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THE STEEL BEHIND THE SMILE

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Ricciardo unleashes his ruthless streak to conquer his team-mate



56

F1 Racing gets behind the wheel of Kimi Räikkönen's 2012 Lotus E20





Ignition / Anthony Rowlinson / 08.14

A season of simmering intensity

So another Mercedes win, this time for Lewis, in home-

town-hero fashion. A commanding victory, on a breezy afternoon in Northamptonshire that could so easily have seen another 2014 silver one-two. They make it look easy, don't they, this Mercedes super-team?

Yet only a degree away from the smiles, the high-fives, the 'thanks to the family, the team, God' and every other party involved in creating this winning machine, there's a sub-plot of competitive intensity to the 2014 season that's as hot as any in living memory.

Let's look at Ferrari, by way of example. Already the sub-par-but-not-awful F14 T has cost the Scuderia a team principal. Now, we learn, (see *F1 Insider* p16) that engine chief Luca Marmorini is another casualty of poor performance. And others seem certain to follow. Perhaps even Alonso himself, a warrior *again* at Silverstone, but a man whose top-line career is not blessed with years to waste. Rumours placing him in a Honda-driven McLaren for 2015 refuse to die, however unlikely that may seem after the rancour of 2007.

Then Williams, returning to the head of the field with welcome verve, after too long in the wilderness. But how close they skirted disaster before securing that bold P2 thanks to emerging superstar Valtteri Bottas. The margins between success and failure seem oh-so-finely drawn this tense year.

Red Bull, too, are a team operating at their limit. Our cover star this month, Daniel Ricciardo, is doing a truly remarkable job of repeatedly trouncing his quadruple-

champion team-mate Seb Vettel (see p38), and the intensity of his push for success is causing knock-on grief not only for the guy on the other side of the garage, but also for Red Bull's partner engine supplier, Renault. Jean-Michel Jalinier, president of Renault Sport, has been expelled like a pip from a squeezed lemon into retirement, with former Caterham F1 boss, Cyril Abiteboul, a one-time Renault management graduate trainee, taking his place. Will the younger man be better equipped to cope with the pressure? We shall see...

In Abiteboul's wake lies a further tale of dreams shattered by the relentless demands of this sometimes cruel sport. Tony Fernandes parachuted into F1 with fine ideas about how team ownership might drive the growth of his airline. Alas, like so many before him, he has discovered that cut-price F1 is a road that leads only to failure and ruptured bank accounts. He has now exited, leaving the remnants of ambition to be picked up by a mixed-bag investment consortium.

It's enough to make any participant want to stop and pause for breath. Except that's not possible in F1. This flat-out year will be a sprint finish. Two more races in July, the briefest August interlude to prevent serial nervous breakdowns, then eight races in 14 weeks as we haul from Monza to Abu Dhabi. Just four points separate Hamilton and Rosberg as we stand atop the mid-season fulcrum, while behind them all hell breaks loose in the brawl to be best of the rest.

This one's a classic, don't doubt it – and don't miss a single second.

Contributors



Adrian Suttil

Sauber F1 hustler and classic car collector

Baffled by all those dials, switches and buttons on a 2014 F1 steering wheel? Turn to p48 to get the lowdown from a man with front-line experience



James Roberts

From clapped-out Toyota Celica to... Lotus E20?

Driving a Formula 1 car is best left to the experts, as our man discovered when he got behind the wheel of one for the first – and last – time (p56)



Adrian Myers

He'll even cancel a holiday to shoot our cover...

F1 Racing's go-to cover photographer isn't one to get starstruck, but even he professed delight at how easy Dan Ricciardo (p38) was to work with



Stuart Codling

No Oakleys are too garish for our Lycra-lovin' dep ed

When we finally got the 'okay', after a year of waiting, to join the Monaco 'chain gang' of cycle-mad F1 alumni, Codders veritably ran for his bib shorts (p90)



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Parade

The ills are alive Early doors in FP1 and the newly spruced-up Red Bull Ring is looking box-fresh – but for Lewis Hamilton some old frustrations are bubbling to the surface. Where is Rosberg finding those extra, precious tenths? Why does Nico seem only to have “power-unit issues” during practice? Only one thing to do: scrutinise the data, regroup and go faster than his team-mate in FP2...

Where Red Bull Ring, Austria **When** 10.21am, Friday 20 June 2014

Photographer Vladimir Rys/Getty Images

Details Canon EOS-1DX, 100mm lens, 1/8th at F2.8





Parade

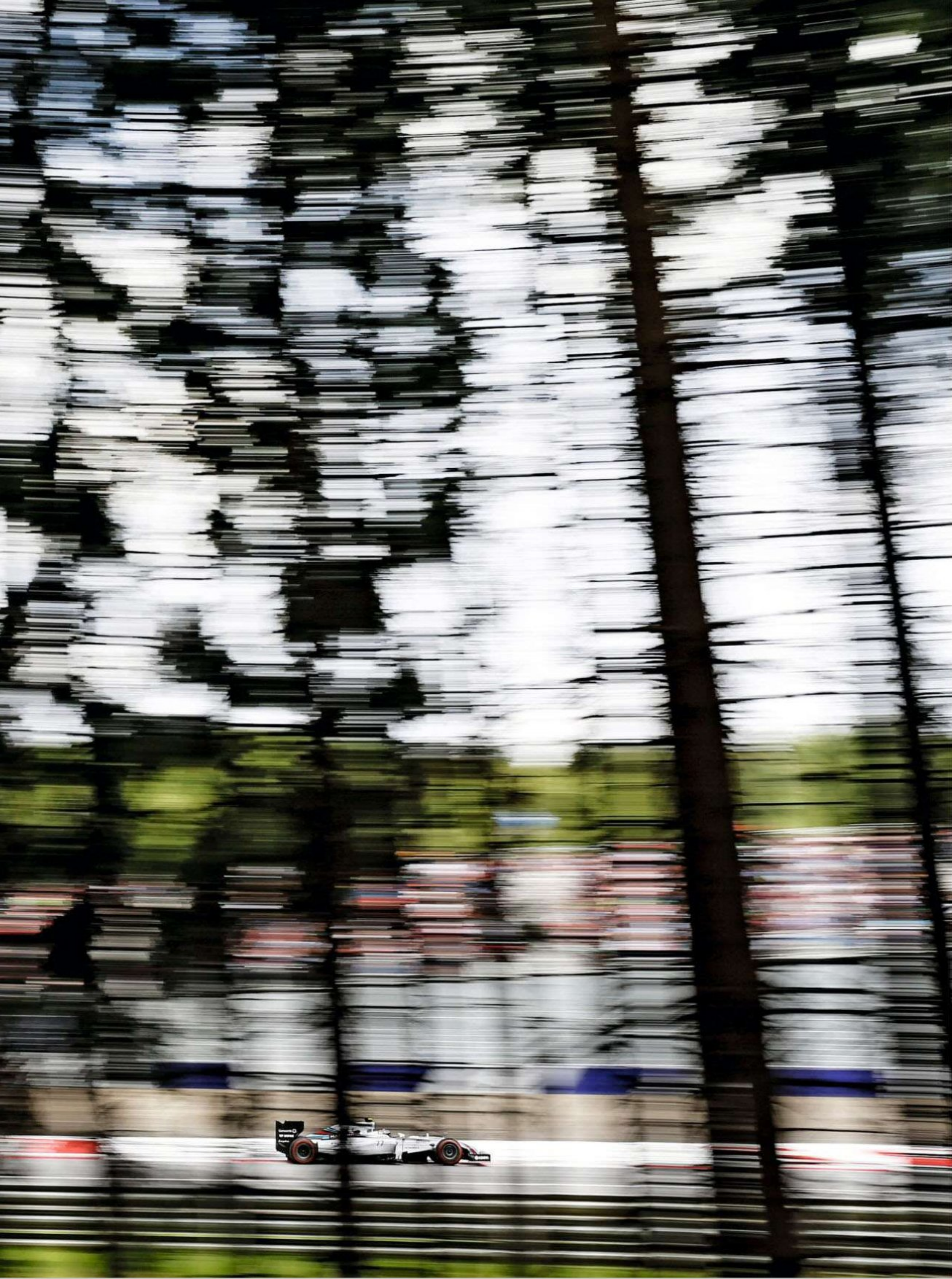
Some Finn special Last year, steering the woeful FW35, Valtteri Bottas rarely got a chance to shine. Now, with Mercedes power under his right foot, and visiting a circuit that majors on braking and traction finesse, Bottas is spanking the works Mercs in qualifying – as is team-mate Felipe Massa, delivering the first all-Williams front row in 11 years

Where Red Bull Ring, Austria

When 2.40pm, Saturday 21 June 2014

Photographer Steven Tee/LAT

Details Canon EOS-1DX, 35mm lens, 1/40th at F10





Parade

That's the way they like it A miserable summer for British sport. Early bath for England in the World Cup and Andy Murray at Wimbledon. Mark Cavendish hits the deck in stage one of the Tour de France. Lewis Hamilton blows qualifying for the British Grand Prix. But what's this? Lewis in the lead of the race and the chequered flag almost in sight? Rise from your seats, sturdy folk, and cheer!

Where Silverstone, UK **When** 2.41pm, Sunday 6 July 2014

Photographer Vladimir Rys/Getty Images

Details Canon EOS-1DX, 100mm lens, 1/3200th at F2.8







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STANDING RESTARTS 24

F1 INSIDER

NEWS ■ OPINION ■ ANALYSIS

NEWS

Engine boss axed in Ferrari shake-up

More changes ahead as team principal Marco Mattiacci promises “no compromise” in bringing Ferrari back to competitiveness

Ferrari are undertaking a major overhaul of their engineering and design teams in an attempt to improve performance in the light of the team’s poor 2014 season. It seems there are going to be high-profile casualties as a result of the team’s failure to build an absolutely competitive car for six years in a row, and an obvious slide backwards in terms of performance.

Sources close to the team say engine boss Luca Marmorini has already been sacked, and as *F1 Racing* went to press, it was believed that other senior engineers will follow. It is possible chief designer Nikolas Tombazis, a long-time Ferrari man who has also worked for McLaren and Benetton, may also be about to depart.

Marmorini was recruited from Toyota in 2009 after ten years with the Japanese manufacturer. Prior to that, he had spent ten years with Ferrari. He lost his job on the Wednesday before the British GP, according to insiders, and will leave Ferrari completely. He has paid the price for the poor performance of Ferrari’s new turbo hybrid power unit, which lacks the power of the dominant Mercedes, has worse fuel consumption, has a weakness in its energy recovery system and suffers drivability issues.

Insiders also report that Ferrari president Luca Di Montezemolo had wanted to sack Marmorini after the team’s embarrassing performance at the Bahrain Grand Prix in March, but team principal Stefano Domenicali opposed the move and offered his own resignation instead. Now, with new team principal Marco Mattiacci installed, Di Montezemolo has finally got his way.

Marmorini’s former number two, Mattia Binotto, has been promoted to head the engine department. Ferrari refused to comment on the changes, but Mattiacci would not deny them at the British Grand Prix.

“We are redesigning the team; we are reinforcing the team,” Mattiacci announced.

Luca Marmorini has just lost his job as Ferrari’s head of engines and electronics



“Definitely we are working to improve because today we are sixth. We are not happy to be sixth. So, starting from here, we need to prepare a different team from 2015. Do we need to make an announcement? No. Do we need to improve? Continuous improvement? Yes. That is our position.”

The feeling within the team is that Ferrari have become too conservative and need to take more risks with the design of the car. Their reliability has been rock-solid for years, but they have to be more adventurous in both engineering and track operations in the search for more performance. Fernando Alonso hauled his F14 T to sixth at Silverstone, but only after an outstanding drive from the nether regions of the grid after the team misread the changing track conditions in qualifying.

Other changes may also be on the way. There have been rumours in Italy that Ross Brawn could return to the team as a consultant. Ferrari and Brawn have not commented.

Mattiacci has made it very clear that he will stop at nothing to bring Ferrari back to competitiveness. “There is no compromise, no middle ground. We need to bring back Ferrari to the world title,” he said.

The team need to convince Fernando Alonso that they are finally on the right track amid strong rumours that he may again be considering a move, and in the knowledge that McLaren are very interested in him. In theory, the driver market should remain fairly static this season, as

New team principal
Marco Mattiacci:
"We are redesigning
the team; we are
reinforcing the team"

NEWS DIGEST

The month's big stories at a glance

13.6.14 FIA set to introduce new garage fire safety system

15.6.14 Di Montezemolo calls for stakeholder meeting to discuss Formula 1's future



16.6.14 Michael Schumacher transferred to new facility after emerging from coma **19.6.14** F1 commission votes against plans to reduce number of practice sessions **20.6.14** Mercedes and Ferrari trial titanium skid blocks during practice for the Austrian GP **23.6.14** Ecclestone says he would be "happy" if underfunded teams leave the grid **3.7.14** Caterham boss Cyril Abiteboul joins Renault Sport in management reshuffle **4.7.14** Teams get upgraded FIA fuel-flow sensors **5.7.14** Lotus confirm Mercedes engine deal from 2015 **7.7.14** Bianchi to replace Räikkönen at Silverstone test

all the drivers in the top three teams, Mercedes, Red Bull and Ferrari, have contracts that continue at least until the end of 2015 – in some cases longer.

But contracts mean little if drivers of Alonso's standing decide they want to move.

Does Alonso believe Ferrari can transform themselves into winners soon enough for him to want to stay? Does Sebastian Vettel want to stay at Red Bull and watch his market value plummet if Daniel Ricciardo keeps beating him? Would Lewis Hamilton stay at Mercedes if he loses the title to Nico Rosberg and wonders why his car seems to fail more often than his team-mate's?

These questions may all turn out to be baseless this summer, but time will tell...

Is the Red Bull dream team unravelling?

Change is in the air as insiders admit that Renault engine partnership "isn't working"

Daniel Ricciardo's Canadian win aside, this has been a sobering year for Red Bull. Four-time champion Sebastian Vettel is being beaten by his team-mate. Adrian Newey is set to design his last

Red Bull. The team boss is criticising their works engine partner. Things are not going well...

Of greatest concern has been the Renault engine. Team boss Christian Horner has made clear his frustration that it is as much as "80 or 90bhp" down on the Mercedes. And after a poor weekend in Austria, Horner railed about the Renault's sub-standard performance.

"The situation just isn't improving," he said.

"The reliability is unacceptable. The performance is unacceptable."

Rumours about Red Bull's next step on the engine front abound. Could they build their own engine? Could they take over Renault Sport – either completely, or by installing more of their engineers in at Viry-Châtillon and making the links much closer than they are? Could they strike a deal with another manufacturer?

Horner has made it clear they will use Renault in 2015, and Renault are redesigning their engine. Horner said that

Red Bull making their own engine is "not part of our agenda", and that they prefer to "work with a strong partner". That would certainly describe

VW/Audi/Porsche, a group with whom Red Bull have ties, but a source close to Red Bull says a link-up with the German giant is "not an option".

And despite Horner's denials, when asked about Red Bull's engine plans, motorsport adviser Helmut Marko mentioned a few small privateer engine builders not far from the Red Bull Ring. At the same time, Mario Ilie, formerly Mercedes' F1 engine boss, is said to be

working on a new engine design. Ilie is an old friend of Newey, who Red Bull have said will work on special projects from next year, without specifying what the projects will be.

Could the team be laying the groundwork for their own F1 engine, designed in conjunction with Newey, to ensure its in-car packaging in a car is as perfect as possible? Could this be produced independently of Renault Sport, or after taking them over, allowing Red Bull to circumvent restrictions on development because, as it is technically a new engine, they wouldn't apply? It sounds unlikely, but it's not impossible.



Horner on Renault:
"The reliability is unacceptable. The performance is unacceptable"



Engine woes have made 2014 a sobering season so far for reigning champions Red Bull

QUIZ



- Q1** In which year did Hockenheim first host the German Grand Prix?
- Q2** Which future world champion scored their first points at that GP?
- Q3** In 2001, Hockenheim held its final German GP on the original layout. Who won?
- Q4** At which country's grand prix did Damon Hill achieve his first victory in 1993 and Fernando Alonso achieve his in 2003?
- Q5** In August 1957, Pescara hosted its first and only GP. Who won, having built up a lead so big

- that he was able to stop for a drink while having his oil topped up?
- Q6** At which Japanese circuit would you find corners by the name of 'Revolver' and 'Mike Knight'?
- Q7** Berlin's Avus circuit hosted the German Grand Prix once, in 1959. Who won for Ferrari?
- Q8** Thirty years ago this month, which driver failed to qualify for the German GP while standing in for Stefan Bellof at Tyrrell?

- Q9** Which team is statistically the most successful in Hungary, with 11 race wins to their name?
- Q10** Two drivers on the current grid have won at Hockenheim. One is Fernando Alonso; who is the other?
- Q11** Which grand prix circuit would you access via Bernie Avenue?
- Q12** In August 2004, Michael Schumacher tied up his seventh world championship with second place at which GP?

- Q13** Mark Webber won the 2010 Hungarian GP in chassis RB6-3, which had previously been driven by Sebastian Vettel. What nickname had Vettel given it?
- Q14** Howden Ganley broke his ankles in a practice crash during the 1974 German GP – driving which Japanese car?
- Q15** Which team claimed their first fastest lap at the 1991 Hungarian Grand Prix?

Q1 1970 Q2 Emerson Fittipaldi Q3 Ralf Schumacher Q4 Hungary Q5 Stirling Moss Q6 Ti Aida Q7 Tony Brooks Q8 Mike Thackwell Q9 McLaren Q10 Lewis Hamilton Q11 Hungary Q12 Belgium Q13 Lucius Liz Q14 Maki Q15 Jordan

Trouble at the top at McLaren (again)

Team's major shareholder Mansour Ojeh returns after health problems – but it's not good news for Ron Dennis



McLaren shareholder Mansour Ojeh is back in good health and has returned to a business role within the company following a double lung transplant last winter. While this is certainly good news, it has created uncertainty over the future of the team.

Ojeh – who, like Dennis, owns 25 per cent of the McLaren Group – had two separate double lung transplants last year as a result of the first one failing. He was seriously ill for a long period, and it was during that time that Ron Dennis staged his coup to regain control of the F1 team. Dennis, who had fallen out with Ojeh, took advantage of his former friend's absence to manoeuvre his way back into his current position as CEO of the McLaren Group, overseeing the F1 team.

Ojeh is thought to regard Dennis's actions as underhand, and it remains

Ojeh's return to the McLaren board could spell trouble for CEO Dennis

unclear what his return will mean for Dennis. Ojeh attended his first board meeting since his recovery before the Austrian GP, then turned up at the Red Bull Ring. Having spent the Saturday (when Dennis was not at the track) at McLaren, he spent much of his time on Sunday (when Dennis was at the circuit) in the Red Bull motorhome.

A McLaren spokesman said: "Mansour Ojeh was invited to lunch at the Red Bull Energy Station by Gerhard Berger, with whom he has had a friendship ever since Gerhard drove for McLaren in the 1990s."

In 2013, Dennis looked to be on his way out of McLaren, having fallen out with both Ojeh and the Bahrainis behind the Mumtalakat investment fund that owns 50 per cent of the McLaren Group. Sources say part of the arrangement for Dennis's return as CEO was that he would find a buyer for the Bahraini shares by the end of this year – and that if he did not, they would buy him out. Dennis denies this.

It seems McLaren have more problems to solve than their on-track performance.

Mansour Ojeh (left) and Ron Dennis: former friends now at loggerheads



YOUNG GUNS



Finding the stars of tomorrow, today

Will Stevens is 23. He was born in Rochford, Essex, and is currently driving for Strakka Racing in Formula Renault 3.5

Who is he?

Will won the 2007 European and Asia-Pacific karting championships at the age of 16, and was feted by some commentators as "the next Lewis Hamilton" when the Honda F1 team signed him to a long-term development deal in 2008. Unfortunately, at the end of that year Honda withdrew from F1, leaving the team – and Will – in limbo.

What's he been doing recently?

Post-Honda he entered single-seaters via Formula Renault, first in the UK series and then the international championship, arriving in FR3.5 in 2012 with Carlin. After a tricky rookie season, in which he finished 12th, he changed teams to P1 Motorsport in 2013 and finished fourth behind McLaren protégés Kevin Magnussen and Stoffel Vandoorne, and Red Bull-backed António Félix da Costa. Caterham signed him to their Racing Academy last year and he drove their CT03 in the young driver test at Silverstone.

How good is he?

Although consistently among the frontrunners, he has won just a few single-seater races. Opting for a third season in FR3.5 rather than switching to GP2 (as Stoffel Vandoorne has) or DTM (like Nico Müller) seems to have worked for him, though – he was the runaway winner of the first round at Monza, and has secured another two podiums since then.

Will we see him in F1?

He's already tested an F1 car, but he needs to make this season of FR3.5 count before he can throw his hat into the ring for a full-time drive – and the only way to do that is to beat Red Bull's Carlos Sainz Jr.


NEWS

Fernandes offloads ailing Caterham

Colin Kolles and Christijan Albers return to Formula 1 as front men for mysterious investment consortium

Uncertainty surrounds the future of Caterham, following their sale by former owner Tony Fernandes to a mysterious "Swiss/Middle Eastern consortium."

The identity of the new owners remains unknown, but they have installed former Midland, Spyker and HRT team principal Colin Kolles as an 'advisor'. Kolles has brought in ex-Midland and Spyker F1 driver Christijan Albers as nominal team principal.

Ironically, given Kolles's reputation as a cost-cutter and the Caterham team's current plight, Albers was actually sacked by Kolles

Former HRT boss Colin Kolles will act as an advisor to Caterham, until the team has returned to tenth place



as a Spyker driver after the 2007 British GP, due to a lack of sponsorship.

Kolles says his job is to turn the team around and then leave: "When the job is done, I will go and everything will be fine for the investors."

Speaking ahead of the British GP, Kolles said: "I have

had similar ventures in the past. That was the reason I was asked.

"We have been in the factory three days. In the past three days, the company has made more progress than in two years."

As for his plans for the team, Kolles said: "I am known for efficiency. F1 is efficiency. Sporting performance and also financial performance – financial stability and profit and loss; it is very simple."

Kolles said Caterham would remain at their Leafield base "probably for the next two years, and within that time, we will decide where to go. The team will stay in England, in the same area, but maybe not in Leafield."

Kolles's target is to return Caterham to tenth place in the constructors' championship, thereby retaining millions of pounds in prize money. He said the new owners would "put a lot of investment into this". But Kolles also admitted: "If we don't achieve that, we will look at budgets and adapt to a different situation."

Fernandes sold the team after announcing on his Twitter account, which he then immediately closed, that: "F1 hasn't worked."

He will retain Caterham Cars and his two high-tech companies, Caterham Technologies and Caterham Composites.

F1 BANTER

PASSNOTES

Your essential F1 briefing
#5 Haas Formula



Name Haas Formula
Age Still but a twinkle in Daddy's eye
Appearance Subject to much speculation

Haas? Fabulous. I love avocados – truly a superfood. Full of carotenoid antioxidants, apparently. A swine to peel, though...

You're confusing the rich, creamy Hass avocado with Gene Haas, founder of Haas Automation, US motorsport magnate, and owner of the putative Haas Formula F1 team, which was granted a 2015 entry it has since deferred to 2016. The original plan to outsource production didn't happen.

Is this the same fellow who used to co-own an Indycar team with Gary Numan?

That would be Carl Haas and Paul Newman...

Right you are. So what's the hold-up?

Well, as usual there are plenty of people in the F1 paddock who would like to see the project fail so they can be proved right. 'They' reckon it's madness to base a team in the USA, far from the traditional F1 heartland, because it will make recruiting and retaining experienced staff difficult. 'They' also scorned the idea of outsourcing design and production, since the last new team to go that route was the benighted HRT.

Oh yes, that went well...

Shame. 'They' can be intolerably smug, can't they?

How about buying an existing team, like Lotus, Caterham or Marussia?

"I'm not even sure those teams are for sale," Haas said recently, before Caterham were sold off (see left). He reckons it's better to start afresh than take on an existing organisation that may have debts lurking on the balance sheet. He's looking to reach a "technology partnership" deal with a top-tier team because it's possible the rules concerning which items teams have to design themselves could be relaxed from 2015.

Sounds fab! I once built a kit car that looked identical to an AC Cobra. Only had the engine and gearbox from a Ford Cortina, mind...

It depends on whether F1's stakeholders agree to loosen the 'listed parts' rules. A few teams don't want it to happen. And the clock is ticking...

Do say: Gene Genie, let yourself go!

Don't say: Soon be Christmas (2015)

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Fuel consumption figures for the Civic 1.6 i-DTEC Black Special Edition in mpg (l/100km): Urban 70.6 (4.0), Extra Urban 85.6 (3.3), Combined 78.5 (3.6). CO₂ emissions: 94g/km. Fuel consumption figures sourced from official EU-regulated laboratory test results, are provided for comparison purposes and may not reflect real-life driving experience.

Model Shown: Civic 1.6 i-DTEC Black Special Edition in Crystal Black Pearl at £22,460 On The Road (OTR). **Terms and Conditions:** New retail Civic registered from 1 July 2014 to 30 September 2014. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. **Civic Black Special Edition Honda Aspirations (PCP):** Example shown based on Civic 1.6 i-DTEC Black Special Edition in Crystal Black Pearl at £22,460 total cash price (and total amount payable) with 36 months 0% APR Representative (interest rate per annum 0% fixed) with £0 (0%) deposit, £408.29 monthly payment, Guaranteed Future Value / Optional Final Payment of £7,761.73 annual mileage of 10,000 and excess mileage charge: 6p per mile. You do not have to pay the Final Payment if you return the car at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage has not been exceeded. Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Credit provided by Honda Finance Europe Plc, 470 London Road, Slough, Berkshire SL3 8QY. Honda Finance Europe plc is authorised and regulated by the Financial Conduct Authority, Financial Services Register number 312541. **The 5 Year Care Package includes: Servicing:** All scheduled servicing, as detailed in the vehicles service book, will be covered for 5 years or 62,500 miles, whichever comes first. **Warranty:** In addition to the standard 3 year warranty the customer will receive a complimentary 2 year extended guarantee taking the warranty to 5 years or 90,000 miles, whichever comes first. **Roadside Assist:** In addition to the standard 3 years roadside assistance package the customer will receive complimentary Hondacare Assistance for a further 2 years, taking it to 5 years or 90,000 miles, whichever comes first. **The 5 Year Care Package:** The 5 Year Care Package is optional. **It is being offered for £555 including VAT** (usual value £1,845 including VAT, resulting in a £1,290 saving for the customer) and is available to finance or non-finance customers. Please note, should you sell the vehicle during the period of cover, the package remains with the vehicle.

COLUMN


THE DRIVER'S WIFE

He's no ordinary member of the public

Valeu, the contract is signed: we are off to a top team at last! *Amor* has been recognised for the racing god that he is. Take that, underappreciative old team. Look at your never-to-be-filled trophy cabinet and weep, darlings.

Now I don't want to be the one to pop the racing-god bubble, but I've just read his travel itinerary and I can't find his chauffeur's details. There's only a hire car and a reference number. Surely this can't mean... I have to break off for a moment, I think I'm having a panic attack. Where are their priorities? What's next – expecting me to wash his overalls?

I found his manager at his usual motorhome table, nose deep in the team's finest Chablis, and demanded to know who didn't do the proper due diligence on this new contract. But he did that British thing where he just smiled in a zombie-like state and I wasn't sure he hadn't temporarily died. So I marched off down the paddock to find the new team boss to sort this out once and for all. No one treats *Amor* like a member of the public! Suddenly his manager was full of cheetah-like agility, intercepting my path and almost dragging me back into the motorhome.

So I told him, (I didn't mean to draw blood when I jabbed him on the forehead with my nail) no one has thought about how *Amor* will get to the track on time. The teams make those engineering meetings so early, and if there's one thing *Amor* hates it's being late. Before he goes to sleep, he lays his clothes for the next day on the floor like a flat scarecrow, he lines up toothpaste and toothbrush on the basin, leaves a bottle of water with a vitamin sachet by the bed, and a rucksack packed and ready by the door. He is up and out in under ten minutes.

And now? How will they feel about him being two hours late? Because that's how long I need to get paddock-ready. The flat scarecrow thing doesn't work for anything other than industrial polyester. I have hair, and a lot of it. And while I am recognised as a natural beauty, I feel it is only fair to confess I do use some makeup to highlight my genetically blessed bone structure.

Being a driver's wife is not without its responsibilities. I take my obligation to the F1 media seriously, and for me arrive photogenically imperfect would be a neglect of duty.

As usual, his manager had no plan other than to speak to me in an exaggeratedly slow and calm voice, which might work if I was four and didn't speak English. So, again, I am obliged to sacrifice myself on the altar of the world championship. In fact, I have already taken steps to befriend the rather uninteresting girlfriend of *Amor*'s replacement, to re-stake the claim on my chauffeur and carpool my way to the circuit. The things we do for love!

God bless you (not you, Hertz and Avis).

**Beijos,
Adriana**

NEWS

US magnate buys into Williams team

Millionaire entrepreneur snaps up Toto Wolff's shares – but isn't seeking a say in the business

Mercedes boss Toto Wolff has reduced his shareholding in Williams by a third, selling five per cent of the company to US millionaire businessman Brad Hollinger. Wolff needed to divest himself of some of the 15 per cent he owned previously to satisfy the demands of the Daimler Group, who own Mercedes. For conflict-of-interest and compliance reasons, Daimler were keen for Wolff to be involved at Williams only as an investor, and not to be seen as exercising any control.

Hollinger is an entrepreneur who runs 90 hospitals in the US. He became involved with Williams because he is a motorsport enthusiast, owning three classic F1 cars: a 1991 Benetton, Jacques Villeneuve's 1997 title-winning Williams, and a 2003 Jordan.

Hollinger says he is unlikely to sponsor the team, and claims he is "not a participant in the management and nor do I ever desire to be in the management of Williams". He has an option, which lapses at the end of the year, to buy more shares from Wolff.

Deputy team principal Claire Williams said her father Sir Frank, the founder of the team, had "no intention of diluting his existing 52 per cent shareholding; in fact, I think he would rather purchase more."

Hollinger first became interested in F1 as a child in the 1960s. He says he was attracted to F1 as an investment because he believed it was "right on the cusp of another explosive growth path through exploitation of social media." He added: "Historically, F1 has had a difficult time penetrating the US market. But there is a core of people in the US who are passionate about F1 and we need to tap into that. F1 can benefit by making a concerted effort to penetrate the US market."

His involvement with Williams was announced at the Austrian GP, where the team's on-track performance underlined the huge step forward they have made in 2014. They have undergone major restructuring and are rapidly emerging as a contender for the second-fastest team in F1 and a

real threat to Red Bull and Ferrari, behind dominant Mercedes.

