



REUNITED DAMON DRIVES FW18



**THE ROSBERG
BOMBSHELL**

**"WHY
I BEAT
LEWIS
AND
QUIT"**

Nico 1-2-1
on his epic
title upset

**MISSIN'
MASSA?**

He takes us
home at his
last Brazil GP



**BRAWN
BREAKS
HIS SILENCE**

Ross spills beans
on why he really
left Merc – and his
next F1 move



No 251
UK £4.99
January
2017



Go Further

Ford **MUSTANG**

Official fuel consumption figures in mpg (l/100km) for the Ford Mustang range: urban 14.1-28.0 (20.1-10.1), extra urban 28.8-41.5 (9.8-6.8), combined 20.8-35.3 (13.6-8.0).
Official CO₂ emissions 306-179g/km.
The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.





71 REUNITED DAMON DRIVES FW18

52 "WHY I BEAT LEWIS AND QUIT"

94

86

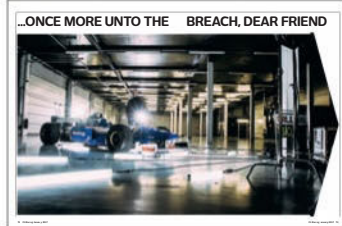
COVER STORIES



48 **LOTUS E21** The last Lotus to win an F1 grand prix... for the time being



52 **ROSBERG** The 2016 world champion on how he won and why he's quitting



71 **HILL** Reunited with his 1996 steed, the memories come flooding back



86 **BRAWN** Why he left F1 and what it would take to bring him back

FIRST SECTOR: THE REGULARS

- 7 **A LETTER TO OUR READERS** FROM ZAK BROWN
- 8 **IGNITION** DON'T UNDERESTIMATE NICO'S ACHIEVEMENT
- 10 **CHAMPION'S PARADES** ROSBERG'S FINEST MOMENTS
- 18 **F1 INSIDER** NEWS, OPINION AND ANALYSIS
- 28 **PAT SYMONDS TECH** COMMUNICATIONS EXPLAINED
- 30 **PETER WINDSOR** ON A MORE COURTEOUS ERA OF F1
- 33 **DIETER RENCKEN** RON DENNIS'S McLAREN EXIT
- 48 **NOW THAT WAS A CAR** THE LOTUS E21
- 108 **SUBSCRIBE AND GET A KITSOUND BOOMBAR SPEAKER**

SECOND SECTOR: THE FEATURES

- 35 **2016 F1 RACING AWARDS**
You voted in your thousands for the drivers, teams, cars and manoeuvres that made 2016 a season to remember. Now the results are in – and we reveal the winners
 - 52 **THE NEW WORLD CHAMPION**
In our exclusive interview Nico Rosberg opens up about achieving his life's ambition in his longest, hardest season ever – and why he never wants to do it again
 - 64 **YOU ASK THE QUESTIONS**
Toro Rosso stalwart Carlos Sainz on why it's not Daniil Kvyat we should be feeling sorry for...
 - 71 **FRIENDS REUNITED**
Damon Hill climbs back behind the wheel of his Williams FW18, 20 years after winning the world championship in it and talks to Peter Windsor about the memories it stirs up
 - 80 **K-MAG ON LOCATION**
Modelling assignments probably aren't the main reason anyone signs up to be an F1 driver, but Kevin Magnussen's happy to chat to us about the stuff that really does matter
 - 86 **THE LONG INTERVIEW: ROSS BRAUN**
The architect of Ferrari's most dominant era and former team boss of eponymous 2009 title-winners Brawn GP discusses his long career in F1 – and a possible return
 - 94 **FELIPE MASSA: A CHARMED LIFE**
Emotions are running high when F1 Racing joins the 2008 runner-up at home for his final Brazilian Grand Prix weekend to look back over his racing career
 - 100 **GO FIGURE**
All the stats from F1's season finale, the Abu Dhabi GP
 - 102 **AMERICAN DREAM TEAM**
Haas F1's owner Gene Haas, team boss Guenther Steiner and lead driver Romain Grosjean on their surprisingly successful first season and their plans for 2017
- THIRD SECTOR: FINISHING STRAIGHT
- 112 **BRAZILIAN GP DEBRIEF** LEWIS WINS IN THE WET
 - 116 **ABU DHABI GP DEBRIEF** NICO'S TITLE TRIUMPH
 - 120 **INBOX** YOUR REACTIONS TO A GRIPPING SEASON
 - 122 **THE SCRUTINEER** HOW HAS IT COME TO THIS, RON?



94 **FELIPE MASSA**
On the eve of his retirement, the Williams racer explains to us why he's the luckiest man alive

102 **HAAS F1**
They scored points on their first outing, but can they keep up their momentum for a second year?



71 **DAMON HILL AND FW18**
The 1996 champions are reunited at Silverstone for a blast from the past



48

LOTUS E21

This ultra-efficient machine was a constant challenger in 2013 until money ran out



86

ROSS BRAUN

On ridding Ferrari of their blame culture, the 2009 Brawn GP fairytale and his "mixed feelings" at Mercedes



52

ALL HAIL THE CHAMPION!

The hardest, longest, most draining battle of Nico's life has finally paid off, as he tells *F1 Racing*



35

THE 2016 F1 RACING AWARDS

From the driver of the year to the pitcrew of the year, you voted for the heroes of the 2016 season



LUBRICATION



COOLS AND



SHIELDS

WHILE YOU SHAVE



CHILL

Fusion
PROSHIELD

©2016 P&G

Gillette
THE BEST A MAN CAN GET™

GILLETTE.COM

A LETTER FROM

ZAK BROWN

Chairman of Motorsport Network



Dear Reader,

What a fantastic year this has been for motorsport – full of thrills, intrigue and exciting twists in the plot.

One in particular you might already have heard about: *Autosport* (including its Autosport International Show and the Autosport Awards), *F1 Racing*, *Motorsport News* and LAT Images are now part of the same family as *motorsport.com* and its suite of websites.

As a loyal reader of one (if not all!) of these celebrated titles, I can imagine that you might be wondering: 'What does this mean for the magazine, website, or exhibition I know and love?'

Well, I'd like to take this opportunity to outline how we're planning to offer much more to *you*, the reader and race fan, in the years ahead.

In short, we aim to take these pillars of the sport to a higher level, expanding the way we deliver motorsport coverage with the clear ambition of bringing you, the fan, even closer to the action.

And to allay any fears, that means keeping everything we've been lucky enough to bring into the Motorsport Network stable, but improving them wherever we can.

So *F1 Racing* will continue to prosper as the international gospel of Formula 1; expect to see the magazine promote more events and fan activities in the year ahead.

And I'm hugely excited to announce the return of the legendary Nigel Roebuck and his much-loved 'Fifth Column' to *Autosport*, both in print and online. We'll be reuniting him with the peerless technical illustrator, Giorgio Piola and I hope you'll agree that's quite a 'driver pairing'.

Motorsport News, meanwhile, will remain on the newsstand, but look out for a new digital presence soon.

In addition, you'll have easier access to bespoke coverage from an array of newly affiliated sister titles, such as *motorsport.com*, *motor1.com* and *ferrarichat.com*. These

last two will be of particular appeal to performance road-car enthusiasts.

Then there's *motorstore.com*, a destination website for any fan wanting to 'show their colours' through licensed racewear and merchandise.

And that's not the end of the journey. Driven by our fans' desire to access not just the best news, features and photography, but also to witness live action and the very best highlights, we're developing a major broadcasting initiative. Motorsport deserves a dedicated television 'home' and I'm thrilled to tell you about our plans to do just that – all driven by the knowledge and passion of the world's finest motorsport journalists working for *motorsport.com* and *autosport.com*.

With all we have, and all we intend to do next year, Motorsport Network will be bringing you, the motor racing fan, an enriched motorsport experience. There will be no limits to our efforts to innovate and improve the way racing is covered, so look out for 360° on-board race coverage and compelling new live motorsport feeds straight to your mobile device.

We want to 'think like a fan' and provide access to motorsport in as many ways as you wish.

So that's our mission: preserving the great names that have joined Motorsport Network this year, but never resting on our laurels – there's much, much more to come. Strap in tight and enjoy the ride!

A stylized handwritten signature of Zak Brown.

Zak Brown, chairman, Motorsport Network

Consider just what Nico has achieved



Follow Anthony on Twitter: @Rowlinson_F1

With a few days' perspective on Nico Rosberg's soul-draining title win in Abu Dhabi (this being written less than a week after he crossed the line), his decision to quit F1 "at the top of his mountain" makes sense.

The Rosberg we saw in the hour after that most agonisingly intense race was a spent human. Normally so sharp-witted, keen-eyed and generally 'up for it', he was empty, grey, brimming with emotion, and totally, utterly finished. Just how 'finished' we didn't quite appreciate that Abu Dhabi Sunday, but while his retirement announcement five days later was of course a bombshell, it's not actually that much of a surprise.

Consider what he has achieved and what was required of him: *he beat Lewis Hamilton in equal machinery*. That is, as we note elsewhere in this issue, the toughest job in F1. For the record, Hamilton is now the most statistically successful British racing driver ever and he's fast closing in on some standards: the pole record set by Michael Schumacher – 68 – is well within Lewis's reach; he's currently on 61. So his sheer speed, his talent for simply driving a racing car to its very limit at all times, under all conditions, has never been in question. Hamilton is also at the very top of his game: he finished 2016 with the most wins (ten) and the most poles (12). That level of brilliance is what Rosberg was up against – and he knew it.

Tellingly, then, it was Rosberg, not Hamilton, who topped the 'fastest lap' chart, with six 'purple' tours. Therein lies a clue as to Nico's mission this season – it was all about maximising the opportunities presented at every race weekend to put himself in position to take the title. At the Brazilian GP, as he reveals in an extended interview on p52, that meant turning down his engine when he realised Hamilton was out of reach, to preserve more 'oomph' for Abu Dhabi. In Spain, where the pair infamously collided at Turn 4, that meant resorting to the ultimate gamesmanship of refusing to yield when he knew the track fight had been lost. On that day both men would go home early and pointless, but for Rosberg, who had won the first four grands prix of the year, 'nilling' his rival was a better result than finishing seven points down, had they finished one-two with Hamilton winning, as was likely.

"I brought a harder edge to my driving this year," Rosberg told us later, having reflected on the bitter experience of losing both race and title at last year's US GP, when he was swiped from the lead by a charging Hamilton. He resolved that would never happen again and it's through that prism that we should view fraught moments in Spain, Austria, Malaysia (against Kimi Räikkönen) and Abu Dhabi (against Max Verstappen).

Better than Lewis? Of course not. Capable of beating him over one last-gasp season? Manifestly, yes. And one day, maybe fifty years down the line, an older, greyer Nico Rosberg will light up a fat *parejo*, raise a glass of single malt in acknowledgement to his world champion dad and mutter: "Yep, that'll do."



AUTOSPORT MEDIA UK LTD, BRIDGE HOUSE, 69 LONDON ROAD, TWICKENHAM, MIDDLESEX, TW1 3SP, UK

THE TEAM
Editorial Director
 Anthony Rowlinson

Photo Agency
 LAT Images

Autosport Media UK Ltd
Managing Director
 Tim Bulley

Associate Editor
 James Roberts

PUBLISHING
Publishing Director
 Stuart Williams

Executive Editor
 Stuart Codling

Group Publishing Manager
 Sunita Davies

Chief Sub-Editor
 Vanessa Longworth

ADVERTISING
Global Partnerships Director
 Chris Gowland

Partnerships Manager
 LeAnne Foley

UK Sales Manager
 Ben Fullick

Advertising tel +44
 (0)20 8267 5179/5916

LICENSING
 Stuart Williams

Office Manager
 Joanne Grove

Editorial Tel
 +44 (0)20 8267 5806

SUBSCRIPTIONS
Subscriptions
Marketing Executive
 Maria Luisa Fernandez

CONTRIBUTORS
Columnists
 Peter Windsor
 Dieter Rencken

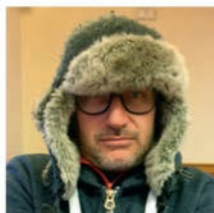
Email:
 help@f1racing.the
 magazineshop.com

Principal Photographer
 Steven Tee

Customer hotline/back issues
 0344 848 8826

Technical Consultant
 Pat Symonds

Contributors



Malcolm Griffiths
 Ace lensman with three decades of experience

Malcy snapped an awful lot of Williams back in 1996, so he was the obvious choice for Damon's reunion with the FW18 (p71). And seeing the pair reunited brought back a lot of memories...



Peter Windsor
 Former Williams team manager turned writer

Who better to watch and report on Damon Hill strapping himself back into his title-winning Williams, 20 years on? You can read Peter's musings on an emotional day on page 71



Thomas Butler
 Talented snapper with an eye for portrait photography

In the past year Thomas has accompanied us to 'behind the scenes' photoshoots at Mercedes' Brackley HQ and at Silverstone. This month he joined us at home with Ross Brawn (p86)



James Roberts
 Our long-serving content planner and roving reporter

The man who makes the F1 Racing Awards happen (p35), Jimmy also visited Felipe Massa at his home as the Brazilian took in all he could at a very emotional final home GP (see page 94)



Thanks to Mike Arning, Matt Bishop, Roberto Boccafogli, Steve Cooper, Ben Cowley, Jamie Criswell, Ava May Cullen, Finn Rhys Cullen, Russell Day, Aurelie Donzelot, Steven English, Silvia Hoffer, Darren Jones, Jai Joshi, Bradley Lord, Charlotte Lumley, Damian Meaden, Stuart Morrison, Georg Nolte, Sophie Ogg, Duncan Olley, David Osterkorn, Kelly Parker, Emma Peskett, Daniel Schloesser, Andy Stobart, Katie Tyler, Fabiana Valenti, Tabatha Valls Halling, Rosa Venegas, Bob Wayman, Ben Wyatt, Alice Wybrew

Special thanks to Jenson Button for 17 years of covers, and to Peter Miles, Johnny Hennessy and John Brown for all your hard work

F1 Racing is published monthly in Australia, Germany, Greece, Hong Kong, India, Indonesia, Malaysia, Mexico, Middle East, Philippines, Poland, South Africa, UK and USA. Formula One, Formula 1 and F1 (trademarks of Formula One Licensing BV, a Formula One Group company) are used under licence

Circulation queries
 Frontline Ltd, Midgate House, Midgate, Peterborough, Cambridgeshire, PE1 1TN. Tel: +44 (0)1733 555161. ISSN 13614487. EAN 07713614480012. Printed by William Gibbons & Sons Ltd, 28 Planetary Rd, Willenhall, Wolverhampton WV13 3XT. Colour by Haymarket Prepress

© 1996 Autosport Media UK Ltd

Reproduction in whole or in part of any photograph, text or illustration without written permission from the publisher is prohibited. Due care is taken to ensure that the content of F1 Racing is fully accurate, but the publisher and printer cannot accept liability for errors and omissions

F1 Racing is a member of the Audit Bureau of Circulations.

Subscriptions
 F1 Racing subscriptions, Haymarket Consumer, 3 Queensbridge, Northampton, NN4 7BF, UK. Email: help@f1racing.themagazineshop.com. Tel: 0344 848 8826. Overseas Tel +44 (0)1604 251 454
 F1 Racing (ISSN number 74597X) is published monthly by Autosport Media UK Ltd, Bridge House, 69 London Road, Twickenham, TW1 3SP, UK. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham, TW1 3SP. Air Business Ltd is acting as our mailing agent

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0208 267 5000.

Autosport Media UK Ltd is a division of Motorsport Network LLC





**SHOULDERS CAN
CARRY ANYTHING**

BUT DANDRUFF



Visible flakes seen at 2ft with regular use





Champion's Parade

Jumping for joy After the longest grand prix season on record, and one of the most challenging races of his career, Nico Rosberg can finally celebrate his title triumph. His P2 finish behind team-mate Lewis Hamilton hands him the necessary five-point advantage in the drivers' standings

Where Yas Marina Circuit, Abu Dhabi

When 6.45pm, Sunday 27 November 2016

Photographer Glenn Dunbar/LAT

Details Canon EOS-1DX MkII, 200mm lens, 1/800th at F2.8





Champion's Parade

Smokin' hot Rosberg mashes the loud pedal in his Mercedes F1 W07 Hybrid to perform a sequence of tyre-smoking donuts on the Yas Marina finish line. At the end of this race his title-winning car immediately becomes obsolete, so no need to worry about stressing the clutch, gearbox or engine any more

Where Yas Marina Circuit, Abu Dhabi

When 6.44pm, Sunday 27 November 2016

Photographer Glenn Dunbar/LAT

Details Canon EOS-1DX MkII, 200mm lens, 1/800th at F2.8



6

QUALCOMM

PIRELLI

PETRONAS
SYNTIUM



PETRONAS

PETRONAS
SYNTIUM





Champion's Parade

Helping hands Having leapt from his car, Rosberg immediately seeks out his Mercedes team to celebrate his championship success. Holding him aloft are his loyal mechanics and garage technicians, who have worked tirelessly across 21 grands prix and who can now share the joy of this ultimate victory

Where Yas Marina Circuit, Abu Dhabi

When 6.47pm, Sunday 27 November 2016

Photographer Glenn Dunbar/LAT

Details Canon EOS-1DX MkII, 200mm lens, 1/800th at F2.8





TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS

A HANDPICKED SELECTION FROM OUR CURRENT STOCK



1971 MERCEDES-BENZ 600 PULLMAN LANDAULET Black/Cognac Leather, 1 Of Only 59 Pullman Landaulets Ever Produced, Previously Owned By Yugoslavian President & Revolutionary Josip Broz Tito, Only 27,378km From New, A Very Important Car **£POA**



1963 ASTON MARTIN DB4 CONVERTIBLE Caribbean Pearl/Dark Blue Connolly Leather, Original Colours, Fresh From Restoration, Upgraded To 4.2-Litre Spec By R S Williams, Complete Documented History, 1 Of Only 70 Ever Produced..... **£1,250,000**



1968 MERCEDES-BENZ 280SL PAGODA AUTO Black/Cream, Hardtop, Soft-top, Beautifully Restored Throughout By Pagoda Specialists Silchester Garage, Complete With Jack, Spare Wheel & Good History File **£165,000**



2014 PORSCHE 918 SPYDER Liquid Silver/Onyx Black With Acid Green Piping, Carbon Fibre Interior Pack, Front Axle Lift System, 2,000m, Just Serviced, As New Throughout, 1 Of Only 918 Ever Produced **£1,100,000**



1991 FERRARI TESTAROSSA Rosso/Crema With Light Brown Carpets, Original Books, Wallet & Tools, Only 1,800m From New, Recent Major Service, Indistinguishable From New, Outstanding Example **£245,000**



2010 FERRARI 599 GTO LHD Bianco Fuji/Black Leather, Carbon Fibre Engine Cover, Headlight Bucket & Dash Insert, Leather Rear Shelf & H/Lining, PDC, Big Spec, 9,500m, Full Service History, As New **£450,000**

CARS BELOW ARE WHAT WE HAVE IN STOCK IN NORTH AMERICA



2011 BUGATTI VEYRON GRAND SPORT Bianco Lamborghini/Cognac, The Only Example Finished In This Colour Combination, 4,900m From New, Recently Serviced, Fitted With New Tyres & Warranty Extended... **\$POA**



1990 FERRARI F40 Rosso/Red, S/Seats, Only 1,560m From New, Complete With Original Wallet, Handbooks & Tool Kit, Ferrari Classiche Certified, As New Throughout **\$POA**



2008 BUGATTI VEYRON Black/Black, Additional Colour-Coding Including Door Handles, Wheels, Fuel & Oil Caps, Air Intake & Front Grille Frame, 4,000m, FSH, Excellent Example **\$POA**



Telephone: +44 (0)1283 761119



TOM HARTLEY JNR

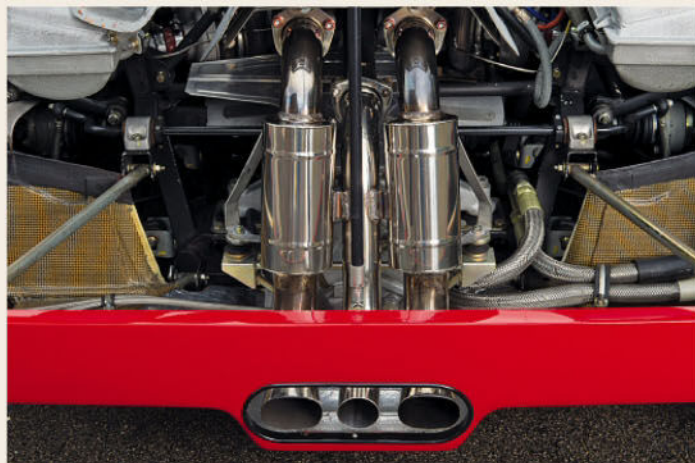
EXQUISITE CLASSIC & PERFORMANCE CARS



1991 FERRARI F40

- Cat Car, Non-Adjust
- Only 2,200km & 2 Owners From New
- Belts & Tanks Replaced Recently
- Complete With Books, Wallet, Spare Key, Original Order Form & Total Documented History
- A Very Special Car

£POA



WE ARE ALWAYS LOOKING TO BUY SIMILAR VEHICLES

Call today for an instant quote and decision

www.tomhartleyjnr.com





JAMES ALLISON 20



McLAREN MOVES 21



2017 CALENDAR 24

F1 INSIDER

NEWS ■ OPINION ■ ANALYSIS

NEWS

What next for Merc as champ Rosberg quits?

The new world champion bows out of Formula 1, leaving Mercedes with a seat to fill

Nico Rosberg shocked both his own Mercedes team and the rest of Formula 1 by announcing his retirement just five days after winning the world championship.

Rosberg, 31, revealed he'd started to formulate his decision at the Japanese Grand Prix in October, when his victory put him in control of the championship.

"When I won the race in Suzuka, from the moment the destiny of the title was in my own hands, the big pressure started and I began to think about ending my racing career if I became world champion," Rosberg said.

"On Sunday morning in Abu Dhabi, I knew that it could be my last race and that feeling cleared my head before the start. I wanted to enjoy every part of the experience, knowing it might be the last time. And then the lights went out and I had the most intense 55 laps of my life. I took my decision on Monday evening, after reflecting for a day."

He explained that had he not won the title, he would have carried on competing in F1. But having achieved his lifetime's ambition, he decided he had had enough.

"I gave it everything I had, didn't leave a stone unturned and I am not willing to do that again

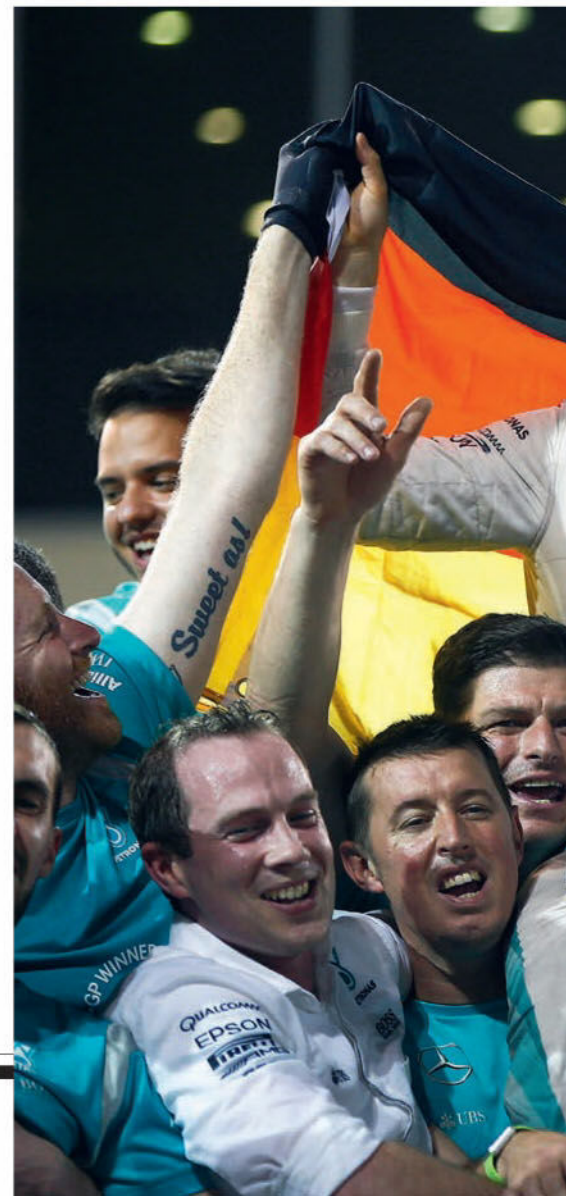
next year. Just following my heart. You only live once and this feels completely right."

Mercedes non-executive director Niki Lauda, who famously quit F1 for the first time in the middle of a race weekend in Canada in 1979, before returning in 1982, said he had spoken to Rosberg to make sure he was doing the right thing. "I was really surprised; this was never on my radar that this could happen," Lauda said.

"I spoke to him afterwards to find out because I did this twice in my career and I really wanted to make sure it was not a quick decision, which he might regret, and I wanted to find out how sure he is. Of my question: 'How sure are you?' he said '1,000 per cent'. Then I knew that it is over – you cannot convince him any more."

Rosberg's decision to leave with two years still to run on a contract he signed in July puts Mercedes in the awkward situation of having to find a team-mate for Hamilton when all the top drivers are under contract to other teams. Lauda said that "practically half the grid" had contacted Mercedes about the vacancy, and among those are believed to be both Ferrari driver Sebastian Vettel and McLaren's Fernando Alonso.

Team boss Toto Wolff said: "We have three roads that we can follow. The first is to think about having a number one and a number two, a bit like Ferrari at the time of Michael Schumacher and Felipe Massa. We can take a driver who can guarantee us points in the constructors' championship.





Big names Vettel, Alonso and Bottas have been linked with the Mercedes vacancy, but reserve driver Wehrlein is the most likely choice

“The second school of thought is to make use of our junior drivers, Esteban Ocon or Pascal Wehrlein. After all, other teams have taken a chance on guys like Max Verstappen or Stoffel Vandoorne. The third path is to go on the market for a top driver.”

Wolff has admitted considering Alonso for the role but is unlikely to try to prise a world champion such as Alonso or Vettel out of their contracts, which run until the end of next year.

“It’s not my intention to interfere with internal matters at Ferrari,” Wolff said, “and I don’t even know if Sebastian has a real desire to come to us. What would Ferrari or McLaren do without Vettel or Alonso in December? Or Williams

without Bottas? The third path I mentioned is the one I like least.”

Despite Wolff’s remark about Bottas, the Finn is thought to be top of the list of possibilities for Mercedes. Wolff has been part of his management team for some years and rates him highly. Bottas has just a year left on his contract and his salary has doubled for 2017 to \$7m.

In that context, Wolff might be able to offer Williams a tempting deal. Taking Bottas off their hands would remove the need to pay his increased salary, and they might also be able to negotiate a discount on their engine-supply.

It would leave Williams in the lurch, with rich but unproven Canadian rookie Lance Stroll in



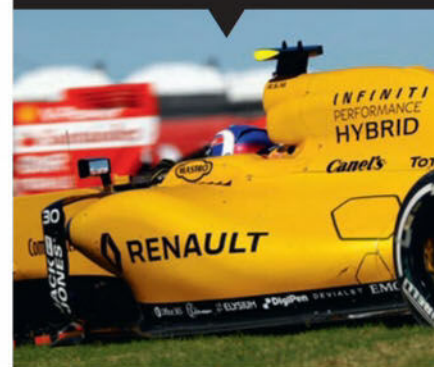
Nico Rosberg: “I am not willing to do that again next year... this feels completely right”

NEWS DIGEST

The month’s big stories at a glance

07.11.16 Audi Motorsport’s Jörg Zander joins Sauber as technical director **08.11.16** The Imola circuit authorities withdraw legal action over the Italian GP

09.11.16 Jolyon Palmer renews his Renault contract for 2017



10.11.16 Esteban Ocon signs for a Force India race seat **11.11.16** Haas confirm Kevin Magnussen and Romain Grosjean for 2017 **16.11.16** New F1 chairman Chase Carey makes first appearance at Strategy Group meeting **21.11.16** Sauber re-sign Marcus Ericsson **24.11.16** Manor confirm talks with new investor **29.11.16** Pirelli evaluate 96 different prototypes at 2017 tyre test in Abu Dhabi

the other car. But they could mitigate that by taking on either Wehrlein or Sauber’s Felipe Nasr. The latter would please F1 boss Bernie Ecclestone by keeping a Brazilian in the sport.

If Mercedes can’t secure Bottas, Wehrlein is the favourite to get the deal. He is already their reserve driver and has tested a number of times for the team. The main problem is that insiders believe he could clash with Hamilton, and Wolff will be wary of putting the two together if there is any risk of tension. Equally, stepping up to a race seat in F1’s top team is a big ask for a driver in what is only their second season.

Esteban Ocon is also part of Mercedes’ driver development programme. To date he has competed in just nine races, and has been placed with Force India for 2017 to gain more experience. It is almost certainly too early for him to be given a race seat at Mercedes.

PHOTOS: ANDY HONE/LAT; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; STEVEN TEE/LAT; ALASTAIR STALEY/LAT; CHARLES COATES/LAT; SAM BLOXHAM/LAT

James Allison mooted as Paddy Lowe replacement

Sources believe former Ferrari technical director Allison will take over from Mercedes counterpart Lowe from summer 2017



Lowe's contract with Mercedes ends in 2017, and Allison's gardening leave finishes this summer

Former Ferrari technical director James Allison, 48, has been linked with a move to Mercedes next season. He is a potential replacement for their current design boss, Paddy Lowe, 54, whose contract with Mercedes comes up for renewal early in 2017.

Allison is probably the most highly regarded design leader in Formula 1 after Red Bull's Adrian Newey, and will be a free agent once his gardening leave from Ferrari ends this summer. He split with the Scuderia at the end of July, following a disagreement with president Sergio Marchionne about restructuring the team.

A Mercedes spokesman described talk of Allison moving to Mercedes as "speculation", while Mercedes F1 boss Toto Wolff and Lowe, the team's executive director (technical), have both refused to comment either on Lowe's future or the prospect of Allison joining the team. But Lowe has confirmed that his own contract is due to come to an end.

Allison is understood to have held talks with most of the leading F1 teams since leaving Ferrari. Sources say he has turned down Williams as well as his former team Renault, where he won titles with Fernando Alonso in 2005-6 and remained through its incarnation as Lotus until leaving early in 2013.

Red Bull have ruled out Allison joining them, and McLaren have already been told he is not available. Insiders there believe this is because he has already committed to Mercedes.

One senior figure in Formula 1 said he believed that the chances of Allison joining Mercedes in 2017 were "100 per cent".

QUIZ

F1 Mastermind

Your chosen specialised subject: the world's greatest sport

ROSBERGS SR AND JR

Q1 In which year did Nico first test a Formula 1 car: 2003, 2004 or 2005?
Q2 Who was older when they won their world title: Keke or Nico?
Q3 How many languages does Nico speak fluently?
Q4 What exclusive club did Nico join by winning the world championship?
Q5 Keke had five drivers as teammates who had been, or would go on to be, world champions. Can you name them?

Q6 What milestone did Nico achieve after he won the 2014 Australian GP?
Q7 Keke famously won only one race in his championship-winning season. Which one was it?
Q8 How many GPs has Nico started?
Q9 What middle name do both Keke and Nico share?

Q10 Which driver gave Nico the nickname 'Britney' when they were team-mates?
Q11 Keke watched his son win the world title on TV, while staying in which neighbouring city?
Q12 During his F1 career, Nico failed to win at just three of the circuits that were on the 2017 calendar. Which are they?

Q13 In which Mercedes car did Nico take his maiden F1 win at the 2012 Chinese Grand Prix?
Q14 Including poles, how many times did Nico start on the front row in 2017?
Q15 True or false: at the age his father made his F1 debut Nico had already started more F1 races than his father managed in his career?

1 2003 2 Keke (33) 3 5 4 Champion sons of champion fathers 5 Hunt, Fittipaldi, Andreitti, Mansell, Prost 6 The first time he'd led the championship 7 Swiss GP 8 2006 9 Erik 10 Mark Webber 11 Dubai 12 Sepang, Hungaroring, CoTA 13 F1 W03 14 20 15 True



Zak Brown (centre) and Jonathan Neale (right) will run the McLaren Group for now, while Eric Boullier (left) is responsible for the race team

This complicates the situation of McLaren Racing's new CEO, Jost Capito, who joined the team in September and whose contract dictates that he report to the chief executive of McLaren Group, Ron Dennis, who no longer works there.

Technically, Capito now reports to the executive committee but, as Neale put it: "I liken it to the cabinet secretary role where there are permanent heads of their respective functions and somebody has to co-ordinate the day-to-day activity. So Zak and I have limited authority from that executive committee, and can fulfil those duties under governance given to me by them."

So Neale and Brown run the McLaren Group together, with Neale focusing on technical and sporting matters and Brown on marketing and commerce. Capito runs McLaren Racing but will work with Neale on the sporting side, with Brown taking charge of marketing and money raising, the latter having been a problem for McLaren in recent years. But Capito is planning to reorganise the F1 side, which may cause conflict with racing director Eric Boullier, who has been restructuring the team over the past two years.

