

F1 RACING



INSIDE

WILLIAMS EXCLUSIVE
FW36 technical analysis
PLUS Felipe Massa
answers **your** questions

JENSON DON'T GO!

1 world title **15** wins
50 podiums **1166** pts
Why Formula 1
would be **CRAZY**
to lose Jenson

Plus
SCOOP!
Ferrari's secret bid
for Adrian Newey
PLUS Peter Windsor
on how to fix Ferrari

LUNCH WITH MONTOYA
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PORSCHE



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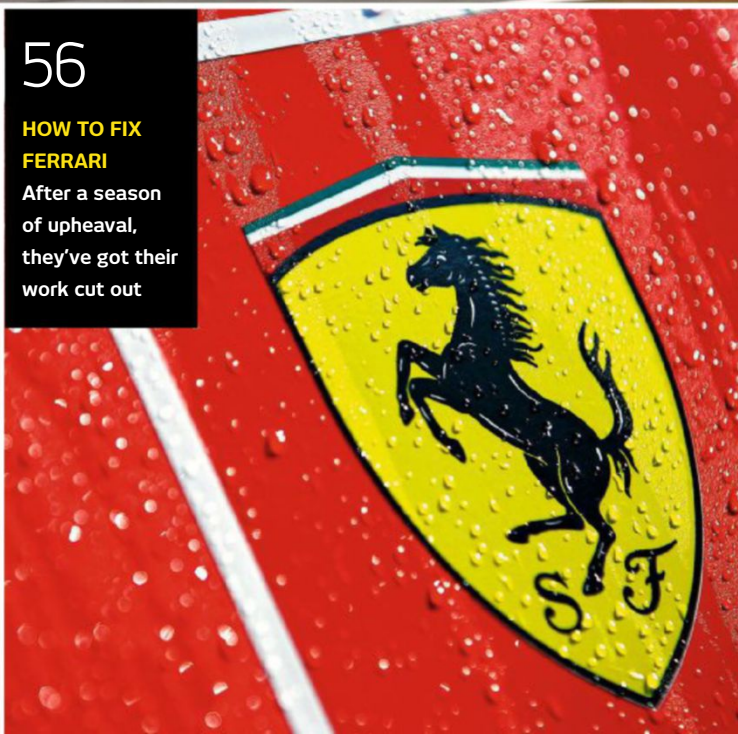
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JENSON DON'T GO!

That rumoured move to sportscars would be a great loss for Formula 1



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HOW TO FIX FERRARI

After a season of upheaval, they've got their work cut out



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DI MONTEZEMOLO

He oversaw Ferrari's most successful era in F1, but then it started to unravel



Ignition / Anthony Rowlinson / 12.14

Why Jenson's too good to quit

Back in 1997, I was sent to write a story to find out who among that generation of karters might emerge as the next British F1 world champion. Scrabbling around a few dusty paddocks, looking for a diamond in the rough, I bumped into Jenson Button, a noodly teen, skinny as a daddy-longlegs, but in the opinion of those-in-the-karting-know, a young man destined for great things.

I didn't think anything more of JB for the next year or two, but a name like his was hard to forget, so when he broke through first as a major Formula Ford, then a Formula 3 talent, he became lodged in the grey matter.

It wasn't long before F1 got a sniff: first Prost, then Williams, offering him a chance to display those so-supple skills at the wheel of something properly powerful. And by 2000, of course, he'd won a seat at Williams, beating Bruno Junqueira (remember him?) in a shoot-out for a seat alongside Ralf Schumacher. And the rest... well, it's been quite a story, one documented in detail by *F1 Racing* over the past 15 seasons: from the nightmare of Renault, to the joy of that first win in Hungary, 2006; the lost years at Honda, the Brawn epiphany in 2009, before, latterly, a largely settled time with McLaren – a team where he's been hand-in-glove for at least three of five seasons.

This year, however, the mood in Woking has changed. With Alonso waiting in the wings and a shift in management tone now Ron Dennis is back in charge, the contentment of previous seasons has gone. At the time of writing, McLaren had still not offered Button

any kind of driving contract for 2015 and it seems likely that Jenson will take matters into his own hands by seeking a drive in the World Endurance Championship.

And that, in our opinion, would be a crying shame. As you can read in David Tremayne's excellent analysis of Button's contribution to F1 over more than a decade (p42), he's too good for the sport to lose simply because he's fallen out of fashion at Woking. Classy, quick, a fantastic ambassador for F1 and an elder statesman who has matured since those days when he was a baby-faced junior who looked too young for a driving licence, let alone an F1 seat – this is what Jenson Button, 2014-spec, continues to offer. F1 would be poorer for his loss.

Another driver who knows just how it feels when things turn sour at McLaren is Juan Pablo Montoya, who quit the team acrimoniously back in 2006 to return to the US race scene. Our man Maurice Hamilton recently caught up with JPM over lunch – and you won't find a more entertaining read (p98) about a much-loved, much-missed former ace.

Montoya, like Button, made his F1 debut with Williams (remember Brazil '01? How could you forget *that* pass on Schumacher?) and their resurgence this year with the fleet and elegant FW36 is the subject of a technical analysis on page 72. As any true F1 fan knows, the sport's a better place when Williams are in the mix and their return to front-running action has been one of the feel-good stories of the season. You can even find out what Felipe Massa thinks about it on page 80. Passing Alonso? "Yes, I was *very* happy..."



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Maurice Hamilton

Veteran journo always looking for a lunch date

When Maurice Hamilton spied Juan Pablo Montoya at Monza, he invited the Colombian for lunch. The resulting chat (p98) was predictably entertaining



David Tremayne

F1 journalist and author of a veritable library of books

Few writers know Jenson Button as well as David Tremayne. That makes him the perfect man to explain why the Brit should stay in F1 (p42)



Pino Allievi

Italian writer knows the inner workings of Ferrari

To understand Ferrari, you need to understand Italian society. So we asked Italy's top F1 writer to chart the career of Luca Di Montezemolo (page 66)



Alan Henry

Finally telling his side of the story from his time in F1

The former *Motoring News* editor and long-standing F1 press-pack member has distilled his remarkable career into an enthralling autobiography (page 86)



Thanks to Lorenzo Bellanca, Idoia Bilbao, Matt Bishop, Max Constanduros, Steve Cooper, Russell Day, Richard Goddard, Ross Gregory, Silvia Hoffer, Marieluise Mammitzch, James Mann, Chris Murray, Adrian Myers, Sophie Ogg, Fernando Paiva, Anthony Peacock, Vladimir Rys, Lynden Swainston, Nicolas Todt, Fabiana Valenti



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Parade

Riding the Bull Rodeo remains a central part of Texas culture and in qualifying at Austin, Daniel Ricciardo shows that he can handle a bucking steer as well as any cowboy, hustling his Red Bull to fifth on the grid. The following day he'll fare even better, overhauling both Williams drivers to claim a fine third place
Where Circuit of The Americas, USA **When** 1.55pm, Saturday 1 November 2014
Photographer Andy Hone/LAT
Details Canon EOS-1DX, 500mm lens, 1/1600th at F5.6



Red Bull

Red Bull

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Parade

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Better late... Jenson Button's second stop at the US GP came a lap later than he expected, after McLaren made a late call to pit Kevin Magnussen first. "Is there anyone else you want to let in first?" quipped a somewhat exasperated Button over the radio

Where Circuit of The Americas, USA

When 2.56pm, Sunday 2 November 2014

Photographer Glenn Dunbar/LAT

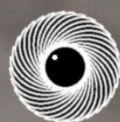
Details Canon EOS-1DX, 35mm lens, 1/20th at F22





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Parade

Highs and lows The Circuit of The Americas is enlivened by plenty of elevation changes, as Nico Rosberg demonstrates in practice. Although outpaced by Lewis Hamilton on Friday, Nico claimed he had time in hand – and proved it by taking pole position. His high spirits would last until lap 24 of Sunday's race...

Where Circuit of The Americas, USA **When** 3.52pm, Friday 31 October 2014

Photographer Steven Tee/LAT

Details Canon EOS-1DX, 600mm lens, 1/1000th at F8



DRIVER MARKET 20



THE DRIVER'S WIFE 24



TEAMS IN CRISIS 26

FI INSIDER

NEWS ■ OPINION ■ ANALYSIS

NEWS

F1 launches Bianchi crash investigation

Accident panel to look into ways of making F1 safer in aftermath of Suzuka incident

The FIA has set up a special 'accident panel' following Jules Bianchi's crash at the Japanese Grand Prix, to "gain a better understanding of what happened and propose new measures to reinforce safety at circuits".

Marussia racer Bianchi was left with severe head injuries after his car went off the road at Suzuka's fast Dunlop curve and collided with a recovery vehicle that had been deployed to retrieve the Sauber of Adrian Sutil, which had crashed on the previous lap.

Bianchi suffered a diffuse axonal injury in the accident. As *F1 Racing* closed for press, he remained in a critical but stable condition in hospital in Japan.

The FIA's accident panel is formed of former team bosses Ross Brawn and Stefano Domenicali, two-time Formula 1 world champion Emerson Fittipaldi, drivers' representative Alexander Wurz, and surgeon Professor Gérard Saillant, the president of the FIA medical commission, among others. The group will be led by Peter Wright, the president of the FIA safety commission and former technical director of the original Team Lotus.

Although current safety procedures were followed correctly after Bianchi's accident, the panel will investigate whether these procedures

now need updating. They will also look at whether specific changes need to be made to the design of cars, circuits or even tyres to reduce the likelihood of something like this happening again. These are the key areas upon which the panel is likely to concentrate:

THE RECOVERY VEHICLE

The focus has inevitably fallen on the presence of the tractor on the track and there is now widespread acceptance that it is not safe for cars to continue at close to racing speeds, even with waved double yellow flags, with such vehicles on the track side of the barriers.

This is a point Martin Brundle has been making for the past 20 years, ever since he narrowly avoided hitting a crane after losing control at another wet race in Suzuka in 1994.

Race director Charlie Whiting is, however, of the belief that recovery vehicles are still needed. F1 is reluctant to follow the practice used in US racing, in which a Safety Car period is introduced whenever a car goes off the track.

SPEED CONTROL

Steps have already been taken on this front. Teams want to take control of the speed of the cars away from the drivers in yellow-flag situations. This would slow them down to a pre-set speed to stop them losing control and would ensure no driver was disadvantaged.

This is harder than it sounds due to the varied and complex systems on the cars, but an early





The FIA's accident panel will consider the use of recovery vehicles on track (left) and the construction of the 'extreme' tyre, which Marcus Ericsson was using (below) when racing Jules Bianchi prior to the crash

version was trialed in practice at the US GP and will be included in the 2015 regulations.

In the meantime, Whiting is to take "extreme caution" in all such situations – which will likely mean increased use of the Safety Car until the speed-control system comes into use.

HEAD PROTECTION

The accident panel will likely consider the case for extra head protection for drivers, an area that has been the subject of extensive research since Felipe Massa suffered a fractured skull when his helmet was hit by a suspension part from another car at the 2009 Hungarian GP.



No solution has been proposed that is without problems. A jet-style canopy could impede drivers escaping their cars, while a forward roll structure has so far been rejected on grounds of unsightliness – and would only marginally



NEWS DIGEST

The month's big stories at a glance

9.10.14 Lotus confirm a switch to Mercedes power units for 2015 season
18.10.14 Red Bull-backed Carlos Sainz Jr wins the Formula Renault 3.5 championship, staking his claim to a Toro Rosso seat for 2015

20.10.14 German racer Nico Hülkenberg re-signs with Force India for the 2015 season



20.10.14 Lotus say they will test non-twin-tusk nose at the US GP. New rules mean the old nose will be outlawed in 2015
24.10.14 Caterham F1 Team management hand control to administrators
27.10.14 Administrators appointed to oversee Manor Grand Prix Racing Limited, who run Marussia
1.11.14 Sauber sign Caterham refugee Marcus Ericsson as a race driver for 2015

reduce the risk of a Massa-style accident. Those solutions were discussed in the context of protecting drivers from flying wheels, and it is not known how effective any would be in an accident such as Bianchi's, in which the roll-hoop behind his head was ripped off.

Beyond that, there is a widespread acceptance of the need to maintain F1's historical position as an open-cockpit, open-wheel formula.

TYRES

A review of the accident will also cover the tyres the cars involved were using. Bianchi was on 18-lap-old intermediates – relatively worn – when he crashed, and was racing against Marcus Ericsson's Caterham, which had just switched to new 'extreme' tyres.

Leading drivers have since questioned the suitability of the 'extreme' tyre, saying its lack of effectiveness essentially forces them to change to the intermediate too soon.

Pirelli say they will change the wet-tyre spec if teams and the FIA decide they should do so.

NEWS

Alonso stalls movement in F1 driver market

The double world champion is close to scoring a McLaren drive, but is also chasing a seat at his preferred team, Mercedes

The Formula 1 futures of Fernando Alonso, Jenson Button and Kevin Magnussen remained up in the air as *F1 Racing* closed for press, with Alonso continuing to hold off on making a decision about where he'll go next.

The double champion has negotiated a release from his Ferrari contract two years early, a move that triggered the Scuderia's swoop for Sebastian Vettel. However, while Vettel's departure from Red Bull has been officially announced, his



arrival at Ferrari, and Alonso's departure, has not.

Some sources insist Alonso has a deal in place with Honda, who begin an engine partnership with McLaren in 2015. But McLaren insist they have no signed contract with him.

Other insiders claim McLaren are waiting for Alonso to make up his mind, and that the details of the deal – length of contract, retainer and so on – are agreed. Others say these issues are the cause of the delay, Alonso preferring a short contract with the freedom to switch to Mercedes for 2016 if possible.

Alonso's departure from Ferrari and replacement by Vettel has yet to be officially announced, and the Spaniard's move to McLaren is not guaranteed

While McLaren wait for an answer, the F1 careers of Jenson Button and Kevin Magnussen hang in the balance. Button is already exploring

other options, and has spoken to Porsche about a possible move to sportscars.

Mercedes insiders say Alonso's preference is to join them – ideally in 2015, but more likely in 2016 – and that he wants to leave his options open to ensure that remains a possibility. A move to McLaren would not preclude that, since contractual performance clauses would dictate that he was free to leave were the team not in a given position by a given date.

Alonso's predicament was summed up by one senior Mercedes insider as follows: "He's desperate to drive for us. But we just don't need him. We already have one great driver and one very good driver – and we all remember what happened at McLaren in 2007."

With Nico Rosberg under contract until the end of 2016, Alonso's chances of moving to Mercedes depend on whether Lewis Hamilton can agree a new contract from 2016 onwards.

Mercedes say they've agreed with Hamilton that they won't discuss a new deal until after the end of the season. Team and driver say they want to continue together, but this could depend on Hamilton's salary demands. Additionally, he may prefer to move elsewhere in 2016, and a seat at Ferrari would then be available alongside Vettel.

If Hamilton does leave, Alonso is not Mercedes' only option. They are also keeping a close eye on Williams driver Valtteri Bottas.



Waiting game: Button and Magnussen's drives hinge on Alonso's decision

QUIZ

F1 Mastermind

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FINAL-ROUND TITLE SHOWDOWNS

- Q1** Not including 2014, how many times has the drivers' title been settled at the final race of the year?
- Q2** Which two drivers did Giuseppe Farina fight for the 1950 drivers' title at the season-closing Italian GP?
- Q3** Prior to 2014, how many times has Lewis Hamilton been involved in a final-round title decider?
- Q4** Which Russian racer did Fernando Alonso get stuck behind at the 2010 Abu Dhabi Grand Prix?

- Q5** Michael Schumacher won the 1994 title after clashing with Damon Hill at the Australian GP. Who benefitted to win the race?
- Q6** Michael Schumacher has had five final-round title battles. In how many did he take the crown?
- Q7** Which Brit claimed both of his titles in final-round showdowns?
- Q8** Whose colossal tyre failure on Dequetteville Terrace ended their title hopes in 1986?

- Q9** At which Spanish track did Michael Schumacher collide with Jacques Villeneuve during their 1997 title showdown?
- Q10** Which driver did Sebastian Vettel edge for the 2012 title, after recovering from an opening-lap spin to claim sixth place in Brazil?
- Q11** The title battle went down to the final race twice in the 1970s, in 1974 and 1976. Which drivers claimed the crown in those years?

- Q12** How many points did Niki Lauda finish ahead of McLaren team-mate Alain Prost in 1984?
- Q13** At which American track did Jack Brabham secure the 1959 championship?
- Q14** In which year did Damon Hill win the season-ending Japanese Grand Prix to claim the title?
- Q15** Who is the only driver to claim back-to-back titles in final-round title showdowns?

Q1 27 Q2 Juan Manuel Fangio and Luigi Fagioli Q3 Three Q4 Vitya Petrov Q5 Nigel Mansell Q6 Two Q7 Graham Hill Q8 Nigel Mansell Q9 Jerez Q10 Fernando Alonso Q11 Emerson Fittipaldi and James Hunt Q12 0.5 Q13 Sebring Q14 1996 Q15 Mika Häkkinen

NEWS

McLaren's Sam Michael to quit F1

The team's sporting director announces his departure after 21 years in F1, as McLaren's restructure continues

Restructuring at McLaren continues as the team seek to make the changes necessary to reclaim what they feel is their rightful place at the forefront of F1.