Having recovered from their five-point annus horribilis of 2013, Williams are now resurgent



PHOTO: CHARLES COATES/LAT



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Standing restarts will be introduced after a Safety Car to make overtaking more likely

NEWS

Standing restarts to be brought in for 2015

The old system of rolling restarts after a Safety Car period will be scrapped – but the reviled double points rule remains

Formula 1 has come up with another controversial rule change aimed at improving the show from next year, with the introduction of standing restarts after a Safety Car period. The idea is to make overtaking more likely on a restart; analysis of current rolling starts, which have been used ever since the Safety Car was introduced in 1993, show positions rarely change.

The plan has met with a mixed response from the drivers. Nico Rosberg said he felt it was “too extreme”, while Daniel Ricciardo admitted it might be “more exciting because there is more

variation, but to me that’s a bit too artificial”. Ricciardo’s view is shared by many fans. For some, this is another backwards step similar to the much-maligned double-points rule, which looks set to stay because team bosses are dealing with other issues they consider more important.

However, proponents of standing re-starts point out that they were normal practice before 1993, when the sort of accident that currently leads to a Safety Car would instead prompt a red flag. The new proposal is a hybrid of the two approaches. It keeps the field moving while

the track is cleared, thus avoiding the logistical problems caused by a full re-start, but adds the excitement of another standing start.

No consideration was given to abandoning the Safety Car altogether because it is an important revenue stream for the sport – Mercedes pay a significant amount of money to supply the Safety and medical cars.

The FIA has also re-drafted the nose rules to stop teams building the ‘anteater’ noses in vogue this season, and will introduce cost-saving plans, including further restrictions on testing.

Anteater noses are out for 2015 as part of a raft of changes being introduced by the FIA



Azerbaijan GP is another step closer

The deal is close to completion for a street race along the shores of the Caspian Sea on a circuit designed by Hermann Tilke



Track designer Hermann Tilke: "Yes, we're working on the circuit to a 2015 timescale"

When Bernie Ecclestone first mentioned an Azerbaijan GP earlier this year, many thought it was a joke. But the project is deadly serious and as *F1 Racing* goes to press, a deal for the country to host a race in 2015 is close to completion.

The grand prix, to be held in the capital, Baku, is supported by the ruling family of the oil-rich Caspian Sea state, which has signed all the necessary contracts with the F1 Group. Funding is a formality for such a wealthy country.

The plan is for a long street circuit, although this has not yet been approved by the FIA. Like the current GT race, it will pass the iconic Azeri parliament building on the seafront.

F1 architect Hermann Tilke told *F1 Racing*: "Yes, we're working on it to a 2015 timescale. But whether it happens or not is not our decision."

Former F1 driver Alex Wurz, who has business interests in Azerbaijan, said: "For my road safety business, I have been many times to Baku. The city is very cool, the inhabitants switched on and there is a good vibe. It will be an amazing event."



F1 STUFF



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The essence of Ferrari has now been bottled – in 40ml (£29) and 75ml (£37.50) sizes, promising "the scent of Latin seduction". The bottle features soft-touch rubber and a brushed steel cap. www.boots.com

CAN-AM BLUEPRINT T-SHIRT

The success of the M6B Can-Am car, celebrated on this silk-screen printed T-shirt (£29.95 – or £25.46 for Team McLaren members) in classic racing orange, helped fund McLaren's F1 ambitions in the late 1960s. www.mclarenstore.com



CASIO EDIFICE EFR-537RB-1AER

This water-resistant, stainless-steel watch (£200) ties in with Casio's sponsorship of Red Bull Racing. With a battery life of two years, you'll have fewer engine changes than Sebastian Vettel... www.casio.co.uk

T-LAB 130R T-SHIRT

Suzuka's 180mph 130R may be 'easy flat' these days but it remains one of F1's most iconic corners. This T-shirt (£25) incorporates the Japanese flag into its design, and is available in white and natural white. www.t-lab.eu



Ecclestone kicks off row over German GP

Contractual confusion in full swing as both Nürburgring and Hockenheim are promised right to host races in 2016 and 2018

There is bewilderment over the future of the German Grand Prix. F1 boss Bernie Ecclestone claimed to have reached an agreement with the Nürburgring for it to host the race for five years from 2015 – only for Hockenheim to point out that it has a deal to host the race in 2016 and 2018, as part of the current contract under which the two tracks alternate as hosts.

The Nürburgring's future was in doubt for some time after it fell into financial difficulties. A rescue package has now been put together by its new owners, Capricorn, who have just announced their deal with Ecclestone.

Hockenheim's boss said he was "surprised by the news", and now Ecclestone has told German newspaper *Rhein Zeitung*, the organisation that first revealed the new

Nürburgring contract, that he will respect the current contract with the track. The muddle has left senior team insiders bewildered, if not entirely surprised.

They say this is merely an example of a wider problem with Ecclestone at the moment – namely that he appears to have lost some of the pin-sharp acuity that has always characterised his business dealings. This could be attributable to his age (he turns 84 in November), but it's more likely he is distracted by the bribery trial currently under way in Munich.

Ecclestone is putting on a brave face, but sources say the trial is affecting him more than he will admit. The same goes for F1 as a whole. The sport appears to be on hold where decisions on major issues are concerned as stakeholders wait for the verdict, which could have a seismic impact on Ecclestone's future.

Sources claim the bribery trial in Germany has distracted Ecclestone, which could have contributed to the muddle over the German GP



NEWS IN BRIEF



TORO ROSSO ENGINE TEST CLEARED

Renault and Toro Rosso have been exonerated by the FIA after an alleged breach of rules during an indoor engine test that was held shortly before the start of the season. The FIA has found that the test fully complied with regulations.

JIM BAMBER PASSES AWAY

The artist and graphic designer Jim Bamber, who for many years contributed a weekly cartoon to *F1 Racing's* sister magazine *Autosport*, died in June following a long battle with cancer.

HONORARY DEGREE FOR ANDERSON

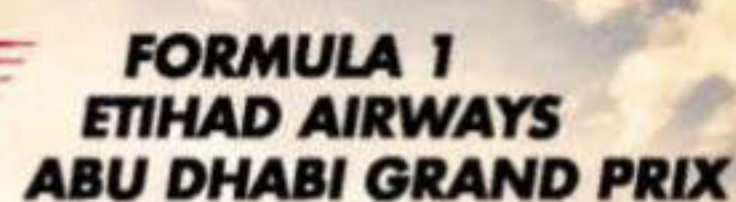
TV technical expert and former Jordan and Jaguar technical director Gary Anderson has been awarded an honorary degree from the University of Ulster. Anderson, from Coleraine in Northern Ireland, got his first job in motor racing at the age of 22, working as a mechanic for Brabham.

JUNCADELLA MAKES F1 DEBUT

DTM racer and Force India reserve driver Daniel Juncadella took part in a Formula 1 free practice session for the first time at Silverstone, driving Nico Hülkenberg's car in FP1. He had previously track-tested Force India's 2014 car at Jerez and Barcelona, as well as working on their simulator.



PHOTOS: ALASTAIR STALEY/LAT; SEBASTIAN WIDMANN/GETTY IMAGES

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Pat Symonds explains THE SCIENCE BEHIND... **Fuel flow**

F1 TECH

What is the difference between just having a fuel limit for the race and having a fuel-flow limit?

In simple terms, the limit on the total quantity of fuel, which is currently set at 100kg for the race, determines the average power that the internal combustion engine of the hybrid power unit can produce. The fuel-flow limit is a cap on the maximum power that it can produce.

To explain it another way, imagine you lived in a flat with a coin-operated electricity meter. Each coin you put in the meter would buy you a certain amount of energy. This can be thought of as your fuel load, the total amount of energy that you can use. Now you can choose to use 60-watt bulbs or 100-watt bulbs. The wattage of the bulb corresponds to the maximum flow rate of the fuel. A 100-watt bulb will be more powerful but your pool of energy won't last as long.

So why do you need both?

The total fuel limit obviously drives engineers to greater efficiency at all operating conditions of the engine, while the fuel-flow limit drives efficiency under high-power conditions – but it also limits the total power available to stop the excesses of unlimited turbo boost.

So are the new power units much more efficient than the old V8 engines?

Amazingly so. The V8 engines were actually quite efficient at full throttle because efficiency has been a byword for race engine designers for far longer than it has for road engine designers. The new power units, however, are a quantum leap in efficiency in all circumstances, and this is most obviously seen by the fact that teams are now using around 65 per cent of the fuel they needed last year to complete a race, yet are producing similar power outputs. What is even more gratifying is that many of the new hybrid techniques being employed will definitely be seen on road cars over the next few years, significantly lowering our fuel bills and CO₂ emissions.

How is the fuel flow measured?

Measuring fuel flow accurately is not easy. In a dynamometer, the equipment used to measure fuel flow weighs over 60kg and occupies a volume significantly larger than the fuel tank in an F1 car. Reducing the weight to just 240g and the length to 150mm was a major challenge and, of course, accuracy had to be indisputable. On top of this, the device could not just sit quietly on the wall of a dyno cell but had to survive the arduous conditions of being mounted on a car.

The science behind the fuel-flow meter is complex but is based on sending ultrasonic pulses through the flow of fuel in the meter. These pulses are fired in two directions, one running with the direction of fuel flow and one against. The flow of fuel will either speed or slow the ultrasonic pulse, and by measuring what is referred to as 'the time of flight' in each direction, the fuel-flow rate can be determined.

Is that accurate?

It is remarkably accurate because each flow meter is individually calibrated for the type of fuel that the team uses, and also for the temperature of that fuel. A fair bit of processing is done on board the device, and the computed fuel mass is sent to the car's data acquisition system and from there to the FIA in real time.

How can you tell if a team has sneaked in more than 100kg for the race?

They can, if they wish, carry more than 100kg, and, indeed, to account for laps to the grid and getting back to the pits after the end of the race they do just that. But every last drop is measured and if the amount consumed from lights out to chequered flag is over 100kg, then the car will subsequently be disqualified.

What about exceeding the flow limit?

For various technical reasons this is much more difficult to manage and, indeed, this was the

cause of the controversy at this year's Australian Grand Prix, which resulted in the disqualification of Daniel Ricciardo after his Red Bull was deemed to have exceeded the fuel-flow limit. Again, a significant amount of mathematical processing takes place to stop this happening, and a very small leeway of just 3g of fuel totalled over the lap is allowed at flows over the maximum limit of 100kg/hour.




Red Bull's Daniel Ricciardo was disqualified from his home grand prix for exceeding fuel-flow limits

How does a team manage fuel in a race – is there ever a danger of running out?

Fuel calculations are checked by many engineers because any excess mass of fuel will slow lap times. This isn't new, and even before the limits were imposed this year, fuel management was critical. Once cars are fuelled, every drop is accounted for with the aim of stopping the car in parc fermé with just the amount needed for a scrutineering sample to be taken. With the fuel mass consumed constantly transmitted back to the pits, engineers are able to manage the engine and advise the driver to ensure optimum fuel usage is maintained.

How can a team save fuel without losing lap time?

There are a number of techniques including 'lift and coast', where the driver lifts off a little bit before applying the brakes. This is an efficient way of saving fuel with minimal loss of lap time. Drivers also practise procedures on the simulator and can, for example, often roll the car further into a corner on a trailing throttle to achieve a similar result. **F1**



Making a 240g fuel-flow meter capable of surviving intense in-car conditions was a major challenge for engineers

POSITIVE FLOW

POSITIVE FLOW

6142-00-01
2004-03-01

6142-00-01
2004-03-01



PETER WINDSOR

RACER'S EDGE

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

We were having one of those old-style coffee-shop chats. It hadn't been planned; it wasn't structured. "Hey! What's happening? Sit down. Want a coffee?"

Jacques Villeneuve was on ebullient form as I congratulated him on his Indy 500 drive.

"Not bad for a guy who hasn't raced for a few years," I said. "Had an engine problem didn't you? Ran from the back into the mid-field? Good stuff. How did it feel?"

Jacques' eyes sparkled as he spoke. "230mph is 230mph – but it gets your attention when you're in turbulence. I felt okay after a few laps. That was the good thing. I felt at home. It was just the loss of engine power that was so frustrating..."

"You know, I don't get it with some of these F1 guys," he added. "I mean Grosjean was just here, asking me about Indy, so I told him, and his response was: 'Well, those cars are easy to drive and Indy is boring...' I think they live in a bubble. Some of them need to get a life..."

I know JV is an acquired taste. I never understood why he left Williams in his prime – in the *team's* prime! – to drive only for the money at BAR. Years on, though, I like him. I like how he thinks. He isn't precious and he loves his motor racing. This year he's speaking his mind on network TV while doing one-off

The show must somehow go on

events like the Indy 500 and competing more or less full time in the new FIA World Rallycross Championship.

Why the latter? "Have you *seen* those cars? 600 bhp, 4WD, turbos, on lightweight chassis? A short dirt track? I love it. How could I say no?"

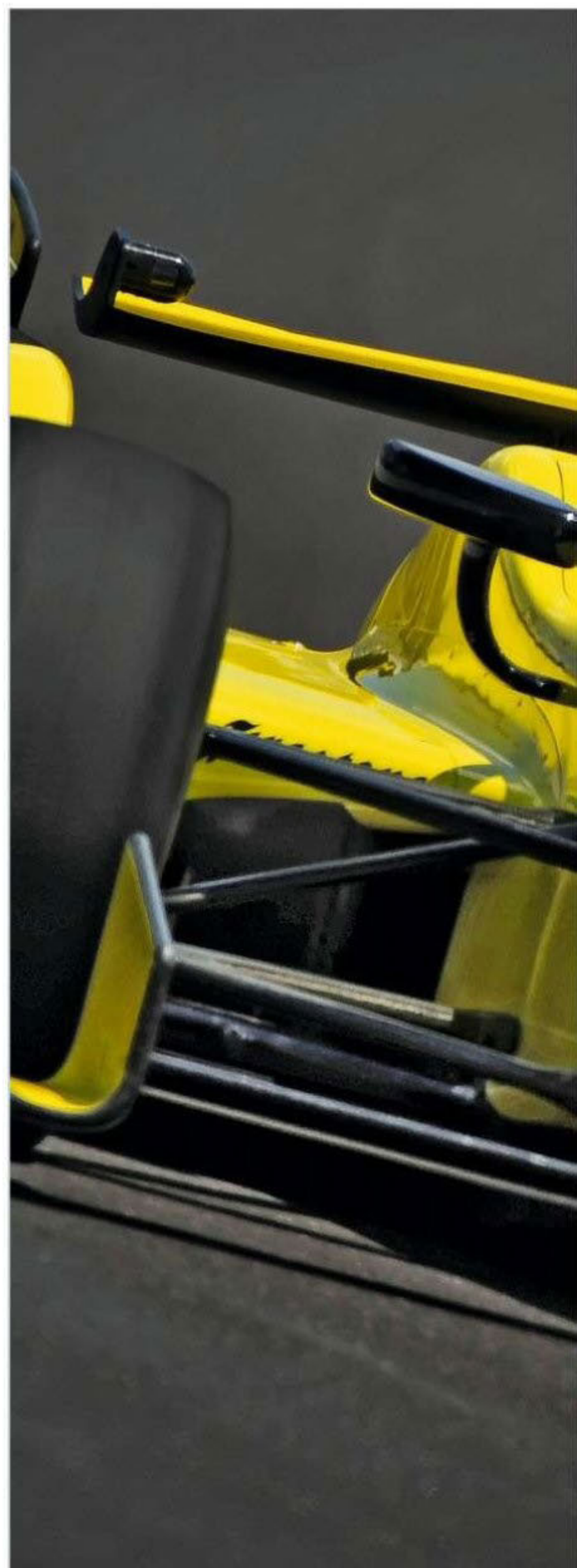
I looked at him. Or rather I looked at his dad. It could have been Gilles talking. Then my eyes swept the F1 lobby engulfing us. The face of the day was stonewall-superiority. Its texture was glass. Fractured glass. What is it with F1 teams, the drivers and the power-brokers? We've done the elite thing, the untouchable thing.

About five F1 team owners became multi-billionaires just after F1's rights were sold for a number containing too many zeros. That era's now over. We know all that money (hewn from the sweat of drivers, engineers and team owners over the past hundred years, but only recently converted into cash via the growth of TV rights and sponsorship) will never be channelled back into F1 in a constructive way.

We know that owning the commercial rights to F1 means having no gold left for the lower rungs, or even for F1's global promotion. No recriminations are due: this is the simple downside of letting one human being do the staggering job he did. Six or seven people became extraordinarily rich. The flipside was inevitable.

Other sports – those with better regenerative systems and bigger appetites for tools such as digital media – have grown exponentially. The global recession has come and gone. We're living in a new world. F1's TV ratings are dwindling against the competition. On any Sunday F1 must square up to rugby, soccer, tennis, golf, hockey, cycling, cricket, boxing and even darts and snooker – that's *without* taking into account the attractions of NASCAR, the WEC, the BTCC, DTM, AussieV8s and IndyCar. F1

"The money from F1's sale will never be channelled back into F1 in a constructive way"





Former F1 world champion Jacques Villeneuve in both IndyCar and Rallycross modes: "I like Jacques. I like how he thinks. He isn't precious and he loves his motor racing"



never had to do that; the competition was beatable. Now it's different. Now there's a war.

How to react? Well, if F1 is the greatest TV sport on earth, let's see it. Let's see behind the closed doors and let's touch all that technology and its brilliant people. Security guards beside locked garage doors are a symbol for everything F1 *isn't* giving the fans and, thus, potential sponsors.

Support races on an F1 weekend are still sold to the highest bidder. Hence the build-up to last year's US GP in Austin: a Ferrari Challenge race, a B-division historic event. In the context of show-loving America, and of a country with an unquenchable thirst for motorsport, this was shocking.


The latest example, I think, is Formula E. The logical thing would have been for F1 to stage, say, eight to ten Formula E events, thus promoting new technology and developing new commercial partners around it. In this way the pressure would have been off F1 to justify its existence with expensive, albeit efficient, fuel-limited turbo V6s. The show could have continued as we knew it – and stars like Alonso, Button, Vettel, Hamilton and Rosberg could have endorsed Formula E with one-off races or demos.

Not a bit of it. We had to go into a cold civil war – them against us. The Formula E guys seem to have plenty of creative ideas; personally, though, I doubt that there's room (make that "enough money to go round") for all this divergence: against the drawing power of other sport-entertainments, motorsport needs to consolidate, not decentralise.

Thus it was kind of sad to hear a racer like Romain Grosjean not saying to Jacques: "Brilliant. Indy's amazing. What an event."

Because it *is* amazing. It is one of the great racing traditions, like Le Mans – and one of the many other branches of the sport to which F1 is related. I know Fernando's presence at Le Mans was at the behest of Ferrari, but it was at least a step. I also quite like the idea of the Mercedes-McLaren- (and possibly even Honda-) linked Jenson Button driving around over F1 race weekends in a Rolls or a Bentley.

At least it gives the lie to all that twaddle about 'contracts' and 'brand loyalty'. At least we know that F1 drivers worth their name are free to drive such events as the BTCC, Rallycross, Pike's Peak, Indy or Le Mans if ever they choose so to do.

The hope is that in future some will do just that. The world of sports-entertainment is so big, the glass-box world of F1 so under pressure, that working *together* must be viewed against the reality of it not working at all. 

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EMERSON FITTIPALDI

SPEED KING

The double world champion writes exclusively for *F1 Racing*

Later on in this issue of *F1 Racing* [on page 38] you can read an interview with Red Bull's Daniel Ricciardo in which he explains how he changed his mental approach to racing and set himself on the road to becoming a grand prix winner. I'm very impressed with him; he's established himself as a serious contender, shown his talent, and proved he's reliable, copes well under pressure, and is an easy person for the team to work with. All these things you need when you have a multiple world champion in the next garage!

Obviously Daniel's team-mate Sebastian Vettel has had more problems with his car, particularly with the electronics. But I can see, in the future, that Sebastian will find himself in a similar situation to that currently facing Nico Rosberg and Fernando Alonso – where you have two guys in the same team, with identical machinery and equal opportunities, dicing against each other. It's great for the racing fans to see this.

It will also be interesting to see what new technologies emerge from the Red Bull factory now that Adrian Newey is stepping away from hands-on involvement in the design of their F1 cars. Adrian has always reminded me of Colin Chapman: when you talk to him, you can

see in his eyes that his brain is working away on some clever new solution to a technical obstacle. People like him don't retire; they thrive on creativity, on being constantly challenged. I'll be very excited to see what he's working on next.

While Adrian has said that the current technical rules are too restrictive for creative engineers to thrive, the rules have created new challenges and opportunities for the drivers. The new generation of grand prix cars demand a different way of driving. One of the key elements of driving fast today is the transition as the torque comes in – very suddenly – from the turbo. You roll into the corner off the throttle, then as you put on the power it jumps very suddenly from 400bhp to 750bhp – and the tyres take the impact of that. It's very interesting because it's creating a new overtaking situation.

If you look back at many of the races this year, often when two cars pass through slow corners closely, the driver of the car behind has just been able to get better traction and very quickly they're side-by-side. You can almost set up the guy in front: be smoother coming out of the corner and then make the move.

Smooth drivers tend to be faster at the end of the races, too, because they put less energy through the tyres than drivers who are more aggressive. You can see the differences between team-mates in equal machinery, and it's very telling; you can have two drivers who are capable of similar pace, but because they extract that speed from the car in a different way, the effect of the tyre degradation hurts one more than the other. This also means the drivers have a great influence on strategy, on

Fortune favours the smooth


whether they are able to make one or two stops or whether they have to do three. We've seen a great variety of race strategies play out this season because of that.

On a fast track it's even more important to keep the tyres alive than on a slow track. When you're doing well over 125mph, any time you back off the throttle the aerodynamic resistance slows the car down so quickly, it's like standing on the brake pedal of your road car. So it makes a difference how smooth you are and how much power you can keep on through a long corner. That's where you find the gains, because on the straights your acceleration is governed by the power of the engine. That's the art of driving.



"I'm very impressed with Daniel; he's established himself as a serious contender and proved that he's reliable and copes well under pressure"

The next two tracks F1 visits will be a different sort of challenge after fast, flowing Silverstone. Both Hockenheim and the Hungaroring demand great power because of their slower corners, but the ability of the car and driver to put down that power is just as important; we're talking about a combination of the engine's power delivery, the sensitivity of the driver's right foot, and the grip of the tyres.

If you don't use the throttle wisely you will destroy the tyres very quickly, particularly in Hungary, where there are a lot of brake-turn-accelerate sections in the second half of the lap. It's no use complaining because the tyres are the same for everyone. The drivers who make best use of them create opportunities for themselves, and that's part of what has made for such exciting racing this year. 

"Smooth drivers tend to be faster at the end as they put less energy through the tyres"

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DIETER RENCKEN

POWER PLAY

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

People write letters of complaint all the time. This one was no ordinary letter – but then Luca Cordero Di Montezemolo is no ordinary man. Addressed to F1 tsar Bernie Ecclestone and Donald Mackenzie, co-chairman of CVC Capital Partners, the missive called for an urgent summit of F1's stakeholder groups to address what Di Montezemolo perceives as the sport's ills.

Among the points he listed were F1's failure to engage with a younger audience, Ecclestone's refusal to embrace new media, plummeting TV ratings (Germany alone has experienced a year-on-year drop in viewers of 50 per cent) and widespread switch-off among sponsors. All these factors have had an impact on the overall commercial health of the grid. This is despite F1's technological sea-change aimed at shifting perceptions of it being stubbornly out-of-touch. The new breed of hybrid cars are delivering outstanding racing across the grid on 30 per cent less fuel. Yet global interest is still waning.

There's no denying the universal unease about the situation. Pirelli admit they are re-evaluating their involvement ahead of contract renewal time. And the fact that only one road-car manufacturer, Honda, has entered F1 as an

Is Luca fighting for his Ferrari future?

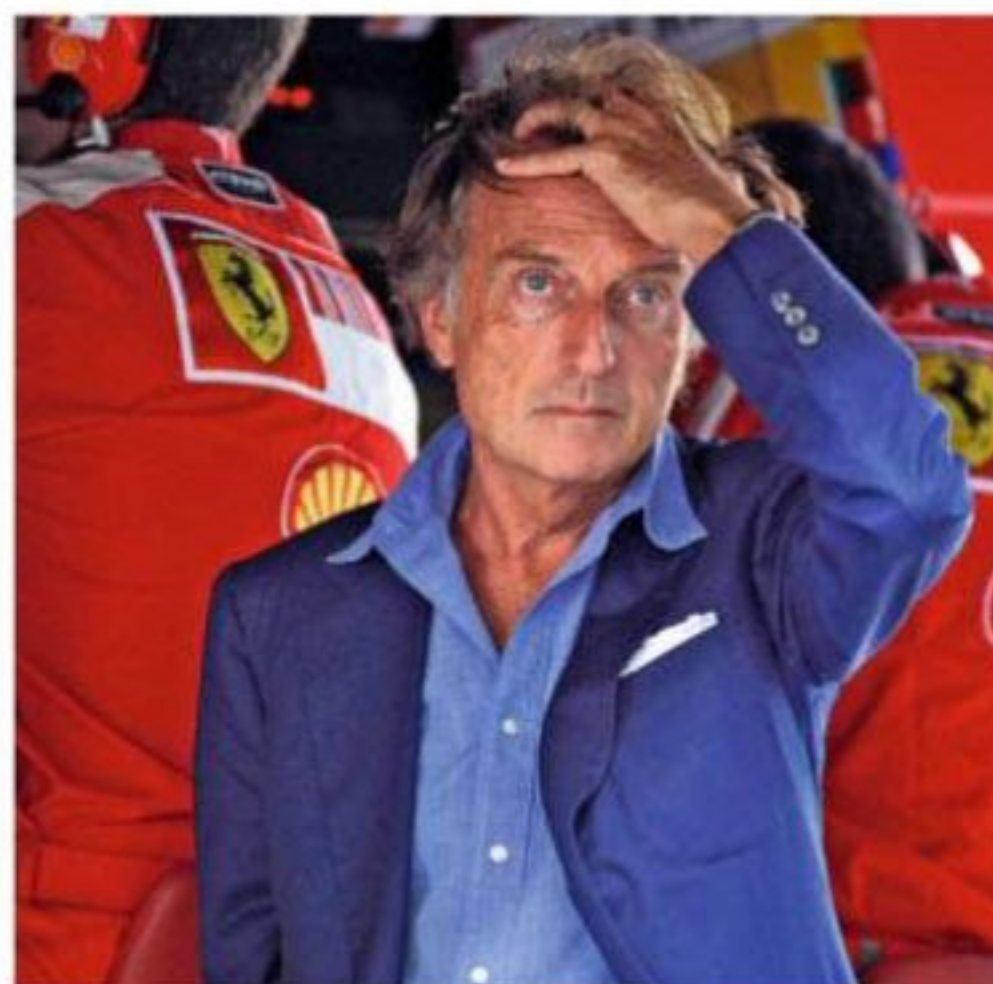
engine supplier since the exodus of Toyota, BMW, Renault – and, er, Honda – as teams five years ago is also cause for alarm.

So Di Montezemolo is justified in his anxiety, and has offered Ferrari's premises for an open workshop to be attended by teams, sponsors, the media, TV companies and race promoters – plus Ecclestone and Mackenzie. His suggested date is in the build-up to September's Italian GP, which takes place just 125 miles away in Monza.

All well and good, but Ferrari's president is given to abrupt changes of tack on these very issues. In January, at another summit suggested by Di Montezemolo to discuss the future, he agreed to cost control – yet within a month Ferrari were part of the faction that outvoted the FIA on this crucial issue, which could result in the demise of the independents who have bolstered F1's grids over the years.

Ferrari have a seat on the FIA's World Motor Sport Council by right, and at the turn of the millennium negotiated a veto over rule changes. When Ecclestone formed F1's Strategy Group last year to frame future regulations, Ferrari, as one of the sport's so-called Constructors' Championship Bonus teams – the others being Red Bull, McLaren

Are Di Montezemolo's criticisms of F1 intended to deflect attention from his team's own failings?



and Mercedes – were invited to join as a matter of course. There is little evidence that this influence has been deployed to address the issues listed in Di Montezemolo's letter

In 2008, Di Montezemolo founded the Formula One Teams Association (FOTA) to provide a united voice for teams during negotiations with the FIA and FOM over F1's future. New media, fan outreach, improving the show, and ticket prices featured high on FOTA's agenda, as did cost saving.


But once a new Concorde Agreement was agreed, Di Montezemolo immediately sought a reason to depart the association he once headed. He alighted upon the Resource Restriction Agreement, and by the end of 2011 Ferrari were no longer members of FOTA.

So of all the teams, Ferrari bear most responsibility for F1's current predicament, enjoying as they do the heaviest political clout, the biggest budget, the longest heritage and the heaviest fanbase. Does Di Montezemolo protest too much? And if so, why? Has he targeted easy prey to deflect attention elsewhere?

F1 Racing has heard rumours that the Agnelli clan – controllers of Fiat, and thus Ferrari – wish to return one of their own to the helm of Ferrari. Andrea Agnelli, who has done spells with Ferrari and Philip Morris, owners of the Marlboro brand with which the Scuderia have long been associated, is prime candidate.

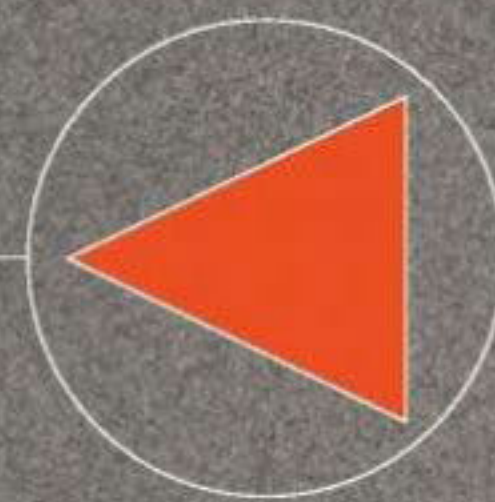
Currently presiding over the Agnelli-owned Juventus FC – as did Di Montezemolo, who turns 67 this month, in the 80s – the Oxford graduate is credited with returning the football club to its former glory and balancing its books despite the recession in Italy. Agnelli, also a FIAT main board member, is believed to have indicated he is ready for the Next Big Thing – and, in Italy, little is bigger than Ferrari.

Rising car sales mean Ferrari are successful commercially, but they are less pre-eminent on track, beaten for four consecutive years by Red Bull, and currently overshadowed by Mercedes, plus a few teams operating on a third of the *Gestione Sportiva's* £250m budget.

