1 standards) and it isn't impractical (even in the afterburn of the Era of Ecclestone). And it doesn't require an autocrat to enact it.

So here it is: drivers.

Drivers are what F1 is ultimately all about, even though the power base currently lies with the teams. It's names like Senna, Prost, Mansell, Schumacher and Hamilton that bring – and have brought – the crowds through the gate and to the TV screens. Yes, Ferrari hold a special place in F1 folklore – but Ferrari are just one team among many big driver names. And you know the

Should Liberty focus on creating the next generation of F1 stars to help open up new and emerging markets?



region". And the teams can only run two drivers anyway. The system doesn't work on a global platform. There are no Chinese drivers in F1 – nor are there any from the USA, the rest of Asia, the UAE, India, Korea, South Africa or Spanish South America.

It stands to reason. If you want to unlock the door to the money in China – to the benefit of F1 as a whole – you'll have to have a couple of Chinese drivers in F1, in there with a chance of winning, driving for decent teams. We've had a great circuit in Shanghai for over a decade now but the evidence is clear: turning up for four days of complicated motor racing is never going to induce a cultural shift towards F1 in China.

The same goes for the US. We've raced regularly there for 60 years, yet F1's audience is tiny in relation to NASCAR. A race in Miami will help – but it won't help F1's profile there anything like as much as an American in a Mercedes, fighting for the title, would. The last front-running American was Mario Andretti –

and he won his championship in 1978.

It's a no-brainer. Liberty Media want lots of money to materialise from the world's biggest economies – *and* their expertise is creating stars on screen: Liberty should therefore own the new seam of drivers (not the teams). They should set up karting academies in all major markets and run a tailored system for driver progression through to F1, fully funded and legally binding. It will be expensive – but nothing like as expensive as building circuits and staging races in new markets, or trying to sell commodities no one wants because

“AND GUESS WHAT? AN INTERNATIONAL DRIVER PROGRAMME IS IN ITSELF A GREAT STORY TO TELL ON TV – A DRAMATIC NEW WAY TO LIGHT THE F1 FIRE IN KEY BUT IMMATURE REGIONS”

F1 has no profile in the countries in question.

And guess what? An international driver programme is in itself a great story to tell on TV – a dramatic new way to light the F1 fire in key but immature regions. As such, it will probably be self-funding. Best of all, a global F1 driver talent pool would provide Liberty with a whole new currency with which to deal with the teams, thus changing forever the dynamics of the Ecclestone era and the F1 power base as we know it today.

The teams would own the cars. Liberty would own the stars.

It is the drivers that the fans come to see and they can be the difference between success and failure for a particular race





UNDER THE HOOD

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THE NUTS AND BOLTS OF PITSTOP SAFETY

Incidents, like buses, often come along together and over the first few races of this season pitstops and wheel retention have become a focus of both the teams and the FIA. It started on the very first morning of pre-season testing when McLaren lost a wheel on Alonso's car. The incidents continued through the Haas debacle in Australia, the unfortunate accident that befell Ferrari in Bahrain, and a number of less visible episodes during practice at later grands prix (in Spain, for instance, Sergio Perez left his box without all his wheels attached properly during Free Practice 2).

Many articles have been written about the choreography involved in pitstops but little about the automation and safety of them, although the systems employed have achieved a level of sophistication that may surprise many viewers.

The sub-two-second pitstop is an amazing achievement and one doesn't have to look too far back to see that progress has been rapid and spectacular since refuelling was banned for 2010. Before this, with refuelling taking a leisurely six



After refuelling was banned the focus of pitstops switched to speed

or seven seconds even for a three-stop race, the return on investment for fast wheel changes was negligible. It was more important to ensure that the task was carried out safely and correctly.

The ban on refuelling put the emphasis on wheel-changing acumen, and bit by bit times came down from a typical four seconds in 2011. By 2012 this was below three seconds and in the 2013 US Grand Prix the Red Bull team set a new benchmark of 1.92 seconds. Since then teams have achieved 1.6 seconds in practices, while Mercedes claimed the race record at 1.83 seconds when servicing Bottas in this year's Chinese Grand Prix.

So how has it been done? Certainly a scientific focus on human performance as opposed to a blind 'practice makes perfect' attitude has helped immeasurably, but technology and design effort have played their parts too.

In terms of design it was common some years

ago for the axles to exchange torque with the wheels via a series of bullet-shaped drive pegs. The design of these was not particularly sophisticated beyond the thought applied to the differential expansion between the wheels and hub, and ease of location of the wheel onto the axle. While ease of fitting required a loose fit, a tight fit was required to avoid fretting and possible acceleration of wheel loosening if the nut was slightly below target torque.

Today a much more sophisticated, spline-like design is generally used. The nuts themselves have always been of a relatively large diameter but the thread form is unlike anything that would be found in a set of conventional design standards. As one might imagine,

the pitch is very coarse, meaning the nuts need very few turns from initial engagement to fully tight – but what may be more surprising is that the thread is also very sloppy. This serves two purposes: one is to reduce friction on the thread, and the other is to allow the inevitable swarf that may be cleaved off the nut to escape freely without jamming the nut.

The real development, though, has taken place off the car in the form of the Automatic Release Systems (ARS) that are now commonplace. The first step of this came in 2008 when Ferrari replaced the "Brakes On/Go" lollipop system with manually controlled traffic lights.

Today a fully automatic ARS is instrumented in every respect, such that not only does a central computer check each function but the data is recorded, and video from three separate cameras is used to analyse each move of the pitstop to expose weaknesses and allow development. When I was at Williams we produced a report which could typically run to 16 pages to cover just two pit stops in a race.

The essence of these systems is a series of sensors which monitor every action of the jacks and wheel guns and feed that data to a simple controller that can activate the jacks and the pitstop lights. The technical regulations only allow sensors on the wheel guns to act in a passive manner. In other words, the completion of the wheel tightening must be signalled manually. The rules also require that the mechanic responsible for operating the wheel gun ▶

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“ THE TECHNICAL REGULATIONS ONLY ALLOW SENSORS ON THE WHEEL GUNS TO ACT IN A PASSIVE MANNER. IN OTHER WORDS, THE COMPLETION OF THE WHEEL TIGHTENING MUST BE SIGNALLED MANUALLY ”

has a visible means of identifying an incorrectly fitted nut. In the less sophisticated systems this is merely a painted line on the axle which is only visible when the nut is fully home. In the latest systems, such as that used by Ferrari, a pair of sensors monitor the strain in the axle (which is the only accurate way of determining if a nut is tight) and also the position of the nut to ensure it isn't cross threaded.

By regulation, even with this electronic assistance, it's still the responsibility of the gun man to press a button to indicate he is satisfied everything is in order. In China this procedure obviously fell down as the go signal was given without the wheel even being changed.

Once a positive signal has been received from both wheel guns on an axle, the relevant jack is dropped automatically by a further signal from the control computer to a solenoid on the jack. As



Light systems are now the norm at pitstops but can be over-ridden

soon as both jacks are down the light is armed to turn green. But it will only turn green if there has been no over-ride by an observer or observers who should hold the car if they see something has gone wrong, or if a car is entering the pit directly in front of the exiting car.

With such high-performance systems safety is paramount, and one of my responsibilities at Williams was to sign off a

comprehensive Failure Mode Effect Analysis (FMEA) document that investigated the outcome of every possible system failure.

All of this comes at a price, of course. The wheel guns themselves may seem expensive at £3,500 but this is before the teams have changed various parts and added the sensors, all of which pushes the cost up to around £10,000 each.

A front swivel jack costs in the region of £70,000, and once the cost of the controller and the bespoke software is included one can easily see that the improvement from four seconds to 1.8 seconds comes at a cost approaching half a million pounds – and that's before you account for any servicing or personnel training costs.

Fractions of a second don't come cheap.

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01 James Allen: A sense of purpose

02 Christian Estrosi: French revivalist

03 Business news from the F1 world



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STRAIGHT TALK

how it gave rise to the uneven distribution of prize money to teams. It's this which has caused so much trouble in the past decade.

Will Formula E walk into a similar situation? There is the concern that the four German manufacturers in particular will turn the sport into an arms race, pushing up the costs of competition unless such expenditure is tightly regulated. That's what has happened in F1.

But what Formula E does have that marks it out is a purpose, a story to tell. Marketers will tell you that purpose is everything when you are creating an authentic campaign.

Formula E can tell the story of how in five seasons it has gone from 'range anxiety' – the endemic challenge of electric cars – to a battery that will do the whole race distance, so the drivers no longer need to change cars half way through the race. That is a powerful message and a statement of the series' purpose.

As we move through seasons six, seven and onwards the cars will get faster and faster. This will bring another challenge: the series will

outgrow its tight city centre circuit layouts. For example, Paris's Invalides layout will be too constrictive. To build a street circuit, like Singapore or the proposed Miami GP track, for a one-day event is too expensive.

And the series cannot switch to permanent tracks such as Silverstone or Monza because the spectacle would be poor. And anyway, the point is to take the racing into the cities to promote electric mobility.

But the sense of purpose is clear. The series was created by FIA president Jean Todt in response to a brief from the European Union to do more to promote electric mobility, especially in cities.

Formula 1 is currently being marketed by Liberty Media on the "engineered insanity" premise: the extreme emotions it stirs, the visceral quality of the cars and the heroic drivers who tame them. There is no central purpose – just racing, sport, emotion. This is the direction proposed by Liberty, hence the present push to simplify engines to get costs down and noise levels up.

Part of that process is the removal of the MGU-H, which provides 60% of the electrification in F1's hybrid system. This will move F1 away from something to benefit the mobility industry: a race to develop batteries with greater energy density.

If you look forward 15 years, with governments around the world banning petrol and diesel cars in cities, you can imagine more electric cars, more autonomous vehicles, more ride sharing.

So which will be the premier single-seater series in a world like that?

F1 SEARCHING FOR A PURPOSE

In fifteen years from now there will be only one premier single-seater racing series. But which one will it be: Formula 1 or Formula E?

This question was put to me in Barcelona by a sponsor who has been in Formula 1 for a number of years and likes to think about the way things are heading. Sponsors are certainly heading to Formula E; some are leaving F1 behind, such as insurance giants Allianz, others are supplementing their F1 activity with a foot in the sustainable-racing camp.

The momentum behind Formula E has been growing steadily in the past 12 months, with news that Porsche and Mercedes would be joining the other manufacturers in the series, then with the announcement of electricity giant ABB as title sponsor, and more recently founder and CEO Alejandro Agag's bold offer to buy out the other FE shareholders for €600 million.

Recent races in Rome, Paris and Berlin have been sell-outs. Although the TV numbers haven't yet started to move the needle, the social media reach is decent and the crowds are certainly coming, tempted by the fan villages and other activities around the single-day race.

People who are deeply entrenched in F1 tend to be dismissive of Formula E; they find the spectacle risible, don't see it as a sport, and don't see how a full field of manufacturer-backed cars is sustainable. Motorsport history tells you manufacturers who aren't winning will quit.

But is Formula E a sport or is it just a technology exercise?

Readers with good memories will recall the early 2000s, when the manufacturers in Formula 1 at the time formed themselves into a powerful block, shaping up to challenge the hegemony of then CEO Bernie Ecclestone. They founded the Grand Prix Manufacturers Association, with a view to getting a better deal on the Concorde Agreement, and there were suggestions that they might form their own series if they didn't get their way.

It was against this backdrop that CVC bought into F1, setting the sport off on a pathway that history will probably not view favourably, seeing

Formula E has its critics but it continues to attract more top-end manufacturers and sponsors



THIS MONTH

Christian Estrosi

Promoter of the French Grand Prix

Former motorcycle racer Christian Estrosi is one of the driving forces behind the revival of the French Grand Prix. Previously a government minister, Estrosi has occupied a number of roles in the Provence-Alpes-Côte d'Azur region, and is currently the Mayor of Nice. He's the man who engaged backing from the region to meet the race fee, enticed French F1 figures to support it, and who finally did the deal with Bernie Ecclestone

CV

Age 62

2015-2017

President of the Regional Council of Provence-Alpes-Côte d'Azur

2009-2010

Deputy minister in charge of Industry

2008-2018

Mayor of Nice

2008

Re-elected to Municipal Council of Nice

2007

Deputy minister of Overseas French Territories

2005

Deputy minister of Land Management

1988-2018

Various terms as member of National Assembly of France for Alpes-Maritimes

1983-1990

Elected member of Municipal Council of Nice

1976-1983

Grand Prix Motorcycling (500cc/350cc/250cc)

F1 Racing: How hard has it been to get the French GP back on the Formula 1 calendar?

Christian Estrosi: It's taken many years. Different elements were essential, such as having a circuit, a great working group, and support from French drivers, a French team, and other French figures involved in F1. And, after the failure of different projects, it was necessary to have Bernie Ecclestone's confidence. The hardest thing was to keep this project secret. It all started just after my regional election, and I set out on it with part of the team who had participated in the two previous attempts to bring the race back, and with advice from Eric Boullier and Cyril Abiteboul, two important French individuals in F1 [at McLaren and Renault]. Having convinced all communities to make the financial commitment necessary to pay the Formula 1 board, we proposed it to Bernie. It happened in October 2016 at the FIA in Geneva. After 10 minutes discussion, we agreed, with a handshake. Eric explained to me that Bernie needed to be convinced that on a such project, there was a leader with decision autonomy. In France, communities can have this level of freedom and we've proved it.

F1R: How long will it remain at Paul Ricard?

CE: As long as possible! Bernie offered us a three-year contract, but how could we ensure training, attract companies, develop roads and create a collective dynamic in this short space of time? We negotiated, I asked for a five-year contract, and Bernie accepted it.

F1R: What is your view of holding a street demonstration in Marseille ahead of the race? Might fans go there instead?

CE: This kind of event is more than beneficial. F1 hasn't evolved in France for 10 years and in our region for 28 years. It was essential to relaunch it, to recreate a link with fans. For us, it was essential that the population of the region, who participated in F1's return, are immediately in contact with these incredible machines. F1 is a sport of excellence and performance, but a sport which needs engagement with the general public.

INTERVIEW
ANTHONY
ROWLINSON

F1R: Has Paul Ricard been developed for spectators?

CE: Thanks to the dynamism of the circuit owners and its general manager, Stephane Clair, with the GIP (Public Interest Group, organiser of the French Grand Prix), we've completely redesigned the circuit to accommodate 65,000 spectators. We've gone from 5,000 stadium seats to 51,000 and raised the quality of seating.

F1R: How will you manage traffic to the circuit?

CE: We've been working for months with the state services on the traffic plan: we're going to create a ring road that will allow the traffic to flow, serving the 25,000 parking spaces. Shuttles will also be available from 15 places in the region, and we've created a special route for the people working at the circuit.

F1R: What have the negotiations with Liberty been like?

CE: We're a historic race, but also new in 2018. Liberty are also newcomers, so we've been able to work with a certain freedom to propose things, to become a reference grand prix. They want to introduce a new tone to F1, to rejuvenate it. In our case, on the Thursday, we've created a special day for all children in our region, from 8 to 17 years old. More than 10,000 will be at the circuit to discover or rediscover F1.

F1R: Will there be any changes to the circuit? Perhaps removing the chicane on the straight?

CE: We want to increase the opportunities for overtaking. The chicane on the Mistral straight should allow that. After the race, we'll welcome feedback to improve in the future.

F1R: How can you make the race sustainable to avoid it falling from the calendar in the future?

CE: We must create an event that delights spectators and teams. We want to revive the passion for F1 in France and engage our region. In terms of economy, for example, we estimate the race will bring €65million to the area.



THIS MONTH

Major new cash injection into McLaren

McLaren have their first major new investor in more than 10 years following the decision of Canadian businessman Michael Latifi to buy 10 per cent of the McLaren Group via his Nidala company.

Latifi paid £203.8m for his shares, which is made up of new equity in the Group. It makes Latifi the third largest shareholder in McLaren, behind Bahrain's Mumtalakat investment fund, which owns about 56 per cent, and long-time shareholder Mansour Ojeh of TAG on about 14 per cent. There are four other minority shareholders, which McLaren will not reveal.

The purchase follows the departure last year of former chairman Ron Dennis, whose 25 per cent shareholding was bought out by Mumtalakat and Ojeh in June 2017. It is not related to the £600m bond issued by McLaren last year, which was used to fund Dennis' £275m pay-out, off-set the loss of income

“

LATIFI PAID £203.8M FOR HIS SHARES... IT MAKES LATIFI THE THIRD LARGEST SHAREHOLDER IN McLAREN

”

caused by the team's decision to split from Honda and use Renault customer engines, and to invest in McLaren Applied Technologies.

Latifi, the chairman of the Canadian food processing giant Sofina, is the father of Formula 2 driver Nicholas Latifi, Force India's reserve driver. His buy-in has raised speculation that it could lead to some driving role for Latifi at McLaren in 2019, but sources insist that is not the case and that there is no connection between the father's business deal and the son's racing career. Latifi said he had been motivated to buy into McLaren because he "had been an admirer of the McLaren brand and its businesses for some time".

He added: "McLaren is a unique organisation in automotive, racing and technology, with exciting long-term growth prospects, which is why I have made this investment. I am proud to be part of McLaren and this incredible brand."

McLaren Group executive chairman Shaikh Mohammed bin Essa Al Khalifa of Bahrain said: "This injection of capital is a vote of confidence in our future strategy and the group remains as focused as ever in positioning for growth."

The investment comes at an uncertain time for the team. The car lacks obvious major sponsorship, although Zak Brown, recently made chief executive officer of McLaren Racing, says he has raised more than \$20m in new backing, including a fuel supply deal with Petrobras, and new deals with Dell computers and consumer electronics company HTC.

Petrobras has its name on the cars this year, but will not actually start to supply fuel and oil until 2019, giving them time to develop the requisite technology to use in today's complex turbo hybrid engines. McLaren are using BP Castrol, the same as Renault, in the interim. There are also ongoing management changes at the top of McLaren following their disappointing performance this season (see pages 22-26).



WHO THE HELL ARE... KIMOO?

Who are they?

Launched in March 2017, Kimoo are a Spanish clothing brand owned by Fernando Alonso, specialising in beach and surfwear – in particular sunglasses, hooded

tops, swimsuits and caps. The fashion inspiration springs from the Californian beach lifestyle and supplies clothing to 150 countries via the Kimoo eStore.



Where are they? From this year logos are on the McLaren's bargeboards and rear wing, and Alonso's cap. "I started Kimoo with friends and it reflects our spirit and style," says Alonso.



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THE SECRETS OF LEWIS HAMILTON'S SPEED

The all-time pole-record and stellar win rate speak for themselves. But what exactly is it that makes Lewis Hamilton so breathtakingly fast?

Andrew Benson speaks to those who've worked most closely with him to unravel the secrets of his speed

T

he beauty and wonder of watching Lewis Hamilton express his talent in a Formula 1 car never fades. And it takes multiple forms.

In qualifying, Hamilton sets off on a lap. He might already be fastest. He might not. Sometimes the scale of the unfolding achievement dawns immediately, as it did when he demonstrated his awe-inspiring turn-in speed at the first corner of Albert Park this year. Sometimes, though, it has to wait: a sector time suddenly resetting the boundaries of the possible; perhaps one corner where somehow he makes up chunks of time on his rivals.

Then there are the wet races. The track tricky. Conditions changing. Rain falling. And Hamilton does something that shouldn't be possible. Just as he did at Silverstone in 2016, gaining three seconds on team-mate Nico Rosberg in second place in the first six corners of the race.

But however it happens, the question remains the same: *how does he do it?*

Let's start at the beginning – at Rye House Circuit in Hertfordshire, to be precise, where Hamilton first tried his hand at karting at the

age of eight. For Sam Michael, who worked with Hamilton at McLaren in 2011 and 2012 as sporting director, starting young and practising a lot is a “first-order explanation” for the skills Lewis displays in a Formula 1 car now.

“A lot of things that differentiate one F1 driver from another are in the subconscious, not the conscious,” Michael notes. “Their reaction times, their feeling of the throttle. There is so much going on that you enter a state where people term it ‘not thinking’. If you asked Lewis: ‘Are you thinking about your hand-eye co-ordination when you’re oversteering?’ The answer would be: ‘No way.’ You can’t think of that. It is all happening in milliseconds in the subconscious. It is all down to training and habits.”

What Michael is referring to is what might be called the ‘10,000 hours rule’, expounded by writer Malcolm Gladwell, which states that for an individual to become world-class at any activity, 10,000 hours’ practice are required. There is great debate on this subject, however, especially as to the degree of natural talent – inherent physical and mental ability – required to excel.

For former F1 driver Pedro de la Rosa, McLaren’s test and reserve driver in 2007, ▶

LEWIS HAMILTON

The approach to Turns 14 and 15, Barcelona’s final left-right chicane, is all about detail. Lewis, already thinking of his rotation point for the right-hander, runs deep into the braking area for the left-hander, ensuring that he is as far to the left as possible as he leaves that corner.



Lewis began karting aged eight, and those years of practice, combined with pure talent, have made him a world-class driver



HOW LEWIS HAS BECOME A MASTER OF MANIPULATION

Hamilton vs Bottas on the run up to T14/15 at Barcelona...



VALTTERI BOTTAS

Valtteri, looking to perfect the left-hander, is already turning in and thus quicker than Lewis at this point, but he will run wider out of the left-hander as a consequence. This makes his mid-chicane change of direction more complicated and his rotation at the right-hander less effective, hurting his revs slightly onto the straight.

“LEWIS’S BRAKING IS FANTASTIC BUT IT IS HIS ENTRY SPEED THAT IS DIFFERENT. HE CAN CARRY A LOT MORE SPEED THAN ANY OTHER DRIVER INTO THE CORNER” PEDRO DE LA ROSA



difficult thing in any single-seater, to slide the car front and rear, just drift it in. And he’s very special on the corners where you have to brake and turn – more so, in fact, than on the pure high-speed turns where you back off a bit on entry without brakes.

“He is especially quick on circuits where you do not have a lot of downforce, like Monza or Canada, where you brake very late from very high speed. He is able to load the front tyres, slide the rear and rotate the car into the corner. And how he does it? It’s just pure feeling on the front and rear tyres. He knows how to modulate the brakes when the front tyre is just slipping, on the edge of losing grip. I think he doesn’t really know how he does it. It’s just pure feeling of front and rear tyre slip.

“When the tyre is giving up, on the edge of losing grip, he knows how to back off a bit on the brake, just a little, so it grips again, and then when it grips again he knows how to brake again. It’s just micromanagement of the brakes. It’s even difficult to see on the data. It just stands out that he is able to carry more speed into the corner. You don’t really know how he does it because the differences in the brake pressure are minimal. Otherwise, other drivers would copy him, but it’s not possible.”

Sam Michael drills down even further. “Every racing car when it gets to the limit is going to oversteer on entry,” he says. “So to drive that car on the limit, it is an essential requirement for any racing driver to be able to cope with oversteer. The first thing is, ‘I can feel the car moving and it is starting to oversteer and I react to it.’ That process is related to the brain and inner ear. Everyone has a different set of sensors inside their head. Some of those you are born with and I also think they are exercised.

“It all comes back to the amount of time he has spent training and feeling. But his inner ear and brain have an ability to react to that oversteer quicker than anyone else. He is detecting the onset of yaw. If he can do that even two or three milliseconds before anybody else, he has an advantage there. In just a few milliseconds, he has to decide: ‘Is this more oversteer than the tyres can cope with?’ If it is, compared with the last lap, then it’s: ‘Might I be able to get away with it? No, I’d better come back three per cent on the throttle, or maybe a bit more on the brakes, or the steering wheel.’ He’s probably assessing four or five different outputs in the space of a millisecond.”

There is, however, a downside to this way of driving, as de la Rosa explains: “The difficulty he has with the tyres is all related to tyre ▶

hence someone who gained a unique insight into the talent of both Hamilton and his team-mate and fierce rival Fernando Alonso, lots of practice at a young age is “necessary but not sufficient” to attain skills at this level.