Now it transpires that sporting director Sam Michael is to leave the team at the end of 2014, having apparently handed in his notice in March with the intention of leaving Formula 1 and moving back to his native Australia with his family.

McLaren were keen to emphasise that Michael was still on good terms with both the team and chairman Ron Dennis, but that he was leaving of his own volition, having decided it was time to move on.

"It's been an awesome 21 years in F1," said Michael. "I've loved every minute of the racing and the people but it's time to go home and start the next challenge."

Michael, who started work at McLaren in 2012, was originally hired by former team principal Martin Whitmarsh, with a view to him being a future replacement. But questions were asked about his role in the wake of the recruitment of Eric Boullier as racing director.

The announcement of Michael's departure coincided with reports in Italy that technical director Tim Goss and chief operating officer Jonathan Neale were to be sacked. McLaren

denied this, saying: "They are not leaving and there are no plans for them to leave."

Goss's role has been in doubt following two uncompetitive seasons for the team, with the admission by insiders that McLaren were missing former technical director Paddy Lowe – now at Mercedes.

Neale is also under scrutiny, having held a senior role throughout McLaren's slide from competitiveness. He has this year been fulfilling the role of acting CEO, a new role created by Dennis, which has yet to be filled on a permanent basis.

Further movements at McLaren include the acquisition of former Red Bull head of aerodynamics Peter Prodromou – Adrian Newey's right-hand man for many years – who started his new role as McLaren's chief engineer in September. The team are keen for him to have as much input into the design of the 2015 car as possible.

McLaren remain on the look-out for further high-calibre recruitments, having missed out on James Allison last year. Allison opted to move from Lotus to Ferrari because he felt internal command lines at McLaren were fuzzy.

Sam Michael, once mooted as a future McLaren team principal, is to leave Woking to return home to Australia



YOUNG GUNS



Finding the stars of tomorrow, today

Lance Stroll is 15. He was born in Québec, Canada and this season drove for Prema Powerteam in the Italian F4 Championship Powered by Abarth.

Who is he?

A Ferrari-backed karting graduate who has just completed his first season of car racing in the new-for-2014 Italian F4 Championship, comfortably claiming the title.

What's he been doing recently?

Having won numerous karting titles in North America, Stroll was signed to the Ferrari Driver Academy talent development scheme at the age of 11. He moved to Europe to continue karting, notching up strong results while benefitting from the Scuderia's support. He stepped up to cars this year in Italian F4, driving for Prema Powerteam and scoring seven wins on his way to the crown.

How good is he?

Some suggest his place in the Ferrari Driver Academy is down to his multimillionaire fashion magnate father Lawrence – a noted collector of Ferrari machinery. But Ferrari insist Stroll has earned his place and the FIA-backed Italian F4 series uses cost-controlled one-make racers designed to ensure drivers can't buy an advantage. That said, the absolute level of competition in the series remains unproven; Stroll's full potential will only be seen when he races at a higher level – likely the F3 Euroseries – next year.

Will we see him in F1?

He has raw talent. He is being trained by Ferrari. And his father is apparently willing to buy an F1 team to secure him a drive. So it's probably more a question of *when* will we see him in F1. Give him a few more years to hone his skills and peg him in for an F1 debut in 2018 or so.

NEWS



PHOTOS: ANDY HONE/LAT; ALASTAIR STALEY/LAT; GLENN DUNBAR/LAT

Mercedes to compromise over engine 'unfreeze'

The 2014 world constructors' champions reluctantly agree to a one-off window for in-season engine development in July 2015

Mercedes are poised to accept a one-off relaxation of the freeze on in-season engine development for 2015.

Ferrari and Renault had been pushing to allow some in-season developments but, despite having voted to allow a certain amount of development at a strategy group meeting in early October, Mercedes had backtracked and were blocking changes because they claimed the move would prove too expensive.

But following numerous meetings at the US GP, it is reported that Mercedes are now prepared to allow a one-off window in July 2015 for slightly modified engines to be introduced.

Toto Wolff, Mercedes' motorsport boss, said: "If this is the compromise needed to guarantee long-term stability and agree long term we are not going to change the rules every year, that is

something we will look at. What we have said is we are calculating that, and we are looking at the effect of it."

Wolff's concern is the cost of in-season development, especially because Mercedes will supply power units to four teams in 2015. Ferrari and Renault will power two teams, while Honda will supply only McLaren. Currently, engine manufacturers are allowed to change a limited number of parts each off-season.

Prior to the US GP weekend, Wolff had hit out at Ferrari team principal Marco Mattiacci's claims that in-season developments would not increase costs. Wolff said: "If we have another development cycle and you bring a new spec in-season, the whole development process – and the most expensive part is running parts on the dyno – happens twice a year."

Christian Horner, team boss of Renault-powered Red Bull, claimed development was "right for the sport", adding: "We need to say: 'Let's open it up a bit, be responsible on costs, so there is no cost impact for the customer teams, but have that competition.'"

The proposal for an engine 'unfreeze' will be put before the next meeting of the F1 Commission in December.

Mattiacci (centre) and Horner (right) are pushing for in-season engine development, while Wolff (left) isn't keen



F1 BANTER

PASSNOTES

Your essential F1 briefing
#9 Radio



Name Wireless telegraphy
Age Patented June 1896
Appearance Invisible to the naked eye

Ah, Marconi's very finest invention! Without it you wouldn't be able to dial out for pizza while still on your way home from the pub. Or, come to think of it, set engine to 'Strat 2' and box, box, box...

Shhhh! You'll have the pedants down on us. Marconi patented a number of signalling systems based on radio waves, but the groundwork was done by such as Heinrich Hertz, Thomas Edison, Nikola Tesla...

Very good. And didn't Tesla have a harem or something?

You've lost me there.

Well, I've got the 12" single of OMD's Tesla Girls up in the loft. I always wanted to know what they were waffling on about.

Let us tarry no further in the realms of pop obscurata.

Shame. Even Google's no help with that. What of radio, then?

Well, it would seem that the FIA have got just a little bit tetchy about radio messages betwixt pit and car that "we consider to be driver coaching". You know, such as Nico Rosberg saying, "Driving advice, please?" and receiving something more helpful than "Yes – go faster, and don't throw it off the road". From Singapore onwards, it has been officially banned.

That's a pity. I did so look forward each weekend to the badass badinage between Lewis Hamilton and his engineer. How are they going to police it?

By issuing penalties, it seems, although to my mind a greater punishment would be to flood the frequencies with old recordings of Simon Bates reading out *Our Tune*.

Do say: "Don't talk to me while I'm driving, man!"

Don't say: "Driving advice, please... Anyone? Anyone? Hello?"

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Model Shown: CR-V Black Special Edition in Crystal Black Pearl at £30,510 On The Road (OTR). **Terms and Conditions:** New retail CR-V registered from 1 November 2014 to 05 January 2015. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. **CR-V Deposit contribution:** £1,000 Honda deposit contribution on CR-V models (excludes S grades) purchased through Honda Aspirations. **CR-V Black Special Edition Honda Aspirations (PCP):** *4.9% APR Representative example shown based on CR-V 2.2 i-DTEC Black Edition in Crystal Black Pearl at £30,510 total cash price (and total amount payable) with 37 months 4.9% APR Representative (interest rate per annum 4.76% fixed). Minimum customer deposit 0%, maximum customer deposit 30%. Representative example based on a £7,552.90 (25%) deposit = £309 monthly payment, Guaranteed Future Value / Optional Final Payment of £13,438.87, annual mileage of 10,000 and excess mileage charge: 7p 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 of 10,000 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. **5 Years Servicing includes:** All scheduled servicing, as detailed in the vehicles service book, will be covered for 5 years or 62,500 miles, whichever comes first. 5 Years Servicing is optional. It is being offered for £500 including VAT (usual value £1,430 including VAT, resulting in a saving of £930 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

The frenemy in my kitchen

In a normal world there are friends and enemies. If someone crosses me they are on the blacklist and that's where they stay. Life's too short to forgive, my *vovò* always says. So tell me, why is the-team-boss-who-shan't-be-named (let's just call him 'TTBWSBN') sitting in my kitchen right now? The man whose face is on *Amor's* boxing punch bag and whose very presence triggers that skin rash I haven't had since childhood.

Technically, I let him in but that wasn't entirely my fault as 1) he was camouflaged behind a massive bouquet of my favourite lilies; and 2) he was smiling.

There can't be an F1 fan in the world who doesn't remember the explosive end to TTBWSBN and *Amor's* relationship this time last year. The images of TTBWSBN jabbing his finger at *Amor's* visor, then his face twisted in pain as *Amor* accelerated over his foot. I've still got that as my screensaver if you need a reminder...

Every sports correspondent got an 'exclusive' with TTBWSBN about *Amor's* disappointing performance, lack of loyalty, overdue retirement and how the team's future would be way more successful due to his new pre-teen signing. Throughout the weeks of bad press, big lawyers bills, and baldness (Not me! God, no! *Amor's* manager!), *Amor* remained stoically silent (me less so, if you listen to the lyrics on track three of my album) because we'd broken free and signed with the best team.

Then the best team became good but a bit unlucky, then always unlucky, then boom! Suddenly midfield. And TTBWSBN's new interest, 'the next big thing' hit puberty, grew to be almost two uncoordinated metres tall and kept shunting at the start.

TTBWSBN's charm offensives are legendary and unstoppable. Because he does his research, he knows you can't think straight if he's got a bag of your favourite chocolate truffles that are available only from AnaLuiza's in São Paulo. Or the limited edition Patek Philippe *Amor's* been eyeing. Or, hopefully, keys to the team's new prototype supercar.

When *Amor* got back from his cycle ride to find the handmade Italian loafers neatly lined up at the front door, I was expecting fury. But he walked calmly to his desk, pulled a list out of a drawer and disappeared into the kitchen. And that was hours ago.

I suspect things will be resolved F1 style: no sensible burying of the hatchet and co-operation for the sake of the team. No. They'll come out as BFFs and we'll spend the weekend at a happy reunion somewhere claustrophobic like TTBWSBN's boat.

I'd better dig out *Amor's* loafers.

God bless you and even him – so long as he's accepted all of *Amor's* contractual conditions.

**Beijos,
Adriana**

NEWS

Hülkenberg to stay at Force India

The midfield driver line-ups begin to take shape, although JEV's Formula 1 future appears shaky

Nico Hülkenberg will continue to race for Force India in 2015 after again failing to secure a promotion to a leading team.

The confirmation came despite pressure from some quarters for Force India to take on Jean-Eric Vergne, with a financial contribution from Red Bull. That move would have given them a net gain of several million a year, taking into account Hülkenberg's reputed \$4m salary.

Force India team principal Vijay Mallya said: "We rate Nico very highly and he has done a tremendous job this year by consistently picking up crucial championship points. We know him extremely well: he's a true racer and he knows how to motivate the team. I am convinced he is one of the best talents on the grid."

Hülkenberg is thought to have an arrangement with Ferrari, allowing them to sign him if they wish, but they snapped up Vettel as a replacement for the departing Alonso.

Force India are also expected to retain Sergio Pérez in 2015. Pérez,

who moved to Force India after one season at McLaren, has bolstered his reputation by beating Hülkenberg in numerous races this season.

Elsewhere, Caterham refugee Marcus Ericsson has been signed up by Sauber for 2015, although it remains unclear who he will replace. Adrian Sutil, who has had a lacklustre season, brings only a reputed €5m with him, but claims to have a firm contract. Esteban Gutiérrez, who is evenly matched with Sutil, has more substantial backing from his native Mexico, plus the prospect of a race in his home country next season. Current Sauber reserve driver Giedo Van Der Garde has also been linked to a race seat.

Toro Rosso have yet to announce who will partner Max Verstappen. The likely contenders are Formula Renault 3.5 champion Carlos Sainz Jr and GP3 Series ace Alex Lynn. Vergne is not believed to be in with a chance.

Highly rated Hülkenberg has again failed to secure a top-team drive



PHOTO: ANDY HONE/LAT

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NEWS

Cash crisis sidelines Formula 1 minnows

Caterham and Marussia find themselves in dire financial straits as the administrators are called in and races are missed

The future of Caterham and Marussia is in doubt after administrators took control of both teams, with both of them missing the US and Brazilian Grands Prix.

Caterham's crisis came at the end of a week of bad-tempered press-release ping-pong between founder Tony Fernandes and the new owners, Swiss company Engavest, who took over in July. Each side accused the other of reneging on commitments that were part of the sale and purchase agreement. The end of the road – at least temporarily – came when the administrator locked up the factory in Leafield, Oxfordshire and the team were unable to access the cars.

As a result, adviser – and *de facto* team boss – Colin Kolles agreed to hand the holding company of the team 1MRT, which owns its F1 entry, to the administrator as well. With the administrator insisting that the team's creditors were top priority, Caterham pulled out of the US GP.

Shortly after Caterham's withdrawal, Marussia's trading company, Manor Grand Prix Ltd, also went into administration, with FRP Advisory LLP taking control. It was widely accepted over the weekend of the Russian GP that the team were unlikely to make it to the US.

Rumour had it that owner Andrey Cheglakov had kept the team going only long enough to

enjoy his day in the sun with Vladimir Putin in Sochi and was then going to pull the plug.

Both teams are now in breach of their contracts, although Bernie Ecclestone is said to have given them permission to miss the two races in the Americas in the hope they might make it to the final race in Abu Dhabi.

If they fail to do so, and the grid drops permanently below 20 cars, it will trigger clauses in the contracts of some teams that could lead to third cars being run in 2015. It remains unclear whether three-car teams will be required under the new Concorde Agreement, but F1's contracts with race promoters traditionally dictate that the sport must supply grids of at least 16 cars.

F1 boss Bernie Ecclestone has clarified his thoughts on third cars: "Red Bull could say to Caterham, you can have a car, you've got to run a driver of our choice in the car. You run the car. You still call it Caterham or whatever, and the idea was if that team scores points then half the points should go to the team supplying the car."

He added that only Ferrari, Red Bull or McLaren were permitted to supply third cars.

F1 STUFF WATCH SPECIAL



TW STEEL SAHARA FORCE INDIA TW433
 This typically chunky 48mm special edition watch from TW Steel is made from high-grade 316L steel and features a carbon dial and a black leather strap. The TW433 (£295) is one of six watches inspired by the Force India team.
www.twsteeluk.com



ORIS ARTIX GT CHRONO
 As used by Williams team members, the stainless steel Artix GT Chrono (£2,280) features an automatic winding chronograph and has 48 hours worth of power reserve. The top glass has an anti-reflective coating, and the strap is made from durable rubber.
www.oris.ch

SCUDERIA FERRARI D50 0830174

Named for the car Juan Manuel Fangio used to claim the 1956 title, the D50 series is part of a range of Ferrari-branded watches adorned with the prancing horse logo. The D50 0830174 (£175) has a steel case and striking brown leather strap.
www.scuderiaferrariwatches.co.uk



CASIO EDIFICE X INFINITI RED BULL RACING
 The autumn/winter range of Casio's Red Bull Racing-branded Edifice watches (£300 to £450) is headlined by the ERA-300RB. Limited to 5000 units worldwide, its high-tech features include a twin-sensor thermometer and compass.
www.casioonline.co.uk



GRAHAM SILVERSTONE RS SUPERSPRINT
 While its watches are made in Switzerland, Graham's heritage is English – and its Silverstone range is named for the home of British motorsport. The Supersprint (£5,600) has a steel case, with a tyre-tread-effect rubber strap.
www.graham1695.com



HUBLOT BIG BANG FERRARI KING GOLD
 Part of Hublot's 44mm Big Bang family and limited to 500 pieces, the case and bezel on the King Gold (£31,500) are 18-carat gold. There are also Ferrari-branded titanium and ceramic watches in the range, should Sebastian Vettel wish to treat himself...
www.hublot.com

TAG HEUER CARRERA CALIBRE 1887
 This very special timepiece (£4,500) celebrates McLaren's 40th anniversary. The scratch-resistant sapphire crystal caseback features the 1974 McLaren logo, while the team's traditional orange colour makes a welcome reappearance.
www.tagheuer.co.uk



ROLEX COSMOGRAPH DAYTONA
 A favourite of racing drivers since its launch in 1963, this version of the Cosmograph Daytona (£11,250) features a yellow steel case and bracelet and can measure speeds up to 400mph – more than enough for most F1 drivers...
www.rolex.com



NEWS

Switch to Merc power boosts Lotus hopes

The long-time Renault team look forward to a fresh start in 2015, with improved finances and more competitive power units

Lotus hope that a switch to Mercedes engines will help them move up the grid after a dispiriting 2014 season.

The team have finished fourth in the constructors' championship in the past two seasons, taking just one race win in 2012 and another in 2013, both thanks to Kimi Räikkönen.

A lack of investment during the second half of 2013 as the team struggled with cash flow impacted badly on the design of the 2014 car. The E22 has suffered from a lack of overall downforce and inconsistent behaviour on corner entry. Renault problems pre-season, when the engine failed to run cleanly for most of testing, took their toll, with the E22 appearing too late to make the first pre-season test.