Capito told the BBC: "Lots of changes have to be done, but with changes you always have to be careful about how and when. I had talks with many employees, from the cleaner to the racing director, and I think I know what has to be done, and mainly there has to be a cultural change. It has to become more of a race team again."

Boullier structured McLaren Racing around the technical leadership of Peter Prodromou, Matt Morris and Tim Goss. They work together, with Prodromou overseeing aero, Morris the design office, and Goss in charge of systems and advanced engineering. But there is no overall technical leader. Capito said it was "too early" to say whether he would change that, but it is believed that he will. He also declined to give a date for when any changes would be announced.

Capito said he expected McLaren to make a step forward next year after climbing from ninth to sixth in the constructors' standings in 2016.

"I expect improvement on the car from McLaren and a big step from Honda on the engine," he said. "It is a very good partnership and the Honda guys understand more what is needed from the chassis side and we understand more what is needed from the engine side. I expect not just the improvement of each but also the improvement of the overall relationship."

NEWS

All change at the top as Dennis leaves McLaren

An interim management structure is put in place, with Zak Brown and Jonathan Neale taking charge of McLaren's day-to-day running

McLaren face a period of management upheaval following the departure of Ron Dennis from his role at the helm of the company.

Dennis, 69, technically remains as chairman and chief executive, but has been put on 'gardening leave' pending the end of his contract in mid-January, and is no longer playing an active role in the running of the company.

McLaren have appointed Zak Brown as an executive director and have announced an interim management structure. Brown, who also has a non-executive role at Motorsport Network,

F1 Racing's parent company, attended the Abu Dhabi Grand Prix with McLaren, but did not officially start work for them until December.

McLaren are now run by an executive committee, made up of 50 per cent shareholders Mumtalakat, the investment arm of the Kingdom of Bahrain, and 25 per cent shareholder Mansour Ojje of TAG, who engineered Dennis' departure. Dennis remains as a 25 per cent shareholder.

Mumtalakat and Ojje have empowered Brown and chief operating officer Jonathan Neale to run the business on a day-to-day basis.

Ron Dennis (centre) appointed Jost Capito (left) as McLaren Racing's CEO, with Capito answerable to the CEO of the McLaren Group – a role that no longer exists following Dennis's departure



PHOTOS: ALASTAIR STALEY/LAT; CHARLES COATES/LAT; SUTTON IMAGES



NEWS

Mercedes undecided on Abu Dhabi sanctions

Hamilton waits to find out if he will be disciplined for contravening team orders and using go-slow tactics at the season finale

Lewis Hamilton must now wait to see whether he faces any form of internal discipline from Mercedes for his controversial driving tactics at the title-deciding Abu Dhabi GP.

Hamilton went against team orders in driving deliberately slowly towards the end of the race to back team-mate Nico Rosberg into their pursuing rivals. The tactic did not pay off and Rosberg finished second to clinch the world title.

Team boss Toto Wolff was asked after the race whether he would consider suspending Hamilton from a future GP. This was a reference to the threat made against both drivers, following their collision at the Austrian Grand Prix, if they transgressed modes of acceptable team behaviour again.

Wolff said, "Everything is possible," and then followed this with a long explanation as to why he could see both sides of the argument. He then added: "I just need to form an opinion, which I haven't yet."

A Mercedes spokesman said there was "no rush or time pressure" to decide whether to take any action, adding: "We'll let the whole thing settle and then figure out the way forward. Our focus for now is on savouring and celebrating the world championships."

Wolff's concern was that Hamilton had disobeyed direct orders to speed up, which were given on the basis that the win was under threat if he did not – a view Hamilton did not share.

"One half of me says with 1,500 people [in the team], 300,000 in Daimler, that creates

values," Wolff said. "[Lewis should] respect those values, and undermining a structure in public means you are putting yourself before the team. Anarchy does not work in any team or company.

"The other half of me says it was his only chance of winning the championship at that stage, and maybe you cannot demand a racing driver who is one of the best – if not *the* best out there – to comply in a situation where his instincts cannot make him comply. It is about finding a solution how to solve that in the future. Because a precedent has been set."

Insiders say Wolff believes Hamilton made the wrong call in Abu Dhabi, and should have taken the moral high ground by driving off into the distance and winning by the greatest margin. In itself, this is not reason to penalise Hamilton. But Wolff must also consider the fact that Lewis disobeyed direct instructions, given by executive director (technical) Paddy Lowe, and what implications that has for the running of the team.

Wolff: "Undermining a structure in public means you are putting yourself before the team"



PHOTOS: ZAK MAUGER/LAT; STEVE ETHERINGTON/LAT

BRAUN

Shaving



Series 9
World's most efficient shaver*.
Exceptionally gentle.



Series 9 Series 7 Series 5 Series 3

*Tested on a 3 day beard vs. leading premium tier products. Details: www.braun.com/study-results



BRAUN

Styling

Multi Grooming Kit
Ultimate precision
for 100% control
of your style.



Multi Grooming Kit Beard Trimmer Series 3

*vs. previous Braun cruiser 5 beard.

order & collect
free. next day

save 1/2 price across the Braun grooming range* at Boots.com

Order by 8pm and collect free from 12pm tomorrow at a store near you.

Please see www.boots.com/ordertodaycollecttomorrow for full terms and conditions about the order & collect service. Monday – Saturday. Geographical exclusions apply.
*On selected Braun products. Subject to availability. Offer valid until Dec 31st.

Boots
feel good

German GP dropped from 2017 calendar

Hockenheim again declines to stand in for the Nürburgring, but the grands prix in Italy and Canada have now been saved



Despite the success of German dream team Rosberg and Mercedes, Hockenheim is bowing out

The German Grand Prix has been removed from the 2017 calendar, while uncertainty lingers over the future of the event in Brazil.

The German GP alternates between the Nürburgring and Hockenheim tracks. This year was the turn of the Nürburgring, but the track was unable to fulfil its hosting duties due to financial problems. Hockenheim was supposed to step in, but has been unable to reach a satisfactory commercial deal to host the GP.

Interlagos was listed as 'provisional' on the official calendar published by the FIA at the end of November. F1 commercial boss Bernie Ecclestone said he needed to have further talks with the Brazilian president, and would not know about the future of the race until January.

The future of the Italian GP at Monza has been secured with a three-year deal to 2019, costing €68m, and the Canadian GP has also now been confirmed. Meanwhile, a French consortium have announced that they have reached a five-year deal to host a French GP at Paul Ricard, beginning in summer 2018.

2017 F1 CALENDAR

- 26 March Australia, Melbourne
- 9 April China, Shanghai
- 16 April Bahrain, Sakhir
- 30 April Russia, Sochi
- 14 May Spain, Barcelona
- 28 May Monaco, Monte Carlo
- 11 June Canada, Montréal
- 25 June Azerbaijan, Baku
- 9 July Austria, Spielberg
- 16 July Great Britain, Silverstone
- 30 July Hungary, Budapest
- 27 August Belgium, Spa-Francorchamps
- 3 September Italy, Monza
- 17 September Singapore, Marina Bay
- 1 October Malaysia, Sepang
- 8 October Japan, Suzuka
- 22 October USA, Austin
- 29 October Mexico, Mexico City
- 12 November Brazil, São Paulo*
- 26 November Abu Dhabi, Yas Marina

*= to be confirmed

PASSNOTES

Your essential F1 briefing #34 Anarchy



Name Anarchy
Age It's about 180 years since Pierre-Joseph Proudhon coined the present definition
Appearance Disruptive

Are we talking about a society that rejects hierarchy, or a discordant pop hit from the dim and distant 1970s that rhymed 'antichrist' with 'anarchist'?

As it happens, neither of those. Toto Wolff announced that "anarchy does not work in any team" after Lewis Hamilton disobeyed direct instructions to get a move on while leading the Abu Dhabi Grand Prix.

What a punk! Did Lewis insert a safety pin through his own nose?

Sadly not.

Bah. What was all the fuss about anyway? He didn't slow Rosberg down enough for Vettel and Verstappen to get past, so all's well that ends well. Move along.

Maybe, maybe not. Toto says he is yet to rule out punishing Lewis for the outbreak of anarchy in question.

Well there's the thing. Isn't Toto on trickier semantic ground than he thinks here? Doesn't anarchy actually refer to a state without a ruler rather than a state without rules? And was it not Immanuel Kant who argued that anarchy couldn't be a true state because its laws cannot be backed up with force, and are therefore just empty recommendations?

Ha! Sounds rather like Paddy Lowe sending his 'instructions' from the pitwall, not to mention the sundry threatened punishments that have come to naught over the past two or three years.

Exactly. So I'd contend that Lewis was making a philosophical point.

That Mercedes team orders are 'empty recommendations'? Next you'll be telling me that the only way for Toto to get his point across would be to sneak a can of paint down to the airstrip and spray "Jetty McJetface" all over Lewis's private plane.

At least he'll know Toto means business this time!

Do say It's coming some time, maybe.

Don't say But probably not.



NEW ABARTH 124 SPIDER. REAR WHEEL DRIVE PERFORMANCE.

ADDICTED TO PERFORMANCE.
SINCE 1949.



**SEASONS CHANGE.
OUR PASSION FOR PERFORMANCE IS ALL YEAR ROUND.
TAKE TO THE ROAD AND DRIVE. NO EXCUSES.**

ABARTH.CARS.CO.UK

Official fuel consumption figures for the Abarth 124 spider range mpg (l/100km): Combined 42.8 (6.6) – 44.1 (6.4), Urban 31.0 (9.1) – 33.2 (8.5), Extra urban 54.3 (5.2) – 55.4 (5.1), CO₂ Emissions: 153 – 148 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption. Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd. The Abarth 124 spider range starts from £29,565 OTR. Model shown is an Abarth 124 spider 1.4 Turbo Multiair Manual at £31,215 OTR with Costa Brava 1972 Red Pastel Paint (£400), Visibility Pack (£1250) and Racing anti-glare pack (No cost option).



OBITUARY

Peter Foubister 1953-2016



Peter Foubister, the Royal Automobile Club motoring secretary, who played a key part in the launch of *F1 Racing* in 1996, died unexpectedly on 18 November 2016.

Known to most in the motorsport world as 'Foub' or 'Foubie', Peter joined *F1 Racing's* sister magazine *Autosport* as rally editor in 1980, working his way up to editor in 1988. It was during his watch that the massed ranks of typewriters were finally replaced by computers, and McLaren's Ron Dennis was co-opted to support a new award that recognised and supported the best new driving talents coming through the ranks: the McLaren Autosport Young Driver Of The Year, still going strong, and now known as the McLaren Autosport BRDC Award. The first recipient was David Coulthard.

Upon moving to a publishing role in 1992, 'Foub' lent his energies to further expansion

of the brand, including the annual Autosport International Show, and building the Autosport Awards into a must-attend fixture in the social calendar. In 1996, he became publishing director and was instrumental in seeing the first edition of *F1 Racing* across the finishing line.

Latterly he spent five years in the US as CEO of Haymarket Worldwide Inc, publishers of *Racer* magazine, before returning to the UK in 2009 as a consultant to Goodwood and the Bahrain GP. Most recently, at the RAC, he ushered in a new approach to the venerable institution.

"He was fun, loyal, and a good friend," said Sir Stirling Moss. "That generous, smiling face will be an enormous loss to the motoring fraternity and we will miss him a great deal."

All at *F1 Racing* send their condolences to Foub's wife, Marion, and his children, Gemma and Rory.

NEWS IN BRIEF



PAUL ROSCHE

BMW engine guru
Paul Rosche died on 15 November, aged 82. Over the course of his 42 years with BMW, Rosche pushed the

boundaries of technology – and horsepower – in sportscars and touring cars as well as in Formula 1. One of his key achievements in F1 was to wring an estimated 1,400bhp from a humble four-cylinder turbo engine in the early 1980s, breaking new ground in using fuel additives to prevent pre-ignition. He also oversaw the development of the V12 engine used in the McLaren F1 road car and BMW-Williams Le Mans racers before his retirement in 1999.



MARK SIMPSON

Red Bull team boss
Christian Horner dedicated Max Verstappen's great wet-weather third place in Brazil to team member

Mark Simpson. 'Simo' had been with the F1 team since the Jaguar days and died following an illness, in the week before the Brazilian Grand Prix. Sebastian Vettel joined the team in a gathering to celebrate Simpson's memory the night before the race. "I first met Simo when he was the truckie for Edenbridge Racing in F3 in 1992," said Horner. "He will be sadly missed by everyone."



AKI HINTSA

Formula 1 coach and physician Dr Aki Hintsa died in November, aged 58, following a battle with cancer. Hintsa was already a successful

and sought-after figure in the wider sporting world when he began his association with Mika Häkkinen and McLaren in 1998, and over an 11-year spell with the team he became a mentor to Lewis Hamilton as well as many other drivers. His company, Hintsa Performance, now looks after the wellbeing of most of the drivers on the grid, and in 2015 he outlined his methods in print for the first time in his book *The Core*. "He packed more into his all-too-brief life than did many who lived almost twice as long," said McLaren in a heartfelt team statement.

PHOTOS: MARK THOMPSON/GETTY IMAGES; LAT ARCHIVE; SUTTON IMAGES

GRAND PRIX GUIDE

INTERNET'S MOST IN-DEPTH FORMULA 1™ DATABASE IS NOW MOBILE !



"The most authoritative and certainly the best guide to Formula 1 data & statistics online."

- The New York Times

- **News:** Latest & most up-to-date global Formula 1 news
- **Season Summary:** Every season since 1950
- **World Championships:** Every Championship since 1950
- **Drivers:** 960+ Detailed profiles
- **Constructors:** 200+ Detailed profiles
- **Grands Prix:** 820+ Detailed results
- **Circuits:** 67+ Detailed profiles
- **Engines:** 85+ Manufacturer profiles
- **Tyres:** 9+ Manufacturer profiles
- **Statistics:** 150+ Dynamically updated tables

Available in SIX languages !



WWW.GPGUIDE.COM

Download on the
App Store



GPGuide.com and GPGuide Mobile Apps are exclusive products of RKadia Partners, Ltd.
Copyright © 2014 - All rights reserved
F1, FORMULA ONE, FORMULA 1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX
and related marks are trade marks of Formula One Licensing B.V.





Pat Symonds explains THE SCIENCE BEHIND... Communications

F1 TECH

We're used to hearing driver communications during television broadcasts, but for how long have the teams been able to do this?

My first experience with radios was in 1984 when we ran a system on the Toleman during a test at Goodwood. It is probably as hard to imagine working without a radio these days as it is to imagine testing an F1 car at Goodwood. The early systems were somewhat fragile, and based on quartz crystal oscillators. These were very prone to vibration and the background noise generated would drown out any audio from the driver at anything but the lowest speeds. They were also limited to five watts of power, so on some circuits we had to have repeaters and very tall aerial masts fitted to the trucks or pit buildings.

Before this, we used wired intercom systems whereby the race engineer would physically plug his system into the car to talk to the driver. It was not uncommon for the engineer to forget to unplug as the car left the pits, only to be rudely reminded by either his headset disappearing rapidly or by being viscously assaulted by a jack plug on the end of a very elastic wire.

Is radio a crucial part of racing these days?

These days we consider the radio to be not just a convenience and an operational enhancement, but also an important safety system – we're reluctant to run the car if the radio isn't working. Modern systems are, however, not just extremely sophisticated but also very reliable.

The latest systems fully integrate the driver radio into a multi-channel intercom system, such that the control units on the pitwall allow users to talk to each other in limited groups – like chat rooms – or to broadcast to the whole team. This system even links back to our factory-based operations rooms and remote support sites.

The communications seem very clear. Is it easy to understand the driver?

Since the early days, it's not just the radios that have become more sophisticated. Modern noise-

cancelling microphones and in-ear speakers together with digital signal conditioning have made it easier to hold conversations. This has also been helped by the much quieter power units we use today.

In spite of the improvements in technology there's still the human factor to consider. English is the universal language of F1, but not necessarily the first language of either the driver or the engineer. Because of this we always have the same person speaking to the driver so he gets used to their voice. Even then we use a protocol that is practised. It's important, even during the most intense and emotional parts of the race, that communications are carried out with calmness and that enunciation is clear and slow.

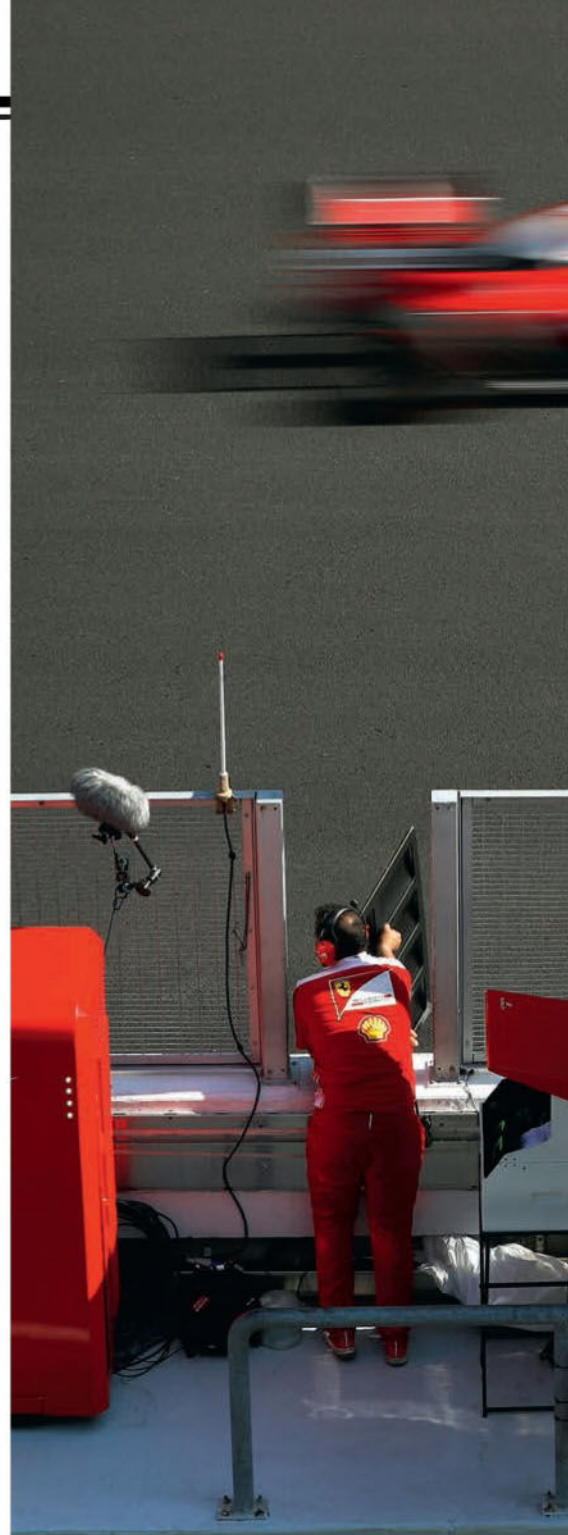
Do the teams spy on each other by eavesdropping over the radios?

In the old days we used to have scanners running, since most of the radio traffic was not encrypted. We got to learn some interesting things, but, actually, because all the teams knew that their messages were being intercepted, they were guarded in their comments and so the intelligence was of limited use. Since the middle of this season, every driver's radio has been available to all teams while they're on the track, and now we suffer from information overload. When the cars are back in the garage we revert to closed-intercom systems so we can be more open in our communications.

Surely, with such sophistication, the pitboard is something that's not really needed these days?

I agree and would go further and say that the presence of team members on the pitwall is an anachronism. However, the pitboard does serve two functions. Firstly, it limits radio traffic by providing basic information to the driver on a regular basis, and secondly it acts as a backup should the radio fail.

Unfortunately it is not always effective in the second case, and I'm sure many people will



remember Jean Alesi running out of fuel when leading the 1997 Australian Grand Prix after his radio failed and he didn't hear the pit call. Unfortunately, neither was he used to looking at the pitboard, despite the fact that we all but threw it at him.

Do the drivers use their communications with the teams to influence the FIA during the race?

Naturally. After any incident you hear the drivers involved apportioning blame. Believe me it isn't done for the benefit of the team, who are fully aware of the situation, rather it's done to stake the first claim in any potential investigation in the full knowledge that the race director and stewards are listening to every word they say.

For pit-to-radio communications, for the sake of clarity it's always the same person who speaks to the driver so he can get used to their voice



What other ways are there of communicating with the driver?

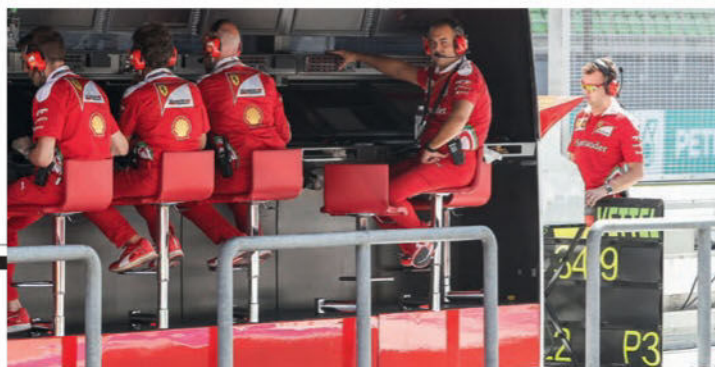
The teams are limited in that we can't send messages to the car's dashboard, for example, but the drivers are able to send a signal called the 'pit acknowledge' to flag to our telemetry display screen that they have heard a request for a pitstop and are on their way in.

There have been various changes to the interpretation of the regulations on driver communications in recent times. What is your view on what should be allowed?

Firstly, I've always argued that Formula 1 is very much a team sport, and so I see nothing wrong with an engineer helping a driver to extract peak performance in the same way

that I wouldn't have any problem with a caddy advising a golf pro which club to use. More importantly, I think that in motorsport we have a unique environment that allows enhanced fan immersion by giving access to communications between team and driver.

Who wouldn't have loved to hear the comments being made by both goalkeepers and strikers during that amazing penalty shootout between Germany and Italy in last summer's European Football Championships, when no fewer than seven of the 18 penalties failed to score? In football it can't be done. In motorsport it can and therefore should be encouraged. 📢



The radio is the usual way to communicate, but the pitboard is a useful backup in case of failure, and can be used to relay basic information

NEXT MONTH STEERING WHEELS



PETER WINDSOR

RACER'S EDGE

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

The other night, I popped in to see Sir Stirling Moss. There he was, in tailored suit, suntanned and lean, the personification of humility and charm. I considered the wonder of it all: he survived the loss of a Lotus 18 wheel at one of the fastest corners on the old Spa circuit; he recovered from that shunt at Goodwood in 1962, when he hit the bank hard; and then, recently, he suffered that fall down the lift shaft in his Mayfair home. I'd visited him in hospital a few days later and had been intrigued to see the bruises on his arms. "Put my arms out against the walls to try to break the fall, old boy... seemed to do the trick..."

Stirl is a motor-racing man with whom you always want to spend as much time as possible, chatting about racing and also learning about life and how he lives it. He's as effervescent today about a new tailor he's discovered in Hong Kong as I imagine he was about driving the Vanwall around Pescara in '57. It's the next thing, the latest thing. He's constantly on the go. His Renault Twizy? "Love it. Brilliant car for London." His memories of the Maserati 250F? "Wonderful car. Very well-balanced."

Like Stirling.

And he accomplishes it all with such... I was going to say 'grace', but that's not *quite* right because I wouldn't want to conjure anything in

Why manners maketh the man

your mind but the image of a man who does things well and lives his life with passion. 'Elegance' is perhaps a better word, if you factor in the passion – but it's more than that. There's a *politeness* about Stirling. He never tells you how good he was as a racing driver and he's always aware of the details: for Stirling, no person is more or less important than another; be it the chap down the road serving the tea or a current F1 driver with whom he's spinning a yarn.

One of Stirling's trademarks was the hand wave. It was used to good effect at Monaco – I think in 1960 – when he became the only racing driver in history to chat up a good-looking girl in the Station Hairpin grandstands, and negotiate, while he was racing, a post-race meeting (and, yes, she did turn up at the appointed hand-signalled time). The other hand wave was a 'thank you' note to drivers who moved over for him.

I was chatting to Stirling about this when we met recently. "You were resolute, weren't you?" I said. "You thanked every slower driver you ever passed."

"Just about. I suppose there were moments when I had two hands on the wheel and was sliding the car a little but, even then, I'd wave to him on the next straight."

"When he probably wouldn't have been able to see you..."

"Yes, but that wasn't the point. Of course I was saying 'thank you' but I was actually doing it for *me*. It just wouldn't have felt right if I hadn't done it. It was a part of racing, of driving, of good manners."

Which made me wonder why today's F1 drivers *never* seem to say thank you when they pass a slower car. Is it too much effort in a modern cockpit to raise your hand? I don't think so. Some of the arm-waving antics that celebrate a win suggest the opposite: it's actually very easy to take a current hand away from a current steering wheel.



"The modern motor-racing idiom is that you put yourself first and give nothing else away"



Compare the sporting comradeship between the likes of Stirling Moss and Mike Hawthorn (below) with the icy rancour often seen on the podium today (near left)



So what is it? I concluded, sadly, that it is nothing less than bad manners, born of the modern motor-racing idiom that you put yourself first and give nothing else away. I think it begins in karting, where dad-pressure dictates that it's all or zero – and then it sticks with them right into F1, particularly when you see your Hamiltons and your Rosbergs and your Vettels and your Räikkönens refusing to acknowledge the acquiescence of another driver. It's open season should that other driver be less than helpful: then it's time for swearing and finger gestures of the other kind.

I'm not saying that drivers of previous eras were saints, just as it would be wrong to suggest that today's guys are villains. There's definitely a trend, though – and trends, in my experience, are invariably bad for the soul.

Delve a little deeper into the aura of Stirling Moss and you'll find those who would say he was “too professional” for his era, too into just being Stirling. Much the same criticism was made of John Glenn by the other Mercury astronauts when they were planning to orbit the earth. In reality, though, it's the trend thing again: stand alone and there will always be plenty of people to point the finger.

The flip side of ultra-professional Stirling was what we saw at the 1958 Portuguese GP, when he not only slowed on his closing, winning lap to ensure that Mike Hawthorn, his title rival, didn't finish a lap adrift but also stopped to direct the marshals not to touch the recalcitrant Ferrari, so great was Hawthorn's risk of disqualification. As it turned out, that sportsmanship cost Stirling the championship. It stung, but he never regretted it for a minute: it had been the right thing to do at the time.

That refrain again: *the right thing to do*. No risk/reward quotient. Just *correctness*.

A few years ago I wrote that drivers should climb from their cars on the grid to stand to attention for the local national anthem. I didn't expect much of a result, so was pleasantly surprised when suddenly it all changed and respect for the anthems became the norm.

In the same vein, let's see some thank yous out there. It's all about respect and, as Stirling would say, “doing the right thing”. 🍷

BOSE



NEW

**QUIETCOMFORT® 35
WIRELESS HEADPHONES**

**Leave noise,
wires and the
competition
behind.**

BOSE

OFFICIAL TEAM PARTNER



**AMG
PETRONAS
FORMULA ONE TEAM**

Learn more on
bose.com/qc35



DIETER RENCKEN

POWER PLAY

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

As they departed Monza this year, F1's team bosses no doubt had too many other matters of moment – such as the track's shaky future as a grand prix venue (now, thankfully, resolved for a few years yet) and the impending take over of F1's rights by Liberty Media – to give thought to an incident that had occurred 25 years earlier at this iconic circuit.

In September 1991, after a long night of negotiations with Bernie Ecclestone, Flavio Briatore and Tom Walkinshaw over the future of Michael Schumacher, a dejected Eddie Jordan – the loser in the Schumacher machinations – was greeted in the paddock by a sympathetic Ron Dennis, then ruling the F1 roost with McLaren and Ayrton Senna. The words Dennis uttered subsequently entered F1 folklore: "Welcome to the Piranha Club."

Dennis was no stranger to piranha behaviour, nor was he above playing the game. He could charm birds from trees while dividing the flock. Under his reign, McLaren soared to record heights but also, to his cost, spent a period languishing behind teams with a third of McLaren's budget.

Thus Dennis could be forgiven for recalling the piranha phrase in November 2016, when a British judge ended his rule over McLaren

Enter the piranha club at your own risk

by refusing his bid for an injunction against shareholders who had placed him on gardening leave ahead of his contract's end this January. Dennis himself had originally taken full control of McLaren only after ousting fellow shareholder Teddy Mayer in a bitter showdown some 35 years before.

The team had been in decline since their early glory years, and, having been installed as co-director via title sponsor Marlboro, Dennis swooped while McLaren were at their lowest. The keys to the kingdom were his alone. Had that remained so, it is unlikely the matter of rule would have come before court, but to buy Mayer's share, Dennis needed more funds – hence Mansour Ojeh of TAG came in as a 50 per cent shareholder.

As TAG McLaren the team dominated F1 between 1984 and 1991, first with TAG engines (designed and built by Porsche), then via a four-year Honda-powered spell. Fallow years followed, as they had under Mayer, but TAG money, crucially, oiled any shortfalls. Then came Mercedes, and more titles, but with that came more dilution: Dennis and Ojeh hived off 20 per cent each to Daimler (Mercedes' owners), retaining a 60 per cent block.

Still this dilution did not stop: Daimler planned to up their stake to 60 per cent, with the Dennis-Ojeh partnership retaining control via their 40 per cent voting block. But then, in a surprise move, in January 2007 they

moved 15 per cent each to Mumtalakat, the investment arm of the Kingdom of Bahrain, then flexing its financial muscles after entering F1 via the country's inaugural 2004 grand prix.

Daimler were not amused: they held 40 per cent, Mumtalakat owned 30 per cent, and Dennis and Ojeh had 15 per cent each, yet Dennis and Ojeh continued to exercise control via tripartite agreements with Mumtalakat.

That year, a number of events occurred that would precipitate Dennis's departure from the company he had rebuilt in his own punctilious image. First, he failed to manage the acrimony between his two drivers, Fernando Alonso and Lewis Hamilton, a combustible mix that finally detonated in Hungary when the two deliberately impeded one another during qualifying, resulting in Hamilton reporting his own team-mate to the stewards. Both drivers fell short of winning the championship and Alonso extracted himself from his contract.

Dennis was also in denial over the ongoing 'Spygate' controversy, though his stubborn loyalty to his employees does him great credit. The \$100million fine damaged the reputation of McLaren (and, by extension, its shareholders), as well as Dennis himself. The gulf between the shareholders widened, and in 2009 Daimler sold their stake back to McLaren and purchased Brawn GP. The 40 per cent was carved up among the remaining shareholders on a 50/25/25 per cent basis in favour of Mumtalakat and the two partners.

By then, Dennis had relinquished his executive hold and handed responsibility to his right-hand man, Martin Whitmarsh. But as the F1 team's performance declined, Dennis re-emerged and ousted Whitmarsh in a coup – without recourse to Ojeh, who was recuperating from a double lung transplant at the time. This was one of a number of issues that caused Ojeh and Dennis to fall out.

From then on, the dice were stacked 75 per cent against Dennis, and, although he attempted to regain control by gaining fresh investment to buy out the other shareholders, they refused to sell. Ojeh and Mumtalakat set the piranhas on him in mid-October, and he was told his contract would not be renewed when it expired in January 2017. 🚫

Ron Dennis was told in October that his McLaren contract will not be renewed in January 2017



"Dennis was no stranger to piranha behaviour, nor was he above playing the game"



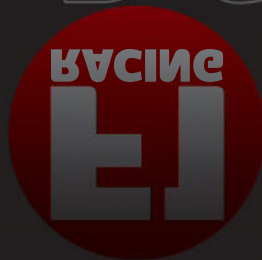
real watches for real people

Oris Williams Valtteri Bottas Limited Edition
Automatic mechanical movement
Multi-piece case, made of carbon fibre
and titanium with black DLC coating
Water resistant to 10 bar/100 m
Limited to 770 pieces
www.oris.ch

ORIS
Swiss Made Watches
Since  1904



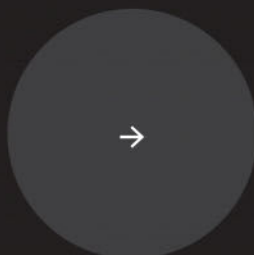
AWARDS 2016



AS VOTED FOR BY YOU

Who was your driver of the year? Who set your pulses racing during an epic season of racing? Once again, you've voted in your thousands for this year's winners in our annual *F1 Racing Awards*

START OF THE YEAR
TEAM BOSS OF THE YEAR
OVERTAKE OF THE YEAR
QUALIFIER OF THE YEAR
CHASSIS OF THE YEAR
ROOKIE OF THE YEAR
PITCREW OF THE YEAR
DRIVE OF THE YEAR
DRIVER OF THE YEAR
F1 RACING SPIRIT OF F1 AWARD



WORDS JAMES ROBERTS
& CHRIS MEDLAND



A regulation change this year to a twin- rather than a single-clutch paddle at the back of the steering wheel, has put race starts back in the hands – or at the fingertips – of the drivers. And it's produced quite a few surprises, including Sebastian Vettel's Ferrari blasting past the Mercedes front-row starters and into the lead in Australia and Canada.

But the category's winner this year was an even mightier piece of reactive launching from a few rows back on the grid: Fernando Alonso's seven-place gain at the start of the Russian Grand Prix. Just 0.08s elapsed between the red lights going out and his McLaren's wheels turning from 14th on the grid.