Is this reason enough for the Agnellis to put Di Montezemolo out to grass? And is the master politician simply indulging in showmanship to blame F1 for his team's shortcomings? 

"Of all the teams, Ferrari bear the most responsibility for F1's current predicament"

Now that was a car



No. 29 The BRM Type 15

The pride of British engineering that just couldn't keep ahead of the game

Ambition often leads the wisest heads to folly, especially when national pride is at stake. British Racing Motors were founded in 1947 with backing from interested engineering businesses determined to use motor racing as a vehicle to re-establish Britain's pre-eminence on the international scene. In Raymond Mays, Brooklands lap record holder and sometime grand prix driver, they had a front man with a track record of success in the pre-war years with his ERA marque.

But BRM's first car, the Type 15, had a tortuous path from drawing board to race track. By the time it was – just about – ready to race, many of the investors had drifted away, and rule changes would render it obsolete.

The notion of the car as a British prestige project led its designers to overreach themselves. Peter Berthon's supercharged 1.5-litre V16 was an answer to a question few had thought to ask, and with good reason: 16 cylinders meant more complexity in the timing gear and more reciprocating parts, more heat, greater demand for lubrication and increased frictional losses... and therefore, ultimately, greater unreliability. The centrifugal supercharger was also unconventional.

This overly ambitious engine was deposited into an unremarkable ladder-frame chassis – this at a time when other manufacturers were beginning to consider lighter, stiffer spaceframes – though the suspension arms were sprung by oleo-pneumatic struts. Here its limitations began to be exposed; it could rev to 12,000rpm and beyond (the straight-8s in the dominant Alfa Romeos topped out at

8,500rpm), making a glorious noise in the process, but at the cost of a narrow and savage power band that shredded tyres and driveshafts.

Mays demonstrated the Type 15, to great public excitement, at the inaugural round of the Formula 1 world championship at Silverstone in May 1950. But it was not due to make its race debut until the non-championship Daily Express International Trophy in August, with Reg Parnell, Peter Walker and Raymond Sommer sharing a two-car entry. Excitement reached fever pitch; *Autosport's* preview gushed: "The entire sporting world is eagerly awaiting the first appearance in racing of Britain's BRM, which, according to Raymond Sommer, is the most perfectly designed machine he has ever seen, surpassing even the pre-war Mercedes-Benz which, up to now, has always been regarded as the *dernier cri* in grand prix design."

BRM pulled one car before the race and the remaining Type 15 left Sommer stranded on the start line, having broken both driveshafts.

The Type 15 won the first two F1 races it actually started, later that year, but these were non-championship events at Goodwood that lasted for just 30 minutes. At grand prix level the cars were often last-minute withdrawals and they finished just two races, with fifth and seventh places in the 1951 British GP being the high point. And, just as the team were beginning to get on top of the power delivery and overheating problems – Mays was courting Juan Manuel Fangio to drive in 1952 – the sport's governing body announced the end of the 1.5-litre formula. So back to the drawing board... 



BRM TYPE 15 TECH SPEC

Engine	BRM
Layout	1.5-litre supercharged V16
Brakes	Drums; Girling discs from 1952
Gearbox	BRM 5-speed transverse manual
Weight	740kg
Tyres	Dunlop
Notable drivers	Raymond Sommer, Reg Parnell, Juan Manuel Fangio, Stirling Moss, José Froilan Gonzalez

WORDS STUART CODLING PICTURES JAMES MANN





You knew about the megawatt grin. But what about the inner steel and rocket speed that's shocked everyone, from his Red Bull bosses to his world champion team-mate? **Daniel Ricciardo** opens up exclusively to *F1 Racing*

WORDS STUART CODLING PORTRAITS ADRIAN MYERS



Behind that Colgate smile,” muses Red Bull team boss Christian Horner, “is a very determined young man.” You get the impression that this has come as something of a surprise – even to those deeply embedded in the Red Bull empire and those who have been closely involved in guiding the career of Daniel Ricciardo to this point. Why? Because they keep on saying so. There’s the ‘s’-word – surprise. The ‘e’-word – expectation.

There, Helmut Marko, Red Bull’s motorsport adviser and lord chief justice of their young driver programme: “To be honest, he’s surprising us.”

There, Christian Horner: “I think where he has exceeded our expectations is that we knew he was quick, but we weren’t sure *how* quick.”

There, Adrian Newey: “Daniel has been massively impressive this year. He’s certainly exceeded all our expectations.”

There, Sebastian Vettel: “It’s a positive surprise.”

Fittingly for a driver with Italian ancestry, the Italians also have an ‘s’-word for Daniel Ricciardo: *sprezzatura*, defined by the author Baldassare Castiglione as, “a certain nonchalance, so as to conceal all art and make whatever one does or says appear to be without effort.” Achieving great things while giving the outward appearance of barely trying.

What does the man himself have to say about how he asserted himself for promotion to Red Bull’s top team and, once installed there, matched and even beat a four-time world champion for pace – while all the time exhibiting that same *sprezzatura*? Pause. Grin. Shrug.

“I got my shit together...”

Being Sebastian Vettel’s team-mate involves some baggage, most contentiously the number two-plate that adorns the car. Even so, when Mark Webber announced his imminent retirement from F1 on the eve of the 2013 British GP, there were plenty of candidates for the Red Bull vacancy, Fernando Alonso among them. Dan was anything but a shoo-in. Received wisdom had it that he excelled in qualifying, but didn’t always punch in for a points position at the chequered flag. Received wisdom can often be bunk but, in F1, perception is everything – and Dan, at that point, was being outshone by his Toro Rosso team-mate Jean-Eric Vergne.

His response would set him in line for the Red Bull seat – and, a little less than a year later, make him a grand prix winner.

“I put a lot of pressure on myself,” he says, “particularly last year – it was my second season at Toro Rosso, so if I really wanted to move forward in my F1 career I needed to make that second year count. There were some changes within the team, engineers switching round, some new people stepping in, so I put a lot of pressure on myself to make everything work. And at times I tried too hard to make it all happen, I was staying at the track for longer than I needed, and basically wearing myself out – I was overworking and not seeing the results for it.

“So, round about this time last year – after Canada in fact – when we weren’t getting the results on track that I thought we deserved, I took a little bit of time off and did just the opposite. I didn’t think about racing for a while. I went to New York for a few days, just to chill out and let my hair down a bit, then I went back and spoke to some people within the team, and my trainer, to see if we could get a different approach going.

“From then on, yeah, behind the wheel I probably had the same intensity, but it was in the meetings and away from the track that I did things differently. Just, let’s say, using more energy *in* the car rather than behind the laptop working out where to go quicker.”

Insiders credit trainer Stuart Smith, also an affable Aussie but hailing from Brisbane rather than Perth, as a pivotal figure in this turnaround. →

“I’ve been doing things differently. Just, let’s say, using more energy in the car rather than behind the laptop working out where to go quicker”



INSETS: STEVEN TEE/LAT;
GLENN DUNBAR/LAT



At the Canadian GP, Ricciardo
exploited every opportunity to beat
his four-time champion team-mate

A low-profile presence in the F1 paddock, Smith is the only permanent friends-and-family member of the Ricciardo orbit, and he superintends Dan's fitness regime with firm discipline (for instance, vetoing him going the full distance with the Monaco 'chain gang' – see p90 – so as not to overtrain on the Tuesday before a grand prix). At 68kg, Dan isn't the heaviest driver but he still weighed a few kilos more than Vettel, for a similar height, and with driver weight likely to be a key differentiator in 2014 they quietly chiselled away over the winter. He's now so lean that when his lips part in that signature grin, like a theatre curtain going up, you can practically see the individual muscles pulling the strings.

The absence of a large retinue is also important. Moving into the garage next door to Vettel requires a specific mental toughness, and, while Webber was as strong as they come and well adept at playing mind games, he became entrapped in a spiral of negativity. Once the notion that the team were giving him inferior service to Vettel took root, it consumed him, abetted unwittingly by those members of his inner circle who actively reinforced those frustrations. To visit the Red Bull Energy Station at grands prix was to witness a team within a team, embattled and quietly seething at their lot. Other drivers, mentioning no names, arrive at grands prix with a distracting travelling circus of managers, flunkies, helmet carriers, girlfriends, miscellaneous chums and such. *F1 Racing* therefore enquires if Dan feels that travelling *sans* entourage has helped him focus on the job at hand.

"I guess it's a personal preference," he says diplomatically. "Some drivers have their managers there and other people. Others choose not to. Me, personally, I prefer a very small... crowd. Even if I've got friends or family there, my mum and dad, I always make sure they're there as spectators rather than an influence on what's happening. Not that I have to tell them now, they definitely understand. I'm my own man in that respect. Myself and Stu [Smith], we've got on alright these past few years and we keep climbing the ladder, so I haven't felt the need to bring in an entourage."

Even with that remarkable inner steel, it must have been challenging to report for work at the first race of the year, his home grand prix, with a four-time world champion in the garage alongside and almost no testing in the bank. And yet the word from inside the garage is that, from day one, Dan breezed in with a grin – naturally – and won the mechanics on his side of the garage over to his way of thinking: *we've* got to make the car work for *us*, and not get too caught up in what Sebastian is or isn't doing, or about



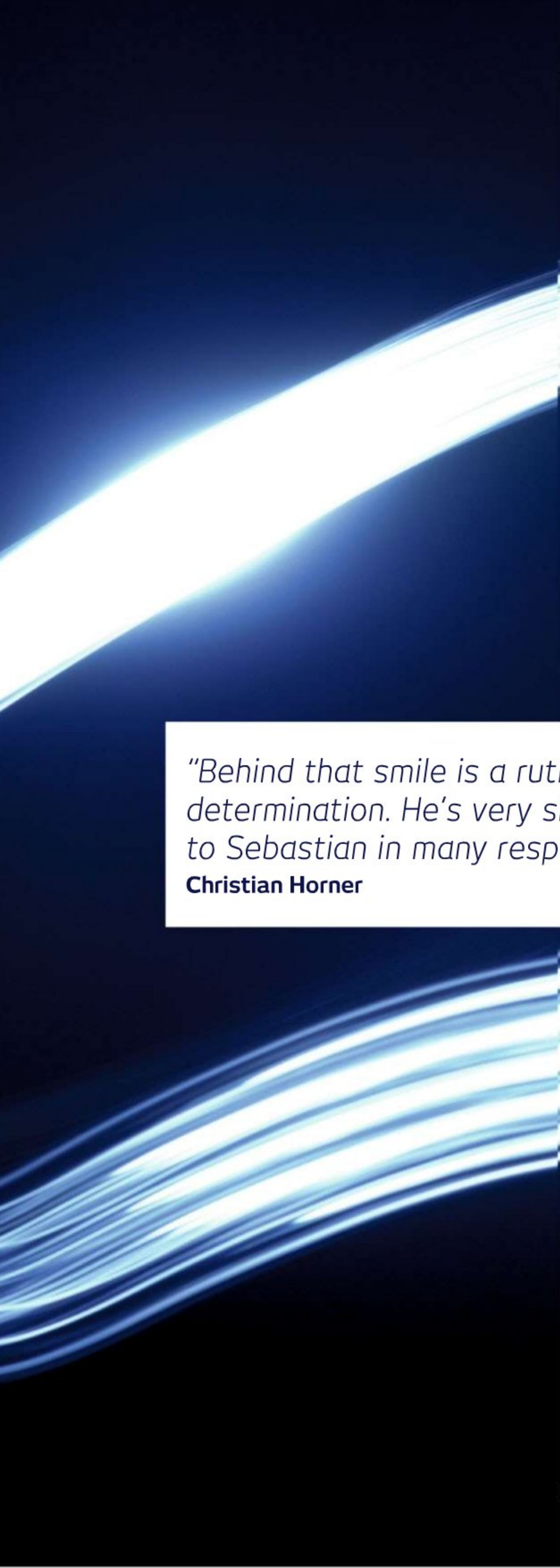
"I work well when I focus on myself. If I get distracted by what Seb's doing, it takes my mind off what I need to be doing"

what is or isn't being done for him at executive level. Control what you can control... and the rest will follow.

"It's important for me to learn from him," Daniel says. "I'd be silly not to learn from the best in the world. For sure I can't be stubborn about it. But I think I work well when I focus on myself. If I get distracted by what Seb's doing, or what any other team-mate's doing, it takes my mind off what I need to be doing. I have a lot of belief in my ability and I know that if I do my best, the results will come."

"If you believe in yourself and believe you can do something, then you know that if you do your things right, you're going to get there. Maybe sometimes I was looking to my team-mate too much, and just trying to gauge myself against him rather than worrying about what I needed to do; and I guess there was a point last year when that turned around, and I've →





"Behind that smile is a ruthless determination. He's very similar to Sebastian in many respects"

Christian Horner

continued with the new approach into this year. No disrespect to my teammates – I still look at their data – but my priority is to make sure that I'm doing what needs to be done and that I'm happy with the car. I know that if I'm happy with the car then the results will show."

So – preparation. Focus. Energy deployed in all the right places. *Sprezzatura*. Everybody can now see it.

"At no point has he looked ruffled," says Horner. "He seems to have this inner strength and balance within him not to allow the distraction of what's going around him to interfere with his driving.

"In all honesty the only slight question marks we had about Daniel were his attacking driving and his moving forward through the field, and yet immediately, think Malaysia, his first lap there was outstanding. The way he raced in Bahrain was absolutely outstanding as were the performances he put in thereafter – he's proved he can go wheel-to-wheel with anyone.

"Behind that smile," he concludes, reaching for a familiar phrase, "there's a ruthless determination. He's very similar to Sebastian in many respects."

Adrian Newey, who has designed and engineered cars for several world champions, marvels at Dan's serenity in the heat of combat: "He comes on the radio and it's just like he's sitting down with a cup of tea and driving one-handed. It's quite remarkable. He's very calm, very collected, takes everything in his stride and I think he's really enjoying his job."

Perhaps it shouldn't really come as any surprise that a young man sent

out into the world at an early age, living on his own, far from home, should have tempered his competitive edge to such sharpness in the relentlessly up-or-out environment of the Red Bull Young Driver Programme. But to make his illustrious team-mate, a four-time champion, look ordinary – now that's remarkable.

It's revealing that Red Bull themselves don't know quite what to make of Vettel's performances so far this year.

Having been Seb-centric for so long, they've had to re-map their own approach since Dan's become The Man. What's not in question is that Vettel was the master of the blown-

diffuser bump-jiggle, deliberately provoking RBs 6 through 9 into moments of carefully tuned instability on corner entry to make them pivot faster, then working his tricks on the throttle to re-establish downforce and make his getaway. Taking blown diffusers out of the equation for 2014, his critics reckon, has sent Vettel plummeting back to earth faster than Icarus.

The truth is rather more nuanced. He's been shuffled down the grid, even eliminated from the race itself, by technical failures at more than one grand prix this year. Elsewhere, the team account for his occasionally muted performances by pointing out his sensitivity to the car's feel on corner entry, a feel they say has been destabilised by the effects of brake-by-wire and the Renault power unit's abrupt torque delivery through the downshifts. Renault have been prioritising software development to cure this, at Red Bull's behest, but have yet to find a solution that pleases the reigning champ. Both drivers have suffered from the clutch action in the starting procedure not being fully optimised.

Still, it's hard to square these claims with the memory of Vettel's first grand prix victory, a confident and consummate performance in the wet, against drivers with better machinery, in the 2008 Italian Grand Prix (without a blown diffuser, too). This year's Vettel seems more fragile than before and prone to whinging when his car is less than perfect; at the Canadian GP, for instance, after spending many laps stuck behind Nico Hülkenberg in the Force India, he complained to the German media that "our cucumber [the RB10] doesn't go anywhere on the straights" and →



"I'm enjoying the ride. But I've always known there was a switch that could be turned on. I knew I'd be able to shut a few people up!"




"I was waiting for some smart strategic move on the part of the team, but it never came." As if it were somehow the responsibility of his race engineer, Guillaume 'Rocky' Rocquelin, to sweep the cars ahead out of the way and garland his path to victory with palm fronds.

Sebastian could and should have won in Canada. He outqualified Daniel by 41 thousandths of a second – which equated to three grid places – and was 1.2 seconds ahead of him when he pitted for tyres on lap 36. At which point Daniel slam-dunked the in-lap for his own pitstop, going 0.896secs quicker than Sebastian's in-lap. That brought him out of the pits ahead; and, later in the race, when all that separated him from victory was an ailing Nico Rosberg and the one-stopping Sergio Pérez, he was hungry enough to pull a dazzling move around the outside of Pérez at Turn 1.

Earlier in the year, Daniel was told by Helmut Marko that he needed to sharpen up areas of his racecraft – particularly in-laps. Lesson absorbed. Now Marko has turned his guns on Vettel, saying he needs to "raise his game" and cease complaining about the 2014 tech package. "Maybe he wasn't as committed as he should have been," Marko told the BBC.

Put plainly, Dan – for the moment – wants it more, and this has not gone un-noticed at senior level. That *sprezzatura* had fooled plenty of people into not taking him seriously – until this year.

"I sort of knew," he says, "even before I got to F1, that people could be like that – they see you smiling all the time and they think, 'We'll show him what this business is really about!' I knew that some people wouldn't take it for what it was. But it's just me – I'm enjoying the ride. It's how it's always been. But I've always known there was a switch that could be turned on, if I needed to. I knew I'd be able to shut a few people up!"

"I'm sure that if there were any doubters, it's been nice to show them that there's something else behind the smile..." 

TOUGH AT THE TOP

Seb Vettel isn't the only world champion to have a difficult year after winning the title

2009 Lewis Hamilton, 5th

Disqualified in Australia, and won in Hungary and Singapore only after a major car upgrade.

2005 Michael Schumacher, 3rd

Won the controversial US GP but ended the season on 62 points to Fernando Alonso's 133.

1998 Jacques Villeneuve, 5th

Villeneuve's title defence never really got going. He scored just 21 points.

1997 Damon Hill, 12th

Hill moved from Williams to Arrows, where the A18 was unreliable and seldom competitive.

1988 Nelson Piquet, 6th

Despite the might of Honda power, Piquet took just three podium finishes across the season.

1983 Keke Rosberg, 5th

His victory in Monaco would prove to be one of just two visits to the podium that year.

1982 Nelson Piquet, 11th

Plagued by engine-management glitches on the turbo, Piquet salvaged just one win.

1980 Jody Scheckter, 19th

He amassed just two points for Ferrari over the year and didn't even make the grid in Canada.

1965 John Surtees, 5th

This was a season so bad for Ferrari that they skipped the final round because none of their drivers were in contention for the title.

1962 Phil Hill, 6th

Hill lost some of his fire having won the title. His Ferrari team fell to political infighting as it grew apparent their car was outclassed.

1961 Jack Brabham, 11th

Brabham suffered terrible reliability in his Cooper-Climax, finishing two of eight rounds, and made up his mind to start his own team...

1954 Alberto Ascari, 25th

After dominating with Ferrari, Ascari moved to Lancia for 1954 – but the technically ambitious D50 wasn't ready until the final round.

1951 Giuseppe Farina, 4th

His only victory came at Spa after Fangio lost 14 minutes when a wheel jammed in place during a pitstop.



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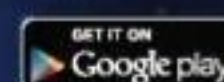
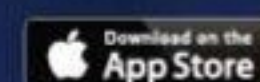
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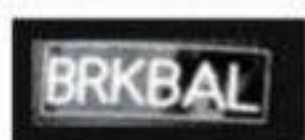
WORKING THE WHEEL

An F1 steering wheel typically performs a staggering 200 functions. Sauber's Adrian Sutil talks us through a few...

WORDS JAMES ROBERTS PICTURES ANDREW FERRARO/LAT



This is a special button for bespoke functions – for example, if I want a particular diff setting for one corner. It's easier than changing settings.



This is another special button, this time for the brakes. If I have trouble in one corner, say rear-locking into the hairpin, but everywhere else it's fine, then I can press this button for a different brake shape entering the corner. It lights up bright green so that it's obvious it's on, and I press it again to turn it off after that corner.



This confirms I will pit on this lap.



These are further special-function buttons, like 'N' and the braking button, so I have four of them in total. There are two more behind the steering wheel, so I can have six available to me over a lap.



These buttons work in unison with the multi-function switches. So if I get a message from the pits to say: 'turbo position 7' – I change the rotary switch, press '+1' seven times and then press 'Ack' to acknowledge the new setting in the system.



These buttons are for brake-balance offset: they move the braking force further rearwards or forwards.



The differential pre-load lets me change settings mid-corner. If I have understeer and am on '5', I can open it up a little more. It's the same with entry: if I have oversteer on entry I can stabilise the car with a higher number, or make it more nervous with a lower number.



All the red functions are related to the engine – things like the limiter, lambda and turbo-compressor. CC is cruise-control, which limits your speed and is used for aerodynamic testing. BRK and BOOST control the MGU-K limits, and you can change the brake settings and clutch bite-point settings, too. I can also switch to DASH to see information about oil and water temperature.



This button selects a different oil pump. We have two in the car, so if one is not working, I can change it.



This stands for the bite-point find, and it's for when we do the clutch preparation. To do that I pull the clutch and then select a gear. Then I have to brake a little when I feel the car moving to the clutch bite point. This heats up the clutch to the right temperature.



This sets the pitlane speed limit and is pressed just before I enter the pitlane at around 62mph to achieve the target speed – and avoid a fine.



This stands for 'state of charge' and it determines battery energy levels. I probably use this switch the most – certainly three or four times per lap – so that's why it's placed somewhere convenient. Originally we had a reliability problem with this button because it was used so much.



I press 'R' to talk to the pitwall. The white LED in the middle of the steering wheel lights up to indicate the driver channel is communicating.



For my throttle pedal I can change the power levels of the engine and the electric battery, to alter the torque delivery. For example you can have a very aggressive pedal at the

beginning of the race and soften it at the end.



There are different fuel settings here that limit your fuel flow and consumption in the engine. We use these settings a lot during the race.



When I am fuel saving or using different engine modes and someone is on my tail, I push this to give me maximum power for the whole straight. It's very useful when I'm defending my position.



Because the circumference of the tyre, between wet, inters and dry, varies, I have to select which rubber I'm on. The reason is, when I come into the pits and hit the speed limit, the difference in tyres means I could break the speed limit. With a bigger circumference, I'm doing 50mph and the system is telling me 49mph. It says OPT or PRI so if the radio fails, I can tell the pit which tyre I want on at my next stop. The colour band also lets me communicate the condition of the tyre. Yellow means there is a lot of graining and red means I need to pit within two laps.

Gears

Downshift on the left. Upshift on the right



...If it all looks hard, remember I'm used to playing the piano [Adrian is a gifted classical pianist]. So for me it's a case of remembering to press all the right keys – in the right order!



Actual size

Romain Grosjean

The Lotus driver and amateur chef holds forth on crashing (and not crashing), investment tips and the wonders of pea and mint soup...

WORDS JAMES ROBERTS PORTRAITS ALASTAIR STALEY/LAT

Romain Grosjean's F1 career has been a roller coaster. He made his debut as team-mate to Fernando Alonso at Renault in 2009, but wasn't retained afterwards. So he returned to GP2, won the title, and was rewarded with a Lotus F1 seat in 2012. But his reputation was tarnished by first lap clashes that led to a one-race ban.

Last season he came close to taking his first win and collected six podiums. This year, his team have struggled at the lower end of the grid, although he hauled his Lotus to eighth in Spain.

Given his ups and downs, it's no surprise so many of you sent in questions. As we sit down by the old Olympic rowing lake in the Montréal paddock, we mention to Romain we had nearly 1,000 questions to choose from. "Woah, I'm glad you didn't bring them all today!" he exclaims.

Often drivers accuse us of placing the tough questions at the back, but to demonstrate they are in no particular order we shuffle the deck before handing them over. Romain picks up the first card and his trademark smile disappears.

"I've picked up the wrong one to start. That's pissed me off straight away!" We offer to put it further back in the pack, but it's too late...

You used to keep crashing at the start of races – why was that?

Jeremy Penston, UK

Thank you very much, Jeremy, for this question. It's fine, I can joke about it now. I used to crash because I did things the wrong way around.

In 2012 I started the season well. I was on the podium in Bahrain. I was second in Canada and close to winning the European GP. Then my goal was to try to win. And if you want to go quicker than the music, you go out of sync. Taking the right or wrong decision at the start of the race happens in a thousandth of a second. That's all.

Can you win a race this season?

Marcin Sygut, Poland

I wish that I can. On paper it's difficult because Mercedes are ahead big time. But if you don't believe there are going to be opportunities, then there is no point going to races.

If you were hitchhiking, would you accept a lift off Pastor Maldonado?

Richard Mosley, Brazil

I would. I have no problems with his driving.

As a former banker, could you advise me what markets are good to invest in?

Matt Dowland, UK

I don't have the knowledge to give that advice, but working in a bank was a good experience: I enjoyed my time there. I bought some Apple shares in 2009 and did quite well out of them.

Dear Romain, are you missing Andy Band? I am! Good luck next weekend. Best wishes, Andy's Mum.

Margaret Band, UK

I do miss him. He was my number one mechanic and now he's living in Australia. It was good to see him in Melbourne. He was a good friend – I remember finishing second in Canada in 2012 and I jumped into his arms after the race. I think he's stopped racing now. His girlfriend has had a baby and he's now a 'happy-chappie'.

Do you really think you will get paid your full salary this year?

Mark Williams, Canada

I hope so; I need money to live. I don't think we'll have problems with that – but thanks for asking. →



Fernando Alonso can be a tricky teammate. What was your experience of him from your 2009 rookie year?

Sam Haywood, UK

It was very good; he's a good friend of mine. He's a superb driver and it was good to be alongside him. That time was tough because I wasn't kept in the team at the end of the year. It's always hard to be compared with such a great driver, but I wasn't far off. It was good and I learned a lot.

I'm always happy to see your smiling face, but do the problems at Lotus worry you?

Stefan Czajkowski, UK

I don't think we can call them problems, but yeah, it wasn't good to start the season the way we did. It was frustrating and it took time to get used to it. But then you realise it is a good challenge. You can bring the team back to a level where you want it to be and I enjoyed qualifying P5 in Barcelona. There are other races where it'll be more difficult. When you compare where we are with our pre-season it's very encouraging.

Will you teach me a recipe?

Brendan Ungood-Thomas, UK

That's a good one. I like to cook. It's difficult to give you a recipe, but since I've been living in England I've been liking a green pea and mint soup as a starter, with a bit of cream. I always make that when I have French friends coming over to visit, and I say: "Welcome to the UK."



"Genii and Lotus believed in me and gave me the chance to have a second season. It's hard to get into F1 and you need time to get used to everything"

INSET: ANDREW FERRARO/LAT

FIR: *Cooking is a passion of yours... you're a member of Toques Blanches Lyonnaises [an association of famous French chefs], aren't you?*

RG: Yes, I have a very good relationship with a lot of chefs. Even where I'm staying in Canada this weekend I know the chef Olivier Perret, and I really like dining at his restaurant.

We saw you at the Le Mans MotoGP recently. What did you think of it?

Jack Pickering, UK

The atmosphere was great, but the first thing I thought was that these guys are crazy. I met Jorge Lorenzo back in 2012 at the Race of

Champions. We're good friends and often go to the gym together. It was a good show, but I wouldn't try one of those bikes. I prefer a Harley Davidson. It makes a lot of noise, but goes slow.

FIR: *But the riders are very brave...*

RG: They are brave, but to me it's crazy the speed they go. At Mugello I think they did a top speed of 211mph in the race! Two wheels – for me – never, ever!

Did you and Kimi ever party together?

Bill LeGrand, USA

Nope. Not at all.

FIR: *That's a shame...*

RG: Not really. It was good not to get a headache!

Are teams too quick to give up on young drivers? Most people had written you off after your first stint in F1, but given a second chance it's clear you are a top driver.

Jonathan Powell, UK

It's a difficult one. In some cases, yes. For me, Genii and Lotus believed in me and gave me the chance to have a second season. The start of the year was a bit difficult, but I showed them they were right. It's hard to get into F1 and it's hard to get it all right. You might start with a few good races and then it gets harder: you need time to get used to everything.

In the drivers' briefings, which driver is the most annoying?

Mark Bennett, UK

That's a good one – so you want to know things we're not supposed to tell you! I don't know. It depends on what's being said. One of the most vocal was Mark Webber. He was good for the drivers →



Romain makes his F1 debut alongside Fernando Alonso at Renault in 2009

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YOU ASK THE QUESTIONS

– he'd always raise various points on our behalf. I remember in Malaysia in 2009 I was the third driver at Renault and it was getting darker and darker and he was the voice who said we should stop racing.

Were you sad to see Eric Boullier depart for McLaren?

Steve Bather, UK

Yes and no. I'll start with the 'no'. That's because he's a good friend and for him it was a fantastic opportunity: McLaren are a dream team. 'Yes' because he was a good friend and we worked well together. I think he was doing a superb job with Lotus and it's not easy to replace him.

F1R: He was always supportive of you...

RG: He was. He was also very harsh as well; we had some good fights, but at the end of the day we managed to get through it and had a fantastic season last year.

You were born in Switzerland and lived there, but you are classed as a Frenchman. Why?

John Gullidge, UK

It's easy, I have two passports. One Swiss, one French. I have two nationalities. I started karting in France, and I've always raced in France except in 2003 when I was in the Swiss championship. I've always had a French driving licence. I joined the Renault Driver Development programme, which is French, and I'm an ambassador for Total, which is French. So as a racing driver I feel French.

What would it mean to you to have the French Grand Prix back on the calendar?

Stephen Higgins, UK

That would be awesome. I don't know what it's like to race in front of your home crowd – I've never experienced it. I do like Magny-Cours, so if it does return I'd prefer there, but at the minute it's out of the question. We'll wait and see.

What was it like having Kimi as a team-mate, and did he give you any advice?

Daniel Cape, Australia

He's not very talkative. But he was a very good team-mate, he had experience, he was quick, he was consistent, and it was good to see how he would set up his car for the race. I learned a lot from him. On the other side, I was young, very quick and the duel was very close.

F1R: When you overlaid the telemetry, could you see what he was doing differently?

RG: Yeah, I always did that: he was very good at getting to the minimum speed at the apex, so very good at braking, too.

The nose of this year's Lotus is undoubtedly the most unusual. What did you think of it when you first saw it? Be honest...

Daniel Coyle, UK

I shouldn't repeat exactly what I said. It was something like, "Oh my god, is this for real?" Then the engineers explained that every nose will be ugly this year – so it is what it is.



INSET: ANDREW FERRARO/LAT

Do you have a nickname?

Daniel Loughnan, Australia

I have a few! In the team it used to be 'Fat John' but I fought for it to be changed to 'Big John'. They told me that only when I win my first grand prix will they start calling me 'Big John'.