“You need to dedicate 10,000 hours, yes,” de la Rosa agrees, “but nowadays all drivers started when they were five or six years old. So you also need an underlying extreme talent. You won’t know if it’s there until the guy is 15 or 16, but you have to work on it during those ten critical years, from five to 15, because I think this is when all the talent develops.

“I always say driving is like speaking a language. Some of my friends in Spain moved here when they were 15 or 16. They are German. Now they are 50-year olds and they still speak Spanish with a terrible German accent. That’s exactly what happens when you are driving. You have to drive a lot as a kid, or there will always be some things that are not perfect, no matter how much talent you have. At the end of the day, it is pure, natural talent in both Fernando and Lewis. They are actually very similar.”

So how does that talent manifest itself in Hamilton? According to Sam Michael: “If you look at slow drivers versus fast drivers – which is another way of saying, ‘why is Lewis so fast?’ – you look at extremes, and whenever you look at a driver who is a second quicker than his team-mate, it is almost all in the braking and entry. It is when they are trying to cope with the limit of grip and the car is moving a lot. Once you

get to the apex, a lot of drivers could probably go full throttle. There is a bit in high speed, of course, but that is not on every track.”

The observation is echoed by Hamilton’s former Mercedes team-mate Nico Rosberg: “Lewis is extremely good at braking,” he says. “He’s a very good instinctive driver, who has an abundance of natural talent. Braking is one of those places where you need to have the most reactive speed because it is such a short and extreme moment where split seconds count. Whether you have understeer or oversteer, it’s all quite slow and easy to correct. But to brake and be on the limit and to control your front locking – if you have the speed of reaction in your brain to adapt and make changes along the way, it’s a big advantage over a rival. And Lewis’s instinct is amazing.”

De la Rosa adds: “Lewis’s braking is fantastic, yes. But it is actually his entry speed that is different. He can carry a lot more speed than any other driver into the corner. It is not necessarily braking, it is where you back off the brake and throw the car into the corner that he is able to slide the car on entry with incredible control. That’s what makes him special.

“It is not the fact that he brakes later, because that would be too simplistic. Anyone can brake late, but then they might go straight or not make the apex. Hamilton is different because he is able to brake as late as anyone but he’s still able to make the corner, and that’s because he has the ability to slide the car on entry, which is the most

QUANTIFYING GRIP THROUGH THE SEAT OF YOUR PANTS



FIVE TIMES LEWIS LOOKED UNBEATABLE

Canada 2007

The first example of Hamilton's brilliance at this low-grip track where braking from high speed is so important. He took pole from team-mate Fernando Alonso by nearly half a second and dominated on the way to his first F1 victory.

Silverstone 2008

After a poor qualifying in dry conditions, Hamilton was Senna-esque in the pouring rain of Sunday, sometimes lapping five seconds quicker than anyone else, because of his incredible feel and ability to generate tyre temperature where others cannot.



China 2011

A stunning from-behind victory on another track that surrenders to his unique abilities, including breathtaking passing moves on McLaren team-mate Jenson Button into Turn 1 and the winning move on Sebastian Vettel's Red Bull in Turn 7.

Monza 2014

Utterly dominant throughout, Hamilton owned this weekend. His pole owed a lot to the fact that he was able to take the first Lesmo Curve 9mph quicker than his team-mate Nico Rosberg.



Monza 2017

Set pole in the wet by an astonishing 1.148s from Red Bull's Max Verstappen, who is a fine wet-weather driver himself. Lewis went on to dominate the race.



SPEED ESSENTIALS **3** BRAKING

THE KING OF THE GO-SLOW WILL BE F1'S FASTEST

temperature. Because of his driving style, being so late on the brakes and carrying so much speed into the corner, he actually generates more temperature than any other driver would do on the surface of the tyres.

“He is suffering thermal degradation because he is quicker on entries. His natural ability tells him to attack as much as he can because he has the ability to do so. Other drivers try that and they spin, or miss the apex, or they just would not be as consistent. But he does it naturally.”

This appears to have particular relevance to this season, and the struggles Hamilton was experiencing in some of the early races.

“The Pirelli compounds are generally very sensitive in terms of thermal degradation,” de la Rosa explains, “so the moment you are sliding, you have less grip. This year, even more



A puff of smoke from the under-rotating front right as Lewis battles Max Verstappen at the 2017 Hungarian GP

so, because they are softer compounds and Pirelli have pushed the working range lower again, which means the peak grip is happening at lower temperatures, which is penalising Lewis just a bit more. He might get away with it in qualifying but then in the race he will have to control his driving style a bit.

“On the other hand, he is normally able to switch on any type of tyre when other drivers cannot. You see him do it sometimes in the wet when the tyres don’t get up to temperature; he is still up there. Or sometimes when the intermediate tyres take two or three laps to get switched on and he is just bang-on coming out of the pitlane. Or when he is always happier with a harder compound than any other driver.

“And that’s exactly because he is generating so much more tyre temperature on entry. Lewis has

to control his natural instincts to not degrade the tyres thermally.”

Generally, though, Hamilton’s supreme ability puts him at an advantage that very few of his rivals can overcome.

“Where Lewis is incredibly strong is on learning new tracks, or adapting to new scenarios and changing conditions,” de la Rosa says. “This is incredible.”

He goes on to tell a story about preparations for the first Abu Dhabi Grand Prix in 2009.

“Gary Paffett [fellow McLaren test driver] and I were preparing the simulator for a couple of days, one day each. We set some lap times, which were pretty much evenly matched. It took us, like, half a day to set those lap times.

“I remember Lewis arriving. He sat in the car in the simulator and he said to me, first question: ‘Is the first corner left or right?’ He didn’t even know the track. He hadn’t looked at the track map, I don’t think. He just arrived and wanted to learn it in the simulator.

“After just three laps, he matched our lap times. *After three laps.* It had taken us lots of runs and fiddling with setups and stuff to get to a competitive lap time and in just three laps he was right there, without even knowing which way the first corner went.”

He concludes: “Lewis is massively talented – but he has had to work at it. So it’s not fair to say he has an incredible talent and he is just lucky. No, he has worked very hard since he was a kid with his father, travelling and racing. He obviously has been deeply inside himself looking for more performance.

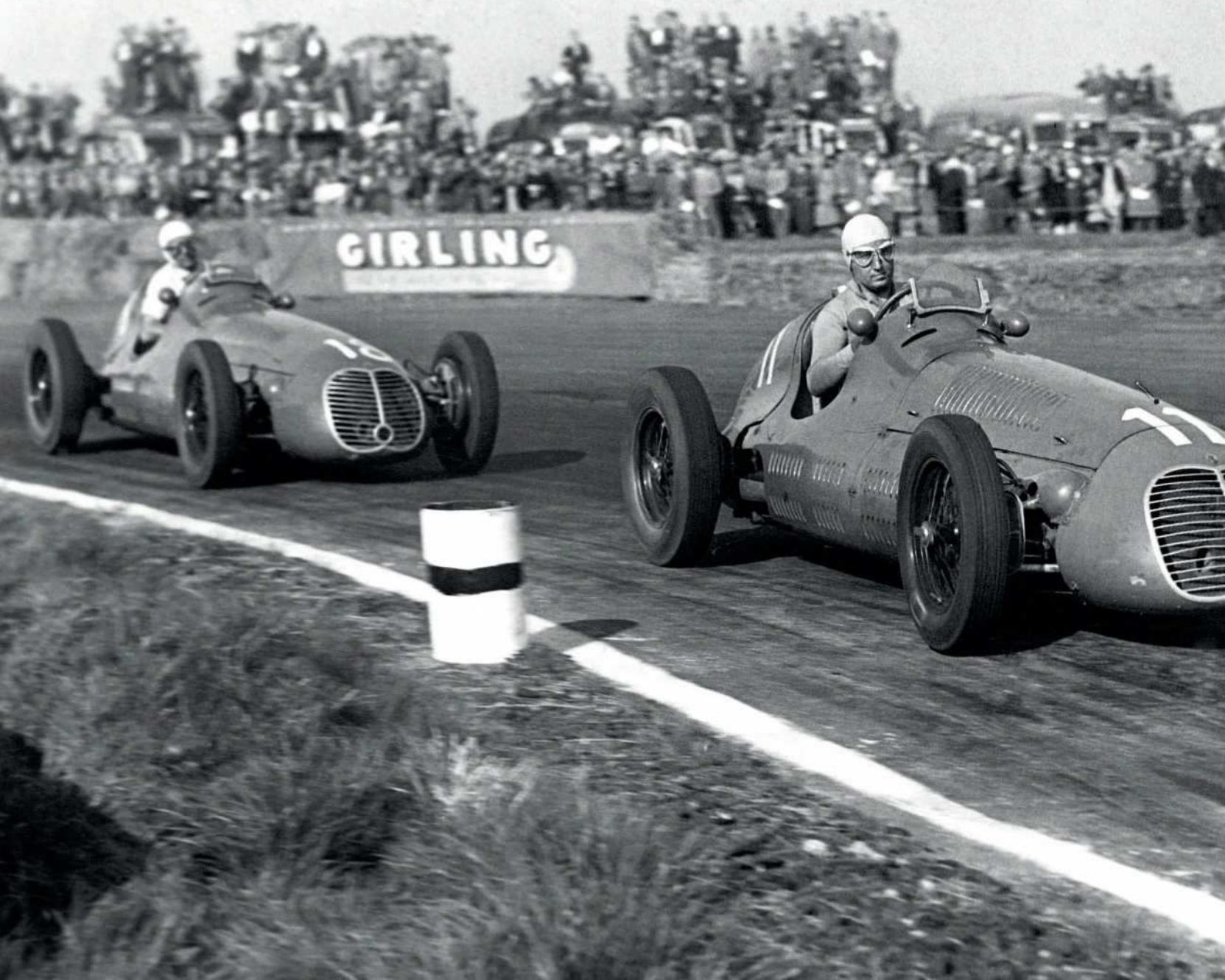
“But if he didn’t have this natural talent, he wouldn’t have been Lewis Hamilton. It is a mixture. But as a driver, I always think, ‘I wish I had this natural talent.’ Sometimes these guys don’t realise how fortunate they are.” **F1**



DO YOU REMEMBER THE FIRST TIME?

The British Grand Prix has been the bedrock of the Formula 1 calendar since it kicked off the world championship in 1950 – but its history dates back further still. Here, a hand-picked selection of F1 luminaries share cherished memories of their first experience of this fantastic event

WORDS MAURICE HAMILTON PICTURES  LAT IMAGES





■ The early days: Alberto Ascari leads Maserati team-mate Luigi Villorresi at Silverstone, 1948.



■ Driver briefings were just that little bit more open plan at Silverstone in the 1940s



■ ...and the definition of 'team members' was just a little more loose. Here, Stirling Moss is pushed to the grid by his father

F

rom the moment 100,000 spectators – my dad and his brother among them – flocked to Silverstone in 1948 for what was then called the RAC Grand Prix, Britain's major motor race would never fail to leave an indelible impression. This may have been two years before the advent of the world championship, but the first grand prix in Britain since the deprivations of World War II was something to be savoured.

The queue of traffic stretched several miles to the other side of Towcester. There was no spectator fencing; just a rope and straw bales. Barbed wire and bits of abandoned aircraft were scattered throughout the former airfield. The so-called toilets would have the entire venue instantly closed down by today's health standards. But none of that mattered.

This was an international motor race with entries from Maserati and Talbot-Lago, driven by 'foreigners' with romantic names, such as Luigi Villorresi, Alberto Ascari and Baron 'Toulo' de Graffenried. It set a yardstick for reminiscence that would be continued through the decades as the British Grand Prix developed at Silverstone and switched to Aintree and Brands Hatch from time to time.

■ Emmanuel 'Toulo' de Graffenried leads at the start of the 1948 Silverstone RAC GP



■ The heroic aura of racers such as Villorresi and Ascari captured the public imagination



My indoctrination came at Aintree in 1959, my father and I having travelled by boat from Belfast to Liverpool and booked into the Exchange Hotel. Memories are random but nonetheless colourful and ingrained: breakfast in a grand dining room with a bunch of distinguished-looking gentlemen sporting impressive official passes on the lapels and arms of tweed jackets; the *Daily Express* carrying a couple of broadsheet pages devoted to what is clearly an important event; riding on an 'electric train' to Aintree; joining an enthusiastic crowd heading towards the imposing edifice of the race course; taking a seat high in the permanent grandstand overlooking Tatts Corner; urging on the lime green BRM of Stirling Moss in its pursuit of Jack Brabham's winning Cooper; thinking

these smart restaurants and facilities must be common at every grand prix (subsequent visits to Silverstone and Brands Hatch would disabuse me of that); and, above all, the dreamy feeling of being swept along by a life-changing day.

Many, from all walks of F1, have been through the same experience in connection with the British Grand Prix. Here are just a few of their memories: ▶



■ **Rage against the machine:** a partisan crowd reacts with fury to the news that home hero James Hunt will not be allowed to take the restart at the 1976 British GP. This prompted worried officials to reverse their decision – and Hunt went on to win the race



DEREK WARWICK
Former F1 driver and
ex-BRDC president

When I was in my early teens, I was racing stock cars with my dad and Uncle Stan. We would never have gone to the British Grand Prix because that was another form of motor racing in our minds; it was ‘them’ and ‘us’. We raced on ovals; we were sprint car drivers. If I’m honest, I didn’t really know what Formula 1 was.

I recall watching the 1976 British Grand Prix at Brands Hatch when the crowd went mad because James Hunt was not going to be allowed to take the restart following a first-corner collision. But the one that really sticks in my mind was the grand prix at Brands Hatch, just two years later. I was taking part in the F3 support race; there was a massive shunt on the first lap – and I got the blame for that. Wasn’t my fault, of course. I made a great start from the front row, moved over and the guys tripped over each other. Sounds like something I might hear as an F1 steward these days!

I was very much aware that the British Grand Prix was a massive event. At the same time, I saw Mario

**“I WAS TAKING PART IN THE F3 SUPPORT RACE;
THERE WAS A MASSIVE SHUNT ON THE FIRST
LAP – AND I GOT THE BLAME FOR THAT.
WASN’T MY FAULT, OF COURSE”**

Andretti, Ronnie Peterson and guys like that and began to think that maybe one day I could be one of them. I was already racing against some very good drivers such as Nelson Piquet and, of course, Nelson was about to have his first Formula 1 race [for Ensign] at the German Grand Prix a few weeks later.

So, having come along with my F3 car run by two mechanics – one was a diesel engineer, the other a chippy [carpenter], I was the only one who could change gear ratios! – I suddenly began to see the bigger picture thanks to that weekend at Brands in 1978.



OTMAR SZAFNAUER
Force India chief
operating officer

It was in 1998, right before I was due to start working for British American Racing. My girlfriend had bought me a ticket and I came to watch the British Grand Prix at Silverstone. It was raining, windy and cold. Horrible weather. I remember seeing Jackie Stewart in the grandstand I was in, and going up to him and saying: “Hi. My name is Otmar and I’ll be working with you soon in F1.”

That’s my main memory. I can’t remember who won! [It was Michael Schumacher, for Ferrari.] I was aware that this was a very big event. It was sold out. And I recall that the traffic was horrendous. I was living in Essex and it took hours – *hours* – to get home.

I could see there was a sense of history about the place. But the thing that really struck me about the British Grand Prix was how passionate and knowledgeable the fans were; much more than I had come across anywhere else.



CHARLIE WHITING

FIA Formula 1 race director,
safety delegate and starter

We lived just over a mile from Brands Hatch and I remember there was great excitement in 1964 when the British and European Grand Prix, as it was known that year, came to Brands for the first time. They had added the extension to the circuit not long before, so the perimeter fences were a bit haphazard. It was easy to climb over or under them, go into the woods we were used to walking through, and sneak up to somewhere between Hawthorn and Westfield.

I was actually more interested in the touring cars and it was not uncommon to have the F1 stars take part

in these support races. Frank Gardner was a big hero of mine at the time, and he was down to drive a Ford Lotus Cortina alongside Jackie Stewart and Sir John Whitmore. Seeing these cars coming all the way through South Bank with the inside front wheel in the air was just amazing. We didn't go much further into the circuit because we climbed up some trees and watched the F1 cars from there.

We didn't actually see the grand prix itself. When my brother and I told Mum and Dad what we'd done, they warned us against trying to do that on race day because of the likelihood of getting caught! Back then, it was a bit of fun and I don't think I took in the significance of what we were doing. I obviously didn't realise that in ten years' time I would be working as a mechanic in motorsport, making a living out of what was a hobby. ▶

“I WAS ACTUALLY MORE INTERESTED IN THE TOURING CARS AND IT WAS NOT UNCOMMON TO HAVE THE F1 STARS TAKE PART IN THESE SUPPORT RACES”



■ F1 stars used to race in various categories – here Jackie Stewart laps in P2 in touring cars at Brands Hatch in 1964

BEST OF BRITISH GP MEMORIES



■ In his youth, EJ made the annual pilgrimage to Silverstone and went on to launch his own F3 team there in 1980



EDDIE JORDAN,
TV pundit and
former team owner

Silverstone was an annual pilgrimage for Irish fans. We would take a Transit van that could hide a multitude of sins. Not only did we live in this thing, the van acted as a kind of Trojan horse. We would pool what little cash we had to buy entrance tickets for the two guys sitting in the front of the van. Meanwhile, in the back, half of Dublin would be buried beneath the sleeping bags and rubbish. There wasn't the security then – I'm talking the mid-70s – that we see now and the poor guys at the gate probably didn't even want to think about investigating the back of a vehicle driven by a couple of unwashed raggedy-arsed Irishmen.

But Silverstone was the place of our dreams. Our favourite vantage point was a big advertising hoarding

“WE WOULD BUY ENTRANCE TICKETS FOR THE TWO GUYS SITTING IN THE FRONT OF THE VAN. MEANWHILE, IN THE BACK, HALF OF DUBLIN WOULD BE BURIED BENEATH THE SLEEPING BAGS AND RUBBISH”

overlooking Copse. It cost us nothing for such a great view, and it was high enough to keep us out of reach while pretending we couldn't hear security shouting at us to come down. It was the highlight of our year.



ZAK BROWN,
Chief executive officer
of McLaren Racing

I was racing in the States. I really got into F1 in 1987 and my outstanding memory is watching the British GP on television as Nigel Mansell chased down Nelson Piquet. For a 16-year-old enthusiast, it made an enormous impression to see these legendary names racing the iconic Williams on such a historic race track – and putting on an amazing spectacle. It seemed a long way away from me and everything I was doing at the time, but that race alone played a big part in building my love of the sport to an even greater level.

My first actual visit was in 1994 when I was racing in the F3 support race. Even though I was a little closer to the grand prix itself, I still felt on the fringe because, of course, Bernie Ecclestone wouldn't let mere F3 people anywhere near the F1 paddock! All the rock stars, so to speak, were kinda out of reach, which merely added to the sense of awe and sense of occasion. I was watching 'live' and it did nothing to detract from the feeling of excitement that came with seeing the titans of the sport perform in such a historic place. ▶



■ Brown recalls the 1987 British GP where Nigel Mansell (P2) hunted down Nelson Piquet (P1) to take an emotional victory



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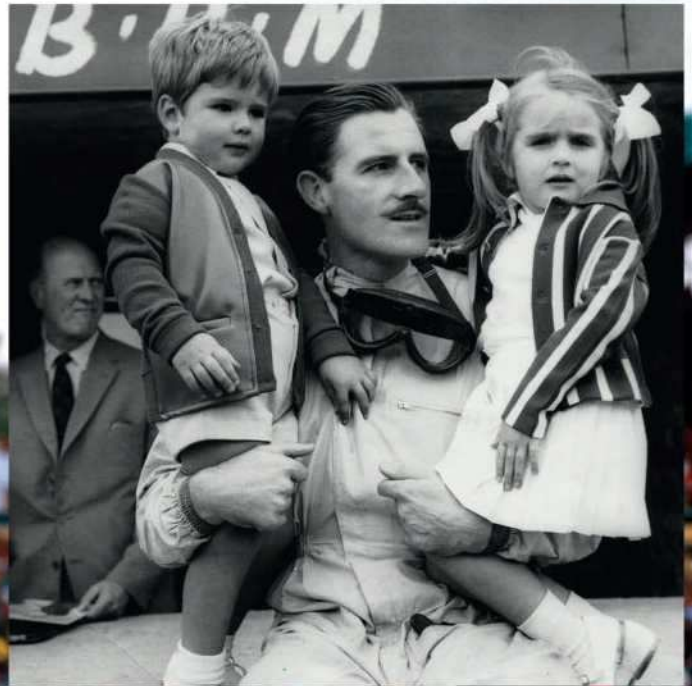
DAMON HILL
1996 Formula 1
world champion

Rather than leave us at home, my parents would take us to the track and, if at Silverstone, we'd have to fend for ourselves in the Doghouse Club, which had been set up by my mum and other racing drivers' wives as a place for them to go. I can't remember what age I was when I first went to Silverstone – very young, obviously – but I gradually became conscious of being there and being part of what was a very big event. I would be aware of a lot of kerfuffle and a very large

crowd of people – and, of course, all the noise. But I couldn't actually see anything!

As I got older, I was allowed to wander around the infield and stand almost next to the track. I was free to roam wherever I wanted; I thought that was normal! After my dad [Graham Hill, 1962 and 1968 world champion] died [in 1975], we didn't go so much but, as I gradually moved from bikes to car racing, I became more interested in what was happening. I would get the gracious Bernie pass to access the track and I started to view it as a potential competitor, which was very different to how I had seen it before.

I would look at the Formula 1 cars and think 'Wow!' I remember being on the outside of what was then Abbey Curve when Keke Rosberg set that fastest ever lap as he took pole with the Williams-Honda turbo in 1985. There was such a sense of history at Silverstone compared with Brands Hatch. That, and coming away most times with a windswept feeling! 🏁



Family affair: Damon and eldest sister, Brigitte, with their father, Graham Hill, at Silverstone, 1963



Damon witnessed Keke Rosberg's record-breaking pole lap at Silverstone in 1985, at 1min 05.591s

INSET: SHUTTERSTOCK

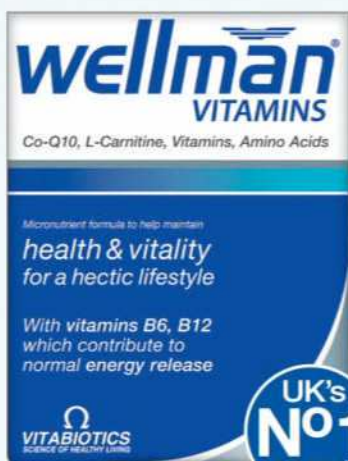
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VITABIOTICS

THE GRAND PRIX GUARDIAN



As Silverstone celebrates its 70th anniversary the future of the British Grand Prix remains in doubt beyond 2019, but the British Racing Drivers' Club is determined to make it financially viable. Silverstone managing director Stuart Pringle explains the plan

WORDS STUART COOLING POTRAITS  LAT IMAGES: GLENN DUNBAR





70 years ago on a cool October day, pre-war racing hero Luigi Villorosi and his protégé Alberto Ascari brought a touch of Latin exoticism to the Northamptonshire countryside, guiding their *rosso corsa* Maseratis to a one-two finish in the Royal Automobile Club Grand Prix ahead of Bob Gerard in an ERA. Other luminaries in the field included Louis Chiron, one of the architects of the Monaco GP, and the Olympic sailor Prince Birabongse Bhanudej Bhanubandh (better known simply as Prince Bira). An 18-year-old Stirling Moss raced in the 500cc support event.