But after a season spent getting to grips with the car's problems, Lotus chiefs believe they can take a step forward. The team are also now on a more stable financial footing. After a £64m loss in 2013, owner Gerard Lopez says they will "pretty much break even" this year.

The switch to Mercedes has buoyed optimism. The engine already has at least a 50bhp advantage over rivals Ferrari and Renault this

season, and sources claim that Mercedes will add in the region of an extra 50bhp ahead of 2015.

Lotus have already confirmed that Pastor Maldonado – and his £35m of Venezuelan backing – will be retained in 2015, and, after looking around for a better drive and not finding one, Romain Grosjean looks set to stay on, too.

"Romain is in pole position for that place and honestly it's a case of us finalising a few details," said Lotus's deputy team principal Federico Gastaldi. "We expect to have an announcement very shortly."

The Enstone-based Lotus team has run Renault-built engines since 1995, when they were known as Benetton. The team was later bought by Renault and ran as the French firm's official works entry between 2002 and 2011.



Lotus's last title was as Renault in 2006 (right), now, after being outperformed by Mercedes (below) they will switch to Merc power in 2015



NEWS IN BRIEF



SILVERSTONE SHAKE-UP

The British Racing Drivers' Club (BRDC) has taken control of Silverstone after Silverstone Circuits Ltd's managing director Richard Phillips and financial and legal directors Ed Brooks and David Thompson were suspended as part of what the BRDC called "a process of consultation". Chairman John Grant and director Lawrence Tomlinson have been named joint acting CEOs of the firm.

BRABHAM MEMORIAL

A memorial service for triple world champion Sir Jack Brabham was held at Silverstone on 24 October. Sir Jackie Stewart, Sir Stirling Moss, John Surtees and John Watson were among those who shared their memories of the Australian racer, who died earlier this year. Daniel Ricciardo sent a video message.

AZERBAIJAN LAYOUT AGREED

The 3.766-mile street circuit in Baku, Azerbaijan, which will host the 2016 European Grand Prix has been unveiled. The Hermann Tilke-designed course features a high-speed section along the town's seaside promenade before winding through the narrow, hilly streets of the historic city centre.

PALMER SET SIGHTS ON F1

Brit Jolyon Palmer is targeting a Formula 1 seat for next season after wrapping up this year's GP2 Series crown. The son of ex-F1 racer Jonathan Palmer clinched the title with a victory in the feature race in Sochi in his DAMS-run car. He is the first Brit to win the championship since Lewis Hamilton in 2006.

DEBUT F1 RUNS

New European F3 champion Esteban Ocon tested a 2012 Lotus F1 car at Valencia in Spain in late October, completing more than 150 laps. The 18-year-old French racer has been linked to a test role with Lotus. Fellow F3 racer Roy Nissany and GP3 Series runner Adderly Fong also made their F1 debuts at the Spanish track, driving a 2012 Sauber.

PHOTOS: STEVE ETHERINGTON/LAT; CHARLES COATES/LAT

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Model shown Clio Dynamique S MediaNav with optional Flame Red metallic paint. The official consumption figures in mpg (l/100km) for the Renault Clio core range are: Urban 40.4 (7.0) – 78.5 (3.6); Extra Urban 60.1 (4.7) – 94.2 (3.0); Combined 51.4 (5.5) – 88.3 (3.2). The official CO₂ emissions for the range are 127-83g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.





Pat Symonds explains
THE SCIENCE BEHIND...
Scrutineering

F1 TECH

F1's rules are becoming increasingly complex. How do scrutineers police this level of intricacy?

The FIA appoints technical delegates who are very competent and specialise in different areas such as software, crash testing and compliance. Their main problem is that they are limited in number and are up against big teams employing some of the best engineers in the world. This is not to say that the teams set out to cheat. Their brief is to interpret the rules to a position of maximum advantage, often using complex reasoning, but never with any intention of flagrantly disregarding the letter of the law.

What is the timeline for such an involved process?

Certain safety aspects, such as the crash tests, must be complied with before circuit testing begins but this is a black-and-white process. A number of tests have to be witnessed by an FIA delegate, who decides whether or not they have met the pass criteria. Then, before the first race, teams make a number of declarations to the FIA stating that they comply with specific articles and providing data to back up these claims.

Some regulations, such as the restrictions on materials, are complex. Surely there isn't time to police them in the short period after a race?

Some of the trickier examinations are rarely carried out, but you never know when they might be. In many cases, the threat of exposure and exclusion from the championship is enough to ensure all rules are complied with. That said, the FIA can always take any part of the car and subject it to further examination. They could, for example, take a brake calliper post-race and send it to a lab to ensure the material it was made from complied with the restrictions.

Are the same scrutineers used at every event?

No. The technical delegates employed by the FIA are the same all season, but local scrutineers are also engaged to keep an eye on the teams.

If scrutineers only see the cars once a year, how can they be expected to apply the rules?

They can't. Their main role is to assist in compiling checklists before an event and then to observe and report teams' actions while the cars are in parc fermé. They do this with extreme diligence. As the rules do not let us change any components without permission during this period, the local scrutineers will write down and question every action taken by the mechanics.

So the real checks are retrospective?

Yes. A pre-event safety check is made on Thursday and the FIA will issue confirmation that the cars have been scrutineered and found to conform with the safety regulations. This implies no opinion as to whether or not the cars comply with the full technical regulations. More checks are carried out after practice, qualifying and the race to check compliance with the detail.

Do scrutineers check data to ensure the rules are being complied with?

Yes. Many years ago, cars had to carry an accident data recorder, which the FIA could use after an accident for research purposes. Over time, more data was added and used for policing of regulations. Initially this was to ensure launch-control regulations were not abused, but bit by bit more data was added. Today the electronic units no longer have to be interrogated after a race because real-time data is transmitted from the cars and intercepted by the FIA.

How can the rules affecting processes back at the factory be regulated?

These are harder to check, and prior to 2014 were voluntarily administered by the Formula One Teams' Association (FOTA). With the

demise of FOTA these restrictions are now handled by the FIA. Teams make declarations of their CFD and windtunnel use every eight weeks and a 'whistle-blower' system is encouraged so teams will not risk exceeding limits.

When cars are called in to scrutineering at the end of a session, what checks are carried out?

The list is exhaustive and published by the FIA once all the checks have been done. They range from simple dimensional checks to detailed inspection of recorded data.

Are the same checks done at the end of the race?


Yes, although randomness is employed so we can't guess what might be checked.

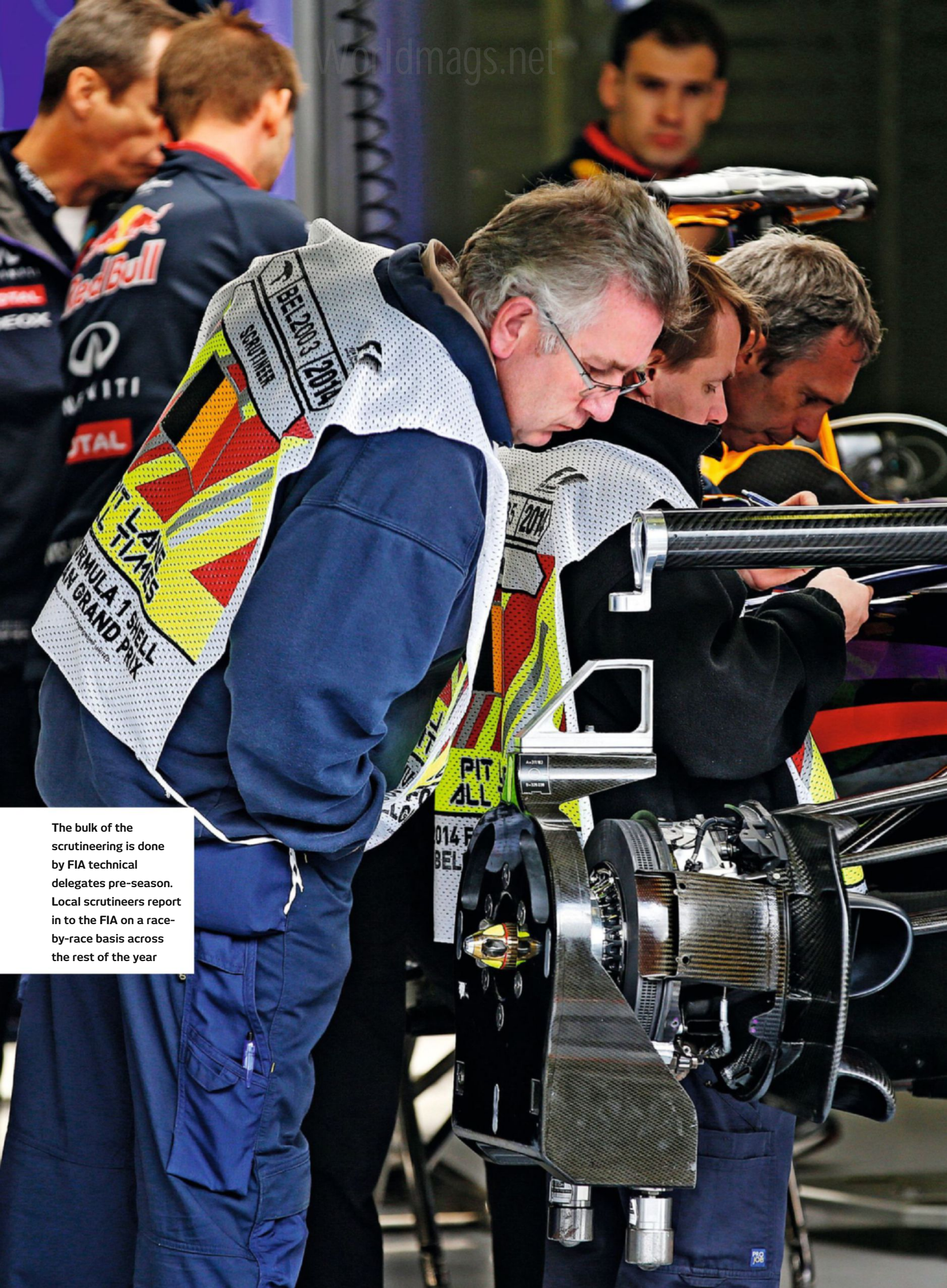
If the cars are in parc fermé from the start of qualifying, are any changes actually permitted?

We are allowed to change something that is genuinely broken, but we must change it for a new part identical in mass, form and function.



Have you ever been embarrassed by a scrutineering decision?

Yes. We push rules to the limit and after one race years ago Charlie Whiting, the FIA's technical delegate, suggested our rear wing flap was more flexible than it should be. This was before load and deflection testing so I disputed it. However, as it had been a wet race, there was a clear mark on the dirty surface that showed where the flap had deflected. I ensured we arrived at the next race with a considerably stiffened flap! 



The bulk of the scrutineering is done by FIA technical delegates pre-season. Local scrutineers report in to the FIA on a race-by-race basis across the rest of the year



PETER WINDSOR

RACER'S EDGE

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

My conclusions from the season nearly past? Well, for one thing, I don't think any of us should be surprised that TV ratings and viewing figures have fallen. What do you expect when the sport's key figures – the drivers, the team people and our officials – have been so publicly neutralising the sport they should have been promoting?

It started with complaints about reliability of the new technology; then it was the noise cars make; then it was costs; then punitive penalties; and then came recrimination about safety procedures and yet more changes to the cars. In what other sport are the forces within so negative about the show of which they are supposed to be a part?

Very few – a tiny minority – let themselves get excited about a sport they are supposed to promote – and when I say 'excited' I mean excitement in the sense of sharing what they know, explaining it in plain English, being open with the public and taking time to promote their F1 brand.

It's not only the criticisms that are damaging; this is also about the platitudes – the constant references to America being "important" or the "challenging days ahead" or "circuits that don't suit our car's characteristics". Why don't they suit them?

F1 needs to try harder to do better

What's going on behind the scenes to put this right? How is the technology being applied – or misapplied? Why can't the public see the work taking place behind the guarded doors? Why does F1 hide all this stuff? The Chinese sporting public still has no clue about F1, even though its government has been spending billions and staging a race for over a decade.

Which brings me to point two: it's obvious to anyone with a brain that F1 now needs to focus on the three-car solution. Forget shoring-up the numbers. Let's just allow the bigger teams to run third cars.

And let's also make those cars work promotionally. I suggest that no third driver should be allowed to do more than, say, five races in said car. That way the third cars can be used to bring along young drivers and/or to promote local heroes. And I think we should forget all that stuff about team liveries having to be identical. Two cars – yes; the third car, however, should race in a different colour scheme, taking advantage of sponsorship packages generated by the team around the third driver. What would have been better for F1? Kamui Kobayashi trundling around at the back of the Japanese GP in a Caterham, or Kamui in a third works Mercedes, car painted red and white with Japanese graphics?

If F1 is serious about bringing in young drivers, and taking its brand to the next generation, where is the downside in letting the teams build-up a sponsorship momentum around the appearance of a young star for a five-race stint? The old guard would mutter something along the lines of, "It might dilute the sponsorship message of the team as a whole". Yeah? Red Bull aside, which teams, in 2014, had a truly penetrative title sponsorship "message"? Even Ron Dennis couldn't find a title sponsor. F1 needs to re-think its system for generating sponsorship and for promoting



"Very few let themselves get excited about a sport they are supposed to promote"



These aren't radically new suggestions. At the 2004 Chinese Grand Prix, BAR ran three cars in practice sessions: Button and Sato in the team-liveried cars and Anthony Davidson in a special Chinese 555 livery



its wares – and differently liveried third cars are an obvious way to do that.

And let's not clutter our thinking by worrying whether third cars will interfere with the points system. You can replace a driver even today: a one-race stand-in driver could take points – or take out – a championship contender. Live with it. It's part of motor racing. Let the third drivers score drivers' and constructors' points. There'll be a 'best third driver' accolade at the end of the year.


Teams, then, will have a genuine tool for promotion – and a more tangible package to sell. Williams could have raced Susie Wolff at Silverstone; Vitaly Petrov could have raced a Mercedes in Russia. And Davide Valsecchi would have looked good in a Ferrari at Monza. Would it be bad for business if one of the major teams ran a young American in Austin? I think not – and there's something else, too.

For years, F1 has prided itself on being able to replicate its package all over the world. Same drivers. Same cars. Same pitlane. Same homogenised look. And, for years, this has worked. F1 has become a truly global sport, transplantable at a few days' notice. No other sport has achieved this. Not one. This was TV global dominance as we'd never seen it before.

As the internet has exploded, however, and entertainment possibilities have expanded exponentially, "always the same" has begun to sound stale. Why should the package you see in Melbourne be identical to the one you see in Austin? Was it boring when Ferrari ran four cars at Monza in the 1960s? Why not mix it up? Why not expect the unexpected?

Having a new third driver (plus livery) is but one solution; there are others – not least of which would be to adopt the PGA's wrap-around season – ie, a points year starting and ending in September while the technical regs run as per now. In other words, this year could have started with a flow of Red Bull wins from late 2013, balanced by the Merc parade of 2014. It would have been close, I think – much closer than the championship we have now.

That way we'd mitigate the chances of one team finding a technical advantage and dominating the season. Complicated to sell to the public? Probably. It's an idea, though – and it seems to be working with the PGA's FedEx Cup, as I say. F1 can no longer close its eyes to what others are doing.

One final thought for this month: Thank you Niki Lauda. In a year when just about everyone has been talking in self-serving clichés, Niki has been a consistent voice of reason, unafraid to speak realities and succinct in the way he does so. F1 is the better for him. 

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EMERSON FITTIPALDI

SPEED KING

The double world champion writes exclusively for *F1 Racing*

As I sit down to write this I've just returned from watching my son karting. I keep a low profile at races – emotions can run high between fathers at these sort of events when things happen on track – and he shares a coach, a Brazilian national champion many times, with Rubens Barrichello's boys. I'm happy to stay in the background.

So it's with a heavy heart that I think of another father, thousands of miles away, keeping a vigil with his family by the bedside of his son, Jules Bianchi. Motor racing is much safer now than it used to be, much less risky, but what happened to Jules in Japan demonstrates that the risks have not all been eliminated. It's very unfortunate and tragic, that this reminder came in the way it did.

This kind of accident has *almost* happened before. Think back to the 2003 Brazilian GP and you might recall the big crash Fernando Alonso had in the rain, when he hit a wheel that had come off another car. But much earlier than that, there were a number of incidents at Turn 3 – a 160mph corner in the dry – where a number of cars aquaplaned off. One was the Ferrari of Michael Schumacher, which came very close to hitting a tractor that was removing two cars that had spun off there.

“We must consider every angle, engage the correct expertise, then take decisive action”

Our duty to make F1 as safe as possible

As the president of the FIA Drivers' Commission, I feel a great responsibility to ensure we take the correct action in the coming weeks to prevent this from happening again. We will be working closely with Charlie Whiting, the FIA's safety delegate, to look at all the procedures and reconsider everything.