How frustrating is it to be so close to winning your first race in 2013 and so far away in 2014?

Johnny Popper, UK

It's very frustrating. I was dreaming we'd turn up in Melbourne and things would go in the right direction and we'd have a perfect car. But you have to put in a lot of work to get to that level. On the other hand it's a nice challenge to move forward and bring the team with you. Of course I miss the podium, I miss the champagne, I miss the celebration, but I'm proud of everything we are doing here.


How did being dropped by Renault at the end of 2009 affect you and the way you approached your career subsequently?

R Owen, UK

It was a very tough time. It was not the best winter I'd had and I thought F1 was over for me. So every day when I wake up I realise that I am lucky and proud to make it back to Formula 1.

Do you think you will race for Ferrari? I think you could fit in there next year.

Joaquin Isleta, Philippines

Well, thank you. I would like to race for Ferrari one year, of course. Everyone knows Ferrari and having spoken to some drivers who have raced there, they have told me that before Ferrari you are an F1 driver; when you get to Ferrari you are a Ferrari driver. It's another world – but really I want to race for a team that can give me a winning car. I want to be world champion, and I'll do everything it takes to get me there. 

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"DON'T
LEAVE
ME ALONE.
I DON'T
KNOW
WHAT
I'M
DOING..."

Easy to pontificate about a driver's abilities from the media centre – much harder to pilot an F1 car for real. Our man climbs aboard Kimi Räikkönen's Lotus E20...

WORDS JAMES ROBERTS **PICTURES** ANDREW FERRARO





PREPARATION FOR THE BIG DAY CONSISTED OF ABSOLUTELY NO TRAINING OR EXERCISE.

I went from watching the Monaco GP in a comfy armchair to being tightly strapped into an F1 car days later. How hard could it be? How much punishment would the body take?

Thankfully, the day organised by Lotus is geared up for people with a similar approach. It's not a session for wannabe racers who think they can short-cut years of experience and set out their stall for a future F1 drive. Quite the opposite. The iRace programme aims to give the enthusiast within (a rich one, to be fair) the chance to live the dream: for one day – and one day only – you *are* a Formula 1 driver.

The iRace programme has been running for nearly a decade now, but today's session is the first time the race-winning Lotus E20 has played a part. With the 2.4-litre V8 era at an end there is no requirement to preserve engines, so rather than keep the E20 in the lobby of their Enstone factory, Lotus believe it's more fun to offer guests or corporate clients (or, in our case, the media) the chance to sample a once-in-a-lifetime opportunity. It's all yours for a wallet-busting £4,800.

The venue is Paul Ricard – until 1990, the home of the French Grand Prix. A decade after it hosted its last F1 race, investment came from Bernie Ecclestone, who transformed the facility into a state-of-the-art High Tech Test Track (HTTT). With coloured lights replacing flags and cameras at every corner, the circuit's race control observes every inch of Tarmac, eliminating the need for an extensive army of marshals. The Big-Brother-style operation monitors your every move on track... so there is no escape.

As well as enjoying mostly good weather, Ricard is ideal for this endeavour because of its sea of abrasive high-grip asphalt run-off areas, which do a good job of stopping a car. Go off here, and your chances of hitting something are minimal – unless, as another guest points out, you suffer brake failure.

Deputy team principal Federico Gastaldi – present along with Pastor Maldonado, both revelling in the mixture of bravado and anxiety the F1 novices are exhibiting – had been on the same programme a few years ago, and also tried



driving a Benetton back when he worked with Flavio Briatore. He is under no illusions about the challenge that awaits.

"F1 is a different animal to anything else," he announces with a glint in his eye. "We all love the thrill, the speed, the noise. We all work in the sport and you think it's going to be easy... bullshit! It's a shock. A real shock to what you expect."

What on earth have we let ourselves in for?

technical; long corners and late apexes. Perfect for testing new cars; tough for a novice to navigate.

Our first driving session takes place behind the wheel of a 210bhp, 2.0-litre Formula Renault; a category down from Formula 3 and one you might think would lack both power and downforce. You couldn't be more wrong. Lowering yourself into the tiny confines of this little car gives a taster



FROM THE
MOMENT YOU
ARRIVE AT THE
TRACK YOU
BEGIN TO LIVE
OUT YOUR
DREAM.

The first job is to slip into fireproof Nomex long johns, race overalls, socks and racing boots. Next up: a balaclava, earplugs, gloves and helmet – and the obligatory drinks bottle. Everything you need to be an F1 driver... apart from talent.

After a safety briefing and a few tips from the chief instructor, the first trip out on the circuit is in a minibus. Former EuroBoss racer Scott Mansell takes us on a few 'sighter' laps and the scale of the task looms into view.

The circuit we use is the 2.39-mile '3D' configuration. There is a 90° right at the end of the start/finish straight, with another right onto the Mistral straight. It then diverts via two (south and north) chicanes before returning to the Mistral and the long, flat-out Courbe de Signes. The end of the lap is

of what to expect later in the day: the power under your right foot, a brake pedal so stiff it feels as if you're pushing on the bulkhead of the car, and sequential paddle shift gears. "The faster you go, the more grip you have," explains our instructor. "But be careful on the opening laps. The tyres are cold; hit the throttle too hard and you'll spin." It's obvious advice but, even so, a few novices still manage to leave the track...

Fresh in all our minds, of course, is Nico Rosberg's qualifying 'mistake' in Monaco just a few days before. From where I'm sitting right now, I can see how easy it would be to make a mistake at every single corner of every lap I do...

After a session behind a pace car to learn lines, we're sent out for a 20-minute session by ourselves. With every lap, you push a little harder, pick up the throttle earlier and brake later. Satisfied I've made no mistakes, I head to an engineering room at the back of the garage for a debrief. Mirroring a →



On the approach to each corner, cones are positioned on the sides of the track to act as guides for braking, apex points and exits.

true F1 session, the engineer guides me through my telemetry trace. Throttle, braking, gears and speed are analysed. And when mine are overlaid with a lap set by Romain Grosjean, it's startling to see how poor my performance is. I managed a 1min 53secs lap... 21 seconds slower than Grosjean.

On every lap, I braked for Signes. Romain took it flat-out. That's the first shock. The second is the strength needed to hit the brakes. With the disc brakes on the Renault, the skill is to hit them as hard as you can, then reduce the pressure. Our instructor explains the quick drivers are those who find that time between the moment the car begins to brake and the apex of the corner, because "anyone can accelerate in a straight line." The realisation dawns that a late change of career from journalist to racing driver isn't on the cards...

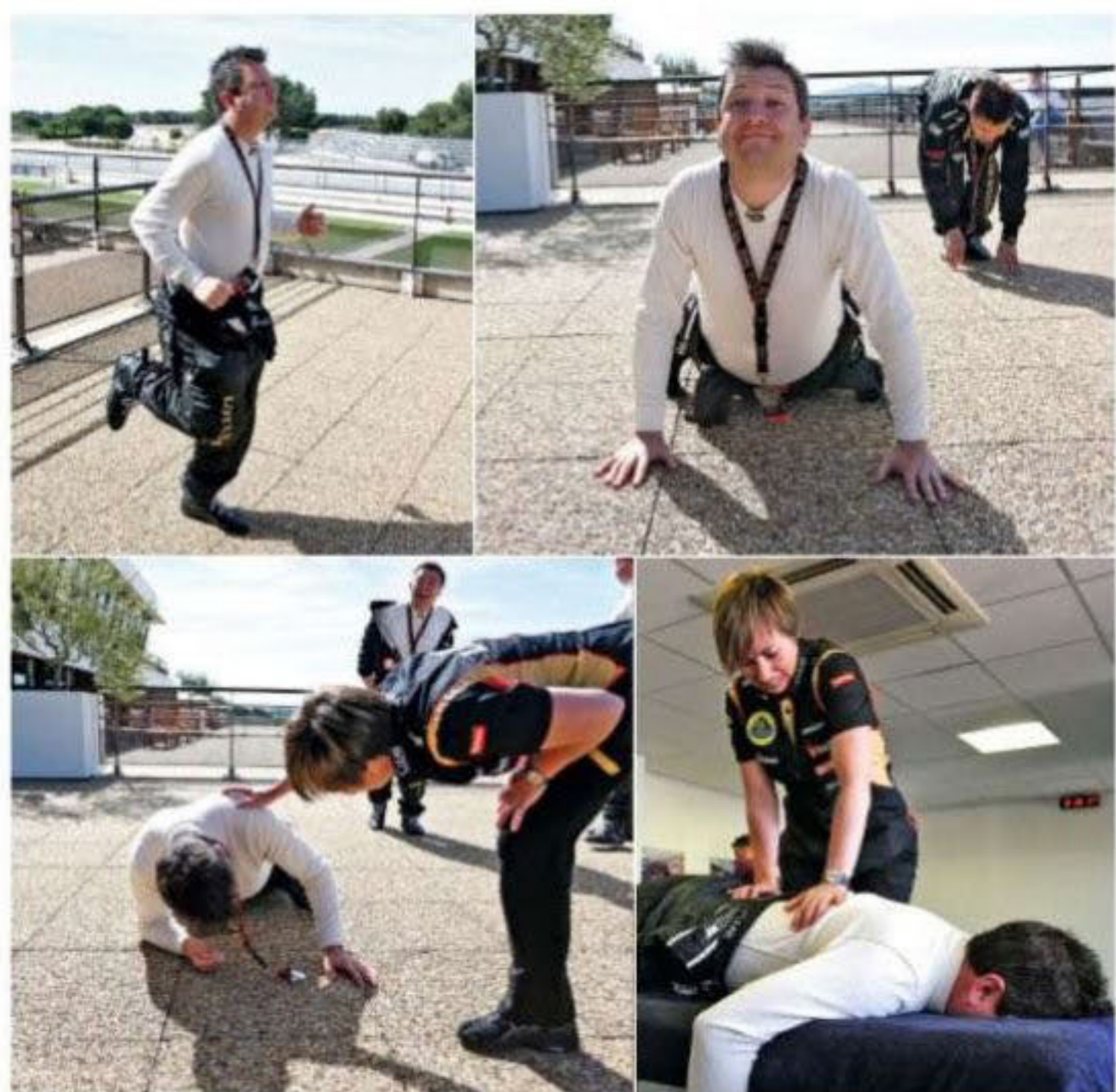
Lacking confidence, I'm braking well before the cones and soon begin to appreciate the real skill it involves; how a top driver feels the car in the braking phase and manipulates the weight transfer. The skill required to take just enough speed out of the car to drive the apex at the highest minimum speed possible is another eye-opener. Never again will I criticise a driver who locks up under braking on a crucial qualifying lap – unless, of course, he's done it on purpose...

Since we'll be subjecting our bodies to 2G of acceleration and 4G of deceleration, our next session involves a trip to the physio. It's well documented that drivers are now fitter than ever to cope with the demands of racing for two hours. But even professionals need neck and shoulder conditioning to cope with the intensity of the forces acting on those areas.

The final briefing before the big moment is a run through the controls on the steering wheel. Speaking to Pastor Maldonado, I mention that I might alter the differential mid-corner, play with the brake balance and tweak the throttle map, all while on my out-lap. "You can..." he deadpans, knowing full well I'm talking tripe. The only controls I'll use are the hand clutch (a paddle at the back of the steering wheel) for departure and arrival, and the gears – right paddle to go up; left to go down. Today isn't the day to try out the 200-plus functions on an F1 steering wheel (but you can learn more about those from Adrian Sutil on p48). As it is, I'm struggling with the simple concept of the radio button.

I decide to ask Pastor for some tips for when I'm out on track: "Just go for it. Flat-out, everywhere no problem." Hmmm, that's not the most useful bit of advice I'd ever had, so instead I grill him about which gear I should use for the tricky Double Droite du Beausset horseshoe curve: "I don't know. To be honest I don't think about things like that. I just drive to whatever gear I feel it should be in at that moment." Great, thanks for that...

Fear races through my brain. What if I'm the one who spins? What if I mistime a gear change and 'buzz' the engine? What if I lose control in a high-speed corner? Or worse – what if I can't even get the thing out of the pitlane? But there's no more time to worry about it... it's time to get strapped in. ➔



F1 Racing requires physio following a rigorous training regime consisting of 'standing on one leg for a bit and doing a press-up'





OTHER F1 CARS TAKEN FOR A SPIN BY *F1 RACING* OVER THE YEARS...

1996



Tony Dodgins is let loose in a Tyrrell at Barcelona for the very first issue of *F1 Racing* magazine (March 1996). Despite a couple of spins in the wet, 'Dodgy' showed his supreme skill in not crashing after a 130mph tank-slapper.

2001



Stéphane Samson gets to try Jean Alesi's Prost AP04 on Silverstone's Stowe circuit (*F1 Racing*, August 2001). Our former associate editor gets tips from the French racer – and manages not to make a complete fool of himself.

2005



Peter Windsor is unleashed in the 2004 Toyota TF104B at Paul Ricard. Conditions on the day are damp and gloomy and PW struggles to get enough temperature into his tyres (*F1 Racing*, June & July 2005).

2010



Jonathan Reynolds heads to the Hungaroring to drive a Renault (*F1 Racing*, August 2010) and sets a laptime 30 seconds slower than Toro Rosso's Sébastien Buemi – the driver who finished last in that year's Hungarian GP.

INSETS: LAT ARCHIVE; FLYPHOTO

"I start to depress the throttle. Bang! Like a smack in the stomach the E20 punches towards the first corner at breathtaking speed. Yikes. Brake!"



THE SEATING POSITION IN AN F1 CAR REALLY IS SIMILAR TO SITTING IN THE BATH

— a very small bath — with your toes touching the taps. The pedals have flanges around them to hold your feet in place, and with the steering column in the middle it's impossible to move your right foot to the brake pedal. Around me, mechanics

are connecting the six-point safety harness and fitting the headrest surround. With steering wheel in place, I can just about see over the sides of the cockpit to the top of the front wheels. The front wing is out of view. Then the seatbelts are tightened. *Really* tightened. I can't move my shoulders and can barely turn my head. I suddenly feel very claustrophobic. Is this meant to be fun? Then. Blam! The 2.4-litre V8 roars into life and the car trembles. It feels alive; I feel trapped.

As I'm pushed into the pitlane it's like the slow ascent on a roller coaster before the big plunge — I have reached the point of no return. Thankfully the settings on the E20 have been engineered to be as compliant as possible. Reduced rev range, maximum downforce, traction control, anti-stall software and a smooth throttle map. Oh, and DRS is off. I'm told that the car is now so docile "your mother could drive it."

Pointing down the pitlane I engage first gear with the paddle control, and slowly and smoothly release the hand clutch behind the steering wheel. Beneath me, the machine reverberates and demands to be let off the leash. The wheels start turning and I'm away, rolling down the pitlane (I haven't stalled! Yes!). Then at the pitlane exit I start to depress the throttle. Bang! Like a smack in the stomach the E20 punches towards the first corner at breathtaking speed. Yikes. Brake!

Around Turns 1 and 2 the steering is instantly responsive and all is calm. Another short straight, another... in less →





THE LOTUS E20 IN NUMBERS...

- **1.6 seconds** – time it takes the E20 to go from 62mph to a standstill
- **4.9 seconds** – time it takes the E20 to reach 120mph from a standstill
- **18.5psi** – average pressure of an F1 tyre
- **10kg** – weight of a Pirelli F1 tyre
- **90°C** – operating temperature of a tyre
- **87.75kJ** – impact energy in kilojoules that must be withstood by the nose of the car when it is crash-tested by the FIA. That's equivalent to the energy required to stop a four-tonne elephant moving towards you at 15.5mph
- **130dB** – noise output of the RS27-2012 2.4-litre V8 F1 engine
- **500°C** – operating temperature of the clutch
- **640kg** – minimum weight of the car
- **900°C** – temperature of the exhaust gases when the car is at full throttle
- **1,100°C** – operating temperature of brake discs
- **1,500** – total number of moving parts in each engine
- **4,000** – rough number of parts in each engine
- **30,000** – number of individual parts in the E20
- **250,000** – number of man hours devoted to the design of the E20



"The overriding impression is of shock at the gulf between how easy driving an F1 car *looks* and the mind-warping reality. Perhaps it's because the current crop of drivers are so good that they make so few mistakes"

than two seconds I'm nearing 70mph and it's time to brake again. This isn't a racing car – it's a bullet. I've been sitting in the cockpit for 20 seconds and I'm ready to get out. Do people *really* drive these things for two hours, with 20 or so others around them, in the tight confines of Monaco? It's incredible. Instantly I have a new-found respect for the Giovanni Lavaggis and the Luca Badoers of this world. Even those slated backmarkers are my new heroes.

Before I've drawn breath I've reached the Mistral straight. Right, let's see what the E20 can *really* do. Foot down. Second gear. Woah! Third. Fourth. The acceleration is insane and that 2.4-litre V8 just keeps on delivering power. Fifth. Sixth. Crumbs. Seventh! It pins you back into the seat and the buffeting wind does its best to yank your helmet off your head. My foot is flat to the floor in seventh, and I can see Signes approaching – very quickly.

They say it's flat-out... so I hit the brakes hard and drop down to fourth. At full speed the force is so strong – 4.5G – that your head and helmet can weigh 30kg (the weight of a heavy suitcase), and as the car decelerates the brake discs reach 1,100°C. In every direction the E20 is *amazing*.

At this point I realise this experience is going to be over way too quickly. It's a once-in-a-lifetime opportunity and an eye-opening insight into the skill required to drive these things competitively. The sheer speed, violence and force leaves you breathless. Everything about the car is designed to achieve the maximum performance. When I return to the start/finish straight and nail it out of the final corner, I hear a bleep in my ear to tell me to change gear as I reach the rev limit. It's a seamless shift to enable you to achieve maximum speed as quickly as possible. What an incredible piece of kit this is.

At the end of the run there's relief. Relief that there were no spins. No barrel rolls. No disasters – I was just embarrassingly slow: 160mph on the back straight while flat in seventh – but these things are relative. The dream has been realised, and there is a mixed feeling of wanting more laps yet never wanting to go near another F1 car again. The overriding impression is of shock at the gulf between how easy driving



INSET: ANDREW FERRARO/LAT

an F1 car *looks* and the mind-warping reality. Perhaps it's because the current crop of drivers are so good that they make so few mistakes. Never again will I be so quick to label someone a 'pay driver', since the talent required to go briskly enough even to *qualify* is way beyond that of the typical F1 viewer who has at best won the odd kart race.

I clamber out and take a deep breath. I've done something few get the chance to do and that's to drive an F1 car. A

race-winning one at that. It was in this very car in Abu Dhabi that Kimi Räikkönen famously said to his engineer: "Leave me alone, I know what I'm doing," en route to victory. He certainly does, whereas I don't have a clue. Time to hang up that helmet; my first drive in an F1 car will also be my last. 🏁

Kimi winning in Abu Dhabi in 2012: a driver who does know what he's doing...





In conversation with

Mike O'Driscoll

The former Jaguar Land Rover MD became Williams' group CEO last year. We caught up with him to discuss the team's turnaround

INTERVIEW DIETER RENCKEN **PORTRAIT** GLENN DUNBAR/LAT

What provided the catalyst for the rebirth of Williams?

As a board, it was apparent to us during the early part of last year that we were heading into another disappointing season in which we were not making the best use of our assets. We were letting down our employees, our team members, our partners, our fans and our shareholders. And we needed to return Williams to the front. So we set about restructuring the organisation to allow us to do that. We believe we've made a good start, but there's a lot more to do.

Over what sort of period will you rebuild the team?

We haven't set a timeframe on it, but we have set certain milestones. And we're making good progress.

Winning must be one of your key objectives... so what are the milestones for getting to that point?

In terms of rebuilding the F1 organisation, there were certain infrastructure milestones we needed to achieve. And we've gone a long way down the track in putting in place the technical leadership we believe can put us in contention again and return the team to winning. It started last year with the appointment of Pat Symonds as chief technical officer, and he has been able to build on the very strong talent and facilities that we already had in this organisation. We have world-class facilities that we weren't making the best of, quite honestly. Some of the issues that had probably undermined our performance have been addressed, and the sense of teamwork and camaraderie within the organisation is now better than ever. Everyone is very much focused on returning the organisation to winning.

Are you looking to make any more high-profile appointments on the technical side?

Not at this time. We are really pleased with the team we've got. And everyone is working very well together as a team – both those who have been at Williams for many years and those who have just started. So already we're starting to see some real progress.

Are you looking at making any changes from a marketing perspective?

The commercial team, led by Claire Williams, have done an absolutely fantastic job. We've brought in new sponsors, led by the partnership with Martini. There's a freshness to it, and yet at the same time Martini Racing

FACTFILE

Date of birth April 1956

Place of birth Coventry, Warwickshire

Team Williams Martini Racing

Role Group CEO

2013 Became Williams group CEO

2011 Joined Williams as a non-executive director

2011 Retired from Jaguar Land Rover, and returned to the USA. Remained chairman of Jaguar Heritage

2007 Moved back to the UK as Jaguar MD, to lead Jaguar Cars through their sale to Tata Motors

2001 President of Aston Martin, Land Rover North America and Jaguar

2000 Returned to Jaguar as president of North American ops

1995 Moved to Ford Motor Company

1987 Marketing & product planning manager for Jaguar North America

1979 Worked for Jaguar, Rover and Triumph in various roles

is so iconic that our great F1 legacy and Martini together make a powerful combination, which we believe will attract new partners. In addition to Martini, the commercial team have done a super job in bringing in additional sponsors – Genworth, together with Petrobras and Banco do Brasil – so we're very pleased.

Williams are unique in being a listed race team. How do you square share price with points on the board?

The listing is a huge advantage for us. When we pitch for partnerships, being able to talk firstly about our majority ownership by Sir Frank Williams, and secondly our listing on the Frankfurt Exchange, is a great combination. Frank's majority ownership gives us the stability, the sense of purpose, the unity and the longevity, while the listing gives us another set of advantages. We have to adhere to all the governance and transparency requirements of any listed company. We have an extraordinarily long banking relationship with Barclays going back more than 40 years, and we have a great assembly of professional advice. So I've never thought of it as a disadvantage.

Do you fear shareholder intervention or pressure?


No, I don't. The total equity that's traded is less than 25 per cent. Our shares are closely held and we're majority owned by Frank, of course. So we think we've got the best of both worlds.

Given how CVC and FOM disperse funds, do you believe you're in an equitable structure?

We have to focus. To use that old phrase, I have to control the controllables. And there's a lot that's beyond my control and beyond our control as a team. We choose to operate in F1 and we have to operate within the established structure to do the best job

we can. Part of that has meant focusing on establishing a collection of premium partners, and we believe our engine partnership with Mercedes, the alliance with Martini, together with the other partners we've brought on board – and the partners we hope to bring on board in the next six to nine months – will provide us with the strength to compete effectively.

Where do you see Williams being in three years time?

Anything less than winning races and fighting for the title is less than we want. 

MEET THE NEW BOSS



(ES)...



...and are they, in fact, the same as the old boss? Or is the nature of top-F1-team management in the throes of fundamental change?

WORDS
ANDREW
BENSON

This has been a season of seismic change in F1, and not just because of the biggest rules overhaul in a generation.

Of the teams who finished in the top five of the constructors' championship last year, Mercedes, Ferrari, Lotus and McLaren now operate under different management. The fifth – world champions Red Bull – do not, but they face a challenge of another kind as they adjust to an unfamiliar season of struggle.

So what has happened? And how relevant are these changes – or the lack of them – to those teams' overall competitiveness?

MERCEDES WHO'S THE BOSS?

Executive directors

Paddy Lowe
(technical)

Toto Wolff
(business)

The foundations of the crushing superiority demonstrated by Mercedes so far this season – at least a second a lap clear of any other car – were laid three years ago, primarily by then team principal Ross Brawn and head of Mercedes High Performance Powertrains, Andy Cowell.

Under Brawn and Cowell, Mercedes focused more resources, earlier, on the 2014 rules than anyone else. Most people in F1 knew this, and they also knew that Mercedes' time at the front was coming – even if the full extent of the Silver Arrows domination has caught many by surprise.

But the question of why Mercedes would dump their team boss, the most successful technical manager in F1 history, for a more complex →



Lowe's response is: "Good question – we'll just see how we go." But the belief is that they will be fine. Lowe has consolidated the technical work done previously by Brawn and Bell, alongside the sporting responsibilities held by Brawn, and has a three-pronged senior technical management structure under him. And Wolff deals with the politics and business bits Brawn never relished.

This looks remarkably similar to the structure at Red Bull, more on which later...

FERRARI

WHO'S THE BOSS?

Marco Mattiacci

Team principal

Luca Di Montezemolo

President

Ferrari are the only top-five team from 2013 who still have a traditional team principal, and the man in the role is new as of April this year.

Marco Mattiacci was drafted in ahead of the Chinese Grand Prix following the resignation of Stefano Domenicali in the aftermath of the Bahrain race, a nadir for Ferrari with Fernando

organogram, led by two parallel bosses, Toto Wolff and Paddy Lowe, is one that can be asked only in hindsight. When the decision to change was made 18 months ago, the demand was different: *how do we succeed?*

Brawn is spending 2014 on holiday because in the summer of 2012 he lost the confidence of the Mercedes board. A promising start to the season faded, and Stuttgart's faith in Brawn's repeated, unfulfilled promises that he knew how to turn the team around evaporated. Mercedes came to the conclusion that the operation of an F1 team had become too complex for one person to hold overall authority and exercise it effectively.

So former champion Niki Lauda was introduced as non-executive chairman in September 2012. Wolff then came on board as motorsport boss and executive director (business) and 30 per cent shareholder of the F1 team and, finally, Lowe was poached from McLaren.

That new structure was intended to replace Brawn with pretty much immediate effect. But

Brawn stayed on because the wily old operator got his elbows out when he learned of Lowe's arrival. And Mercedes genuinely seemed to reconsider the need to remove him altogether.

However, the Wolff-Lowe leadership model was never going to be abandoned, and, with the job of team principal consigned to the dustbin, Brawn eventually decided he did not want to stay if he could not retain overall control.

Since his departure, other changes have been announced. Technical director Bob Bell leaves in November, with Lowe assuming his role. And Mark Ellis has joined from Red Bull as performance director, slotting into the technical leadership tier below Lowe and Bell and alongside technology director Geoff Willis and engineering director Aldo Costa – effectively head of R&D and chief designer by other names.

This moves Mercedes from a structure some said employed too many ex-technical directors (Brawn, Lowe, Bell, Costa and Willis) to one that now has too few (Lowe, Costa and Willis).

"Mercedes moved from a structure some said employed too many ex-technical directors to one that now has too few"



Alonso and Kimi Räikkönen finishing only ninth and 10th respectively.

Ferrari have been at pains to give the impression that Mattiacci is Luca Di Montezemolo's man. The Ferrari president has talked of phoning Mattiacci at his home in New York before 6am local time on the Friday after Bahrain, ordering him to fly over to Europe to take over the F1 team. And Di Montezemolo has made it clear he is going to take a more hands-on role as Mattiacci finds his feet.

Yet seasoned Ferrari observers query this interpretation. Mattiacci is very much a Fiat man. He has led Ferrari sales operations in China, Japan and North America, growing their market in each. He is a personal friend of Fiat president John Elkann, and is highly rated by the company's CEO Sergio Marchionne. In such circumstances, you might wonder whether Di Montezemolo is there to watch over Mattiacci, or whether Mattiacci is there to report back about – and fix – the failings of the operation Di Montezemolo has led since 1991.

Di Montezemolo has talked about reducing bureaucracy and increasing efficiency, but the



DI MONTEZEMOLO



problems clearly go deeper than that. And even if Fernando Alonso publicly refuses to give up on his championship hopes this season, there is no doubt that there is an air of resignation at Ferrari at the moment.

Their struggles should not be a surprise. The Maranello windtunnel – which has caused so much trouble over the past few years – came back on stream, apparently finally beginning to work properly only in December, long after the 2014 car was designed. And while they have a new, highly rated, technical director in James Allison, he came on board only in September, and has had limited input on the current car.

Mattiacci, meanwhile, has a lot on his plate. He is regarded within Fiat as an impressive and clever man, but he has only just arrived, and while he may know a lot about management, he knows virtually nothing about the internal workings of F1. This is, in other words, a company whose leadership recognises that in order for it to win consistently again there has to be a period of potentially painful change.

So in reality, Alonso faces not only another wasted year in 2014, but almost certainly another in 2015 as well. Can he and Ferrari wait until 2016 – the last year of Alonso's contract – before having a realistic shot at the title? They may not have a choice.

LOTUS WHO'S THE BOSS?

Gerard Lopez

Chairman

Federico Gastaldi

Deputy team principal

Lotus have had a tumultuous

12 months. Their 2013 season was overshadowed by a pay dispute with Kimi Räikkönen. This was rooted in

cash-flow problems caused by a failed attempt to bring in new investors, whose credibility seemed to be questioned by everyone in F1 bar Lotus's chairman, Gerard Lopez.

The team have haemorrhaged staff since then, significantly losing famed technical director James Allison to Ferrari. And in January this year, Eric Boullier resigned as team principal to move over to McLaren. As a direct result of the problems that led to Räikkönen's departure, with two races still to go last year, the new car was late to start testing – the knock-on effect of which was a shocking first four races.

So who is running Lotus now?

Before the season began, Lopez, boss of the Genii Capital investment group that owns the team, said he would be taking a more hands-on role. Then, at the first race of the season, Federico Gastaldi, a little known Argentine who had worked on the marketing side of things at →

WILLIAMS

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Enstone for more than 20 years, was promoted to deputy team principal.

If all that sounds like an upheaval of massive proportions, in fact, in terms of the day-to-day running of the team, little has changed. Since 2011, Lotus were effectively run by Allison and trackside operations director Alan Permane, with the new technical director Nick Chester slotting in following Allison's departure. Boullier had overall authority, but he fundamentally let them get on with it; he was there if they needed a sounding board, help with a difficult decision, or for something to be signed off financially.

As well as being instrumental in helping Romain Grosjean through his difficult growing period, Boullier also attended team bosses' meetings as Lopez's representative and fulfilled all the other typical responsibilities of a team principal, without fundamentally interfering in the day-to-day technical, engineering and sporting management of the team. Without him, Chester and Permane continue in the same vein. And Boullier's responsibilities have been split between Gastaldi, who attends team principals' meetings and official press conferences and is the outward face of the team, and Matthew Carter, who replaced Patrick Louis as CEO during the winter, and holds the purse strings.

Lopez remains a distant figurehead, seldom seen at Enstone, and not attending all the races.

And Lotus continue as the tight-knit, race-focused organisation they have always been, in no hurry to appoint a permanent team principal.

McLAREN

WHO'S THE BOSS?