The RAC Grand Prix was a hit, drawing massive crowds the following year when its date shifted to a more climactically convivial month of May, and emboldening the RAC to promote the opening round of the new Formula 1 world championship in May 1950. The British Grand

Prix has been a fixture on the calendar ever since, although not always at Silverstone. The former RAF bomber base had been operating as a pig farm when the RAC hosted the 1948 grand prix on a course demarcated by ropes, oil drums and hay bales; it's changed beyond recognition over the past seven decades and will continue to do so as its owners reshape the business for the 21st century economic landscape.

"In the British Racing Drivers' Club, Silverstone has the most sympathetic and supportive owners," says Silverstone managing director Stuart Pringle. "They couldn't be more enthusiastic. My brief is to keep the best racing we can afford at Silverstone – it follows, therefore, that we need to rebuild the business such that it can afford to keep motor racing.

"In being reliant on one major event, we'd got

Lewis Hamilton is a firm favourite with the huge British GP crowd, but the circuit cannot rely on just this one event in the future

“WE HAVE AN ONGOING DIALOGUE, WHICH IS WHY IT’S BEST TO KEEP IT BETWEEN US. THEY ARE ON THE RECORD AS SAYING THEY WANT TO KEEP THE BRITISH GRAND PRIX, AND WE’RE ON THE RECORD AS SAYING THAT ABSOLUTELY WE WANT TO KEEP IT”



to the point where the risk of a bad one was so great that we couldn't afford that risk. What we'd not successfully done over the years is extract the amazing value – the brand equity – that the Silverstone name has built up. What we need to do is not just extract the value of the investment in F1 over three days in the summer, we need to be extracting it 365 days a year.

"The winter months, when motor racing is asleep, have historically been very difficult in terms of cashflow. And yet not a week goes by without visitors coming to see the facility. Until recently when they got there and asked 'What can we do?' the answer was 'Er, nothing'. But that's going to change in less than a year."



In layman's terms that involves a raft of new developments for which the BRDC have recently obtained planning consent, including a new hotel, a further 60 short-stay accommodation units, and a £20million educational visitor attraction called the Silverstone Experience.

"It's going to be big," says Pringle. "500,000 square feet. It's in the last remaining World War II hangar and renovation is already under way. It's going to tell the story of Silverstone, the history of the sport and its innovations in the UK. There's going to be an educational angle majoring on science, technology, engineering and maths – because inspiring young people to get involved in those subjects, in high-performance engineering, is vital to the future of the sport. But it's going to be interactive, much more like Harry Potter World or Titanic Belfast than Beaulieu Motor Museum.

"It will tie in to the Silverstone University Technical College, one of the things we haven't made a big enough noise about in the past. 460 children between 14 and 18 come to Silverstone every day of the week for their education. We want children to be inspired by engineering and to consider a career in it."

So the essence of the vision is to make Silverstone a year-round destination for those not partaking of track activity, although there is the prospect of hosting more cycling and running events in summer evenings and weekends. Other possibilities include growing the portfolio of high-performance car ownership experiences beyond the Porsche one already on site.

"The track is quite busy between March and November," says Pringle, "so there was little headroom to grow our existing business and it was peaky in terms of cashflow. We need stronger, more reliable revenue streams to give us a base to keep the cherry on top, as it were."

Last year the BRDC exercised a break clause in the British GP contract, saying that the five per cent annual rise in the sanctioning fee written into the contract (which was agreed with Bernie Ecclestone in 2010) would make the event unaffordable. It already sustains losses running into millions of pounds. So as it stands the 2019 event will be the last, and although the BRDC is negotiating with F1's new owners, Liberty Media, to find a compromise, Pringle makes it plain that he is respecting Liberty's wishes not to conduct



The Silverstone Experience, which has received planning consent should help make the venue a year-round destination

such negotiations in public, via the media.

"The door is 100 per cent not shut," he says. "We have an ongoing dialogue, which is why it's best to keep it between us. They are on the record as saying they want to keep the British Grand Prix, and we're on the record as saying that absolutely we want to keep it."

It certainly helps that F1's commercial rights holders are much more aligned with Silverstone's outlook than in the past, setting a clear mandate to improve the on-event experience at every GP.

"I wouldn't be so grandiose to say we invented the fan zone," says Pringle, "but we've had something like it for the past 15 years because we recognise the need to provide value for money – we acknowledge that the tickets are expensive."

Expectations have certainly moved on during Silverstone's seven decades in the business. Just two disappointments awaited visitors to the inaugural world championship race in 1950: Ferrari's non-appearance (Enzo felt the 'start money' on offer didn't reflect his team's value) and the failure of the new BRM F1 car, a British prestige project, to do more than a handful of demonstration laps. History records the BRM as a humiliating flop but modern engineering has made the car a runner. It will now play its part

in an eclectic daily parade of historic machinery during the British Grand Prix this July, alongside a recreation of the Ferrari Dino 246 Mike Hawthorn drove to world title glory 60 years ago, Jackie Stewart in his 1969 championship-winning Matra MS80, and many more.

"We're trying to gather the elements that we know the British fans love for the 70th celebrations," says Pringle. "The British fanbase is different to many other rounds because they're very invested in the sport, they know its history – they haven't just stumbled across it in a city centre. They've made an effort to be there and the vast majority of them are staying nearby.

"We have a regular audience of 100,000 happy, smiling fans, allowing their four-time world champion hero to surf on them. That's what F1 wants nowadays and that is what the sport is in this country. There are other circuits in the world that have hosted more grands prix than us; there are circuits that have 70 years of history or maybe more; there are circuits that attract slightly bigger crowds than us; and there are other circuits that allow you to drive in the wheeltracks of your heroes day in, day out.

"But there's no other circuit that has all of those in one package like Silverstone does."





WORDS
ANTHONY
ROWLISON
PICTURES
MALCOLM
GRIFFITHS

RIVIERA RENDEZ- VOUS

The return of the French GP is big news for a country with such a proud F1 history. We joined Renault and Nico Hülkenberg on the Côte d'Azur during their whistle-stop tour of southern France, ahead of the big event...

A

balding, portly man leans from the balcony of his first-floor apartment, which overlooks the swooningly lovely Mediterranean bay on which the French seaside town of St-Raphaël is built.

He's just seen a Renault Formula 1 car pull up outside the café above which his flat is located.

Enraptured, seizing the moment, he cries: "ATTENTION! Merci pour le pilote! Merci pour Renault! Hip-hip-hip..."

"Hoorah!" answer the throng, who have been distracted from their seaside perambulations by this unprecedented happening.

"Hip-hip-hip..."

"Hoorah!"

[With gusto] "Hip-hip-hip..."

"HOORAH!"

There follows a spontaneous outburst of cheering and applause as the somewhat bashful F1 hero who's become the centre of attention stands up, sips the espresso recently handed to him, and waves a hand. It's the tall, racing-lean form of Nico Hülkenberg that has emerged above the hubbub and, grinning, he sits back down again at one of the café's terrace tables to take another hit of caffeine.

What on earth is going on? What is this fantastical scene conjured before us in the yellow-and-black corporate colours of Renault? Certainly nothing like this has ever been witnessed in

the otherwise agreeably benign environs of St-Raphaël. For this is a dot on the French map, far removed from the sometimes-seedy tourist hustle of Nice – an hour away by road – or the stardust of Cannes and Monaco further east along the Côte d'Azur. And *never* has the urgent shriek of a Formula 1 engine echoed around these sun-dappled streets. Until today, that is.

Earlier this morning, Hulk had been blitzing a 2012 Renault E20 up and down the prom, torturing its 2.4-litre V8 and transmission as he spun donut after donut before the transfixed masses. These were display runs, staged to promote the return of the French GP to the Paul Ricard circuit, 75 miles from here. But while demos such as this are familiar enough (Red Bull, Mercedes, Renault and others regularly take to the streets with recently retired F1 machinery), they never lose their power to amaze innocent bystanders exposed to the drama of an F1 car up close and personal for the first time.

One man stands slack-jawed at the sound and fury of Hulk's pirouetting machine ten metres in front of him, separated only by a temporary guard-rail. Next to him a woman's eyes sparkle as she peers through the fog of tyre smoke created by whirling Pirellis. Two children are between them: one on the verge of tears, hands over ears; the other burying his head into the fold of his mother's arms, seeking comfort amid the confusion of a scene he doesn't understand.

This is *visceral* – and that's the point, says Ludovic Arnault, deputy French GP director:

"We have been without a grand prix in France for ten years," he laments [the last was in 2008, at Magny-Cours and won by Felipe Massa], "so there is a whole generation of French children who are growing up without ever having known a grand prix in their ▶

The Hulk takes his car for a spin along the seafront before parking up to grab a coffee







“THIS HAS BEEN A FUN DAY...WE DON'T GET TO DO ANYTHING LIKE THIS OVER A RACE WEEKEND. ANYTHING THAT SLIDES THE CAR SLOWS YOU DOWN OR DAMAGES THE TYRES”

**NICO HÜLKENBERG
RENAULT F1 RACER**

country. That means ahead of this year's race, we are having to generate interest again and take F1 back to them; to let them see it and smell it and be excited by it.”

A media and marketing push has raised awareness that a storied European round of the championship is set to return, but the race promoters – and Renault – believed something more ‘active’ was required, pre-event, to generate a buzz and word-of-mouth interest: hence this street display, one of a series.

Over ten days from 1 May, Renault's show car has an itinerary covering nine French towns and cities in the Provence-Alpes-Côte d'Azur region. St-Raphaël is day eight, with Hulk on driving duties; before that it was Chateaufort; Miramas; Salon de Provence; Aubagne; Toulon; Le Lavandou, then a one-day pause for breath. Still to come are Apt and Roquebillière.

Hülkenberg re-ignites the crowd's passion for F1 with a series of wheel-smoking donuts

“It's like a little Tour de France, giving fans an introduction to F1, burning some rubber on the roads and doing donuts,” says Hülkenberg, with commendably genuine enthusiasm.

“And this has been a really fun day for me, although I think the boys [the show car team] have had a busy week. We don't get to do anything like this over a race weekend. Anything that slides the car slows you down or damages the tyres.”

The itinerary of this roadshow covers 500 miles and has been mapped out to showcase F1 throughout the south-eastern corner of France that's home to Paul Ricard, at Le Castellet.

“The last grand prix at Ricard was in 1990, and Prost won it in a Ferrari,” says Arnault. “But that's a long time ago now – nearly 30 years – so maybe two generations who've never known F1 in the south of France.” ▶

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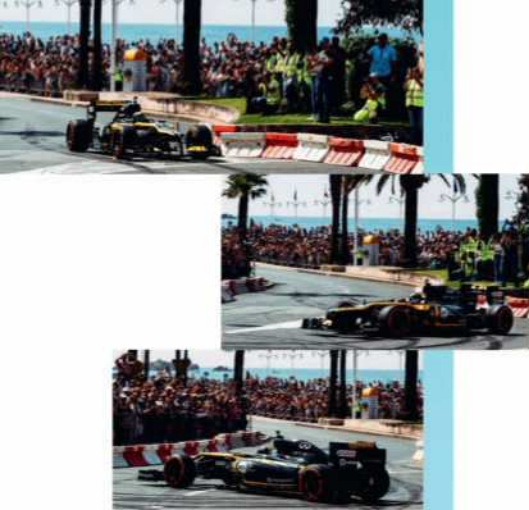
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COME FROM
EUROPE, ASIA
AND AMERICA
FOR THIS GRAND
PRIX AT THE
START OF THE
SUMMER. THIS
IS A GREAT
OPPORTUNITY
FOR THE
REGION”**

LUDOVIC ARNAULT
DEPUTY FRENCH GP DIRECTOR

That unfortunate state of affairs will come to an end in the third week of June, as the French GP launches an unprecedented F1 triple header, with the Austrian and British races following on consecutive weekends. It's certain to be a heady time for both sport and country.

“This is an amazing moment for France in F1,” says Arnault. “We have the Renault factory team, and their engine is used by two other teams. Then we have three drivers – Romain Grosjean, Esteban Ocon and Pierre Gasly. Then there's Charles Leclerc of course – even if he is technically Monegasque. And we have three team bosses – Eric Boullier at McLaren, Fred Vasseur at Sauber and Cyril Abiteboul at Renault. So this is a happy time for France in motorsport – and a good time to be French if you love F1.”

Much of the credit for the return of the French GP can be taken by Christian Estrosi, the mayor of Nice and an ex-pro bike racer. Estrosi chairs the ‘Public Interest Group’ that pulled together funding from across the region to secure a five-year contract for the race. They made that agreement with Bernie Ecclestone at the end of his tenure as F1's deal-maker-in-chief and happily, the return of an established

European fixture chimed with the designs of F1's new owner, Liberty Media.

Ricard has not lain dormant these past three decades. It was bought by an Ecclestone-owned company in 1999, whereupon it underwent redevelopment to make it one of the world's most highly specced circuits – briefly renamed the ‘Paul Ricard High Tech Test Track’. In this guise it became a popular venue for testing and tyre development, and it's only in recent years that it has returned to hosting races, mostly in sportscar categories. Now it's ready for a return to centre-stage and with more than 90 per cent of tickets sold seven weeks before the event, it seems France hasn't lost its appetite for F1.

“The people of Nice showed their attachment to motorsport at the Paul Ricard Circuit from 1970 to 1990,” says Estrosi. “These events were very popular for Nice and the Côte d'Azur and fans will come from Europe, Asia and America for this grand prix at the start of the summer season. This is a great opportunity for the region.”

**And it's all
over... until
tomorrow. Next
stops for Nico
are Apt and
Roquebillière**

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F1'S

FLYING DOCTOR

WORDS JAMES ROBERTS

PHOTOS  LAT IMAGES: ANDY HOME

Dr Luke Bennett accompanies Mercedes to every GP and his group of Hintsas personal trainers work with ten drivers on the current F1 grid. He explains how the Hintsas philosophy maximises performance in every aspect of life

CV

DR LUKE BENNETT

Age 45

Job Medical and sports performance director, Hintsas Performance

2014-present

Medical and sports performance director, Hintsas Performance, including team doctor roles with Mercedes and McLaren

2009-2013

Various national and international motorsport deputy and chief medical officer roles, including WRC Rally Australia, FIA Asia-Pacific Rally of Queensland, and Australasian Safari Rally

2008-2013

Senior medical officer, Royal Flying Doctor Service of Western Australia

2003-2013

Medical intervention vehicle doctor, Australian and Korean Grands Prix

2002-2007

Senior critical and intensive care officer, Mater Private Hospital, Brisbane, Australia

1991-1996

Bachelor of Medicine and Surgery, University of Queensland, Australia

It's perhaps apt that the doctor who flies to every grand prix with the Mercedes F1 team was once an *actual* flying doctor. Australian Luke Bennett, 45, studied medicine and surgery in Queensland before qualifying for the Royal Flying Doctor Service in the state of Western Australia. "Like the soap opera from the 1980s," he jokes. "But with far less romance..."

Western Australia is huge, and as Bennett explains: "It was equivalent to being based in Paris, getting called to an emergency in Berlin and having to take a patient to a hospital in Madrid. That pre-hospital approach to medicine ties in to motorsport because it's similar at a track when someone is critically injured. You're dealing with diagnosis, extraction, limited resources and logistics for getting the patient into specialist care."

Bennett has been a lifelong fan of motorsport, dovetailing his role as a medical invention doctor with various Australian motorsport events, including rallying and the Australian Grand Prix itself. It was at the latter that he met McLaren's former doctor, the late Aki Hintsas – a Finnish trauma surgeon and founder of the eponymous human performance company. Today Bennett is the medical and sports performance director at Hintsas, as well as 'family doctor' to Mercedes – on hand to help engineers, mechanics and catering staff with anything from a nose bleed to a broken ankle.

Aki joined F1 in the 1990s as McLaren's team doctor, spotted a gap in the market, and put together a team of physios and sports scientists to expand his work. When he died in late 2016, he left behind a thriving business. Today ten of the 20 drivers on the grid, including Lewis Hamilton and Sebastian Vettel, employ a Hintsas trainer.

They work through a framework of physical preparation, nutrition, weight management, sleep programmes, general health and physical therapy. But the most important aspect of all the above is managing sleep – one of Hintsas's key areas of research. Bennett says that fatigue, illness and diminishing morale are interconnected and particularly acute during the flyaway races. Hintsas create hour-by-hour charts to


help drivers and crew deal with their circadian rhythms and defeat jet lag to help improve performance.

"This is really powerful and I think we are only in the early stages of understanding the science of sleep," says Bennett. "Sleep is connected to metabolism and lots of other physiology. For an athlete, the order of priority is sleep first, nutrition second, and training third – and always try to get seven to eight hours of sleep a night."

There is another aspect to Hintsas's philosophy. In the early 1990s Aki Hintsas was engaged in humanitarian work in war-torn Ethiopia when he befriended the successful long-distance runner Haile Gebrselassie. He noted a deep happiness in the athlete, despite his relatively impoverished lifestyle, and from that Hintsas began to develop a philosophy known as 'The Core'.

"The thing that motivates any human to get out of bed, go training, or skip that piece of dessert, has to be motivated by something bigger," explains Bennett. "Any athlete has to think about their goals and their purpose and this mental strength can be 80 per cent of the battle. We define the Hintsas Core with three questions. Do you know who you are? Do you know what your purpose is? Are you in control of your life?"

"They are three simple concepts, but when you really think about them, they can go a long way. By managing a driver's frame of mind and key relationships, we're trying to develop a well-rounded functional human being with a great perspective on life that lets them make good decisions at critical times – and get the best out of the people around them."


It would be too simplistic to describe *The Core*, the book that Aki Hintsas wrote, as a 'self-help title', but the values it espouses do affect performance. And when athletes look for marginal gains against rivals, small decisions can have big effects. "Aki's insights were never meant just for F1, and our long-term goal is to go back to Africa," says Bennett. "But if we can remind people of their health and instil in them processes that can improve the quality and add years to their lives, that's what it's all about. Doing it in F1 is a bonus." 

YOU ASK THE QUESTIONS

PIERRE GASLY

The latest undergraduate at the Toro Rosso school of hard knocks opens up about failing friendships, the pressure of media commitments and why Kevin Magnussen's aggression at Baku was "a bit too much"

WORDS ANTHONY ROWLINSON

PHOTOS  LAT IMAGES: ANDY HONE

Keen and bright-eyed as a Labrador pup, Pierre Gasly bounds up the stairs of the Red Bull Energy Station. He's eager not to be late for his appointment with the readers of *F1 Racing*, whose questions await.

It's a promising sign. Plenty of young drivers enter F1 ready to play the big 'I am' before achieving anything. Not this one, who presents himself as smart, quick-witted and composed. All are attributes that will serve him well as a Red Bull junior, for this team's racing overlord, Dr Helmut Marko, brooks no compromise in his search for talents that fit his template. Seb Vettel and Dan Ricciardo were best exemplars of his ideal: as quick with their wits as they are on track, self-possessed and capable of elbows-out circuit-smarts in pursuit of a big result.

Those who don't quite cut it are quickly found out: Jean-Eric Vergne, a terrific racer, was a little too surly for his own good and never quite *right there* in qualifying; Daniil Kvyat – bright, fast and promising – lost the plot when measured against *wunderkind* teammate Max Verstappen. Then he started hitting walls. Game over.

Gasly, then, is interesting. Parachuted in to Toro Rosso at the end of 2017 to replace the struggling Daniil, he endured an engine-troubled start to 2018 in Melbourne before – BOOM! – P4 in Bahrain. *That* got the F1 paddock's attention. It was quite the opening to his first full F1 year and although it's too early to predict how his career will develop, he has already marked himself out as one to watch. Let's find out more...

Your big result so far was fourth place in Bahrain. How would you describe that race and do you think you can get more results like that?

Daniele Gaglio, UK

That was only my seventh race in Formula 1 and to get P4 was just amazing, especially because we didn't expect to achieve it in our second race with Honda. The feeling was crazy! I had my best qualifying as well: Q3, qualified sixth and started P5.

F1 Racing: Is there more to come?

PG: It will be difficult to reproduce it, but over a 21-race season you always have one or two opportunities when things come your way. Our target, especially as a midfield team, is to make sure we are there when that happens. Maybe in a race with tricky conditions in the wet, like Brazil, we can take that opportunity.

Have you been surprised at how good the Honda engine is?

Steve Popple, USA

Yes, actually. Reliability has been good. We had that problem in Melbourne, which was a shame because testing went so well – but apart from that, reliability has ▶



PIERRE GASLY



YOU ASK THE QUESTIONS

been good and performance has improved as well. I like the way Honda work. It's great, you can feel that they are doing all the things they can to improve. We still have a deficit but they are doing everything they can to make it better. So we are happy and feel we can keep improving.

The incident with Brendon in qualifying for the Azerbaijan GP – was that a scary moment for you?

Dan Shaw, UK

Yes! Everything happens so fast in these situations. We checked on the data and it was something like 189mph. At that speed you're doing so many metres per second. When I saw Brendon had stopped he was actually in the middle of

the track and you have to make a decision really quickly – you don't have time to think. It's more like instinct.

I decided to go left, and Brendon didn't see me and also went left! And when I went right, he went right as well. So I had to turn a second time to the right. In my mind I was gone. I was thinking: 'I'll clip his wheel and fly. I'm a goner, I'll crash.' I managed to avoid him, but the peak of adrenaline [Gasly makes a noise like a faster Kimi Räikkönen 'Bwoah']... my heartbeat was so high.

F1R: You were actually thinking what could happen?

PG: Yes. It's funny, because the moment goes so fast, but you have thousands of thoughts at the same time. I had a road-car accident with my parents two years ago at Silverstone. It was a bad crash and it felt the same. It goes so fast but your brain has all these thoughts. In Azerbaijan, afterwards I was just disappointed that I didn't do a lap good enough for Q2. It was a shame, but it was a massive peak of adrenaline.



“ I DECIDED TO GO LEFT, AND BRENDON DIDN'T SEE ME AND ALSO WENT LEFT! AND WHEN I WENT RIGHT, HE WENT RIGHT AS WELL. IN MY MIND I WAS GONE. I WAS THINKING: 'I'LL CLIP HIS WHEEL AND FLY. I'M A GONER...' ”

You had a bit of a dispute with Kevin Magnussen in Baku. Do you think he's a dangerous driver?

John Nicholls, UK

[A long pause – probably as a self-censorship filter kicks in.] I don't think he's *dangerous*; it's all about 'aggressivity'. You need to be aggressive, but we need to stay fair. It's exciting to be so close, wheel-to-wheel, but you need to leave enough space. He's just aggressive, sometimes a bit too much. And at Baku it was a bit too much.

Apologies for asking another crash question, but you and Brendon had a coming-together in China as well. Did you speak about that afterwards with him? How was it?

Peter Selecky, Slovakia

Yeah, we spoke after the race. We weren't even fighting – we were supposed to swap positions and the team told me he would do it at the end of the straight and told him as well. Then he wanted to do it after the corner. I'd already committed when he'd turned in and it was too late – I couldn't avoid him. He said: "I wanted to do it after," and I said I expected him to leave the space because the team told him to. We were fine after that.

Do you feel that your year racing in Super Formula in Japan helped you to make a good transition into Formula 1 full-time?

Brian Kenney, USA

It was a great experience – a different series, lots of downforce, different tyres. I didn't know any tracks so I had to learn them all during the season. I tried to find a way to make the best out of it. Only a few people spoke English, so that was tricky and everything is very different to Europe. But it was a good experience, not only on the driving side but also on the human side. Japan is a mega-amazing country in terms of culture. ▶

Gasly just avoids a potentially catastrophic crash with team-mate Brendon Hartley at the Azerbaijan GP



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For Gasly, dealing with the media is one of the hardest parts of his job



LAT IMAGES: SAM BLOXHAM

Did you learn any Japanese out there?
Breffni McCarthy, Ireland

Some basic stuff like *konnichiwa* [hello/how are you], *arigatou* [thank you], *misoshiru* [miso soup] and some other things.



F1R: So you can do the essentials, say hello, thank you and order some food...

PG: Yeah...