This is no time for knee-jerk reactions. We must consider every angle, engage the correct expertise, then take decisive action. Bianchi's accident could have had even worse consequences because if his car had hit the other side of the tractor, where several marshals were working to remove Adrian Sutil's car, they could also have been seriously injured. Marshals play a vital role in on-track safety, and it's important that we consider their wellbeing as we try to learn from this terrible accident.

My personal opinions are driven by my experience of racing in the USA, where if anything was dropped on the track – or if there was anything on the track other than racing cars – the Safety Car would be deployed immediately. Only then, with cars circulating at a much-reduced (and carefully controlled) speed, would rescue teams and marshals be released to work on the track. It's in the culture of racing drivers to seek any advantage they can find, and under local yellow flags, most don't slow down enough. It's in our nature.

I also think we should nominate three or four senior drivers, with Charlie's agreement, to report on track conditions as the weather changes and have input into whether the Safety Car comes out. It's very hard to see from the control tower whether cars are aquaplaning. And the drivers have said that the current specification of wet tyre has quite a narrow operating window, so to be competitive they have to switch to the intermediate tyre as

soon as possible. That tyre disperses less water, increasing the risk of aquaplaning. Unless you're sitting inside the cockpit of an F1 car, you cannot accurately judge how much water is on the track surface and how efficiently the tyres disperse it. You certainly can't do it while watching television at home.


The Safety Car is also good for spectators, because it brings the cars back together again and can make the race more exciting – although obviously the guy in the lead won't think this way! But if the Safety Car is going to be used more often, it's important that the marshals are trained properly so they can work quickly to resolve any issues that bring it out. If a race is neutralised by a Safety Car for a long



“Motor racing is much safer now, but what happened to Jules demonstrates that the risks have not all been eliminated”

period, this is boring for the fans. It can also mean the race finishes later, which is also risky with events that start in the afternoon when there is not much daylight left.

Marshals have much better training now than they used to – I was behind Tom Pryce at Kyalami in 1977 when he hit a marshal who was crossing the track, and it was horrible. I think marshals will be able to work more quickly and effectively if they know they are safer. This is in all our interests.

I wonder, too, if we should have another look at pitlane safety. Having six guys on each side of the car, just so a wheel can be changed in two seconds, is a big risk in a crowded environment. Is this another accident waiting to happen? 

world mag.

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DIETER RENCKEN

POWER PLAY

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

Recently this column had reason to research team budgets, in the process posing various questions to team principals. The boss of one midfield outfit was remarkably transparent about his team's expenditure and head count, his openness extending way beyond the direct questions.

He provided the proportion shareholders contributed to costs, share of TV revenues and the value of the team's commercial/technical partnerships. Yet when asked what Sponsor X contributed, or what access they enjoyed, he clammed up. He admitted: "It's confidential, but not for the usual reasons [contractual secrecy, the norm in F1 deals], but because we had the most unpleasant experience recently..."

When pushed, he disclosed that a major team had poached a long-standing sponsor by discounting the rate, sweetening the deal through increased visibility on car and kit. When questioned, the sponsor admitted that the team, a Strategy Group member enjoying preferential payments from FOM, leveraged this advantage during the pitch.

The aggrieved team boss did not mince his words: "They used the additional 'Bernie Money' to undercut us. The major teams use their CCB (Constructors' Championship

Bonus) premiums to buy performance through better facilities and more manpower, and now they use the money to discount the rates. So we're double-fucked..."

The crux of his complaint was that the current revenue structure rewards big teams such that they could undercut a deal by £30m and still be better off by the same amount than, say, a Force India – even given identical results over a season.

Of course it can be argued that hard bargaining has featured in sponsor negotiation for as long as the marketing discipline has existed in F1 (since 1968). As for poaching, you need only track sponsor migration over the years to realise that companies chop and change depending upon marketing objectives and deals on offer. It was dog-eat-dog, but teams went to negotiating tables secure in the knowledge that they earned the same for any given set of results, and that the major teams charged premiums for whatever benefits were offered, from access through logo placement to technical partnerships, or whatever combination of menu items best suited the prospect.

So mid-gridders, with lower overheads and operating costs, pitched accordingly, but argued they offered incremental value through inherent flexibility. Their entrepreneurial

Plucky midfielders such as Force India often have commercial deals poached by top-team rivals



"Strategy Group teams would do well to remember that they were once midfielders"

approaches generally proved more creative – Ron Dennis versus Eddie Jordan anyone? – while strategic opportunism provided superb returns on investment on fluky Sundays.

Now, though, Safety Cars are standard fare; bulletproof engines and transmissions ensure astonishing reliability; and prescription tyres reduce the gambling that was once the norm for battlers, whose fate often hinged more on external factors than budgets. A decade ago Sauber could start 15th and end up in third courtesy of strategic and reliability factors; now they too often finish where they start.

Test restrictions have reduced hospitality opportunities, further affecting the sponsor menu. While the regulations apply to all, B-list teams are most disadvantaged. The flush teams have replaced track testing with expensive simulation tools, be they windtunnels or CFD installations, while smaller outfits resort to rented facilities – which don't, of course, provide the same level of bragging rights.

"Invite your corporate guests for a factory tour that includes a peek at our 200mph windtunnel CFD facility," surely has a better ring to it than "Our rented windtunnel at XYZ University is out of bounds" or "Our engineers work from home using Dropbox."

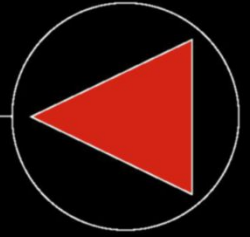
The plight of the midfield has always been desperate, but never has it been more precarious. Every ingredient, whether sporting, technical or commercial, is stacked against them, counter to every sporting convention.

Strategy Group teams would do well to remember they were once midfielders: Red Bull started as Stewart GP, scoring just six points in their debut season in 1997; Bruce McLaren towed his M2B about behind a Ford Galaxy, his team netting three points in 1966. Now the team currently lies a sliver ahead of Force India in the title hunt.

Lotus were once Toleman, failing to score in their first two seasons, while Sir Frank Williams was formerly on first-name terms with Slough's bailiffs. Mercedes? They were once Tyrrell, also enduring fraught seasons. As for Ferrari – this year, the less said the better.

Those teams argue they pulled themselves up by their seats belts. But they can't deny that a level playing field let them do so. **F1**

Now *that* was a car



No. 33 The Lotus 79

Not the first car to embrace ground effect – but the first to get it right

There's an old engineering maxim that if something *looks* right, then it *is* right. The Lotus 79 must surely be one of the best-looking grand prix cars of all time; wide, low, perfectly proportioned, unfussily detailed – and, on track, utterly devastating.

The 79 wasn't the first car to make use of ground effects to boost cornering grip – that accolade goes to Can-Am racer Jim Hall's Chaparral 2J, which used a pair of fans to suck air from under the car (an idea later resurrected in F1 by Gordon Murray for the short-lived Brabham BT46B fan car). But it was the first to get it right.

Lotus founder Colin Chapman spent much of the 1970s looking for the next big technical step that would deliver a crushing on-track advantage. But time and again he expended his energies in the wrong direction – either on technical dead ends in F1 or by becoming distracted by his growing road-car operation. By 1976, his design team had failed to come up with a credible successor to the 72, a title-winning car in 1970 and 1972, but now long in the tooth.

Lead driver Mario Andretti pronounced their 1976 car, with its complex multi-adjustable suspension, "a dog". This prompted Chapman to look to aeronautics: he grew fascinated by the idea of using an upturned aircraft wing profile to create the opposite of lift. Lotus engineers Tony Rudd and Peter Wright had experimented with the idea while working for BRM, but had to drop it due to a lack of resources. With Chapman's backing they got time in a windtunnel at Imperial College to prove the concept of shaping the underbody to

create downforce. Here serendipity played its part: the basic windtunnel model, made from balsa wood and cardboard, began to sag as the low-pressure area under the car took effect. The nearer the outer edges of the sidepods got to the 'ground', the greater the effect.

Thus the Lotus 78, which made its debut at the first race of 1977, featured full-length sidepods concealing inverted wing profiles within, plus sliding skirts on each side, which sealed the gap between the car and the track. It noticeably bucked the trend for short sidepods, but even so rival teams could not fathom the car's advantage.

The 78 won five races in 1977 in the hands of Andretti and Gunnar Nilsson, and a further two in 1978 before it was replaced by the 79. The new car built on the strengths of the 78 and sought to eliminate its faults, chiefly poor reliability, stemming from a chassis that wasn't strong enough (due to Chapman's fixation with low weight), and an aerodynamic centre of pressure that was too far forward.

Finessing the venturi within the sidepods, and packaging them so the rear suspension didn't interrupt internal airflow, yielded so much more downforce that the 79's chassis had to be strengthened further, contributing to its delayed debut. Andretti and team-mate Ronnie Peterson scored four one-tuos before Peterson's fatal accident. Andretti won the drivers' title, with Peterson a posthumous second.

The 79's success led Chapman to prioritise downforce on the Lotus 80. The more aero-efficient Williams FW07 – based on the 79 – took the title in 1980, and Chapman never again saw such dominance. →



WORDS STUART CODLING PICTURES JAMES MANN






"That car is really something else. It really goes where you want it to go. And when you put your balls on the hood... well, it responds perfectly"

MARIO ANDRETTI, 1978 SPANISH GRAND PRIX 

LOTUS 79 TECH SPEC



Engine	Ford Cosworth DFV
Layout	3.0-litre V8
Suspension	Upper rocker arms, lower wishbones, inboard coil springs over dampers
Gearbox	Hewland 5-speed manual
Weight	610kg
Tyres	Goodyear
Notable drivers	Mario Andretti Ronnie Peterson 



Why F1
would
be

MAD

to
lose
Jenson
Button

Fernando Alonso's push for a McLaren-Honda seat has put Jenson Button's F1 future in jeopardy. But the British ace still has plenty to offer the sport

WORDS DAVID TREMAYNE **PICTURES** STEVEN TEE/LAT





J

enson Button's smile looks like the real thing, and in a 2014 context that's just a little bit unusual. For too long he's worn a

distracted look, and it's not just the pain of losing his beloved father John and not having him there at each race. Or, in this first season since John's passing, having the wounds inevitably re-opened as each grand prix reactivates different sets of memories around the world.

It's Thursday afternoon in Suzuka – pre-Vettel bombshell – and Jenson has just been asked what he thinks he brings to McLaren. Of course he knows where this is going because way back in May, newly returned boss Ron Dennis was busy telling the world that Button needed to raise his game. That was when all the speculation began that 2014 could be Button's last season with the team for whom he has won eight grands prix since arriving fresh from winning the world championship with Brawn GP in 2009.

"How long have you got?" he asks, breaking into easy laughter. It's good to see, because for a moment you get a glimpse of the old Jenson, the easy-going but inherently super-fit and focused racer who, in 2011, proved himself the only team-mate ever able to beat Hamilton over the course of a season. And the man who, in their three years together, scored 672 points to Lewis's 657. It's a reminder that, while Jenson might not be the greatest qualifier, you underestimate him at your peril. Ask Sebastian Vettel, who still has nightmares about Canada 2011...

"If you beat Lewis, you know you've done a great job," Button suggests – with some justification. "Throughout our last season he was quicker than me in qualifying, but I scored more points than him over the three years, so I'm doing something right! I think you have to be careful about relying solely on your natural ability. That is something you are gifted, but you really have to work on other areas to be a great F1 driver these days. I'm always looking for new areas in which to improve myself. That's why this sport is great. In F1 there's always more technology, always something more to learn."

But now, Button risks being written off as another Rubens Barrichello: a naturally talented stylist with terrific speed, but only when everything is right. A B+ veteran of 15 years in the school of hard knocks surrounded not just





"You have to be careful about relying solely on natural ability. I'm always looking for new areas in which to improve myself" **Jenson Button**

by A-class hard men, such as Lewis Hamilton, Sebastian Vettel and Fernando Alonso, but an increasing influx of hungry and ever younger cubs, such as his current McLaren team-mate Kevin Magnussen, Daniil Kvyat and Max Verstappen, who don't care who they claw on their way to the top.

Those who know Jenson well believe he has more wins in him, and deserves to keep his McLaren drive. But the defection of Vettel to Ferrari, where he'll replace Fernando Alonso, makes that seem ever more unlikely as the Spaniard seeks a seat when the music stops.

Sky commentator Martin Brundle firmly believes that Button still warrants a seat at McLaren next year: "He deserves it, because he's still got what it takes. He's not overawed by the younger upcoming drivers, and his experience still counts. I know he's hurt about all the waiting, and feels he's blown Kevin away in terms of points this year and deserves another chance. But it's fair to say that he's had his chances and that, of course, he can't be in it forever. He has to accept that his Formula 1 career will come to an end one day, and that it's not anything personal.

"But if he were to line up again in a McLaren next year, nobody would ask why. It's much more strange to me that Kimi Räikkönen went back to Ferrari this year, than that Jenson could stay on at McLaren. That wouldn't feel wrong in any shape or form. I can't see any reason why he shouldn't lead McLaren again in 2015."

Button brings plenty of skills to the table. Befitting his long experience, he has a wealth of knowledge in terms of the direction for setting up a car. Plenty of drivers can give feedback, but not many can put a peg in the ground and say this is where we are and that is where we need to be. His management of tyres is excellent, and of particular benefit at races where degradation limits are marginal. He knows how to win, and that's something that has a greater value than is widely appreciated. And, very importantly, he's easy on his equipment, doesn't crash and rarely gets involved in other drivers' accidents. By contrast, Magnussen, although clearly quick, is inexperienced and has got into trouble with rivals in his rookie season and lost a lot of points because of that and/or associated penalties.

Jenson's experience is just what McLaren need, according to Sky pundit and former F1 →



As the only team-mate ever to have outperformed Lewis Hamilton, Button believes his experience speaks for itself

Wo



INSETS: LAT ARCHIVE



"Jenson's motivation is still there. I've never heard him say he wants to do something else. He loves what he's doing. He still wants it" **Johnny Herbert**

The men who clung on too long

racer Johnny Herbert: "I think Jenson still has much to offer, especially his experience. He's not slow, he proved that against Lewis. Okay, things maybe have to be a little bit more in the window for him to get more from the car, but when that window is given to him he's as good as the guys at the front – and he proved that with Lewis. To get that consistently, in some ways you've got to give the driver the tools to do the job. It's unfair to say that he's not doing the job at the moment and that Kevin is.

"I've always said that when the car has a certain limit you can get to it – but that is the limit. Someone else can get close to you and it looks worse than it is. If you gave Jenson the next jump, he'd be able to go with that flow. Kevin probably could, too, but we don't know that yet because of his inexperience.

"Jenson offers a lot for McLaren. And he comes across as hungry: his mentality and his motivation are still there. I've never heard him say he wants to do something else. He loves what he's doing. He's not looking at moving away. He still wants it."

What Button does outside of the car also counts for a lot. He's a good motivator and massively fit, as his regular triathlons with his Ichiban ('number one') team attest. And he is extremely even-tempered. I've never seen him lose his cool publicly.

Button recognises that his experience is a major strength. He says: "I've had many years of working with different teams and different manufacturers, and, throughout my career, I've learned something at every race weekend. Especially with the way the new regulations are, I pick up little things here and there that a less experienced driver wouldn't.

"I've always understood the importance of working with the engineers, the mechanics and the whole team back at the factory, keeping them positive when times are tough, being a spokesman for those people to the media, and also when you are with the guys who are working underground and never see the light of day at the MTC.

"I know how to try to direct development, which is always difficult when the regulations are changing, and during a season with new regulations obviously you need to improve and identify the directions you need to take.

"I also understand the importance of working with sponsors and partners to help the team to →

Graham Hill

By 1969 it was clear that Graham Hill's best days were behind him, as he failed to match mercurial Lotus team-mate Jochen Rindt and could no longer mix it with champion-elect Jackie Stewart. His accident at Watkins Glen at the end of the year might have been the brutal opportunity to draw a line beneath a great career, but Hill's determination and love of racing propelled him onward. The end of 1970 would also have been timely, but sadly he soldiered on, getting slower, until midway through 1975 he finally conceded that his eponymous team's future lay in the brilliance of Tony Brise.

Denny Hulme

Denny Hulme's final season could scarcely have got off to a better start when he won the opening race in Argentina in 1974, but it soon turned sour. He was one of the drivers who attempted to rescue his former team-mate Peter Revson when Revson's Shadow crashed heavily during testing at Kyalami in March. As he washed blood off himself in the shower afterwards, 'The Bear' went into survival mode for the remainder of a season that yielded just a second place in Austria to add to that final victory. If only he'd quit at the end of 1973.