Ron Dennis

Chief executive officer, McLaren Group

Jonathan Neale

Acting chief executive officer, McLaren Racing

Eric Boullier

Racing director

Of all the 'top' teams, the one in the biggest mess is undoubtedly McLaren. To have a Mercedes engine and still be as slow as they are means the car, in terms of pure chassis performance,

is more than two seconds a lap slower than a Mercedes or a Red Bull.

In other words, the MP4-29 is even worse than its predecessor, the MP4-28, the performance of which was the final straw for chairman Ron Dennis. After what he saw as five years of neglect by team principal Martin Whitmarsh, Dennis ousted his former protégé over the winter, replacing him with a new management structure.

"Decisions at McLaren are now being made on a performance basis, rather than an engineering one"



Dennis himself replaces Whitmarsh as chief executive officer of the McLaren Group. Jonathan Neale continues in his role as chief operating officer of McLaren Racing – and is currently McLaren Racing's acting CEO, a position Dennis has yet to fill on a permanent basis. The role of team principal has been eradicated, and Boullier, who had been lined up by Whitmarsh to fill it, was instead installed as racing director by Dennis.

Effectively, Neale runs the factory, and it is Boullier's job to make the McLaren F1 team

winners again. He has already introduced a number of changes behind the scenes, applying much more rigorous management to an engineering and design group that had gone badly off the rails in recent years. Decisions are now being made on a performance basis, rather than an engineering one. And if those two sound like they should be the same, that underscores the extent of the drift within the running of McLaren's design group.

Dennis says the justification for the new structure is simple. Someone running a racing →



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team at 19 grands prix a year does not have the time to run a factory – and vice-versa.

As at Ferrari, McLaren have recognised that they have a very serious problem. And like Ferrari, they understand that fixing it may well be quite a lengthy process.

RED BULL WHO'S THE BOSS?

Christian Horner

Team principal

Adrian Newey

Chief technical officer

While all the other 'top'

teams have changed management, with varying results, Red Bull are still run in exactly the same

way they have been for the past eight years. And while it would be easy to jump to the conclusion



"At Red Bull, a small tier of senior engineers report directly to Newey, keeping him free of management responsibility"

that this lack of change is responsible for their slip from F1's pedestal, that would be wrong.

While the job titles of Horner and Newey suggest a standard team principal/technical director structure, Red Bull, in fact, are run in effectively the same way as Mercedes, with two co-team bosses, albeit with minor differences.

It will change next year after Newey steps back into an "advisory and mentoring role", but, for now, Horner looks after business and politics; Newey technical matters. Where they differ from Mercedes is that Horner, unlike Wolff, has responsibility for the sporting side. That's

because Red Bull free up Newey to do what he does best – in Horner's words, "to be creative". Horner elaborates: "There is managerial support, because he's not a manager. I look after the running of the business; the sporting side."


Horner admits this is "similar" to Mercedes' Lowe-Wolff model, with the caveat that "I suspect Paddy wants to get involved in technical working groups and so on. Adrian doesn't have an interest in that. He's an artist and we have made an environment for him to create in, so he's not bogged down in endless meetings."

As at Mercedes, a small tier of senior engineers – head of aerodynamics Dan Fallows, chief designer Rob Marshall, head of vehicle performance Pierre Waché, chief engineer Paul Monaghan and engineering co-ordinator Andy Damerum – report directly to Newey, filtering his ideas down and the ideas of others up, keeping him free of management responsibility.

This model has worked brilliantly over the past five years, but it has fallen down in 2014. Why? "Our performance is solely down to being 80 or 90bhp down on the Merc," Horner says. "Give us that 80 or 90bhp and we're right there."

It's Renault's fault, in other words. The reason is that Renault started their 2014 engine programme too late, developing the engine and ERS separately and only putting them together in December, when they found problems. This is where Red Bull-Renault failed. Red Bull were not as integrated with Renault as were the chassis and engine departments of Mercedes.

Renault had the philosophy of taking soundings from all their teams on engine layout and ancillaries, where Mercedes and Ferrari designed what they wanted then told their customers what it was. Having had the failure of this approach exposed by Mercedes, Red Bull have now persuaded Renault to focus much more on them alone. And the chassis and engine teams will in future be much more closely integrated.

If there is a model for success in F1, that is it – split the management, and integrate the engine and chassis design teams, making it easier to see the entirety of an ever more complex picture. And then run it in the right way. If you can. 

● Andrew Benson is the chief Formula 1 writer at the BBC



GO FIGURE

The stats behind the first F1 race to be held behind the Iron Curtain – the Hungarian GP

EIGHT

years to 2022, when, according to its current contract, the Hungaroring will host its last GP



Hungarian has raced in his home GP:
Zsolt Baumgartner, who made his debut here in 2003 then raced here again in 2004

1936 ← **50 YEARS** → 1986

between the first Hungarian Grand Prix in 1936 – won by Tazio Nuvolari – and Hungary's inaugural world championship F1 race, which was held in 1986



of the 28 Hungarian GPs have been dry. The one wet race occurred in 2006, when **Jenson Button** won from 14th on the grid

55%

of the current grid (12 out of 22) have scored points in the Hungarian GP

11 WINS



have been scored in Hungary by **McLaren** – the team who have had the most success here



277 miles

from the Hungaroring to the nearest coast at Trieste in Croatia – making it F1's most landlocked GP venue

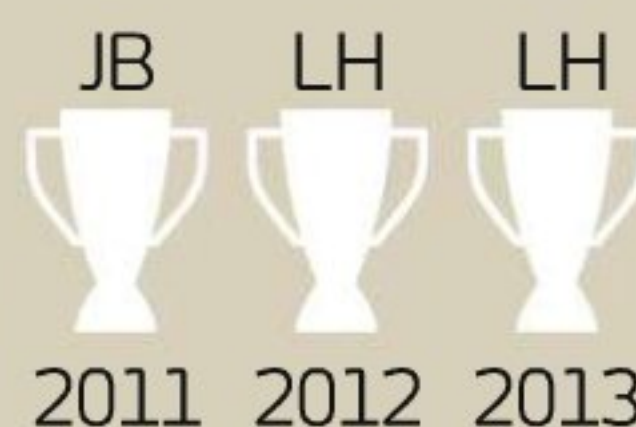
TWENTY SEVEN DEGREES CELSIUS

The average temperature at the Hungaroring in July



2006 2007 2009

6



2011 2012 2013

out of the last eight Hungarian GPs have been won by British drivers Jenson Button and Lewis Hamilton – 75%



days from the start of construction of the Hungaroring on 1 October 1985, to the first race on 10 August 1986



The average number of DNFs at the Hungarian GP, with a high of 16 in 1986 and a low of 2 in 2012



the number of laps **Lewis Hamilton** must lead here to have led more laps in Hungary than record holder Michael Schumacher (297)

ZERO

wins at the Hungaroring for **Sebastian Vettel**, the only circuit on the calendar he has raced at and failed to win on

"I made an absolutely committed resolution not to drive substandard cars at competitive speeds. That's why I lost the championship in 1959, and it's also the reason why I'm here talking to you today"

After two terrifying crashes, one of the best British racers of the '50s retired before his career peaked. But that's why **Tony Brooks** is here to tell the tale

PORTRAITS DREW GIBSON/LAT

Somehow, it's rather appropriate that the crowd enjoying the bank-holiday sunshine at the Brooklands Museum should be oblivious to a truly outstanding grand prix driver heading towards The Boardroom and our lunch in the clubhouse. Tony Brooks, 82, has been described by his great rival and friend, Sir Stirling Moss, as "The greatest 'little-known' driver of all time."

How else could you sum up a driver who has won at Spa, the Nürburgring Nordschleife and Monza; a man with a start-to-win ratio of 26 per cent while racing for Connaught, Vanwall and Ferrari, yet who is so rarely mentioned? Modesty has been a hallmark of Tony Brooks since he drove a Connaught to victory in Sicily to produce the first win for a British car and driver abroad in 31 years. Imagine if it happened now; in 1955, it barely got a mention. And nearly 60 years on, he still melts into the background. I can't wait to shine the *F1 Racing* spotlight on this quiet hero...

Maurice Hamilton: Your start in Formula 1 was unorthodox. You were a dental student, you'd been racing at Goodwood and places like that, and you got a telephone call asking if you'd like



to race in a grand prix. That sort of thing is hard to grasp these days. Were you surprised?

Tony Brooks: Well, yes; very surprised because I'd never even sat in a Formula 1 car, let alone driven one. The only thing that reduced the surprise slightly is I had driven a works Connaught sportscar a few weeks before. So I presumed they were reasonably happy with that.

MH: Was your priority to qualify as a dentist?

TB: Definitely. In no way did I regard motor racing as a long-term, or even medium-term way of earning a living. It was so dangerous then that you couldn't think of that seriously. It was always my intention to finish my qualifications so I had a good means of earning a living.

MH: The danger element, as you say, was very evident then. Did that not concern you?

TB: Well, you either you accepted the risk or you didn't. But the point is, I never psyched myself up. I was fortunately blessed with a reasonable amount of natural ability and I always drove within that. I never frightened myself as a result of something I did.

MH: You obviously took a great deal of pleasure from being able to control a car, judging by the numerous pictures of you in a four-wheel drift.

TB: I found this fantastic sensation of driving a car on the limit of adhesion, trying to balance it with the mere caress of the steering wheel and the accelerator. To me it was literally poetry in motion, which is why I chose that expression for the title of my book [Tony's autobiography *Poetry In Motion* was published in 2012].

MH: Okay, I understand that. But it couldn't have been a massive amount of help when you'd go to a circuit you had never seen before, drive a car you had never raced – and win!

TB: I don't want to flog this, but driving came naturally to me. I drove to the limit of my capability and enjoyed it. But I had no idea what the actual level of that ability was; you can't →





Brooks' BRM accident at the 1956 British GP following a problem with a sticking accelerator. He was thrown clear of the car on impact: "I was very lucky"

INSETS: LAT ARCHIVE

judge that until you're up against the top drivers. To everybody's surprise, not least myself, I won.

MH: I was fascinated by what happened after you had won. There you were, the hero of the moment but also trying to be a dentist – and you'd lost a front tooth!

TB: [Laughs] Yes, not an ideal situation. I'd been trying to learn the circuit the best I could on a scooter because, of course, we had no cars. I'd done so many miles on the Vespa, twisting the grip, that it had rubbed the inside of my thumb and forefinger. It got to the point where it was so sore, I had to put a handkerchief on it.

Winning the race was obviously a new experience for me and all I wanted to do was escape back to my hotel and have a nice shower. I was being followed by crowds who, I have to say, were very magnanimous and enthusiastic, considering they had gone there to see Maserati win! I was surrounded by these people as I got on the scooter while, at the same time, trying to put the handkerchief round my injured hand. To do that, I had to use my teeth to pull one

end of the handkerchief and tighten it. I had a temporary crown at the front and it was not up to a rather strong pull from a handkerchief. It came out – and fell on the floor. So you had the winner of the race surrounded by excited Sicilians while he grovelled around on the ground looking for his tooth. All I could see were these rather smart casual boots the Sicilians were wearing.

I couldn't find the tooth. It's bad enough for anybody to lose a central incisor; even worse for a dental student. I was dreading the prize-giving. But I was very lucky in that, being a belt and braces man, I'd kept the previous temporary crown in my baggage and managed to pop it on. But I didn't have any cement to hold it in place, so it was a question of this Englishman having to demonstrate the stiff upper lip to try to keep his central incisor in place, and also mumble a few words at the prize-giving; a tricky exercise.

MH: You can imagine, if that happened to Lewis Hamilton or Jenson Button now, it would be front-page news. But things were very different then, weren't they? Here we had a situation

where a British driver had won what would have been termed a 'continental grand prix' in a British car. A big story. Did anyone pay any attention when you got back home?

TB: No, not really. I think we got the odd paragraph here and there in the national newspapers. Motor racing was nowhere in terms of public perception, so it got very little coverage.

MH: Extraordinary, when you consider what you'd achieved. In terms of your career, however, it put the motor racing spotlight on you.

TB: I was spoiled for choice after winning at Syracuse. Connaught wanted me to stay with them, Rob Walker [later to become entrant for Stirling Moss] was interested, as were BRM. Connaught were a great team, but unfortunately they lacked financial backing and were underpowered compared with the competition because they used a pre-war engine that had been bored out to two-and-a-half litres. Of course, when you stretch something to the limit, you undermine your reliability. BRM had the money and, on paper, seemed to be the best

prospect of producing a grand-prix-winning car. But we all make mistakes, some mistakes bigger than others. The BRM was pathetic. Totally unreliable; didn't hold the road.

MH: Before we discuss the BRM's shortcomings, can I clarify that you were still studying for your dental exams?

TB: Yes, I qualified in December '56. That was a good thing because I was more concerned about not slipping behind with my studies than dealing with what was involved in motor racing. I'm not saying I wasn't totally committed to motor racing but my studies were probably a good distraction. If you didn't pass the exams, you could lose a year and have to do it all over again. There was a lot at stake if you let it slip.

MH: Were you being paid to drive the BRM? I only ask because, if so, was the rate of pay not sufficient to make you think: 'Right, forget everything else; I want to be an F1 driver?'



TB: Oh no, it wouldn't be good enough. In any case, I wouldn't have done that because nobody with any sense in those days would have regarded motor racing as a way to earn a living. I never intended to make motor racing my career.

MH: Talking about the hazards of racing in those days, you experienced that first hand with BRM and were fortunate to get away with it during the 1956 British Grand Prix at Silverstone.

TB: The accelerator linkage broke so I brought the BRM into the pits for repairs and lost umpteen laps. I was out of the race in terms of getting a decent place. I rejoined and, still very much a new boy in F1, I thought: 'If I can't finish up anywhere decent, at least I'd better demonstrate that I know how to drive a grand prix car.' The way things had turned out, this was my first world championship grand prix.

I noticed straight away that the accelerator was sticking. They'd not done a complete job and I should have brought it back in. I had been going through Abbey Curve flat without any problem but, while I'd been in the pits, a

lot more oil and rubber had been put down. So, I was drifting the car – as much as you could drift that BRM – through Abbey Curve on the correct line and at the correct speed, but because of the rubber and oil I needed a quick lift off the throttle and down again. When I lifted off, it didn't happen. The car ran wide out of the corner and, with any decent car such as a 250F Maserati, you'd have run on the grass for 50 yards or so and edged back onto the circuit. But the BRM spun, finished up on the other side of the circuit then flipped over, but on the grass. I think it hit the banking; I wasn't taking an awful lot of notice at the time. I was thrown out. I was very lucky – the car deposited me nicely on the grass verge rather than the macadam. Then the car set fire to itself which, as I've said many times, was the only reasonable thing it could do.

MH: The following year, 1957, you've taken another big step, this time with Vanwall, the

domain of industrialist Tony Vandervell. Did you feel this was a team going somewhere?

TB: Indeed. I believe that a grand prix team has to have an autocrat. Tony Vandervell was a committed person. He called the shots and paid the money. Like everyone else, he made some mistakes, but he very quickly put them right. He was very straightforward: I got on well with Tony. The success of Vanwall was down to him.

MH: It was such a nice looking car with a lot of aerodynamic thought put into it – which was quite unusual then, wasn't it?

TB: People didn't realise the part aerodynamics could play. They thought aerodynamics were more a question of how fast a car went in a straight line, not how it affected the road holding; that was not appreciated at that time.

MH: Was it a tricky car to drive?

TB: Yes, it was hard work. But I won't knock a car that won the world manufacturers' →

"The BRM deposited me nicely on the grass then set fire to itself – which was the only reasonable thing it could do"



championship in 1958, and beat Ferrari, Maserati and so on. It was the complete opposite of a 250F Maserati, which would say to the driver: 'Please four-wheel drift me.' The Vanwall didn't say that; it would be much happier cornering closer to a geometrical line. We did drift it, but it was hard work. In the end, whatever you may think about driving the car, it's the results that count, isn't it?

MH: Exactly. I think it's fair to say that a grand prix car shouldn't necessarily be easy to drive.

TB: That's right. Front-engine cars were not easy to drive but the balance of the 250F Maserati was such that it encouraged people to have a go.

MH: There are two things connected with 1957 I'd like to chat about. They're both related – even though one occurred at Le Mans and the other happened a few weeks later at the British Grand Prix. You had an accident while you were driving an Aston Martin, and this was significant because it would affect how you approached racing and your thinking. Then you went on to share the winning Vanwall with Stirling Moss at Aintree. First, tell me what actually happened at Le Mans. The car was stuck in gear and you thought you could get it out?

TB: Yes, that's right. It was locked in fourth gear. This had also happened to me at Spa, but I'd managed to win that race nevertheless; I'd managed to free it. That's why I thought I could do the same thing when it happened again at Le Mans. Noel Cunningham-Reid brought in the car some time after midnight and he said it was stuck in fourth gear. I thought: 'Well, we're lying second, we don't want to lose time, so I'll have a go at getting it out.'

I managed to slip the clutch and get out of the pits. I took the first opportunity to try to apply the system which had worked at Spa. And the first opportunity was not really a long enough straight; I should have waited for Mulsanne, but this was the short straight between the Esses and Terte Rouge. I was accelerating and then suddenly taking my foot off the accelerator, loading the gearbox with acceleration and then de-loading it hoping that would help the gear lever pop out – as it had done before.

And, of course, I was doing the first thing you're told not to do when you learn to drive, and that is looking down at the gear lever. So I was monkeying about with this gear lever, looked up and discovered I'd passed my braking point.

I was going too quick for the corner and the second mistake was to think I could put the car into a four-wheel drift and get it round the corner; I was on a perfectly good line. But I needed about another ten feet of grass on the exit to be able to go off and come back again. Unfortunately, the sand came right down to the road. The car started to run up the sand bank, got to the top and flipped over, trapping me beneath the rear of the car. I was trapped in the cockpit and just waiting for the next car to come round. It seemed like it was a choice of either cremation or simply being run over.

MH: You'd just pitted, so was it full of fuel?

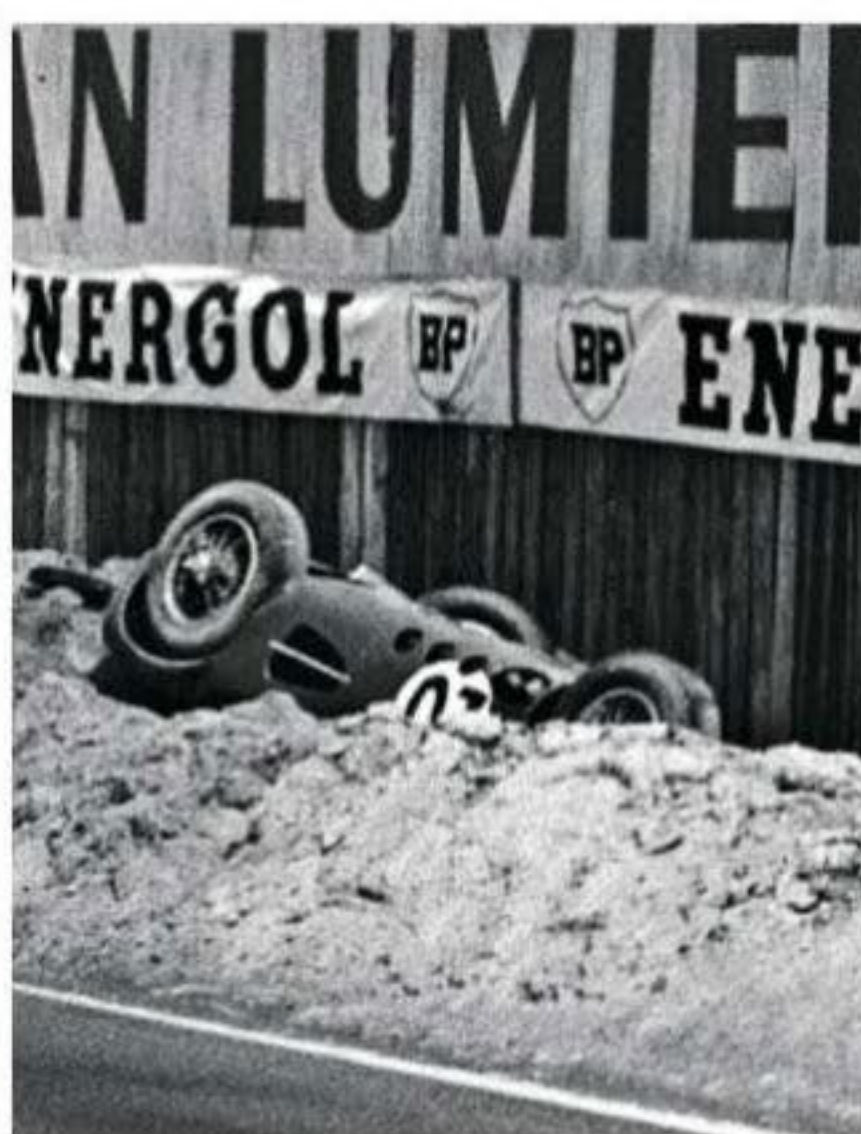
TB: Oh yes, it was. Absolutely full. I could smell it. The chap who came round next – a very nice bloke, dear old Umberto Maglioli – he'd seen the back of my car was sticking out and into the road. So he came round the corner and obviously didn't use the full width of the corner. He just hit the back of the Aston Martin and carried on. But he had done just enough to take the weight off me and allow me to scramble up the sand bank and into the arms of the marshal – who I think was far more astonished than I was.

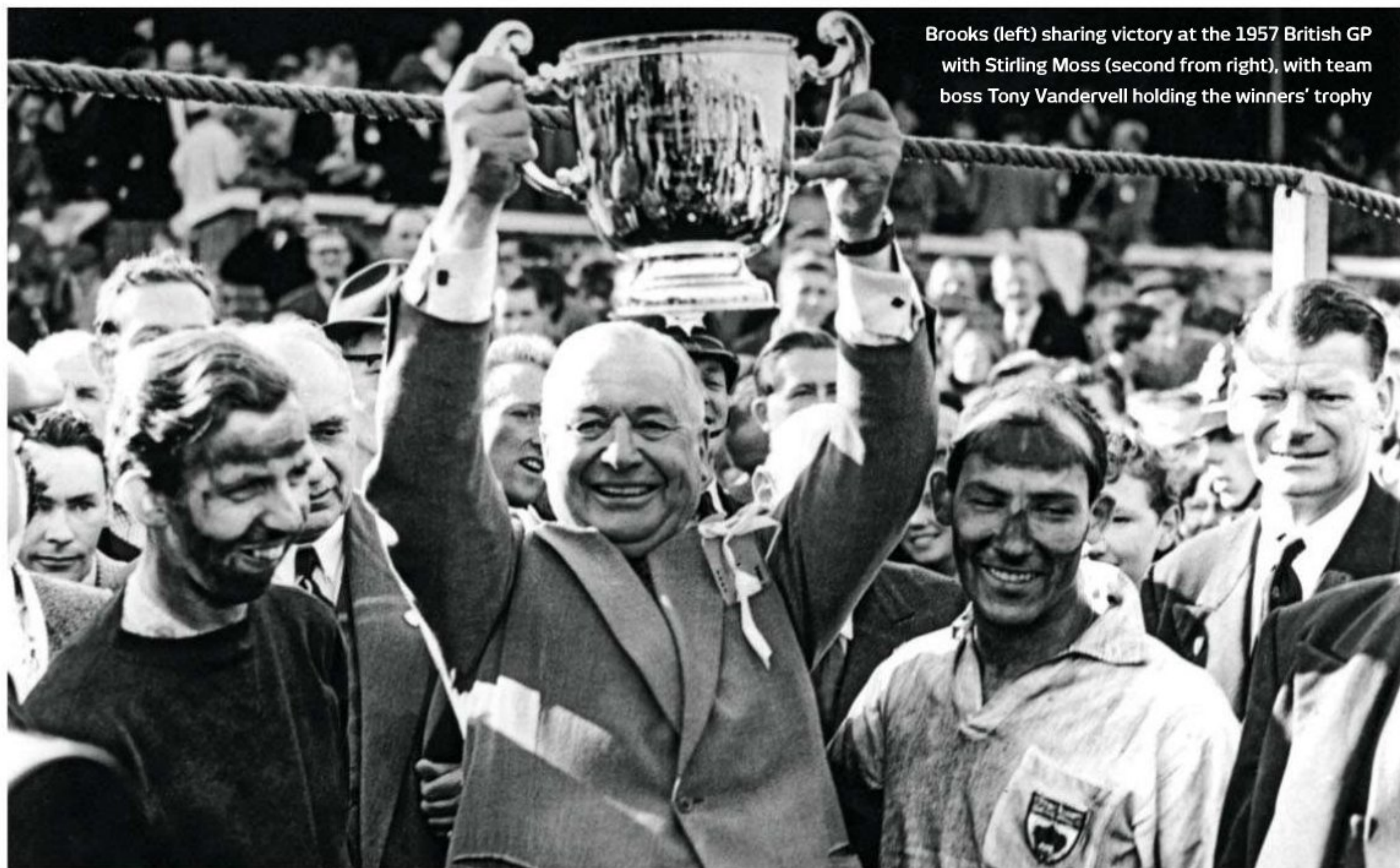
So again, I was very, very lucky. It was a result of these two incidents – the BRM at Silverstone and the Aston Martin at Le Mans – that I made an absolutely committed resolution not to try to drive substandard cars at competitive speeds. Racing was dangerous enough without loading the dice against yourself by trying to race cars that weren't fit to race. That's not to say that I wouldn't finish a race with a car, making the best use of it I could, but not trying to race it to the limit because it was no longer fit. I would never retire just because of, I don't know, you have the mudguards rattling or something like that. I would do the best with what the car was capable of doing, but I wouldn't try to do something beyond what I thought was the capability of the car in that mechanical condition. That was my firm resolution, which is the reason I lost the championship in 1959, and it's also the reason why I'm here talking to you today and having a nice glass of wine.

MH: I take your point. And nice to have you here... cheers! Before we get on to the championship in 1959, I want to stay with 1957. After the Le Mans accident, you were covered with abrasions; you referred to having a hole in your right side. I take it that was no exaggeration?

TB: No. You could get tennis ball in the hole. I don't know what caused it; it must have been

"The car ran up the sand bank and flipped, trapping me beneath. It was a choice of cremation or being run over"





Brooks (left) sharing victory at the 1957 British GP with Stirling Moss (second from right), with team boss Tony Vandervell holding the winners' trophy

INSETS: LAT ARCHIVE

part of the cockpit; it may have been pressed against the door handle or something. But that contributed towards the firm resolution I refer to. If you can't take hints like that, you are thick.

MH: So, the British GP at Aintree was coming up and you had a commitment to Vanwall. But you weren't in the best of shape, were you?

TB: It was less than a month between the two events. I'd been in bed until the Tuesday before the British Grand Prix. The first time I drove a car after Le Mans was my father's Ford Zephyr to go to Aintree for the first day of practice, which would have been the Thursday because the race was on Saturday in those days. I'd lost a stone; with my physique, that's quite a lot to lose. I wasn't in a fit state to race, but the obvious thinking was that we'd have a better chance of

winning the race if we could start three cars rather than just two, Stirling and Stuart Lewis-Evans being the other drivers.

I equalled the lap record in practice, which I was pleased about. Stirling, in fact, was slower in my car when he tried it. But, in his new car, he was something like two tenths of a second quicker. I was on the front row, but putting in a fast lap is one thing; 90 laps at competitive speed in my state of health wouldn't have been on. So we agreed that in the event of Stirling or Stuart having a problem with their car, they would take over my car – which was how it worked.

MH: Stirling had a misfire, came in, took over your car and climbed back through the field to win; a joint win for you both, which, of course, was allowed in those days.

TB: I was very sorry that I was in that sort of state, but it was my fault, really. Anyway, it resulted in a great success for Vanwall and for British motor racing, and that's what mattered. It was a wonderful feeling but, obviously, I regret I wasn't able to do it alone. But the main thing was that Vanwall won the first [of an eventual nine] world championship events.

MH: Although you might not have said anything, was part of that weekend at Aintree quietly proving to yourself that you were still okay after the Le Mans accident?

TB: Absolutely. It was very important, psychologically. Neither of the accidents undermined my confidence because there was a perfectly good reason for them; a sticking throttle at Silverstone and sheer stupidity at →

Le Mans. It wasn't a driver error as such, you see, and that's all the difference in the world.

MH: You really proved it by winning at Spa and the Nürburgring; two wonderful circuits.

TB: Yes, well, I thought the three great circuits were Spa, Nürburgring and Monza, and it was lovely to win them all in one season: 1958 was a very, very satisfying year, it really was.

MH: Tell us about driving for Ferrari in 1959. When you got the call, how did you feel about it?

TB: They say every driver has a wish to drive part of their career with Ferrari and I was fortunate that it was thrust upon me; I didn't have to ask him [Enzo Ferrari]. In January 1959, Tony Vandervell announced his retirement from Grand Prix motor racing and Romolo Tavoni, the team manager at Ferrari, rang me up within a few days and asked if I would be interested in driving for Ferrari. So what do you say?

MH: How did you find Enzo Ferrari? Was there a translator? Did you speak Italian by that stage?

TB: Yes I did. I never had any problem with Enzo Ferrari. We must have had a chat for about 45 minutes, without the need to have an accountant or a lawyer on either side. We agreed the terms for me to drive for Ferrari for '59. I really didn't want to do Le Mans and, to my amazement, he agreed because obviously Le Mans was very important when it came to selling his road cars.

MH: How was the Formula 1 car in 1959?

TB: We were in the middle of a transformation from front engine to rear engine. But the point is, Ferrari could and should have won the world championship that year. But there was a strike and they didn't go to the British Grand Prix at Aintree. Jean Behra and I had been first and second in the Aintree 200 [a non-championship race] a few weeks beforehand, so the chances were high. But we never appeared at the British Grand Prix, so no points there for Ferrari.