What's the hardest thing about F1?
Curtis Paine, UK

[Laughs.] It's probably dealing with media! Media and journalists just see us in specific conditions, as drivers at the track, but they

don't know us personally. So I think it's easy to misjudge us, especially when there's only a short time during the weekend to get to know someone.

So for me, as someone who speaks sometimes in English, sometimes in French, sometimes I want to say things in a way that is probably not exactly the same when I use English words. So I have to be careful and not be misunderstood. That's not easy when you have so many media commitments in F1.

Do you pray for Danny Ricciardo to move to another team?
Tomek Latkiewicz, Poland

[Big laugh.] For sure if he wants to move... For me, as a Red Bull driver my target is to be at Red Bull Racing because that is the top team. My goal is to fight for championships and I want to have

a car that lets me fight for championships. I don't know what's going to happen. I think we will announce soon. As for Daniel... it's difficult because he's a great guy but of course in my career I just want to be in a position to fight for championships. That's the main thing.

“ JOURNALISTS JUST SEE US IN SPECIFIC CONDITIONS, AS DRIVERS AT THE TRACK, BUT THEY DON'T KNOW US PERSONALLY. SO IT'S EASY TO MISJUDGE, ESPECIALLY WHEN THERE'S ONLY A SHORT TIME DURING THE WEEKEND ”

Who is your French racing hero? Alain Prost, Jean Alesi or someone else altogether?

Alejandro Schneider, Chile

Actually, it's both of them! Alain Prost is a legend, but then so is Jean. Jean was my captain in the French team in single-seaters. I know them both very well and they're both legends.

Is it true that you and Esteban Ocon used to be friends, but have fallen out?

Brendan Thomas, Caracas

Yeah, it's a long story that we don't have enough time to talk about now. We were really good friends and now, unfortunately, we don't get on so well. I tried to keep the relationship good but it wasn't possible and now we just

respect each other. But we're not really friends.

Do you follow any other sports closely?

Pam Berryman, UK

Well football, yes, very closely. I went to the Barcelona vs Villarreal game just before the Spanish GP and I'm a massive fan of PSG

[French football team Paris Saint-Germain]. Whenever I'm in France I try to go to the stadium. I am close friends with Rabiot [Andrien Rabiot, the French international midfielder who plays for PSG] and he invites me so I can go and support the team. I like tennis as well and go to Roland-Garros [for the French Open] every year. And I play a bit – but not well. I like golf, too – I don't follow it, but I play. And boxing. And I play badminton and squash. I'm sports-mad and try to do everything!

F1R: You know Alain Prost was going to be a professional footballer before he became a racing driver? He was a young pro but got an injury and did some karting to avoid getting bored and that's how he got into F1.

PG: No way! I'll have to ask him about that. **F1**

DUKE

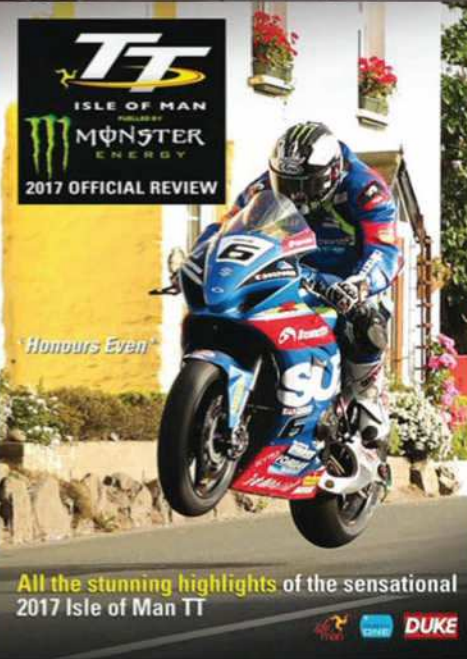
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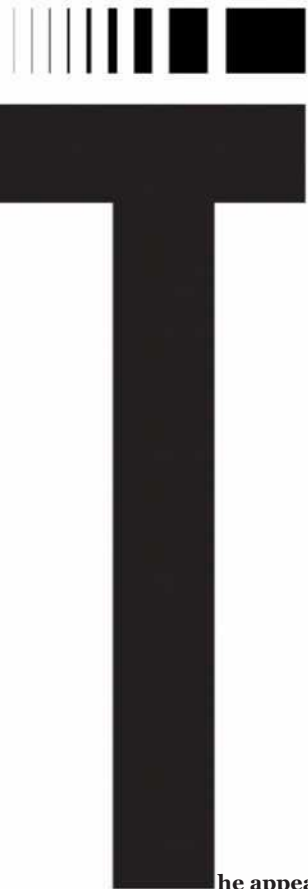


Formula 1 drivers can often be heard complaining that the Safety Car isn't fast enough... that shouldn't be a problem now that the sport has introduced the most powerful 'SC' ever as driver Bernd Mayländer explains...

QUICK ENOUGH FOR YOU NOW, LEWIS?

WORDS JAMES ROBERTS
PICTURES MERCEDES





The appearance of the Safety Car elicits a range of emotions, all tempered by the gravity of the circumstances that prompted its deployment. From a fan perspective, it can suddenly create excitement in an otherwise processional race. Likewise, it's a pleasing opportunity for drivers further down the field to gain positions as the whole pack is artificially bunched up.

On the flip side, the race leader will be crestfallen at the sight of yellow flashing lights and SC boards, especially if they've pushed hard to build a gap to their opposition. With that precious margin gone, and tyre temperatures dropping with every lap spent behind the Safety Car, the prospect of a restart on cold tyres and brakes puts them on edge. It's at those moments you can understand why a frustrated Lewis Hamilton or Sebastian Vettel cries out: "The Safety Car is too slow!"

But 'slow' is a relative term. For the past 18 years Bernd Mayländer has driven the wheels off an evolving cast of Mercedes high-performance road cars, while pacing the field as safely as he can. This year his job has been made easier, thanks to the brand-new AMG GT R that has replaced the GT S. With 585bhp and a top speed of 198mph, this is the most powerful and fastest Safety Car since Mercedes officially started supplying vehicles for F1 in 1996, and closer to the performance envelope of the racing cars it's keeping in check.

With sophisticated active aerodynamics, four-wheel steering, a 4.0-litre V8 biturbo front-mid-engine and

improved suspension, the GT R is capable of doing 0-62mph in 3.6 seconds.

"I'm much more comfortable on the limit," says stalwart Safety Car driver Mayländer. "It's definitely a step up from the GT S, which was already a quick car. With the four-wheel system you can feel the rear-axle steering, which immediately makes the car more direct, and it also has nine levels of traction control. The car is wider, there's more grip, and while the top speed isn't massively increased, maybe two or three miles per hour, we're now much quicker in cornering."

Mayländer first got his hands on the new car in winter testing (yes, even the new Safety Car has to be put through its paces before the season begins) at the Nardò Ring research facility in southern Italy. "We were immediately four to five seconds quicker and the weather conditions weren't as good as they've been in the past, so we knew that it was a decent improvement," he recalls. "You get good feedback from this car; it tells you – in a nice way – if you're about to overdrive it. There's a gap before you get to the limit."

According to Mayländer, the Safety Car is between eight and ten seconds slower than a Formula 1 car over one kilometre; for 2018, the new GT R is a second quicker per kilometre than its predecessor. That will translate to being seven seconds a lap quicker at long circuits such as Spa. The question is whether that will be speedy enough for Hamilton, Vettel *et al...*





“THE TOP SPEED ISN'T MASSIVELY INCREASED BUT WE'RE NOW MUCH QUICKER IN CORNERING”

Bernd Mayländer

“I've raced myself, and I attend all the FIA drivers' briefings on a Friday evening at GPs,” says Bernd. “I hear what they all say: ‘Why is the Safety Car so slow?’ But you have to remember that it is a *safety* car – it is meant to slow the speed of the field. You don't want another *racing* car at the head of the pack.

“Drivers at the front complain because they don't want their lead taken away. I understand that, but it's not as though we can put slick tyres on the GT R and drive faster. If we're out on track, on slicks, and it starts to rain, then the Safety Car will have to pit to change tyres... and we can't have this scenario.”

Drivers will zigzag behind the Safety Car, occasionally braking hard, then you'll see a burst of acceleration as they try to put energy through their

tyres and brakes. It's a frustrating time for everyone, but that soon dissipates as the excitement ratchets up a notch in anticipation of the race resuming.

Since 1996, each Safety Car model used has always been the quickest in the Mercedes road-car range and the GT R is a continuation of that policy. Even if once that happened to be Mayländer's actual road car.

“The C63 was the quickest AMG car when they first started supplying F1,” he remembers. “It was 300bhp with a fully automatic gearbox and it was my first company car. AMG took it off me, put some lights on the roof and it became the Safety Car...”

Drivers shouldn't need to complain about the current AMG GT R model's speed. If they do, they should think back to how slow Safety Cars used to be... 🚗



SAFETY IN STAGES



1994
Vauxhall
Opel Vectra

A year after the Safety Car was written into the regulations, the Vectra made its debut at the tragic 1994 San Marino GP. Despite its 200bhp turbo power it was considered too sluggish for high-speed Imola.



2003
Mercedes
CL55 AMG

This souped-up S-Class was the basis of the range of models used in F1 between 1997 and 2005. The 2003 model could do 0-62mph in 4.3s and produced 493bhp. The CL55 was replaced by the CLK 63 in 2006.



2010
Mercedes
SLS AMG

The stylish gullwing SLS AMG replaced the SL 63 that had been used in 2008 and 2009. This iteration had a normally aspirated 6.3-litre 571bhp V8 engine and was capable of doing 0-62mph in 3.8 seconds.

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Suite:	£2,799pp

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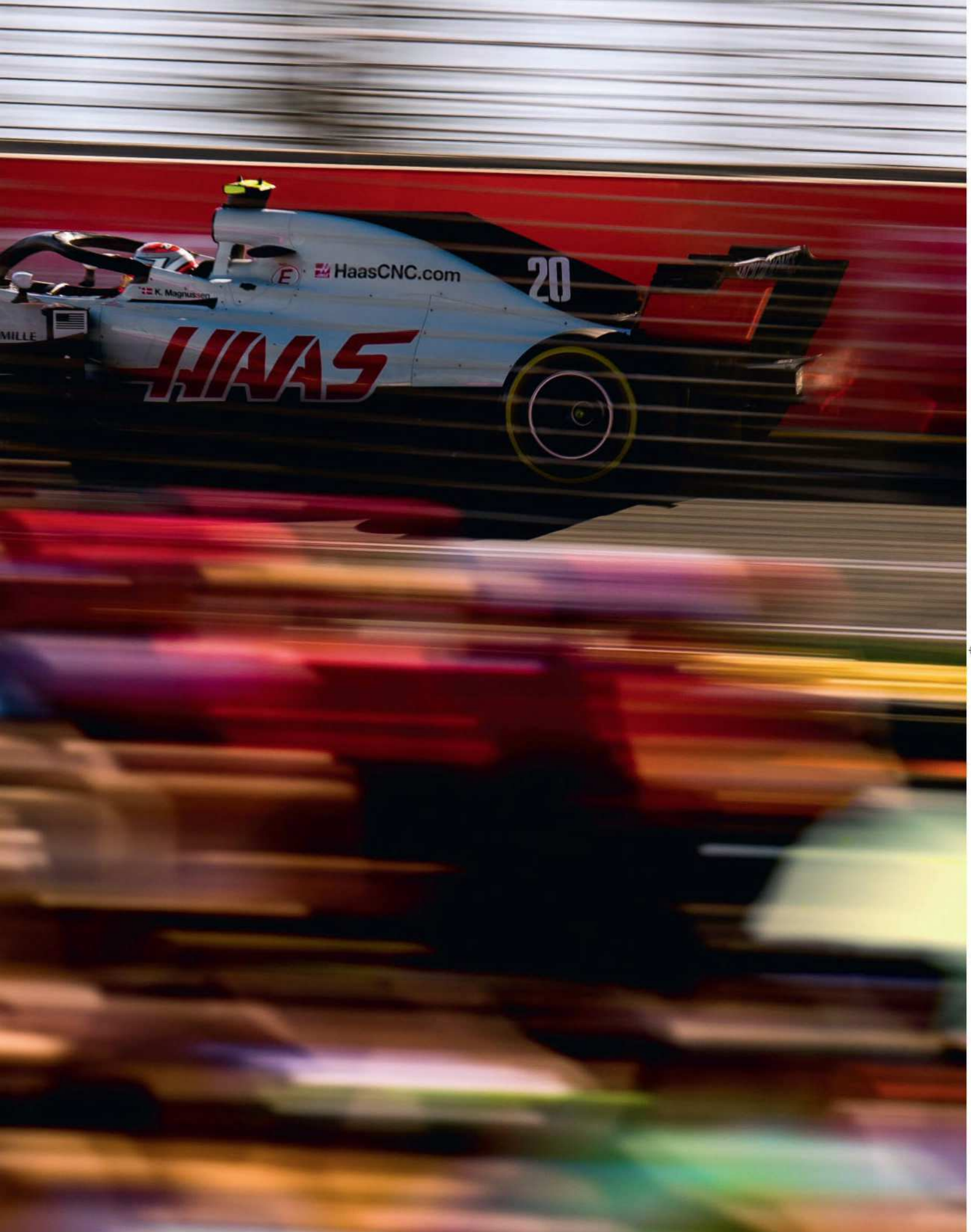
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Fast, fearless, more professional than you might think, and now revelling in a team environment that suits his politics-free outlook, **Kevin Magnussen** is becoming the F1 driver he always should have been

REHAB'D RACER

WORDS BEN ANDERSON PICTURES  LAT IMAGES



KEVIN MAGNUSSEN WAS ONCE MCLAREN'S NEXT BIG THING IN FORMULA 1:

nurtured through the junior single-seater ranks, a podium finisher on his grand prix debut, and a driver the team considered definitively faster than 2009 world champion Jenson Button. But one nevertheless cast aside to make way for Fernando Alonso's return at the end of 2014. It was the first of several false starts in an F1 career that is only now living up to its true potential.

Feeling frustrated and let down, his confidence dented, Magnussen was moved on after a season spent in the 'reserve driver' graveyard, so McLaren's new next big thing – Stoffel Vandoorne – could be groomed to become Alonso's team-mate. Magnussen bounced out of Woking and into Enstone for a campaign with the reformed Renault works team. But that proved a short-lived misstep, as Magnussen struggled to stand out in a difficult car against a team-mate – Jolyon Palmer – that F1 didn't rate. Points of comparison count for a lot, remember, in a world ruled by perception.

Magnussen could have stayed on at Renault for 2017, but found Nico Hülkenberg's arrival on a multi-year deal unsettling when he himself had been offered only a one-year ticket. Those familiar warning signs were surfacing again: the feeling that certain elements inside the team didn't fully believe in his abilities and weren't prepared to back him properly.

Bouncing out of two big teams in three years is not good for any F1 driver's reputation. K-Mag needed rehab for his ailing grand prix career, and it appears he has finally found that salvation at Haas. Now into his second season with the American team, Magnussen is performing consistently well compared with his highly rated (if erratic) team-mate Romain Grosjean, and is starting to show the sort of promise that so enthused McLaren originally.

"The main thing is continuity," Magnussen says. "Being with the same team, and also being in a car that hasn't changed massively, so I've finally found my feet and found a rhythm. I feel

much better and much more settled. I haven't had this sort of consistency so far in my career."

Magnussen has been in F1 throughout the V6 hybrid era, but this is the first time he's enjoyed the security of a multi-year race contract (even at McLaren, he raced just once in his second year, 2015, as injury cover for the concussed Alonso). That stability is good for his head, of course, but it also means he hasn't had to start from scratch again in 2018 – learning how the team operates, how the car works, all the taken-for-granted stuff that clogs the mind when you're new.

Knowing he has a stable position inside a team has let Magnussen relax into his driving, rather than "worrying about every single race and every move you make because you are worried it might decide your future". He's learned more about himself in the process – "what kind of car I need and what kind of driving style I have" – because, he admits: "I'm not an engineer, I'm not that clever in vehicle dynamics."

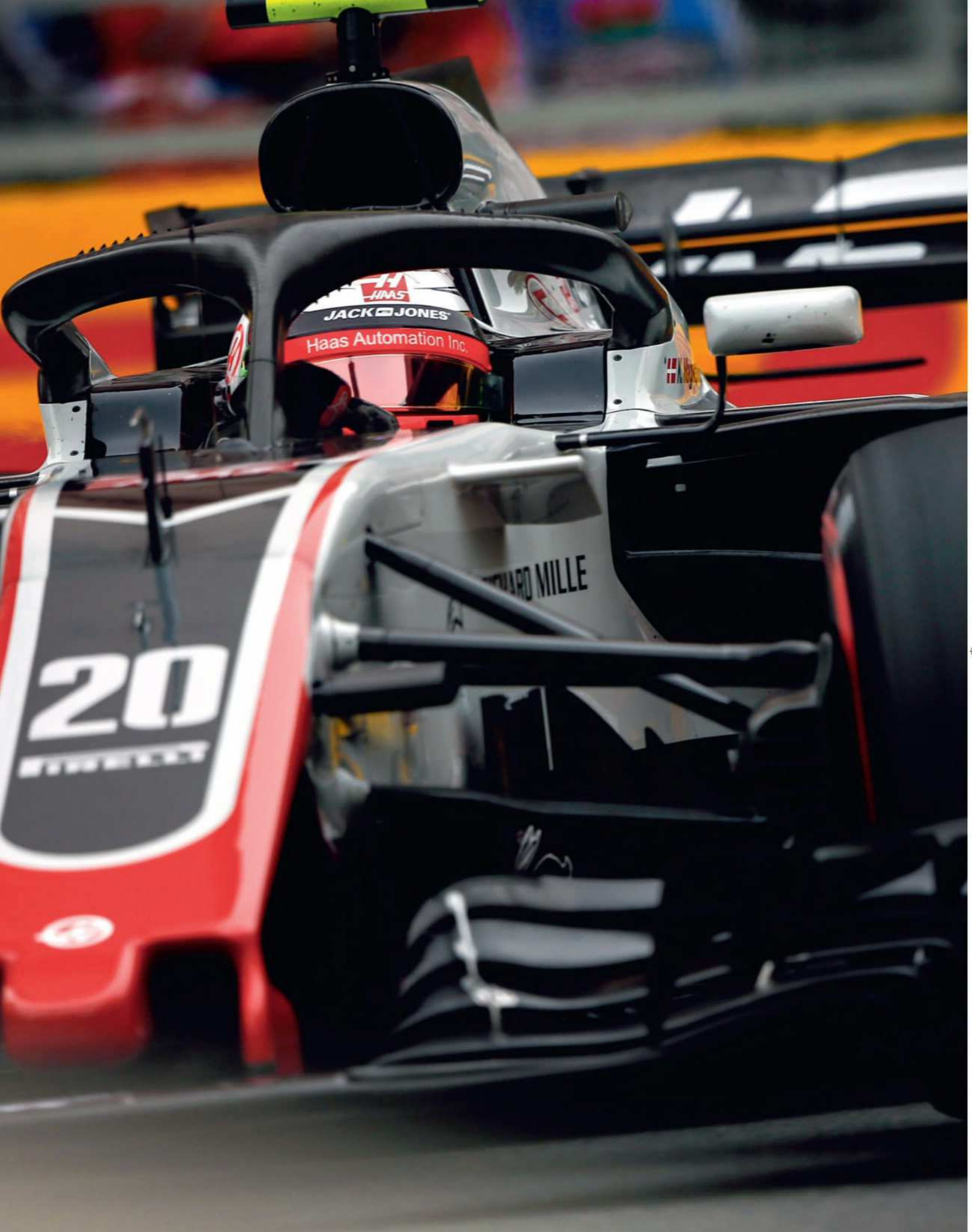
In embarking on this journey of self-discovery, Magnussen feels properly supported by Haas and is revelling in an environment that is simpler than he's known before, shorn of the politics he encountered at his previous teams. "It's very non-political here and it's pretty straightforward," explains Magnussen, who feels he has also benefited from F1's move to the faster cars and bigger tyres that coincided with his arrival at Haas, having grown frustrated by the extreme tyre management required previously.

"You have a management consisting of Guenther Steiner [team principal] and Gene Haas [team owner]. They're leading the team and there's no bullshit: it's just a clean and clear management structure. It's different to being in a team that has a big brand on top of it that is wanting and needing results because it can't afford to lose. I feel there are a lot of people in the paddock who love their job and love F1, but some of the bigger teams have a culture problem, since they have all this pressure to deliver from ▶

Magnussen feels relaxed and enjoys the lack of politics at Haas, which lets him focus purely on the racing



"YOU HAVE A MANAGEMENT CONSISTING OF GUENTHER STEINER [TEAM PRINCIPAL] AND GENE HAAS [TEAM OWNER]. THEY'RE LEADING THE TEAM AND THERE'S NO BULLSHIT: IT'S JUST A CLEAN AND CLEAR MANAGEMENT STRUCTURE" KEVIN MAGNUSSEN



“ONCE KEVIN GOT COMFORTABLE WITH US, HE GOT MORE CONFIDENT IN HIMSELF. EVERYBODY SUPPORTS HIM – HE KNOWS THERE IS NO OTHER AGENDA HERE OTHER THAN ‘MAKE HIM PERFORM’” GUNTHER STEINER, HAAS TEAM PRINCIPAL

a big brand and marketing point of view, whereas Haas is just pure passion.”

Team boss Steiner doesn't think there's "any magic" to Magnussen's turnaround since they joined forces. He argues that the recent upswing in performance is simply a natural consequence of making Magnussen comfortable enough to extract his potential regularly. "I think what's happened is that he's got his confidence back," Steiner says. "He's very confident at the moment – in his abilities, in the car, in his surroundings. I think as the car gets better we see more of it.

"Last year he didn't know us – it took a bit of time to, I wouldn't say trust in us, but to figure us out. Once he got comfortable with us, he got more confident in himself. Everybody supports him – he knows there is no other agenda here other than 'make him perform'.

"Starting the year with a good car has given him the last piece of confidence he needs to do what we all know he's capable of. He's a very

talented guy. It's him getting into a comfort zone where he can drive at the level his talent allows."

Magnussen agrees that the environment at Haas has rejuvenated him, helping him rebuild the confidence lost to those early experiences at McLaren and Renault. "I feel like I'm only back to my old self now," he admits. "I'm enjoying going racing again. When I'm not racing, I can't wait for the next one. I didn't have that feeling in my first years in Formula 1. I had it when I was coming up through the other series – a week before the races I couldn't sleep because I was excited. I kind of feel like that again now because I'm in a good environment and I feel good. I came here and immediately it felt like a team that needed me and wanted me, and wanted the type of driver that I am – an aggressive racer."

Some – certainly Pierre Gasly (see page 70) – might say too aggressive. But Magnussen is clearly a driver who makes things happen in races, capable of scoring results better than

his equipment merits. Given the way his form tailed off when under pressure during that debut season at McLaren, the big question remains as to whether he possesses the mental strength to cope should he return to a bigger stage.

But, for now, Magnussen can rest easy in the relatively comfortable embrace of Haas. Matt Bishop used to run McLaren's communications department and knows Magnussen well. He reckons Kevin has found his "spiritual home" with the American team. "Ron Dennis once said to me 'the kid is quick', and Ron was right," Bishop recalls. He also remembers being told by Trevor Carlin, who ran Magnussen in Formula 3 and Formula Renault 3.5, that Kevin was the best braker he'd ever seen.

"Of all the drivers I've ever worked with, I have never met one who has such a purist adoration of racing for racing's sake," Bishop adds. "His hero is Stirling Moss. He properly loves the sport, as well as being bloody good at it. ▶



Magnussen is now in year two with Haas and the results are starting to show, with a best this year of P5 in Bahrain



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Race engineer Giuliano Salvi (far right) has noted the change in his driver: "It was a real transformation – it was like a cat becoming a dog!"