Jody Scheckter

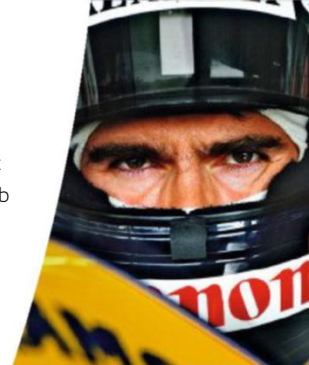
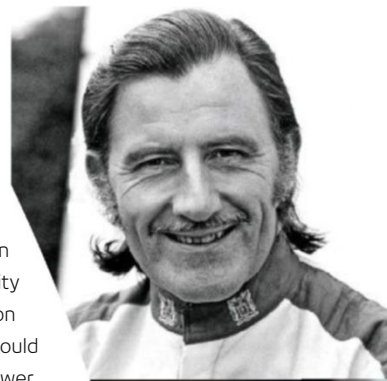
Few champions have ever made a less convincing defence of their title than South African Scheckter, who by 1980 was a pale shadow of the roustabout upstart who had triggered a multi-car shunt in the 1973 British GP. Scheckter's on-track ebullience had gradually matured at Tyrrell and Wolf into the smooth and flowing consistency that was in stark contrast to the heroic, never-say-die swashbuckling of his Ferrari team-mate Gilles Villeneuve. The French-Canadian's star was undimmed as they battled the pathetic T5 in 1980; Jody, however, the great mountain climbed in 1979, went unnoticed in his dust.

Damon Hill

How sweet would it have been had Damon Hill wrapped up an undeservedly underrated career at the end of 1998, the season in which he had proved he didn't need a Williams to win a grand prix. At Spa he had turned Jordan's topsy-turvy season around with a superb victory – the team's first – ahead of team-mate Ralf Schumacher. Like Scheckter, however, he became too aware of the risks of his profession in 1999 and would have quit in the middle of the year but for Eddie Jordan's insistence on appeasing sponsor Benson and Hedges by having a British driver on board.

Rubens Barrichello

Once the youngest driver on the grid, Barrichello was another who clung on past his best. Had he retired at the end of 2009, after pushing world champion-elect and Brawn team-mate Jenson Button hard, he would have brought down the curtain in style on a career that yielded 11 victories, 68 podiums and 658 points over the course of 284 starts for Jordan, Ferrari, Stewart, Honda and Brawn. Instead, he ran another two years and 38 races for Williams, where he had trouble rekindling the spark.





"As a driver I bring speed, I bring points. I get the best out of the car over a race weekend"

succeed. Without them we wouldn't be here and without the fans we wouldn't be here either, and I understand all that."

Because of all that experience, he does all those jobs, qualifying aside, very well.

"As a driver I bring speed, I bring points. I feel that I get the best out of the car over a race weekend, and that's not just in driving it as fast as I can but in getting the best out of the car from the start to the finish of the race in terms of looking after the tyres, looking after the brakes, looking after the fuel, always getting the maximum out of what I have to get me to the end of the race. Not every lap, because it's a bigger picture than that. It's about getting to the end of the race as quick as you can. And I personally feel I can get to the end of the race as quick as, if not quicker, than any other driver."

So what about the qualifying thing? "Saturdays have never been my strength, ever in my career, and this year I've found them a little bit more difficult because of the way the tyres have been," he readily admits. "In reality you make your job easier or harder and I've always made it a little bit harder, but I don't think that's hurt my results too much.

"I feel this year I've done a great job in the races and don't think I could have done better. Saturdays have been my weakness, but that's something I've been working on, and I feel it's getting better and that sometimes I've just been unlucky rather than it being performance-related."

Losing his father, a man universally loved and respected within the racing family, could not have been harder. But in life you hide the hurt, especially in the F1 Piranha Club. You find a way to cope, to make the sense of loss a motivating factor rather than something that weakens you. You carry their flame with an ever-tighter grip, like a badge of honour, into every battle.

"Every race is emotional," Jenson admits. "I see a lot of pictures of him and it's a strange feeling. I'm sure we all have that feeling when we lose someone. Formula 1 is what he loved more than anything in life and that gives me →

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"I want to carry on racing for longer and longer because that is the connection I really had with my dad"



JENSON DOES F1 RACING

The 2009 world champion has been a regular on the cover of *F1 Racing*, since he started out in Formula 1 in 2000



the feeling that I want to carry on racing for longer and longer because that is the connection I really had with my dad."

It goes deeper even than that, because racing is part of Button's DNA, as it is with all the purest racers.

"I still drive in Formula 1 for a living," he laughs, "so I'm still the stupidest man on this earth... but I don't feel old. I still feel like I have just jumped into my first F1 car."

When you listen to Jenson in full swing, he clearly still has that passion to compete. "The hunger is definitely still there," he agrees. "It hurts when you're not quick, but only one person can win each grand prix and so you all have to work hard to get back to doing that. But at a place like Monaco it's still an awesome feeling when you come out of the pitlane.

"Having been with this team for so many years, and having been through some tough times last year and a few this year, but also some really good times, I'd love to be here in


the future. Looking at the plans and ideas they have for the future I think McLaren is going to be a great place to be.

"I love being out in the car, however slow or fast you are.

When you are out on the circuit

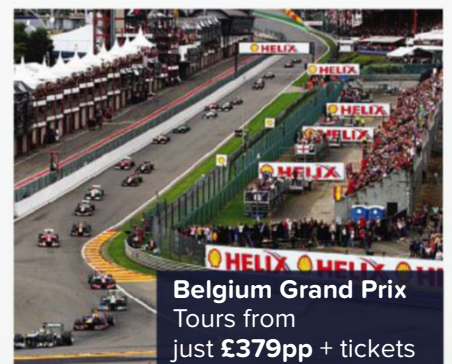
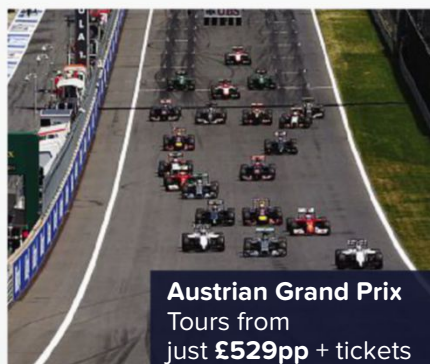
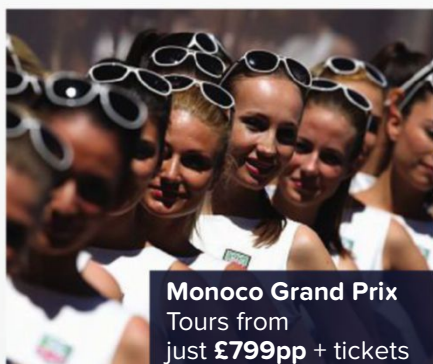
you are enjoying it, because you're pushing the car to the limit and you are trying to get the best out of the car and out of yourself. I enjoy every lap I do, even in the wet when we have no grip. You are still trying to find the limits you don't think others can find. I still love F1 very much. I think the next couple of years in the sport are going to be great. We are going to start finding downforce and I really think we will see more teams fighting at the front. I think this team will be there... And I 100 per cent want to stay in F1."

He doesn't sound like a guy who should be thinking of quitting, or someone who's whistling to keep up his spirits, does he?

The truth is that Jenson Button is still far too good to quit. If circumstance were to bring that about – say if Alonso were to agree terms with McLaren and Honda – it would be a significant loss to a sport in which, on 15 occasions, he's proved that contrary to the old saying about nice guys, you don't actually have to be a selfish bastard to win. 

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GO FIGURE

We take a statistical look at Jenson Button's (almost) 15 seasons of Formula 1



The number of F1 circuits at which Jenson has won GPs – he's raced at a total of 28

ONE HUNDRED AND THIRTEEN

GP starts until he won his first race – the Hungarian GP in 2006



1 ATTEMPT

at the Spa 24 Hours race, back in 1999 in a BMW 320i. The car retired early.

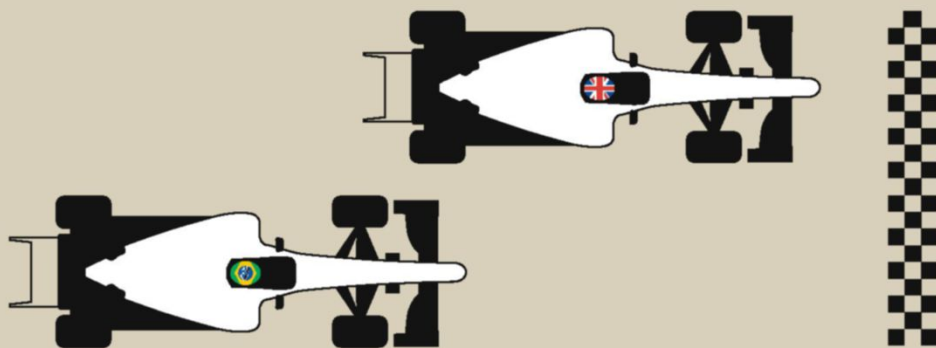
63,000,000

Jenson's reputed net worth, in pounds, according to the 2014 *Sunday Times* Rich List



TWELVE

visits to the podium when driving for McLaren in 2011 – three more than in 2009, his title-winning year



0.16

seconds faster than Bruno Junqueira in the test that won Button the 2000 Williams drive

92 MILES



from the McLaren Technology Centre in Woking, Surrey, to his birthplace in Frome, Somerset



9

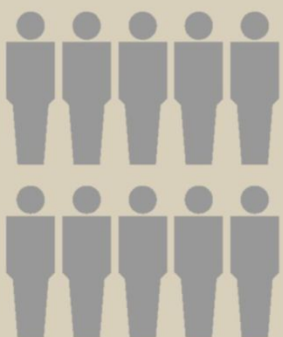
the number of places Button made up from 14th on the grid at the 2009 Brazilian GP to finish fifth and clinch the title

Three times



The number of occasions the Jenson Button Trust Triathlon has taken place

10 different team-mates in F1:



Ralf Schumacher, Giancarlo Fisichella, Jarno Trulli, Takuma Sato, Jacques Villeneuve, Anthony Davidson, Rubens Barrichello, Lewis Hamilton, Sergio Pérez, Kevin Magnussen

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Mobil 1

Eric



In conversation with

Eric Boullier

McLaren's racing director talks us through the sometimes painful process of internal restructuring

INTERVIEW STUART CODLING PORTRAIT STEVEN TEE/LAT

This year McLaren have made a high-profile break away from the traditional structure of a single team principal. You're racing director, but there's also a sporting director (Sam Michael) and an acting CEO (Jonathan Neale). What does your role involve, and has it changed as the new structure has bedded in?

It's 100 per cent the same role [trackside] as I had at Lotus, where there was also a CEO and a team principal. The main difference is that at Lotus I was also in charge of marketing and sales. At McLaren, that's completely separate – we have another company, McLaren Marketing, looking after that side of things. I'm responsible for the sporting and technical performance of McLaren Racing, and I'm at the same level as the CEO – but let's say that there is more of an administrative side to the CEO role because it is focused on managing the company. My role is to make sure everybody is working together to find the performance and produce new parts as fast as possible and at the right quality, so I'm involved in all the technical organisation – from design, aero and software through to manufacturing.

Why is it taking so long to appoint a permanent CEO? Jonathan Neale has been acting in the role since January.

Maybe there's no need. Ron Dennis has been clear that he *could* have a CEO, but he is also assessing the need for one. We're not sure we need one.

A few months ago, you said that the ongoing reorganisation at McLaren might involve "bruising some egos". How is that working out?

McLaren have a very strong and successful history; they know how to do a winning car. There are maybe a couple of things strategically that have been missed over the past few years, and this is perhaps where McLaren have lost ground. So there's a need for a refreshed structure in terms of process, people and speed. The winning culture is there, the facilities are there, but still we need to keep investing – to renew strategically and to adjust to where the restrictions on testing are driving us. Ten years ago we had no restrictions on track testing or on windtunnel usage. Now the approach is very different and the reference points you can have between track and any other simulations have moved. The priorities have changed

FACTFILE

Date of birth 9 November 1973

Place of birth Laval, France

Team McLaren

Role Racing director

2014 Racing director, McLaren Racing

2010 Team principal, Lotus Renault GP

2008 CEO, Gravity Sports Management

2003 Managing director, DAMS

2002 Chief engineer at Racing Engineering, World Series by Nissan

and we have to move to a new way of working. This is why maybe some egos that have been used to doing things a certain way for many years have had to leave their past experience and see the world differently.

From an outsider's point of view, it does seem as though this year's car has many of the same flaws as its predecessor – the aero package demanding too stiff a suspension, and so on.

That's why I'm here – to change this!

How soon do you expect your new chief engineer Peter Prodromou to start exerting an influence over the way things are done in the aero department?

It started as soon as he passed through the door. It's clear he's going to have a very important input into the team, but I think the structure we've put in place has already started to deliver. There's no big jump; we already know, today, that next year's car is better than this year's car, but we don't have a magic wand to bring it onto the track straight away. We expect the path to recovery – or the slope, let's say – to be steep,

but Peter will help us to go to the top of it faster.

What about the relationship with Honda? Do you see any challenges ahead there? It's seemed over the past couple of months that McLaren and Honda haven't been on quite on the same page in terms of saying when the engine would run in the car for the first time, for instance.

Let's be clear. Nobody has said different things. There has been just one message about when we will run the engine for the first time: we want to keep it open to test as early as possible, but if we cannot do these testing days, or get the maximum out of them, then we will postpone until the next test. This has maybe been a bit lost in translation, I think.

One of the reasons for Mercedes' success this year has been the integration between the chassis, aero and engine departments. How are you going to bring Honda into a similarly close orbit?

It's already done. Next year's car is already well advanced in terms of engine integration, and Honda's engineers and our engineers are talking well at every level. 🇩🇪

BIG TROUBLE



IN LITTLE ITALY

Ferrari, in so many ways a microcosm of the Italian nation they proudly represent, are in trouble. Big trouble. **Peter Windsor**, general manager for the Scuderia from 1989 to 1990, proposes a fix for the competitive slump



It could have been so sweet.

Adrian Newey. Ferrari's money and might. Fernando Alonso.

And, for a while, it was. In what would have ranked among his greatest achievements in his third term as president of Ferrari, Luca Di Montezemolo had finally (and very secretly) concluded a deal with F1's greatest current design engineer. It was April 2014. Within 12 months, Di Montezemolo believed, Ferrari would be en route to another golden era. Restructuring would be required; many stalwarts would be

obliged to leave. Ferrari, though, would be back where they belonged.

As quickly as the negotiations with Newey reached a handshake, however, they collapsed. News of the deal leaked to the Italian press and, although Di Montezemolo denied breaking the silence, Newey came to the inevitable conclusion that politics at Ferrari would always override logic. He called off the move.

As Bobby Rahal's had been at Ford (when he, too, lost a Newey deal just as it seemed a →

INSETS: CHARLES COATES/LAT; STEVEN TEE/LAT

formality) Di Montezemolo's days were thus numbered. Fiat had already replaced Stefano Domenicali with Marco Mattiacci, a high-flyer from the Ferrari road-car division in North America. Italian-chic Luca was thus moved sideways after the Italian GP and replaced, as president, by Sergio Marchionne, the Italian-popular president of Fiat-Chrysler.

So where does that leave Ferrari? Can the new Fiat-dominated regime create a team to beat Mercedes and Red Bull? And what of a Ferrari without Di Montezemolo?

To understand Fiat's influence over Ferrari is to understand a road-car company that is a historic and integral part of an Italian mosaic. The Agnelli dynasty, shored up by huge new legal barricades in the mid-1980s, has been as much about political power as it has been – and still is – about the brand Fiat. And the snapshots are many: there's the company's founder, Giovanni Agnelli, rubbing shoulders with Benito Mussolini; and there's his grandson, Gianni Agnelli, still wearing his wristwatch outside his shirt cuff, selling a stake in Fiat to Colonel Gaddafi's Libyan Arab Foreign Bank, and taking quick trips over the Adriatic on languid days in summer, to hover his Augusta above the ocean while he and friends took quick dips.

And isn't that the former Italian Prime Minister, Bettino Craxi, easing through Fiat's purchase of Alfa Romeo in order to keep Ford out of the picture? Ah, *La dolce vita*.

Fiat's 60 per cent local market share slowly dwindled in the 1990s. The company lurched from great times to hard times and back again to stronger days. The oversized Cinquecento aside, Fiat don't make beautiful road cars any more; as Marchionne's global brand, however, Fiat is making money. And that is good news for the most important F1 team in the history of the sport. Enzo Ferrari sold a 50 per cent shareholding of his company to Fiat in 1969 – and Fiat bought a further 38 per cent in 2008.

And so the legends were made. You wouldn't forget the sight, long ago in Cap Ferrat, of Luca Di Montezemolo, in front of guests he'd never met, stripping naked for a quick dip in the pool. There you were, eating your melon and parma ham. And there was Luca, walking around as if he was in his own Garden of Eden.

Which, I guess, to some extent he was. Massive funding from Fiat. Endless sponsorship from Marlboro. F1 political power beyond imagination. What Ferrari didn't have, Fiat

“Despite Alonso, despite Santander, despite Philip Morris, Ferrari were being beaten. It couldn't last”



bought. Yet the cliché, over the years, has of course been Ferrari's frequent inability to stitch it all together. Usually it's been the chassis (and the aero) at the expense of a great engine and gearbox. Recently, with engine design now more standardised, and with no hope of mid-season development, it's been a double-whammy.

So where do we stand? What, now that the Newey deal has gone, is the future?