Then, the Belgian Grand Prix was cancelled. I'd won every time I'd been to Spa, which was three times, and if ever there was a Ferrari circuit, this was it. So, the odds were that I should have got some points there. Then there was the Italian Grand Prix where I was on the front row, next to Stirling, who was on pole with the Cooper-Climax. Probably the words I most regret ever uttering in this life was after practice when I said: "Oh, I'm smelling Ferodo a little bit; I'm pretty sure it's the brakes." They decided it might have been the clutch and changed it overnight – which was totally unnecessary. Either there was a faulty clutch or they didn't →



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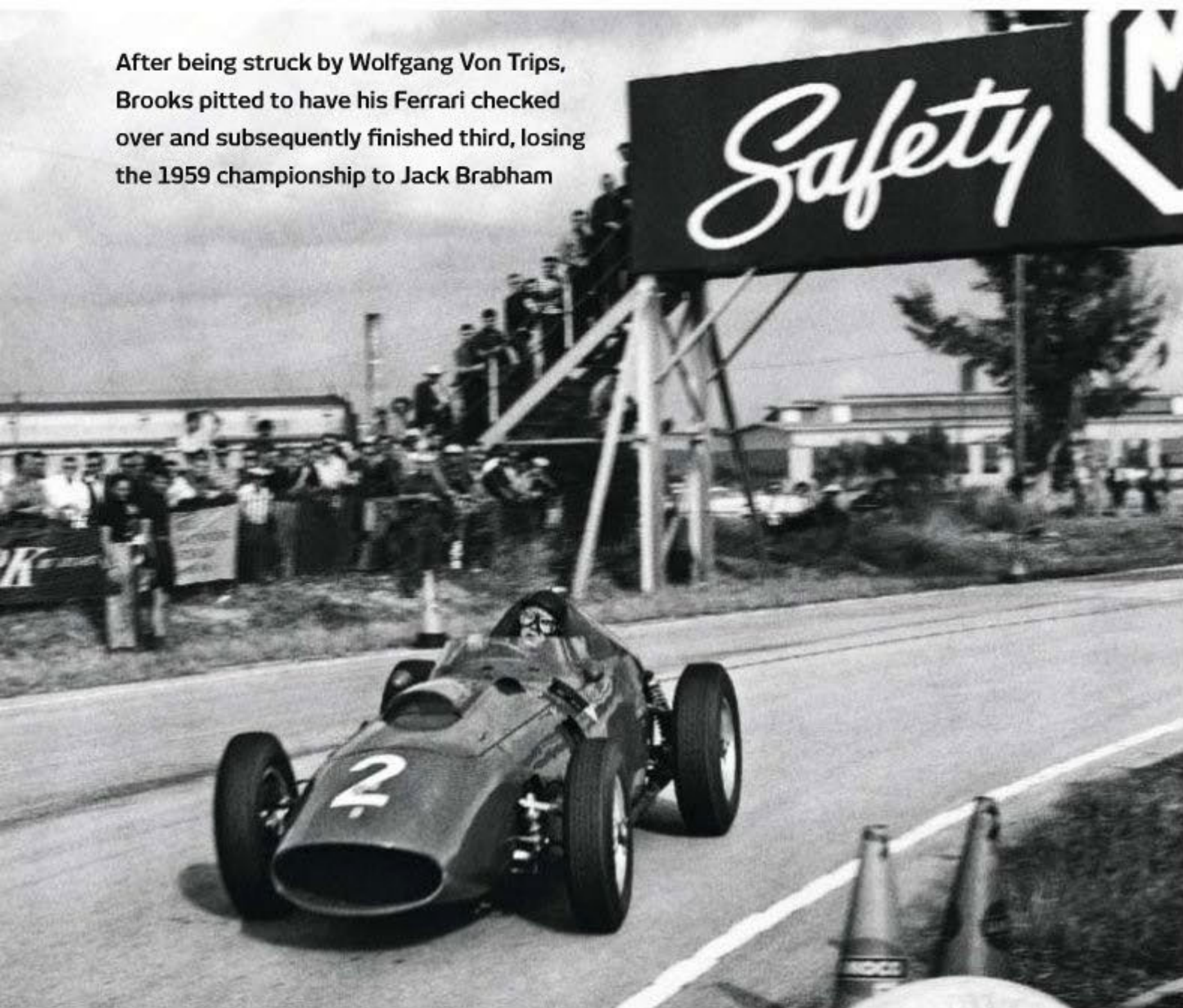
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After being struck by Wolfgang Von Trips, Brooks pitted to have his Ferrari checked over and subsequently finished third, losing the 1959 championship to Jack Brabham



INSETS: LAT ARCHIVE

"I agonised about coming in at Sebring. I'm proud I had the courage because I knew I was blowing the championship"

put it in properly, because I did 100 metres at the start of the Italian GP and that was it. No points.

MH: And now we come to the final round, the US Grand Prix at Sebring. This is significant in the light of the pact that you'd made with yourself.

TB: That's correct. Dear old Wolfgang Von Trips rams me up the backside on the first lap. Remembering my decision that you must check the car, I had half a lap agonising about it. I'm proud I had the courage, and that's what it needed, because I knew I was blowing the championship: I still had a chance of winning the title at that point. By going in, I was honouring the solemn promise to myself, but I was also saying cheerio to the championship. The car was okay. The irony was that Stirling retired

and Brabham ran out of petrol; Jack was always trying to cut it too fine! I would have won the race and the championship. Instead, I finished third and Jack took the title. That's why I say Ferrari could have won the championship that year.

MH: I take it you have absolutely no regrets whatsoever about that decision at Sebring.

TB: No, I'd do the same again. I would have been dishonourable to myself if I'd broken it. And as I say, that's one of the reasons why I'm sitting here having lunch with you.

MH: Because your belief is that God has given us a life and it shouldn't be abused in any way?

TB: That's right; absolutely. It's sacred.

MH: There's a lot of talk today about team-mates, particularly with Lewis Hamilton and

Nico Rosberg being competitive drivers in a very competitive car. Did that arise in those days because you had, at Ferrari for example, quite a mixed band of team-mates? Did you just do your own thing, and that was the start and end of it?

TB: In my conversation with Ferrari, he made it perfectly clear there would be no number one driver until it became obvious who was most likely to win the championship. Then you would become the number one driver, which fell on my shoulders. And he said number one doesn't mean 'I'll have that car, I'll have that engine, I'll have that chassis and put them all together.' It means the team objectives and programme would try to ensure the driver in question went ahead and won the title. When I established myself as the most promising winner, then I became number one, but only then. Which was very sensible.

MH: And it's all recorded in detail in your book – which I believe you wrote entirely yourself.

TB: Every word. It's a true autobiography!

MH: Well, on the basis of your remarkable story, I have to say it's a shame you're not world champion because you deserve to be. But nice, as you say, to have you here to tell us about it.

TB: You're very generous. Thank you. 🍷



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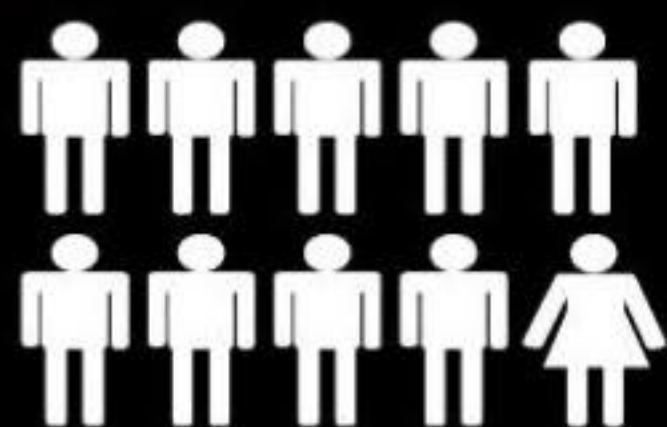


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Mr Fixit

Meet **Richard Cregan**, the man responsible for making the Russian Grand Prix a reality

WORDS MAURICE HAMILTON PORTRAIT ANDREW FERRARO/LAT

You hardly notice Richard Cregan in the paddock and yet he is known to everyone: from Bernie Ecclestone to former Toyota mechanics; from F1 drivers to journalists; from team principals to hospitality organisers.

It could hardly be otherwise for a man who started his working life as an Aer Lingus engineer, became a rally mechanic for Toyota and eventually managed the F1 team before taking the huge step of accepting responsibility for establishing the Abu Dhabi Grand Prix. The guy with the ready smile, grey wavy hair and soft Irish brogue has been there and done it.

These days, you'll see him moving quietly among the motorhomes, talking about Sochi and the forthcoming Russian Grand Prix. Once again he's using his enormous across-the-board knowledge of F1's specialised demands to help smooth the bumps and signpost the traps as another virgin promoter and organiser take the first steps along the F1 road. In the process, Cregan has realised the value of an experience that is as priceless as it is hard-earned.

"We've set up a consulting company that, hopefully, will let us do different grands prix and other projects in the future," says Cregan, his voice carrying a lilt that's stronger than usual after a few days spent in Dublin.

Having steered the spectacular Yas Marina circuit towards its sixth grand prix this coming November, Cregan is now advising the board and the man who will be his successor as CEO.

By taking a step back in one direction, he's free to move forward in another, regularly spending two to three weeks in Sochi then returning to Abu Dhabi for a few days. In between, Cregan has established a consultancy company to help formalise his capability.

"The company is called Rasgaira," he says. "Rasgaira is actually Irish: 'Ras' is race and 'Gaira' is smile. When I registered the name it was very funny because you had to put an alternative on the form in case the name was already taken. The guy looked at 'Rasgaira' and said: 'I don't think you need to fill that bit in!' Right enough, the name is unusual. But I'd like to think it says a lot about how we operate."

Cregan needed to keep smiling through 2008-09 as he helped drive a project that was as fresh and new as the man-made island on which it was built. His intimate knowledge of the workings and expectations of F1 teams provided the motivation to overcome the problems and get the Abu Dhabi GP up and running.

"The biggest issue, whether it's a motorsport project or a circuit or whatever, is it's not what you know; it's what you don't know," says Cregan. "It's about trying to help people see and understand what's needed and what lies ahead. In Abu Dhabi, we were finding our own way, but, in Sochi, every now and again we have to stand back and remember these guys are in the position we were in; they're enthusiastic, they want to learn – but they don't know. We have to work with them and help them understand."

An essential part of Cregan's teamwork in Sochi is the relationship he established with Hermann Tilke at Yas Marina.

"Tilke are delivering the construction side; they know what to do and are excellent. But having a team of experts help the organisers has never been done before. Obviously you get support from FOM and the FIA – it would be impossible without them – but we're coming in at a base level and helping the local promoter build a team for the long term."

Cregan will work with Sochi for three years, although his present team of seven will eventually be in a position to split from the Russian GP as Rasgaira takes on other projects.

"That's our target," says Cregan. "We'll add to our team as we get closer to the event. We aim to take on multiple projects, which will require a staff of between 15 and 25. We're not necessarily talking about motor racing in future; we have some other interesting projects on the table that are sports-related. It's a case of applying everyone's knowledge in the field of event and venue management."

Cregan's experience in Abu Dhabi has taught him to look beyond the race track and examine the effect of the race on the country itself.

"One of our targets is the legacy of the project and how the country can benefit long-term from a single event. That's not really thought about in a lot of cases. In Abu Dhabi, support for the grand prix was immense. The whole country was behind it. It was a fantastic learning curve for me with all the people I had the chance to work with there."

"With such huge focus on delivering the race, come the Monday people say: 'Right, what next?' Our job is to start thinking about that at the planning stage so we can influence design features of the circuit that would help the promoter develop a business model capable of generating income once the race is over. Like everything in F1, there's more to it than you ever believed possible." 

CV

Born 1960 Kildare, Ireland

2014 Founds Rasgaira event consultancy

2009 CEO, Abu Dhabi Motorsport Management
2008 Managing director, Abu Dhabi Motorsport Management

2002 General manager, Toyota F1 team

1992 Operations manager, Toyota Team TOM's. Toyota finish second at Le Mans

1990 Toyota win World Rally Championship

1984 Rally mechanic, Toyota Team Europe. Works on Björn Waldegård's winning Safari Rally car.

1976 Aircraft engineer, Aer Lingus







BACK IN THE CHAIN GANG

Lycra-clad, secretive, yet ultra-committed and competitive, they are the Monaco F1 cycling massive. World-exclusively, we joined them...

WORDS STUART CODLING **PICTURES** STEVEN TEE/LAT

Some say it's a secret society.

Others say it doesn't exist. But the evidence is out there, revealed in Twitpics and Instagram shots of lycra-clad, sweat-filmed racing drivers beaming by the roadside on distant mountains and azure-tinged coastlines. [Our own columnist, the mysterious 'Driver's Wife', recently alluded to having a love rival in the form of an über-expensive bicycle]. There's a chain gang on the loose in Monaco, and we've found the ringleader: Alexander Wurz, Le Mans winner, podium finisher in F1 for Benetton, McLaren and Williams, and one-time BMX world champion.

Racing drivers need to stay fit and lean – particularly in F1 and other series that have embraced hybrid technology and the weightier powertrains that come with it. The rolling, coastal roads of the Côte d'Azur and its proximity to some iconic mountain routes make it perfect cycling territory, whether the mission is an easy fat-burning spin or a long toil up the Col de la Madone. One of the cycling calendar's classic one-day races, the Milan-San Remo, finishes just over the Italian border. Plenty of professional cyclists are resident in Monaco, along with racing drivers – and, now that athletes can compare →

GPS and other data on web-based services such as Strava, all the ingredients for competition are there.

But the 'chain gang' – a term coined by *F1 Racing*'s editor rather than the group's members – have another objective beyond nailing fastest point-to-point times on defined segments. The modern cycling aficionado is as much a coffee snob as a gear snob. And, nestling in a small town, along a winding road inland of the Italian border, is a café that allegedly brews the finest coffee out there.

"It's the best espresso you'll ever taste, for sure," says Wurz.

After months of lobbying, *F1 Racing* has gained access to this secret society. Its members also include Jenson Button and his physio, Mikey Collier, along with Paul Di Resta, David Coulthard and pro cyclist Lizzie Armitstead (an Olympic silver medallist). The final arrangements are conducted by text, as if furtively organising an illegal rave. But the tone turns from reassuring ("Don't worry geeza! This will be an easy ride") to slightly scary ("Actually, there could be a lot of race drivers. There may be some chaos").

As we land on the Monday afternoon before the Monaco GP, a fierce wind is whipping the Mediterranean up into foaming breakers that crash against the rocks bordering Nice airport's runway. Further up the coast in Monaco, expensive yachts are bobbing, rolling and bouncing against one another in the harbour. This is not weather conducive to a pleasant cycle ride, whether there's a golden pot of coffee at the end or not. And things aren't looking much better the next morning as we rendezvous with Alex in an Italian café under the grandstand at Tabac corner. The wind has dropped to a slightly less unfriendly notch on the Beaufort scale but it's cloudy and drizzling, and Monaco's smooth brick pavements are treacherously slippery underfoot.

"Hmm," he frowns. "Maybe some chicken drivers won't come..."



Today, we learn, is going to be a little different – a larger group are riding in memory of Sean Edwards, the Porsche Supercup racer (and son of Guy Edwards, one of Niki Lauda's rescuers at the Nürburgring in 1976), who died in an accident at Queensland Raceway last October while coaching another driver. Besides being a regular member of the chain gang, Edwards had notched up several long-standing KOMs on the roads surrounding Monaco, and his mother has set up a charitable foundation in his name to advance the cause of circuit safety.

As we gather outside the Automobile Club de Monaco, right on the start/finish straight, I count 25 riders. There's a trio wearing the colours of Jenson Button's triathlon *equipe* Team Ichiban: Jenson himself, Mikey Collier and GT racer Chris Buncombe. Daniel Ricciardo and his physio Stuart Smith are here, as are Lucas Di Grassi, David Coulthard, Bruno Senna, Lizzie Armitstead and fellow pro cyclist Tiffany Cromwell. Allan McNish and Nico Rosberg have stopped by to lend support, but won't be riding ("Do you know what you're letting yourself in for?" asks Nico),



pocket. As if to spare my blushes, another rider asks to borrow the pump. It's Ray Bellm. I'd never expected to find myself lending a bike pump to the man who strong-armed Ron Dennis into developing a GT racing version of the McLaren F1...

We're each handed a jersey to wear bearing the Sean Edwards Foundation logo. This is no cheap freebie: it's a Rapha Super-Lightweight, as worn by Chris Froome on his victorious ascent of Mont Ventoux at last year's Tour de France, bearing a quote from the famously punchy climber Robert Millar on the inside of one back pocket: "I enjoy seeing people disappear behind me." It's as light as spun sugar, largely transparent, and a very snug fit – especially when zipped over another jersey and a merino wool base layer. Above, the clouds are starting to burn off. The people who've stayed away are going to miss a hot one after all.

There's just too much traffic fighting for every inch of asphalt real estate for us to attempt a lap of the circuit. Instead, we turn a sharp right down the Avenue John F Kennedy at Ste Dévote instead of carrying on up the hill towards the casino.

"I've never turned right here before!" exclaims DC. "Not this much anyway..."

"We're going the wrong way!" I call to Daniel Ricciardo as we pass the Nouvelle Chicane on the right and sweep up a slight incline and into the cool darkness of the tunnel under the Fairmont Hotel. He stifles

a giggle. His saddlebag and stripey socks give him away as a non-member of the chain gang – like me, he's just hoping to hang on to the group.

"Technically I've lived here since the end of last year," he says, "but I haven't spent *that* much time here, what with visiting the factory, testing, the race season getting going..."

We motor straight through Portier – there's not much respect for red lights here – and leave the circuit behind, streaking in a pace line past the Japanese Garden, the Grimaldi Forum and the Monte-Carlo Bay Hotel. Monaco begins →

"Nico Rosberg has stopped by to lend support: 'Do you know what you're letting yourself in for?'"

and the mayor of Monaco arrives to shake every rider by the hand before waving us off.

The net worth of the bikes alone is probably somewhere north of £150,000. My own ride for the day is a Scott Foil from Alex's harem, a symphony in carbon fibre with an all-up weight of 6.5kg. The legal minimum for international cycle racing is 6.8kg. Even the wheels are mostly carbon ("Be careful! The brakes grab a bit," warns Alex), and tubeless – which makes redundant the spare tube, tyre levers, puncture repair kit and pump that are stuffed in my back





The Sean Edwards Foundation

Sean Edwards was a successful sportscar racer and a Nürburgring 24 Hours winner. He was the son of F1 driver Guy Edwards, who won a Queen's Gallantry Medal for helping extract Niki Lauda from his burning car at the Nürburgring in 1976. Sean was leading the Porsche Supercup series when he was killed in an accident while coaching another driver in Australia in 2013. The Sean Edwards Foundation campaigns for improved circuit safety standards.

<http://seanedwardsfoundation.com/>



to fall away as the cliffs grow steeper. Fewer and smaller yachts garland the harbours, then there are no harbours at all. We're almost out. A van coming the other way asserts its intention to turn left at the roundabout outside the Monte-Carlo Beach Hotel, whether I'm there or not. Yes, Alex, the brakes do grab a bit. Then I have to thrash at the pedals to catch up again. Not for the last time today, the heart-rate indicator on my Garmin passes the 160bpm mark.

It's quite a job to stay in touch with the leaders as the road dips, rises and curls around

the headland, the wind in our faces. There are moments of quiet, where the only sound is the hum of rubber on asphalt and the churning of perfectly tuned gears. Then we're dodging traffic through Menton and on through the Italian border, where the traffic grows more dense and less tolerant. Here they love cycling, hate cyclists.

We come to a steady climb and the group splits. The leaders – Alex, Jenson and the Team Ichiban crew racing each other up – go out of sight around a curve. They probably won't be waiting at the top. Tiffany is thinking the same

thing; and off she goes. I follow, only nowhere near as quickly. I hear some mutterings of disgruntlement from behind.

The leaders are back in view at Ventimiglia, where the route turns sharply left away from the coast, towards spikier terrain at the base of the Alps. It's six miles to Dolceacqua and the coffee stop, but there are still hazards to avoid: I'm sheltering in Jenson's slipstream when he makes a *very* late hand gesture to indicate an obstacle ahead, and I miss planting an £8,000 bike into the back of a Fiat Panda by mere centimetres.



"The remaining riders enjoy coffee and cognac to toast a departed comrade"




Five riders fail to make the café stop. It's midday, the clouds have burned off and the sun is beating down without pity. Your three-layered correspondent is now being cooked *sous-vide* but, handily, *F1 Racing's* photographer has hired a scooter with a top box into which thermal and jersey can be decanted. There's a pleasant respite as the remaining riders enjoy coffee – gradually, because the numbers have rather overtaken the café's capacity to brew – and cake. And, courtesy of Sean Edwards' mother Daphne, a glass of cognac each to toast a departed comrade.

As predicted by Alex, the journey back becomes slightly chaotic. Just before the French border, some of the more enterprising riders slip the leash. Descending gently around the headland, I note as the road snaps back into view that the group has strung out. Up front, Alex and the Team Ichiban boys are plunging downhill at a pace instantly reminiscent of Fabian Cancellara's banzai descent of the Porte del Comte after suffering a double flat on stage seven of the 2009 Tour de France (http://youtu.be/j_wEG2RNMJc).

Since the Scott has to be returned to its rightful owner at the end of the day, I have no option but to follow them, sprinting past moving cars in the little villages that dot the coastline. Most of the group then turn left to take the low road back to Monaco, but Alex, Team Ichiban and Lucas Di Grassi are heading straight on to a road that climbs ever upwards. "Goodbye – and good luck!" DC turns left with a cheery wave.

La Mortola Inferiore rises from 34ft above sea level to 500ft in the course of 1.4 miles. At the time of writing, Jenson is 16th fastest out of 649 riders to have logged a time on Strava. Your correspondent is 396th. It's a steady drag uphill that ought to be simple enough – just not on a hot afternoon with a heart-rate monitor already showing 169bpm. There's no option but to ease down a little and grind it out as a solo job, letting the riders ahead gradually ease out of view. A little under nine minutes later (Jenson's fastest is 6mins 02secs, slowest of all is 29mins 12secs), and with a patina of sweat crusting the Scott's handlebars, we're over the top.

Alex is waiting in Menton. As we ride back along the coast to Monaco, with the sun glinting off the Mediterranean, he points out the road that leads up to the Col de la Madone, an 8.5-mile route that climbs over 3,000ft to the peak.

It's definitely one for the bucket list. But we'll climb that mountain another day. 



Everybody got a Yas Marina Circuit goodie bag - only one had a Golden Ticket inside!



This couple won the Golden Prize - a VIP trip to the race in Abu Dhabi

THE BEST OF BRITISH AT THE FAN VILLAGE

The third year of the Abu Dhabi Fanzone at Whittlebury Park turned out to be the biggest and best so far!

What a fantastic British Grand Prix weekend! Lewis Hamilton delighted the Silverstone crowd with a home victory, the weather stayed mostly dry and the F1 Racing Fan Village at Whittlebury Park was buzzing throughout an action-packed weekend of entertainment, competitions, quizzes and live shows.

The weekend kicked off with some World Cup action on the big screen in the Abu Dhabi Fanzone, followed by a fantastic quiz night, hosted by 'Crofty'. However, the big winners were Sarah and Richard from Swindon, who found the Golden Ticket and won a VIP trip to the 2014 FORMULA ONE ETIHAD AIRWAYS

ABU DHABI GRAND PRIX, thanks to the Abu Dhabi Tourism and Culture Authority.

With free wi-fi provided by Yas Marina Circuit, the Twitter Wall proved very popular. Many thousands of #AbuDhabiGP tweets with your views, pics and shout-outs were shown on a rolling twitter feed on the big screen.

Over at the Abu Dhabi Heritage Village tent, live falconry displays, calligraphy and henna hand painting drew in the crowds, while Teenage Kicks and BandSubstance rocked the campsite with live music late into the evening. All in all, a perfect weekend - and only another 12 months until we can do it all over again!



Located at Whittlebury Park campsite, right next to Silverstone's Becketts complex, the F1 Racing Fan Village was the best place to stay for the British Grand Prix weekend



The quiz night, hosted by Crofty of Sky Sports F1, was enjoyed by all - but especially the winning team!

"Thank you for an amazing weekend... top place, top staff. We will be back next year"



Complimentary ponchos came in handy as fans soaked up the Grand Prix atmosphere

Fern the falcon was the star of the show at the Abu Dhabi Heritage Village



Campers gathered to watch World Cup, Wimbledon and F1® on the big screen



A big thank you to everyone who made the 2014 F1 Racing Fan Village a success... See you next year!



There were guest appearances too! DC and Red Bull's Christian Horner dropped by the campsite



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1964

THE GOLDEN ERA OF JOHN SURTEES

Fifty years after winning the Formula 1 world title, **John Surtees** – still the only champion on two wheels and four – looks back at that triumphant season, race by race

PORTRAITS
GLENN DUNBAR/LAT
PICTURE RESEARCH
TIM WRIGHT/LAT
INTERVIEW
JAMES ROBERTS

Fifty years ago there wasn't such an intense focus on winning the world championship. Formula 1 wasn't the huge, global business that it is today. It didn't have the exposure, and at that time all of the sponsors were companies related to the motor trade – for example Shell, Dunlop and Magneti Marelli. They used the sport for publicity and development work, but there were no outside sponsors, no publicity machine and very little TV.

As a driver, frankly, your biggest concern was not the world championship but your next race. You didn't look ahead to the end of the season, only to the next task ahead. That was even more the case if you were racing for Ferrari: they were often in the process of developing a new prototype sportscar, so, for them, F1 was sometimes a sidetrack operation.

In 1964, pre-season we went testing at Syracuse and won the [non-championship] race there, which was a good start. Then we headed to Monaco for the first championship round...





ROUND 1

MONACO GP

Monte Carlo, 10 May

Grid 4th Race DNF – gearbox

The Ferrari 158 was a new chassis and quite a pretty-looking car. It handled well and had a nice, responsive engine, but it wasn't a pure monocoque car. It was made up of a skeleton frame – small tubes with stressed, riveted sheets – and it was very slim. Too slim in the side for me, so I had to take a rubber hammer to it and knock the inside of it out, something you can still see on the car today.

Monaco was a very disappointing race; we only managed 14 laps and retired with a gearbox failure. The engineer who was in charge of testing the engines was Giancarlo Bussi. He was very unfortunately kidnapped in Sardinia over a decade later and never came back again. I don't know all the details of it, but it was probably a ransom thing. Bussi was one of fewer than a dozen mechanics employed by Ferrari – and that was their whole Formula 1 team *and* their sportscar team, too.



'Big John' Surtees with the man in charge of Ferrari engine testing, Giancarlo Bussi



Team-mate Lorenzo Bandini leads Surtees at Monaco: both would retire with gearbox issues



ROUND 2

DUTCH GP

Zandvoort, 24 May

Grid 4th Race 2nd

Zandvoort always provided a challenge because at the beginning of the weekend the track was covered with sand, so first practice was a waste of time. But as a circuit, once you were onto the back section that flowed through the dunes, there was a terrific sequence of corners. It was all rather quick, and because it was at sea level the fuel/air mixture wasn't too bad, either. To finish second in the race proved that we had the car handling well, because I don't recall it ever having a particularly good top speed.

Having said that, we still finished a minute behind Jimmy Clark – but at least we finished. That equated to more testing time because our



Surtees and Peter Arundell battle for second place behind eventual race winner Jim Clark

engine rivals were Coventry-Climax. They had the works team with Lotus, but were also able to gather data from the customer teams as well, whereas Ferrari just supplied the works team. So the more running we could do, the better.



ROUND 3

BELGIAN GP

Spa-Francorchamps, 14 June

Grid 5th Race DNF – piston

The 'Old Spa' was a circuit where you spent very long periods flat-out with very little lifting. That took its toll on the engine as a result, and it was here that we burnt a piston. I think I'd taken the lead on lap 3 and then came to a stop soon afterwards, which was very frustrating. The injection was playing up and we had problems regulating the fuel flow.

I particularly enjoyed the circuit at Spa. I was a great fan of fast corners and that was a strong point of mine. At Spa, if you didn't have a surplus of speed you could also slipstream a rival, especially if you were quite a long way back. The one problem, of course, was the rain; at that circuit in those conditions, you could easily start aquaplaning, certainly in the cars we raced back then, with no downforce and no change in tyres. Still, it was very encouraging to be in the lead of the race here, even if it didn't last for very long... →

Surtees started reasonably well at Spa, but was forced to retire with a burnt piston





ROUND 4

FRENCH GP

Rouen-Les-Essarts, 28 June

Grid 3rd Race DNF – engine

Rouen was a wonderful circuit. It had a great variety of corners but I was a fan of the fast section after the pits down to the hairpin. That would wake you up in the morning...

Unfortunately, racing there in 1964 didn't bring me a win. I was third early on, but dropped back with a split oil pipe and retired after only six laps. Again it was down to a lack of resource – at that time Ferrari probably only had three engines in existence.

That summer I was to move into a flat near Maranello because Old Man Ferrari had asked me to spend more time with him in Italy. I wasn't fluent in Italian, but with what I had picked up from my time in motorcycling I could communicate about aspects of racing. My mechanics, Sergio Vezzali (lead mechanic on my car) and Giulio Borsari (chief mechanic) were keen to try out their English, too.



Another engine-related DNF in France



ROUND 5

BRITISH GP

Brands Hatch, 11 July

Grid 5th Race 3rd

Even though this was my home race, it was slightly different because I was driving an Italian car. The British teams were on home ground, but Ferrari were on foreign soil and I was the only Englishman on the team. This was a British one-two-three with Jim Clark winning in his Lotus from Graham Hill in the BRM, and I was third.

Graham Hill was a great competitor. He loved racing and, like me, wasn't averse to picking up a spanner and working on the cars. His heart was in the right place and he was a true enthusiast. He had his highs and lows, but then we all did.

After this race we went to Solitude for a non-championship race and that was significant



A battling third-place finish at Brands Hatch behind Graham Hill and winner Jim Clark



because it was close to Bosch's headquarters. Our engineer Bussi went to see them, and afterwards we were better able to regulate the injection system. In the wet we were leading and the car instantly showed more promise with an improved throttle response.



ROUND 6

GERMAN GP

Nürburgring, 2 August

Grid 1st Race 1st

The injection system continued to behave itself as we went to the Nürburgring – and we won the race from pole. This gave the whole team an uplift after one or two disappointments. The biggest threats in the race were Jimmy Clark and Dan Gurney, but they ran into trouble when I was already ahead.

The Nürburgring then was a place that demanded respect. Jackie Stewart would say the only time you could enjoy it was by a fireplace in winter. Well, that's the difference between Jackie and me. I used to race there in my motorcycle days, and my memories of it were of hedges and bumps: it was quite similar to the Isle of Man TT course. Going down to Adenau Bridge on a motorcycle, I remember regularly brushing the hedge with my helmet on the apex of the corner.

It gave me tremendous satisfaction to get it right and it was a place where you could gain

a lot of time back on your rivals, perhaps by digging deeper or being a little more audacious. It would give you so much satisfaction if you got it right. One of the nicest things I remember is after my first win there a lady came up to me and said: "I am Mrs Caracciola. You drive the 'Ring like my Rudi" – that was very satisfying to hear.



At the Nürburgring, Graham Hill (left) finished over a minute behind Surtees, who took pole and win



ROUND 7

AUSTRIAN GP

Zeltweg, 23 August

Grid 2nd Race DNF – suspension

I'd rather forget the race at Zeltweg, to be honest. Well, I suppose it was fortunate for us in one sense because my team-mate Lorenzo Bandini won. That was good for the morale in the team and it also moved us up in the constructors' championship. Plus it safeguarded the points I already had, because he stopped any of my competitors from winning.