That put him ahead of the Force India of Nico Hülkenberg, and alongside his McLaren team-mate Jenson Button, within the first few seconds of the race. As the field entered the flat-out kink of

"The start in Sochi was actually a very good reaction time and I think that made the difference this year. That was a very big factor and the first corner was a bit of a mess with some incidents in front of me, but I'm happy that the fans voted this as the best start, as I really enjoyed it."

HOW YOU VOTED

Fernando Alonso 14th to 7th (Russia)	57.4%
Felipe Massa 7th to 2nd (Bahrain)	12.7%
Sebastian Vettel 3rd to 1st (Canada)	12.3%
Sebastian Vettel 3rd to 1st (Australia)	11.8%
Daniil Kvyat 6th to 3rd (China)	5.8%

Turn 1, the group ahead of him split to either side of a slow-starting Max Verstappen, and Alonso immediately and instinctively chose the optimum trajectory past him.

Approaching the tight braking zone of Turn 2, Alonso remained on the outside and avoided the mayhem as Red Bull's Daniil Kvyat ran into the back of Vettel. Following two other cars into the escape road to avoid the debris, he remained in 11th as he rejoined the track.

Around the long left-hander of Turn 3 there was further contact between Kvyat and Vettel, and Alonso deftly avoided the spinning Ferrari. He carried more speed through the corner than Daniel Ricciardo's Red Bull (for ninth), and neatly avoided Sergio Pérez, who was slowing down with a right-rear puncture (for eighth), and then demoted Kvyat by the end of the lap. Now *that's* how you pass seven cars at the start...

PHOTOS: GLENN DUNBAR/LAT; CHARLES COATES/LAT; ANDY HONE/LAT





After Sir Frank Williams, Christian Horner is the longest-serving team principal in F1. With certain big teams taking more of a hire-and-fire approach to their leadership, Red Bull's stability has enabled them to re-emerge as the biggest threat to Mercedes' dominance this year.

Following a tumultuous 2015 season, during which they failed to win a race, fell out with engine supplier Renault, and threatened to quit the sport, 2016 has been much more productive. But then Horner hasn't had it easy. At the Chinese Grand Prix, Daniil Kvyat came under fire for his driving, a situation Horner dealt with well. Next came Russia, where Kvyat twice ran into Sebastian Vettel, as well as team-mate Daniel Ricciardo, and suddenly a major opportunity opened up for the team to promote the exciting talent of 18-year-old Max Verstappen.

Verstappen was an instant success, but Horner then had to manage his team-mate astutely when strategic and operational errors robbed Ricciardo of a potential win in Spain and certain victory in Monaco. The attention of the

HOW YOU VOTED

Christian Horner (Red Bull)	48.8%
Toto Wolff (Mercedes)	29.2%
Bob Fernley (Force India)	5.1%
Maurizio Arrivabene (Ferrari)	4.7%
Claire Williams (Williams)	3.4%
Others	8.8%

24-hour news machine soon switched to the precocious teenager's on-track conduct, and Horner has been at his canniest when defending Verstappen's on-the-limit driving, giving him freedom to make mistakes.

Horner appears to have the respect of both talents in his team right now, highlighted by Max holding station in Malaysia behind Ricciardo for a one-two and Daniel moving over for his younger team-mate in Mexico.

As Ferrari started to slide, Red Bull have been building momentum, and you sense the ingredients are in place once again to ensure that Horner will be overseeing a title challenge in 2017. →

"First of all, I have to thank all the readers who voted for me. It's a great privilege to win any award and particularly one that has been voted for by the fans and the public. The team have done a great job on the back of a very difficult year in 2015. They've put their heads down, worked hard and we have got pretty close to Mercedes on quite a few occasions this year."



Overtake of the year

Max Verstappen

Passing Nico Rosberg for second at Turn 14 of the British GP on lap 16



"You never plan a move like the one I did at Silverstone, but when you see the opportunity you go for it and it was a nice move. You never expect to overtake there, and after winning this same award last year for that move at Blanchimont, it's clear I like it around the outside."

slowing down for the pitlane speed-limit line.

Think of the classic overtaking manoeuvre and you picture a driver slipstreaming a rival in front, then, at the last moment, outbraking them into the next corner. Daniel Ricciardo's classy pass on Valtteri Bottas into the first chicane at Monza this year is a perfect example.

Then there are the opportunist moves, where a driver pounces on his rival when he's least expecting it. Think of Nico Hülkenberg's heroic last-lap mugging of Nico Rosberg at Monaco, where he accelerated past the Mercedes driver on the final corner to snatch sixth place before they crossed the line.

Another strong contender this season was Sebastian Vettel's brilliant double pass on both Hülkenberg and Carlos Sainz in China. As the three of them entered the pitlane, Vettel accelerated past both cars before

All of these were great moves, but none of them were award-winning. Last year Max Verstappen scooped the prize for 'Overtake of the year' with his brave move on Felipe Nasr around the outside of the daunting 170mph Blanchimont corner at Spa. He's won it again this year for a similar move.

A downpour had soaked the Silverstone track in the minutes before the start of the British GP, so the surface was slippery in the opening laps. Verstappen, running in third, was closing in on Nico Rosberg and was able to find more adhesion than the Mercedes driver ahead of him.

Entering the fearsome Maggotts and Becketts sequence on the 16th lap of the race, Verstappen closed right in on Rosberg. And when he saw the Mercedes step out of line in the wet, he pounced. Telemetry shows Verstappen was travelling 14mph quicker than Rosberg as he drew alongside him – 107mph to 93mph – and came out ahead onto the Hangar Straight. Such moves look like they've come out of a video game: Martin Brundle instantly described this one in his TV commentary as "outrageous".

Qualifier of the year

Lewis Hamilton

Mercedes AMG Petronas F1 Team





HOW YOU VOTED

Verstappen on Rosberg for 2nd (Turn 14, Silverstone, lap 16)	58.6%
Ricciardo on Bottas for 5th (Turn 1, Monza, lap 47)	15.3%
Vettel on Sainz & Hülkenberg for 5th (Pitlane entry, China, lap 4)	11.7%
Hülkenberg on Rosberg for 6th (Turn 19, Monaco, lap 78)	7.5%
Räikkönen on Nasr for 14th (Turn 12, Hungary, lap 1)	6.9%

HOW YOU VOTED

Lewis Hamilton	30.4%
Nico Rosberg	20.0%
Daniel Ricciardo	16.1%
Max Verstappen	15.7%
Rio Haryanto	10.8%
Other	7.0%

The triple world champion has now secured this accolade for a third year in a row. So, while reliability is a word that had many negative connotations for Lewis Hamilton this season, it can be applied in a happier context to his pace in qualifying, in which he beat Rosberg 12-9.

While mechanical reliability sometimes let him down on Saturdays, too, it's his emphatic performances that mark Hamilton out over one lap. In two of the first four qualifying sessions of the season he had MGU-H issues, which prevented him from clearing Q1 in China or taking part in Q3 in Russia. Even so, he still took pole position in four of the first seven races, and twice he did it by more than a quarter of a second.

While Hamilton was also 'qualifier of the year' in our 2015 awards, his form tailed off in the second half of that season as Nico Rosberg concluded the year with six consecutive pole positions. In that sense, Lewis entered 2016 on the back foot and duly turned it around when given the chance in a straight fight.

Even so, he hasn't been error-free. In Baku he looked set to secure another pole position after



completing a clean sweep in practice, but then hit the wall in Q3 and started from tenth place. Such errors were costly in a championship battle defined by his rivalry with Rosberg, who had equal equipment and therefore ample opportunity to capitalise on any mistakes.

Rosberg's consistency earned him second place in the vote; for over a year he has qualified in the top two at every race, a run that began in Japan 2015. However, it is Hamilton's ability to produce truly spectacular laps – such as at Monza, where

"A big thank you to everyone for their continued support over the years and for continuing to believe in me and recognising me and my team's efforts through the years. I hope that I can continue to earn your support and your votes."

he set pole by an incredible 0.478s on a circuit where his braking prowess came to the fore – which remains so impressive. →

PHOTOS: ANDY HONE/LAT; GLENN DUNBAR/LAT; STEVE THERINGTON/LAT; SAM BLOXHAM/LAT



Chassis of the year

Red Bull RB12



"It's with great pride that we accept this award. It's testimony to the great work of all the technical team, all the guys in production and all the different departments from research and development to the design office. We'll hang this award up on a wall in a privileged place in the factory."

Without doubt, the most dominant machine of 2016 has been the Mercedes F1 W07 Hybrid, a continuation of the models that have led the way throughout the 1.6-litre turbocharged era. However, on the occasions when the Merc has been beaten, the car making that breakthrough has been the Red Bull RB12.

In this hybrid era, power is king and Mercedes and their customer teams have long held an advantage. But where Red Bull have succeeded has been in building a chassis strong enough to overcome the deficiencies of their Renault (rebranded TAG Heuer) power unit.

When Red Bull team principal Christian Horner announces that "We're chipping away and you're not seeing the margins that Mercedes had in previous years," it's clear that the W07 is the better all-round package. But the Renault engine is much more powerful and tractable than it used to be, enabling the RB12 to outperform

HOW YOU VOTED

Red Bull RB12	61.1%
Mercedes F1 W07 Hybrid	30.2%
McLaren MP4-31	2.7%
Ferrari SF16-H	1.8%
Manor MRT05	1.7%
Other	2.5%

expectations, often enough in this case to make it your 'chassis of the year'.

Although Ferrari started the season strongly, Red Bull were clearly improving in the opening four races and took advantage with Max Verstappen's stunning victory in Spain. But it wasn't until two weeks later that the chassis really showed its potential, when Daniel Ricciardo set pole in Monaco. It was a lap that displayed Ricciardo's full trust in the car as he danced between the barriers, while also highlighting Renault's progress.

When Mercedes have had to defend, it's tended to have been against a Red Bull. And the fact that Mercedes didn't get as close to their 2015 total of 12 one-tuos (they took eight in 2016) is testament to the increasing threat posed by the RB12. So often Red Bull have disrupted Mercedes' dominance by taking second place. So let's see what happens with a new set of aero regs in 2017.

PHOTOS: STEVEN TEE/LAT; ANDY HONE/LAT; GLENN DUNBAR/LAT



Rookie of the year

Stoffel Vandoorne

McLaren Honda





When Fernando Alonso clipped the rear of Esteban Gutiérrez's Haas and went flying through the air at the season-opening Australian GP, he was lucky to climb out of his car unaided. But not only was he shaken, he had suffered broken ribs and a partially collapsed lung. Reigning GP2 champion and McLaren reserve driver Stoffel Vandoorne was duly put on standby for the next race in Bahrain.

Doctors in Europe declared Alonso fit to travel to the Middle East, so Vandoorne remained in Japan where he was due to test his Super Formula car. But when medical staff in Bahrain disagreed with their European counterparts, the stewards ruled Alonso out of the race. At the last minute, Vandoorne was given the call and flew overnight to Bahrain.

In his first ever Formula 1 qualifying session, Vandoorne immediately impressed with his 1m 31.934s lap in Q2, which was 0.064s quicker than that of his world champion team-mate Jenson Button and two places ahead of him on the grid.

We'll never know how he would have stacked up against Button over the race distance, since

HOW YOU VOTED

Stoffel Vandoorne	37.9%
Pascal Wehrlein	30.3%
Rio Haryanto	17.4%
Jolyon Palmer	9.7%
Esteban Ocon	4.7%

"This is a bit unexpected as I only did one race this year and it was a while ago now. It's a nice surprise though, and I'm happy that people haven't forgotten my performance back then. I realise on my full-time debut with McLaren in 2017 I won't qualify for this award, so it's a nice little present to have this now, with just my one race in F1."

Button retired after six laps with engine trouble. Despite a cautious opening lap, Vandoorne put in an accomplished performance to score McLaren's first points of the year with tenth place.

"I had a great shot to show what I'm capable of, but this was a one-shot, and I'm grateful for the opportunity," he said after the race. "I think this weekend was a big test to come in without any testing and do a good job. I think I more or less maximised the opportunity."

McLaren thought so, too. The real test now will be when he takes up his full-time seat with the team next season. →





Pitcrew of the year

Williams Martini Racing

Williams recorded the fastest pitstop time in each of the first nine races of the year. Their quickest was at the European GP in Baku, where their onboard sensors measured a stationary time of 1.89 seconds, and they've continued to impress throughout the season.

Pat Symonds, Williams's chief technical officer, explained that a number of errors in 2015 led the team to analyse every aspect of their pitstops in forensic detail. From a technical viewpoint, that led to design changes for the axle, wheel nut, jacks and release mechanisms. It paid off when, despite a jack failure in Monaco, they still achieved an impressive three-second stop.

Human performance is equally important, and the team now record all movement around the pit area on camera so that both crew and drivers can be coached. And at each track session during a grand prix, the drivers' pitbox positioning forms part of the debrief.

"For example, we can say to our drivers that on their last stop of FP1 they were 10cm to the left and 3cm long, or whatever the measurements are," explains Symonds. "We look at the moment they brake at the pitlane limiter line, how accurate they are in their reactions, and where they've stopped. As an example of the level of detail we go into,

HOW YOU VOTED

Williams	41.4%
Red Bull	33.1%
Mercedes	16.5%
Ferrari	3.5%
McLaren	1.6%
Other	3.9%

after this year's Canadian GP, where we did just two stops as a team, the pitstop report for that race extended to 16 pages of A4. So you can see that every bit is analysed."

And can Williams go on to beat their 1.89-second record? "I think there's a tenth or two to come off," says Symonds confidently. "In practice at the factory, we've been a bit quicker than that..."

Steve Nielsen, sporting director: "It's great news to win this award. It's testament to all the hard work that has gone into our pitstops, not only from the crew at the track, but also in design and production back at the factory. We've managed to turn what was a weakness into a real strength. It's a great success story for us, so thank you very much."



PHOTOS: GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; ANDY HONE/LAT



Drive of the year

Max Verstappen

First place at the Spanish Grand Prix





Pressure? What pressure? Max Verstappen was already the talk of F1 before the Spanish Grand Prix, and he was the talk of the whole sporting world after it.

Promoted up to Red Bull in place of Daniil Kvyat, Verstappen was firmly in the spotlight throughout the race weekend in Barcelona. Was it too soon to put an 18-year-old driver – no matter how talented – in a front-running car with just 23 grand prix starts under his belt? The answer was emphatic.

Verstappen looked at home immediately, getting the better of team-mate Daniel Ricciardo in final practice, Q1 and Q2 as expectations rose rapidly. But Max received a wake-up call when Ricciardo took third on the grid behind the two Mercedes, beating Verstappen by over 0.4s.

On the opening lap the two Mercedes drivers wiped each other out at Turn 4, and suddenly there was a race to be won. Between the champions at Ferrari and three-time grand prix winner Ricciardo, leading in the other Red Bull at the end of the first lap, Verstappen was not the favourite.

Ricciardo and Sebastian Vettel were running three-stop strategies, but Red Bull then asked

HOW YOU VOTED

Max Verstappen (Spain)	44.6%
Lewis Hamilton (Malaysia)	13.2%
Daniel Ricciardo (Monaco)	12.3%
Nico Rosberg (Singapore)	8.1%
Fernando Alonso (Belgium)	5.6%
Other	16.2%

Verstappen to stop just twice, to cover off Kimi Räikkönen. Driving a car he was still getting used to, and which was lacking top speed, young Max responded brilliantly.

For the final 36 laps, Verstappen had the experienced Räikkönen breathing down his neck. His final stint was 30 laps long and Räikkönen was clamped to the gearbox of the RB12 throughout. But Verstappen was not to be outfoxed, nailing his exit from the final chicane to protect his lead down the long pit straight. Not letting the prize on offer distract him, he didn't put a wheel out of place as he secured a record-breaking victory. →

"I think no one expected me to win the Spanish Grand Prix. I know a few guys who put a bet on it and won quite a lot of money. All I'd planned to do was to get used to the car and to enjoy myself, so to come away with the victory was just amazing."



Although the driver swap ahead of the Spanish Grand Prix looked ruthless at the time, you now have to wonder what took Red Bull so long.

Second in this award category last year, Max Verstappen has been tormentor-in-chief for Ferrari on many occasions and a wildcard in the championship battle between the Mercedes drivers. From the start of the year he knew his chance at Red Bull would come –

belied by his confidence, which verged on cockiness pre-season – and he has well and truly taken it.

There was of course the victory in Barcelona, but he followed that with two crashes in Monaco. Yet those just gave Max another opportunity to impress, as he set himself to ironing out the regularity with which he makes mistakes.

In Austria he thwarted Kimi Räikkönen to finish second, and followed that by pulling a breathtaking manoeuvre on Nico Rosberg en route to another runner-up result at Silverstone. Arguably better than his

"It's very special to win this award and I'm delighted that the fans have voted for me in this category. I just try to do my best all the time and hopefully next year will be even better for me."



HOW YOU VOTED

Max Verstappen	43.0%
Nico Rosberg	15.7%
Lewis Hamilton	14.1%
Daniel Ricciardo	12.0%
Rio Haryanto	4.7%
Other	10.5%

Barcelona win was his sensational race in the wet in Brazil, where he carved through the field to third place in the final laps in a manner that called to mind the wet-weather mastery of greats such as Ayrton Senna and Michael Schumacher.

While Verstappen excited fans, he frustrated other drivers with his defence, but it must be noted that only for cutting Turn 2 in Mexico did he pick up his first penalty points of the season.

It hasn't taken Max long to find his voice, either. On the receiving end of criticism from the Ferrari drivers at Spa, Verstappen hit back. It was a similar story in Malaysia, as the teenager has shown he's not afraid to stand up for himself. If F1 thought it had a new star at the end of last season, there is absolutely no doubt now. →

PHOTOS: STEVEN TEE/LAT; ANDY HONE/LAT



P ZERO™

ACCESSORISE THEM WITH YOUR FAVOURITE CAR.

(CAR NOT INCLUDED)



NEW GENERATION P ZERO™

P ZERO™

Pirelli P Zero™. Custom-made performance since 1986.

For more than 30 years, P Zero™ tyres have been the choice of the most prominent carmakers, for the best vehicles in the world. Based on this experience and on its cutting-edge technology Pirelli has launched the new P ZERO™, the custom-made tyre for the next generation of cars, designed to draw out an even greater range of driving emotions. For custom-made performance, look no further than P ZERO™.

Discover more on Pirelli.com

The new P ZERO™ tyres are already available, however the coloured version shown here is a limited edition and available in selected sizes only.

For further information, please contact us at limitededition@pirelli.com



POWER IS NOTHING WITHOUT CONTROL

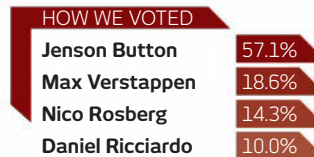


"It feels like I've taken my whole life to achieve this award, so I'm very happy. It's been a long time coming and if you're around for long enough – you win an award. Thank you very much, I like the picture you've chosen, too [the photo shows Jenson wearing a pink helmet in tribute to his father, John, who died in 2014]. That was an emotional year for me."

Once again our 'Spirit of F1' award acknowledges a figure of the sport for more than just a single statistic, event or moment in time. This year the award recognises a driver for his never-say-die attitude, application, inspiration, grace and grit sustained over a 16-year period, as Jenson Button's Formula 1 racing career comes to an end.

Granted, there's a chance he *could* return in 2018, but to all intents and purposes Jenson made a retirement announcement in Monza, after a career in which he achieved the ultimate goal of becoming Formula 1 world champion. But this award is based on so much more than that 2009 season.

Button was Britain's new hope when he burst onto the scene in 2000 with



Williams. He then struggled through Benetton's decline before leaving Renault for BAR. His obvious talent elevated him to leadership status at the team as he waited patiently for a race-winning car.

The long-awaited first victory finally came in 2006 at the Hungarian Grand Prix, but then Honda entered a two-year slump before quitting F1 entirely. Jenson took those tough times on the chin and finally took his reward in 2009, during that fairytale year at Brawn, but showed his desire to keep testing himself by jumping straight into the vacant seat alongside Lewis Hamilton at McLaren.

Sensational in the wet, he outscored and then outlasted Hamilton, and stayed loyal to the team even in decline, a wry smile often on his face as he continued to motivate and lead McLaren Honda. It was all driven by his love of racing the best in the world on a Sunday afternoon. JB, we salute you!



Markets move fast.

How will I keep up?

The world is more complex than ever before. Which makes it incredibly challenging to stay abreast of the latest news that could affect your investments. This is where our 900 investment specialists, in 13 key financial hubs, can help.

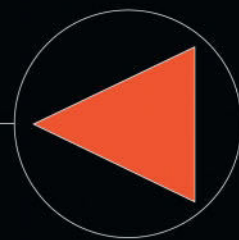
**For some of life's questions, you're not alone.
Together we can find an answer.**

To get started, visit ubs.com/wealthmanagement-uk

UBS Wealth Management
5 Broadgate
London EC2M 2QS
sh-wm-uk-marketing@ubs.com



Now that was a car



No. 57: The Lotus E21

This model of efficiency was the last race-winning Lotus... for now



WORDS STEWART WILLIAMS PICTURES JAMES MANN

After the remarkable success of Lotus's 2012 E20, which Kimi Räikkönen took to victory in Abu Dhabi, their 2013 E21 was never going to be a radical diversion from its predecessor. With major rule changes on the horizon for 2014, stability was the name of the game, and Lotus technical director, James Allison, was at pains to emphasise this. "We have continued with our design themes and tried to create a more efficient and faster racing car based on all the lessons we learned last year," he said at the car's launch. "How successful we have been in this task will only be discovered when we take to the track."

F1's much-derided stepped noses were entering their final year in 2013, with teams now permitted to use a 'modesty panel' to make them more aesthetically pleasing. The E21 opted not to use such a panel, since Lotus believed the extra weight negated any aerodynamic benefit. The sidepods, meanwhile, were obviously different from the E20's, since they featured ramp-style exhaust exits similar to those on 2012's title-winning Red Bull. Lotus also persisted with the passive double DRS they'd trialled in 2012, although they eventually called a halt to this without ever getting it to work to its full potential.

Allison admitted that: "Depending on where you look, some parts of the car are a ground-up redesign and in other areas we have optimised the best bits of our design philosophy. The front and rear suspension layouts have been substantially revised to try to give us better aerodynamic opportunities, but the front wing is a continuation of the

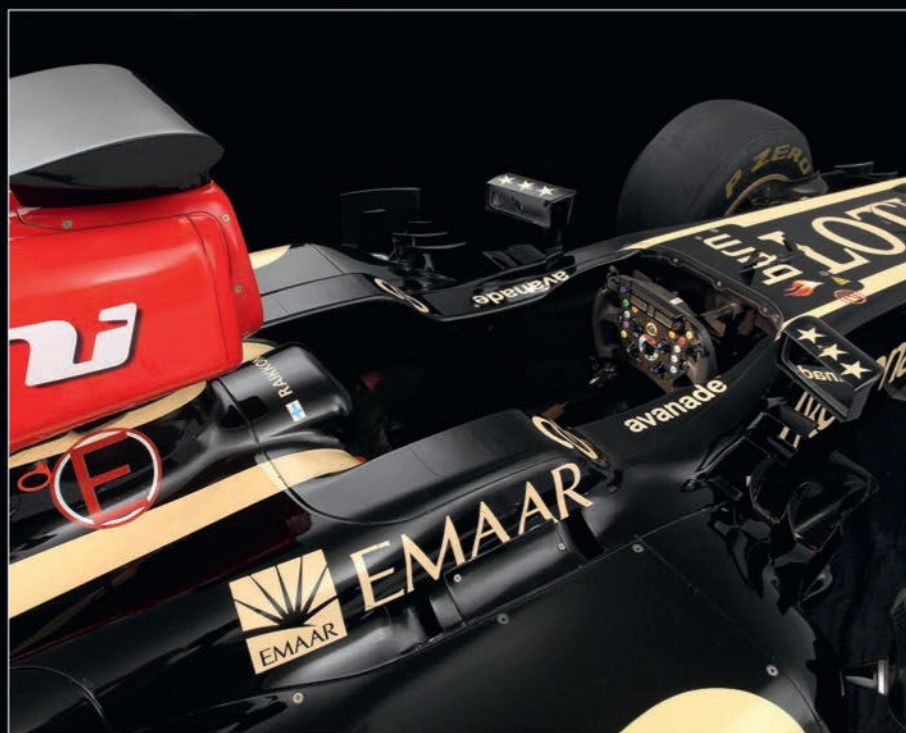
concepts we have worked on since the 2009 rules were published. For the rear wing, we continued to work on having a satisfactory level of rear downforce stability."

Kimi Räikkönen and Romain Grosjean were retained as drivers for 2013. Keeping Kimi was a no-brainer, since in 2012 he'd brought the Enstone-based team their first win as Lotus. Romain Grosjean, meanwhile, was given the chance to put a troubled 2012 behind him.

Winter testing was a bit of a mixed bag for the team, but they entered the season with high hopes. "We had glitches and we didn't complete as many laps as we wanted, yet we still completed most of the assessments required and have a good platform heading to the first race of the season," announced team principal Eric Boullier after the final test at Barcelona. "It's going to be a highly competitive season, but I'm confident that we'll be right in the battle at the front."

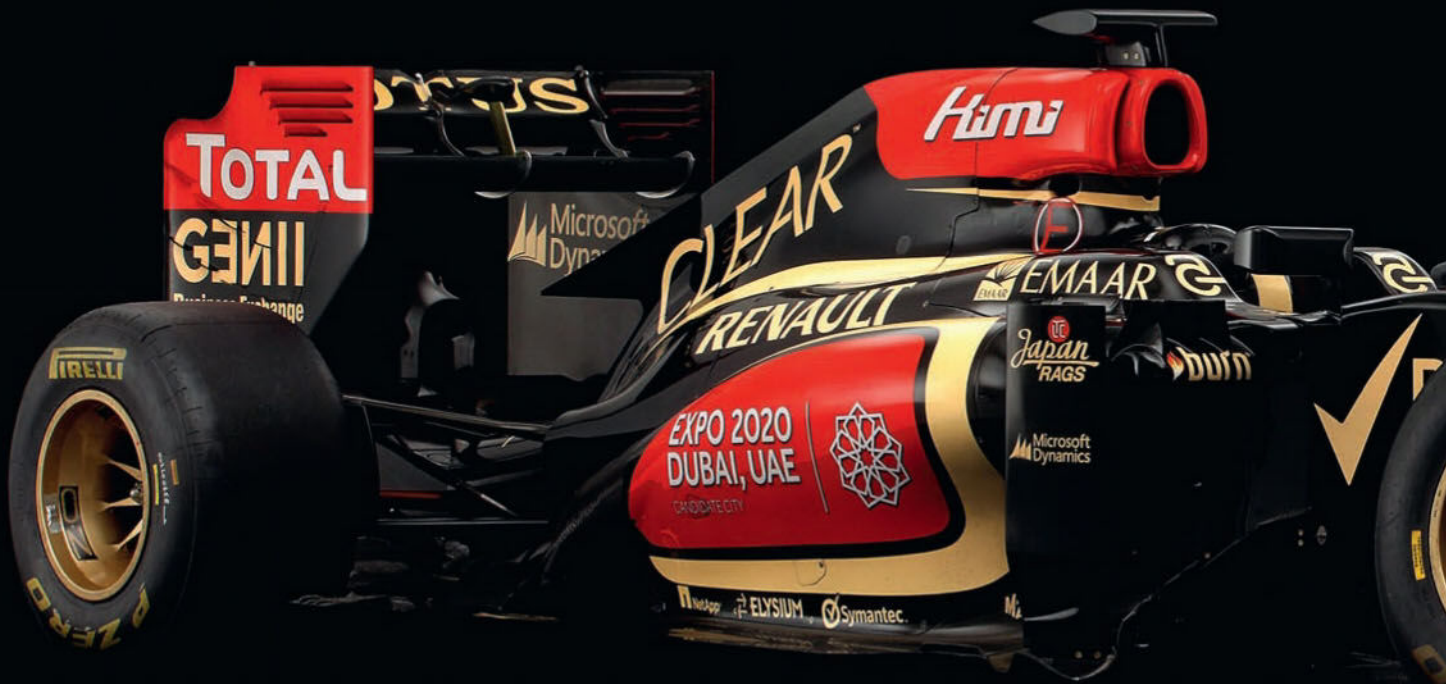
At the season-opener in Melbourne, Grosjean topped the timesheets in a rain-interrupted FP3. Bad weather split qualifying across Saturday and Sunday and while both drivers easily made it into Q3, the tricky conditions meant the best they could manage on their single lap on slicks on a damp track was to lock out row four, with Räikkönen nearly 0.3s quicker than Grosjean.

Things didn't look good. Räikkönen had won here previously, but only David Coulthard, ten years before, had ever won at Albert Park from lower than seventh (he'd qualified 11th in 2003). Even so, →



LOTUS E21 TECH SPEC

Chassis	Moulded carbon-fibre and aluminium-honeycomb composite monocoque
Suspension	Front: Top and bottom wishbones operate an inboard rocker via pushrod system, connected to a torsion bar and damper units mounted inside front of the monocoque Rear: Top and bottom wishbones with pullrod-operated torsion springs and transverse-mounted dampers in the top of gearbox casing
Engine	Renault RS27-2013 90° V8
Engine capacity	2,400cc
Power output	750bhp approx
Gearbox	Lotus 7-speed semi-automatic titanium with 'Quickshift' system
Tyres	Pirelli
Weight	642kg
Wheelbase	N/A
Notable drivers	Kimi Räikkönen, Romain Grosjean



Lotus remained in buoyant spirits, convinced that they had the speed to produce a strong race result.

Both drivers started on used supersoft rubber, and Räikkönen made up two places at the start to slot in behind Fernando Alonso, who quickly demoted Lewis Hamilton to fourth. Kimi disposed of Hamilton on lap 2, and P4 became P3 when race leader Sebastian Vettel made a first pitstop on lap 7. After stopping to switch to medium rubber, Räikkönen rejoined the race in eighth, but because he was on a two-stop strategy (most of his rivals were on three) by lap 23 he had taken the lead. He dropped back to fifth when he made his final stop on lap 34, but was back in the lead again by lap 43 and held on to beat Alonso by 12.45 seconds.

Räikkönen seemed quite pleased with the result. "I'm happy for the team and for myself also," he said afterwards. "I had a good feeling we would be okay with the tyres. After my early battle with Lewis it was quite simple; probably one my easiest wins. Our plan was to do two stops. We followed it and it worked perfectly."

Australia beautifully emphasised the E21's main strengths. Yes, it was quick, but it also looked after its tyres superbly thanks to its unique front-to-rear interconnected suspension. This linked the front and rear suspensions using hydraulics, which gave the car better stability and a more consistent aerodynamic platform. The ability to manage tyres made the E21 a force to be reckoned with all season.

Only once, though, in China, was it quick enough to take advantage of this strength in qualifying and start on the front row, but even so, Räikkönen finished second in three consecutive races, China, Bahrain and Spain, with Grosjean finishing behind him in P3 in Bahrain.

The duo registered another two-three finish in Germany, and Grosjean racked up consecutive P3s in Korea, Japan and India. In the first of these races, using the long-wheelbase version of the car that had made its debut in FP1 in Italy, the team took their third and final two-three of the season – also Kimi's last podium for Lotus. In Japan, a first win looked to be on the cards for Grosjean when he led for the first 26 laps, but he was no match for the Red Bull of Sebastian Vettel.

Räikkönen, now with a Ferrari drive in the bag for 2014 and locked in a dispute with Lotus over unpaid wages, opted to bring forward planned back surgery and miss the last two races of the season in the US and Brazil. He was eventually replaced by Heikki Kovalainen after first choice Michael Schumacher turned down the drive, and in Austin Grosjean managed his best result, finishing in P2 behind Vettel.

In any other season the Lotus E21 would have been a classic. It took 14 podiums, including the Australian win – more than Mercedes and Ferrari; was a close fourth in the constructors' championship, ahead of McLaren; and despite missing two races, Räikkönen finished fifth in the drivers' standings. It was just unfortunate that 2013 was also the undoubted zenith of the Newey-Red Bull-Vettel combination. 📌



LOTUS E21 RACE RECORD



Starts	38
Retirements	7
Wins	1
Poles	0
Fastest laps	2
Other podiums	13
Points	315



NEXT MONTH THE BRABHAM BT52 ▶





DIDN'T
WANT
TO
GO
THROUGH
THAT
AGAIN!

What a way to win a world title. And what a way to go! Squeezed till his pips squeaked between Hamilton and Vettel in the closing laps of the Abu Dhabi GP, **Nico Rosberg** refused to buckle and left as world champion. And then... the bombshell! He spoke exclusively to *F1 Racing* before and after the desert decider about his tumultuous year

INTERVIEW ANTHONY ROWLINSON
PORTRAIT PAUL RIPKE

OST, somewhere, in the afterburn of a wild F1 season, is the notion that the sport had somehow become 'easy'. The cars lacked challenge, they said; Max Verstappen shouldn't have been able to race so brilliantly, so young, and win a grand prix so soon.

They overlooked the likelihood that Verstappen's talent is a once-in-a-generation phenomenon and that for every Max who found racing an F1 car as natural as walking, there were other young guns, such as Daniil Kvyat, Kevin Magnussen and Pascal Wehrlein, who'd found it much harder to make their mark.