Ferrari will miss many aspects of Montezemolo's quirky style. You could argue, for example, that leaders in his position shouldn't

also have started a high-speed train company (NTV), or an investment bank, or bought a perfume company. But then Luca would reply, a persuasive glint in his eye, that there's nothing more efficient than high-speed trains and that Acqua di Parma is by any standards more than “just a perfume”. Why shouldn't he indulge?

By September this year Luca was an aeon away from the intense, Levi's-wearing hard-charger with whom you shared a beer at Jarama, 1974, when he was in the process of giving Niki Lauda weeks of endless testing at Fiorano and thereby



Di Montezemolo's stock with the Fiat board was already low. But his last-minute failure to tempt star designer Adrian Newey (far left) to the team sealed his fate

changing F1 ideology forever. Forty years on he was still a guy prepared to take a risk – but his credit with Fiat – the new Fiat – was running dangerously low. Despite Alonso, despite Santander, despite Philip Morris, Ferrari were being beaten. It couldn't last.

Where did it go wrong? I believe Luca made a big mistake in 2008, when, out of character and out of context, he began to criticise Bernard Ecclestone and demand a larger slice of the financial cake for Ferrari. What he said at Monza that year no doubt pleased the Fiat board, but in

F1 Private Club terms he was being as delicate as a US tax official asking a local resident of Zurich about the location of a decent private bank. When Luca compounded this by announcing his presidency of the new Formula One Teams' Association (FOTA) and their intention perhaps to set up a breakaway F1 world championship, Ferrari's short-term fate was sealed.

Who knows how Ferrari's 2009-14 might have unfolded? What we do know is that it hasn't been good. What we also know is that Ferrari wins are excellent for F1 business. Any Ferrari

team principal worth his salary should list 'a harmonious relationship with Bernie Ecclestone' as his priority, before focusing on the more mundane headings of 'big budget', 'fast drivers', 'great engineer' and 'slick management'. With Ecclestone against you, none of the other things, regardless of whether you're running a Fernando Alonso or a Sebastian Vettel, amount to more than a pile of Italian *lire*.

Yet Luca committed this cardinal mistake. I can only imagine that he (like many F1-successful people) began, with the passage →

Ferrari fall-outs

Alonso's shock Scuderia exit makes him the latest in a line of stars whose time at Maranello was cut short...

■ René Arnoux

He switched from Renault to Ferrari for 1983, winning three races and finishing third in the drivers' championship. After a difficult 1984, Arnoux was retained for 1985, then abruptly sacked after one race for reasons never made public.

■ Niki Lauda

He took Ferrari to their first drivers' title in 11 years in 1975, and became a legend after his return from serious injury in 1976. But when he parked his car at the title decider at Fuji, Enzo Ferrari questioned his resolve. Lauda quit after winning the 1977 title.

■ Alain Prost

After a successful 1990, Prost grew frustrated with the Scuderia's politics and his inferior car. His public displays of annoyance led to him being sacked before the last race of 1991.

■ Michael Schumacher

He was unsure about committing to Ferrari for 2007, so Di Montezemolo signed up Kimi Räikkönen, backing Michael into a corner and prompting him to announce his (first) retirement at the '06 Italian GP.

■ Kimi Räikkönen

He won the title in his first season at Ferrari in 2007, but was overshadowed by team-mate Felipe Massa in '08, and fared little better in '09. Ferrari paid Räikkönen to go rallying in 2010, so they could replace him with Alonso.



of time, and with said distractions from other businesses, to believe his own press and to be coloured by his own wealth and fame. To believe, indeed, that he and Ferrari were every bit as powerful as Ecclestone – and to confuse real politics with the private club that is F1.

He was correct at one level – at the level of 'F1 needs Ferrari more than Ferrari needs F1'. At the level at which they settled, however – with Di Montezemolo blinking in the headlights before accepting a bonus FOTA departure payment from Ecclestone – it was negative. At a time

when Ferrari could have been using Ecclestone's support (for creating, for example, new F1 regs that would work *for* Ferrari) the F1 momentum had shifted inexorably to Red Bull and Mercedes – two of the big-money F1 spenders who knew, and know, how to play the F1 game.

So you can ask: what needs to be done, right now, to turn things around? And you can answer: nothing is that simple. Where we are is where the past six years have placed us – with the added disadvantage, as I say, of Ferrari lacking the sort of F1 political support that might have been.

"Had the Newey deal not foundered, Alonso would be at Ferrari in 2015"



Alonso's exit leaves a team in turmoil. Other key departures include (clockwise from top left) Chris Dyer, Aldo Costa, Davide Terletti, Felipe Massa, Stefano Domenicali and Luca Marmorini

worked under Ross Brawn but was fired in 2012 when it was clear that the Ferrari chassis was not a Red Bull. He's now designing a winning car for Mercedes. Ask Luca Marmorini, the engine man who left Ferrari for Toyota, was asked by Ferrari to return – and was then sacked earlier this year. Ask Davide Terletti, the talented ex-Ferrari finite-element chassis designer who's now consulting for the FIA. Ask Stefano Domenicali. Ask Felipe Massa, who was released for being too slow as a number-two but is now leading races for Williams and beating Kimi Räikkönen. Ask, yes, Luca Di Montezemolo and Fernando Alonso.

You work in fear of your job, in other words – which is insane. If Williams had fired head of aero Jason Somerville because their 2013 car was a dog, they wouldn't have had this year's front-runner. It's called trust. Faith. Real teamwork.

Beyond that, I think Fiat-Ferrari are still confused about drivers – about how drivers work and about how they ply their craft. Michael, of course, ran his show and ran it well. Kimi, in 2007, inherited many of the elements that Michael created. Then they hired Fernando – no Michael when it comes to team management – who is far from benign in terms of who he likes and what he wants around him. I think you could list Pat Fry (engineering director), Nikolas Tombazis (chief designer) and Stefano Domenicali (former team principal) as three guys really trusted by Fernando, which tells you why there were cracks in the walls mid-season for which there was no quick fix.

Had the Newey deal not foundered, Alonso would be at Ferrari in 2015. Founder it did, though. Fernando lost first Domenicali then Di Montezemolo's Newey deal. Given the slowness of the F14 T, it was going to take a lot to keep Alonso interested – and therein lies the issue. A Michael or a Niki could have salvaged the better points of a tough year, but Fernando's nature is to see things in black and white. You're either for him or against him. A team principal's job is to mitigate such reasoning; Mattiacci, new to F1, went the other way.

His team, in fairness to Fernando, is indeed a mess – and that's mainly because technical director James Allison has, from the start, been placed in a ridiculously delicate position. Good though he is as an aerodynamics engineer (I'd put him in the Pete Prodromou-tier, just below Adrian), he has to do more than sculpt a car at Maranello. He is obliged to manage the politics with Pat and Nikolas, plus the power unit →

The ethos at Ferrari at present is I think characterised by the Fiat road-car methodology of not taking risks until the downsides have been minimised and the employees scared into conservatism: lots of money, lots of good, hard-working people, lots of meetings and lots of chat. And a big, hard boot if you happen to be seen to be making a mistake. Ask Chris Dyer, who remains – even though he's disappeared from F1 – one of the best race engineers in the business. He was scapegoated after making the wrong call at Abu Dhabi in 2010. Ask Aldo Costa, who

When Ferrari get it right...



500 (1952-53)

Formula 1 adopted Formula 2 regulations for the 1952 and '53 seasons, and Ferrari capitalised. The well-balanced 500 was the only works car on the grid designed for the two-litre rules and Alberto Ascari dominated, winning 11 races – including nine in a row – across the two seasons to claim Ferrari's first two drivers' crowns.



312T (1975)

Ferrari's 1974 challenger, the 312B3, suffered from inconsistent handling, prompting designer Mauro Forghieri to adopt an elegant solution for the 312T: mounting the gearbox for the flat-12 engine in a transverse position. That allowed it to be placed ahead of the rear axle, transforming the handling. Niki Lauda took the '75 title in it.



F2002 (2002-03)

Michael Schumacher had already won two titles for Ferrari by the time he got his hands on the F2002, but this car took his domination to the next level. It was designed to be very light and had various innovations including a fused titanium gearbox. It won 15 of the 19 races it contested across the 2002 and 2003 seasons.

PHOTOS: CHARLES COATES/LAT; ALASTAIR STALEY/LAT; STEVE ETHERINGTON/LAT; STEVEN TEE/LAT; LAT ARCHIVE; SUTTON IMAGES

...and when they get it wrong



312T5 (1980)

The 1980 312T5 was a development of the title-winning 1979 car – but there was little scope for development left. Ferrari's Cosworth DFV-powered rivals were able to benefit from the improved aerodynamics enabled by the smaller powerplant. Reigning champion Jody Scheckter scored two points, and failed to qualify in Canada.



F1-86 (1986)

In the mid-1980s turbo era, Ferrari's V6 Tipo 032 powerplant was one of the most fearsome on the grid, limited to 850bhp in races, but capable of 1,200bhp on a qualifying lap. It was a rocket in a straight line, but poor aero meant the F1-86 struggled in the corners. Michele Alboreto's P2 in Austria was the team's best result of the year.



642/643 (1991)

With Alain Prost challenging for the 1990 title in the 641, hopes were high for the 1991 car. The 642 was a development of the 641, but Prost and Jean Alesi struggled to cope with the car's inconsistent handling. The 643 was introduced mid-season but didn't fare much better: Prost compared the handling to that of a truck...



The highly rated James Allison needs to be allowed to get on with designing a winning 2015 Ferrari – without the distraction of politics

division – something Adrian would not have tolerated in the deal that never was. Fry oversees engine design while Allison is limited only to the chassis – but who has ultimate control of that chassis? And where does engine design meet the compromises inevitably asked of the chassis?

So already you have confusion. I think that if there was anyone out there who *could* have done a good job with an engine next year, it would have been Marmorini. His is a big loss, although I'm sure enough is in place for Ferrari to have a decent engine in 2015. As with the departure of Ross Brawn, the long-term effects will be telling.

The Renzo Piano-designed windtunnel at Maranello is improving. Tombazis was initially unequivocal about its lack of track correlation, but we've got to assume that James is now on top of this. The problem, though, is classic: boundary layers are critical to uninterrupted, accurate airflow and F1 history has shown that tunnels designed as 60 per cent (as per the Piano tunnel and the F1 rules) are hard to manage accurately, even if they are spacious enough to accept a full-sized car. I guess Piano wasn't worried about this when he was working on the superificials.

As for the F14 T, what's with the high-angularity front suspension that induces so much difference in track dimension when the nose moves? I guess, given their tunnel problems, Ferrari have been obliged to eke everything they can from the car aerodynamically. And the luxury of running Fernando was that they *could* run super-stiff with the car when all else failed – and as their suspension geometry demanded. Fernando is about the only driver who can consistently drive a stiff car on the absolute limit. Kimi can't. And nor could Felipe. So why persist for three years? We can only imagine what Fernando would have done in a Ferrari that at least had some suspension compliance – in cars, to be sure, like the Mercedes, Red Bull-Renault or Williams-Mercedes.

The hope for 2015 is that James Allison will have fine-tuned the tunnel to the level of working around an aero package that gives more scope for wheel compliance. The problem for James is finding harmony within the layers of committees that sign off every part of the car. And, when he's not doing all that, keeping the board informed while balancing internal politics against the →

THERE'S NOTHING LIKE FEELING FREE



Frederm. FOR SPOT-PRONE SKIN



“Seb will identify the good guys and, more importantly, I think Mattiacci will listen to him. Ergo, Ferrari will win again”

inter-departmental – and ego-driven – survival ethos of those he is trying to manage. Not easy.

He will have, as an asset, Sebastian Vettel. We don't yet know if Seb will be a Michael in terms of helping the technical team find their sweet spot, but I'm inclined to think so. For one thing he's well-organised; for another he's bright and will have learnt from his Red Bull days. Mark Webber would argue that Seb is *not* a diplomat – but then I'm sure the same was true of Michael and I *know* it was for Niki back in 1974-77.

I think Seb will identify the good guys and I think Mattiacci will listen to him. Ergo, Ferrari will win again. Whether they can ever stitch together a dominating year such as that of Mercedes in 2014 is another matter. The ingredients are there but need to be filtered. And James Allison needs to be allowed to get on with it. Maybe Mattiacci can also take up the F1 political slack with the supreme powers. I don't know. It depends on whether he speaks Flavio's kind of Italian. What we *can* say is that Mattiacci is sufficiently ignorant of the physics of driving to be able to persuade Marchionne to say goodbye to a genius named Fernando Alonso.

If I was Mattiacci I would have been pushing hard for three-car F1 teams so I could run Fernando alongside Seb and Kimi to avoid the embarrassment of Fernando working wonders with a McLaren-Honda. I would also be asking why Seb Vettel has been blown away this year by an Aussie whose previous experience was mid-fielding a Toro Rosso. If you're going to squeeze an Alonso out of your team, in other words, you're going to have to be pretty damn sure that you can create a car good enough to enable a Vettel to do some winning. That takes more than exhorting the team to “work harder” or the realisation that “you can't be successful without a competitive car”; the team doesn't need those platitudes.

It needs, instead, to be something of a Red Bull – to be the Fiat-financed Red Bull it almost became – and, with Michael, that it used to be. They failed to sign Adrian but instead they now have Seb Vettel.

The strain will be there – in every sense of the phrase.

Double meaning and hidden statement. At Ferrari it is forever thus. 🇮🇹



The future of Ferrari: A Fiat-funded team run along the lines of Red Bull, built around the talents of Sebastian Vettel, with Mattiacci and Allison in charge

PHOTOS: STEVEN TEE/LAT; CHARLES COATES/LAT; ANDY HONE/LAT



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THE RISE AND FALL OF LUCA DI MONTEZEMOLO



Over the course of 23 years, Luca Di Montezemolo guided Ferrari to new heights, both on and off the track. But social and political change in Italy, along with the F1 team's failure to perform, made his previously inconceivable departure inevitable

WORDS PINO ALLIEVI **PICTURES** LORENZO BELLANCA



Di Montezemolo joined Ferrari in 1973, as Enzo Ferrari's assistant, and since 2000 has overseen the F1 team's period of greatest success



INSETS: LAT ARCHIVE

S

pring, 2008.

A warm wind shakes the last few lime leaves from the dappled trees, pavement cafés jockey for position with double-parked cars, and the laid-back atmosphere is like something straight out of a Fellini film. Luca Di Montezemolo climbs out of his

chauffeur-driven car, but heads straight for an espresso in his office on the opposite side of the road instead: the headquarters of Confindustria (the association of Italian industries) housed in a beautiful building overlooking the city, where he works from the top floor.

He wears an impeccably tailored blue chalk-stripe suit and runs his right hand through his hair as he speaks. He jokes about his much-rumoured political ambitions and chats casually about football. Then I ask him if he could ever envisage not having Ferrari in his life.

He thinks about it for a moment and replies: "I can't imagine it. Ferrari is everything for me; my home..." The off-the-cuff question seems to have caught him by surprise, and his answer makes

me think that he sees himself staying at Maranello for life, just like Enzo Ferrari. But *il Commendatore* was the founder and co-owner of the company, whereas Di Montezemolo is simply the man put in charge of running one of Italy's most precious icons by Fiat.

I thought back to that springtime in Rome when, while the Italian Grand Prix was taking place this September, I was urged to read what Fiat-Chrysler CEO Sergio Marchionne had just said at Cernobbio on Lake Como, during a conference of Italian industrialists and economists: "Di Montezemolo's comments at Monza yesterday? Nobody is indispensable and Ferrari haven't won since 2008."

It was a stark and violent statement. In that moment I knew – although, to be fair, not much intuition was needed – that Di Montezemolo's long career at Ferrari was over. Three days later the confirmation came at a press conference in Maranello, when the two managers stood side by side, wearing forced smiles, and Marchionne declared: "Ferrari cannot be autonomous, and I am taking control myself as this is what the company owners want. My role is not just going to be temporary, it's a full and long-term commitment."

The following day, Fiat revealed just how much the removal of Di Montezemolo, after 23 seasons at Ferrari, had cost them: €27million (£21million) – half payable immediately, half in ten years' time – which is more or less what Fernando Alonso receives for a full season of F1. There is an additional clause: Di Montezemolo is not allowed to carry out any activities that are in competition with the Fiat group for the next five years. With the entry of Fiat-Chrysler on the New York stock exchange on 13 October, →

WHEN DI MONTEZEMOLO TOOK CONTROL OF FERRARI IN 1991, TURNOVER WAS 'JUST' €329MILLION. BY 2013 TURNOVER WAS €2.3BILLION. THERE'S NO ARGUING WITH THE NUMBERS.

Under his guidance, Ferrari came of age



Marchionne's role became even more hands-on. The same day, 67-year-old Luca Cordero Di Montezemolo started a new life outside Fiat, of which he had been an integral part since 1973, when he was barely 26 years old. Armed with a law degree and the friendship of the Agnelli family, he was employed as Enzo Ferrari's assistant on a salary equivalent to €200 (£160) a month: somewhat shy of the €2.7million (£2.1m) he was paid in his last full year at Ferrari. Through salary, stock options, bonuses and other remunerations, he has banked around €112million (£89million) in the past ten years.