The uniball suspension links in the Ferraris were well-made and normally they didn't tend to fall apart. The fact that they did... okay, it had plenty of provocation because the circuit was very rough. The surface was like some of the airfield circuits I used to race on in motorcycles after the war. I was in the lead, I was going really well, and then suddenly – bang – the rear end suddenly sat down as the rear suspension collapsed. I think that happened after something like nine laps.

Italy. Pole. Win. Enzo Ferrari happy. Job done



ROUND 8

ITALIAN GP

Monza, 6 September

Grid 1st Race 1st

This was the home race for Ferrari and, as ever, there was a lot of drama, too. Just before this race I'd been taken out at Goodwood in the TT and it meant I'd had a bit of a bump and a minor concussion. I was not in hospital, but when we came to practice at Monza, [BRM team boss] Louis Stanley put in a protest and tried to get me excluded. I was then sent to the Milan Institute and underwent a thorough neurological examination. I returned to the track, gave the results to the stewards and they let me race.

That enabled me to put the Ferrari on pole and win the race by over a minute, so there was clearly nothing wrong with me... I found that very satisfying.

The atmosphere at Monza is always very special, and perhaps I was better known in Italy than in England. They called me things like *Il Figlio del Vento* [son of the wind] or *Il Grande John* so I had a good following there.

Enzo Ferrari was someone with a number of different character traits. There was the Enzo who was the king of Maranello. There was another when he was in Modena and another when he went to his sea house on the Adriatic.

Generally though, for all his strange ways, I liked him – and I think it was mutual. He sadly didn't have the benefit of being able to sit in his office and know as much as he could have with all the TV coverage there is today. So he was very susceptible to a whole group of people who would decide what he wanted to hear, meaning he would often get garbled reports. →



ROUND 9

UNITED STATES GP

Watkins Glen, 4 October

Grid 2nd Race 2nd

The win in Monza put me four points behind Graham Hill and two points behind Jimmy Clark as we went to North America, and I ended up driving a Ferrari that was blue and white...

Enzo was trying to homologate the 250LM sportscar for racing and the governing body wanted him to build a certain number of cars before they would sign it off; he expected them to approve it and they didn't. So he had a tantrum and said he wouldn't race as an Italian car any more, or in red. His great friend Luigi Chinetti had already established the North American Racing Team (NART) and so the F1 cars joined that team and became blue and white.

Fortunately it only happened for those two races, because to my mind a Ferrari that isn't red isn't a true Ferrari. It was a protest, a shot across the bows of authority, but I think behind his dark glasses he had a glint in his eyes as he did it.



Hill failed to finish in Mexico and Surtees secured the points he needed for the title by passing Bandini



ROUND 10

MEXICAN GP

Mexico City, 25 October

Grid 4th Race 2nd


You had to get used to the altitude on arriving in Mexico City and you were advised not to drink strong coffee. Certainly alcohol had an added effect, too, but the biggest concern for me was the car. We were fearful about how lean we

place. Thankfully that was short-lived. I then managed to catch up with the leaders, most importantly Graham Hill, who was dicing with Lorenzo. Graham was protecting the inside of the hairpin, Lorenzo was on the outside, and they made contact. Hill kept going but then lost time pitting to see if he had any damage.

With seven laps to go, Jim Clark led from Dan Gurney and Lorenzo Bandini. He would have won the world championship, but on the last lap his engine seized. I then had to try to get past Lorenzo. He didn't let me through – he was watching the oil pressure in the final corner and I passed him entering that corner. It came right down to the wire.

I would have liked to have finished with a win, but I'd had more retirements than any of the others over the season. That meant I was so intent on getting that bloody car home that I didn't really think about the championship. It was only when I saw the face of Borsari when I came back into the pits and I was given a flag, and Vezzali was on the back of my car.

They confirmed when I got out of the car that I had won the championship. I felt relieved – there had been a lot of tension, but it was really just another race. And it wasn't the most enjoyable race of my career, purely because I didn't win. The world title was an added bonus. It had been a dramatic season.

When I was on the podium, Prince Philip arrived. He and the Queen were on a visit to Mexico City and he'd managed to get away and come to watch the race. He was there with the president of Mexico, and my main prize for winning was a gold watch from the president. That wasn't a bad way to end the year... 

Unusual scenes at the US GP, when the Ferraris raced in blue and white livery



I had some problems in the race; I led for a while, and I was with Graham Hill when we came up to lap someone. I got it wrong and did a grass-cutting exercise. I avoided hitting anything, but it put me out of contact with Graham and cost me the chance of winning that race.

would have to run the V8 on the mixture to cope with the altitude. Bussi had found a compromise but we thought we'd be down on power.

By this time, the flat-12 engine was running in Lorenzo's car, but there was always a concern about oil surge, hoping it didn't consume power and disappear up the ports. So there was some doubt as to whether the flat-12 would be reliable for the whole race.

The V8 engine had actually been pretty reliable throughout the season, but in practice I broke an engine. Still, we made the decision that I should stick with the V8, even though it perhaps wasn't as powerful as the flat-12.

When the flag dropped the thing immediately had a misfire and I dropped back to about 13th





Prince Philip (immediately right of podium) managed to get away from official duties in Mexico to see his countryman clinch the title

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What goes around comes around

It's polesitter Rosberg's turn to retire with a technical failure, leaving team-mate Hamilton free to close the gap and take an emotional home win

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MURRAY WALKER

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RACE DEBRIEF by Anthony Rowlinson

Austrian Grand Prix

22.06.2014 / Spielberg



Ain't no mountain high enough...

Nothing could get in the way of another Mercedes one-two, not even a resurgent Williams

Williams being Williams and Valtteri Bottas being Valtteri Bottas, there was little fanfare in the team motorhome after the Austrian GP and a three-four result that brought their emerging Finnish superstar his first F1 podium.

Quiet content, yes, and a slightly nervy sense of relief at promise finally fulfilled. But no hoopla, no triumphalism. Williams are, after all, a team that have been to hell and back. They've dominated the F1 world, yet only last season had slipped so low in the constructors' chase (ninth, with a mere five points), that many a paddock sniper was happy to take a pot-shot.

Oh ye of little faith. Quietly, but with method and purpose, Williams have been restructured over the past 18 months, under the calm gaze of chief exec Mike O'Driscoll (read more about him on p66), formerly of Jaguar Land Rover. And now, thanks to key hires such as chief technical officer Pat Symonds, head of performance engineering Rob Smedley, not to mention the

recruitment of one Felipe Massa, the new dawn that so many times in recent years has been false for Williams seems, at last, to be genuine.

From the start of this season, the FW36 has been a fleet machine, but converting that raw pace into stable, Pirelli-friendly race performance has not been the work of a moment.

In Austria though, Williams were *on it* to the extent that their front-row lockout (the team's first since Germany 2003) surprised even their own engineers. Massa's pole lap was *his* first since Brazil 2008, the 16th of his career and it went a huge way to silencing critics who opined he should have hung up his lid to spend more time with his children when his eight-season romance with Ferrari finally cooled last year.

"For sure, I had a great time with Ferrari," he said, "but sometimes a change helps when you are in the same place for many years. It was good for the motivation and... Williams really believe in my job, in what I say and that's really positive.

It makes me feel better, it makes me feel nice and it makes me feel very important inside the team."

The performance even drew praise from a certain Ross Brawn, not in Austria, but watching closely the progress of two of his former Ferrari charges. "That's me old gaffer," smiled Smedley when a call from Ross interrupted his Saturday afternoon technical press briefing.

But fine words mean nothing on Sundays and when Nico Rosberg powered through from P3 to P2 after the first corner, it seemed we wouldn't have to wait long before the inevitable Mercedes one-two took station, for behind Nico, Lewis Hamilton had blasted from ninth to fifth. Bottas though, had other ideas, and while Felipe made good his early scarper at the head of the field, Bottas fought back mightily up the one-in-eight drag to T2 and passed Rosberg to reclaim his grid position. Stirring stuff, echoed just behind by Hamilton's continued charge – inside Alonso at Turn 8 – to fourth by the end of lap 1. So it was


that four Mercedes-powered cars, then a Ferrari, crossed the line first time round; 70 laps later the same could be said, though with the Williams-Mercs and the Merc-Mercs having traded places.

It all came down to the pitstops and the collective might of the Mercedes F1 machine, this season tuned to a pitch that's squeezing the life out of the opposition, no matter how plucky. Rosberg was first to pit, swapping his supersofts for softs on lap 11. Then came Hamilton (lap 13), Massa (14) and Bottas (15). The aggressively early 'box' for Rosberg was enough to leapfrog him ahead of Massa, though when the sequence was complete, a super-slick stop of 2.1secs for Bottas had once again elevated him to what was effectively second place.

Ahead of this gaggle, however, speeding on way beyond this lead pack's first stop window, was another Merc-powered car, the Force India of Sergio Pérez, performing the now familiar trick of running long on the first set of Pirellis. Pérez spent 11 laps in the P1 sun, looking unflustered and composed and once again raising questions as to why McLaren had dispensed with the fleet Mexican so summarily at the end of last year.

"He's certainly impressing us," said deputy team principal Bob Fernley. "At the start of last year, he probably wasn't ready for McLaren, but in the second half of last season he really got it together and that's the driver we got. McLaren did all the hard work for us." His eventual P6, and team-mate Nico Hülkenberg's P9, were enough to keep Force India in place as fourth-best constructor, although Williams' heavy score and ever-more competitive moxie will have the Force India squad looking very nervously over their shoulders. Only two points separate them – 87 to 85 (with Ferrari tantalisingly within reach, on 98 points).

The only interloper in the Merc train, on a disastrous afternoon for anything with a Red Bull on its flanks [two Toro Rosso retirements, one for Seb Vettel and only P8 for Canadian GP winner Dan Ricciardo] was Fernando Alonso. That he should put in a drive he described as "his best of the year – 71 quali laps" to finish 'only' 18secs off the lead and 10secs from the podium, gives some indication of Ferrari's current state of competitiveness. Most blame is being attached to a power unit that can't get close to the performance of the Mercedes PU106A and, given the frozen nature of 2014 engine regs, that status will be 'quo' for the foreseeable future.

All the more galling then, for the man once told 'Fernando is faster than you', to finish fourth from pole. No dishonour there, but his disconsolate body language spoke loudly of his disappointment, post-race, that a podium finish had slipped away. Things are looking up at Williams, make no mistake. This time it's real. 

The story of the race

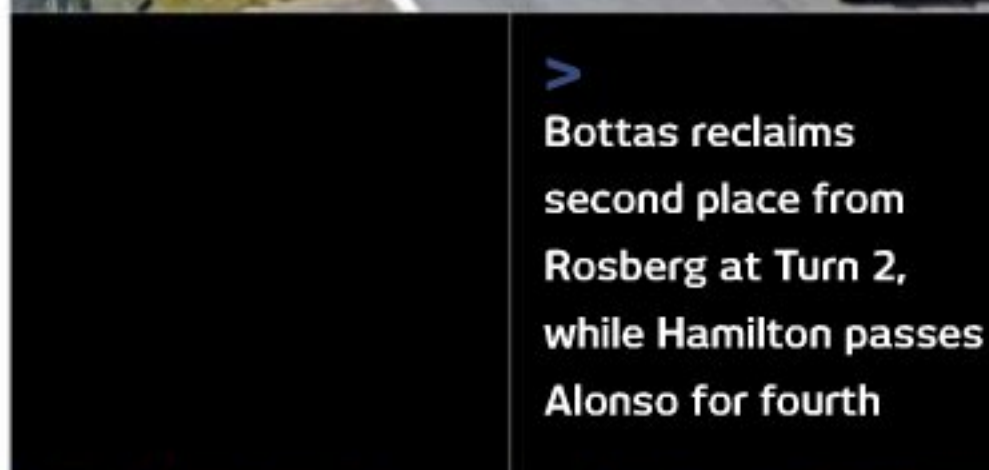
V
Massa takes the lead, but Bottas loses out to Rosberg off the line. Hamilton vaults from ninth to fifth



RED BULL RING



>
Bottas reclaims second place from Rosberg at Turn 2, while Hamilton passes Alonso for fourth



<
Massa pits from the lead on lap 14, but rejoins behind Rosberg, then loses a place to Hamilton



>
A 2.1sec pitstop for Bottas on lap 15 puts him between Rosberg and Hamilton on track



>
Sergio Pérez, running a different tyre strategy, takes the lead by dint of not pitting



^
Rosberg and Bottas pit on successive laps, but Bottas loses position to Hamilton



>
It's another Merc one-two, with Rosberg topping the podium and Bottas in third



MAIN PHOTO: GLENN DUNBAR/LAT; ILLUSTRATION: ALAN ELDRIDGE; INSETS: GLENN DUNBAR/LAT; ALASTAIR STALEY/LAT; STEVEN TEE/LAT; CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; SAM BLOXHAM/LAT; WILL TAYLOR-MEDHURST/LAT

Austrian Grand Prix stats

The lowdown on everything you need to know from the weekend at the Red Bull Ring...

THE GRID



1. MASSA
WILLIAMS
1min 08.759secs Q3



3. ROSBERG
MERCEDES
1min 08.944secs Q3



5. RICCIARDO
RED BULL
1min 09.466secs Q3



7. KVIAT
TORO ROSSO
1min 09.619secs Q3



9. HAMILTON
MERCEDES
NO TIME IN Q3



11. BUTTON
McLAREN
1min 09.780secs Q2



13. MALDONADO
LOTUS
1min 09.939secs Q2



15. PÉREZ*
FORCE INDIA
1min 09.754secs Q2



17. GUTIÉRREZ
SAUBER
1min 11.349secs Q1



19. KOBAYASHI
CATERHAM
1min 11.673secs Q1



21. CHILTON**
MARUSSIA
1min 11.775secs Q1



2. BOTTAS
WILLIAMS
1min 08.846secs Q3



4. ALONSO
FERRARI
1min 09.285secs Q3



6. MAGNUSSEN
McLAREN
1min 09.515secs Q3



8. RÄIKKÖNEN
FERRARI
1min 16.214secs Q3



10. HÜLKENBERG
FORCE INDIA
NO TIME IN Q3



12. VETTEL
RED BULL
1min 09.801secs Q2



14. VERGNE
TORO ROSSO
1min 10.073secs Q2



16. SUTIL
SAUBER
1min 10.825secs Q1



18. BIANCHI
MARUSSIA
1min 11.412secs Q1



20. ERICSSON
CATERHAM
1min 12.673secs Q1



22. GROSJEAN***
LOTUS
1min 10.6427secs Q2

THE RACE



THE RESULTS (71 LAPS)

1st	Nico Rosberg	Mercedes	1h27m 54.976s
2nd	Lewis Hamilton	Mercedes	+1.932s
3rd	Valtteri Bottas	Williams	+8.172
4th	Felipe Massa	Williams	+17.358
5th	Fernando Alonso	Ferrari	+18.553s
6th	Sergio Pérez	Force India	+28.546s
7th	Kevin Magnussen	McLaren	+32.031s
8th	Daniel Ricciardo	Red Bull	+43.522s
9th	Nico Hülkenberg	Force India	+44.137s
10th	Kimi Räikkönen	Ferrari	+47.777s
11th	Jenson Button	McLaren	+50.966s
12th	Pastor Maldonado	Lotus	+1 lap
13th	Adrian Sutil	Sauber	+1 lap
14th	Romain Grosjean	Lotus	+1 lap
15th	Jules Bianchi	Marussia	+2 laps
16th	Kamui Kobayashi	Caterham	+2 laps
17th	Max Chilton	Marussia	+2 laps
18th	Marcus Ericsson	Caterham	+2 laps
19th	Esteban Gutiérrez	Sauber	+2 laps

Retirements

Jean-Eric Vergne	Toro Rosso	59 laps – brakes
Sebastian Vettel	Red Bull	34 laps – withdrew
Daniil Kvyat	Toro Rosso	24 laps – suspension

THROUGH SPEED TRAP



Fastest: Felipe Massa, 199.71mph



Slowest: Jules Bianchi, 183.74mph

TYRE COMPOUNDS USED



Supersoft



Soft



Intermediate



Wet

CLIMATE

Sunny

23°C

TRACK TEMP

47°C



FASTEST LAP

Sergio Pérez, lap 59, 1min12.142secs



FASTEST PITSTOP

Valtteri Bottas, 21.133secs (entry to exit)

DRIVERS' STANDINGS

1st	Nico Rosberg	Mercedes	165pts
2nd	Lewis Hamilton	Mercedes	136pts
3rd	Daniel Ricciardo	Red Bull	83pts
4th	Fernando Alonso	Ferrari	79pts
5th	Sebastian Vettel	Red Bull	60pts
6th	Nico Hülkenberg	Force India	59pts
7th	Valtteri Bottas	Williams	55pts
8th	Jenson Button	McLaren	43pts
9th	Felipe Massa	Williams	30pts
10th	Kevin Magnussen	McLaren	29pts
11th	Sergio Pérez	Force India	28pts
12th	Kimi Räikkönen	Ferrari	19pts
13th	Romain Grosjean	Lotus	8pts
14th	Jean-Eric Vergne	Toro Rosso	8pts
15th	Daniil Kvyat	Toro Rosso	4pts
16th	Jules Bianchi	Marussia	2pts
17th	Adrian Sutil	Sauber	0pts
18th	Marcus Ericsson	Caterham	0pts
19th	Pastor Maldonado	Lotus	0pts
20th	Esteban Gutiérrez	Sauber	0pts
21st	Max Chilton	Marussia	0pts
22nd	Kamui Kobayashi	Caterham	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	301pts	9th	Marussia	2pts
2nd	Red Bull	143pts	10th	Sauber	0pts
3rd	Ferrari	98pts	11th	Caterham	0pts
4th	Force India	87pts			
5th	Williams	85pts			
6th	McLaren	72pts			
7th	Toro Rosso	12pts			
8th	Lotus	8pts			



For comprehensive F1 statistics visit www.forix.com

*Five-place grid penalty for causing collision in Canada **Three-place grid penalty for causing collision in Canada ***Started from the pitlane after gearbox change

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Q► Sahara Force India driver Sergio Pérez finished on the podium at which grand prix in 2014?

A► Monaco B► Canada C► Bahrain

Time out: Sergio Pérez models one of the unique range of TW Steel watches

ABOUT THE SFI WATCH RANGE

These dynamic timepieces reflect the TW Steel DNA; bold and powerful designs, combined with prominent Sahara Force India branding – including the team logo on the dial and engraved on the case back.

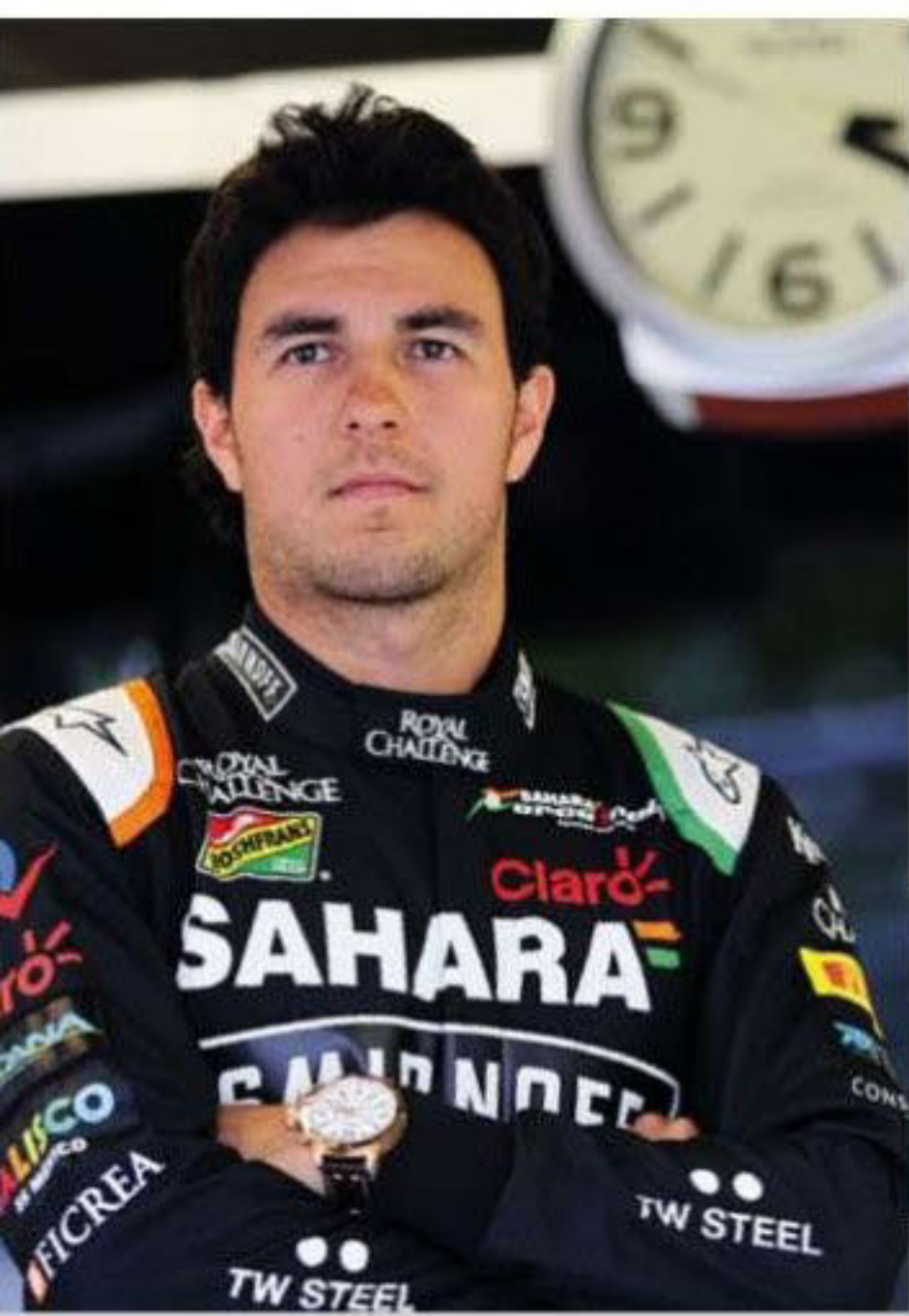
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Terms and conditions 1) To enter, visit www.f1racing.co.uk 2) Competition closes at 11.59pm on Sunday 10 August 2014 3) This competition is open to UK residents aged 18 or over 4) No cash alternative 5) Prizes are non-transferable 6) Only one entry per person 7) Winners will be selected at random 8) The prize is to win one of five TW Steel Sahara Force India watches with watch boxes signed by the drivers, Nico Hülkenberg and Sergio Pérez 9) For full terms and conditions, visit <http://surveys.haymarket.com/s3/Terms-and-Conditions>

RACE DEBRIEF by Stuart Codling

British Grand Prix

06.07.2014 / Silverstone



Lewis sings redemption song

A change of fortune at last for Hamilton – and an intense championship battle for everyone to savour

“There was a bit of redemption on our plate today,” said Daniel Ricciardo, mopping the sweat off his brow following a tense and eventful British Grand Prix. “All three of us [podium finishers] had a lousy Saturday...”

Post-qualifying, with Nico Rosberg on pole and Lewis Hamilton a resigned and somewhat grumpy sixth on the grid, Valtteri Bottas 14th, and Ricciardo eighth after making what he admitted was a “rookie error”, few of the enthusiastic fans packing out Silverstone’s grandstands could have expected to see a Hamilton-Bottas-Ricciardo podium. But you can take nothing for granted in Formula 1 in 2014.

McLaren, who had gambled on the timing of their qualifying runs in changeable conditions, registered their best grid slots – third and fifth for Jenson Button and Kevin Magnussen – since the Australian Grand Prix back in March. But they were out of position, and they knew it. The MP4-29 is regularly among the quickest through

the speed traps, but continues to be woeful in most other areas.

“I said to everyone, ‘I have wheelspin in a straight line,’” said Button. “And they said, ‘Push, you have nothing to lose and we have to take the risks to gain a position at the moment.’”

Rosberg also owed his grid place to a late decision to go for it on slick tyres, while Hamilton deemed the track too slippery and aborted his final run. “A Michael Jordan quote came into my mind,” said Rosberg. “You miss 100 per cent of the shots you don’t take.” Had Ferrari and Williams minded this advice, their drivers would not have started at the tail end of the grid.

Race day was clear and dry, and if redemption was on the cards for Hamilton, Bottas and Ricciardo, there was none left for McLaren.

When the lights went out, Rosberg – naturally – launched his Mercedes W05 Hybrid cleanly into the lead. Sebastian Vettel, second on the grid, once more suffered from the glitch in

the drive-out phase of clutch engagement that has bedevilled Red Bull’s starts this season.

The MP4-29s of Jenson Button and Kevin Magnussen swept past, as did Hamilton – but almost immediately the race was red-flagged as Kimi Räikkönen’s Ferrari came to grief on the Wellington Straight.

Räikkönen had speared off the track at the exit of Aintree, kept his foot in, and tried to rejoin the circuit. His F14 T bounced as it made the transition and spun back off into the barrier, losing a wheel – which smacked Max Chilton’s Marussia bang on the nose – before ricocheting uncontrollably back into the path of oncoming traffic. Kamui Kobayashi swerved left, onto the grass, but Felipe Massa – who had been tucked under the Caterham’s rear wing – was unsighted and had to pitch his Williams into a spin to avoid T-boning Räikkönen at around 150mph. It could have been much worse. As it was, there was an hour’s delay while the barrier was repaired.

Following the restart, both McLarens soon fell back, demoted first by Hamilton then by Bottas, whose progress through the field was little short of sensational: having vaulted from 14th to ninth at the first start, he was up to fourth by lap 14 then into the podium places three laps later.

Ahead, Hamilton closed the gap to Rosberg, and, again, Mercedes chose a split tyre strategy – surely a guaranteed source of rancour given the state of relations between the two team-mates, since only one strategy can be right one. So it was to be medium-medium-hard for Rosberg, and a longer first stint on mediums before going on to hards at the first stop for Hamilton. The question of which strategy was correct was academic, because shortly after Hamilton's stop, Rosberg's gearbox suffered a terminal mechanical failure that could not be corrected by restarting the software via the steering-wheel controls.

From then on it was 23 laps of nervous consolidation for Hamilton and Bottas, while Ricciardo clung to third, stopping once, having eked out his hard-compound tyres for 36 laps. "I said to the team, 'Let's try something different and make something work,'" said Ricciardo, who had been stuck behind the Mercedes-engined Force India of Nico Hülkenberg in the early laps. "I didn't intend to do the whole race on that tyre when I set out on it. Today I was pretty jacked up..."

Another lap and Button might have made it past Ricciardo to score his first podium at Silverstone, but it was not to be. Equally, Vettel and Alonso might have had a claim on that final podium position, but were busy tearing lumps out of one another in a battle that thrilled the crowd almost as much as Hamilton's victory.

"I spent a lot of time with my dad last night," said Lewis afterwards, in a moment that revealed his emotional fragility over the past few weeks. "I said I needed them [the family] here today... When you feel like the world is crumbling beneath you, somehow, with your family and friends, they pull you through. At the end of the day, I really needed this result."

The weekend also saw Williams consolidate their position as second-fastest Mercedes team. McLaren's acting CEO Jonathan Neale admitted over the weekend that they were still trying to figure out where Williams were gaining in fuel efficiency as well as outright performance. *F1 Racing* also understands McLaren have been conducting acoustic analysis with one of their long-standing technical partners in an attempt to solve the conundrum.

"We're a better team than we were in Melbourne," said Bottas. "We only have one more step [on the podium] to go."