They also spoke too soon. They spoke before they'd witnessed one of the sport's toughest competitors, Nico Rosberg, being put through the mangle in pursuit of a world title. They hadn't seen his pale, drawn face as he removed his helmet following the excruciatingly intense finale to the Abu Dhabi Grand Prix. They hadn't heard his voice tight with emotion as he fought to articulate his feelings on becoming world champion.

They hadn't heard him say this: "I don't want to have to go through that ever again! I'm very, very glad it's over. The feelings in that battle with Max during the race were unbelievably intense. There was pressure from behind and pressure in front. It was crazy. And Lewis was massively quick all year. It's incredibly tough to beat him. It will take some time for all those feelings and emotions to settle and come out."

Easy? No. Rosberg, in fact, had prevailed in motorsport's single hardest challenge: beating Lewis Hamilton over a season, in the same car. Only a few days later, when he announced his retirement, did we realise just how very far from easy it had been...

F1 Racing: Before we get to your bombshell announcement, could we talk about your path to the world title and what you brought to the season. How do you rate your driving in 2016?

Nico Rosberg: I was at my best.

F1R: What makes you say that?

NR: Just the way the season went and the way I felt... much more composed. Experience helps. That helped me do a better job in all the different situations that arose, you know? It always remains a challenge to be at the pinnacle of racing and in this environment. And I was able to manoeuvre much better.

F1R: And obviously when you say that, you don't mean just in terms of your driving style?

NR: No. It's a general thing. Everything counts.

F1R: You were at the sharp end of F1 for 11 seasons. Did you need that much experience to make you ready to win a world title?

NR: For sure. The experience helps a lot, but not only experience. What also helped was having been in the 'championship decider' situation before. This year was my third fight for the world championship, and the second time it's gone down to the last race. So it was something I'd already experienced. That made the difference.

F1R: What does the experience of being in a world championship fight actually feel like, as a sportsman, as a competitor?

NR: It's the most awesome feeling. It's where I wanted to be as a driver. I wanted to be fighting for the top spots at all times and it's massively

motivating. That's very simple. It's the most motivating thing ever. Energising. It's great.

F1R: So why end it now?

NR: Well, I've climbed my mountain. I got to the peak, so this feels right. The only thing that makes this decision in any way difficult for me is putting my racing family in a tough situation. But Toto [Wolff, Mercedes team boss] knew straight away that I was completely convinced and that reassured me. He understood. My proudest achievement in racing will always be to have won the world championship with this incredible team of people, the Silver Arrows.

F1R: When did you come to your decision? How did you make up your mind?

NR: When I won in Suzuka, the destiny of the title was in my own hands and the big pressure started. I began to think about ending my racing career if I became world champion. By Sunday morning in Abu Dhabi, I knew that it could be my last race and that feeling cleared my head before the start. I wanted to enjoy every part of the experience, knowing it might be the last time. Then the lights went out and I had the most intense 55 laps of my life! I took my decision on Monday evening after the race. I thought about it for a day, then the first people I told were my wife, Vivian, and Georg [Nolte, Nico's personal manager], then Toto.

F1R: You looked absolutely drained when you spoke to the media after you'd won the title. Did this year take everything out of you? →



The aftermath of an epic battle over F1's longest season to date. Rosberg celebrates with his team (above) his family (left) and reflects on his success (below)





Nico has brought a harder edge to his driving this year, as proved by this daring move on Max Verstappen in Abu Dhabi, which effectively won him the title

PHOTOS: ANDY HONE/LAT; STEVE ETHERINGTON/LAT

NR: I put absolutely everything into it, I didn't leave a stone unturned from Austin last year really where I suffered a lot. I pushed like crazy in all directions and there were a lot of sacrifices for everybody who was involved, which was also my family. Vivian, for example, every time I was home she understood that I needed to rest so I never did any nights, I never took care of our little daughter, or any of the difficult things. She was always there to support me to make it as easy as possible and that's just one example of the commitment we all put into it.

F1R: Can you describe your emotions this year? It must be so intense to have someone like Lewis Hamilton as your team-mate and main rival?

NR: For sure, yeah... but that's what I was looking for in the sport because I'm a competitor and I wanted to have great battles. But now that I've achieved this childhood dream, I'm not willing to make that sort of commitment again for another year and I'm not interested in coming fourth or whatever. So I've decided to follow my heart and stop there and call it a day.

F1R: Did you ever imagine it would be as intense as it was? Could you ever have foreseen that one day you might be in a fight like this with Lewis?

NR: It's not something I was imagining a lot, really, no. And it's difficult to imagine it as you're coming through the sport – to project yourself forwards like that. So... no, not really.

F1R: But you've known Lewis for a long time and raced him since you were a young boy. So there

must be elements of being up against him that always feel the same in some ways?

NR: [Laughing] Of course, yes! Every day I get memories and flashbacks from things happening in our day-to-day stuff that reminds me of when we were 13, 14 and 15 years old.

F1R: What sort of thing?

NR: The easiest one is his speed. Because that's always been there. Um... what else? Oh, just the way he is, his character and our relationship and things like that. A lot of it is still the same as it was. Especially the fact that it's very competitive. And not only in the car, you know. It's wherever we are, whatever we're doing.

F1R: Damon Hill wrote recently that he once had to stop Jacques Villeneuve from eating his lunch, when they were first team-mates in 1996 – to draw the line and mark his territory. Did you ever experience anything like that with Lewis?

NR: Nothing that comes to mind, but for sure we must have, yes, because we have had intense moments. So many now. Abu Dhabi was just the pinnacle of it! But there is a line, always.

F1R: Did Lewis respect that line?

NR: Yeah, he did. We respect each other for sure.

F1R: You brought a harder edge to your driving this year: for example passing Kimi in Malaysia and banging wheels, which was tough.

NR: I got penalised for it!

F1R: Yeah, but it was a good pass. It could have gone either way, couldn't it? Then, in Austria, you were prepared to close Lewis down to stop

him coming past. You didn't get the outcome you wanted there, but you were robust. Then the contact at the Spanish Grand Prix, and your incredibly ballsy move on Max Verstappen in Abu Dhabi. That probably ensured you finished second and won the title.

NR: I knew it was an area I needed to work on, because it's one of Lewis's strengths. He does really well in the one-on-one battles. And, yeah, I'm proud that I was able to raise my game a little bit in that area as well.

F1R: So you identified areas for improvement this season and addressed them?

NR: For sure, I'm someone who always really tries to think about what I'm doing, and I always try to push myself and get better. I review what I'm doing all the time. I keep questioning myself. And I always try to improve. It's not easy of course, as we all know. It's not easy to change and improve yourself, but some things have just worked out.

F1R: You seem to keep things simple. Georg is a pretty constant presence. Your trainer, Daniel Schloesser, is always around. There seemed to be not much change, quite a lot of stability, but also quite a lot of simplicity in your approach.

NR: Yeah, because I have a great team, it works and it feels right. In general, my life, the way I've chosen to do it, is about continuity. Even at home with my family and everything. So that's really the way it has gone and it feels right. Everyone does it in their own way and it feels right for me.

Rosberg clung on under pressure from Ricciardo to win the Singapore GP, regaining his lead over Hamilton in the championship



F1R: Did fatherhood change your approach to racing in any way?

NR: It made me happier. So did that change my racing? Yes, because I arrived at the track with a smile. So that made a difference, yes.

In a flash, Rosberg turns the interview around – a tactic he uses frequently in one-to-one conversations:

NR: How has fatherhood changed you?

AR: I can tell you, honestly, it made me feel like I'd joined the human race when I became a dad.

NR: So you were an alien before?

AR: Well, not quite, but it made me feel like I understand why I'm here now. That's the most honest thing I could say to you.

NR: Wow.

AR: Really. So there you are, as you asked. Anyway, this is about you, not me.

But Rosberg isn't finished yet...

NR: So what was the first F1 interview you did?

AR: My very first one? God, it was probably Jenson actually.

NR: Which year?

AR: It would have been 2000 when he joined Williams.

NR: Then you can't really qualify as a legend yet. That's not so long ago, is it?

AR: No.

6 BIG THANKS TO MY RACING FAMILY, TO MERCEDES, TO ALL OF MY TEAM AROUND ME. EVERYBODY HAD THEIR PART IN THIS. IT'S SUCH A LONG WAY TO GET TO A WORLD TITLE, REALLY

Steven Tee, F1 Racing's principal photographer, chips in: "I haven't missed a race since the 1984 San Marino Grand Prix!"

NR: Wow! Legend!

Time to get this interview back on track...

F1R: What did winning the title mean to you?

NR: It's just really, really special. It's a special feeling, a very unique feeling. I got so much energy from everybody who supported me across the world. It's all the people watching on TV who support me, all the people who come to the races. Even in Abu Dhabi, there were a lot of Germans out there, and from the whole world, supporting me through the whole weekend.

I'm very thankful to all of them. And then of course the people closer to me. It's my whole team, which is my racing family. I joined Mercedes in 2010 and it was a rough ride initially. It's come good in the past few years, and it came good for me, too.

So, big thanks to my racing family, to Mercedes, to my family, to all my team working around me. Everybody had their part in this. It's such a long way to get to a world title, really. My karting engineer from when I was ten years old was writing to me the night before the race, with memories from when I was fighting for the French championship – motivational stories. →

(Main story continues on page 60)

NICO ONE RACE AT A TIME

AUSTRALIA

Qualified in P2, and then switched strategy following Alonso's red-flag-inducing accident to take an easy win from there

BAHRAIN

Overtook Lewis on the run to the first corner and held onto his lead for a comfortable fifth consecutive win

CHINA

Converted his first pole of 2016 into a dominant victory after Ricciardo suffered a puncture

RUSSIA

Unchallenged, he set pole and took the win, extending his lead over Lewis to 43 points

SPAIN

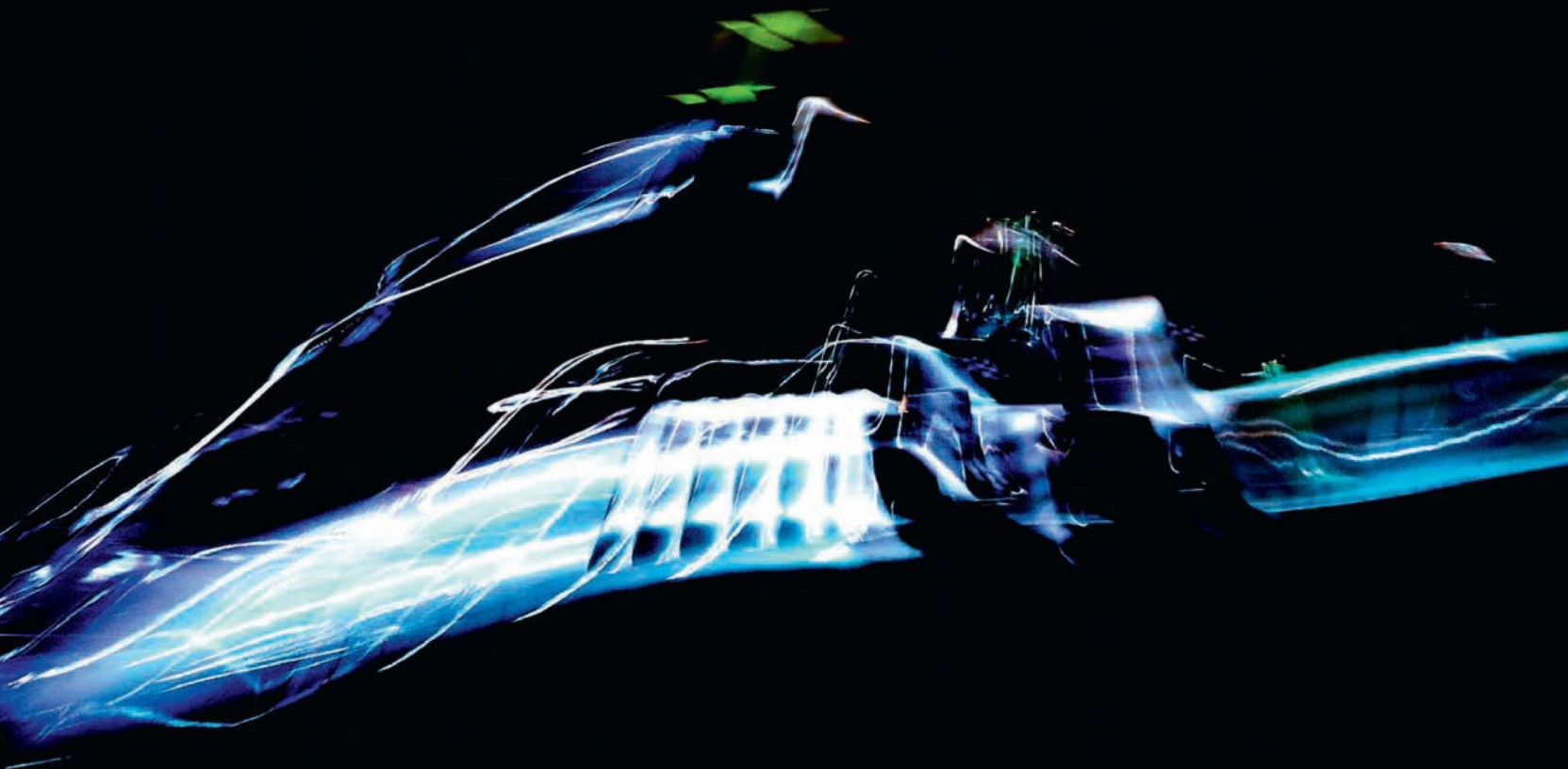
Outqualified by Lewis, he used the wrong power mode at the start, and the two later clashed on track and retired

MONACO

Forced to concede to Lewis in the race, he was off the pace and lost sixth out of the final corner to Hülkenberg

CANADA

Mugged by Lewis at Turn 1, he ran over the grass and then spun trying to pass Verstappen on the penultimate lap to finish fifth



EUROPE

Bagged pole in Baku and dominated the race, having managed the complex systems on his car where Lewis failed

AUSTRIA

Broken suspension in FP3 led to a gearbox penalty, but he was leading until his last-lap shunt with Lewis, dropped him to P4

GREAT BRITAIN

Suffered a water leak in FP2 and qualified second behind Lewis. Battled Verstappen in the wet, and lost P2 after a penalty for breaching radio rules

HUNGARY

Took pole after Alonso spun in Q3, but Lewis outraced him into T1. Finished a safe second, but slipped behind in the points for the first time

GERMANY

A brilliant pole was undone by terrible start. He slipped to fourth and stayed there, and was penalised for pushing Verstappen off the road

BELGIUM

Set pole and took a dominant win, cutting his deficit to nine points, despite Lewis fighting back from 21st to third

ITALY

Nico was a huge 0.5s off pole, but took advantage of an awful start by Lewis to stroll to victory



SINGAPORE

Demolished the field in qualifying and despite brake problems, held off Ricciardo for the win. Toto Wolff said this was the best he'd ever seen Nico

MALAYSIA

Started in P2 and was running fourth when leader Hamilton's engine expired. Scraped a fortunate third behind the Red Bulls

JAPAN

Edged Lewis for pole and controlled the race to take a straightforward win, giving him enough of a points lead to win the title with only P2 finishes

USA

Started in P2, then dropped back to P3, but recovered to finish second behind Lewis

MEXICO

Collided with Verstappen at the start and spent all race fending him off before taking second behind a dominant Lewis

BRAZIL

Kept on track in atrocious conditions to take a third consecutive P2 behind Lewis, keeping him 12 points ahead in the standings

ABU DHABI

Started and finished in P2, and withstood huge pressure as Lewis tried to back him into the pack to win the championship



Moment of glory: Rosberg's "one race at a time mantra" paid off, and the longest ever wait for Formula 1 world championship success was finally over

PHOTOS: STEVE THERINGTON/LAT. LAT. ARCHIVE

So it's just all the way from there. All those people through my career. I had a lot of important mentors all the way through.

F1R: Was there a moment over the past few years where you realised that you had to take a race-by-race approach to the championship? Was there literally a day when that happened?

NR: It was just a direction I found that felt right. It took a bit of time but it just felt right. It obviously makes sense to not go into your 'what ifs' and desires, because then you take your eye off the ball. It just worked to be in the present with the task at hand. And the rest followed.

F1R: Early in the season you had four wins and a lot of people said: "You'll walk to the title." And you were very quick to say: "Yes but they don't have Lewis Hamilton as a team-mate."

NR: Exactly! That's true. And he certainly showed that, didn't he?

F1R: What's it like when you have a guy like Lewis right there all the time? You know that if he gets on a roll he can win four races on the trot and make it look quite easy.

NR: Honestly, it's great to have such a battle and to have such a benchmark. Beating him gives me more pleasure than beating some other guy, because he's a triple world champion and I think he has been the guy to beat. So that's cool. And of course it's tough at times as well because he finds pace that is sometimes difficult to match.

F1R: Do you think Lewis has learned from you?

NR: We both push each other and learn from

each other of course. He has a notebook now, which I don't think he ever had in his past experience, for example. So there's one small detail which he sure picked up from me.

F1R: So does he write things down in debriefs?
NR: I don't think he had ever taken a note before in his life! So we both push each other.

F1R: Have you got faster this year?

NR: Faster, definitely not. It's just the general picture, the whole approach. Energy efficiency. Managing yourself through the season. Not focusing on things I can't influence.

F1R: What's it like driving for mighty Mercedes, compared with your first team, Williams?

NR: Well, here, everything is possible. There's no: 'Oh, we can't do this'. And then there's the amount of competence. At Williams there was a lot of competence, but if there were ten expert people in a position at Williams, maybe there are 50 experts in that position at Mercedes. And everyone works together in harmony. It just feels impressive.

F1R: Do you carry that with you to the race track? Do you ever feel that you have this big Mercedes machine behind you? That's you're representing this world-famous brand?

NR: No, I don't think that at all. I just see this little race team and that's it. That would *not* be good for performance to think of the 200,000 people who are Daimler employees or the 1,500 people who are working on our two cars. That would not be good!

An interlude follows, as juice is served.

NR: Georg, that's going to be the best orange juice you have ever tried.

Georg Nolte: It's carrot!

NR: I mean carrot. I had one before... it's incredible.

GN: So you want this one?

NR: No. Thank you for offering.

GN: Wow! That is good. Sweet.

NR: I was wondering if they put sugar in, because it's so sweet.

F1R: Er, gentlemen... At Yas Marina in 2014, the double-points title decider, your car's electronics failed slowly but you didn't quit. I remember you saying: "I want to go to the end." Why?

NR: I'm not someone who ever gives up, unlike some other sportsmen. But it came quite naturally to keep going as long as I could. And also there was still a 0.01 chance of winning, so I wasn't going to throw that away.

F1R: You had some stand-out races this year, but Singapore was exceptional. Did you take a different approach? Why were you so quick?

NR: There's no one reason for it. I like street circuits, and Singapore is a track I've always gone well at. It just came together perfectly. Nailing qualifying, more than five-tenths up on everybody, which was cool. The race was tough, because the pressure was on massively at the end with Ricciardo. But I kept my head and focused on the things that I could influence – doing the →

FATHER OF THE SON

With his 2016 title win, Nico Rosberg becomes the second world champion son of a world champion father, after Graham and Damon Hill. **Stuart Codling** looks back at 1982, the year Nico's old man, Keke, took his title...

Keijo 'Keke' Rosberg had been building a reputation as a fast, aggressive, F1 racer – albeit one cast in the mould of an over-achiever in sub-par machinery – when a gilded opportunity came his way. Late in 1981, after four seasons with back-of-the-grid fodder from the likes of Fittipaldi, Wolf, ATS and Theodore, Rosberg was approaching his 33rd birthday and seemingly past whatever peak he might have enjoyed. But then a vacancy arose at Williams when 1980 champion Alan Jones unexpectedly retired.

Frank Williams had to pick the best driver he could get for 1982 from very limited options, bearing in mind that the first race was in South Africa on 23 January. Rosberg rewarded his leap of faith by claiming the title after one of the hardest-fought – and most tragic – seasons in the sport's history.

This was a period of political and technological change as the FIA tried to contain car performance while the teams fought for a greater share of the sport's revenue. For several seasons the FIA had sought to combat 'ground effect' – the practice of channelling air under the car to boost downforce. None of their tactics worked, and the growing power and the popularity of turbocharging exacerbated the problem. The cars were quicker and more physically demanding to drive than ever.

Rosberg's main challenge throughout 1982 was that F1 had passed the crossover point: the turbocharged engines used by Renault and Ferrari had far more grunt than the venerable naturally aspirated Cosworth DFV in his Williams. He had to drive out of his skin simply to keep up, a fact often lost on those who churlishly point out that he won just one race all season.

The season began rancorously with a drivers' strike over the FIA's new superlicence regime during the South African Grand Prix weekend. A race planned for Argentina in early March was cancelled. In Brazil, Rosberg finished second to Nelson Piquet's Williams, but further trouble was brewing over the technical chicanery the Cosworth-powered teams were employing to get around the power deficit.

Beyond the political sphere, chaos and tragedy stalked F1. There were five different leaders in the last two laps of the Monaco Grand Prix. Gilles Villeneuve was killed in qualifying for the Belgian Grand Prix, while rookie Riccardo Paletti died after a crash at the start in Montréal. And Didier Pironi suffered life-changing injuries to his legs after running into the back of Alain Prost during qualifying at Hockenheim.

Germany was round 12 of 16 and Pironi was leading the championship with 39 points from John Watson (30), Alain Prost (25) and Niki Lauda (24). Rosberg was fifth, with 23. The points system of 9-6-4-3-2-1 had rewarded Rosberg's consistency, and with Pironi out of the frame there was everything to play for. Podium finishes in Germany and Austria (where he almost won) vaulted Rosberg into second place, and then victory in the Swiss Grand Prix at Dijon enabled him to overtake Pironi's tally. Fifth place at the season-closer in Las Vegas sealed the deal.

Despite winning just one GP in 1982, Keke Rosberg's determination and consistency paid off, as he dragged the underpowered Williams FW08 to the title





2016 Rosberg vs Hamilton head-to-head

	Nico Rosberg	Lewis Hamilton
Championship position	1	2
Points	385	380
Wins	9	10
Other podiums	7	7
Pole positions	8	12
Fastest laps	6	3
Laps raced	1,202	1,186
Races led	13	14
Laps led	489	566

PHOTO: STEVEN TEE/LAT

best possible laps I could for myself, and that's it. Not thinking about anything else.

F1R: What other races were you pleased with?

NR: There were many races where I started second and came through to win. Like Bahrain and Monza. Suzuka was another highlight. The pressure was on in qualifying and I pulled one out of the bag. It's a special track; it's historic. One of the most difficult. Third time in a row, pole position and I got the win, so it was cool.

F1R: Your Brazil drive was pretty cool, too, if you don't mind us saying so...

NR: I thought so, too!

F1R: I'm sure you do. Everyone was quite rightly raving about Max's amazing drive... but you calmly drove to second. You did what you had to without trying to chase Lewis.

NR: Well, initially I was. But I had to accept that this wasn't going to be the day. I turned down the engine to have more power for Abu Dhabi.

F1R: How bad was Brazil?

NR: Extremely bad. I mean, Kimi is a world champion and he spun on the straight. That's how bad it was. Visibility is one thing, but the unpredictable tyres are another thing, which means you just don't know what's going to happen. You go into a corner and it's: 'let's see what happens'. It's not a nice feeling.

F1R: In terms of your other rivals, who else do you rate apart from Lewis?

NR: Well, I fought both the Red Bulls and both the Ferraris. I fought Max in Brazil and in Abu Dhabi. He drove a great race in Brazil. Of course

he was in a very different situation by the end of the season. But he did a great job. He took more risks than me, but anyway – this is the top of the sport. These are fast cars and they're all great drivers. And Lewis is one of the best, for sure.

F1R: It's obviously hard to have perspective on your own career when you're in the middle of it, but what's happened with you and Lewis over the past three years has been one of *the* Formula 1 rivalries. It's been one of the stories where people will look back and say: 'That's when Mercedes were amazing and Nico and Lewis were fighting together.' How does that make you feel?

NR: Proud. First we continued the Mercedes legacy, and I'm very aware of F1 history. I watch YouTube videos of the old races. Recently I'd been watching some Nigel Mansell stuff. In his



I'M AWARE OF ALL THE LEGACY AND I'M PROUD OF WHAT I'VE ACHIEVED



Ferrari days he was a complete nutcase! Yeah, Nigel was my dad's team-mate. He has fond memories of Nigel. He was one of the team-mates where he says it worked out well. So I'm aware of all the legacy and I'm proud of that, and of what I've achieved.

F1R: Did you like the '80s cars?

NR: Yes, but what I don't like is the danger. They're nuts, those cars: 1,100 horsepower and there was only 50cm in front of your feet. And all the drivers broke their legs. As soon as you had a front impact your legs were gone.

F1R: Do you ever talk to your dad about racing those cars?

NR: Not really, no. I'm sure he said they were 'awesome' with the big tyres, and qualifying engine power and everything. But no.

F1R: Have you driven one?

NR: I did, yeah. I drove at Goodwood in my dad's '82 car, and around Silverstone. Williams let me do that. It was slow – like a kart. But it was cool.

F1R: Do you think that F1 is sometimes too obsessed with the world title?

NR: It's normal. In our world that's all that counts – titles.

F1R: That's true, except that you won nine grands prix this year. That's far more than most drivers ever win. So whatever else...

NR: Okay, but it's the longest season ever, also.

F1R: But winning nine grands prix is not nothing, even without the world title.

NR: Okay, I agree. But it's normal. It's the same everywhere. No one remembers second place. 📌

They Did Their Best... ...but there can be only one Champion

The 2016 FIA Formula One World Championship™ was decided in the final laps of the final race of the Season.

After 21 gruelling, thrilling, edgy races between the finest drivers on the planet nothing was certain until that famous chequered flag was waved at Yas Marina just weeks ago.

That's what makes the review of the 2016 Season so compelling - months of tension, anticipation and exhilaration distilled into five hours of high-octane entertainment.

Relive every thrilling moment with this superb quality review, retelling the full story of the year in over five hours of stunning HD footage accompanied by surround sound. The brilliant on-track action is further enhanced with analysis of every vital moment, team radio conversations, additional on-board camera angles and special extra features.

This is the very essence of motorsport.

BLU-RAY:

£16.99 (SRP £24.99)

DVD:

£14.99 (SRP £19.99)

NTSC* DVD:

£14.99 (SRP £19.99)

Running time: Five hours 13mins

DVD IN STOCK Monday 19th December

Blu-ray due for delivery late December

Order now for quickest delivery

POST FREE

to UK, Eire, Germany, *N. America.
Expedited delivery available at cost.



DVD &
Blu-ray
5hrs 13mins
including
onboard &
extras



Order your DVD or Blu-ray now

Visit: DukeVideo.com/F1-2016 call: 01624 640 000

More official Formula 1® titles, including new documentary
'F1® How it Was' also available online at DukeVideo.com

© 2016 Formula One World Championship Limited. All rights reserved.
The F1 FORMULA 1 logo, F1 logo, F1 FIA FORMULA 1 WORLD CHAMPIONSHIP logo, FORMULA 1, FORMULA ONE, F1, FIA FORMULA ONE WORLD CHAMPIONSHIP,
GRAND PRIX and related marks are trade marks of Formula One Licensing BV, a Formula One group company.
Licensed by Formula One World Championship Limited. All rights reserved.

DUKE®

Duke and the Duke logo are
registered trademarks of
Duke Marketing Limited.
All rights reserved.
Media Code: F1R16_1

Carlos Sainz

So much more than the son of the *other* Carlos Sainz, this young racer is keen to prove himself as a big name in his own right, at Toro Rosso, and – as he explains here – hopefully beyond

WORDS JAMES ROBERTS PORTRAITS ANDY HONE/LAT

When Carlos Sainz Jr first arrived in F1 at the start of last year he was best known as the son of the two-time world rally champion legend. But over the course of the following two seasons, Sainz has dropped the 'Jr' and established himself as a competitive racer in his own right.

Overlooked in the shuffle in which his Toro Rosso team-mate Max Verstappen switched to the senior Red Bull team, Sainz has still been impressive this year. He was closely matched with Verstappen and has continued to shine now Daniil Kvyat is back alongside him at the team. So it wasn't a great surprise when Toro Rosso confirmed he would be retained for 2017.

As the sun slips behind the Degner Curves at Suzuka, young Carlos is in good spirits as he sits down to answer your questions. But we couldn't resist opening with a question about his dad.

Who has the best drivers: F1 or WRC?

Louis Westbrook, Australia

I think a World Rally Championship driver is a tiny bit more complete than a Formula 1 driver,

but a WRC driver will never beat an F1 driver in an F1 car. That's the positive thing about me and my dad; people cannot compare us. They are different disciplines, so when people ask who is better, the son or the father, they will never know.

Fernando Alonso is your childhood hero. How would you describe your feelings for him? Respect, admiration – or just pals?

Elton Lam, UK

I think everyone knows about the admiration and respect I have for Fernando. Not only because of his success, but because of how he has treated me since I was just ten years old. He has always supported me. He's always said that I'll be the next best driver from Spain and I will always be very grateful for that. We are good friends.

What is your earliest memory of learning to drive? What was your first car?

Jon Schell, USA

The first car I drove was when I was two years old, a small battery car. I'll find a video soon and

put it on social media. My dad was away 300 days of the year, but I was at home doing donuts and learning how to slide a car on corner entry. One time my parents' friends came over and I put on a car show and my dad saw it and said: "Who the hell has showed him how to do this?!" The truth is, I'd taught myself to drive.

FIR: But now you've stopped sliding the car.

CS: I still enjoy it, though. You will see me sometimes on in-laps trying something funny like this with an F1 car.

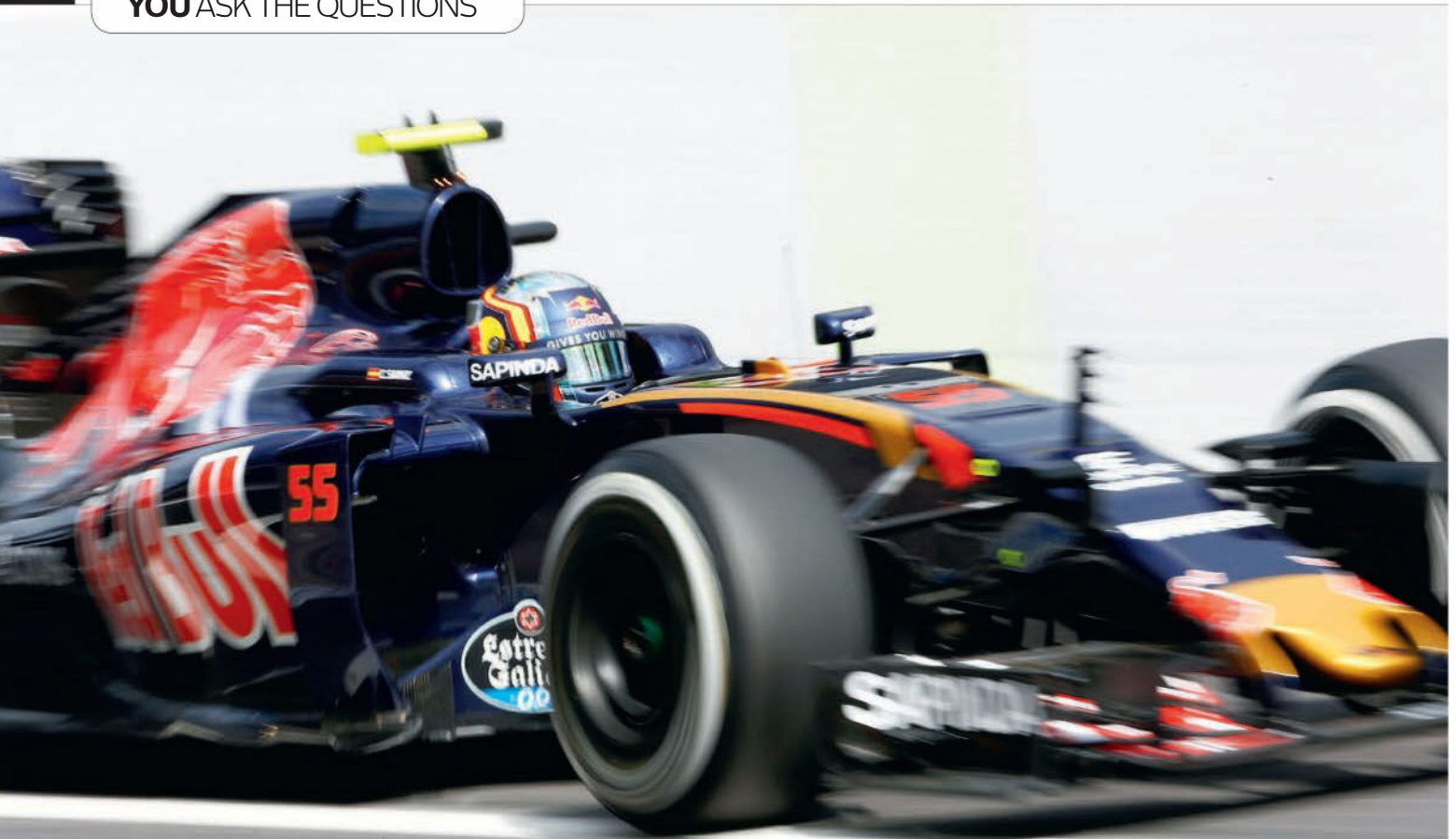
How did you feel after your qualifying crash in Austin on Sunday morning in 2015? It was right in front of me and we were all very concerned. Thankfully, you seemed okay and had a great race.