“KEVIN IS CHARMING AND WITTY AND POPULAR... I THINK HE’S FOUND A REALLY GOOD COMFORT ZONE AT HAAS. THAT RACER’S SPIRIT I FIRST SAW FIVE YEARS AGO HAS COME TO THE FORE AGAIN”

MATT BISHOP, McLAREN’S FORMER HEAD OF COMMUNICATIONS

“One of the great things about Kevin, and I think it will continue to be a great help to him in his career, is that he is charming and witty and popular. Mechanics like him, engineers like him, marketing people like him, sponsors like him, journalists like him – because he’s got a natural charm. I think he’s found a really good comfort zone at Haas. That racer’s spirit I first saw five years ago has come to the fore again.”

Magnussen was considered by some to lack a certain work ethic in his early seasons, but that could be a misinterpretation of a laid-back persona that is similar to that of Ferrari’s Kimi Räikkönen. Both are straight-talking, honest and uninterested in the peripheral necessities that surround the modern grand prix driver.

Like Kimi, Magnussen is a driver of simple tastes, with a simple approach. That harmonises with this small, straightforward team, who, by their nature, cannot afford to get bogged down in complication and political machination. Haas

would be exactly the sort of squad Räikkönen would love to drive for himself, if only they were capable of racing at the very front.

Magnussen’s race engineer, Giuliano Salvi, who worked with Räikkönen, Felipe Massa, Fernando Alonso and Michael Schumacher during a long stint at Ferrari, sees the similarities with Kimi. According to him, both are more professional and harder-working than their reputations suggest, and both are guarded people who need to feel the trust of their teams in order to perform at their best.

“For sure there is a certain kind of sense of trying to change everybody’s opinion,” says Salvi of Magnussen, whose driving style – almost wholly dependent on rear-end stability at corner entry – reminds him of a young Massa.

“I think he is very loyal, very straight. I am from the very north of Italy, almost Austria, so I think we have something in common. I am not the typical Italian, I am from the mountains.

We don’t speak very much. He was like a cat at first. He didn’t trust people. It was a cautious approach. Now we have a huge list of things we are doing together. It was a real transformation – it was like a cat becoming a dog!”

Salvi identifies three key races from 2017 that helped Magnussen’s transformation from wary cat to confident dog: China, where he scored his first points for the team; Baku, where he briefly ran third and overtook Hülkenberg and Massa in one move at Turn 1; and Mexico, where he took the fight to Lewis Hamilton and Alonso in inferior equipment. “After that it was a new relationship and approach,” Salvi notes. “He understood this was his new home, totally.”

The first part of 2018 suggests Kevin Magnussen is getting back to his best, thanks to this ‘new home’. As Bishop says: “I think he’s got his mojo back at Haas. And Kevin with his mojo back is a seriously combative, impressive and quick racing driver.”

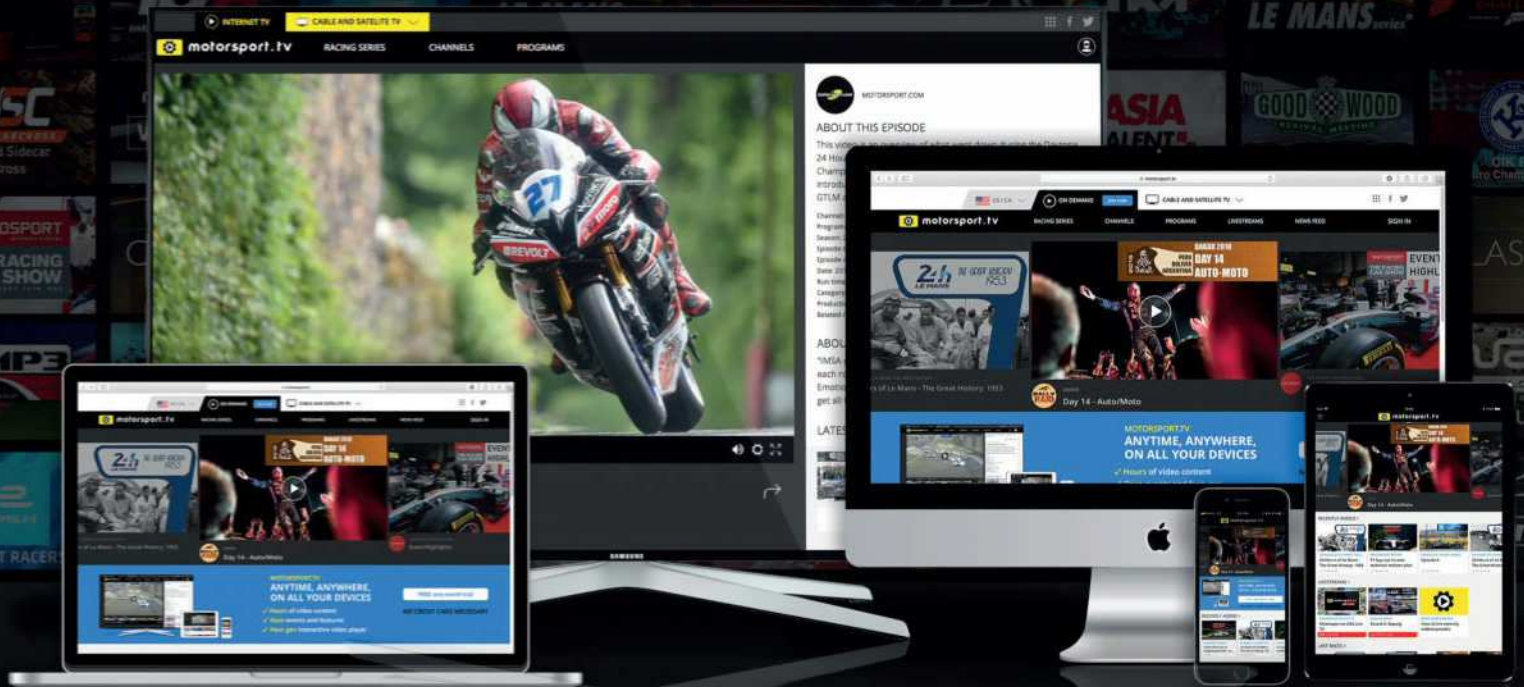


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SILVER

Mercedes' success in contemporary Formula 1 is a thing of consummate wonder. Yet its origins are easily traced back to their last dominant F1 era, in the 1950s

WORDS ANTHONY ROWLINSON

PICTURES DREW GIBSON

THEIR physical forms could scarcely be more different. One, a rotund, jowly man; high waistband covering the 58-inch girth of his midriff; soberly suited; a fedora to protect against both sun and rain. The other, tall, athletic, a former sportsman – altogether leaner and more youthful. Yet despite the generations and physical attributes that separate them, the late Alfred Neubauer and Toto Wolff share a unique bond: each has led Mercedes-Benz to domination in Formula 1.

Neubauer has passed into fable, recalled variously as autocratic, domineering, punctilious and a hard-drinking disciplinarian. But also as a leader capable of inspiring great affection in his drivers – notably Stirling Moss, whose admiration for Neubauer was fully reciprocated. Whatever his reputation, there is no argument as to the success achieved on the watch of this burly Austro-Hungarian, who rose through the Daimler-Benz ranks

THREAD

after being talent-spotted by Ferdinand Porsche in the 1920s, before going on to create a role for himself as 'racing manager'.

It was in this position that Neubauer was closely involved with the awe-inspiring Silver Arrows of the 1930s: the W25s and W125s driven by Rudolf Caracciola, Manfred von Brauchitsch, Hermann Lang and Dick Seaman, which took on the equally stunning Auto Unions in contests that still loom large in motorsport lore.

But it is for his leadership of the 1950s Mercedes F1 team that Neubauer is best remembered. Through 1954-55, Mercedes became the dominant force in F1, much as they are now, thanks largely to the brilliance of the Rudolf Uhlenhaut-designed W196. They were also blessed with a fabulously starry driver roster that included Juan Manuel Fangio, Stirling Moss and Karl Kling. Fangio, who started 1954 with Maserati, won eight times in 12 races for Mercedes,

F1R sits down with Toto Wolff to discuss the similarities between his era and that of his fabled predecessor, Alfred Neubauer



after their world championship debut at that year's French GP, to secure back-to-back drivers' titles in a dominant manner. Moss, cast in the dutiful understudy role, took his first win (his only one with Mercedes) at the 1955 British GP.

Had a Formula 1 constructors' title been in place, Mercedes would have swept the board. As it was, fate had scripted a rather different destiny for the Silver Arrows. The 1955 Le Mans catastrophe, in which 83 spectators and Mercedes driver Pierre Levegh were killed by components of his disintegrating car, as it flew into a grandstand following a collision with Mike Hawthorn's Jaguar, prompted Mercedes' immediate withdrawal from motorsport. They would not return as a 'works' F1 team until 2010.

Since then, of course, they've built on the basis of the Brawn GP team they acquired at the end

of 2009, to become the benchmark of hybrid-era F1. And this year, Mercedes could match the record of Ferrari from 2000-2004 in winning five consecutive F1 title doubles.

Comparisons between these two Mercedes eras, separated by more than five decades, may seem fatuous, so vast is the gulf in, say, expenditure and media exposure between 'old' and 'modern' Formula 1. But thanks to insights left by Neubauer in his autobiography *Speed was my Life (Männer, Frauen und Motoren* in the German original) fascinating parallels can still be drawn between mastering modern Mercedes and being Merc's main man, back in the day.

And so it is, appropriately armed with a copy of Neubauer's memoir, that *F1 Racing* sits down with Toto Wolff to chat about the still-relevant legacy of his storied predecessor. ▶



F1R: Neubauer writes at length about driver negotiations and how hard he had to fight to secure the star of the day, Argentina's Juan Manuel Fangio, to lead Mercedes' F1 return:

When I asked [Fangio] if he would consider driving for Mercedes-Benz he shook his head: "I'm sorry but I think I'll have to drive for Alfa."

I made for Paris and started talks with the world champion, Giuseppe Farina. My chances of recruiting him for Mercedes seemed extremely small, but before talks were completed I was summoned back to Stuttgart, where I was told to proceed to Buenos Aires. No sooner had I arrived and called at the Automobile Club than I was asked if I could place a Mercedes at Fangio's disposal.

"But I thought he was going to drive for Alfa," I said, making no attempt to hide my astonishment. "No," came the reply. "That has fallen through. Alfa Romeo can't afford to send a team out to the Argentine."

I quietly congratulated myself that the talks with Farina had been broken off, but Farina took a different view. When he heard we had taken Fangio instead of him, he howled blue murder. The quarrel went on... Farina had no contract, so had no claim on us. But our directors decided... to offer 10,000 Marks as compensation. Nino Farina took the money and said not another word.



F1R: You've had a few superstars to deal with over the years, Toto. What's the secret to keeping them happy?



Toto Wolff: For me, a skilful driver is on the same level as any other skilful member of the team. It makes no difference. Just that the guy in the car is the first line of attack. He's the

one that's in the media and generates the interest of the public and is the hero. But there are so many heroes in the team. Hidden champions who, by the sheer nature of their roles, don't have the exposure.

A contract negotiation with the driver is just as important as the contract negotiation with any valuable employee of the team. And it hasn't been any more difficult or less difficult than with anybody else.

F1R: That's an interesting answer but obviously fans will focus on drivers, particularly when you have someone like Lewis Hamilton, who is probably the biggest star in F1. Does that present any particular challenges for you in your role as a team boss?



TW: No it doesn't, because if you're starstruck you shouldn't be involved in running the team. But it doesn't mean that I don't have the greatest respect for Lewis and Valtteri, our current drivers. I do have

respect for them – and I have great admiration for their skills. But in the same way that I have admiration for other individuals in the team, who have different skills, like Aldo Costa, our engineering director, for example.

FIR: Neubauer is also fascinating on the subject of the rivalry between his drivers, particularly on the master-and-apprentice relationship between Fangio and Moss:

When I settled down to pick my team for 1955, I had to admit that our position was not as strong as it should be.... I needed a new driver, a young man. I thought of

the Frenchman Jean Behra, but he had already signed on with the opposition. So I started browsing through my black notebook till I came on the name Stirling Moss.

In a matter of minutes a telegram had been dispatched to Ken Gregory in London, offering Moss a contract for the coming year and asking for an immediate reply. It came by return: "Yes."

Immediately there was a wave of protest from the other side of the Alps. The Italians said quite bluntly that Moss had broken his word, that he had already promised to drive for the Maserati works team in 1955. The question had been discussed, and Moss had agreed in principle, but nothing at all had been put down in black and white.

Moss tasted blood. His greatest ambition in life was to drive better and faster than the famous Juan Manuel Fangio. He had worked out his own plan of campaign, which was to get close to Fangio and stay there. Three times it went wrong. In the Monaco Grand Prix Moss was overcome by the fumes from Fangio's exhaust. In the Dutch Grand Prix, where much

of the course is through sand dunes, the fine sand thrown up by Fangio's car worked its way into Moss's engine.

On both occasions I had warned Moss that he was asking for trouble. Then in the Italian Grand Prix a stone shot up from one of Fangio's back wheels and shattered Moss's windscreen. This was too much for me.

"My dear Stirling," I said, taking him on one side. "I've had enough of this. Why the devil do you have to drive so close behind Fangio?"

"Well," he replied, "it seemed the best way of studying Fangio's style and learning from it."

"But I always thought you considered yourself a better driver than Fangio. In that case you've got nothing to learn from him."

Moss flushed to the roots of his hair and turned away. But from that moment on he stopped shadowing Fangio.



Neubauer had to caution Moss, whose intense desire to learn from Fangio began to damage the team

Hamilton and Rosberg took each other out on the first lap of the 2016 Spanish GP



FIR: Toto, the rivalry between Lewis and Nico Rosberg was as close as almost any we've ever seen between F1 teammates. Neubauer explains his method for managing competitive 'colleagues', so what's yours?

TW: I've changed my mind over the years. My belief had always been that two drivers pushing each other was beneficial for the team. They would go faster and eventually score more points. But because of the lack of harmony between

Nico and Lewis, it showed me the deficits that can bring. Obviously we're not going racing in order to create a second family, but the working environment still needs to be positive. And I've seen this with Valtteri and Lewis. Valtteri came on board late and accepted that he needed to catch up. But he was still challenging Lewis occasionally and it worked out well for the team. I'm not sure we would have won the 2017 championships with Nico and Lewis in the team.

FIR: Neubauer also spends a lot of time discussing regulations, outlining the political wrangling that goes on between different teams and the governing body, each trying to bend the sport's framework to their own desires:

In Europe the old formula was still in operation and was to remain until 1953: 1.5 litres for cars with superchargers, 4.5 litres without. We needed at least a year to design and build a new car. It would not be ready before 1953. To spend millions of Marks on a racing model that would last only one

season was obviously out of the question. And yet to put our racing plans on ice until 1954 was also a depressing thought. I suddenly decided to go to Paris and try to have the formula extended until 1954. I employed all my not inconsiderable powers of persuasion, and finally succeeded in gaining admission to the decisive meeting of the International Sport Committee. "It will give a new fillip to international motor racing," I pleaded, "if Mercedes can take part again."

I failed. France was against extending the formula. Belgium abstained from voting. And the Italians gave the casting vote – against us. The new formula to come into force in 1954 was announced: 750cc with supercharger, 2.5 litres without. ▶



F1R: Does that sound somewhat familiar? How do you handle those kinds of negotiations?

TW: You need to find a balance between what's best for F1 and what's best for Mercedes.

In an ideal world, the two converge. But it's not always possible and with the current engines, there are areas where we could have done a

Teams are united in wanting to delay new engine regs. In Neubauer's day, he was overruled on this by his rivals better job, seven or eight years ago, when we started with the concept. For example, costs and engine sound should have been addressed in a more scientific way. But nobody in the engineering team was tasked with the analysis.

But from a commercial perspective, we don't want to develop a completely new engine after just four years with the new engine regulations. So I'm trying to achieve the right balance and find the right compromise between the holistic approach and opportunistic thinking.



F1R: So where are the engine negotiations at right now?

TW: The four current engine suppliers have made it clear to the FIA and to the commercial rights holder that we wouldn't want to develop a new engine

over the next three years in order to race it in 2021, because it would almost double our costs during this period. Equally, we understand that there may be areas where we can improve for 2021. So we made a proposal that can be achieved without having to launch ourselves into a completely new architecture of engine.

We also understand that Liberty and the FIA need to have a fall-back solution so that if some of us decide to leave the sport, another manufacturer can enter and, therefore, we need to have technology that is more easy to replicate than it is today.



F1R: The reason we're talking about Alfred Neubauer today is that he is associated with a period of great Mercedes success. But almost as soon as it was achieved, the 'glory', if you like, was snatched away by that awful tragedy at Le Mans. In his book, he offers many reasons for the withdrawal, but skirts around Le Mans:



Why did Mercedes-Benz decide, after what was probably their most successful year, to give up motor racing? There is no simple answer. Time itself had a part in it, together with technical developments and the changing tastes of the public.

Motor racing had at one time made an important contribution to the design and construction of motor cars. Without it, the motor car would not have become as popular as it has done since the beginning of this century, nor would it have achieved such mechanical perfection.

Furthermore, all motor car manufacturers are on roughly the same high technical level, which means one of the main incentives for motor racing, the opportunity to pit one make of car against another in open competition, has now gone.

Until a few years ago speed was still an immensely popular attraction, but public interest is switching more and more from the fastest to the most manoeuvrable cars which give the best performance in the modern traffic jungle of the big cities.

These were the factors that weighed with the Mercedes-Benz board of directors and made them decide to withdraw from motor racing. But they are, of course, not the only ones. The high cost of maintaining a race team is out of all proportion to the publicity value of a racing win. Designers, engineers and mechanics can no longer be spared from the routine of day-to-day manufacture. Last but not least, the decision to retire at the end of a remarkably successful season was a shrewd move.



FIR: Mercedes' withdrawal from F1 at the end of the current Concorde Agreement [2020] is discussed from time to time. Do Neubauer's words resonate with you now? Do similar thoughts cross your mind?



as a brand. All of these things need to be aligned and, at the moment, Formula 1 works well for us. But equally, all options are open for us after 2020. We are contractually bound until 2020. It could be that we would have had ten great years, it could be that we go on for ever, it could be that we do something else with the structure... and these are things that I'm considering.

TW: They do, of course. If you don't consider all options, you're not doing your job properly. But foremost is the responsibility for the people. Then comes the responsibility for Mercedes-Benz



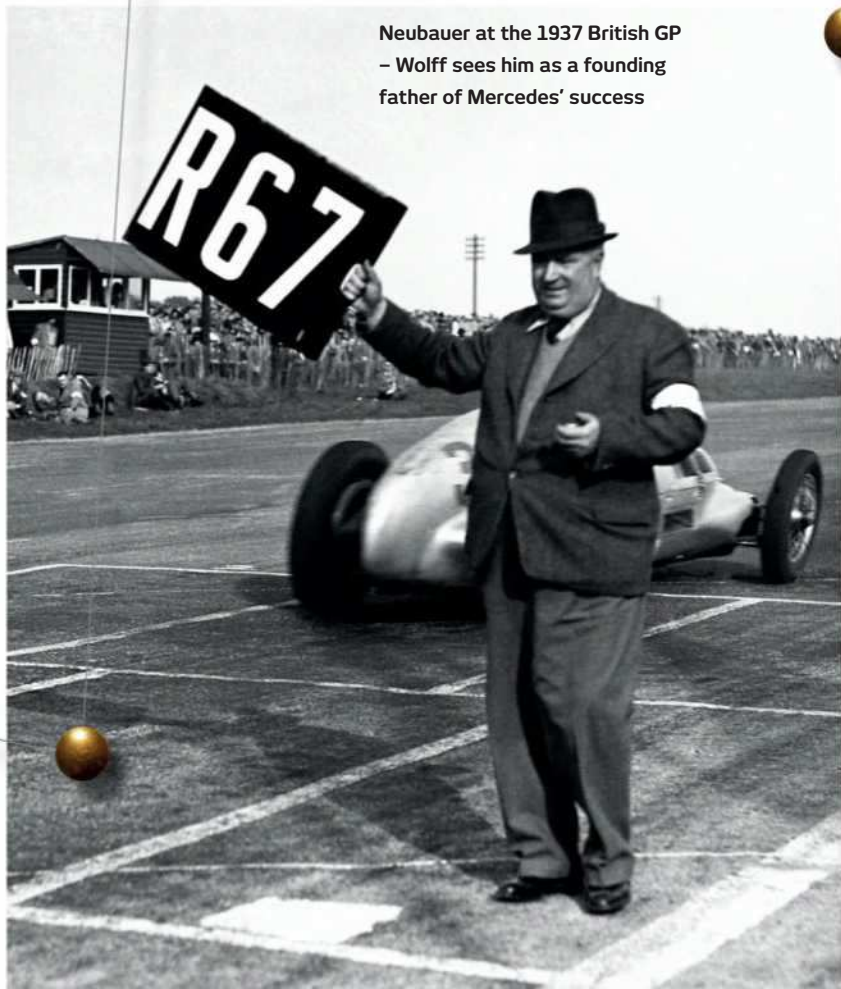
FIR: That's a very pragmatic answer, if we might say so, and Neubauer seemed pretty sanguine, too, when he wrote about his own retirement:

It is not to say that I took the end of my career as a racing manager altogether calmly and philosophically. At the same time, I was personally

convinced that the Golden Age of motor racing was in fact over. In five decades packed with incident and excitement I had met and known all of the great champions, and I could not help feeling that we would never see their like again.

It is not their fault. The world has changed around them. The day is past when a racing driver's most unpredictable and dangerous opponent was the machine he drove. Defects, which were once everyday occurrences, which could make for victory or defeat but which added to the excitement and tension of motor racing – such defects are virtually unknown today. Races are no longer won in the pits or in a change of tyres.

Neubauer at the 1937 British GP – Wolff sees him as a founding father of Mercedes' success



FIR: Do you feel, too, that you're playing a part in shaping Mercedes' history, and that the 'here and now' will one day be remembered as one of the great periods for Mercedes in motorsport?

TW: I've reflected on the Neubauer years and, later, the years when Norbert Haug was in charge of Mercedes motorsport. For me,

Neubauer represents a very successful Mercedes-Benz era in Formula 1. And then with Norbert, well, if it wasn't for him, this team wouldn't exist – he's one of our founding fathers. He and the Mercedes board took a very bold decision to re-enter Formula 1 as a full works team at a time when other manufacturers were pulling out of the sport.

And for me, because I'm in the role at the moment, I don't see myself on Alfred Neubauer's level. He was part of Mercedes-Benz history and I'm part of the present. Maybe one day there will be a moment when I look back and I can say "that was a good time" and feel I've added my part to Mercedes' history. But to me Neubauer and Haug are still much bigger figures. 🏆

AND THE WINNER IS...

Another time, another place, a long way and a different age from here and now. The Bandini Trophy still symbolises that romantic era of grimy, fearless gladiators: forever young in Kodachrome. It's a generation symbolised by the devilishly handsome Lorenzo Bandini himself, who will never age beyond the 31 years he attained before he met the same sad fate as so many of his racing contemporaries.

Another world, really, but as his widow (of the past 51 years – they were married for just four) Margherita joyously pointed out at the packed annual Bandini Trophy ceremony: “Lorenzo never really died. Look at everyone here; he’s still living through all of us.”

As if Bandini’s story needed to be any more cinematic, he spent his early years in the

Valtteri Bottas arrived in style to collect the prestigious Lorenzo Bandini Trophy – at the wheel of a Mercedes Formula 1 car, of course...

WORDS ANTHONY PEACOCK PICTURES MALCOLM GRIFFITHS

impossibly beautiful town of Brisighella; all Palladian columns and pastel walls, not too far from Bologna. Margherita subsequently remarried and now lives in Milan, but Lorenzo’s

sister Gabriella is still in Brisighella. As Margherita says, the legend lives on.