Unfortunately – for all of Mercedes' rivals – it's a very large step. **F1**

The story of the race

V Rosberg leads from Button, but the race is red-flagged after Räikkönen crashes heavily

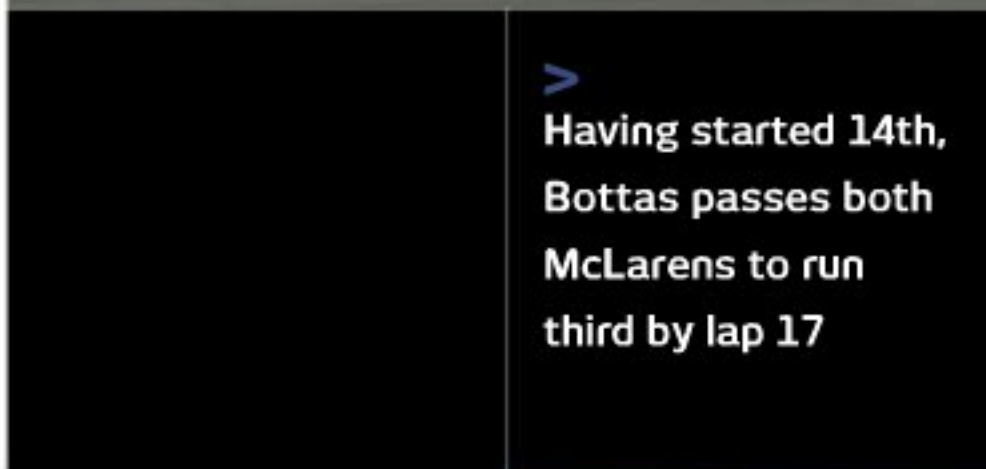
SILVERSTONE



> Hamilton passes both Magnussen and Button within a lap of the restart to run second



< Ricciardo pits from seventh place on lap 16 and does not stop again



> Having started 14th, Bottas passes both McLarens to run third by lap 17



> Rosberg retires from the lead on lap 29 with a gear failure



< After 13 laps of wheel-to-wheel action, Vettel passes Alonso for fifth place on lap 47

> Button sets his fastest time on the penultimate lap, but can't snatch third from Ricciardo



MAIN PHOTO: JAKOB EBBREY/LAT; ILLUSTRATION: ALAN ELDREDGE; INSETS: STEVEN TEE/LAT; GLENN DUNBAR/LAT; ALASTAIR STALEY/LAT; CHARLES COATES/LAT

British Grand Prix stats

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

THE GRID

 1. ROSBERG MERCEDES 1min 35.766secs Q3	 2. VETTEL RED BULL 1min 37.386secs Q3
 3. BUTTON McLAREN 1min 38.200secs Q3	 4. HÜLKENBERG FORCE INDIA 1min 39.329secs Q3
 5. MAGNUSSEN McLAREN 1min 38.417secs Q3	 6. HAMILTON MERCEDES 1min 39.232secs Q3
 7. PÉREZ FORCE INDIA 1min 40.457secs Q3	 8. RICCIARDO RED BULL 1min 40.606secs Q3
 9. KVYAT TORO ROSSO 1min 40.707secs Q3	 10. VERGNE TORO ROSSO 1min 40.855secs Q3
 11. GROSJEAN LOTUS 1min 38.496secs Q2	 12. BIANCHI MARUSSIA 1min 38.709secs Q2
 13. SUTIL SAUBER NO TIME IN Q2	 14. BOTTAS WILLIAMS 1min 045.318secs Q1
 15. MASSA WILLIAMS 1min 45.695secs Q1	 16. ALONSO FERRARI 1min 45.935secs Q1
 17. CHILTON* MARUSSIA 1min 39.800secs Q2	 18. RÄIKKÖNEN FERRARI 1min 46.684secs Q1
 19. GUTIÉRREZ** SAUBER 1min 40.912secs Q2	 20. MALDONADO*** LOTUS EXCLUDED
 21. ERICSSON‡ CATERHAM 1min 49.421secs Q1	 22. KOBAYASHI‡ CATERHAM 1min 11.673secs Q1

*Five-place grid penalty for gearbox change **Ten-place grid penalty for unsafe release in Austria ***Excluded for technical infringement in qualifying but allowed to start ‡Outside 107% of fastest time in Q1 but permitted to start by stewards

THE RACE



THE RESULTS (52 LAPS)

1st	Lewis Hamilton	Mercedes	2h26m 52.094s
2nd	Valtteri Bottas	Williams	+30.135s
3rd	Daniel Ricciardo	Red Bull	+46.495s
4th	Jenson Button	McLaren	+47.390s
5th	Sebastian Vettel	Red Bull	+53.864s
6th	Fernando Alonso	Ferrari	59.946s
7th	Kevin Magnussen	McLaren	+62.563s
8th	Nico Hülkenberg	Force India	+88.692s
9th	Daniil Kvyat	Toro Rosso	+89.340s
10th	Jean-Eric Vergne	Toro Rosso	+1 lap
11th	Sergio Pérez	Force India	+1 lap
12th	Romain Grosjean	Lotus	+1 lap
13th	Adrian Sutil	Sauber	+1 lap
14th	Jules Bianchi	Marussia	+1 lap
15th	Kamui Kobayashi	Caterham	+2 laps
16th	Max Chilton	Marussia	+2 laps
17th	Pastor Maldonado	Lotus	+3 laps - exhaust

Retirements

Nico Rosberg	Mercedes	28 laps - gearbox
Marcus Ericsson	Caterham	11 laps - suspension
Esteban Gutiérrez	Sauber	9 laps - collision
Felipe Massa	Williams	0 laps - collision
Kimi Räikkönen	Ferrari	0 laps - accident

THROUGH SPEED TRAP



Fastest: Valtteri Bottas, 204.74mph



Slowest: Max Chilton, 190.57mph

TYRE COMPOUNDS USED



CLIMATE

Overcast 17°C

TRACK TEMP

33°C



FASTEST LAP

Lewis Hamilton, lap 26, 1min37.176secs



FASTEST PITSTOP

Nico Rosberg, 28.329secs (entry to exit)

DRIVERS' STANDINGS

1st	Nico Rosberg	Mercedes	165pts
2nd	Lewis Hamilton	Mercedes	161pts
3rd	Daniel Ricciardo	Red Bull	98pts
4th	Fernando Alonso	Ferrari	87pts
5th	Valtteri Bottas	Williams	73pts
6th	Sebastian Vettel	Red Bull	70pts
7th	Nico Hülkenberg	Force India	63pts
8th	Jenson Button	McLaren	55pts
9th	Kevin Magnussen	McLaren	35pts
10th	Felipe Massa	Williams	30pts
11th	Sergio Pérez	Force India	28pts
12th	Kimi Räikkönen	Ferrari	19pts
13th	Jean-Eric Vergne	Toro Rosso	8pts
14th	Romain Grosjean	Lotus	9pts
15th	Daniil Kvyat	Toro Rosso	6pts
16th	Jules Bianchi	Marussia	2pts
17th	Adrian Sutil	Sauber	0pts
18th	Marcus Ericsson	Caterham	0pts
19th	Pastor Maldonado	Lotus	0pts
20th	Esteban Gutiérrez	Sauber	0pts
21st	Max Chilton	Marussia	0pts
22nd	Kamui Kobayashi	Caterham	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	326pts	9th	Marussia	2pts
2nd	Red Bull	168pts	10th	Sauber	0pts
3rd	Ferrari	106pts	11th	Caterham	0pts
4th	Williams	103pts			
5th	Force India	91pts			
6th	McLaren	90pts			
7th	Toro Rosso	15pts			
8th	Lotus	8pts			



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The German GP preview



Round 10 / 18-20 July / Hockenheim

Qualifying is key to a strong result at a track with such limited overtaking



THE ENGINEER'S VIEW

Pat Symonds

Williams' chief technical officer

The German Grand Prix currently alternates between the Nürburgring, which was the venue last year, and the Hockenheimring, the circuit hosting this year's race. Both tracks have a long history in F1, and this will be the 34th grand prix held in Hockenheim.

It is located in the middle of the Rhine Valley and the track, like the surrounding landscape, is very flat and doesn't offer much change in

elevation. It was altered quite dramatically at the beginning of the millennium, having originally consisted of a pair of very long straights through the forest, connected by a handful of corners. The new configuration is actually very average in comparison.

The circuit remains relatively fast, with full throttle being used for most of the lap and this presents an above average strain on the engines. Races held here often tend to be a little warmer, which can cause problems with cooling the engines; teams will often be forced to 'open up' their cars, to allow for more cooling – to the detriment of aerodynamic performance.

The warmer temperatures also have an impact on tyre performance and life. Pirelli will bring their soft and supersoft tyres to this year's

race and, depending on the ambient and track temperatures, teams will have to weigh up the temperature working ranges of both compounds to decide the optimum strategy for the race.

When it comes to strategy, being on pole here has been a significant advantage, historically, with every race bar one in its current incarnation having been won from the front row. The only exception was the 2005 race, which was won by Fernando Alonso after he qualified in third place. This is partly to do with the venue having just one decent overtaking opportunity on each lap – the hairpin at the end of the Parabolica, which is the quickest part of the track.

The 2014 engine regulations should hopefully provide more of an exciting race, with a few more overtaking manoeuvres in evidence.



GERMAN GP RACE DATA

Circuit Name Hockenheimring
 Baden-Württemberg
First GP 1970
F1 races held 33
Laps 67
Circuit length 2.842 miles
Race distance 190.423 miles
Direction Clockwise
Winners from pole 17

TV TIMETABLE (UK TIME)

Friday 18 July
Practice 1 9:00-10:30
Practice 2 13:00-14:30
Saturday 19 July
Practice 3 10:00-11:00
Qualifying 13:00
Sunday 20 July
Race 13:00
Live coverage Sky Sports F1
Highlights BBC One



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

Winner Sebastian Vettel
Margin of victory +1.008secs
Fastest lap 1m 33.468s, F Alonso
Race leaders 4
Pitstops 56
Overtakes 41



Last year's German GP was held at the Nürburgring where Sebastian Vettel just managed to hold back the strong Lotus of Kimi Räikkönen to win his home race. Further back, Jules Bianchi's Marussia was left unattended following a fire and rolled back across the track, forcing an immediate Safety Car.

HOCKENHEIM TELEMETRY 2014 2012

HOW A SIMULATED LAP HERE IN A NEW 2014 CAR COMPARES WITH THE PREVIOUS GERMAN GP AT HOCKENHEIM

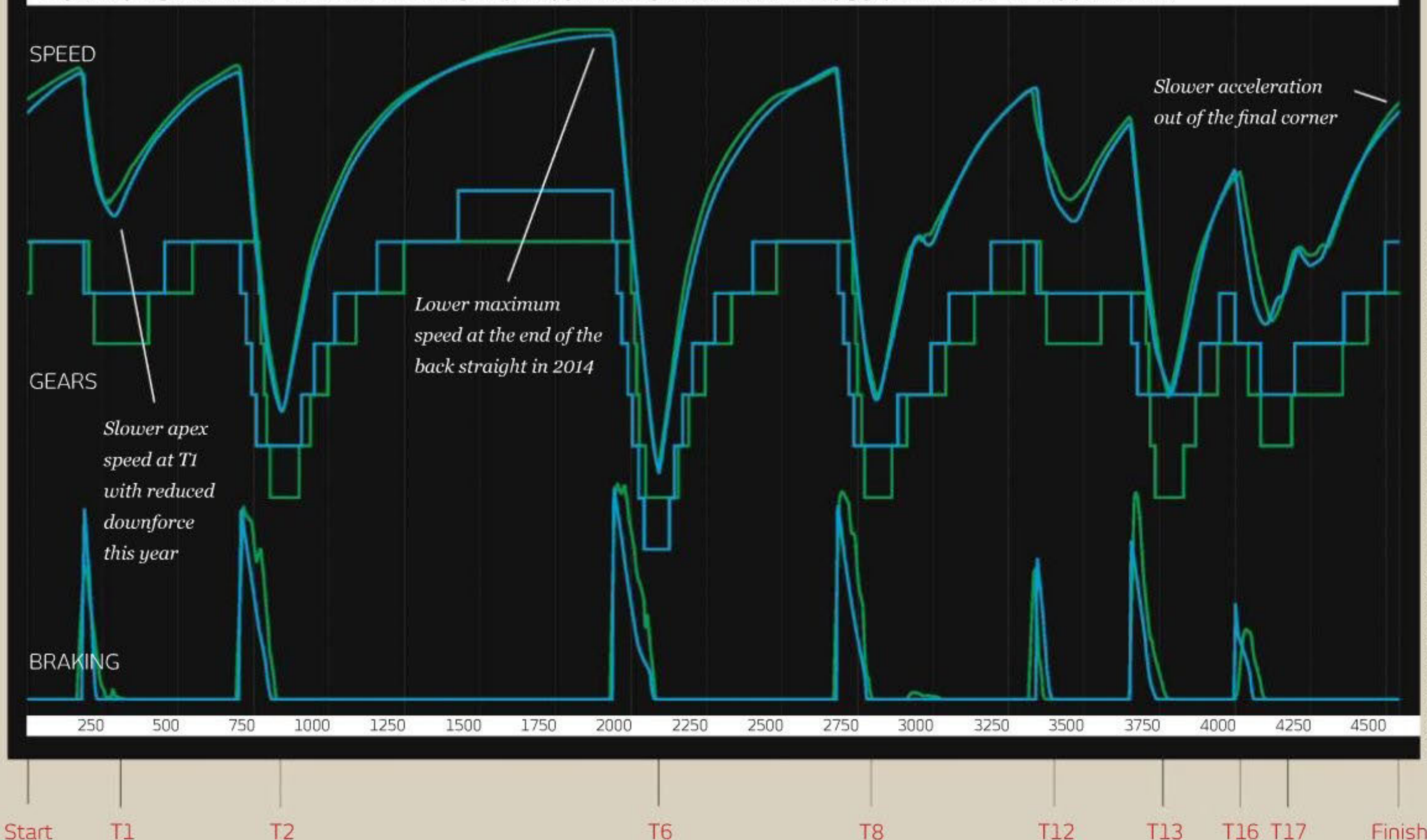


ILLUSTRATION: ALAN ELDRIIDGE PHOTOS: GLENN DUNBAR/LAT; CHARLES COATES/LAT

The Hungarian GP preview



Round 11/ 25-27 July / Budapest

Slow, hot and tortuously twisty, the Hungaroring is a mental and physical challenge



THE ENGINEER'S VIEW

Pat Symonds

Williams' chief technical officer

The Hungaroring has the accolade of being the slowest permanent circuit on the F1 calendar and one of the slowest races of the year – leading to it frequently being described as ‘Monaco without the yachts and barriers.’

The circuit provides a constant stream of tortuous corners, which makes it a very difficult race mentally, as well as physically. This is not made any easier by the often very high

temperatures that present themselves, which affect cars and tyres, too. And the slow nature of the circuit provides nothing that gives them much relief in terms of cooling.

The circuit is a decent measure of a car's mechanical grip, due to the need to have good traction out of the many slow corners. In terms of aerodynamics, the problem for teams is the same as that faced at Monaco: namely to maximise performance at the high-downforce end of the spectrum.

The Hungaroring is not regularly used by other motorsport categories, which means there is a high level of track improvement over the weekend, with the circuit starting out quite dirty and slippery. Even during later sessions, going off-line brings so much dust and dirt onto tyres

that it is very painful to do. This, in combination with the twisty nature of the circuit, means there is really only one overtaking opportunity (Turn 1) – so strategy is of utmost importance here.

Pirelli are bringing the soft and medium tyres to Hungary this year. The soft tyre has a higher working range compared with the medium, so it may cope better with the high ambient temperatures – as well as the temperatures induced through all of the traction events. But it is, of course, a less stiff compound.

Although the race is slow and does not provide many overtaking opportunities, it has rarely, in recent times, been won by the pole-sitter, so it does provide some uncertainty, especially when teams undertake different strategies and race each other on different parts of the track.



HUNGARIAN GP RACE DATA

Circuit Name Hungaroring
First GP 1986
F1 races held 28
Laps 70
Circuit length 2.722 miles
Race distance 190.530 miles
Direction Clockwise
Winners from pole 13

TV TIMETABLE (UK TIME)

Friday 25 July
Practice 1 9:30-10:30
Practice 2 13:00-14:30
Saturday 26 July
Practice 3 10:00-11:00
Qualifying 13:00
Sunday 27 July
Race 13:00
Live coverage Sky Sports F1
Highlights BBC One



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

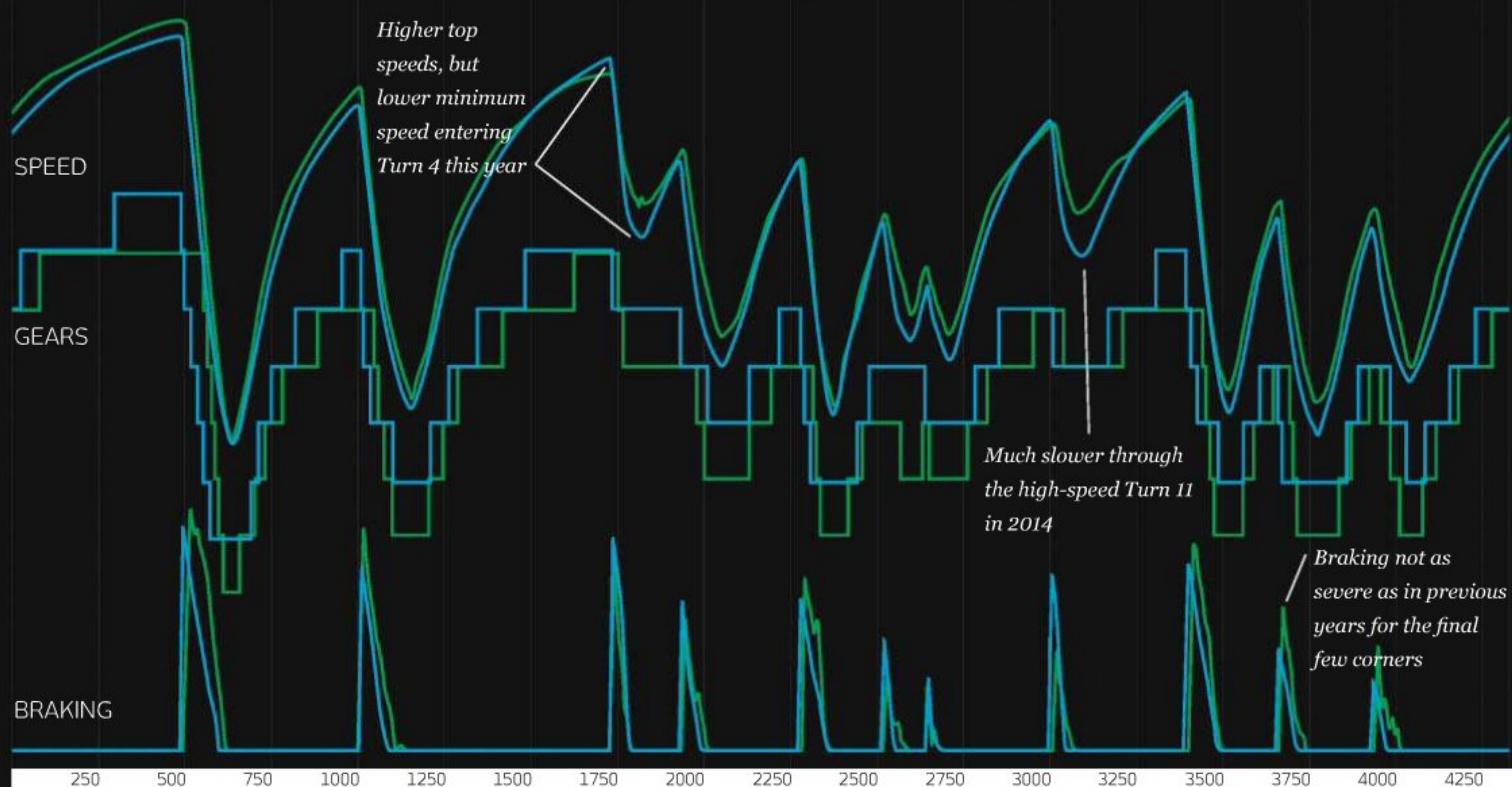
Winner Lewis Hamilton
Margin of victory 10.938s
Fastest lap 1m 24.069s, M Webber
Race leaders 4
Pitstops 56
Overtakes 22



Lewis Hamilton took his fourth win here, with decisive overtaking moves on both Webber and Button. Lewis's closest rivals Vettel and Grosjean were stuck behind Button for nearly ten laps, costing them the chance of victory. For the second race in a row, Kimi Räikkönen finished second.

HUNGARORING TELEMETRY 2014 2013

HOW A SIMULATED LAP HERE IN A NEW 2014 CAR COMPARES WITH LAST YEAR



Start T1 T2 T4 T5 T7 T9 T11 T12 T13 T14 Finish



STAR LETTER



Luca Di Montezemolo:
keen to consult everyone
apart from the fans

Isn't he forgetting someone?

Ferrari's Luca Di Montezemolo has asked for the bigwigs of F1 and beyond to attend a meeting on how to improve F1 and achieve recovery amid declining TV audiences and lack of sponsor interest. Teams, promoters, press, TV companies and even social media companies have been invited, yet one group has been overlooked again: the fans they want to appease.

The focus over the past five years has been on attracting new viewers, but it's existing viewers who have followed F1 for years who are turning their backs on the sport and causing the decline. Now there's the hugely unpopular double-points rule, divisive DRS and even the threat of shorter races to keep the younger generation interested, and it's these gimmicks – added to supposedly 'improve the show' – that are disheartening the fans.

Unfortunately, I predict this new group will once again fail to listen to the people that matter and act on their business intuition alone, and I expect more unpopular changes will follow as a result.

Bobby West
By email



STAR PRIZE

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Excitement not efficiency

It's been reported that Luca Di Montezemolo is threatening to pull Ferrari out of F1 because he says people watch for excitement, not efficiency, and that no one wants to watch a driver save fuel and tyres.

I tend to agree with him and yearn for the F1 of days gone by when all drivers went flat-out from start to finish, without the restraint of the current regulations!

No wonder TV audiences are dwindling. What with fuel saving and tyre management, most of the races this season have produced some excitement during the first few laps when everyone is jockeying for position, but they've then turned into boring processions for lap after lap.

Paula Adams
South Africa

It all becomes clear...

While watching the British GP, it became clear to me that drivers can see much more in their mirrors than they often like to admit. Both Button and Alonso sent radio messages to their teams (for the benefit of Race Control) to report that competitors *behind* them were exceeding the track limits.

If they can tell to an accuracy of a few inches where a competitor is on the track and know they have crossed the white line with all four wheels, then in fair-weather conditions they have no justification for using the 'inadequate mirror visibility' defence for any incident involving unfair blocking of a car behind.

I would like to think the stewards have taken note of these messages and will treat that defence with the appropriate scepticism in future.

Ben Sharrock
Bedfordshire, UK

Lesson learned from Alonso

These days we hear that F1 drivers need to be ruthless to succeed, and their number-one target for destruction is their team-mate.

I'm not sure if things *have* to be this way, but it seems that relations between team-mates and drivers are very different from those of 50 years ago. A prime example of this occurred in 2007 between Fernando Alonso and McLaren.

Today, Lewis Hamilton finds himself in a German team with a German team-mate, who can steal the title Hamilton is waiting for – a situation that almost perfectly mimics that of Alonso in 2007. And it seems that Hamilton is trying to apply some of the tricks he saw Alonso unleash when they were team-mates. Except it's not working for him because, if anything, he's more stressed out about it than his target. It's going to be a long season at Mercedes...

Aleš Norský
Massachusetts, USA

Keep F1 at the top

I love F1. It's the pinnacle of motorsport and has had me gripped since the days of Mansell, Prost, Piquet and Senna. The drivers of those days were controlling beasts, with very little aerodynamic assistance, practically no electronic gadgetry, and a turbo boost that could launch a rocket. It was exciting. Engaging. And loud!

Things have changed recently in that we have tyres that don't last, limited fuel flow, limited revs and virtually no scope for aerodynamic innovation. This is where F1 is in danger of losing sight of what the empty-pocketed fans are after.

With little scope for engineering development or inventive licence, there's a very real possibility of losing the major designers, aero experts and engine-management guys from the sport. What is there for them to do these days? Very little, since the rules won't allow anything like a Brawn diffuser ever to surface. Pretty soon, they'll all be off to design boats, supercars

or prototypes, which means that Formula 1 will suffer.

When we lose the best designers, the cars will become almost identical, which pushes F1 towards IndyCar racing. This could bring in expert teams from across the pond and possibly change the dynamic of F1, as well as moving into a new US-dominated era.

So can I please ask that we go back to allowing designers to design, engineers to engineer and aerodynamicists to manipulate air so that we don't miss out on the next Adrian, Ross or Patrick.

Oh and please... more noise!

Colin Williams

By email

Three's better than two

I have been an F1 fan since I was a teenager, and over the past 25 or so years, I have seen many wonderful seasons and hundreds of great races. I have also seen several very boring seasons and many, many very boring races.

McLaren, Williams, Benetton/ Renault, Ferrari, Red Bull and now Mercedes have all enjoyed their time at the top. Looking back, I wonder how many of those runaway seasons would have been much closer had each team fielded three cars per team. Would Michael Schumacher still have won five in a row had Alonso, Häkkinen or Coulthard been a third driver at Ferrari during the early 2000s?

I understand there are expenses involved in fielding a third car but, for the most part, all the money

is invested into R&D and travel anyway. If you're already taking two cars to a race, why not throw in another car or two? You'd give more opportunities to drivers who have been wrongfully cast aside (Petrov, Di Resta, Senna to name a few) or to young drivers who can't seem to break through, while fans would benefit from better racing.

Maybe I'm wrong, but I have a hard time believing that this so-so season wouldn't be much better if Mercedes had a third driver capable of running with Hamilton and Rosberg. Especially if that guy's name was Alonso.

Jeff Heiliger

Indiana, USA

Is German success a given?

As I watched Lewis Hamilton finish second by 1.9secs in Austria, having lost two seconds in his pitstops, it hit me like a wet kipper across the chops. I have always thought of Nico Rosberg as Finnish because of his dad, Keke, but of course he is dual nationality. His own website states "I consider myself a German." I bet Mercedes do, too.

A German 2014 F1 world champion, in a German-engined car in a German team. It could be Mercedes' marketing dream come true. Certainly nothing internal will stop it happening. So Lewis should get used to long pitstops and technical hitches. No wonder he looks so miserable these days: he worked it out long before I did.

Tony Brown

Northumberland, UK



Racing would be more exciting if Alonso drove for Merc with Rosberg and Hamilton

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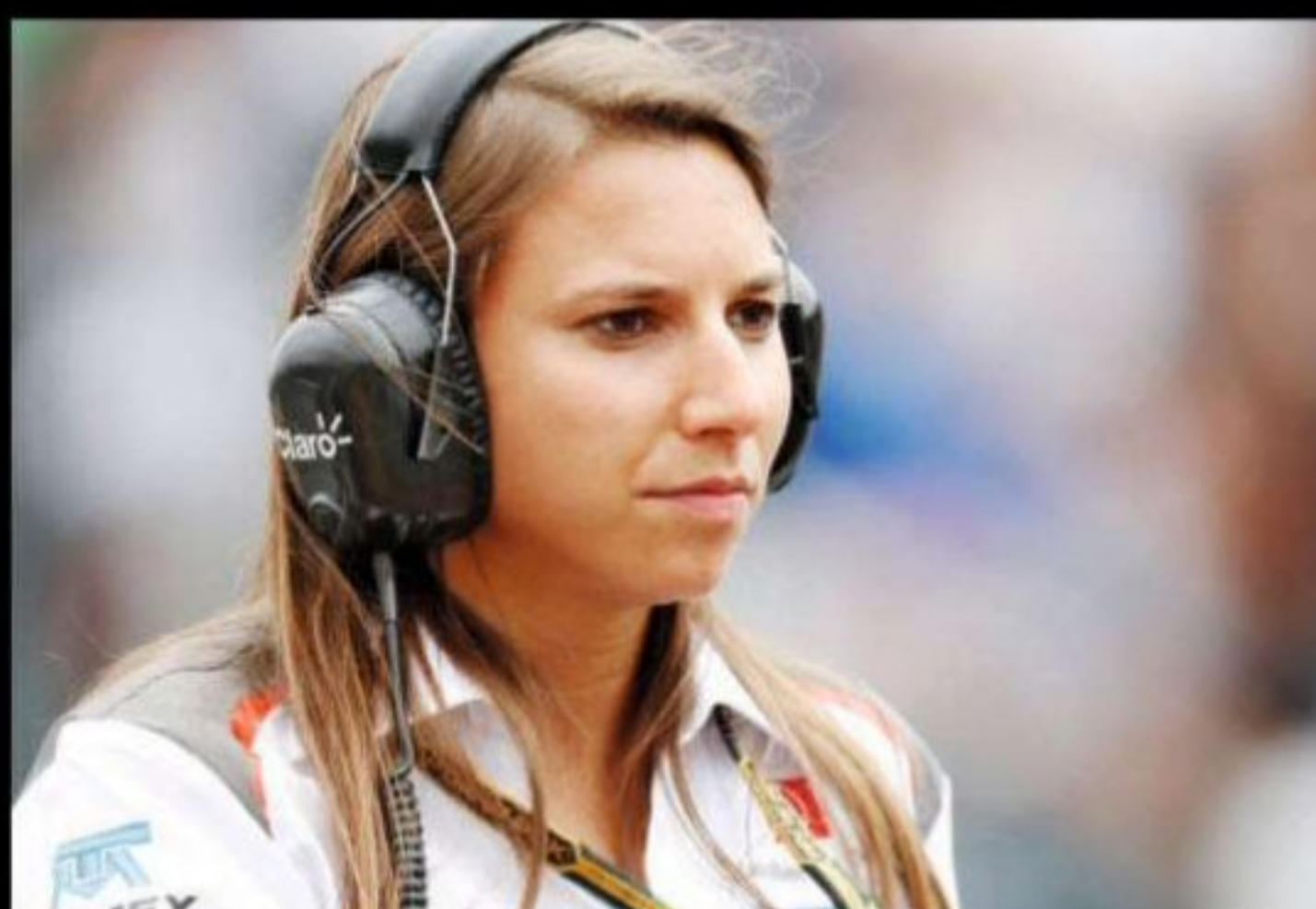


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How one of IndyCar's toughest competitors is preparing herself for a Formula 1 drive in 2015

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- > No-holds-barred interview with Williams' Pat Symonds
- > Kevin Magnussen answers your questions

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MURRAY



WALKER

UNLESS I'M VERY MUCH MISTAKEN...

"How fitting that the first race to follow the death of the great Jack Brabham should be won by a fellow Australian"

Jack might have been the first Australian to conquer F1 after ambitiously making his way from Sydney to far-off England in 1955 to work and race for Cooper and become a three-time champion, but he was far from the last of his countrymen to make their mark on motorsport.

The enthusiasm for motor racing in Australia is incredible. For years it has been my good fortune to go to Adelaide for the Clipsal 500 event for the awesome V8 saloon Supercars that Australians understandably love so much – and I've never attended an event that I enjoyed more.

From a country with some 23million inhabitants, there's a crowd of over 300,000 bubbling-with-enthusiasm spectators, which is equivalent to nearly a million people turning up at the British Grand Prix. Amazing! But if you're Australian and want to succeed in single-seater F1, you have to go to Europe and fight your way up through the feeder categories against the best of the rest of the world – and that's a very big ask.

But burly Alan Jones did it. Arriving in the UK with no money but lots of talent, he wheeled and dealt to keep himself afloat and finally made

the grade by winning the 1977 Austrian GP for Shadow. That led to four years with Williams, another 11 wins and the 1980 drivers' world championship. It's been my pleasure to have had AJ alongside me in the commentary box, and I know well why Williams regard him with such affection and respect. A man's man, blunt, outspoken, tough as nails and with a sardonic sense of humour, he's great company. I'd certainly rather have him on my side than against me – as I'm sure Carlos Reutemann and Nelson Piquet, who famously came off worst against Alan, would agree.

Just two other Aussies have won GPs – Mark Webber and now Daniel Ricciardo. But here are a few more names from Down Under who've made it big in international motorsport. Notably there are Sir Jack's three sons: Gary who won the Sebring 12 Hours and his Le Mans-winning brothers Geoffrey and David. Tim Schenken drove for five F1 constructors in the '70s and made a name for himself as a Ferrari sportscar driver. When he retired he became, with his New Zealand mate Howden Ganley, the constructor of the Tiga race car; but now he's the popular and ever-cheerful director of racing operations for CAMS, Australia's equivalent of Britain's MSA.

Then there's Adelaide's Vern Schuppan, ex-F1 driver for BRM, Ensign, Hill and Surtees, former IndyCar driver and an outstanding success in sportscars, winning at Le Mans for Porsche in 1983. And, as outstanding personalities, the great Frank Gardner, engineer par excellence, class winner at Le Mans, F5000 Champion, winner of the fabled Bathurst 1000 and three-time British Touring Car Champion, not to mention the extrovert Paul Hawkins, the only race competitor other than Alberto Ascari to crash into the Mediterranean at Monaco.

A superb string of achievements, and every one of them a great ambassador for their country. Now I look forward to Daniel Ricciardo following up his great first win in Canada with many more. He's obviously made of the right stuff, has an endearing personality, and shows every sign of being a worthy successor to his countryman who led the way – the never-to-be-forgotten Jack Brabham. "Advance Australia fair," says the national anthem. But in motorsport, they're already there. 



"Arriving in the UK with no money but lots of talent, Australian Alan Jones made the grade by winning the 1977 Austrian GP for Shadow"



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