Cameron Coulson, USA

It was probably one of my toughest moments in Formula 1 because I had been P4 and P5 in practice, very quick in the rain. It was still raining quite a lot, obviously, on that Sunday morning, and all of a sudden I felt I had a great →



F1
RACING
Carlos Sainz



chance to shine in F1; my first proper chance to shine. I put in a lot of effort and as I went through that corner I just aquaplaned. There was nothing I could do. As a result, I started 20th [and finished seventh] but I missed a big chance that day. It was one of my toughest moments. But there was no damage to me. No bruising. It was more up here [taps the side of his head].

Why do people call you 'Chilli'?

Anne Barnett, New Zealand

So I was out with my friends and they maybe had a couple of drinks more than they should have. They call me Charlie sometimes and then it went from Charlie to Charlies and it ended up with Chilli, and since then everyone has called me Chilli in my circle of friends. [Toro Rosso's PR Tabatha Valls Halling suddenly leaps up and heads to the back of the hospitality unit to ask the kitchen staff for a chilli. They don't have one, prompting a desperate search up and down the teams' kitchens to assist us with a photo op.]

If Ferrari offer you a contract at some point in the future, will you accept it?

Tomislav Radic, Bosnia and Herzegovina

It depends. First, they need to offer it to [Red Bull young driver advisor] Helmut Marko and he will make the decision. I don't know if it would be the right thing to do. If Red Bull are also willing to put me up, I would always prefer a Red Bull to a Ferrari. But you never know what

can happen and it would put a smile on my face because it would mean I am doing things right.

In a boxing match, who would win: you or Max Verstappen?

Ed Stone, UK

Good question. I don't know if he takes classes, but I do. I do a lot of boxing, so if I had to put money on it, I'd put it on myself! Maybe if it's organised, with helmets and everything...

F1R: Are you also a fan of Mixed Martial Arts or is it just boxing?

CS: Sometimes kickboxing, but I'm a big fan of proper boxing. I've watched all Muhammad Ali's fights, plus documentaries about Mike Tyson, Floyd Mayweather, Manny Pacquiao: I love it.

How will the 2017 regulation changes complement your skill set?

Steve Poppo, USA

I can only say that every time I've gone up a category I've enjoyed it more. I've been quicker and felt more comfortable in the car, and it puts a smile on my face every time I go faster. It can only be better for me because I love to take my body and my mind and my skills to the limit, and the more we are on the limit, the better. I cannot wait for that first moment when I drive the car in Barcelona and go that bit quicker around Turn 3.

Which track do you like driving on most?

Graham Prior, New Zealand

If I had to do infinite testing, I would choose three tracks: Suzuka, Spa and Silverstone. If it was a race weekend, I would try to include Macau. The Macau F3 street track is very special.

If you could make any changes in F1, what changes would you make and why?

Tony Machi, USA

The main thing, compared to, say, the 1980s, is that the fans don't see F1 drivers as heroes any more. So I would try to give that feeling back to the fans. People still talk about Ayrton Senna →

"Compared to the 1980s, the fans don't see F1 drivers as heroes any more. So I would try to give that feeling back to the fans"



FOR THE **FIRST TIME IN THE USA** THE BEST OF THE BEST GO HEAD TO HEAD

INSIDE MARLINS PARK !

CHAMPIONS OF
FORMULA 1®
NASCAR
INDYCAR
LE MANS
RALLY X & MORE



NASCAR CHAMPION
KURT BUSCH

F1 WORLD CHAMPION
SEBASTIAN VETTEL

ROC™

RACE OF CHAMPIONS

MIAMI JAN 21/22

FOR MORE INFORMATION
AND EXCLUSIVE TICKET OFFERS FOR F1® FANS VISIT:

RACEOFCHAMPIONS.COM

#ROCMIAMI





Will 2017 be your last year with Toro Rosso?

Hass Monsoor, Australia

It's a very difficult question to answer, but logically you would have to say yes because no one has had a fourth year with Toro Rosso. I feel I am willing to push Red Bull and everyone in Toro Rosso for them to give me the chance to go to another team. I think they believe I can drive for other teams. I think even Toro Rosso would be happy for me, because it means we've done another good year in 2017 and it means they've developed me to become a top driver. So I think it would be good news for everyone.

and Alain Prost as heroes, and we don't have those types of figures any more. Young people need heroes to look up to and they don't follow F1. We need to give the fans that feeling where they look up to us and admire what we do. To see that what we do behind the wheel is impossible and that only 22 of us can do it. Hopefully with the 2017 cars we can start this process.

Do you ever try to crack jokes when you're on the drivers' parade or do you have serious conversations?

Marcel Bieler, Germany

No, always joking. Back in my first year in F1 I was trying to speak with drivers to try to sneak some information about what was the ideal setup, because I had no idea on the strategy or what choice of tyre they would make at the start. But not any more, today it's jokes and... er...

F1R: Banter?

CS: Banter! That's the word I wanted to use.

Imagine it's the last laps of the final race of 2017, and you're just ahead of your childhood hero, Fernando Alonso. He's second in the championship, but if he passes you he'll win the title and your position won't be affected. Do you let him past or defend with all your might?

Anna Hunt, UK

Look, it is probably the worst question ever to answer... [sigh and long pause] But, when you drive in Formula 1, you see a McLaren behind and you don't see Fernando Alonso, the person.

You see a McLaren that you're sweating your balls off to beat. So on the last lap I am not just going to let him by, especially if I am in P3 and about to get the first podium of my career, or my first win or whatever. So I wouldn't enjoy it as much, because I'd know Fernando would have been world champion for a third time and it's what I wish him for next year. A very hard question. I shouldn't have looked at this one.

What is your favourite film?

Henry Vickers, UK

[There's a flurry of chatter in Spanish between Sainz and a chilli-wielding Tabatha. Then some searching on a phone, for an answer...] It's *Law Abiding Citizen* with Gerard Butler.

When you have a crash like you did in Russia last year, what is it that makes you get back in the car?

Alex Dibden, UK

I love my job. Racing cars is a job I love more than anything, and so after a crash the best thing you can do is forget it. If you stay at home you'll keep it in your head. If you jump in an F1 car straight away, the chances of you not crashing are 99.9 per cent. The best recipe is to forget.

How disappointed were you to not be promoted over Max Verstappen when Daniil Kvyat lost his seat?

James Gregory, UK

In one way not disappointed because it was never in my plans. Red Bull had never said the

plan was to jump to Red Bull in the fifth race of the season. But it was also a bad day for me. They chose Verstappen over me, and people underestimate how tough that was for me.

People told me how tough it was for Daniil Kvyat – "Poor Dani, poor Dani." But what about me? I'm still here in a Toro Rosso. At least Daniil got some podiums with Red Bull. I have nothing yet. So I was frustrated that everyone was saying "Poor Dani, poor Dani, let's give him time to recover," but everyone expected me to perform like I always did. But I was proud that my two best races came just after this news. Monaco was my way of saying: 'Here we go, keep fighting and keep going and keep showing what I can do.'

Who is the quickest, you, Daniil or Max?

Aleksandr Aleksandrov, Russia

Believe me, if you ask this question of each driver they will all tell you they are, because all drivers believe *they* are the fastest.

Carlos if you could drive a rally car from your dad's era, which would you choose?

Kevin Dalby, UK

I ask him a lot of questions about his career, and he tells me the more modern the car the better it is to drive. I say I'd like to drive the 1990 Celica; he tells me it was good for its time, but then goes on about modern cars with the development of their suspension and how good they are. So if I had the choice I'd drive the Celica, but I know he'd advise me to drive the Citroën he drove in 2005 at the end of his WRC career. 📌

Amalgam

collection

FULL SIZE CAR FOR SCALE REFERENCE



1:4 SCALE



1:8 SCALE



1:1 SCALE



1:12 SCALE



1:18 SCALE - JUNE 2017

amalgamcollection.com

Ferrari

OFFICIAL LICENSED PRODUCT

Produced under licence of Ferrari Spa. FERRARI, the PRANCING HORSE device, all associated logos and distinctive designs are property of Ferrari Spa. The body designs of the Ferrari cars are protected as Ferrari property under design, trademark and table dress regulations.



WILLIAMS RACE DAY HOSPITALITY & MUSEUM TOURS



RACE DAY HOSPITALITY

Watch an F1 race live at the home of Williams. The Williams Conference Centre offers a unique way to experience the thrills of a Grand Prix with a live link up to the team at the track

MUSEUM TOURS

Housed in the award-winning Williams Conference Centre is Sir Frank Williams' private Grand Prix Collection, the largest of its kind in the world, spanning the history of the team since 1978

TWENTY YEARS AGO, Damon Hill won the F1 world title

with Williams, driving the standard-setting FW18. In his recent autobiography, *Watching the Wheels*, he recalls his feelings as he drove that special car for what he thought would be the last time: "As I cruised around on the slow-down lap I was even more aware that these were my last moments in the best car in the world and I tried to savour them. You have two minutes on your own before your private racing driver world that you've inhabited for the past hour and a half will be invaded by the other world and its frenzy.

WORDS

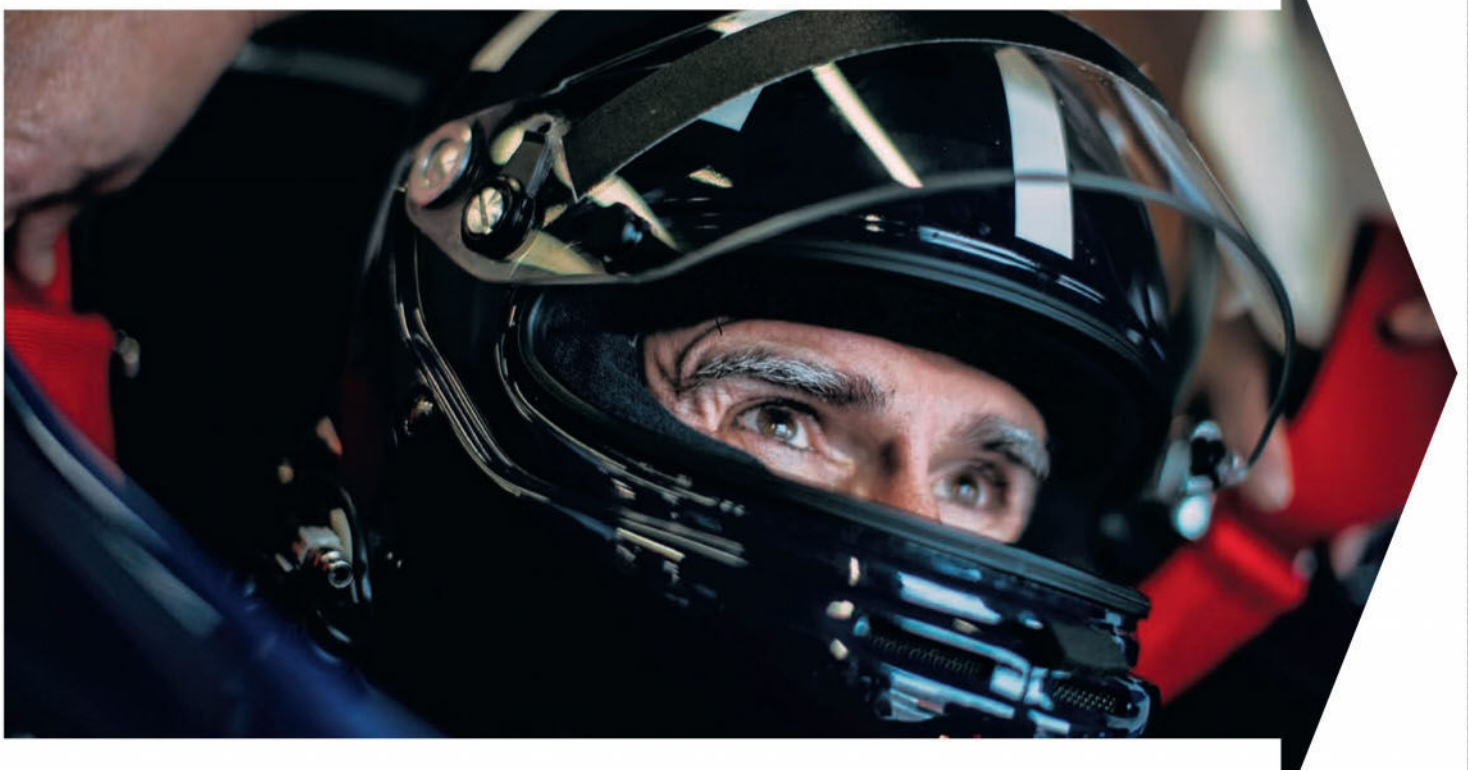
PETER WINDSOR
& DAMON HILL

PICTURES

MALCOLM GRIFFITHS

"I'd gone through such intense experiences in that cockpit. It was where my whole consciousness had lived to the maximum; everything that I had wanted for my life had been invested in that cramped space, all the sweat and breath expended, and heartbeats thumped during the laps. Every corner, every kerb, every barrier. Every car in front, all the shunts and spray and fans waving; start lights viewed intensely through the tiny letterbox of my visor. All of these were burned into my mind's eye forever. But soon it would be time to leave her for good. She'd looked after me this one, my little FW18."

Never again did Damon think he'd savour the special thrill of driving what, at the time, was the best racing car in the world. Until, that is, *F1 Racing* reunited him with his old flame. And what a day it was...



...ONCE MORE UNTO THE



BREACH, DEAR FRIEND



Peter Windsor: The roads of West Kensington are still; a fox slinks between the shadows. For a moment, pre-dawn, the memory is Technicolor: *the blue-and-white Williams... the Union Jacks... Michael Schumacher's Ferrari... the climax in Japan that proclaimed Damon Hill world champion.*

Eight wins, nine poles. Consummate beauty. The only negative, I remember thinking at the time, was that *Graham Hill* was not there, too.

Bette was. Damon's mum has been an integral part of motorsport for more than 60 years. She's worked endlessly for the Doghouse and the Springfield Club charities. She was always there on the pitwall, in the garage, in a motorhome, or at the end of a phone line, supporting her boys. Graham, then Damon, then Josh. The smiles, the pain, the tears.

Today, though, she isn't so well, which means that what we are going to see at Silverstone is about more – much more – than just a retired F1 driver having a steer in his old car. This day is a tribute to the Hill dynasty's contribution to motor racing over the past six decades. The stats include three championships, 36 grand prix wins, Graham's Le Mans, Indy 500 and numerous non-championship F1 victories *and* his raffish podium legacy: when he sprayed the champers after winning the 1966 Australian GP at Lakeside, a new tradition was born.

It's nearly time. I press the gate buzzer at exactly the moment that the man on the other side – Jonny Williams – decides to click it open.

"You're early!"

"So are you!"

We laugh at what is obviously not a coincidence. "Let's go..."

The roads are clear of traffic in the grey dawn, and Jonny is his dad as he guides the black Porsche Macan up the M40, both hands on the wheel in the approved ten-to-two position. He's mastered Frankspeak, too, which is to say that he won't criticise the obvious – the lacklustre 2016 season for Williams F1 – but will instead tiptoe around the positives.

"I'm still a believer in Valtteri.

I don't think I was wrong about him when we brought him into the team. Not all F1 drivers also work on the factory floor, but that's what we did with Valtteri. He's the better for it and I think he'll go well next year with Lance Stroll in the other car. People talk about drivers having to be pushed by the other guy, but some of them – and I think Valtteri's in this category – benefit from the responsibility. Damon was the same."

Jonathan shares his father's knowledge of all things motor racing *and* his dad's searing attention to detail. Frank can recall the serial number of every Cosworth engine he ever owned; Jonny knows each Williams chassis ever built, number by number; as with Frank, as with all racers, the past is the present is the future. The one engenders the next.

I ask him about 1996.

"It was just one of those years. FW18 was one of the great Williams cars. I remember the feeling as each race weekend approached. We knew we had a chance to win, regardless of the variables or the nature of the circuit. Everyone in the team seemed to be working at their maximum, and Damon and Jacques Villeneuve were so good together. I'd been pushing my father to sign Jacques because of the way he'd driven in America. And then he

went out and put it on pole in his first race. That was huge on the day it happened – but, as it turned out, that was just the start of it."

Before we know it, we're on the A43. "Here are the Geoff Willis Esses," says Jonny, flicking through the paddle-shift with FW-spec *brio*.

"How do you mean?"

"Here. My understanding is that it used to be a roundabout, but it was always clogged with traffic and obviously it was on Geoff's regular commute to the office. So Geoff one day drew a completely new road system on CAD for the council, and, amazingly, they adopted it and it works! Here it is – probably about third gear in a Mercedes F1 car."

Geoff Willis. Another engineer who was a part of FW18. Today, he's a major player at AMG Mercedes F1. In 1996 he was a key component of the blue-chip team that created a gorgeous, slim, elegant, curvaceous, ultra-quick, championship-winning Williams.

Why is it, I wondered, as Silverstone loomed, that nothing stays the same?



"Bacon butties up!"

Dick Stanford is at the helm, his voice a subtle harmony between instruction and command. It's cold – Silverstone-cold – and the blow heaters are pounding. FW18/4, though, looks quite content as she sits there, minus wheels, seat belts out, cockpit padding removed.

Chris Dietrich, who ran the electronics on FW18 back in the day,

crouches over a 1996 PC. It's all exactly as it was that year, right down to the felt-tip writing on the white tank tape; it has to be: 1996 V10, high-revving F1 engines don't like 2016 software, hardware or anything else in between.

Okay. This isn't the *exact* Renault engine that won four grands prix (Imola, Canada, France and Germany) fitted to this car (chassis 04) in 1996. *That* engine resides at Viry-Châtillon; this one is very, very similar... but requires its own, unique, electronic control unit (ECU).

As such, there may be the odd glitch. Hence the furrows on the

Dietrich brow. He's been working towards this day for the past few months.

Damon breezes in. Wet-weather jacket, jeans, sturdy brogues. He is, he says, "about three-quarters of a stone" heavier than he was in '96. Which is amazing, of course, and apparently down to Mahatma Gandhi. In his early retirement years, Damon rediscovered life by reading and web-surfing, learning and thinking.

Gandhi's regime was a part of that subject matter, and so Damon became a vegetarian.

Twenty years on, he's still at it.

"So what did you eat last night, preparing for this famous day?" I ask with trepidation.

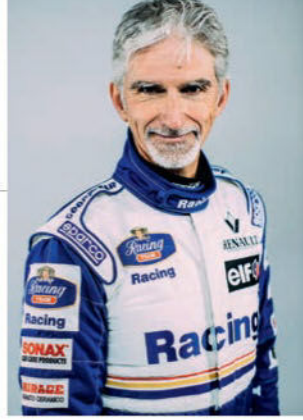
"Last night? Very nice. Two doughnuts."

The day picks up a natural momentum. There are no guards at the back of the garage, no signs on a motorhome, proclaiming entry for "invited guests only". In fact there's no motorhome, which makes this morning drizzle all the more familiar.

So Damon's changing in the truck, just as racing drivers are supposed to, his track bag squeezed between the hydraulic lines and a pair of wellies.



Damon returns to the cockpit of the FW18 and has to readjust to right-foot breaking, which he'd abandoned after the 1996 season



The black, Jordan-spec underwear that long ago waved goodbye to any resistance to fire. The freshly-made replica overalls. The lace-up race boots.

It'll be a slow run. The rain is easing but unquestionably the track will be greasy. Goodyear don't make replica tyres, more's the pity, so FW18 today wears sticky Avon wets. There's another other thing, too: Damon needs to re-adjust to right-foot-braking. Jacques Villeneuve ran a two-pedal, left-foot-brake FW18 throughout 1996, but Damon stuck doggedly to what was, at the time, a more conventional three-pedal set-up: a foot clutch and smaller brake pedal. The clutch was used only for the start and for rejoining from the fuel/tyre stops. No clutch activation was required from the driver for the up- and down-shifts. Jacques had a paddle clutch; Damon this foot clutch.

"Over the winter of '96-'97 I drove an automatic car on the road, practising my left-foot-braking," remembers Damon. "After that it was no problem, but I never left-foot-braked during the '96 season. I always braked with the right foot."

The seat, today, and the pedals, are '96 Damon originals. And he has no problem saying 'hi' to them. It's as if it's a March test day at Silverstone that year. Everything seems to fit.

Ah, what a time...

Michael Schumacher, now at Ferrari, but with Ross Brawn and Rory Byrne still at Benetton, was hungry to impress his new team. The new Williams FW18, however, was going to meet the new package head-on. Its design was a glorious fusion between Patrick Head's functionality and Adrian Newey's elegant aero, and, as it turned out, it would be Adrian's gift-wrapped, parting gesture: by the time FW19 drawings were complete, Adrian had left for McLaren. Tim Preston engineered Damon's car in 1996, with Bob Davis (number-one mechanic), Paul West and Les Jones working flat out, 24/7, as Damon's mechanics. The team ran a spare car back then, replicating the two race cars, and the pitstops were dictated by fuel intake (about eight seconds) rather than by the time it took to change four tyres; the rear jack was conventional, but the front jack in 1996 was air-lifted.

"Not sure if it's any easier today," ruminates Bob, from his customary position at the front of the car, watching over proceedings, apple in hand (for Bob is probably the greatest fruit-eating mechanic of all time).

"We were always at it. Long nights and long days. Today it's different, but they work just as hard. There's a lot of fiddling these days. Having your car ready to leave the garage at *exactly* the right moment, for example, is a huge challenge. Back in '96 we kind of sent the car out when we'd finished

Back in his old racing overalls, Damon remarkably weighs just three quarters of a stone more than he did in 1996

all the work. I'm exaggerating, but you know what I mean." Bob would know. With 308 F1 races behind him, he divides his time today between work on the Williams heritage cars and new-car, state-of-the-art builds for the upcoming season.

A bark from the Renault V10 jars the calm. It's explosive, even at low revs. Chris D stares calmly at his vintage monitor. The V10 revs are rising and falling without glitch. Then, after another short burst: deafening silence. Just the scent of hot F1 engine, crackling and ticking.

Damon climbs in, famous helmet shiny and new. (Has any sports club, anywhere in the world, enjoyed better global exposure than that given by Graham and Damon Hill to the London Rowing Club?) He settles easily into the footwell area and cockpit. Another fire-up.

Bob walks backwards into the pitlane, as number-one mechanics always do, holding his driver before briskly waving him out. You almost expect Michael's Ferrari to join him, or for Jean Alesi to emerge in the Benetton...

Damon flicks through the gears. He's at one with the car.

We stand on the bank behind the paddock, watching Damon push the rear out a little as he guns it out of Stowe. Then the run down to Club – a very different Club – and I'm thinking, suddenly, of the bank outside the original, ultra-quick Club on which I stood early in 1990, when Damon was testing Dennis Nursey's Middlebridge F3000 Lola. For three laps in a row Damon drifted through in the Lola, holding top gear, 15° slides with supple, great-looking opposite-lock balance. I'd known Damon since the Formula Ford days but this was the first time I'd really sensed his world-class ability.

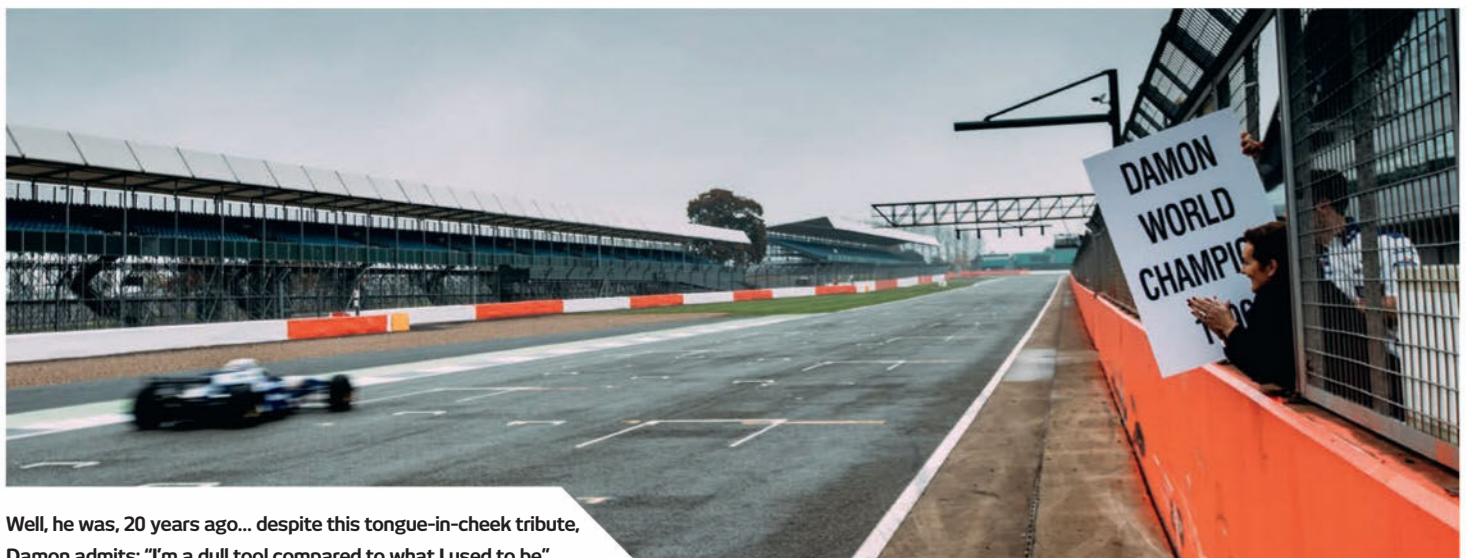
A year later, as I was settling into my new job at Williams, with a race and test team to run, it had been easy to answer Frank Williams' concisely worded memo: "Who should we sign as a test driver?"



I'm with Georgie, Damon's wife, out in the drizzle. "It's just like old times," she says. "And when I think of those times, the stress, the drama..."

"You mean the danger? The racing with Michael?"

"Funnily enough," she says, "I was never really concerned about the danger, although I do remember once – I think I was in a wallpaper shop in Guildford – when I suddenly heard on the news that Damon had had an accident in testing. My legs almost gave out beneath me. I didn't have a mobile phone with me, so I had to tell the shop assistant that that was my husband they were talking about and could I please use their phone? →



Well, he was, 20 years ago... despite this tongue-in-cheek tribute, Damon admits: "I'm a dull tool compared to what I used to be"

“No, it was all the stuff *around* the championship. I was someone Damon could trust and so he would release a lot of his emotions when he was back home. It was an exhausting year but it was a year in which everything ultimately happened as it should. I’ll never forget it.”

Georgie and Damon today steer the Halow Project, a £1m-per-year charity that helps young people with learning disabilities. No fuss, no glitter. They just get on with it.

FW18 cruises back to the pitlane. Georgie and I run back to the garage. Damon is peeling off his balaclava and complaining about the cold.

“I’m frozen! I’d forgotten how cold you can get on days like this. It’s a shame, because I couldn’t get the tyres or brakes up to temperature...”

Georgie, with impeccable timing as always, steps forward with a steaming cup of something.

“The pedal layout? The steering?” I ask.

“Pedals no problem. Didn’t even think about it. The steering’s very light, too, bearing in mind it has no assistance. Mind you, it would be a bit heavier if it was dry and we were picking up speed. But even driving like this you can really feel what a great car it is and of course was. Really predictable and drivable.”

Damon strides off to change. Georgie lingers.

“It’s strange,” she says ruefully, surveying the garage that could have been 1996. “And it’s sexy in a way. A bit like sniffing an old boyfriend’s aftershave...”

DAMON'S VIEW FROM THE COCKPIT



“This was my place of work. It’s where we create things.”

“To jump back in a machine that I spent only a year driving and to feel completely at home again after a 20-year gap is something quite bizarre and illuminating, because it means those memories and experiences are not forgotten.

“It’s like riding a bicycle, that old chestnut: you just get in there and it all becomes automatic. Even the mechanics, their routines, they just remember what they used to do and what routines they had and they automatically slot straight back in after a 20-year gap – and that’s something to behold.

“The time hadn’t really passed. I was trying to remind myself of what was different and I

could barely find anything. Obviously when I look at myself in the mirror, it’s easy to see the difference, but in the cockpit, my mind is the same mind. I kept saying to myself: ‘Now Damon, you’re 20 years older, just take it easy.’ But you can’t, because your default mode is to push hard and go to the limit. The limitation simply becomes physical: you just haven’t got the stamina and the strength any more to push the thing to the limit for any length of time.

“Towards the end I was starting to get neck ache, and that’s when I was driving in the wet on a cold track on wet tyres. I started to think: ‘Wow, these cars were pulling quite a lot of

G-load and you were pretty well adapted.’ A muscle doesn’t take long to build up, but, even so, your heart is pumping. In a grand prix, your heart would be pumping pretty hard for an hour-and-a-half to two hours and you’re sweating a lot. I just wouldn’t be able to do that any more.

“I haven’t raced since I did a VW charity race years ago at Brands Hatch, in a VW Scirocco. I got beaten by Johnny Herbert, Julian Bailey and Martin Donnelly, so I decided then that it was definitely a good idea to retire!

“I drove a GP2 car at Paul Ricard when the series was launched in 2005 and I also drove the GP Masters car. Up until about five or six



"I kept saying to myself: 'Now Damon, you're 20 years older, just take it easy.' But you can't, because your default mode is to push hard and go to the limit"



years after I'd stopped racing, I still felt quick. Even now the default mode is that there's only maximum attack: it's the only time when you draw on all of your resources and your survival instincts kick in. If you don't drive flat-out, then you're kind of half-asleep and you're vulnerable. The only way to be safe is to be fully on attack-and-push mode and that brings in all the instincts you need to keep the thing on the track.

"That's the bit that changes over time – the bit that goes 'You don't need this.' Also, when you're younger you factor in that you might have an accident, and if you have an accident you're going to go: 'Well, hope it turns out okay,' you

get a big whack and you either hurt or you don't. But, to be honest, I don't really fancy going through that again. I must say, quite surprisingly the truth is that I didn't really feel any kind of anxiety about it, but then after a bit you just start thinking to yourself: 'What happens if you go off there?' or, 'Wouldn't it be a shame if you crashed the car on a day like today?' You start thinking like that and then you sort of just go: 'We'll just leave it there, get the car back in one piece.' But the desire has never changed – I suppose you could fool yourself and start thinking: 'I could do this again easily,' but I don't completely trust that voice in my head.

"In terms of things like hand-eye coordination, I didn't even think about it. The first time it stepped out, my arms crossed reflexively to correct the slide. I came round on the start/finish straight and gunned it and was getting wheelspin and sliding sideways, but it never felt like it was beyond me. It's actually harder to drive these things in the slow corners than it is the quick corners, but it's a nice car. I never drove a car that was as beautifully balanced as this thing. That was it, I think.

"I have driven the FW18 once, briefly, since retiring, at the Goodwood Festival of Speed in 2014. That was the first time I'd got back in it →



Friends reunited: Damon and the boys with the FW18

at all. That was quite an emotional experience. The familiarity of that little cockpit and that zone, the little bubble that you live in as a racing driver, it triggered all of the emotions that you feel as a racing driver, because to do the job, you have to have all your emotions in check. There are so many emotions going on, it's just that you manage them. You feel an enormous sense of relief and elation when you win a race, and it all takes place in that cockpit, with that little view the size of a letterbox. So even just sitting in it and not going anywhere brought back all that intensity.

"I said to Frank Williams: 'Thanks for letting me sample again what that experience was.' It's not a thrill-seekers' thing; people talk about motor racing as: 'Oh, you need a thrill.' It's not that. It's your life, it's your career, it's your ambitions. Everything is encapsulated. And that's your place of work, that's where you do it, that's your workshop. If you're an artist, that's where you create things from. So it's a very intense, profoundly moving experience to go back into that place again. Imagine if astronauts could go back to the moon again; they'd be overwhelmed by all the experiences. And then you get out of the car and you've got to do all the media and bits to camera and stuff, and that's all not very real. It brings back all the extra stuff you went through outside of the car, because that's part of the job, and that's not always the bit you want to do, that's not the bit that drove you in the first place to become a racing driver. You can see why Kimi Räikkönen keeps his mouth shut most of the time – it's because he just wants to drive. I can completely understand that. And you've got others who like all the attention and the media – they ham it up.

"But when you're strapped in and driving, you're acutely aware that the thing behind you is like an exploding bomb going off the whole time. There's a lot of energy just sitting there. And the car is very frisky, it's very light, so at first you just feel it; you feel that power that's under your control, but you've got to keep that under control and keep the car pointing in the right direction. It's an amazing thing to have that, and open it up

for the first time and to be going down the back straight at Silverstone with one of those Renault V10s. It's quite a pleasant experience. It has an incredibly wide power band, so you can open it up at quite low revs and it really pulls like a train. You feel that, and it's a lovely sound: it sings. It's got a lovely resonance to it.