It was the end of an era that Bernie Ecclestone, somewhat exaggeratedly, compared to the death of Enzo Ferrari. But 23 years at the helm of the Prancing Horse had made Di Montezemolo a seemingly untouchable leader, who appeared destined to remain on high in perpetuity.

It was the FCA (Fiat Chrysler Automobiles) Group's arrival on Wall Street that sealed his fate, with the new regime requiring Marchionne to take the reins of Ferrari. This was something that had been brewing for a while, with the pretext of a lack of results in F1 not fooling anybody. In truth, there were various reasons

behind the breakdown in the relationship between Di Montezemolo and the heirs to the Agnelli throne (principally with FCA president John Elkann, son of Gianni Agnelli's daughter, Margherita), who first installed him within Ferrari then elevated him to the chairmanship of Fiat.

Two decades of leadership can weigh heavily: times and relationships change, so it's almost inevitable that at some stage the point of no return is reached. Even for Di Montezemolo, who has won more than anybody else in F1 from 2000 to date, and produced some astonishing figures in the boardroom. Ferrari's turnover in 2013 was €2.3billion (£1.8billion), with a €246million (£196million) profit. Di Montezemolo steered Ferrari into the 21st century in the best way, skilfully delivering a high-quality product with unparalleled

allure to the best customers. Turnover was 'just' €329million (£226m) when Di Montezemolo took over in 1991, with a profit of €12.1million (£8.2m). There's no arguing with the numbers. Under his guidance, Ferrari came of age.

Di Montezemolo had the gift of tapping into the psychology of Ferrari customers: their tastes, preferences and weaknesses. He also had the advantage of being able to capitalise on new territories, with China, India and other emerging economies producing fresh billionaires, all eager to acquire the obligatory European status symbols – including, of course, a Ferrari.

A FEW THOUSAND REASONS WHY DI MONTEZEMOLO HAD TO GO



It would have meant little had Di Montezemolo not been able to inject his own brand of Italian glamour into the company, seamlessly connecting the worlds of style and industry. He was as comfortable kissing Sharon Stone's hand as he was mixing with heads of state and royalty as a social equal. Like Enzo Ferrari before him, Di Montezemolo is a natural marketing genius.

At the same time, Di Montezemolo was rebuilding the competitions department, which had failed to win a world championship for many years. There, he once more proved he had the knack of listening to the right advice from the right people; and one person in particular, who also needed a successful Ferrari to help revitalise Formula 1: Bernie Ecclestone.

Ecclestone was there when Di Montezemolo arrived at Maranello and is still there now that the Italian is leaving.

"I'm sorry that Luca is going because it's the end of an era," said Ecclestone. "He was a strong personality, a bit too harsh sometimes, but in the end he was a constructive presence. I wish him all the best for the future."

Ecclestone has always been a staunch Ferrari ally, describing himself as a fan of the company: he owns a stunning collection of old Ferrari F1 cars. And during the most critical moments, he did everything he could to help the red corner. When Di Montezemolo found himself with a directionless team halfway through 1992 (not dissimilar to the current situation) Ecclestone quickly suggested a way to stop the rot by giving him a crucial contact: "I know the right man for you: Jean Todt, who made Peugeot win in rallying and at Le Mans. Take him on."

Di Montezemolo agreed, and Ecclestone was straight on the phone to Todt: "Call this

number, Ferrari is waiting to hear from you."

The date was 2 July. Todt drove his Mercedes to Di Montezemolo's villa in the hills above Bologna for the first of many meetings that led to an agreement in March 1993.

This was the first keystone of the rebuilding process. And it was Ecclestone who was the catalyst in the employment of Michael Schumacher. Di Montezemolo displayed both insight and humility in taking Ecclestone's advice, presiding brilliantly over the resulting rewards for the next decade. Success on the track was mirrored by success in the showroom, starting with the 550 Maranello, equipped with a V12 engine as Enzo would have wanted, which was launched in 1996.

In 1997, Di Montezemolo commissioned celebrity architect Renzo Piano to design Ferrari's new windtunnel building, then oversaw the acquisition of Maserati and yet another automotive renaissance: beginning with the Quattroporte. Other key Ferrari models also arrived: the 550 Barchetta produced for just 448 selected clients, the 660-horsepower and 220mph Enzo, the 612 Scaglietti and many more – right up to the current California and incredible LaFerrari.

The factory also expanded significantly under Di Montezemolo's reign, following the traditions of using the latest technology (which was always the case at Ferrari, even though Enzo used to describe it as an 'artisanal workshop'). Functional and previously anonymous departments such as the paint shop or product-development office were transformed into industrial showcases, thanks to the services of celebrity architects such as Marco Visconti, Massimiliano Fuksas and Jean Nouvel. →

You might think his F1 team's inability to bring home the grand prix bacon for six whole seasons might have been enough to cost Ferrari president Luca Di Montezemolo his job. That lack of success, even with blameless Fernando Alonso as lead driver, certainly didn't help. But the main reason for Di Montezemolo's abrupt and brutal dismissal by Chrysler-Fiat chief Sergio Marchionne was his stubborn refusal to allow Ferrari's road-car business to expand beyond about 7,000 cars a year, and for its hallowed name to be used in the modern ways of image-building.

Marchionne and Di Montezemolo rubbed along for a decade as respective heads of huge Fiat and tiny Ferrari, but during that time Marchionne came to believe, given ever-increasing demand from new markets such as China, that Maranello could build 50 per cent more of its iconic automobiles, certainly 10,000 a year, without harming exclusivity. The success of rivals like Lamborghini, whose volume has rapidly risen under their owner, Audi, backed his argument.

Ironically, when Di Montezemolo began his current term at Ferrari in 1992, it was with expansion of the car business in mind. Ferrari was then making fewer than 4,000 cars a year and – as today's classic-car market shows – its Mondial, 348 and Testarossa models were not as good as Ferrari road cars had been or would become. Di Montezemolo improved the staple models and launched hugely profitable limited editions such as the F40, F50, Enzo and LaFerrari. But he kept a lid on production numbers.

Pressure on him to change increased recently, leading him to remark that Maranello was "an American company now", an arch reference to the fact that its beleaguered parent, Fiat, was eyeing a full merger with Chrysler, having already benefited from the association. It was one comment too far.

Steve Croyley

Editor-in-chief of *Autocar* magazine

LUCA CORDERO DI MONTEZEMOLO

UNDER MARCHIONNE
THIS IS GOING TO BE
A VERY DIFFERENT
FERRARI.

“WINNING
IS NOT
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THERE WILL
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F1 TEAM”

Di Montezemolo was an astute manager of the bigger picture. Once everything was working smoothly, he let Todt run the race team exactly as he liked in order to free up his own time to concentrate on Ferrari's image and profitability.

Ferrari's on-track success also allowed Di Montezemolo to pursue other unconnected ventures, such as furniture firm Poltrona Frau, fashion investment company Charme and various financial and marine businesses, as well as founding political think-tank Italia Futura. Conceived as a vehicle for Di Montezemolo's possible entry into politics, it was a case of the wrong place at the wrong time, just as Silvio

INSET: STEVE THERINGTON/LAT



Di Montezemolo has always had a strong ally in F1 boss Bernie Ecclestone, reaping the benefits of Ecclestone's advice over the years

<u>Date of birth</u>	31 August 1947
<u>Place of birth</u>	Bologna, Italy
<u>1971</u>	Graduates from University of Rome with law degree
<u>1973</u>	Joins Ferrari as assistant to Enzo Ferrari
<u>1974</u>	Becomes manager of Scuderia Ferrari
<u>1976</u>	Role expands to include all Fiat Group racing activities. He is later appointed director of external relations for Fiat Group, the role soon changing to head of public relations for Fiat Group
<u>1981</u>	Named CEO of Iteda SpA, Fiat Group's publishing division
<u>1984</u>	Takes on role of CEO for Cinzano International SpA
<u>1985</u>	Leaves Fiat Group to become head of Italia '90 World Cup organising committee
<u>1991</u>	Rejoins Ferrari as chairman of Ferrari SpA
<u>1997</u>	Becomes chairman of Maserati SpA, serving in that role until 2005
<u>2001</u>	Chairs Italian Federation of Newspaper Publishers
<u>2004</u>	Named chairman of Fiat Group, serving in that role until 2010
<u>2009</u>	Founds political think-tank Italia Futura
<u>2014</u>	Resigns as chairman of Ferrari SpA

Berlusconi's empire was collapsing. Then there was his involvement in the NTV railway company, which so far has resulted in a loss.

He also put Etihad in contact with Alitalia, lining himself up for the role of chairman, which he envisaged carrying out on top of his Ferrari duties. All these activities would undoubtedly have demanded a lot of time and money, perhaps distracting him from what was going on at the racetrack. Di Montezemolo dispensed with the services of Aldo Costa – who has since been key to Mercedes' success – and distanced himself from Stefano Domenicali, right at the time when these key employees were hoping to conclude two contracts that could have revolutionised Ferrari's fortunes. The first one

(the outcome of which was very uncertain) was with Adrian Newey, and the second one (which was practically done) was with Andy Cowell, in charge of the power unit at Mercedes.

The Di Montezemolo phenomenon was created at the world's race circuits, and that's where his absence will be most keenly felt. Marchionne's background, by contrast, is strictly financial; he is an extremely capable, intelligent and cultured manager (with a degree in literature and philosophy). No doubt he already has a plan in place to use his time at Ferrari to the maximum, during a delicate period in which he is also channelling €5 billion (£4.6bn) into the re-launch of Alfa Romeo, without compromising the performance of the FCA Group and the company's focus on the Chinese market.

Furthermore, Ferrari have a natural obligation to be represented in elevated social circles, to which Marchionne – who turned up to an audience with Barack Obama wearing a black jumper – is slightly allergic.

Under Marchionne, who grew up in Canada and is the son of a policeman, this will be a very different Ferrari. So far, he has only ever turned up at the race track as a *tifoso*. Until he assumes control, he is happy to leave the running of the team to Marco Mattiacci, whom he knew well when Mattiacci ran Ferrari in America. Following Domenicali's resignation, it was Marchionne who supported Mattiacci's candidature.

What we are left with is far-reaching social and political change at Ferrari, which goes beyond simple economics. As economist Mauro Bianchi wrote in Italy's *Panorama* magazine: “we are witnessing the end of patriarchal families such as the Agnellis, who appoint managers – however good they may be – who are family friends.”

This is the plain truth. Despite the temptation to search for behind-the-scenes explanations, on this occasion, there aren't any: simplicity and transparency must prevail. As Marchionne says: “Winning, for Ferrari, is not negotiable. There will be a huge effort put into the F1 team.”

Marchionne's Ferrari will have neither the luxury of losing, nor of taking too much time to get back to the top. The new boss, who has a record of giving his employees a strict timescale in which to prove themselves, will invest heavily – but he's in a hurry. This is probably the worst enemy of Ferrari's new philosophy. F1 operates with empirical logic and industrial osmosis that cannot be rushed or forced. Especially when – and Di Montezemolo must accept responsibility for his part in this – the execution of the plan has been flawed in the past. **F1**

Pino Allievi is a columnist for Italy's La Gazzetta dello Sport

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The car that made Williams

GREAT again



The FW36 has propelled Williams back to the sharp end of the grid. And the secret to its success is simple...

WORDS MATT YOUSON

PICTURES GLENN DUNBAR/LAT; MALCOLM GRIFFITHS/LAT



Recent years, arguably recent decades, have seen Williams in serious danger of becoming the team everybody likes. They have the respect of the pitlane, a diehard fanbase and even

supporters of other teams don't have a bad word to say about them. It must be horrible.

Why horrible? Because universal fondness is reserved for those who don't bother anybody. And that's been Williams' lot for a long time. They haven't done enough to excite the passions. They've been middle of the road: everyone's second favourite team. The F1 equivalent of Leyton Orient, fading into senescence like Brabham, Tyrrell and Lotus before them. Mercifully, in 2014, the rot has stopped.

The FW36 isn't Williams back to their magnificent, strutting best but there's definitely an element of jaunty swagger returning to Grove. While Mercedes have the championships by the throat, Williams' turnaround is arguably the bigger achievement. Ninth last season and lacking direction, they're a solid bet to finish third in 2014. They are demonstrably the best of the rest on the horsepower circuits but also – and perhaps more creditably – at least third fastest on the downforce-dominated tracks.

So, what changed? The simple solution is to look to the mighty Mercedes PU106A Hybrid that powers the FW36 – but that alone does not provide all the answers. McLaren and Force India have the same power unit, but have been comfortably leapfrogged by Williams.

There isn't a magic bullet. The FW36 doesn't appear to feature a unique killer technology; →





"The FW36 isn't Williams back to their magnificent, strutting best but there's definitely an element of jaunty swagger returning to Grove"

it doesn't have this generation's blown diffuser or F-duct. The answer to Williams' reversal of fortunes is both more straightforward and more complicated than that: this year, Williams are doing a better job as a team.

To understand why that might be the case, the obvious starting point is to look at the most significant new arrivals. Mike O'Driscoll was appointed Group CEO in May 2013, replacing Alex Burns. Shortly afterwards Mike Coughlan left the team, and was replaced as technical chief by Pat Symonds. Felipe Massa climbed into the cockpit for the new season, and his Ferrari race engineer Rob Smedley, after the requisite period cooling his heels, joined the team as head of vehicle performance, taking on a portfolio previously held by chief test and support

engineer Rod Nelson. Smedley would manage affairs at the circuit, with Nelson back in the operations centre at the factory.

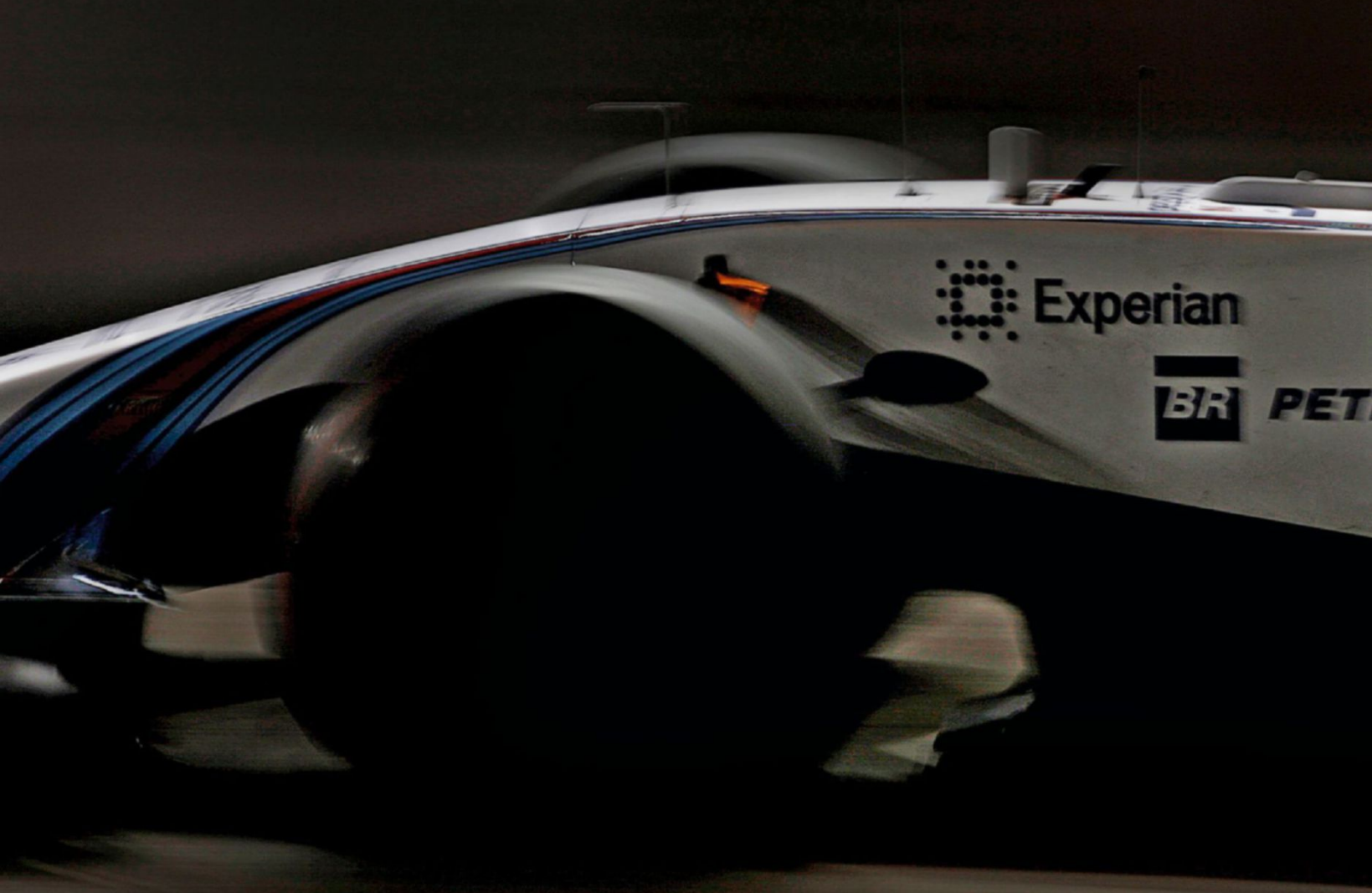
Those are big changes in their own right – but more momentous than the like-for-like replacements is the way in which the Williams team of the past 12 months seems more confident than it has in recent years. Many seasoned Williams-watchers in the paddock have pinpointed Symonds' preference for a collegial atmosphere in the design team as the catalyst for change – though Symonds himself never looks particularly comfortable with excess praise.