This region is the automotive heartland of Italy: home to Ferrari, Lamborghini and Ducati and also, in more recent years, Toro Rosso. That team has its roots, of course, in Minardi, also a part of the Bandini Trophy story, since Minardi Day takes place in Imola at the same time.

Bandini met his end in hospital in Monaco on 10 May 1967, three days after his Ferrari crashed and burned at the grand prix, the poignant final act in an almost predestined drama. And for the past 25 years a ceremony has been held in Brisighella to celebrate his short life.

Previous Bandini Trophy winners include a host of champions, but it’s not just drivers who pick up the awards – it’s also journalists, ▶





The crowd goes wild at the prospect of meeting Valtteri Bottas. In this part of motorsport-mad Italy it doesn't matter that he's a Mercedes driver. Every F1 racer get a hero's welcome

sponsors and local celebrities. One of the things that makes the Bandini Trophy so special is the fact that it permeates every level of society.

And that's fitting because the drivers of Bandini's era were demi-gods to their followers precisely *because* they breathed the same air, not because they lived in a world apart. Their fans could practically smell the exhaust gases that lingered on their overalls, almost taste the sweat. That's never been lost with the spirit of the Bandini Trophy: everyone is welcome to attend. And they do – in their thousands.

This year Valtteri Bottas was the recipient, a Finn as diametrically opposed to any Latin stereotype as it's possible to get. But he shares many of the values and virtues that made drivers of Bandini's era unique: humility, bravery, openness and simplicity, for example. Men of the people, who were genuinely liked – decades before Facebook and Instagram made 'liking' meaningless. Back then, their hearts were their profiles, their actions were their status updates.

It made no difference that, as a Mercedes driver, Valtteri was technically the 'enemy' in Ferrari territory. Even half an hour before the Finn's helicopter was due to land at Imola (where he dropped in on the Minardi Day celebrations) there were crowds waiting at the helipad, clutching models, books, souvenirs and cameras. As soon as the rotors had stopped turning, Valtteri was out and mingling with them. Unhesitatingly. Just as Bandini and the others would have done more than 50 years ago – except possibly minus the helicopter.

"Italy is where you find the most passionate fans," insists Valtteri. "There's obviously a lot of love for Ferrari and their drivers, but you feel a lot of support whoever you drive for, and it's just really nice to experience it. To see all the people coming here is amazing. I was really surprised that so many people were waiting for me."

They were waiting not only to catch a glimpse of Valtteri himself, but also to witness a unique spectacle. To collect his Bandini Trophy, Valtteri would drive a 2016 Mercedes W07 from Faenza to Brisighella. An extraordinary eight-mile run



along public roads: past street signs, traffic lights, shops, villages, people, schools, houses and ordinary traffic.

Technically, the road was meant to be closed, but there wasn't always much evidence of that. Valtteri's progress through the crowds was as close as we'll get in the modern age to seeing Moses parting the Red Sea, albeit armed with something a bit more persuasive than a big stick.

On that day, Formula 1 truly came to the people. There wasn't a single barrier or high-vis jacket in sight. An unspoken part of this magnificent tribute to the past was a quietly glorious two-fingered salute to health and safety: a concept that would have been as unthinkable in Bandini's day as Mars exploration. Back when he raced, circuits were lined with straw bales. These were removed only when they proved to be a contributory factor to the fire that killed him.

Bandini's fatal accident, which took place at the harbour chicane in Monaco, was a spot he'd suggested to director John Frankenheimer for a crash scene in the legendary *Grand Prix* movie the year before. Yet Bandini had said in an interview: "I'm not superstitious at all. If you're superstitious as a racing driver, you wouldn't live life in peace, which is probably what you need most of all to compete. In any case, I hope to keep racing for as long as possible, because the day I stop racing, I'll feel very old..."

He never stopped racing and never got to feel old. Instead, Bandini was the catalyst for something amazing that has become ingrained in the fabric of Italian motorsport along with the country's other legendary events.

The sight of Valtteri's thoroughbred Silver





Arrow charging its way past vineyards and fields conjured up long-forgotten images of the Targa Florio, for example, where gleaming factory race cars regularly threaded the eye of the needle against a backdrop of scooters, superannuated Fiats and beautiful everyday life.

The epic ‘Targa’ is a race that Bandini won in 1965, driving the sublimely pretty Ferrari 275 P2, the year before he was promoted to Ferrari F1 team leader following the sudden departure of John Surtees just after the start of the season.

Bandini had actually been a Ferrari driver since 1962, driving in sportscars as well as Formula 1, but he was suddenly thrust into the front line owing to a world champion unexpectedly announcing that he wanted to be elsewhere. Does that sound familiar?

“I’ve done a few road shows before, like London last year, but this – this is quite a different experience,” says Valtteri before the start of his special drive, jostled by an affectionate mob (as

well as a few drummers in medieval costume) at Faenza’s appropriately named Piazza del Popolo. “Thirteen kilometres along normal roads; it’s pretty amazing. I’ve no idea what to expect.”

Valtteri went to Faenza straight from Imola, visiting the town hall before heading into the packed piazza, like a prize fighter entering the boxing ring – or a gladiator stepping into the arena. His car was waiting, but he had to fight his way into the cockpit before nosing the Mercedes carefully through the crowds as he began his unforgettable journey.

Italy wears its past unselfconsciously, to the point where Valtteri’s Mercedes snaking its way through the ancient town, with its frescoes, cobbles and Juliet balconies, looked almost like it was meant to be there. In the old days, Ferrari (along with all the other manufacturers) would test their competition cars on public roads, while motorways were used to measure top speeds. Cars have been woven into society here since they were invented, a constant source of wonder and inspiration rather than disapprobation. ▶

Having arrived in his Merc W07, Valtteri takes to the stage for a Q&A before the ceremony begins





The W07 that Valtteri drove to Brisighella was remarkably 'standard', albeit with a taller ride height and slightly calmer power unit. In reality, there's not much that can be done to adapt an F1 car for urban streets unless you're talking about Monaco or Singapore.

"It's not optimised for performance; it's just optimised to make it work – but of course in a Formula 1 car the power is always there," Valtteri explains. "Probably the most important thing is not to overheat the engine, because we are not going as quick as we would normally, but basically it's still a similar car."

That potential for overheating provides the perfect excuse to open the car up and let it breathe some Italian air, unfettered by the

half-hearted police escort that's meant to be leading the way. The walls and trees make the sound of the V6 hybrid sound louder and barkier than usual, as if the engine itself is celebrating a unique liberation.

Out of the town and into the rolling countryside, with people lining the route for more or less every inch of the way. A Silver Arrow targeting the scenery of Romagna, past vineyards and olive groves (because Brisighella is as well known for olive oil as it is for racing heroes). For the driver and his adoring spectators, it was simply an incredible experience from start to finish. Valtteri's run finally ended – all too soon – in the main square of Brisighella, through which Bandini must have

walked so many times as a boy.

Lorenzo was actually born in Libya in 1935, since his father owned a transport company, but the family soon returned to their stunning hometown, which clings to a hillside overlooked by an imposing castle. Brisighella has even been voted as 'the most beautiful village in Italy' by the Italian Touring Club – a title for which there must surely be plenty of competition.

Since it was established in 1992, the Bandini Trophy has been won by champions including Michael Schumacher, Kimi Räikkönen and Lewis Hamilton but also, more intriguingly, by Luca di Montezemolo (in 1997), Juan Pablo Montoya (2002), Robert Kubica (2008) and Bruno Senna (2012), as well as Mercedes themselves (in 2015).

A full-page photograph of Valtteri Bottas sitting on a set of wide stone steps. He is wearing a white Mercedes racing suit with teal accents on the sleeves and legs, a white Mercedes cap, and blue racing boots. His hands are clasped in his lap, and he is looking directly at the camera with a slight smile. The background is a blurred outdoor setting.

**“I MIGHT HAVE MISSED
OUT ON A TROPHY IN BAKU,
BUT I’VE GOT ONE NOW
THAT’S EVEN BETTER”**

The exact selection criteria are hard to discern, but this is exactly the point of an award that's the very antithesis of data-driven. The recipient is chosen by a jury of 12, including local hero Giancarlo Minardi and renowned Italian journalist Pino Allievi.

In Valtteri's case, it was all about his breakthrough season last year, claiming his first pole positions and wins to emerge as a genuine future title contender. And it's also about him just being himself – a person whose integrity makes him truly worthy of the award.

The ceremony is a long one, with several prizes and medals handed out, then it's a short walk to the gala dinner, held in the open air. By happy coincidence, the Emilia-Romagna region happens to be the gastronomic capital of Italy, where delights such as tortellini and lasagne were invented.

"I'm a big fan of Italian food," Valtteri announces with enthusiasm. "It doesn't matter if you don't eat pasta or pizza, because absolutely everything in Italy is good: even if you just have a salad, fish or meat. I spent a lot of my karting days in Italy, and I often take day trips out from Monaco to Italy on my bike, so it all feels very familiar."

Valtteri moves at ease among the crowds, stopping for photos, stories and autographs. If his 2017 season, which earned him the trophy, was all about coming of age, 2018 has added the maturity that goes with it. He's learned to be the complete driver: more than capable of taking the challenge to Lewis Hamilton. Or indeed anyone else.

"When I look at the names of the people who have won this trophy, it's a very big honour and privilege to have it," says Valtteri, who came to Brisighella straight off the back of a gut-wrenching Azerbaijan Grand Prix, where he was deprived of victory in the final laps. "There are some real legends who have won this prize in the past, so a day like this gives me so much positive energy. I might have missed out on a trophy in Baku, but I've got one now that's even better."

And with those simple words, Valtteri seals his place in every Italian's heart. Forever. 🇮🇹

Nigel Roebuck's Grand Prix Great on Lorenzo Bandini can be found on page 104



Bandini's widow, Margherita Freddi, and Francesco Asirelli, president of the Lorenzo Bandini Trophy Association, present Valtteri with his award



MEET YOUR MAKER

The Mercedes W04 is taken for a spin by the man who designed it...



Aldo Costa
Mercedes
engineering
director

The top chefs of the world would never contemplate putting a new dish on the menu without tasting it first. Yet this is the norm for most F1 technical directors, who will conceive and create a car without ever

experiencing what it's like to drive.

Mercedes engineering director Aldo Costa got the chance to remedy that, with a very special car at a very special place for him, during Minardi Day at Imola.

The 56-year-old Italian, a graduate of the prestigious University of Bologna, began his illustrious career with Minardi before moving to Ferrari. From there he went to Mercedes, where the first car he worked on was the 2013 W04, which won three races – placing the team second in the manufacturers' championship.

Five years later, Costa was reunited with it in a way he

never imagined. "Toto Wolff gave me the biggest present by letting me drive it and I'm so grateful to him," said Costa, whose previous experience of driving Formula 1 cars has been limited to historic machinery.

"To start with I was worried about the brakes because I didn't know what to expect, but as soon as I went out it was amazing: the brakes, gearshift, power steering and tyres were all easy. The car is so nice to drive.

"The only thing that surprised me, even at my poor speed, was how quickly one corner arrives after another! I never dreamed that one day I would drive a car that I designed. It's a beautiful toy."

His 'race' number was 47: a mash-up of Lewis Hamilton's 44 with the 77 of Valtteri Bottas. But don't expect to see that number again...

"Sometimes," points out Costa, "the best experiences in life are one-offs..."





NIGEL ROEBUCK'S GRAND PRIX GREATS

Luigi Musso – he came from no patrician background. At 15 he became an apprentice mechanic at the Milan garage of one Signor Freddi, whose daughter Margherita he would eventually marry. Lent cars by his employer, he began to compete in local hillclimbs.

After the death of Musso in 1958, Italy was without a world-class driver, and Formula Junior was conceived to put that right. Bandini became one of its stars, and by 1961 had occasional F1 drives with Scuderia Centro-Sud. The car, a Cooper-Maserati, was old and tired, but it was a start; more significantly, the team entered a Ferrari in the world championship sports car race at Pescara, and this Lorenzo won. Up the road in Maranello they took note, offering a contract for 1962, which included F1.

After dominating F1 the season before, however, Ferrari were now off the pace, and at the end of the year there was a seismic upheaval, with many engineers leaving. For 1963 the Old Man unfathomably went for the erratic Willy Mairesse as team-mate to Surtees, although Bandini was retained for the sports car team, and won Le Mans, partnered by Ludovico Scarfiotti.

As for F1, once more Centro-Sud came to Lorenzo's aid, having acquired a BRM, and painted it red. At the Nürburgring he stunned everyone by qualifying third – several seconds faster than the newer works cars – and when Mairesse was seriously hurt in the race, Enzo took the logical step. “Lorenzo,” said Surtees, “became my natural team-mate at Ferrari.”

In all respects, 1964 was an excellent year for the team, with Surtees taking the world championship, and Bandini winning the Austrian Grand Prix and finishing well elsewhere. The following season, though, there were no F1 victories for Ferrari, Lorenzo's best day coming at the Targa Florio, which he won with Nino Vaccarella.

In 1966 Bandini was second at Monaco, then third at Spa – and in the build-up to Le Mans unexpectedly found himself team leader for Surtees, after a row with team manager Eugenio Dragoni, opted to leave forthwith. While John went off to Cooper, Lorenzo became Ferrari's main man, and if that were something to relish, so also it brought overwhelming pressure. Not since Alberto Ascari had there been an Italian number one at Ferrari.

Bandini rose to the challenge. At the next race, Reims, he started from pole, leading comfortably until his throttle cable broke, and at Watkins Glen, too, was in front when the engine let go. Greatly pleased by the arrival of Amon, he looked to 1967 with optimism.

The partnership began well with victory in the Daytona 24 Hours, after which they also won the Monza 1000Kms. In Ferrari's first F1 race of the season, the Race of Champions at Brands Hatch, Bandini finished a close second to Dan Gurney, and ahead now was Monaco, always his favourite race. As it was, he died there, and he died hard.

Back then Monaco was 100 laps, and with 18 to go Bandini, chasing leader Denny

IN THE 1958 WORLD championship decider, at Casablanca, Phil Hill did as bidden by Ferrari, relinquishing second place to Mike Hawthorn in the late laps, thus giving him the points needed to take the title. Six years later, in Mexico City, events played out exactly the same way, with Lorenzo Bandini making way for John Surtees.

On this occasion, though, there was some controversy. Three British drivers were in championship contention at this last race of 1964, and while Jim Clark had his engine seize with a couple of laps to go, Graham Hill's hopes evaporated when Bandini ran into the back of his BRM. Imagine, if you will, the endless recriminations that would follow such a scenario in the Formula 1 of today.

Time was, though, when style – and humour – had their place. No one, Hill included, believed the move had been other than inadvertent, and anyway everyone loved Lorenzo: at Christmas Graham sent him an LP of advanced driving lessons...

“I remember him with great fondness,” Surtees said. “He was always friendly, and as a team-mate completely apolitical. A good lad.”

“So many people with his sort of looks behave like strutting peacocks – you know the type,” said Chris Amon, Bandini's last team mate, “but Lorenzo wasn't like that at all – he was utterly charming, one of the nicest people I ever met.”

If no one, as Amon suggested, ever looked more like an Italian racing driver, so none more than Bandini bore the weight of his country's expectations. Unlike some who had gone before – Eugenio Castellotti,

however, Ferrari were now off the pace, and at the end of the year there was a seismic upheaval, with many engineers leaving. For 1963 the Old Man unfathomably went for the erratic Willy Mairesse as team-mate to Surtees, although Bandini was retained for the sports car team, and won Le Mans, partnered by Ludovico Scarfiotti.

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Back then Monaco was 100 laps, and with 18 to go Bandini, chasing leader Denny

LORENZO BANDINI

Italy's lost leader





Hulme, hit the straw bales at the exit of the harbour front chicane, then a dauntingly fast left-right flick. The Ferrari somersaulted, coming to rest upside down, then exploding. With only pathetically ill-equipped marshals on hand, Lorenzo never had a chance. While the race continued – in those days they were *never* stopped – more than five minutes passed before he was clumsily manhandled from the car.

Amon never doubted that exhaustion had led to the accident. “I was probably stronger than Lorenzo, and I was never more tired at the end of a race than that day. It was hot as hell, and the Ferrari was a heavy car to

1964 was Bandini's breakthrough year in Formula 1 with success in Austria and three other podiums

drive – no power steering then, of course. Three or four times I went past the fire, assuming he'd got out of it. It wasn't until after the race that I found out he hadn't...”

The friends had been due to fly the next day to Indianapolis, where both were down to drive in the 500. Chris sorrowfully made the trip alone, and it was at the Speedway that they told him Lorenzo had succumbed to his appalling burns.

A year on guardrail had replaced straw bales at the exit of the Monaco chicane, and when Johnny Servoz-Gavin hit it, after making the same mistake as Bandini, he carried on to the pits, and climbed out. 🚗

THIS MONTH

MEMORIES OF SILVERSTONE AND 1948

Formula 1 TV presenters and pundits Mark Webber, Karun Chandhok and Susie Wolff got a taste of the sport's heritage when they took to a soaking wet Silverstone to drive cars representative of the grid for the 1948 British Grand Prix. Channel 4 put together the feature to mark the circuit's 70th anniversary.

The inaugural race was run on October 2 on a makeshift track using the runways and perimeter roads of what had been a wartime airfield. It was Britain's first major post-war race and Silverstone's first official race meeting. Luigi Villorosi completed 65 laps of the 3.6-mile track in three hours 20 minutes in a Maserati 4CLT.

Veteran TV commentator and former *F1 Racing* columnist Murray Walker joined nine-time grand prix winner Webber, Chandhok and Wolff to lend his memories of the time. Webber drove the ERA GP1 E-Type now owned and raced by Duncan Ricketts, while Chandhok and Wolff drove Alta and Cooper-Bristol grand prix cars from the same era.

Sky Sports F1 have also been delving into the past, filming a feature to mark the 60th anniversary of Mike Hawthorn becoming Britain's first F1 champion. Martin Brundle had the privilege of driving the Ferrari 246 Dino re-creation owned by Tony Best.

In new hands for the 2018 season is the remarkable Lotus 21 Jim Clark was driving when he was involved in the tragic accident that claimed the lives of

Wolfgang von Trips and 15 spectators at Monza in 1961.

Now owned by experienced US racer John Delane, the car was brand new for the Monza race but was impounded in Italy for several years following the accident before being brought back to the UK by Tom Wheatcroft. Recently it was owned and raced by Tony Best, but has still only contested about 10 races. "It still has visible damage on the chassis from the Monza accident," said Delane, who plans a European season with the car.

One of the three Scirocco-BRM GP cars from 1963 is back in the UK for a European programme with Californian owner Harindra Da Silva. Three cars were built in the UK by Roy Thomas, with US funding via team driver Tony Settember. Da Silva's car is the second chassis, which is markedly smaller since it was built for the diminutive Ian Burgess. Found stored in a mill in Bristol, after restoration by Hall and Hall it has run at Goodwood but is now in Europe for a fuller programme.

After an absence of 12 years, F1 cars returned to the Imola track in Italy recently for the Historic Formula 1 Grand Prix of San Marino.

Two races for the FIA Masters Historic Formula 1 Championship ran for the Elio de Angelis Trophy, which headlined the first ever Motor Legend Festival. Mike Cantillon (Williams FW07) and Martin O'Connell (ATS D4) shared the wins and the event included tributes to Jim Clark, Martini Racing, Ayrton Senna and de Angelis.

“THE INAUGURAL RACE WAS RUN ON A MAKESHIFT TRACK USING THE RUNWAYS AND PERIMETER ROADS OF WHAT HAD BEEN A WARTIME AIRFIELD”



Webber, Walker, Chandhok and Wolff braved the weather for a taste of the 1948 British GP

PICTURE: PAUL LAWRENCE



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THE MAIN EVENT

The Legends of Brands Hatch meeting showcases the best pre-1966 Formula 1 cars

For the second time in a month, Brands Hatch will host races for period grand prix cars as the Historic Grand Prix Cars Association headlines the Legends of Brands Hatch meeting on June 30-July 1. The HGPCA is the guardian of cars built before the start of the 3-litre engine formula in 1966, making for an eclectic grid running from the 1930s through to early 1960s 1.5-litre racers. Front- and rear-engined is the usual split, and both grids will have double-headers to make up four races on the GP circuit.

While the earlier cars pre-date the development of Brands as an F1 venue, the rear-engined cars are synonymous with the early years of the Grand Prix circuit. The new loop added a mile and a half to the existing short circuit and was inaugurated in August 1960 by the Silver City Trophy non-championship F1 race. Lotus, BRM, Ferrari and Cooper sent factory teams and Jack Brabham won for Cooper. In 1964 Brands hosted the British Grand Prix for the first time as Jim Clark's Lotus 25 beat Brabham's Cooper.

Over 40 cars are expected, making for a tremendous audio-visual spectacle as the sound of Coventry Climax engines, one or two BRM V8s, Ferrari V12s and even an Offenhauser resonate through the trees. Each day of the weekend will feature two races for Historic GP cars as well as a full programme of racing from the Historic Sports Car Club.

HISTORIC RACING AND AUCTION CALENDAR

June 5: Classics and Motor Sport Hall of Fame Auction (H&H)

June 22-24: Masters FIA Historic F1 Championship, Most (Czech Republic)

Jun 30-Jul 1: Historic Grand Prix Cars Association races, Brands Hatch

Jul 5-8: Historic F1 races at British Grand Prix, Silverstone

July 11-13: Goodwood Festival of Speed

July 19: Silverstone Classic Race Car Sale (Silverstone Auctions)

July 19: BRDC Benevolent Fund Memorabilia (Silverstone Auctions)

July 21-22: Silverstone Classic Sale (Silverstone Auctions)

July 20-22: Masters FIA Historic F1 Championship, Silverstone Classic

July 20-22: Historic Grand Prix Cars Association races, Silverstone Classic

July 28-29: Shelsley Walsh, F1 through the ages

August 3-5: Copenhagen Historic Grand Prix

August 10-12: Masters FIA Historic F1, Nürburgring Oldtimer Grand Prix

August 23-26: Masters USA Historic F1, Rolex Monterey Motorsports Reunion

August 25-26: RM Sotheby's auction at Monterey, California

September 1-2: Masters FIA Historic F1 Championship, Zandvoort Historic Grand Prix

September 5: RM Sotheby's Auction, London

September 6-8: Goodwood Revival

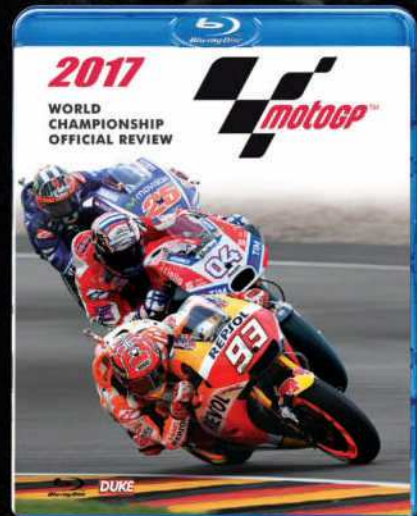
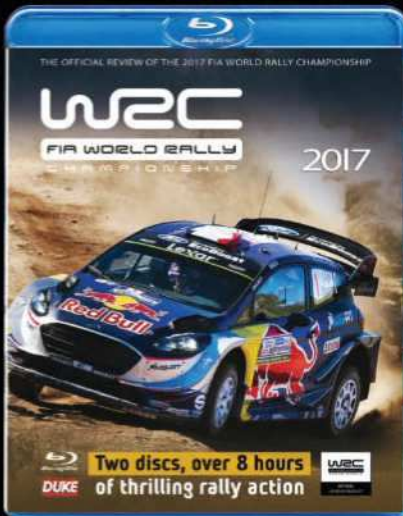
September 8: Bonhams Goodwood Revival Auction



The rare front-engined Scarab-Offenhauser, seen here at Goodwood last year, should grace the Brands GP circuit



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No. 68

WORDS DAMIEN SMITH
PICTURES JAMES MANN

THE ALFA ROMEO 158

F1's first superpower – and
Fangio's first title winner

There was a time when Alfa Romeo meant a lot more to Formula 1 than some stickers on the side of a Sauber. The *Quadrifoglio*, an emblem forever identified with unequalled automotive grace and style, was the first superpower of the embryonic World Championship and will always carry a special significance in F1.