"In spite of all of that, I'm not tempted to do any historic racing or anything like that. It's gone. I'm a dull tool compared to what I used to be and I can't be sharpened again, like a rusty old axe. When you're racing you're razor sharp

1996

Damon's dream year

Damon started his championship season immaculately, with three straight wins in Australia, Brazil and Argentina. Throughout the season he was never headed in the standings, taking eight wins, nine pole positions, and he was never off the front row in qualifying. That tells its own story of a season of domination.

1 AUSTRALIA Grid 2 Race 1 Fastest race lap 2nd Points 10 Championship 1st	6 MONACO Grid 2 Race Retired Fastest race lap 10th Points 43 Championship 1st	11 GERMANY Grid 1 Race 1 Fastest race lap 1st Points 73 Championship 1st
2 BRAZIL Grid 1 Race 1 Fastest race lap 1st Points 20 Championship 1st	7 SPAIN Grid 1 Race Retired Fastest race lap 12th Points 43 Championship 1st	12 HUNGARY Grid 2 Race 2 Fastest race lap 1st Points 79 Championship 1st
3 ARGENTINA Grid 1 Race 1 Fastest race lap 2nd Points 30 Championship 1st	8 CANADA Grid 1 Race 1 Fastest race lap 2nd Points 53 Championship 1st	13 BELGIUM Grid 2 Race 5 Fastest race lap 2nd Points 81 Championship 1st
4 EUROPE Grid 1 Race 4 Fastest race lap 1st Points 33 Championship 1st	9 FRANCE Grid 2 Race 1 Fastest race lap 3rd Points 63 Championship 1st	14 ITALY Grid 1 Race Retired Fastest race lap 6th Points 81 Championship 1st
5 SAN MARINO Grid 2 Race 1 Fastest race lap 1st Points 43 Championship 1st	10 BRITAIN Grid 1 Race Retired Fastest race lap 1st Points 63 Championship 1st	15 PORTUGAL Grid 1 Race 2 Fastest race lap 2nd Points 87 Championship 1st
		16 JAPAN Grid 2 Race 1 Fastest race lap 4th Points 97 Championship 1st

Damon, with his wife, Georgie, and some of the original crew who worked on the Williams FW18 in its 1996 heyday



“You’re acutely aware that the thing behind you is like an exploding bomb going off the whole time.

and you can’t get back there, and you know you can’t get back. Guys who think they’re as sharp when they’re 40 as they were when they were 22 are lying to themselves. It’s just not true. You get a window and then it closes. I was lucky, I think, because I peaked at about the right time and I got to a peak, so I knew what it was like to be at the peak, which meant I knew when it wasn’t possible to get back there again. It was harder and harder. It was very interesting, because

when I was racing with Michael Schumacher, in races where I was right out there on the edge, I remember thinking to myself: ‘There’s not much oxygen up here.’ I was gasping for oxygen, and I was thinking: ‘I can stay here, but I can’t stay for as long as you can.’

“I met Franz Klammer [the former champion Alpine ski racer] at a golfing event. We got chatting about skiing and he said: ‘The thing is, there’s not much oxygen up there.’ He said

exactly the same thing! He knew that once you’re out there on the very edge of your abilities, you can’t stay there forever. It’s not the death zone, but it’s the peak where you just can’t keep doing it forever. You can maybe get there for a bit, but as you get older you can’t ever get back there. But I do feel immensely privileged ever to have got the chance to do it at all and have a sample of it.

“When you think about it, drivers like Senna and Schumacher – and Hamilton, I suppose, as well – they can go out there and be there on the very outer limits of the atmosphere for longer than anyone else. That’s why they’re special.”



MODEL BEHAVIOUR

If F1 is a passion, the modelling assignments and photo shoots with classic cars, for example, are the actual job, right? **Kevin Magnussen** sets the record straight...

WORDS MATT YOUSON PICTURES JACK & JONES



Kevin Magnussen looks mean and moody – which is quite a challenge considering Kevin Magnussen is neither moody nor mean. Cheerful and chatty, however, isn't really in keeping with the theme of a fashion shoot taking place amid distressed concrete and dry ice at an abandoned Scandinavian air base. And so, dedicated professional that he is, Kev gives it the full 'Blue Steel'.

The current F1 grid contains the odd camera-hog but most drivers submit to having their photo taken with something closer to stoic resolution. Kevin puts himself firmly in the latter camp. "I'm definitely down among the ones who... well, let's say I prefer doing other things. It's a full day, and you take the same images over and over again, which is a bit boring – but I understand why it's done that way; it's how you get the picture you need. It's just the way it is."

Kevin is in front of the cameras at Værlose Air Base on the island of Skålland (Zealand), near Copenhagen, a short-ish drive from Roskilde, hometown of the Magnussen clan. The cracked, weed-strewn aprons and hangars now enjoy a second life as one of the Nordic countries' most-used film and studio locations. The client is Danish fashion brand (and sponsor) Jack & Jones. Given that an F1 driver might be sent to the ends of the Earth in pursuit of the right photo, this isn't the toughest

"American muscle cars are my favourites. I'm a fan of classic cars in general, but the big, old V8s are just great"

assignment Magnussen will ever receive. "It is a bit easier if you don't have to travel far," he concedes. "The people here are nice, they have good food and so it's no problem really. It's also great to see all of the old cars."

At the behest of art directors and photographers, Kevin emotes on the sill of a 911, peers manfully under the bonnet of a Mustang and gives it the full 1,000-yard stare beside an Alpine A110. Since Renault are intent on resurrecting the Alpine brand, this isn't Magnussen's first encounter with the beautiful 'Berlinette'.

"I did one with an A110 earlier this year in Barcelona," explains Kevin. "It's annoying because, although we've worked together twice, I still haven't got to drive it – and I really want to! Driving cars is what floats my boat."

Kevin's no stranger to classic cars, although his previous form is at the heavier end of the scale. "American muscle cars are my favourites. I'm a fan of classic cars in general, but the big, old V8s are just great."

Through junior series and during his time at McLaren, the behemoth in Magnussen's garage was a 1969 Camaro SS, complete with a dealer-installed 427cu (7.0-litres in new money) big-block V8. He's currently between classics, having sold the Chevy last year – another victim sacrificed to the merciless modern F1 schedule. "The Camaro I had, it needed attention; it wasn't as nice as I wanted it. I had plans to get it into better shape – but never had the time," he says, with more than a hint of →



Magnussen poses with the Renault Alpine A110 'Berlinette' at the Værlose Air Base in Sweden. Renault are intent on resurrecting the Alpine brand, and this is Kevin's second shoot with the car in 12 months



12



17



11



16



10



15



23



22



21

regret. "I'll buy another Camaro at some point and get it just how I want it."

Kevin confirms the paddock rumour that he's a competent welder, and he also reckons he's got game as a mechanic. These pictures of him peering thoughtfully into an engine bay have a little more integral honesty than perhaps the art director realises. "I can do it – but I want to have the time to do it properly. One day I'll have a house with a garage and the opportunity to do that sort of thing for myself. But, at the moment, I'll never get that sort of time." Understandably, Kevin is keen to continue *not* having the time far into the future.

So, back to photography. For anyone used to seeing racing drivers in their natural environment, there's mild surprise value in seeing one well-groomed and smothered in slap; no sweaty, red-faced exertion and not a hint of helmet-hair. It's all distinctly more elegant. This elicits a laugh from Kevin (who scrubs up rather well). "Yeah, they cut and style your hair; you spend some time in the make-up chair, with the professionals doing their thing. It's always a bit... *special*. But it's part of the job.

"The job' is an interesting topic of discussion. There's a school of thought that says F1 drivers good enough to earn a salary are being paid not so much for the driving, but for the vast amount of ephemeral stuff that

"This is what 'the job' of being a Formula 1 driver is. This is what you get paid for *really*. Driving the car? That's a passion"

goes on out of the cockpit: the personal appearances, the interviews, the sponsor activations and so on. Get through all that and the perk is being allowed to buckle into a carbon-fibre tub every so often and drive the quickest racing cars on the planet. Racing is a vocation; all the stuff that goes on around the racing is a job. Drivers generally protest when presented with this description, insisting they are paid for what they can do in a racing car on a Sunday afternoon. Most also admit they'd cheerfully drive an F1 car for free.

Pointing out the inconsistency in those statements sometimes earns a scowl. As one of the more grounded individuals in F1, Magnussen is realistic enough to accept the contradiction without being worried by it.

"I know what you mean. Of course I'd say: 'I'm a Formula 1 driver, that's my job,' but driving the car isn't really a job, is it? It's something I love doing; it's what makes me feel alive. This," says Kevin, gesturing at a contact sheet of images, "is what 'the job' of being a Formula 1 driver is. This is what you get paid for *really*. Driving the car? That's a passion."

And with that, Kevin makes his excuses and prepares to get back to work. One final question though, an old chestnut that can be traced back to the dawn of the photographic age: does the model get to keep the clothes? This engenders a sly grin. "Yeah, I do! It's definitely one of the benefits of being me." 📷

Posing at the steering wheel is as close to driving the Berlinette as Kevin gets. On the upside, he *does* get to keep all the clothes from the shoot



CARS, STARS ACTION

12-15TH JANUARY 2017* NEC BIRMINGHAM

 **AUTOSPORT**
INTERNATIONAL

**THE RACING
CAR SHOW**

BOOK NOW

AUTOSPORTINTERNATIONAL.COM

0844 581 1420

*12-13TH TRADE-ONLY DAYS

ROSS BRAWN

THE LONG INTERVIEW

After three years of almost reclusive secrecy, serial champion-maker Ross Brawn opens up about the past, including his controversial exit from the sport, as well as the prospect of a possible return

WORDS STUART CODLING
PORTRAITS THOMAS BUTLER

Standing in the middle of a long gravel drive in a secluded village deep in England's home counties, a black labradoodle – tennis ball clamped firmly in mouth – eyes *F1 Racing* with suspicion before trotting back towards the rambling homestead beyond. Ross Brawn, 62, absent from Formula 1 these past three years, greets us more warmly, chuckling that familiar chuckle when we point out what a low profile he's been keeping – until now.

"Intentionally," he says, "But I suppose when you've written a book [his new tome *Total Competition*, co-written with former Williams CEO Adam Parr, is published by Simon & Schuster and available to buy now] you've got no choice..."

How many secrets can we unlock today? Let's start with the truth behind a story that's become part of Formula 1 folklore...

F1 Racing: Is it true that one day you were working under a car at Williams and complaining *slightly* too loudly about [technical director] Patrick Head, when Patrick's distinctive and stentorian voice boomed out: "MORNING, ROSS!?" →





Ross Brawn: That's absolutely true. It was at the factory. Patrick was notorious for coming in late – he kept different hours to everybody else – and I was underneath one of the cars and made this rather derogatory comment about why he might have turned up so late that day. So it absolutely happened. And I survived, which was amazing.

F1R: Williams have been a hotbed of engineering talent over the years – you, Frank Dernie, Neil Oatley, Adrian Newey, Paddy Lowe and many more have worked there. What is it about that team?

RB: Because one of the senior partners was an engineer of Patrick's calibre, there was a very engineering-oriented dynamic in the company. And Patrick was very inspirational to us all. He kept very high standards, was very committed, and had great clarity about what he wanted. He ruled not because he was a great man-manager, but because we respected him so much. People were proud to work for Williams; we strove to meet those high standards. And Williams spent money on engineering – Frank was always totally supportive of anything Patrick wanted from an engineering perspective. Whenever there was any spare cash it went to new engineering facilities or tools.

I was halfway through my HNC [Higher National Certificate] in mechanical engineering when I saw an ad in the local paper in Reading for a machinist. I was interviewed by Patrick and I told him I could machine anything he wanted – call it the arrogance of youth – and then quite a long time later they offered me the job. I took it, and asked why it had taken them so long. Patrick said they'd given it to someone else, he'd not liked it and left, and that I was the second choice!

Frank lost that company – it was taken over by Walter Wolf – and he worked on the marketing side for a while, before he got fed up and left to set up Williams Grand Prix Engineering with Patrick in Didcot. I had a season in between, working in Formula 3, and then when they properly got going in Didcot I joined them – I think I was employee number 11.

Ross ended up in charge of R&D at Williams, then hit a glass ceiling as the team expanded and decided they needed a more academic approach, hiring Frank Dernie to manage that department. In 1985, when the opportunity arose to move, along with Neil Oatley, to a new team founded by US racing magnate Carl Haas (no relation of Gene) and sponsored by the Beatrice supermarket chain, Ross took it.



F1 Racing joins Ross Brawn at his house in the Home Counties for a revealing interview

The experience of hands-on car design as part of a three-man team was valuable, but when the title sponsor was bought out and the new owners cancelled the contract, Beatrice-Haas shuttered their doors for good after just two years in operation.

Ross moved on to Arrows for 1987 and found himself in charge of car design for the first time. Money was tight, but Arrows drivers Derek Warwick and Eddie Cheever respected Ross and in 1989 when an opportunity came up at the Jaguar sportscar team they also drove for, run by Tom Walkinshaw Racing, they persuaded him to join them. Walkinshaw was well known – notorious, even – for pushing the boundaries of the rulebook.

F1R: Over the years you've bedevilled your rivals by finding and exploiting loopholes in the rules. Was that an area of your skill set you developed at TWR?

RB: I'd always been fairly competitive in that area. I think it's a necessity. It was interesting when we came to write the

book, because Adam Parr is from a corporate background where there's a limit – a line – and you always operate a margin away from that. In F1 you're hard up against that limit, and sometimes you trip over it unintentionally.

I was always mindful of that, but Tom Walkinshaw was a good education for me. He was definitely over the limit on more than one occasion. In fact, Roger Silman – the team manager – and I had to haul him back over it once or twice, and Roger was quite relieved when I joined, because I believe in taking it to the limit rather than going over it, and Roger had been the lone voice at times.

Tom generated that thought process of taking a very competitive interpretation of the regulations, and then very importantly of backing it up. Because it's no use

having that competitive interpretation if it then falls apart the first time it's challenged by a fellow competitor or the FIA. You need to have done your preparation, even to the point of taking the FIA through it so they understand the interpretation. If someone complains, and they [the FIA] come at you thinking it's wrong and you have to convince them it's right, that's a more difficult task.

In sportscar racing, most competitors seemed to be following what they thought was the intention of the regulations rather than what the regulations actually said. So, to give you an example, the Jaguar XJR-14 didn't have doors – it had ejector-type windows. That meant the sides of the chassis could be full height, giving a better structure, and



“Benetton was where it got serious for me, because they were a big team, with a good budget and they'd had some success. Michael and I grew quite quickly in that period – we were growing together”

the drivers could still get in and out through the windows, like they do in NASCAR. At first the FIA said: "Those aren't doors." We said: "The drivers can get in and out through them." So they said: "What happens if the car turns over and they can't get out?" And we replied: "Well, if any other sportscar turns over, the doors won't open, but with ours the driver can remove the window and crawl out." We had an answer for every objection, and eventually wore them down.

The other good thing I learned from my period at TWR was race strategy. Before then, in F1, race strategy amounted to a bit of tyre management. In sportscar racing you had refuelling, and you had to think about how to make the most of a given amount of fuel as well as maximising the tyres. So when I came back into F1 after that, and strategy was just starting to become a factor, that experience was a great help.

Ross's return to Formula 1 came sooner than he'd expected, even as the XJR-14 was sweeping all before it in the soon-to-be-moribund World Sportscar Championship over the course of the 1991 season. The renaissance of the Benetton team under Flavio Briatore's management and John Barnard's technical direction had descended into chaos – Barnard departed before his B191 design actually won a race, in Canada – and Briatore needed to shore up his organisation, fast.

FIR: There was a perception at the time that Bernie Ecclestone was getting fed up with manufacturers such as Jaguar spending money in sportscar racing rather than F1, and was trying to kill it off. Was that why you went back to F1 so quickly, with Benetton?

RB: I think John Barnard felt that they didn't commit to what they said they were going to do [according to Steve Matchett's book *The Mechanic's Tale*, Barnard wanted to completely relocate the team's technical hub nearer to his home in Godalming, Surrey]. It ended a bit fractiously. So Flavio was in trouble, and he turned to Bernie, who said: "Well, Tom Walkinshaw is looking to get into a team, why don't you take him on board as engineering director, then he can bring his crew of people?"

Bernie wanted to screw Jaguar. He wanted Tom out of sportscar racing as much as anything else. So from 1992 I was fully involved with Benetton, and Rory Byrne and Pat Symonds came back [they had left to work on the stillborn Reynard F1 project], and we started to get the team back into shape with clarity as to what was needed, because it had become quite disparate under John, with different teams in Witney and Godalming. And of course, we'd become aware of Michael Schumacher. [Briatore and Walkinshaw had poached Schumacher from Jordan after his sensational debut at Spa in 1991 and he took the first of his 91 grand prix wins a year later, at the same circuit, driving a Benetton B192.]



Brawn moved to TWR in 1989, and designed the Jaguar XJR-14, which won the 1991 World Sportscar Championship

FIR: Michael really raised the bar for what was expected of drivers, both in his tactical awareness and his physical fitness. Was this era the making of him as a competitive beast?

RB: It was like that for both of us, really. Benetton was where it got serious for me, because they were a big team with a good budget and they'd had some success. Michael and I grew quite quickly in that period – we were growing together.

Michael is an intelligent person, so he took an interest in those areas. More than that, he was enthusiastic about them – he didn't just do it because he had to, and that added to his competitiveness and all-round performance. He knew that if he was fitter than everybody else, he could put the hammer down, as we now have to describe it, at a point where he knew, from observation, that other drivers were fading. He analysed everything and was very astute. In that part of his career he had a very open, inquisitive, receptive mind.

Mental agility enabled Ross to beat his rivals both on and off the track during this era. Off-track, once he'd brought discipline to the design office, Ross hived off an engineering

PHOTOS: LAT ARCHIVE



Brawn (right) Frank Dornie (left), and a future world champion discuss race tactics at Benetton in 1993

group under Rory Byrne early in 1993 to work on a car to suit the major technical changes coming through in 1994 – the other teams underestimated the effect that the removal of traction control would have that year, to their competitive detriment. Meanwhile, on-track, Ross brought sportscar-bred tactical savvy to the new era of refuelling, pioneering, among other things, a piece of sleight-of-hand that is now known as 'the undercut'.

FIR: You mentioned strategy earlier, and using refuelling to gain track position. You were very effective at doing that and →



for a long time your rivals took the view that it just wasn't cricket...

RB: I know. This is something I haven't shared with that many people, but when we had the refuelling period, when refuelling was quite slow, it didn't take a genius to work out that if you came in with some fuel still on board, you could put in less fuel and have a shorter stop.

As an example, when you had to start the race with the fuel you'd qualified with, we accepted that while our race pace was very good we wouldn't be able to beat Williams in qualifying. So we'd put more fuel in for qualifying, knowing that we would likely be second or third on the grid unless the circumstances were exceptional. Then we'd race around, and at the pitstops we didn't have to put in as much fuel because we'd started with more.

The flow rate was quite slow – about eight litres per second – so it seemed like we'd only put half as much in, and we'd overtake them in the pits but still be able to go just as long to the next stop. It was a very elementary thing, but it took Williams a long time to catch on – to the point where we had our fuel system ripped out of the car several times because Williams were convinced we were doing something dodgy.

We're stepping into a potential minefield here – something 'dodgy' was indeed afoot. Your humble interviewer is going to have to grasp the proverbial nettle...

F1R: After the pitlane fire in Germany in 1994, the FIA found that the fuel rig had been modified to increase the flow rate.

RB: That didn't help, yeah. But there were a lot more aspects to it [Benetton's strategy] than that. We had a proper strategy department, models being done, and from what I understand nobody else was doing that.

He folds his arms, leans back in his chair, and just the faintest ghost of a smile passes across his lips as his face settles into a neutral expression. This, you imagine, is the same sphinx-like countenance that has greeted many an FIA inquisitor and rival team boss, a rock upon which countless waves of arguments have fruitlessly crashed. We'll make no further inroads here. Time to move on to Ferrari, where Ross was one of the key architects of an unprecedented era of success – he rebuilt the design department from the ground up with Byrne and Aldo Costa, and engineered vital co-operation and integration between the chassis and engine departments.

F1R: At Ferrari you helped turn a pretty wretched organisation into a winning team. But once you'd built that winning culture, were you aware you were making history or were you so desperate to maintain momentum that it passed in a rush?



The art of using refuelling to gain track position, was a Brawn trademark: "It didn't take a genius to work out that if you came in with some fuel still on board, you could put in less fuel and have a shorter stop"

RB: Because of the personalities involved, the pressure to succeed came from ourselves. It was self-generated in that we wanted to remain successful. I never had to put any pressure on Michael. There was a fear of failure in a positive way. There was no fear that someone would lose their job if we didn't win.

Everyone was driving each other – there was no higher force saying 'you will succeed or you'll be in trouble'. What I had been able to get rid of was the blame culture that existed when I arrived. That was the most damaging thing.

I recall a meeting in the early days when we'd had a glitch, and Luca di Montezemolo was about to launch a witch hunt, and I said: "We're not going to have a witch hunt. I'm responsible for everyone so if you want to blame anybody, blame me." The Italian media was prolific, and there was a tendency to want to hang someone out to dry if anything went wrong. Fortunately Jean Todt was on board with the idea that if you protect people they get on and do a better job. →

INSET: LAT ARCHIVE

"What I had been able to get rid of at Ferrari was the blame culture that existed when I arrived. That was the most damaging thing"



“[At Ferrari] we did become very insular. I guess we became that way to protect ourselves from everything else that was going on”

Although the Todt-Brawn axis certainly created a winning culture, it became very – to use Ross’s own words – ‘self-generating’. At the risk of bringing out the sphinx again, let’s see what Ross makes of our contention that the events of the 2002 Austrian Grand Prix – in which Rubens Barrichello was ordered to give up his lead to Michael Schumacher – show that the team’s must-win mentality had blinded them to the bigger picture.

F1R: Had you created a bubble for yourselves? I’m thinking of Austria 2002, where after the race both you and Jean Todt seemed genuinely surprised by the mass outrage.

RB: Oh, for sure. We had become very insular. I guess we became that way to protect ourselves from everything else that was going on at the time. The Austrian Grand Prix, on reflection, was a mistake. The circumstances behind it were a bit more complex than people realise, but if I could have re-run it I wouldn’t have done what we did because the consequences were more far-reaching than we could have considered. Something that should have been an internal team matter became very political.

F1R: You were a ‘substance over presentation’ person, but when you returned from your sabbatical [at the end of 2007]

to be team principal at Honda, it was a strange time – green trousers and so on. It seemed very much ‘presentation over substance’.

RB: Well, green trousers excepted, the reason I went there was that Honda had great facilities – comparable to Ferrari’s, and potentially bigger and stronger. The resources they had in Japan and the budget they were committing was massive. My thinking was that there was clearly something wrong with the organisation if they had those resources and weren’t achieving their full potential. I wanted to be able to fix it.

What happened was that the two sides of the organisation – powertrain in Japan and chassis in the UK – had come apart and were blaming each other. There was no conviction from either side to work together to produce the best car. I had to knock some heads together. Sometimes in those situations everyone knows what’s required, they just need a catalyst. I said: “Give me a year to sort it out, the second year we’ll have some results, the third year we’ll be fighting for the championship.”

The title therefore happened a year ahead of schedule, albeit using a Mercedes engine after Honda withdrew from Formula 1 at the end of 2008, and with the team operating on a shoestring budget under Brawn’s own name. He then sold out to Mercedes, but the team had four ‘lost’ seasons of achieving not very much, while Brawn’s new paymasters became increasingly impatient.

F1R: Having won the championship in 2009 and been bought by Mercedes, did it come as a surprise to you that you weren’t able to continue that success, or were you expecting it after having to lay so many people off?

RB: It was very predictable. Whether it was fully expected or not by Mercedes I honestly don’t know.

The foundation of every year you race is always the year before – maybe two years before. So in 2009 we weren’t putting anything into the following year’s car; we had no resources to do that. We knew winning the championship would be critical and we were putting everything into that. So 2010 suffered because we didn’t invest during 2009.



The other complicating factor, and this is in no way an excuse, was that we were in the middle of this resource restriction enterprise [the teams had proposed a 'Resource Restriction Agreement' (RRA) as a counter to outgoing FIA president Max Mosley's idea of bringing in a budget cap]. We were ideally sized for that – we were the model of what it should have been. Red Bull, Ferrari and McLaren were above that, and were supposed to come down to where we were. But it didn't happen.

When the RRA collapsed, we had to present to the board at Mercedes that the idea they'd expected to be coming in to place when they bought into the team just wasn't going to happen – so they either had to stop, or they had to be prepared to invest at a sufficient level to be competitive again. At the end of 2011 we got more investment, built up the organisation again, and the results started to come again in 2012 and 2013. The rest is history.

Time to risk the sphinx again, and broach the political shift at Mercedes in which he was edged towards the door.

F1R: Would it be correct to say that 2013 was a very strange year for you, because you had Toto Wolff and Niki Lauda come in, and it suddenly became like an episode of *Wolf Hall*? How did you feel, from the outside in 2014, watching the system you built click into place?

RB: I had slightly mixed feelings about it. There was some frustration at the way it had gone [in his book, Ross says he left because: "People were imposed on me I couldn't trust," meaning Wolff and Lauda]. Equally, I still had a lot of friends there who had gone through the experience of Brawn GP. So I felt great for the people who were winning the championship, because they really deserved it.

I think Toto himself said how lucky he was to walk in to a championship-winning team just before it started winning the championship. But in fairness, Toto and Niki did contribute, and they didn't drop the ball.



The car that laid the groundwork for 2009's fairytale was a Honda. Brawn took over when Honda exited F1, and Brawn GP and Jenson Button took the title double

I've never regretted my decision to leave the sport. It became a muddle. There were too many people involved. I was tired and a bit disillusioned with Formula 1 at that stage, partly, I think, because I recognised my own failings in terms of what had been going on for those past few years. I should have seen what was happening with the RRA, that it was a waste of time.

F1R: A lot of people just can't leave Formula 1 behind; they hang on in whatever way they can. But you left without

looking back. Would you ever consider returning to the sport in some capacity?

RB: I wouldn't come back in any capacity I've worked in before. But as I said at the time: 'never say never'. If something came up that was very appealing, it's not beyond the realms of possibility that I could get involved. But I appreciate your comment about not looking back. I didn't need to come back into F1 and not do anything. 🙅

A week after this interview took place, word reached F1 Racing that Ross had agreed a deal with the Formula 1's new owners, Liberty Media, to return as sporting CEO.





The battered and bloodied helmet that saved Felipe's life in 2009. He keeps it as a reminder of his own good fortune

AD
AYS



Charmed

WORDS JAMES ROBERTS
PHOTOS GLENN DUNBAR/LAT

Felipe Massa's final Brazilian GP was always going to be an emotional affair, and a visit to his home in São Paulo revealed how much heart and soul he put into his racing



T

he blood is clearly visible. Sitting in the office of his São Paulo apartment Felipe Massa, a still-boyish 35, is regarding the battered helmet that saved his life. The smashed carbon fibre above the visor is startling; it looks as if it's been slashed with an axe. The damage was caused by an errant spring that flew off the back of Rubens Barrichello's Brawn and bounced down the Hungaroring racetrack, clipping Massa's helmet while his Ferrari was travelling at 170mph. For an earlier generation of driver, the impact would have been fatal. Massa survived, but the forces were still so severe that his skull was fractured and he had to sit out the remainder of the 2009 season to recuperate.

"People say I was really unlucky, but actually I was really lucky that this thing happened to me and I am here," says a reflective Felipe. "When I hold this, it's emotional, and you can still see my

blood around it. I've never cleaned it. I wanted to have it just as it was after the accident."

We're meeting ahead of Felipe's 249th grand prix, and his final home GP weekend. To mark the occasion, earlier today he hosted a farewell lunch for the Brazilian media at La Tambouille restaurant in a fashionable district of São Paulo. With lunch over, he crossed the Pinheiros River to welcome *F1 Racing* into his home.

In the adjacent room, his eight-year-old son Felipinho is playing with his toys. Felipe's wife Raffaella enters and points to a large Perspex box hidden on the top shelf. The macabre-looking object within is a reconstruction of Massa's skull; clearly visible is a 20p-sized hole above the left eye where, during surgery, a titanium plate was screwed into place to protect his brain.

If Felipe required any further reminder of just how dangerous F1 can be, he'd need only

look out from his balcony, from which Morumbi Park is visible. Just beyond the park is the cemetery containing Ayrton Senna's grave. In fact, mortality and motor-racing are prominent themes at Massa's home. His apartment is filled with a combination of motorsport memorabilia from his long career and Roman Catholic iconography, which adorns the coffee tables around his neatly upholstered sofas.

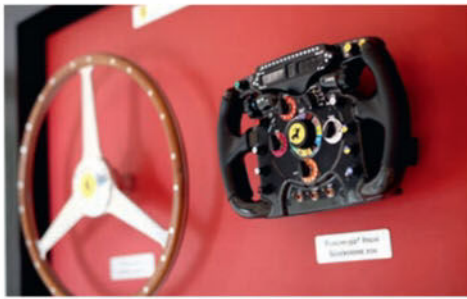
On the wall are Ferrari steering wheels, sculptures and a trophy commemorating his 11 grand prix wins for the Scuderia. There are two gaming chairs with steering wheels and pedals, so he can play head-to-head with his son, and on his bookshelf his *F1 Racing* 'Start of the year' award from 2014 has pride of place.

As he talks about this memorabilia he reveals that his mother has kept every newspaper and magazine cutting from his career and that all his



Above: with friends, fans and family at his final home grand prix at Interlagos

Below: Felipe's F1 memorabilia includes a model of his damaged skull



grand prix trophies reside in his country home a few hours' drive out of São Paulo. The Massa family live in Monaco, but have been staying in Brazil since the Monday after the Mexican GP and plan to return at Christmas to spend time with friends and family. Raffaella says there are always letters going to the headmaster to ask if Filipinho can take a day off from his Monaco school to attend another race with his father.

Sipping an espresso, Felipe considers the grand prix weekend ahead. "I remember the first time I went to Interlagos as a fan in the grandstand watching Senna and Rubens Barrichello and I always dreamed of being in F1, too," he says. "So to race there for the last time – it's going to be a very special weekend for me."

Our next stop is Interlagos itself, and the kart track where Felipe's career began. We take the elevator down to the underground car park at →

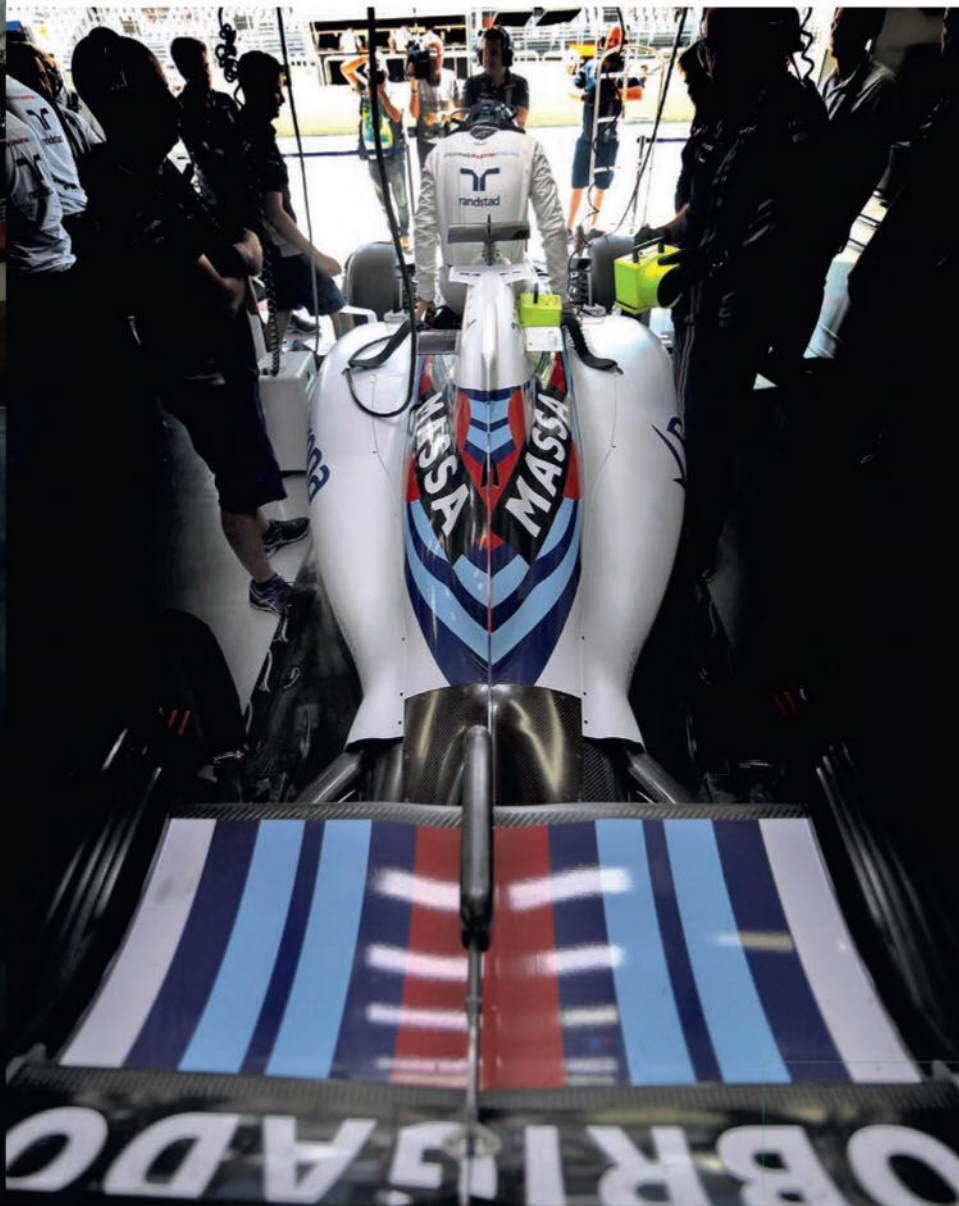


“During my time karting here, I always dreamed of being able to compete on the other side of that wall. And now I’m going to be there for the very last time”



Tears are shed as Felipe retires from the race, and his mechanics form a guard of honour as he returns to the pits





its end – in terms of F1 at least. “During my time racing here, I dreamed of being able to compete on the other side of that wall. And now I’m going to be there for the very last time on Sunday.