That's because the Alfa you see here not only won the first grand prix of 'modern times', at Silverstone on May 13 1950, it also set a season record that has yet to be matched in the 68 years that have followed: not by the McLarens in 1988, Schumacher's Ferraris at the start of the millennium nor by Hamilton and Rosberg's Mercedes in F1's most recent chapter.

Back in 1950, Alfa Romeo went unbeaten over the course of the nascent F1 World Championship season. OK, admittedly there were only six rounds – technically seven because of the presence of the Indianapolis 500. But as Alfa and the rest of the European regulars weren't at Indy, the unbeaten record stands.

All thanks to the 158, christened 'Alfetta' at its birth; a little monster that grew, particularly in 159 mode, into a behemoth that would carry the great Juan Manuel Fangio to the first of his five world titles.

The 158's active life spanned a remarkable 13 years, although six of those were lost to WWII. Created in 1937 by Gioachino Colombo, the 158 was an admission that Alfa had been defeated in the Grand Prix war with the mighty Mercedes and Auto Union Silver Arrows. It was built to 'voiturette' regulations to sidestep the German blitzkrieg in Europe's roster of major motor races, and won on its debut at

**NOW
THAT
WAS
A
CAR**

No. 68



Livorno in August 1938 in the hands of Emilio Villorelli.

A winning debut for Merc's own voiturette, the W165, the following year in Tripoli promised a battle royal between the great marques, only for battles of a far more serious nature to curtail such frivolities. The 158s were said to be stored safely at a farmhouse near Milan until peace finally broke out. With Mercedes and Auto Union out of the game, the Alfetta found itself not only still relevant, but the most state-of-the-art racer around. And when the new F1 World Championship was launched for 1950, Alfa were sitting pretty to clean up.

The development of the Alfetta from birth to its last knockings in the second year of the world championship is a fascinating story of desperate measures. In the face of an increasing threat from Ferrari's unblown 4.5-litre V12 375, the Alfetta resorted to bulking up. Colombo's supercharged 1480cc straight-eight began life developing just 195bhp at 7000rpm. By '51, Alfa had pushed the output to an impressive 420bhp with the extra beef of two-stage supercharging.

The power came at the expense of weight – and a mighty thirst. In 159 guise for '51, the Alfetta's ladder-frame chassis had been stiffened, while larger aluminium drum brakes with cast iron inserts and twin leading shoes front and rear offered much needed stopping power. And with twin-choke Weber carburetors glugging methanol at an estimated mile to the gallon, the fuel tank expanded to nearly double its original size.

Subtle? Oh no. But this was a war – and ultimately the bulk-up worked. The Alfetta was brutally fast in its final guise, as a speed comparison through Pescara's 1km speed trap highlights. In '39, Villorelli was recorded at 147.14mph; 11 years



later, Fangio passed through at an astonishing 192.84mph.

His first title triumph with Alfa in '51 was an epic. Alfa had dominated the rebirth of grand prix racing in the late 1940s, electing to miss Silverstone's maiden race in '48 and standing down completely the following year on the basis they had little to prove. But a new world championship enticed them back, and nothing could stop ruthless Giuseppe Farina and his new team-mate, fresh from Argentina, sweeping the lot. But '51 would be a different story. Once a loyal employee and Alfa team entrant, Enzo Ferrari was now building his own empire – and he was aiming to sink the mothership.

Fangio won at Bremgarten and Reims, Farina took Spa, and José Froilán González broke the chain and claimed Ferrari's historic first F1 GP win at Silverstone. Team-mate Alberto Ascari won the next two, at the Nürburgring and significantly at flat-out Monza. Of the four Alfettas entered on home ground, only one finished as Ferrari swept to a 1-2-4-5. The ageing heavyweight was on the ropes.

But at Pedralbes, scene of the climactic Spanish GP, it was Ferrari that would falter – and it came down to tyres.

Fangio led Ascari by two points after Monza, but the

**“SUBTLE?
OH NO.
BUT THIS
WAS A
WAR – AND
ULTIMATELY
THE BULK-UP
WORKED”**



RACE RECORD

Starts 47
Wins 10
Poles 10
Fastest laps 13
Other podiums 11
Points 164

SPECIFICATION

Chassis Steel tubular ladder-frame
Front suspension Trailing arm, transverse leaf springs, hydraulic dampers
Rear suspension Swing axle, transverse leaf springs, hydraulic dampers
Engine Straight-8 supercharged
Engine capacity 1479cc
Power 195bhp (1937), 420bhp (1951)
Gearbox 4-speed manual
Tyres Pirelli
Weight 700kg
Notable drivers Jean-Pierre Wimille, Emilio Villoresi, Giuseppe Farina, Juan Manuel Fangio, Luigi Fagioli

momentum was clearly with the Italian. He took pole and led until tread problems hobbled the Ferrari, Their choice of 16-inch rears in contrast to Alfa's decision to go for 18 inches cost Ascari the title: he finished fourth as Fangio swept to victory.

But Alfa knew the game was up, and without the finance or motivation to build a new racer, the mighty factory withdrew. They wouldn't return as a full-blown team until 1979.

Alfa Romeo had been a colossus of pre-war racing. In post-war world championship terms, their reign was brief – but oh so sweet, especially for one very special man. For the rest of his life, Fangio would profess his love for the 158. After all, you never forget the first time. 📌

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Did Pirelli's much-vaunted hypersoft actually detract from tactical diversity during the Monaco Grand Prix?

Add and subtract

Without taking anything away from Daniel Ricciardo's stunning performance, many an occasional fan will be moved to complain that this year's Monaco GP was another dull procession on a circuit where overtaking is impossible and strategy options are limited.

Rather than spicing up the action and forcing two stops, the hypersoft tyre resulted in unprecedented tyre management and graining.

Monaco is a unique race and, perhaps, calls for unique rules. What if Pirelli provided soft, supersoft and hypersoft tyres for the weekend, but the hypersoft was reserved for the Q3 shootout and the race? What if there were two mandatory pit stops? What if at least one stint had to be on

hypersoft but that stint could be no longer than 15 laps?

Drivers would spend the most of the race on durable rubber, would try to find a gap before pitting for the hypersoft, and would then push hard for 15 laps to gain an advantage knowing they can use all the rubber. No tyre management, just hard racing, perhaps a little overtaking, and at least something to get excited about.

Ian Bennell
By email

Ferrari: the one and only?

So Ferrari's Sergio Marchionne is threatening to quit F1 if the new deal under Liberty Media isn't to his liking? Excuse me as I stifle a yawn.

I hope they call his bluff, rather than being terrified of the supposed

"dilution of the spectacle" without the Scuderia.

We know Ferrari have a long history of threatening to take their ball home if they don't get their own way: call their bluff; let 'em go!

As you pointed out in your June issue, there is nowhere really for them to go. Endurance racing is in reality all about Le Mans, but is it really still relevant to them? Sure it's inherent to their DNA, but are they even to be considered a car company any more? They make amazingly good cars, but they're more akin to a luxury goods company, selling to people with enough money to pay, but no real interest in cars for their own sake.

Let 'em go and give their team slot to Porsche or someone else who still build cars for the sake of

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pursuing engineering excellence, rather than profit above all else.

Scott Chesney
By email

Cometh the gigasoft

Could we bring some common sense into F1? Tyre choices with names such as hypersoft, ultrasoft, and supersoft with different colours to identify same?

How about soft, medium, and hard and colours green, yellow, and red? If F1 fans are sophisticated enough to memorise these tyre names and associated colours, I believe we are sophisticated enough to know that Pirelli doesn't really make a 'hard' compound. Obviously, these are racing slicks and all are extremely soft.

I recently explained to a new fan regarding DRS detection and DRS zones around the circuit, and the "energy harvesting" on the F1 car. As I started to explain the tyre compounds... alas, I lost her. My efforts to widen our sport's appeal in the US had run aground. Let's at least simplify the tyre compounds! I'll keep trying here in the USA.

Robert Wood
San Diego, USA

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JUL 19

- > How Fernando Alonso fared at Le Mans
- > Miami to Hanoi...how the calendar is poised to expand
- > Now That Was A Car: Red Bull RB7
- > Behind the scenes with Williams at a GP weekend



RACE DEBRIEF SPANISH GP

FINISHING STRAIGHT

LEWIS GETS HIS MOJO BACK

It all came together on race day as Lewis Hamilton finally found the confidence he needed to really lean on his Mercedes – and the result was devastating



"I'm almost back in the groove," said Lewis Hamilton after he and Mercedes crushed the opposition for the first time this season.

Great news for them, as Hamilton extended his championship lead to 17 points over Sebastian Vettel. Somewhat troubling, however, for those left trailing in their wake...

QUALIFYING

Perhaps even more impressive than the outright pole position time set by Lewis Hamilton for the 2018 Spanish GP – 1m16.173s – was the year-on-year lap-time drop of almost *three seconds*

from 2017. Same driver, same team (Mercedes), but a dramatic performance gain in 12 months. A new track surface accounted for some, but by no means, all of that.

And Hamilton was able to prove convincingly he'd located his recently itinerant mojo with a lap that owed everything to his ability to lay it on the line when it really matters. Cue pole number 74 and half of a Mercedes front row that was completed by a resilient Valtteri Bottas, just 0.046s slower.

Vettel was ahead of Kimi Räikkönen on an all-Ferrari row two and no surprise to find Red Bull next. The lap times of Max Verstappen (1m

16.816s) and Dan Ricciardo (1m 16.818s) were almost identical, but Ricciardo was downbeat, for Red Bull had brought a raft of updates to the car – seemingly for no net gain, at least in qualifying.

The tail of the sharp end brought a little more variety. Kevin Magnussen's Haas bagged 'best-of-the-rest' honours in P7, though the gulf to F1's superteam trio was illustrated by his deficit of more than 0.8s to Ricciardo and of 1.5s to pole.

Alonso, in an honour-saving P8, was encouraged by upgrades for the MCL33, which allowed him to deliver his first Q3 qualifying of the year.

RACE

For the first time this year Mercedes looked as dominant as they had during winter testing at this very circuit. Their cause would be helped by cool May temperature and modified Pirelli casings – shaved by 0.4mm to prevent heat build-up and blistering – further aided their endeavours.

That should take nothing away from the sheer control of this 1-2 result, however. Hamilton was commanding throughout, managing an early Safety Car, track debris and a later VSC with consummate ease: in the first quarter he pulled out a seven-second lead over Vettel and by the chequer he was more than 20 seconds up on Bottas. Indeed, the fight for second was where the interest lay as Lewis simply got on with executing the optimal soft-medium single-stop strategy.

Vettel, always combative, looked to interfere with the Merc party immediately, and succeeded

INDEED THE FIGHT FOR SECOND WAS WHERE THE INTEREST LAY AS LEWIS SIMPLY GOT ON WITH EXECUTING THE OPTIMAL SOFT-MEDIUM SINGLE-STOP STRATEGY

in getting ahead of Bottas through the first two corners and staying there. His pass would leave Bottas with a long afternoon's work ahead, but before any strategy could be brought into effect, a more urgent happening had to be managed.

Exiting the fast and long Turn 3 on lap one, Romain Grosjean lost control of his Haas and, rather than letting the car run wide, kept his foot in as the rear looped round and lit up his tyres, causing him to spear back across the pack. Grosjean blamed the initial loss of control on dirty air from the car of team-mate Magnussen, ahead. Far less explicable was his reaction, which

RESULTS ROUND 5

CIRCUIT DE BARCELONA-CATALUNYA / 13.05.18 / 66 LAPS



Grosjean's lap one error and reaction (above and right) could have resulted in much worse. Hamilton's second successive win (below) was achieved with ease



might have caused a catastrophic shunt. As it was Grosjean tagged an innocent Hülkenberg before his Haas was hit by Pierre Gasly's Toro Rosso. Three cars out, a 23G impact for Grosjean, and a Safety Car. Grosjean was later slapped with a three-place grid drop for Monaco and two penalty points.

It was lap seven before racing started again and Hamilton continued where he'd left off, building an immediate two-second gap to Vettel. Soon he was seven seconds ahead and with Vettel coming under pressure from a bottled-up Bottas, Ferrari blinked, bringing Seb in on lap 17 for a two-stop gamble. He exited on mediums, releasing Bottas, who immediately began lapping 0.6s faster. Merc could see that Vettel had emerged behind Magnussen and urged their man to push, clearly hoping to 'do' Vettel at the stops. Bottas was called in for mediums on lap 19, having pushed, but a slow three-second stop – the right-rear wheel was reluctant to disengage – put him back on track almost parallel with Vettel, who was about to make a ballsy pass on Magnussen into T1. Bottas should have been ahead of this squabble but was left with no room to fight as Vettel took P2 again. It might

have remained like that, had Ferrari not pitted Vettel for a second set of mediums on lap 41, under a VSC caused by a stricken Esteban Ocon.

Vettel had complained that his tyres – particularly the front-left – were fading and his team played safe, believing that Bottas would pit again. They reckoned without Bottas being able to complete the race on a set of mediums which covered a mammoth 47 laps by race end. Ferrari and Vettel had no answer for that strategic flexibility. Mercedes had toyed with them.

Vettel's second stop brought a single-stopping Verstappen into play and he'd finish third – his first podium of the year – on softs, then mediums, despite clipping Lance Stroll under the VSC. Vettel wound up fourth.

Ferrari team-mate Räikkönen had retired when electrical problems left his engine powerless, lifting Ricciardo to fifth. Dan had struggled with tyre warming, although he did set fastest lap – a new record of 1m18.441s. Magnussen, Sainz, Alonso, Perez and Leclerc closed out the top 10, in a five-team flourish that brought a little variety to an otherwise predictable race.



1st	Lewis Hamilton Mercedes	1h 35m 29.972s
2nd	Valtteri Bottas Mercedes	+4.024s
3rd	Max Verstappen Red Bull	+4.024s
4th	Sebastian Vettel Ferrari	+5.329s
5th	Daniel Ricciardo Red Bull	+5.329s
6th	Kevin Magnussen Haas	+1 lap
7th	Carlos Sainz Renault	+1 lap
8th	Fernando Alonso McLaren	+1 lap
9th	Sergio Pérez Force India	+2 laps
10th	Charles Leclerc Sauber	+2 laps
11th	Lance Stroll Williams	+2 laps
12th	Brendon Hartley Toro Rosso	+2 laps
13th	Marcus Ericsson Sauber	+2 laps
14th	Sergey Sirotkin Williams	+3 laps

Retirements

Stoffel Vandoorne McLaren	45 laps - gearbox
Esteban Ocon Force India	38 laps - oil leak
Kimi Räikkönen Ferrari	25 laps - power unit
Romain Grosjean Haas	0 laps - collision
Pierre Gasly Toro Rosso	0 laps - collision
Nico Hülkenberg Renault	0 laps - collision

FASTEST LAP



Daniel Ricciardo, 1min 18.441s on lap 61

FASTEST PITSTOP

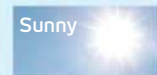


Lance Stroll, 21.351s (entry to exit)

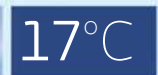
TYRE COMPOUNDS USED



CLIMATE



AIR TEMP



TRACK TEMP



DRIVERS' STANDINGS

1 Hamilton	95pts	11 Pérez	17pts
2 Vettel	78pts	12 Gasly	12pts
3 Bottas	58pts	13 Leclerc	9pts
4 Räikkönen	48pts	14 Vandoorne	6pts
5 Ricciardo	47pts	15 Stroll	4pts
6 Verstappen	33pts	16 Ericsson	2pts
7 Alonso	32pts	17 Ocon	1pt
8 Hülkenberg	22pts	18 Hartley	1pt
9 Magnussen	19pts	19 Grosjean	0pts
10 Sainz	19pts	20 Sirotkin	0pts





RICCIARDO'S REDEMPTION

Dan slayed the demons of his bitter 2016 win-that-got-away with an immaculately judged victory. Elsewhere, there wasn't much to smile about...



Passing on Monaco's streets has never been more difficult, and yet the principality's mystique remains undimmed. Formula 1's drivers adore the challenge of skimming the barriers for lap after lap, hate the one-stop strategy the narrow streets dictate. So it was unsurprising to hear some of them declaim the 2018 Monaco Grand Prix as "boring". For Daniel Ricciardo, though, it was anything but.

QUALIFYING

Judged on lap times alone, the difference in ability between Ricciardo and Max Verstappen around

Monaco in their pace-setting Red Bulls was infinitesimal. After final practice, their PBs were a mere thousandth of a second apart: 1m 11.786s for Ricciardo; 1m 11.787s for Verstappen.

But the gulf in their attitude and mentality is, apparently, vast.

As Dan sat at the top of the timesheets again in the last minutes of FP3, Verstappen tried something special. All aggression to Ricciardo's athleticism, he hit the inside guardrail exiting the Swimming Pool, skipped wide and clattered the barrier. The shunt wiped off the right-front corner of his RB14 and swiped the rear hard enough

for a gearbox change to be required. Result: no Verstappen in qualifying when the team had been eyeing a front-row lockout. The shunt was his sixth in six race weekends, and for all his gifts Max is still making a lot of mistakes.

His team-mate, by contrast, oozed confidence: early in Q2 he set a new circuit record: 1m 11.353s. And there was more to come. He scorched around Monte Carlo's storied streets in 1m 10.810s for pole – the only man to break into the '10s'.

The tussle between Mercedes and Ferrari for next-best placings was close. Neither chassis is short-circuit optimised, but the Ferrari's inherently grippier nature swung the fight Vettel's way. He'd start P2 with 1m 11.039s, despite going too deep into Rascasse on his best lap.

Lewis Hamilton made it three teams in the first three places, after coaxing his grip-light W09 into a Ferrari-splitting position, while last year's pole man Kimi Räikkönen in P4 and Valtteri Bottas in P5 kept the top three rows looking familiar. Valtteri, like Lewis, lamented a lack of outright grip, which had prompted Merc into an (unsuccessful) experiment with ultrasofts in Q2, hoping to run longer into the race and gain track position at the expense of those running the fast-but-fragile hypersofts. But the difference in pace was simply too big.

Alongside Bottas, with one of the laps of the session, was Esteban Ocon, who took advantage of Verstappen's absence to post a stellar P6 with Force India team-mate Sergio Perez in P9.

Splitting them were Fernando Alonso in P7 and Carlos Sainz, P8 – the two Spaniards again exerting mutual attraction. And closing out the top 10 was Pierre Gasly. Who'd have guessed he'd be second fastest Red Bull driver at Monaco...?

RACE

"Thank God that's over," said a jaded Lewis Hamilton after finishing third. "I think that was the most boring race I've ever participated in."

A tad harsh? Certainly there had been little to entertain a racer like Hamilton, who ran low on grip with increasingly degraded ultrasoft Pirellis for the last 66 laps. And watching the top five – Daniel Ricciardo, Sebastian Vettel, Hamilton, Kimi Räikkönen, Valtteri Bottas – circulate for just under two hours at somewhat less than full racing speed didn't make for obvious spectacle.

In the cockpit of car number three, however – Ricciardo's Red Bull which led from pole to chequer – brilliance was being played out. The nature of Ricciardo's triumph is one that will be recalled by all students of F1 history: he didn't give up, even in a car crippled by the loss of MGU-K electrical power (worth around 160bhp) from lap 18 and using only six (of eight) gears. That compromised

CIRCUIT DE MONACO / 27.05.18 / 78 LAPS



Ricciardo's total Monaco domination started in P1 and continued through qualifying to a processional race, despite the loss of 160bhp from lap 18



THE NATURE OF RICCIARDO'S TRIUMPH IS ONE THAT WILL BE RECALLED BY ALL STUDENTS OF F1 HISTORY: HE DIDN'T GIVE UP, EVEN IN A CAR CRIPPLED BY THE LOSS OF MGU-K ELECTRICAL POWER

performance left Dan lapping almost laughably slowly – routinely more than eight seconds off his own pole pace – but still able to hold the lead from Vettel and a tyre-troubled Hamilton.

Seb's P2 represented the best result that could have been hoped for against faster opposition and, graciously, he admitted as much, recognising that his former team and team-mate had pulled one out of the bag.

Behind the lead trio matters remained static, yet interesting. Räikkönen finished barely a second behind Lewis, though never looked like passing, while Bottas – a mere 0.7s behind Kimi at the flag – at one stage looked a likely winner.

Around lap 40, after his lap 17 stop for supersofts, Valtteri appeared to be easily capable of an untroubled run to the flag, on a slightly harder compound than the quartet ahead. Each of those four were suffering with degrading ultrasofts by this stage, with almost half the race still to run.

In the event, Ricciardo's 'win-at-the-slowest-possible-speed' approach helped prolong the life of the struggling purple-walled rubber.

Behind Bottas, Ocon delivered on Force India's qualifying promise, maintaining his P6 qualifying position. And Gasly, P7, was a contender for driver of the day, after gaining three places from his starting slot and fending off the urgent late attentions of a hungry Nico Hülkenberg. Here was an example of a smart strategy working out. Gasly ran a remarkable 37 laps on hypers, before closing out the race on supersofts, yet still had enough pace to fend off the hypersoft Hulk.

Sainz closed out the points finishers unlapped but 43 seconds distant from Verstappen, ahead; his attempt to run 62 laps on a single set of ultrasofts proved futile. "Scoring just a point feels very, very bitter," Sainz lamented.

Ricciardo aside, his sentiments echoed loud around the streets of Monte Carlo.



1st	Daniel Ricciardo Red Bull	1h 42m 54.807s
2nd	Sebastian Vettel Ferrari	+7.336s
3rd	Lewis Hamilton Mercedes	+17.013s
4th	Kimi Räikkönen Ferrari	+18.127s
5th	Valtteri Bottas Mercedes	+18.822s
6th	Esteban Ocon Force India	+23.667s
7th	Pierre Gasly Toro Rosso	+24.331s
8th	Nico Hülkenberg Renault	+24.839s
9th	Max Verstappen Red Bull	+25.317s
10th	Carlos Sainz Renault	+69.013s
11th	Marcus Ericsson Sauber	+69.864s
12th	Sergio Pérez Force India	+70.461s
13th	Kevin Magnussen Haas	+74.823s
14th	Stoffel Vandoorne McLaren	+1 lap
15th	Romain Grosjean Haas	+1 lap
16th	Sergey Sirotkin Williams	+1 lap
17th	Lance Stroll Williams	+2 laps
18th	Charles Leclerc Sauber	+8 laps/collision
19th	Brendon Hartley Toro Rosso	+8 laps/collision*

Retirements

Fernando Alonso McLaren 52 laps - transmission

*Includes 5-sec penalty for speeding in the pitlane

FASTEST LAP



Max Verstappen,
1min 14.260s on lap 60

FASTEST PITSTOP



Lewis Hamilton,
23.739s (entry to exit)

TYRE COMPOUNDS USED



Hypersoft **Ultrasoft** **Supersoft** **Inter** **Wet**

CLIMATE

Overcast

AIR TEMP

25°C

TRACK TEMP

37°C

DRIVERS' STANDINGS

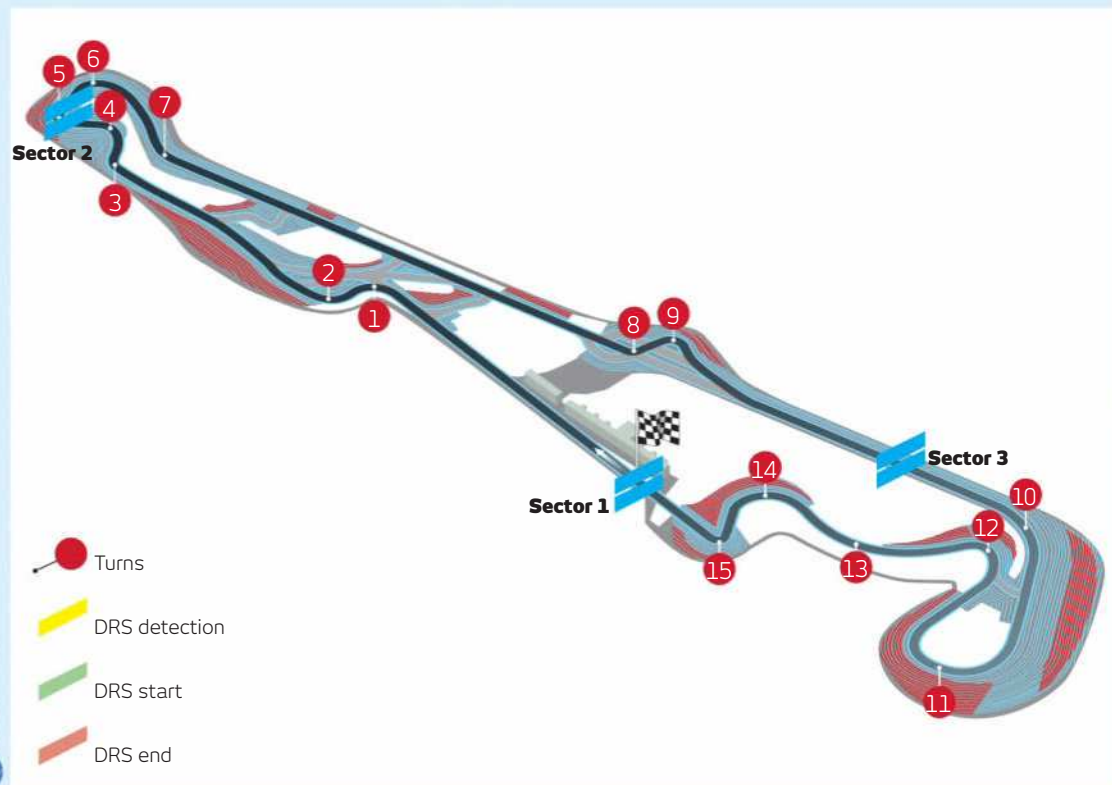
1	Hamilton	110pts	11	Gasly	18pts
2	Vettel	96pts	12	Pérez	17pts
3	Ricciardo	72pts	13	Ocon	9pts
4	Bottas	68pts	14	Leclerc	9pts
5	Räikkönen	60pts	15	Vandoorne	6pts
6	Verstappen	35pts	16	Stroll	4pts
7	Alonso	32pts	17	Ericsson	2pts
8	Hülkenberg	26pts	18	Hartley	1pt
9	Sainz	20pts	19	Grosjean	0pts
10	Magnussen	19pts	20	Sirotkin	0pts





FINISHING STRAIGHT

THE FRENCH GP



RACE DATA

Circuit name Circuit Paul Ricard
First Grand Prix 1971
Number of laps 53
Circuit length 3.63 miles
Race distance 192.39 miles
Lap record N/A
F1 races held 14
Winners from pole 8
Tyres Ultrasoft, supersoft, soft

TIMETABLE (UK TIME)

Friday 22 June
Practice 1 11.00-12.30
Practice 2 15.00-16.30
Saturday 23 June
Practice 3 12.00-13.00
Qualifying 15.00-16.00
Sunday 24 June
Race 15.10
Live coverage Sky Sports F1
Highlights Channel 4

THE MAIN EVENT



Eccentric industrialist Paul Ricard had a magic marketing touch, inventing his anise-flavoured drink in a lab and then passing it off as a traditional Provençal beverage. Quite why he decided to build a racetrack overlooking the southern coast has not been recorded, but there was a need for a new, permanent racing facility in France during the late 1960s, since car performance was exceeding the capacity of road courses such as Reims and Rouen.

The Paul Ricard circuit's signature feature was the Mistral Straight; at just over a mile long it challenged engine resilience and offered potential for slipstreaming. The tightening-radius Signes corner at the end of it was a test of bravery and skill, too.

After the French GP went to Magny-Cours for 1991 it diminished and was revamped as a high-tech test facility. The track has high-abrasion asphalt run-off in distinctive red and blue bands and offers 167 different layouts – for this year's race the Mistral will be interrupted by a chicane.

CLASSIC RACE: 1990

Paul Ricard's swansong before the French GP relocated further north came close to providing the biggest upset in F1 history. Having failed to qualify for the previous round in Mexico, Ivan Capelli and Mauricio Gugelmin benefitted from new floors on their previously underperforming Leyton House cars, and Paul Ricard's smooth track surface, to execute a daring non-stop strategy.

Starting from seventh and 10th, they moved into first and second when their rivals pitted. Ferrari's Alain Prost



overtook Gugelmin with 26 laps left but, try as he might, he could find no way by the resolute Capelli – until Capelli's oil pump failed three laps from the end.

THE WINNERS HERE...



1990

Alain Prost
Ferrari



1989

Alain Prost
McLaren



1988

Alain Prost
McLaren



1987

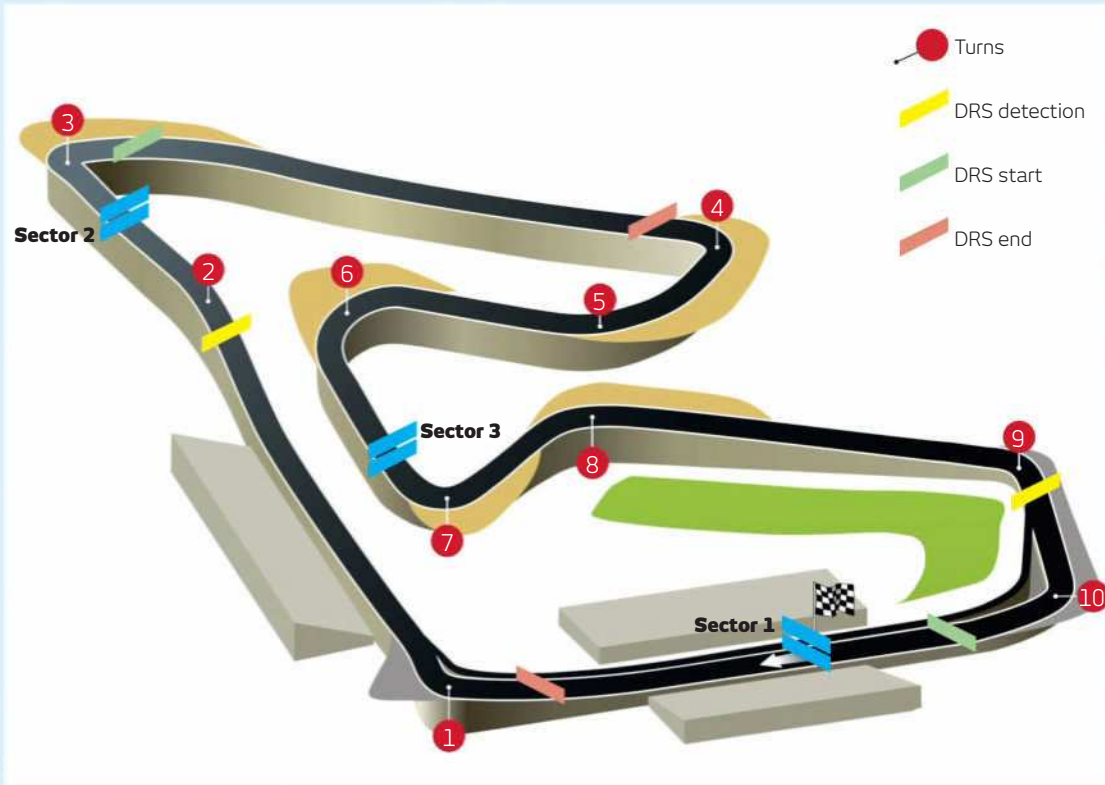
Nigel Mansell
Williams



1986

Nigel Mansell
Williams

THE AUSTRIAN GP



LAT IMAGES - ANDY HONE; LAT ARCHIVE; ILLUSTRATION: ALAN ELDRIDGE



RACE DATA

- Circuit name** Red Bull Ring
- First Grand Prix** 1970
- Number of laps** 71
- Circuit length** 2.69 miles
- Race distance** 190.42 miles
- Lap record** 1m 07.411s
Lewis Hamilton (2017)
- F1 races held** 29
- Winners from pole** 9
- Tyres** Ultrasoft, supersoft, soft

**TIMETABLE
(UK TIME)**

- Friday 29 June**
- Practice 1** 10.00-11.30
- Practice 2** 14.00-15.30
- Saturday 30 June**
- Practice 3** 11.00-12.00
- Qualifying** 14.00-15.00
- Sunday 1 July**
- Race** 14.10
- Live coverage** Sky Sports F1 & Channel 4

THE MAIN EVENT

Restored to the calendar courtesy of Red Bull backing, the Austrian Grand Prix makes up in party atmosphere what the truncated circuit lacks in scale and scope. What was formerly a fiercely quick, challenging and dangerous circuit now has the feel of a stop-start karting track, but that's largely because the original track passed through the plots of many different landowners, some of whom demanded too high a price when it was rebuilt in the 1990s.

Now, with Red Bull's shilling, it's become a multi-sport leisure park operating a sustainable year-round business. This part of the Styrian countryside is beautiful and, at this time of year, usually blessed with great weather.

The brevity of the layout, combined with short-duration corners and low-grip surface, makes grip under braking and traction more of a challenge than cornering performance. Overtaking is difficult but can be done, both at Turn 1 – which slopes sharply uphill, encouraging late braking – and Turn 3, a right-hander at the end of the following 'straight'.



CLASSIC RACE: 1976

This race nearly didn't happen. With home hero Niki Lauda at death's door after his Nürburgring shunt, and Ferrari threatening withdrawal from F1 because James Hunt's Spanish win had been reinstated, ticket sales were low and the promoters came close to calling it off.

Instead, a memorable event ensued as John Watson judged the slippery conditions perfectly to claim the Penske team's first (and only) grand prix win – a year on from Penske ace Mark Donohue's fatal accident here.



He also had to shave his beard off, having told team owner Roger Penske he would do that if the troubled PC4 chassis ever won a race...

THE WINNERS HERE...

2017	2016	2015	2014	2003
Valtteri Bottas Mercedes	Lewis Hamilton Mercedes	Nico Rosberg Mercedes	Nico Rosberg Mercedes	Michael Schumacher Ferrari



FINISHING STRAIGHT

THE BRITISH GP



RACE DATA

- Circuit name** Silverstone
- First Grand Prix** 1950
- Number of laps** 52
- Circuit length** 3.66 miles
- Race distance** 190.26 miles
- Lap record** 1m 30.621s
Lewis Hamilton (2017)
- F1 races held** 51
- Winners from pole** 19
- Tyres** Soft, medium, hard

TIMETABLE (UK TIME)

- Friday 6 July**
- Practice 1** 10.00-11.30
- Practice 2** 14.00-15.30
- Saturday 7 July**
- Practice 3** 11.00-12.00
- Qualifying** 14.00-15.00
- Sunday 8 July**
- Race** 14.10
- Live coverage** Sky Sports F1 & Channel 4

THE MAIN EVENT



While the Silverstone microclimate may not be to everybody's taste, the atmosphere at the home of British motorsport is quite unlike anything you'll experience anywhere else. Bernie Ecclestone might have compared it to a village fête, but Silverstone has retained its soul throughout its evolution from a redundant bomber base.

Speed is the key. It remains one of the fastest tracks on the calendar in spite of the many changes introduced to keep top speeds in line, and a revamp of the layout at the turn of this decade has added to the challenges, improved safety and introduced new overtaking opportunities. Old favourites, such as the Maggots-Becketts-Chapel complex, remain just as thrilling and satisfying for the drivers.

As a consequence of all the high-speed corners, tyre management is a key skill here. Even though Pirelli bring rubber from the harder end of their selection, plenty of drivers have asked too much of their tyres here over the years and paid the penalty late in the race.

CLASSIC RACE: 1958

Young home favourite Peter Collins arrived at the British GP in 1958 with his Ferrari career in peril. Having lost favour with Enzo Ferrari he had to perform to return to his position as one of the favoured few. Starting on row two, he seized the lead on the first lap and left the chasing pack – led by Stirling Moss in a Vanwall – in his wake. When the Vanwall's engine blew it left Collins' team-mate Mike Hawthorn in second place. Such was the advantage conferred by the Ferrari's V6 engine that Hawthorn was able to pit for an oil top-up and rejoin in the same position. Hawthorn set the fastest lap while trying to catch up, but still finished half a minute adrift.



THE WINNERS HERE...



2017
Lewis Hamilton
Mercedes



2016
Lewis Hamilton
Mercedes



2015
Lewis Hamilton
Mercedes



2014
Lewis Hamilton
Mercedes



2013
Nico Rosberg
Mercedes

We have made some dramatic improvements recently to help you find those **vital seconds or tenths**, or just to really enjoy your race driving, or launching A NEW car. In an incredibly beautiful environment, nature's best, our enthusiasm is contagious! and our service is second to none.



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To view 500 photos, including a full set of track photos, in car video link www.flickr.com/photos/guadixcircuit-direct-photos/
SITUATED IN SOUTHERN SPAIN NEXT TO GRANADA



THE BELGIAN GRAND PRIX

Spa-Francorchamps, Belgium, 24-26 August 2018



Spa is a fantastic venue at which to see F1

LAT IMAGES; STEVEN TEE; OTHER PHOTOS: SHUTTERSTOCK

WHY VISIT?

For British fans, the Belgian Grand Prix is the easiest overseas race to visit on the calendar, since it enjoys hassle-free connections via the Eurostar and is a relaxed three-and-half hour drive from the port and rail terminals at Calais.

The venue for the race is the famous Spa-Francorchamps circuit, curving, sweeping and diving through the Ardennes forest in the Hautes Fagnes (High Fens) area of Belgium. Since the region is notorious for its weather – clear skies can swell with dark clouds depositing torrential rain in minutes – the phrase ‘fickle Ardennes’ has become a captive epithet that often defines

the outcome of this event.

Belgium’s central location and proliferation of transport links ensures a cosmopolitan atmosphere at the GP. You’ll find representatives of many neighbouring nationalities flocking to this race to support their drivers – particularly Max Verstappen, who has attracted a boisterous contingent that grows year on year.

It’s also worth stopping by Brussels while you’re in the country. The capital of Belgium is renowned for its beer and chocolate, and boasts an impressive 90 museums, plus picturesque parks and stunning architecture.

WHAT TO SEE

Grand-Place, Brussels

Once described by the French poet Victor Hugo as the most beautiful square in Europe, Brussels Grand-Place is an impressive feat of architecture and history, and home to some of the country’s most notable buildings. Originally a marketplace for traders, the Grand-Place now combines restaurants, bars and cafés, making it a cultural hub for tourists.

Parc du Cinquantenaire, Brussels

This huge 30-hectare park, sometimes referred to as Jubelpark, is a national landmark in



Grand-Place, Brussels



Parc du Cinquantenaire, Brussels



Mini-Europe, Brussels



Montagne de Bueren, Liège

Brussels that was built during the reign of Leopold II in the 19th century to celebrate 50 years of Belgian independence. Home to the Giant Arch, three museums and a beautiful fountain, the park is a great place to lose a few hours and is easily accessible by public transport.

Mini-Europe, Brussels

Walk from the Leaning Tower of Pisa to the romantic Eiffel Tower in just a few minutes in this meticulously accurate architectural microcosm. This location is great for photography enthusiasts since it showcases

FAST FACTS

Currency £1 = €1.1 Euro

Timezone BST +1

Plug Type C **Weather** 18 d C / cloudy

Travel time Brussels via London (Eurostar) 2hrs, Flights via Manchester 1hr 25m; Edinburgh, 1hr 40m; Bristol 1hr 15m.

some of Europe’s architectural triumphs in miniature form.

Montagne de Bueren, Liège

Built in 1881 to honour the 600 soldiers who died defending the city from an assault led by the Duke of Burgundy over 600 years ago. The 374 steps are lined with many buildings and walls built into the hill, creating a striking corridor-like effect as your eyes follow it to the top of the hill. Climb them all and your exertions will be rewarded with panoramic views over the city.

Musee des Transports en Commun du Pays de Liège, Liège

For those interested in anything with an engine, Liège’s museum of public transport has something for everyone, from a trolleybus to a vast array of trams and trains. Opened in 1985, it is housed in a former tram shed.

THOMAS COOK SPORT BREAK DETAILS

3-night hotel break in Liège from £1,149

Please note a range of packages are available, including a two-night break from London or Manchester with options to stay in either Liège or Brussels

YOUR BOOKING INCLUDES:

Arrive in Eurostar style and our team will guide you to the first Liège connection, or provide details of a later train so you can enjoy a few hours in Brussels.

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- Weekend Gold 3 (Eau Rouge) ticket
- Weekend return coach transfers between your hotel and the circuit
- Drinks reception on Friday evening
- Thomas Cook Sport staff there to help
- Merchandise pack including ticket wallet, lanyard, ear plugs, poncho, sun cream, pen and bag
- All service charges and taxes

Optional extras (at a fee):

- Upgrade to a Gold 1 ticket with views of the pit lane, grid, finish and podium
- Taxis to/from Liège-Guillemins station to your hotel can be arranged on arrival

WHERE TO STAY

Ibis Liège Centre Opéra

Situated in Liège city centre, this hotel is ideal for weekend breaks and offers 78 rooms, a 24-hour bar and free WiFi.

Pentahotel Liège

The Pentahotel Liège is a stylish hotel that offers up-to-date modern comfort in a prime city centre location.

NH Brussels Grand Place Arenberg

This hotel’s rooms feature a balcony, bath with shower and air conditioning, and is located close to many must-see sights.

Pentahotel, Brussels City Centre

If you like to be surrounded by restaurants and cafes, look no further than the stylish Pentahotel, right in the centre of the city.

For more info visit www.thomascooksport.com/motorsports

Or talk to an expert: **01733 224 573**

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FINISHING STRAIGHT

F1 UPGRADES

Enhance the F1 experience with the latest must-have products



**BELL & ROSS BR-X1
CHRONOGRAPH R.S.18**

Price £16,900

bellross.com

Bell & Ross have sponsored the Renault team since their full works return to Formula 1 at the beginning of 2016, and a continuation of that partnership coincided with the launch of three new F1-inspired watches.

The three high-tech chronographs were unveiled at the Watch and Jewellery Show at Baselworld earlier this year and all three are engineered to F1 levels of precision. The watch featured here (pictured) is the BR-X1 Chronograph R.S.18 and like its sister timepieces, the case has been engineered from perforated microblasted titanium, so it is lightweight and rigid.

The BR-X1 also features an anti-reflective sapphire crystal, which is hardwearing, while the dials and rotary switches are inspired by the steering wheel of the current RS18 Renault F1 car.



**TAMIYA MODEL KIT
FERRARI SF70H (1:20 SCALE)**

Price £49.99

hobbyco.net

If you'd prefer to spend hours building your own Formula 1 model rather than buying a completed 1:20 scale piece, then this 2017 Ferrari Tamiya model kit is for you.

This plastic kit requires a steady hand and can be made to either Sebastian Vettel or Kimi Räikkönen specification. Measuring 271mm by 100mm, the SF70H is part of Tamiya's 'Grand Prix Collection' which includes last year's Mercedes W08.





ASSETTO CORSA ULTIMATE EDITION

Format Xbox One, PS4 & PC

Price £29.99

assetto corsa.net

An updated version of the authentic simulator game *Assetto Corsa* has recently been released across PCs and consoles and has been billed as the official title of the Blancpain GT sportscar championship.

Developed by the Italian company

Kunos Simulazioni, the game has a Latin feel since it features licence agreements with Ferrari, Maserati and Lamborghini and classic Italian circuits including Imola, Monza and Vallelunga to race on.

The game has a much easier plug 'n' play aspect to its menu layout than similar titles *GT Sport* or *Project Cars 2*, but when on track the realistic handling is just as good as its bigger rivals – including tyre conditioning

such as flat-spots and graining.

The choice of cars to race are predominantly models that compete in the Blancpain GT series, but F1 fans will be pleased to know they can pilot a Ferrari F138 from 2013, a SF70H from last year, and our favourite, the F2004. Gaining lap time driving the Michael Schumacher Ferrari lap after lap around Imola was a great throwback to F1 from the mid-1990s.

McLAREN MP4-22 1:8 SCALE MODEL

Price £4,160

amalgamcollection.com

Lewis Hamilton made his Formula 1 debut for McLaren in 2007 driving the McLaren MP4-22 and a 1:8 scale replica model of the car – which Hamilton raced alongside team-mate Fernando Alonso – has been built by Amalgam.

This model has been hand-crafted utilising original CAD data supplied directly by McLaren and has undergone strict scrutiny by the design and engineering teams to ensure complete accuracy.

It can be ordered in Alonso or Hamilton livery but is based on the Canadian GP car in which Hamilton scored his first victory. A second edition was created of Lewis's car as it raced at the European GP. There is a single model of the Canadian car and just three European cars available. Note: the model has no moving parts, but has detailed exterior and cockpit finishing.



**FASCINATING F1 FACTS
VOLUMES 1 & 2**

Author Joe Seward

Price £35.99

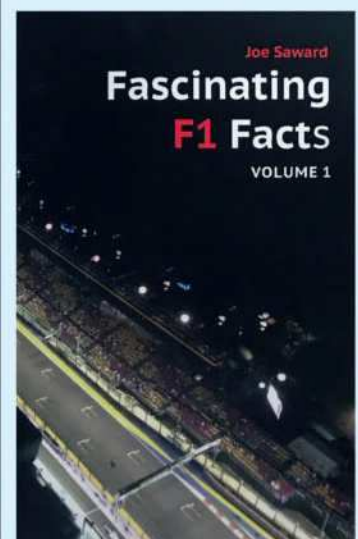
flatoutpublishing.com

Veteran Formula 1 journalist Joe Seward joined our sister title *Autosport* in 1984 and through his reporting on motorsport around the world he became known by his column 'Globetrotter'. When he became a freelancer reporting on F1 in the 1990s his insightful musing on the goings-on in the sport, combined with his travel writing, became part of his own blogs.

Over the past couple of winters, when Formula 1 news has been thin on the ground, Seward has used his blogs to write about some of the more curious or interesting trivia in F1 and his 'Fascinating Facts of F1' series have now been published in two separate volumes.

The books are a treasure trove of anecdotes and insight that reveal some of the unusual stories about the extraordinary characters, cars and tracks that feature in F1.

For example, did you know that Cornwall once held a non-championship F1 race? Or have you heard the story about the brand new F1 monocoque that was found on the side of the road in Warwickshire? The stories are short, so ideal to dip into, and each volume is £19.99 or £35.99 if bought together.





PIERRE GASLY ME AND MY LID

The Frenchman made some minor tweaks to his helmet for 2018, but retained some very personal tributes to departed friends



LAT IMAGES; ANDY HONE; OTHER PICTURES: RED BULL CONTENT POOL



Once you're part of the Red Bull organisation, that branding is a large feature of the design so it's a challenge to make it personal. Until this year I kept red shapes on both sides, which is something I've had since karting and I feel is part of me. But it's quite close to Daniel Ricciardo's

design so I've changed them to white this season!

With the blue of the Red Bull, and the white with the red on top, it comes together like the colours of the French flag. I'm proud to be French so it's a nice way to represent my country.

I won the Formula Renault Eurocup in 2013

with the number 10, and it was a turning point in my career, so I'm quite attached to that. There's a small 'V' at the front, a tribute to my best friend who lost his life in a road car accident, and also a JB17. Jules Bianchi was like a big brother to me – we spent a lot of time racing when growing up.

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