“When I look back on my career, I did a lot more than I ever expected to do. I didn’t win the championship and I’m probably the only driver to have come so close and *not* won it in the history of the sport. F1 has given me some incredible life experiences. When I won the race here in 2006 it was definitely the most incredible feeling I had in my career and in 2008 it was a big emotional moment...” his voice trails off. “But I’m going to finish with my head up. And this is very important for me.”

A ‘thank you and farewell’ theme ran

through Felipe’s final home GP weekend. The

RACING STATS

Name Felipe Massa

Age 35

Active years in F1

2002, 2004-16

GP starts 250

Wins 11

Other podiums 30

Poles 16

Fastest laps 15

Points 1,124

Laps raced 13,833

Laps led 936

Teams Sauber,

Ferrari, Williams

Notable team-mates

Michael Schumacher,

Kimi Räikkönen,

Fernando Alonso

the sponsor’s logo on the engine cover of his Williams read ‘Massa’ instead of ‘Martini’, and the rear wing was emblazoned with ‘Obrigado’ – Portuguese for ‘thank you.’

He wore bespoke Brazilian flag overalls and a one-off helmet and was cheered on by passionate locals. Alas, there was no fairytale ending. His final act on the Interlagos racetrack was

nevertheless remarkable and all the more memorable for being completely unscripted.

In treacherous conditions, Massa lost control of his Williams coming onto the pit straight on lap 47 of the 71-lap race. He hit a wall and retired his FW38 on the spot, blocking the entrance to the pitlane and triggering the Safety Car. As he climbed from his machine, the fans opposite cheered their home-town hero. He found a Brazilian flag and waved to the crowd on his way back to the pits while the race was neutralised.

As he trudged back to his garage, he was given a guard of honour by his mechanics and rival teams applauded. Tears pricked his eyes. Then came the flood, as he was greeted by Raffaella and Felipeinho. What a way to say farewell after a grand prix career spanning 14 years.

Obrigado, Felipe. 🇧🇷

the bottom of his apartment block, and climb into his black bulletproof Range Rover Sport to make the short journey – a trip Felipe will be making every day of this coming race weekend.

“I enjoy driving in São Paulo,” he says as he cuts across the busy lanes of traffic. “But you need to watch out for bikes. If you don’t leave them space to pass, they complain... like Vettel!”

We arrive at the little karting track inside the Autódromo José Carlos Pace, which is situated behind the grandstand on the straight between Turns 3 and 4. With the energy of the eight-year-old who first raced here 27 years ago, Felipe leaps gleefully over the barrier and stands on the track where it all began – wallowing in the nostalgia.

“I raced here until I was 17, so I had a long career at this track,” he says, clearly emotional that this weekend will bring that career closer to

GO FIGURE

With 2016 now at an end, we look at the stats behind the Abu Dhabi GP season finale



TWELVE
left-handers
NINE
right-handers

The split between left- and right-hand corners at the 21-turn Yas Marina Circuit

149mph

The top speed of Formula Rossa, the roller coaster at Abu Dhabi's Ferrari World

3

SC
SC
SC

In eight races, there have been just three Safety Cars, for 15 laps

7,558 MILES



from the previous race in São Paulo to Abu Dhabi

286

Total pitstops over eight Abu Dhabi GPs – that's an average of 36 per race

41.12
PERCENT

of laps in Abu Dhabi GPs have been led by Lewis Hamilton

**FIVE
DRIVERS**

have competed in every Abu Dhabi GP held to date: Fernando Alonso, Jenson Button, Lewis Hamilton, Nico Rosberg and Sebastian Vettel

230^{OVER}m

Worldwide sales by Rihanna, star of the 2016 post-race concert

2009

The year the first Abu Dhabi Grand Prix was held

SIX HUNDRED MILLION

lumens of light illuminate the track as the skies darken during the race

4

The number of Abu Dhabi wins by Renault and Mercedes engines

RENAULT

4

MERCEDES

175

The total win tally McLaren reached when Lewis Hamilton triumphed here in 2011

50

points were available for winning the 2014 GP – a one-off double-points race

1

Yas Marina is the only F1 track where part of the pitlane is underground

5 OUT OF 8

Abu Dhabi GPs have been the last race of the season

3 DRIVERS

Vettel (2010), Rosberg (2015) and Hamilton (2016), have all won from pole in Abu Dhabi

AMERICAN DREAM TEAM



It's been 25 years since a new team has proved as competitive as Haas F1. Team owner Gene Haas, team principal Guenther Steiner and driver Romain Grosjean discuss their success with *F1R*

WORDS STUART CODLING
MAIN PHOTO ANDY HONE/LAT

Not since Eddie Jordan's eponymous outfit painted the tracks green in 1991 has a new Formula 1 team had such an immediate impact as Haas F1. Using an unusual – and controversial – recipe of Ferrari 'listed parts' (chiefly the complete drivetrain and suspension) allied to a chassis designed and built in collaboration with Italian specialist Dallara, the team snatched a pair of competitive top-ten finishes in the first two grands prix of the year. Reality set in after that dream start, but Haas ended the season eighth in the championship and earned the respect of their peers.

Plenty of other teams have entered F1 with lofty ambitions and foundered quickly. So what have Haas done to avoid the fate of US F1, HRT and Caterham, to name just a few recent victims? →



The wraps came off the Haas VF-16 in pre-season testing, and, aside from some problems with the front wing, the car performed encouragingly well



“Even though, yes, we do get a lot of our components from Ferrari, we still have to figure out how they work. We have to race them” **Gene Haas**

serious. To know that the car wasn't going to be nowhere and that we could surprise a lot of people.

GENE HAAS: I kinda had the fun part where we got to buy a building, and it was like, “Okay, well, what do you want to do here?” We actually made part of it one of our Haas Factory Outlet showrooms. So there was a lot of going back and forth, seeing what we were going to build and where it was going to come from – and then seeing it come together. So it wasn't too bad. That was the fun part.

STEINER: It started early enough that we had good people, and everything *just* came in time. It's good to be *just* in time, because if you get up to speed too early, nobody knows what to do, and then they get lazy and do nothing. And then they get used to doing nothing and are not hyped up any more. We peaked at the right time. We were lucky as well. A key point was when Romain signed with us, because at the start, everyone looks at you and asks: “Is this really going to happen?” Now, nobody remembers that. The doubters don't remember they were doubters!

F1R: What were your feelings when the wraps came off the car for the first time?

HAAS: That it was the wrong colour! [Laughs.] It was supposed to be white but it turned out silver, and we went: “Ah, it's not quite the right colour...”

F1 RACING: Some people thought your car was basically a Ferrari with different bodywork. But actually, even with access to Ferrari 'listed parts', you're working across bases in the USA, England and Italy when most other teams just have one. That must have been quite a big challenge?

GUENTHER STEINER: I'd say so. Sometimes it isn't easy to get it all done, but if I set up a team from scratch in Italy, how much work would that be? It would be difficult. But to do what we do in Italy with Dallara would be impossible in England. So it's better sometimes to travel more than to set up something new. We just don't know any different. We grew up like this. This is how it is and how it works.

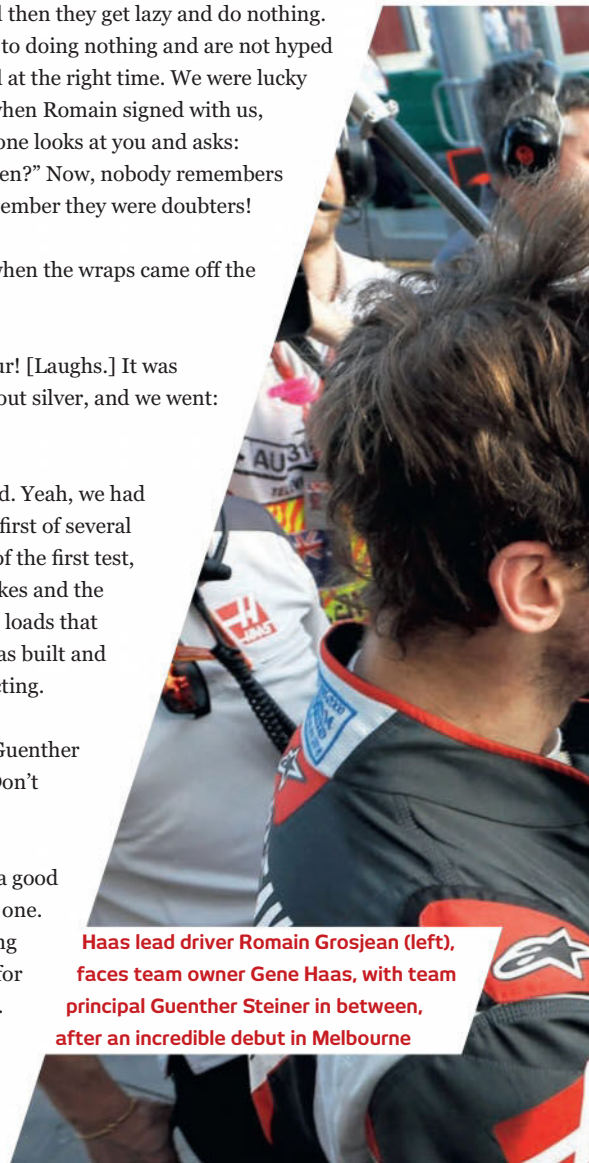
ROMAIN GROSJEAN: I felt good about the challenge because I had seen enough to know that it was something

GROSJEAN: That day, I felt very excited. Yeah, we had a few issues with some of the parts [the first of several front-wing failures occurred on day two of the first test, and there were further problems with brakes and the fuel system in the second test], some of the loads that were going through the car and the way it was built and designed, but they were things we were expecting.

HAAS: I wasn't there when the wing failed but Guenther called me when I landed in Barcelona, saying, “Don't worry, it's alright!” And I thought, “Huh? What?”

STEINER: For the morale, it was better that we had a good first test and then overcame the issues on the second one. We were surprised, but it's not unexpected if everything is new and the guys have been working 24 hours a day for weeks. There's a point where everybody makes mistakes. It was challenging, but overall it wasn't a bad two weeks.

Haas lead driver Romain Grosjean (left), faces team owner Gene Haas, with team principal Guenther Steiner in between, after an incredible debut in Melbourne



HAAS: There was anxiety about the first race because of those technical issues – when we went to Australia we were thinking: ‘What’s it going to be?’ But, you know, Australia went surprisingly well.

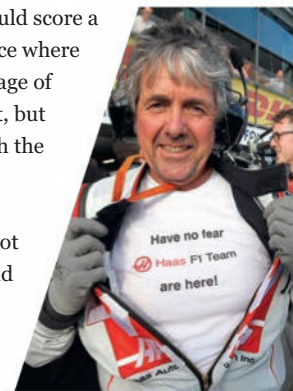
F1R: Do you think you overperformed there? The strategy of changing tyres while the race was red-flagged was one of the main factors in Romain finishing sixth, but you were quick enough to set off some political nonsense with other teams complaining about the Ferrari relationship.

HAAS: A lot of these teams are like old ladies; they just like to complain about everything. And so they do! I think it was pretty obvious that we didn’t have any of these tremendous advantages, and we did build our own chassis and aero. And even though, yes, we do get a lot of our components from Ferrari, we still have to figure out how they work. We have to race them. Once we got into the racing part of it, it was pretty obvious that we were something like 1.5 seconds or two seconds slower than Ferrari – I’m sure they would have preferred us to be five seconds slower, so from that standpoint they would have been disappointed.

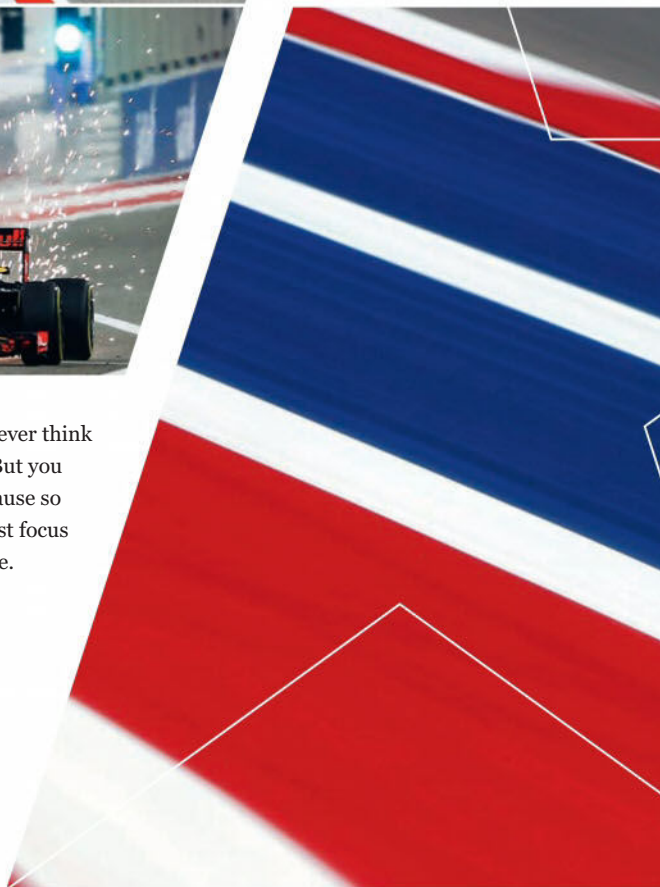
GROSJEAN: After winter testing I thought we could score a point or two in Australia, because it’s always a race where a lot of things can happen and we can take advantage of that. Then we had the red flag, and that helped a lot, but then being able to hold on to sixth position and finish the race was pretty exciting. I felt very proud.

STEINER: When you start a team you know that it will not all be like this. You know there will be ups and downs, and it’s good to take the ups in the beginning, because then at least you have more confidence going forward. How did we get over the downs? It was because we had the ups. We know how to do it. That’s what I always remind the guys when we have three or four races where we don’t score any points. You can go back to see what we did differently this time from when we did make points. It’s always ups and downs at first for a startup.

F1R: Strategy was a big influence on your performance in Australia, but then in Bahrain you qualified just inside the top ten and Romain finished fifth pretty much on pure pace. Did you really imagine you’d be mixing it with the likes of Mercedes, Ferrari and Red Bull at Turn 1? →



In Bahrain, the second race of 2016, despite only just making it into the top ten in qualifying, Grosjean battled Ricciardo and brought his Haas home in fifth on pure pace



“That’s always our limitation on a race weekend, to understand the tyre and how it works”
Guenter Steiner

STEINER: If I said yes, I’d be lying. You would never think you could do that, but we did it so we’re proud. But you don’t have time in the moment to think on it, because so much is happening when you start the race. You just focus on what the next movement is that you need to make.

GROSJEAN: From the first practice session I felt the car was good; I was on it, it was easy to drive, it was competitive. I know on the racetrack whether we’ll be good or not, from the first few laps. And then, in the race, I knew we’d chosen the best strategy with the supersoft tyres – we’d kept a brand new set and made the most of it. I overtook Daniel Ricciardo for fourth, but then, with their strategy, Red Bull came back in front. But it was a great race. I thought: “You know what? It’s our first year, I could end in a good position in the championship.” And then we went to China and I finished 19th. One of the worst races of my life. Nothing worked. I got a bit frustrated.

GROSJEAN: The brakes! My favourite!

F1R: That was the first of several reality checks. Was it because Shanghai is a front-limited track?

GROSJEAN: Yeah, that didn’t help. Again, we realised that we had a lot to learn. We took the wrong decision in the set up, and we made it wrong. Then you realise: ‘Well, you know what, it’s our first year: it’s normal.’

STEINER: The problem with the brakes I’d like to keep separate from the failures and the locking up of wheels, because wheel-locking is more about finding the balance, the shift from front to back. The brake-by-wire, well, we’re working on that. And it also has to do with the tyre temperature – if your front is too cold you lock the front; if the rear is too cold it’s the same. It’s all about fine-tuning.

STEINER: In general, the car was front-limited, so on tracks like this we struggled. But it’s not just one thing that gets you these results. Lots of things happen and it takes time. We struggled with getting the tyres within the operating window. When you put a new team together you test only as much as your rivals, who have been doing it for many more years. They have more data to work with, and they figured out that the tyres had to be treated differently this year, that the window was smaller. We had to start from zero to gain data. So it took us longer – and we are still behind on that side. That’s always our limitation on a race weekend, to understand the tyre and how it works. And that resulted in having these scenarios.

F1R: In the middle of the season you finished just outside the top ten a number of times, and the braking system seemed quite problematic.

GROSJEAN: To do better in 2017, we had to start on the 2017 car very early, because we have fewer resources than other teams, and less knowledge. Pretty much the car we have now is the car we should have had earlier in the



The team's first home race at Austin started badly in qualifying, but Grosjean came through to finish tenth and score a point



year. The package came later for various reasons, but it was a package that was developed very early in the year. We've barely done any work on the 2016 car this season; everything has been aimed at the 2017 car. Hopefully that was a good call.

STEINER: Yeah, we waited to introduce the upgrade because we wanted to get comfortable with the car on a base setup before putting something new on it, otherwise the guys would just get confused. Everybody dreams of putting a new wing on and suddenly you're going to beat Mercedes. It doesn't work like that. We had a lot of things to sort out before we could add more complications.

HAAS: Barring unseen accidents you've got Mercedes, Ferrari and Red Bull occupying six spots in the top ten. So you look at the next four spots and you're going to have Williams and Force India. It's just brutal and if you make any mistake you will pay for it. I think we finished 11th a number of times because we were just a little bit slow in the pits, or our tyre strategy was a little bit off. It was just very minor stuff. I thought that out of those eight times we finished 11th we should have at least been tenth on half of those occasions. There are a lot of variables, and a lot of knife edges in this sport.

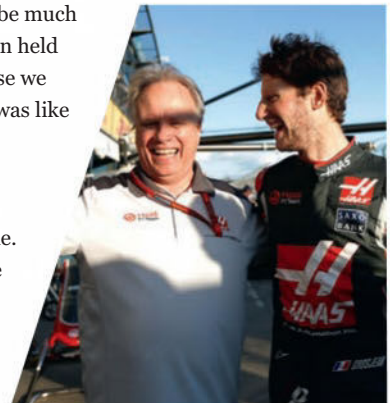
Getting to grips with the brake-by-wire has been an ongoing problem for Haas during their debut season

F1R: How did it feel to appear in front of the team's home crowd for the first time, in Austin at the US GP?

GROSJEAN: It was pretty awesome. I mean, Saturday was a very bad day. Qualifying didn't go well and it was the first time I could see that Gene was a bit disappointed – maybe not disappointed, but sad; not enjoying it as much as he normally does. And then I went into the race on Sunday thinking: 'Yesterday it wasn't good, but let's do it. Let's make an aggressive strategy and let's go for it.' I never gave up, and at the end we got one point, having raced from 17th on the grid to tenth, and it was a phenomenal result for the team.

HAAS: We'd had a really rough weekend. We just lacked the speed. I actually thought we were going to be much worse than we were. I think, if anything, Romain held on to the point with all the teeth he could, because we were that close to losing. Winning that one point was like winning the series for us.

GROSJEAN: We had some luck but it doesn't matter, we made it and I really wanted to give a tribute to Gene. That's why my helmet had a Haas Automation machine painted on it. I gave the helmet to Gene at the end of the race to say thank you for everything you've done for us, because without you we wouldn't be here and we wouldn't be enjoying such a great first year. 🍷



FREE

KITSOUND

BOOMBAR SPEAKER WORTH £40

WHEN YOU SUBSCRIBE TO *F1 RACING*

PLUS SAVE UP TO 46% ON THE COVER PRICE



ORDER ONLINE AT

www.themagazineshop.com/f1r/fr0117m

Quoting the promotional code **FR0117MP** for print only or **FR0117MB** for print and digital access. Offer ends 19 January 2017

OR CALL 0344 848 8826

PICK AN EDITION

SUBSCRIPTION OFFER



PRINT EDITION

Get six issues of *F1 Racing* for only **£22.99!** (FR0117MP)

● **FREE GIFT**

KitSound BoomBar speaker

● **GREAT SAVINGS**

Save 23% on the cover price

● **FREE P&P**

Every issue delivered direct to your door

● **EXCLUSIVE DEALS**

Subscriber-only offers and discounts



PRINT AND DIGITAL EDITIONS

Get six print and digital issues for just an extra **£2.99!** (FR0117MB)

● **FREE GIFT**

KitSound BoomBar speaker

● **GREAT SAVINGS**

Save 46% on the cover price

● **UNLIMITED ACCESS**

Read wherever and whenever you like

● **EXCLUSIVE DEALS**

Subscriber-only offers and discounts



YES

I would like to subscribe to *F1 Racing*, paying £22.99 every six issues and saving 23% on the cover price. Please send me my **FREE** KitSound BoomBar Speaker

YES

I would like to add digital to my *F1 Racing* subscription for an additional £2.99 and pay £25.98 every six issues. Please send me my **FREE** KitSound BoomBar Speaker

This is a **new subscription** **renewal**

YOUR DETAILS BLOCK CAPITALS PLEASE (must be completed)

Mr/Mrs/Ms First name

Surname

Address

Postcode

Telephone

Email

Mobile

DIRECT DEBIT DETAILS

(Instructions to your bank or building society to pay by Direct Debit)

To the manager Bank/building society

Address

Postcode

Name(s) of account holder(s)

Sort code

Branch/building society account number



Originators ID No. 850699

Reference number (for office use only)

INSTRUCTIONS TO YOUR BANK OR BUILDING SOCIETY

Please pay **Haymarket Media Group** Direct Debits from the account detailed in this instruction, subject to the safeguards assured by the Direct Debit Guarantee.

I understand that this instruction may stay with **Haymarket Media Group** and, if so, details will be passed electronically to my bank/building society.

Signature Date

**PLEASE RETURN THIS FORM TO:
F1 Racing, FREEPOST RTUC-XCCH-THJS,
3 Queensbridge, Northampton NN4 7BF**

**For special international rates:
Please call +44 (0) 1604 251 454 or visit www.themagazineshop.com**

Terms and conditions:

This offer is open to UK residents only. Overseas rates are available by calling +44 (0) 1604 251 454. Subscription price is £22.99 every six issues. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift; there is no cash alternative. Savings are based on the standard UK cover price of £4.99 and digital cover price of £2.99. Offer ends 19 January 2017. Direct Debit rates are fixed for 12 months after which they may be subject to change. Should prices change, you will be informed in writing. Details of the Direct Debit Guarantee are available on request. Please allow 35 days to receive your first issue. **Haymarket Media Group** will use your personal information only as set out in our privacy policy, which you can read by visiting www.haymarket.com/privacy. Submitting your details indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, email and SMS. It's your choice and you can opt out at any time. Just click the unsubscribe link at the bottom of any of our emails, email datacontroller@haymarket.com, call us on 0344 543 8035, or use our opt-out form, which you can find at pages.haymarket.com/optout to tell us your preferences and we will then not contact you again until you ask us to do so.

SelectMotorRacing.com

INTERNATIONAL MOTORSPORT EVENTS ▶ RACE TICKETS ▶ HOSPITALITY & TRAVEL



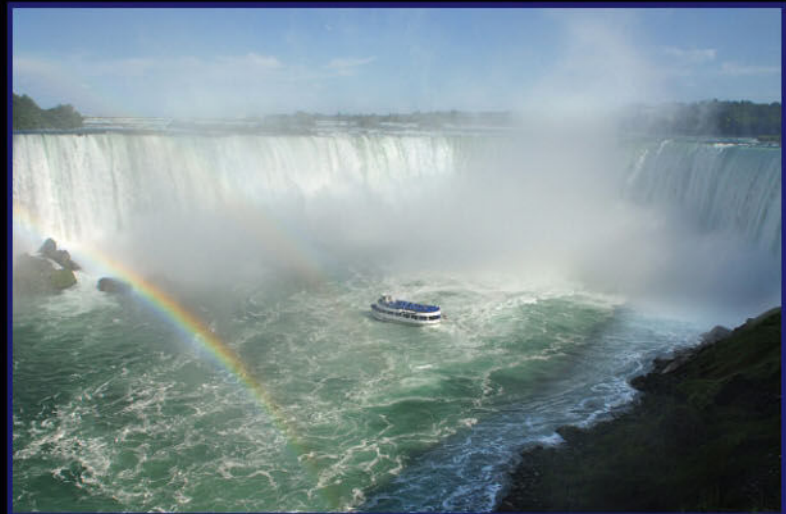
Run by Fans for Fans

Motorsport Travel + Tickets + Hospitality Flexible Travel Options

Escorted Tours | UK Travel Team | By Air | Coach Tours | Self Drive
Hospitality | Circuit | Yachts | Team Packages | Paddock | Amber Lounge



ALL FORMULA ONE IN 2017



FORMULA ONE HOLIDAY TOURS & COMBINED TOURS



HISTORIC RACING EVENTS
MILLIE MIGLIA - GOODWOOD FESTIVAL OF SPEED
- GOODWOOD REVIVAL



2017
LE MANS 24H
PRE-BOOK NOW

WORLD ENDURANCE CHAMPIONSHIP
LE MANS 24H - WEC SPA 6HR - WEC NURBURGRING 6HR



UK TRAVEL TEAM: +44 (0) 1451 833 721

BOOK ONLINE: enquiry@selectmotorracing.com



FINISHING STRAIGHT

Reports Previews Analysis Opinion Stats



MAIN PHOTO: CHARLES COATES/LAT; INSETS: GLENN DUNBAR/LAT

Thanks for the memories...

It's *au revoir* to 2009 champ Jenson Button as he bows out of Formula 1 (for now) after 17 years, joined by Felipe Massa... and, to the surprise of all, Nico Rosberg

DEBRIEF



112 BRAZILIAN GP

Lewis Hamilton ensures the 2017 world championship will go right down to the wire with his epic victory at Interlagos



116 ABU DHABI GP

Pressured to the end by his team-mate, Rosberg secures P2 and the drivers' title... and then drops his bombshell

OPINION



120 INBOX

Your reactions to the season finale in Abu Dhabi and its aftermath



122 THE SCRUTINEER

Musings on manoeuvrings at McLaren as Ron Dennis is deposed

RACE DEBRIEF

by James Roberts

Brazilian Grand Prix

13.11.2016 / Interlagos, São Paulo



Lewis steers clear of the chaos

Victory for Hamilton ahead of Rosberg in Brazil ensures the championship is decided in Abu Dhabi

It would go down to the wire. In relentless rain, Lewis Hamilton did everything he could to keep his world championship dream alive, taking his 52nd grand prix victory to lie second to Michael Schumacher in the all-time winners' list, while Nico Rosberg finished in his wheeltracks to ensure that the drivers' title would be decided in more clement conditions in Abu Dhabi.

Here, at Interlagos, the 24th different track at which he has won an F1 race, Hamilton was imperious on his way to his first Brazilian GP victory. In treacherous conditions, with two red-flag stoppages, and after many laps spent trailing behind the Safety Car, he never put a wheel wrong on an afternoon where several drivers crashed out of contention.

Rosberg, a driver yet to win in the wet, lacked the speed to contest victory in Brazil. But he didn't need to. He knew that with a 12-point lead, he could finish third in Abu Dhabi and still claim his first title, wherever Hamilton finishes.

But the star of Interlagos was unquestionably Max Verstappen. His prodigious talent came to the fore with a breathtaking drive, passing rivals around both the inside and the outside, and finding levels of grip with remarkable ease. In the last 17 laps, albeit on fresh rubber, he was in a class of his own, climbing from outside the top ten to finish on the podium.

Red Bull team boss Christian Horner was asked whether that was a drive worthy of the status of Senna's Monaco '84 performance or Schumacher's '96 Spanish Grand Prix win.

"It's right up there," he agreed. "I don't think it gets much better than that. I think we've all witnessed something very special this afternoon. He made a decisive move on Kimi Räikkönen at Turn 1 at the start that showed he meant business today. You could see behind the Safety Cars he was changing his lines, looking for grip – and he was exploring the limits. His overtaking has been quite sensational."

The first six laps of the race were held behind the Safety Car after torrential morning rain soaked the circuit. A lap later, Renault's Kevin Magnussen was first to pit from the wet tyre to the intermediate, and when his middle-sector time showed he was just 0.7s off the fastest time of the race in that sector, it sparked a chain reaction of other drivers pitting. Button was next, followed by Alonso and the two Williams.

Rosberg was informed about the switch to intermediates going on, and exclaimed over the team radio, "No way. Too early."

When Marcus Ericsson crashed his Sauber on the start/finish straight on lap 12, Hamilton came on the radio asking if someone had lost it on the intermediates. And indeed he had. Ericsson's broken Sauber stopped in the pitlane entry, and out came the Safety Car again. Once it pulled back in, the track was still very wet. As the field came across the line at racing speed, Räikkönen hit a puddle and spun into the wall. He bounced

back into the path of the chasing pack and was extremely lucky not to be hit. The organisers had no option but to red-flag the race. Over the team radio, Vettel was enraged that the race was allowed to restart in such conditions. "This is just mad. Stupid," he said.

Once the decision was made to restart the race again behind the Safety Car, the drama continued. Jolyon Palmer crashed into Daniil Kvyat's Toro Rosso and while Kvyat was able to continue, Palmer was forced to retire.

After 15 minutes behind the Safety Car and no let up in the rain, the red flag appeared again. There was frustration from the spectators and the drivers, too. "It's not even that wet now, I don't know why we're stopping," said Lewis Hamilton over the team radio. He climbed out of his car to a chorus of boos from the crowd in the main grandstand.

Half an hour later, the race restarted at 4.02pm local time, two hours after the original start, and Verstappen was once again on a charge, passing Rosberg around the outside of Turn 3 for P2. He got within a second of Hamilton before the Mercedes driver eased away on the next lap. It didn't look as though he could have beaten Hamilton, but Red Bull weren't deterred and took a gamble on strategy – one that probably cost Verstappen second place.

Ricciardo pitted for intermediates and was able to get enough heat into them to find a one-second-a-lap advantage over the rest of the field. Red Bull also decided to switch Verstappen to the same tyre, but then the rain grew heavier, meaning the extreme wet was the tyre to be on.

To prove it, Felipe Massa lost control of his Williams on the intermediate tyre and crashed in the same place as Ericsson. That brought out the Safety Car yet again, and what followed was an extraordinary farewell performance as he sobbed on his walk back to his garage. He was serenaded by the crowd and rival teams, before being greeted by his family in the pitlane.

Red Bull had no option but to switch both drivers to the extreme wet tyre, causing them to slip out of the top ten. This is where Verstappen started his remarkable comeback, passing his rivals with aplomb. On lap 55 he was 14th, and overtook seven cars in the next seven laps. Four laps from the end of the race he passed Sergio Pérez for third, where he remained until the flag.

There were other notable performances: Carlos Sainz impressed with sixth place for Toro Rosso, while Brazilian racer Felipe Nasr scored two points for Sauber with ninth (from 21st on the grid). They were the Swiss team's first points of the season, moving them above Manor at the lower end of the constructors' standings. At both ends of the world championship tables, it was to be drama to the very last. 🏆

The story of the race

> Grosjean crashes on the formation lap in heavy rain and the race starts behind the Safety Car

INTERLAGOS



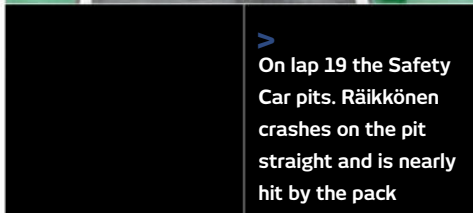
> The Safety Car peels in and Verstappen passes Räikkönen for third place at Turn 1. Hamilton leads



> A number of drivers gamble and pit early for intermediates, but conditions never actually improve



< Five laps later Ericsson crashes his Sauber at the pitlane entry and the Safety Car appears again



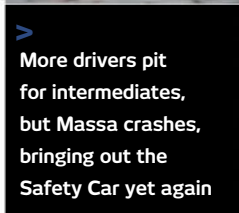
> On lap 19 the Safety Car pits. Räikkönen crashes on the pit straight and is nearly hit by the pack



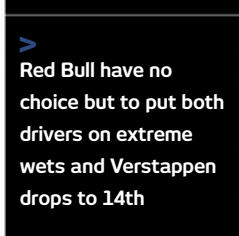
< The race is stopped, restarted behind the Safety Car, and then stopped again



< Hamilton leads at the restart from Rosberg, but Verstappen is soon up to second



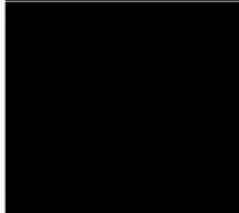
> More drivers pit for intermediates, but Massa crashes, bringing out the Safety Car yet again



> Red Bull have no choice but to put both drivers on extreme wets and Verstappen drops to 14th



> An incredible wet-weather masterclass from Verstappen takes him from 14th to third in 14 laps
























> Lewis Hamilton crosses the line to win the Brazilian Grand Prix for the first time, with Rosberg second



Brazilian Grand Prix stats

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

THE GRID

	1. HAMILTON MERCEDES 1min 10.736secs Q3
	2. ROSBERG MERCEDES 1min 10.838secs Q3
	4. VERSTAPPEN RED BULL 1min 11.485secs Q3
	6. RICCIARDO RED BULL 1min 11.540secs Q3
	8. HULKENBERG FORCE INDIA 1min 12.104secs Q3
	10. ALONSO McLAREN 1min 12.266secs Q3
	12. GUTIERREZ HAAS 1min 12.431secs Q2
	14. KVYAT TORO ROSSO 1min 12.726secs Q2
	16. PALMER RENAULT 1min 13.258secs Q2
	18. MAGNUSSEN RENAULT 1min 13.410secs Q1
	20. ERICSSON SAUBER 1min 13.623secs Q1
	22. OCON* MANOR 1min 13.432secs Q1
	11. BOTTAS WILLIAMS 1min 12.420secs Q2
	9. PÉREZ FORCE INDIA 1min 12.165secs Q3
	7. GROSJEAN HAAS 1min 11.937secs Q3
	5. VETTEL FERRARI 1min 11.495secs Q3
	3. RÄIKKÖNEN FERRARI 1min 11.404secs Q3
	15. SAINZ TORO ROSSO 1min 12.920secs Q2
	17. BUTTON McLAREN 1min 13.276secs Q1
	19. WEHRLEIN MANOR 1min 13.427secs Q1
	21. NASR SAUBER 1min 13.681secs Q1

*Three-place grid penalty for impeding another driver

THE RACE



THE RESULTS (71 LAPS)

1st	Lewis Hamilton Mercedes	3h 01m 01.335s
2nd	Nico Rosberg Mercedes	+11.455s
3rd	Max Verstappen Red Bull	+21.481s
4th	Sergio Pérez Force India	+25.346s
5th	Sebastian Vettel Ferrari	+26.334s
6th	Carlos Sainz Toro Rosso	+29.160s
7th	Nico Hülkenberg Force India	+29.827s
8th	Daniel Ricciardo Red Bull	+30.486s
9th	Felipe Nasr Sauber	+42.620s
10th	Fernando Alonso McLaren	+44.432s
11th	Valtteri Bottas Williams	+45.292s
12th	Esteban Ocon Manor	+45.809s
13th	Daniil Kvyat Toro Rosso	+51.192s
14th	Kevin Magnussen Renault	+51.555s
15th	Pascal Wehrlein Manor	+60.498s
16th	Jenson Button McLaren	+81.994s

Retirements

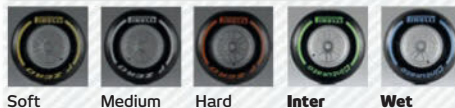
Esteban Gutiérrez	Haas	60 laps - electrical
Felipe Massa	Williams	46 laps - accident
Jolyon Palmer	Renault	20 laps - collision
Kimi Räikkönen	Ferrari	19 laps - accident
Marcus Ericsson	Sauber	11 laps - accident
Romain Grosjean	Haas	DNS - accident

THROUGH SPEED TRAP (QUALIFYING)



Fastest: Kimi Räikkönen, 210.09mph
Slowest: Kevin Magnussen, 197.72 mph

TYRE COMPOUNDS USED



CLIMATE



TRACK TEMP



FASTEST LAP



Max Verstappen, lap 67, 1min 25.305s

FASTEST PITSTOP



Max Verstappen, 24.041s (entry to exit)

DRIVERS' STANDINGS

1st	Nico Rosberg Mercedes	367pts
2nd	Lewis Hamilton Mercedes	355pts
3rd	Daniel Ricciardo Red Bull	246pts
4th	Sebastian Vettel Ferrari	197pts
5th	Max Verstappen Toro Rosso/Red Bull	192pts
6th	Kimi Räikkönen Ferrari	178pts
7th	Sergio Pérez Force India	97pts
8th	Valtteri Bottas Williams	85pts
9th	Nico Hülkenberg Force India	66pts
10th	Fernando Alonso McLaren	53pts
11th	Felipe Massa Williams	51pts
12th	Carlos Sainz Toro Rosso	46pts
13th	Romain Grosjean Haas	29pts
14th	Daniil Kvyat Red Bull/Toro Rosso	25pts
15th	Jenson Button McLaren	21pts
16th	Kevin Magnussen Renault	7pts
17th	Felipe Nasr Sauber	2pts
18th	Jolyon Palmer Renault	1pt
19th	Pascal Wehrlein Manor	1pt
20th	Stoffel Vandoorne McLaren	1pt
21st	Esteban Gutiérrez Haas	0pts
22nd	Marcus Ericsson Sauber	0pts
23rd	Esteban Ocon Manor	0pts
24th	Rio Haryanto Manor	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	722pts	9th	Renault	8pts
2nd	Red Bull	446pts	10th	Sauber	2pts
3rd	Ferrari	375pts	11th	Manor	1pt
4th	Force India	163pts			
5th	Williams	136pts			
6th	McLaren	75pts			
7th	Toro Rosso	63pts			
8th	Haas	29pts			



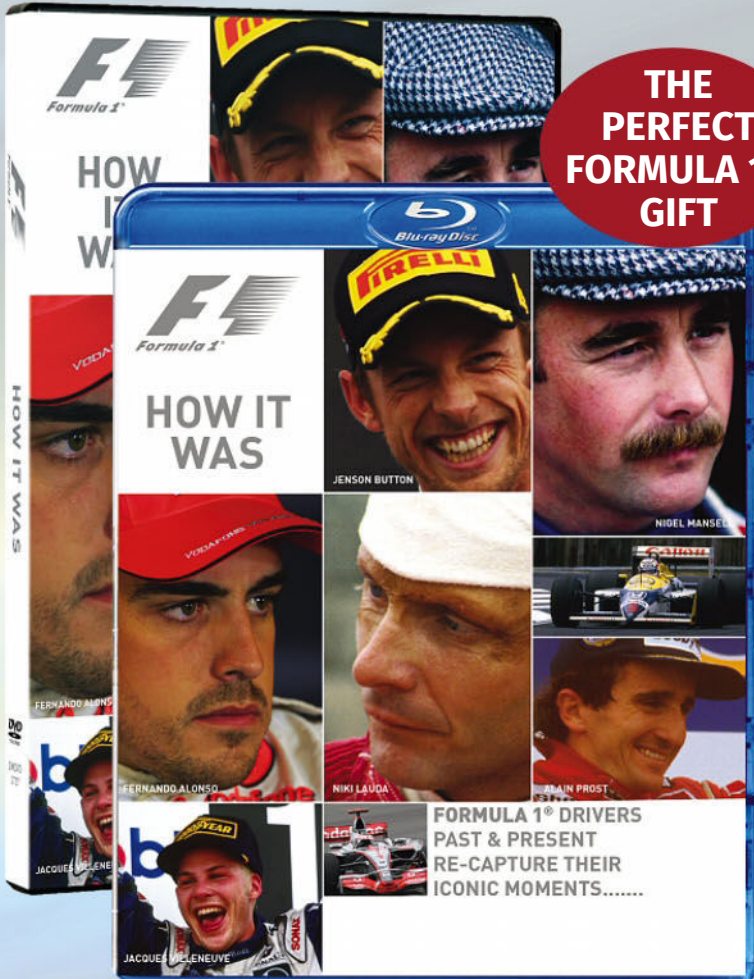
For comprehensive F1 statistics visit www.forix.com



HOW IT WAS

Formula 1® Drivers past and present re-capture their iconic moments...

Buy now on DVD and Blu-ray



THE PERFECT FORMULA 1® GIFT

Join ten great drivers from the last three decades of Formula 1® as they relive their most memorable races through insightful interviews and exciting archive footage.

FEATURED RACES AND DRIVERS

1984	Portuguese Grand Prix	Niki Lauda
1986	Australian Grand Prix	Alain Prost
1987	British Grand Prix	Nigel Mansell
1990	USA Grand Prix	Jean Alesi
1994	German Grand Prix	Gerhard Berger
1997	European Grand Prix	Jacques Villeneuve
1999	European Grand Prix	Johnny Herbert
2000	French Grand Prix	David Coulthard
2007	Grand Prix of Europe	Fernando Alonso
2011	Canadian Grand Prix	Jenson Button

Out now

BLU-RAY: £18.99 | DVD: £16.99*

FREE DELIVERY to UK, Australia, NZ, Canada, Eire, Germany, USA**

** Please specify PAL or NTSC format at time of purchase
* Worldwide standard delivery is FREE on all DVDs and Blu-rays from Duke. For guaranteed delivery by 24th December 2016 please use premium delivery services available online or via the customer service team.



DukeVideo.com/F1
or call: 01624 640 000

Many more Formula 1® Reviews available online at DukeVideo.com

OUT NOW!

On DVD and Blu-ray

They Did Their Best

The Official Review of the 2016 FIA Formula One World Championship™

DVD £14.99 | Blu-ray £16.99



© 2016 Formula One World Championship Limited, a Formula One group company. All rights reserved.

The F1 FORMULA 1 logo, F1 logo, F1 FIA FORMULA 1 WORLD CHAMPIONSHIP logo, FORMULA 1, FORMULA ONE, F1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX and related marks are trade marks of Formula One Licensing BV, a Formula One group company. Licensed by Formula One World Championship Limited, a Formula One group company. All rights reserved.

RACE DEBRIEF

by Anthony Rowlinson

Abu Dhabi Grand Prix

27.11.2016 / Yas Marina, Abu Dhabi



Nico's Nutcracker Suite

After a brutal battle for the title, Nico Rosberg emerged victorious – but Lewis made him suffer

History will record the 2016 Abu Dhabi Grand Prix as another Mercedes one-two finish, with Lewis Hamilton to the fore. It will also note that Nico Rosberg secured enough points to win his first Formula 1 world title and *finally* triumph over his career-long sparring partner.

What those results fail to do, however, is tell the story of an exquisitely intense finale to a fraught season; of a race-management masterclass by Hamilton, but also of a rival who proved himself capable of withstanding the most intense pressure to emerge victorious.

As the laps ticked down around the Yas Marina circuit, Rosberg, in P2 and tailing Hamilton by around a second, was a walnut in a vice. Hamilton was lapping at a pace of less than 1m 46s and doing so with subtle racecraft. Through sector 1, down the pit straight and through T1 to T4, he was on it, keeping enough of a gap to Rosberg to prevent his team-mate from closing to within DRS range. Thereafter, through the T5/T6

chicane, the hairpin, then T8/T9, he was achingly slow, gliding the car on part-throttle at points where he knew Rosberg would be unable to mount an attack. Then he'd sprint away along the second straight. Despite repeated urging from his team to up his pace, he was reversing Rosberg into the clutches of Max Verstappen and the fast-approaching supersoft-shod Seb Vettel.

This was precisely Hamilton's intention, of course. Winning the race would not be enough to secure him a fourth title; he also needed Rosberg to finish fourth or lower – and letting Max and Seb attack Nico was his best chance.

Rosberg was clearly reluctant to take Lewis on in a straight fight and risk letting slip the title on which he had already placed a hand. Neither did he want to become embroiled in a tussle with Vettel or Verstappen, both of whom could sniff the chance of an against-the-odds victory. Nico had no desire to be the collateral damage of another man's all-or-nothing lunge, so this would

be no cruise to the crown; Hamilton was going to put him through the wringer.

The intensity of the last ten laps was such that Paddy Lowe, Mercedes' executive director (technical) finally issued the call on lap 52: "Lewis, this is Paddy. We need you to pick up the pace. That's an instruction." Mercedes' fear was that a one-two might be lost, with the advance of the hard-charging Vettel a particular concern.

Hamilton didn't see it that way and was clearly adhering to the Juan Manuel Fangio maxim of winning at the slowest possible speed. "I don't think I did anything dangerous today," he said. "We are fighting for the world championship. I'm in the lead, I control the pace. That's the rules."

Vettel, though, described Hamilton's tactics as "dirty tricks" and Mercedes team boss Toto Wolff later said Hamilton had "undermined the structure of the team in public."

"We agree these rules of engagement," Wolff added, "and Lewis was part of making them,

but today a precedent was set. Anarchy does not work." Repercussions may follow.

So while Hamilton was the winner on the day – and consummately so in terms of the racing expertise he flaunted – the spoils went elsewhere, to a man perhaps not as gifted as Lewis, but who managed to maximise every other aspect of his season to emerge with the highest points tally.

According to Vettel, that should not be forgotten after a memorable sporting contest. "In my point of view, you don't win a championship by luck," he said. "Over the course of the year you collect a lot of points and sometimes you have a good season, sometimes it's bad. Today was Nico's day and it's a sign of respect to give him that."

The strain this season has placed on Rosberg was evident the moment he stepped away from the track. He looked exhausted, pale, bone-tired and spent after the trials of the past racing year. 'One race at a time' had sustained him almost till the last, but when, ultimately, that 'one race' had become a shootout for the title, he had no longer been able to hide from its significance.

The pressure, he admitted, had caught up with him in qualifying, when, after being within 0.1s of Hamilton in practice, he'd found himself 0.3s adrift of his pole time. "I didn't do my best job yesterday," he said, voice tight with emotion. "It's just difficult when the pressure is on."

He did, though, have enough Finnish *sisu* in reserve to make an important pass on Verstappen for second place on lap 20. With race engineer Tony Ross urging that the pass was "critical", he launched an outside-inside move through T5 and T6, before outdragging Verstappen through T7. It was a hard, on-the-limit racing manoeuvre, whose success ensured the chasing Ferraris could not undercut Rosberg and insert themselves as a P2-P3 buffer between him and Hamilton.

"It was one of the best passes of my career," he said. "Max didn't give me an inch and it was incredibly intense. The feeling in the car was amazing. Honestly I have never felt like that in a car before."

Those who suggest Rosberg 'got lucky' this year, thanks to a better reliability record than that enjoyed by Hamilton, might also, now, look to the harder edge Nico brought to his driving this season: in Spain (vs Hamilton), in Austria (again vs Hamilton), in Malaysia (vs Räikkönen) and this time against F1's hottest tyro.

"Austin last year [where Nico lost the race lead and world title to an aggressive wheel-banging pass by Hamilton] was the turning point for me," Rosberg reflected. "I never wanted to feel like that again, so I took myself away for two days afterwards to think about it and then I won the next seven races."

Just over a year later, Formula 1 has a new world champion. 🏆

The story of the race

▶ Hamilton leads away from team-mate Rosberg at the start to head the field into the first corner

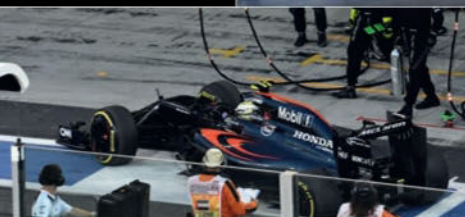
YAS MARINA



▶ Max Verstappen spins to the back at Turn 1 after hitting Nico Hülkenberg's Force India



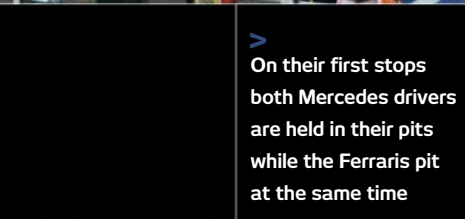
▼ Williams' Valtteri Bottas pits after six laps when a bump in the track damages his suspension



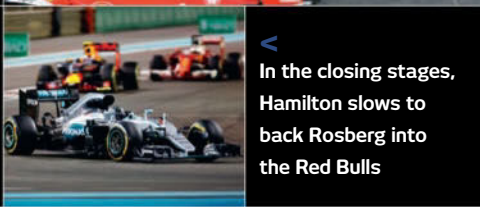
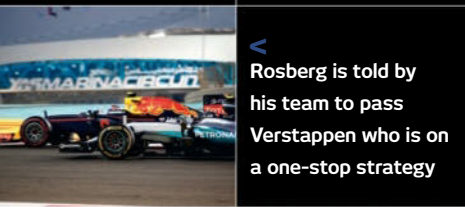
◀ Jenson Button clips a kerb at Turn 10 on lap 12, breaks his right-front suspension and retires



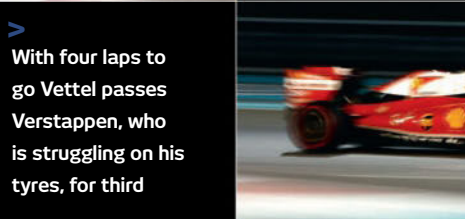
▶ On their first stops both Mercedes drivers are held in their pits while the Ferraris pit at the same time



◀ Rosberg is told by his team to pass Verstappen who is on a one-stop strategy



◀ In the closing stages, Hamilton slows to back Rosberg into the Red Bulls



▶ With four laps to go Vettel passes Verstappen, who is struggling on his tyres, for third



▶ Force India secure fourth place in the constructors' championship with P7 and P8 in the race



▶ Felipe Massa finishes his 250th and final GP in ninth, just ahead of Fernando Alonso



▶ Hamilton wins, and Rosberg fends off Vettel and the Red Bulls to secure P2 and the title
























MAIN PHOTO: ANDREW FERRARO/LAT; ILLUSTRATION: ALAN ELDRIDGE; INSETS: ANDY HONE/LAT; ANDREW FERRARO/LAT; SAM BLOXHAM/LAT; CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; SUTTON IMAGES

Abu Dhabi Grand Prix stats

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

THE GRID

	1. HAMILTON MERCEDES 1min 38.755secs Q3
2. ROSBERG MERCEDES 1min 39.058secs Q3	
	3. RICCIARDO RED BULL 1min 39.589secs Q3
4. RÄIKKÖNEN FERRARI 1min 39.604secs Q3	
	5. VETTEL FERRARI 1min 39.661secs Q3
6. VERSTAPPEN RED BULL 1min 39.818secs Q3	
	7. HÜLKENBERG FORCE INDIA 1min 40.501secs Q3
8. PÉREZ FORCE INDIA 1min 40.519secs Q3	
	9. ALONSO McLAREN 1min 41.106secs Q3
10. MASSA WILLIAMS 1min 41.213secs Q3	
	11. BOTTAS WILLIAMS 1min 41.084secs Q2
12. BUTTON McLAREN 1min 41.272secs Q2	
	13. GUTIÉRREZ HAAS 1min 41.480secs Q2
14. GROSJEAN HAAS 1min 41.564secs Q2	
	15. PALMER RENAULT 1min 41.820secs Q2
16. WEHRLEIN MANOR 1min 41.995secs Q2	
	17. KVYAT TORO ROSSO 1min 42.003secs Q1
18. MAGNUSSEN RENAULT 1min 42.142secs Q1	
	19. NASR SAUBER 1min 42.247secs Q1
20. OCON MANOR 1min 42.286secs Q1	
	21. SAINZ TORO ROSSO 1min 42.393secs Q1
22. ERICSSON SAUBER 1min 42.637secs Q1	

THE RACE



THE RESULTS (55 LAPS)

1st	Lewis Hamilton Mercedes	1h 38m 04.013s
2nd	Nico Rosberg Mercedes	+0.439s
3rd	Sebastian Vettel Ferrari	+0.843s
4th	Max Verstappen Red Bull	+1.685s
5th	Daniel Ricciardo Red Bull	+5.315s
6th	Kimi Räikkönen Ferrari	+18.816s
7th	Nico Hülkenberg Force India	+50.114s
8th	Sergio Pérez Force India	+58.776s
9th	Felipe Massa Williams	+59.436s
10th	Fernando Alonso McLaren	+59.896s
11th	Romain Grosjean Haas	+76.777s
12th	Esteban Gutiérrez Haas	+95.113s
13th	Esteban Ocon Manor	+1 lap
14th	Pascal Wehrlein Manor	+1 lap
15th	Marcus Ericsson Sauber	+1 lap
16th	Felipe Nasr Sauber	+1 lap
17th	Jolyon Palmer Renault	+1 lap

Retirements

Carlos Sainz Toro Rosso	41 laps - accident
Daniil Kvyat Toro Rosso	14 laps - gearbox
Jenson Button McLaren	12 laps - suspension
Valtteri Bottas Williams	6 laps - suspension
Kevin Magnussen Renault	5 laps - accident

THROUGH SPEED TRAP (QUALIFYING)



Fastest: Felipe Massa, 215.68mph

Slowest: Carlos Sainz, 206.29 mph

TYRE COMPOUNDS USED



CLIMATE

Night  27°C

TRACK TEMP

30°C

FASTEST LAP



Sebastian Vettel, lap 43, 1min 43.729s

FASTEST PITSTOP



Nico Rosberg, 21.218s (entry to exit)

DRIVERS' STANDINGS

1st	Nico Rosberg Mercedes	385pts
2nd	Lewis Hamilton Mercedes	380pts
3rd	Daniel Ricciardo Red Bull	256pts
4th	Sebastian Vettel Ferrari	212pts
5th	Max Verstappen Toro Rosso/Red Bull	204pts
6th	Kimi Räikkönen Ferrari	186pts
7th	Sergio Pérez Force India	101pts
8th	Valtteri Bottas Williams	85pts
9th	Nico Hülkenberg Force India	72pts
10th	Fernando Alonso McLaren	54pts
11th	Felipe Massa Williams	53pts
12th	Carlos Sainz Toro Rosso	46pts
13th	Romain Grosjean Haas	29pts
14th	Daniil Kvyat Red Bull/Toro Rosso	25pts
15th	Jenson Button McLaren	21pts
16th	Kevin Magnussen Renault	7pts
17th	Felipe Nasr Sauber	2pts
18th	Jolyon Palmer Renault	1pt
19th	Pascal Wehrlein Manor	1pt
20th	Stoffel Vandoorne McLaren	1pt
21st	Esteban Gutiérrez Haas	0pts
22nd	Marcus Ericsson Sauber	0pts
23rd	Esteban Ocon Manor	0pts
24th	Rio Haryanto Manor	0pts

CONSTRUCTORS' STANDINGS

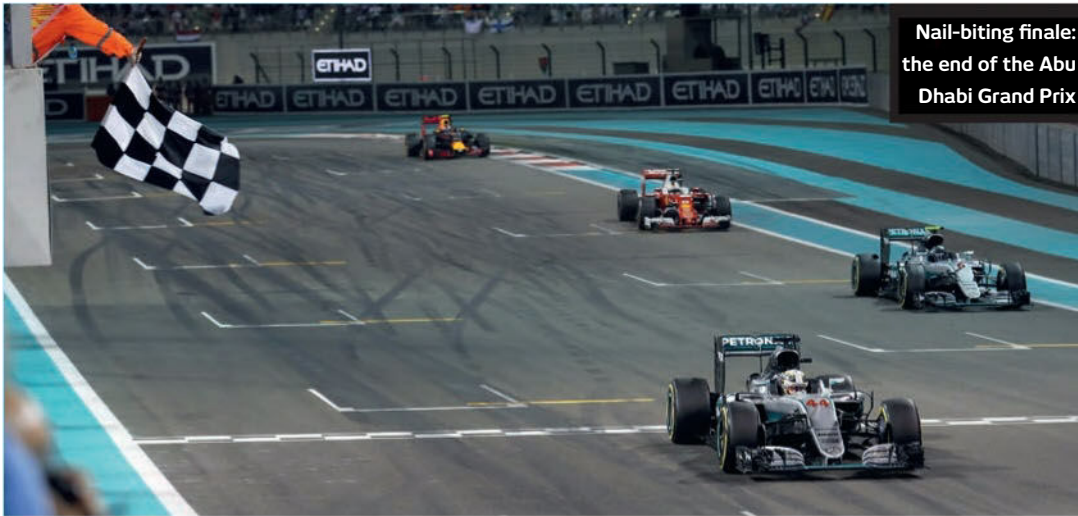
1st	Mercedes	765pts	9th	Renault	8pts
2nd	Red Bull	468pts	10th	Sauber	2pts
3rd	Ferrari	398pts	11th	Manor	1pt
4th	Force India	173pts			
5th	Williams	138pts			
6th	McLaren	76pts			
7th	Toro Rosso	63pts			
8th	Haas	29pts			



For comprehensive F1 statistics visit www.forix.com

Inbox

@F1Racing_mag
facebook.com/f1racingmag
letters.f1racing@haymarket.com
F1 Racing, Bridge House,
69 London Road,
Twickenham TW1 3SP



Nail-biting finale:
the end of the Abu
Dhabi Grand Prix

Don't they see what we see?

I watched the Abu Dhabi Grand Prix on Channel 4 on Sunday, and found the final 20 minutes the most gripping of the whole season.

During and after the race it was obvious that the Mercedes management were not happy with Hamilton's tactics, and much discussion ensued among the Channel 4 pundits.

My disappointment is with the fact that none of those pundits, drivers or team managers, during the time that I was watching, recognised what a great spectacle it was for those watching from the grandstands and at home.

Malcolm Francis
Salisbury, UK

Lewis did what he had to do

After a truly momentous season the angst and recriminations have begun. I don't understand the rumours of possible retrospective action against Lewis Hamilton by Mercedes. He did the only thing he could do to try to secure the title, by backing Nico into the cars behind.

Nico Rosberg deserved to take the title mainly because of his

consistency in points finishes.

Lewis, meanwhile, suffered several incidents in which his Mercedes engine was the only one to fail in the eight cars that use them. I think Nico is man enough to admit that in a straight fight he can't compete with Lewis.

What did annoy me about Lewis were his post-race antics. We know he was upset after losing the title, but would it really have hurt to stay and have his picture taken with Bernie, Seb Vettel and Nico?

Hopefully the hoo-hah will die down quickly and we can look forward to next season.

Steve Bryan
By email

Rain – it's not that unusual

Note to Liberty Media in relation to the early laps of the Brazilian GP: find a way to make F1 cars drivable when it rains.

Rain occurs quite often, after all; it isn't a freak weather condition. WEC cars run in extremely heavy rain, at night, attaining much higher maximum speeds than F1 cars. Rally cars run on snow and ice. Most viewers won't like or

understand what's happening on their TV screens now. That's if they're still watching. *Midsomer Murders* is on ITV – it's probably more exciting than this.

Kat Cullen
By email

The Safety Car wastes time

With wet race starts in the news again, why is the Virtual Safety Car still not part of the procedure?

By bringing in the Safety Car after a few laps and letting cars go round in grid order to a lap delta safe for the conditions, they'd clear more water from the track and get everything up to racing temperature. This would lead to green-flag racing much sooner.

In the case of the 2016 British GP, the Safety Car should have been replaced by the VSC on lap 3 at the latest, and green-flag racing could have started by lap 4. Had they started under the VSC they would have been ready to race by lap 3 due to water clearance and safer condition of the tyres and brakes. What a waste of time.

Ben Sharrock
Bedfordshire, UK

NOTICES

GET F1 RACING WHEREVER YOU ARE



FULL DIGITAL EDITION ON SALE NOW

- Read it on your PC, Mac or iPad
- Identical to print edition
- On sale the same day as the print edition

GO TO:
www.f1racing.co.uk/digital-edition/

NEXT MONTH...



2017 BRAVE NEW WORLD!

New regs, new owners, faster cars – why 2017 could be the most exciting season yet

PLUS*

- > We look back at Ron Dennis's 50-year career in Formula 1
- > Feast your eyes on our 2016 'pictures of the year' special
- > A race-by-race account of Lewis Hamilton's 53 F1 wins
- > Four-time champion Alain Prost answers questions from the F1 paddock

FEBRUARY ISSUE ON SALE: 19 JAN

GT Omega

PRO OFFICE CHAIRS FOR OFFICE AND GAMING USE

PERFECT
GIFT 2016



LUXURIOUS COMFORT, ENDLESS GAMING

FOR MORE INFO PLEASE VISIT

WWW.GTOMEGARACING.COM

BRANDS HATCH | OULTON PARK | **MSV 2017** | SNETTERTON | CADWELL PARK

SEASON PASSES

THE MOST COST-EFFECTIVE WAY TO SEE
THE BEST OF BRITISH MOTORSPORT



MSV

WWW.MSVSHOP.CO.UK

0843 453 9000

Calls cost 7p per minute plus your telephone company's access charge

DISCOUNTED PRICES
UNTIL CHRISTMAS!

Dear Ron,
Has it really come to this?
Word reaches me that adverse
circumstances *chez* McLaren have left
you with time on your hands (perhaps
a new gig as a Rolex ambassador, eh?).

I believe your erstwhile chum Mansour Ojeh and those crazy Mumtala-cats didn't fancy selling out to your putative new investors and have decided to have a little sheikh-up of their own. Strange times, these, as my old mucker N S Roebuck would say.

I know you're not the kind of fellow to 'do one', Ron, but perhaps it's in your own best interests to kiss off that bijou greenhouse by the Woking gyratory and let the natives get on with it. After all, to my understanding, matters in the boardroom of late have been a bit *Game of Thrones* – albeit without the dragons and gratuitous nookie. And you know what happens to folk in that show when they outstay their welcome! Obviously the thought of you *not* being part of the ongoing McLaren story is hard to imagine – but then so was the sight of Sean Bean's head on a spike...

"You redefined the team management game, Ron. Who else can claim to have taught the greatest driver of all time how to toss a coin?"

It has been, let's face it, a funny old year, what with the Grim Reaper stalking the hit parade of the 1970s and '80s, that tousle-haired cove getting ready to slip his feet under the desk in the Oval Office, an association football team from some obscure midlands hamlet winning the Premier League – I could go on, Ron. Perhaps history as

we know it has swapped places with the storylines of an ailing US soap opera? Pinch yourself now, Ron, before you wake up and find Max Mosley in the shower.

I noticed in the 'situations vacant' column of the *Woking Village Gazette* that the McLaren Technology Group are looking for a new Group Chief Executive Officer. Being between positions right now myself – 'resting', as it were – I was rather hoping for something less demanding, so to their eternal loss I shall not be forwarding my *bona fides*. I do hope that when the dust settles after these tumultuous few months, they partition off your old office with glass and turn it into a respectful shrine, like Enzo Ferrari's old house in Maranello (but without the dust and cobwebs).

What with all the brouhaha, we missed quite a big milestone a couple of months back – the 50th anniversary of your arrival in Formula 1, as a spanner-twiddler for that Mexican chap Talbot Solara, or whatever his name was. No feckless youth, you – there you were, traversing the globe, a veritable Max Verstappen of the tool chest, optimising the performance of some old nail while still a teenager. And that's before you set about redefining the team-management game. Who else can claim to have taught the greatest driver of all time how to toss a coin?

So I don't imagine you'll be *sans* occupation for long. There's a decent-sized garden to attend to, and a substantial gravel driveway to bleach, but I dare say you've got people who can take that in hand (don't phone me – I'm a martyr to sciatica these days). Our benighted little island's economy could do with an optimally weighted boot in the *derriere*, and a famously tech-savvy and super-competitive entrepreneur could be just the man with the hob-nailed boots to do it. I'm sure you've got something in mind – after all, as dear old Seneca said, "If one does not know to which port one is sailing, no wind is favourable." Then again, we all know what happened to him after *his* little local difficulty in the boardroom, as it were – although I had to look it up on the internet, since in my dotage I tend to nod off in the middle of *In Our Time*. But anyway, I digress.

So it's to be "a new technology investment fund", is it? This is most auspicious. Could you lend me 20 quid? I was hoping to download a box set of the *Sopranos*.

Meantime, I hear the Maccas have drafted in some cheeky American chappie to whom you once sold a second-hand car. Honestly! He'll be wanting to run the sport next...

Yours box-settingly,

the SCRUTINEER



PHOTO: CHARLES COATES/LAT

"To my understanding, matters in the boardroom of late have been a bit *Game of Thrones*. And you know what happens to folk in that show when they outstay their welcome!"

wellman®

Live life well

WELLMAN.CO.UK

I've been taking Wellman since my twenties to support my health and hectic lifestyle.

David Gandy



Made in Britain

From Boots, Superdrug, supermarkets, Holland & Barrett, health stores, pharmacies

*UK's No1 men's supplement brand. Nielsen GB ScanTrack Total Coverage Unit Sales 52 w/e 18th June 2016.


VITABIOTICS



PEUGEOT
MOTION & EMOTION

**THE ALL-NEW PEUGEOT 3008 SUV.
WAIT UNTIL YOU SEE THE INSIDE.**



IN SHOWROOMS 2017.

ALL-NEW PEUGEOT 3008 SUV

EXPERIENCE **BUILT IN**

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the all-new 3008 SUV Range are: Urban 37.2 – 67.3 (7.6 – 4.2), Extra Urban 55.4 – 80.7 (5.1 – 3.5), Combined 47.1 – 70.6 (6.0 – 4.0) and CO₂ 136 – 103 (g/km). MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Visit Peugeot.co.uk for more information. Information correct at time of going to print.