"I'm very pleased to be part of it – but I am only part of it, nothing more than that," he says. "When I arrived at Williams I was struck by several things: certainly there were some

fantastic facilities including a world-class windtunnel fully equipped with everything it needed. But I could also see that the approach to designing and developing the car left something to be desired. Those are the things you see immediately. I saw a very uncompetitive car and a team who believed everything would be great if they kept putting new parts on that car. Of course, that doesn't happen.

"After a while, as I got to know the people I realised that not only did Williams have damned good equipment but they also had a really fantastic staff. I've introduced a few new people because any team has some little holes and gaps to fill, but they're a relatively small proportion of the total workforce. What I'm so pleased about is that everyone has responded

"What I'm so pleased about is that everyone has got their self-esteem back. They haven't won a race yet, but it's on the way" **Pat Symonds**



so well and they've got their self-esteem back. They haven't won a race yet, but it's on the way."

Chief designer Ed Wood joined Williams in 2006, having previously worked at Ferrari and Benetton/Renault. He echoes Symonds' sentiment: "Intrinsically, you have a really strong engineering team at Williams. It's difficult to differentiate the quality of people at Williams from the quality of people I worked with at Ferrari or Benetton/Renault. Principally, what's happened this year is that they're being managed as an integrated team again.

"There are many reasons for that, and Pat's obviously a big player. I think we've started to engage with each other in a more honest and open way. What we have at Williams now – and we have had it at times in the past – is a much

more open forum for debate in terms of the engineering decisions that are made for the car.

"That's a big cultural change. You don't want to look back and be too critical of individuals, but if you're managing a large body of intelligent people in a dictatorial way, you can't expect to get the best out of every individual. What you can expect is to get the best of the opinions of the person that's running the place."

It is no coincidence that Williams started to change when O'Driscoll took over its day-to-day running. Formerly managing director of Jaguar and a keen classic sportscar enthusiast, he took a non-executive directorship at Williams in 2011, following the collaboration between Williams and Jaguar on the development of the C-X75 hybrid supercar project.

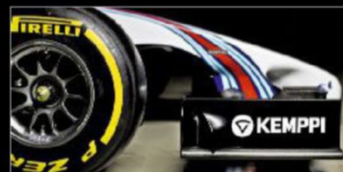
"He's been an important part of the exercise," says Wood. "Mike O'Driscoll describes what we had as a 'silo mentality'. Talented groups of people working in isolation from other talented groups of people. I think there's truth in that. Good technical leadership gets groups of people working together in the right way with the right level of cooperation. That's been a huge factor."

Wood describes the car that came out of the process as "fairly basic", in the sense that Williams concentrated on getting the basics right without being overly distracted with too many whistles and bells. While Mercedes were setting the headline times in winter testing, Williams were quietly racking up the laps, losing little time to technical failures. The team had focused on designing for low weight and good cooling. →



WILLIAMS FW36 TECH SPEC

Engine	Mercedes Benz PU106A Hybrid
Engine Layout	1.6-litre Turbo V6
Brakes	AP 6-piston front and 4-piston rear
Fuel	Petronas
Gearbox	Williams 8-speed semi-automatic
Weight	691kg with driver but without fuel





Williams have enjoyed a reversal of fortune this year, moving from ninth in the constructors' championship in 2013 to third (as of the Russian GP) in 2014, with regular podiums along the way



"Clearly after the FW35, having a big reset and a clean-sheet approach was a good thing. It worked on a number of levels for us" **Ed Wood**



In other seasons overly conservative radiators would be an admission of failure: in 2014 there was a huge amount of merit in a car that didn't consistently catch fire during winter testing.

Undoubtedly the change in regulations came at a good time for Williams. Whenever F1 hits the reboot button it's most beneficial for those with good resources, furthest off the pace. "It absolutely was," concedes Wood. "Clearly after the FW35, having a big reset and a clean-sheet approach was a good thing. I think it worked on a number of levels for us. For example, it's no secret we never really got on top of **Coanda** exhaust systems, so having much more clearly defined pure aerodynamics meant that we could concentrate on that area.

"I think it was evident that we had to change the culture in the team and the way we thought about the process of going racing. It's just easier to do that when you have a clean-sheet approach because you have to challenge every single aspect of what it is that you do. It's provided the right environment for us to put the past behind us. And that's helped, to a large extent."

The other big change was, of course, the engine. In the past decade, Williams have gone through the mill with suppliers, moving from BMW to Cosworth to Toyota, back to Cosworth, to Renault and now Mercedes. Superficially, only Williams, Toro Rosso and Marussia changed engine supplier this year but actually everyone had a fundamentally new engine to integrate into their chassis – and while no team would choose to develop their installation experience in the messy way Williams have, the experience is nonetheless valuable.


"As a company, I think we've had more engine changes in the last decade than any other team," says Wood wryly. "On the back of that, we've established some pretty hard and fast design rules about how you integrate a new engine with your chassis and I think that has been a pretty significant advantage for us. If you look at our level of reliability in pre-season testing, it was pretty high. We didn't have the small, niggling issues you associate with a new engine installation because we followed the guidelines we'd developed over the past ten years."

Another facet of Williams' revival has been their operational performance at the track. They

have acknowledged errors but have been able to get on top of systemic performance problems with considerable effectiveness. A classic example was the brutal degree of rear tyre degradation they suffered early in the season but managed to dial out by the time the European races began.

"I think it's a really clear example of where we're so much stronger as a team," says Wood. "The open communication has really allowed us to identify our problems at a much earlier stage and do good engineering, perform good experiments and make sure we're not barking up the wrong tree. Quite often in engineering, once you understand the problem, the solution appears fairly easily. So, on the back of good analysis, we've made design changes that have given us a much bigger toolkit to tune the tyre in at various circuits – and we seem to have developed techniques that let us know when we're running into a problem and quickly make decisions that rectify that problem. I think it is a result of us working as a much stronger engineering force."

So what next for Williams? The word in heavy rotation is 'optimisation'. A year into their relationship with Mercedes, and with a better understanding of the technology – and also the engineering language used by their engine supplier – the feeling is that FW37 will be a more refined, more aggressive car. Quite where that will stack up against the Ferrari- and Renault-powered cars the team *should* be competing with is the big imponderable – but Williams are optimistic about narrowing the performance gap to the Mercedes works team, which is certainly a good start.

Pat Symonds believes Williams have been a touch unlucky to have not yet registered a race win this year. Ed Wood takes the opposite view and believes they would have been lucky if they had – but *both* believe a 115th Williams victory in F1 is due. Fans would obviously be delighted but it would be good news for the sport, too. Everyone likes Williams and wishes them well – because everyone likes an underdog. The next stage for the Williams revival is for them to become the sort of team people either love or love-to-loathe. And that's the sort of passion generated by winners. 

Felipe Massa

The former Ferrari man, now enjoying a fresh start with Williams, sounds off about fish and chips, the world title that got away, and why stopping saying "for sure" won't be easy

WORDS STUART CODLING PORTRAITS GLENN DUNBAR/LAT

With one smooth movement, Felipe Massa hoists himself up onto the bar on the top floor of the Williams motorhome, where guests are usually served a variety of Martini-based cocktails. Or, in *F1 Racing's* case, a substantial glass of chilled sparkling water on ice.

"So many questions," says Felipe reflectively, lifting the pile of cards between finger and thumb and peering under it, as if more questions might be concealed beneath.

He shouldn't be *too* surprised at being the focus of all this interest, having enjoyed such a long and eventful career – an accident-prone apprenticeship at Sauber followed by a season on the sidelines, thence to Ferrari where he played Robin to Michael Schumacher's Batman, a nip-and-tuck fight for the drivers' championship with Lewis Hamilton in 2008, injury following a horrifying accident at the Hungaroring in 2009, then a demeaning number-two role alongside Fernando Alonso. And now, rebirth at a similarly rejuvenated Williams.

At a phase in his career when he could reasonably be expected to be taking on an elder-statesman role, Felipe retains the cheeky chappie persona that marked him out when he burst on to the scene over a decade ago. That hasn't changed – nor, it seems, has his famous habit of punctuating his sentences with "for sure"...

How does it feel to be close to Sir Frank, who is a legend in Formula 1?

Maria Cristina Severini, Argentina

Honestly, Frank really is a legend. He has one of the most important and historic teams in Formula 1, and I've always wanted to drive for him, so I'm really happy to be part of his family. He has a big heart and a lot of experience.

Would you wish your son to be F1 champion or football World Cup winner?

Karel Belohuby, Czech Republic

I love being a racing driver – it's something I understand, you know? It would be nice to see

my son racing in F1. But I think it's easier to be a football player. The chance of becoming an F1 driver is lower and lower – you see so many drivers arriving just because they have money. I don't want my son to suffer because of something that's to do with his financial situation rather than his talent. So maybe football is better.

F1R: We hear Brazil may be looking for a new football team...

FM: [Laughs uproariously] True, but it's going to be a long time before he's old enough!

Has Rob Smedley ever introduced you to the delicacy from his hometown of Middlesbrough known locally as a 'Parmo'?

Charlotte Bowe, United Kingdom

[Looking absolutely mystified] No...

F1R: It's a bit like a chicken schnitzel, according to Wikipedia.

FM: Chicken escalope? Rob never really talks to me about where he comes from. [Laughs] →

Felipe Massa, 33, is enjoying his renaissance with Williams after eight years at Ferrari



YOU ASK THE QUESTIONS

Is it true that you can smell the different types of food being sold while you are driving around the track?

Jonathan Simon, Australia

Yeah, it's true. Sometimes you smell barbecues, sometimes different food. But it depends – it doesn't happen at every circuit. At some races the grandstands are so far away that you can't smell so much. But at other times, definitely. You even feel hungry...

Is your move to Williams the best decision you've ever made?

Leslie Bray, United Kingdom

I would say it's one of the best decisions, yes. It was something I needed. I'm 100 per cent sure this was the best choice. I used my brain a little bit, thinking of the new rules, all the changes – I put Williams above all the other teams I was talking to, and that's been proved correct.

Which circuit is your favourite and why?

Luis Gonzalez Cos, Mexico

I like the old style of circuit, like Spa, Suzuka and Silverstone, with high-speed corners. The first sector of Suzuka is unbelievable, a real pleasure for the driver. Spa used to be better in the past, but with the new style of cars, Eau Rouge is more difficult than it has been in recent years.

How angry were you when you were made to follow team orders and give way to Fernando Alonso at the 2010 German GP?

Timothy Eichman, United States

I was so disappointed. It's a very sad moment in your life. You can never expect this to happen when you're doing a good job in the car. It was the worst day of my career – to feel that, it was so sad. Not just for me and the team, I think, but for everybody.

FIR: A lot of readers asked this question – there's clearly a lot of anger out there still. But we only had time for one!

FM: [Laughs] Yeah.

Have you tried British fish and chips? If so, did you like them?

Janette Compitus, United Kingdom

Honestly, I've tried fish and chips but I don't think I went to the best restaurant... It's true! I like fish anyway, and chips, so it's difficult not to like it. But I really want to go to a famous restaurant in England for fish and chips – it would be nice to try the best one. I'm not a difficult guy to feed anyway.

FIR: You don't have the build of someone who enjoys fish and chips regularly...

FM: [Laughs] Honestly, I prefer other things – but I like it.



I'm sure you remember the chequered flag at the end of the 2008 Brazilian GP. Did you feel yourself to be world champion at that moment? How hard was it for you when you realised that Lewis had passed Timo Glock at the final corner to snatch the title?

Martin Kannel, Estonia

Actually, I never felt like I was the world champion, because it was raining, the conditions were difficult – I knew I had the chance, but I never felt I had won it. I knew I had won the race and I was celebrating that victory first of all. Then I was waiting for Rob to tell me how it had finished. Because it was raining, it was actually a help for me, because I said to myself, 'Anything can happen.' But definitely when I saw on the big screens what was happening, it was a little bit difficult. I still think the people outside were suffering more than me!

FIR: Particularly that guy in your garage who was so angry he head-butted the wall.

FM: Yeah, my family were jumping around, everybody was excited, and then... well, they realised things were a bit different and one of the mechanics started kicking things...

Do you think the accident you had [at the Hungaroring in 2009] affected your driving for a while, and would you say you are back on top form now?

Andy Kingham, United Kingdom

I don't think it affected me. For sure it was hard for me to be at home waiting to go back to racing. I feel the same, and I'm doing everything now that I was doing before. The only thing it changed is that now I respect our lives more. Before you have a big accident, you never believe things like that can happen to you – afterwards you understand they can happen to anyone. So, yes, I respect my life much more now.

Have you and Rob Smedley ever had a proper argument?

Gary Reeves, United Kingdom

Oh yes, many times – in a good way and in a bad way as well. I don't remember all of the arguments now, but we've had many. I've worked with him for a long time, so definitely we've had arguments. And maybe sometimes what he was saying was correct and what I was saying was not correct, and I would see that. But sometimes it was the other way round as well! What's important is that we have always had a completely open working relationship, so we always say what we believe is right. →



YOU ASK THE QUESTIONS

How were you able to react so quickly with Kimi's car coming towards you? [Massa deliberately spun his car to avoid a head-on collision with the Ferrari of Kimi Räikkönen at Silverstone this year?]

Howard Bretman, United States

I don't know. When I braked and turned the steering wheel, it was just my reaction at that moment. In this kind of accident the reaction comes before you even think. But it worked – he's fine, I'm fine, and that's the important thing.

Have you managed to cure your habit of saying "for sure"?

James Hall, United Kingdom

Er, no. I'm still saying 'for sure' all the time. Sometimes when you get used to saying something, it's difficult to change and [leans forwards conspiratorially] *for sure* I haven't changed. [Laughs]

Were you instrumental in Rob Smedley moving to Williams alongside you?

Toni Rhodes, United Kingdom

I don't think so. Rob started talking with Williams before I did – and he was very positive

about the team all the times I spoke to him. He told me some very good things that helped the way I was thinking. I think we both wanted to have a change. I had it inside my mind that I wanted to move to another team, but in an intelligent way – to go somewhere I can have success, where I can have a proper job. And I think Rob was thinking the same.

FIR: A move upwards rather than sideways?

FM: Yeah, that's right.

Over 200 GPs and driving as well as ever. Could you break the record for GPs started [322, by Rubens Barrichello]?

Peter Wright, United Kingdom

For sure not! →



"Rob started talking with Williams before I did – and he was very positive about the team. I think we both wanted to have a change"

Massa with former Ferrari race engineer, Rob Smedley, now Williams' head of vehicle performance, and chief technical officer Pat Symonds



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Have you ever been tempted to sneakily put two fingers up in the cockpit as you've overtaken Alonso recently?

Mark Vine, United Kingdom

[Laughs] It's always nice to overtake Alonso because he's such a strong, competitive driver – for sure! And not just him; overtaking people like Hamilton and Vettel is an extra pleasure. But, yes, I was *very* happy...

What is your favourite sandwich?

Patrick Bates, United Kingdom

I would say a very nice cheeseburger. But I like everything.

FIR: Do you prefer a mild cheese in your burger or a strong cheese?

FM: If I'm going for the sandwich option, I'm going for the good one. I don't want things like bacon, just a proper cheeseburger, with just the steak and cheese in a nice style.

FIR: What's your position on having tomatoes in a sandwich? A lot of people find it makes the bread too wet.

FM: No, I'm definitely not happy for the tomato to be in there.

What's your feeling towards Nelson Piquet Jr after finding out about 'Crashgate'?

Antonio Rodriguez, Puerto Rico

I was so disappointed. That was the most important thing in taking the world title away

from me. Because it wasn't a proper race – it was a fake race. And I feel disappointed that our federation never did anything about it.

Do you still dream of being champion?

Vitor Leone Bastos Jr, Brazil

Yes, it's part of my dream, part of what I always wanted to achieve with my life. Of course I don't dream about it all the time because then I wouldn't sleep! I was very close to achieving that. It's still part of my dreaming, definitely.

What would you say is the biggest difference between working with Williams and working with Ferrari?

Brock Bolton, Canada

The biggest difference is that it's less political at Williams. You have a lot less pressure so you can work just on the racing. But being a Ferrari driver is a dream for everyone. I enjoyed my time at Ferrari but I don't have so many politics now.


If you were given the opportunity to drive any Williams car, which one would you choose and why?

John Baker, Australia

Difficult question, because Williams have so many incredible cars. It would be great to drive the famous 'Red 5' (Nigel Mansell's FW14). Such a fabulous car. But I would be happy to drive one of Nelson Piquet's cars. Ayrton's car... it means so much to Brazil, unfortunately in a negative way, and I don't think it gives so much pleasure for the team either, so I would leave that one.

Neymar or Zico [Brazilian footballers]?

Andrew Nelson, United Kingdom

I really like Neymar, he's an incredible talent, but he's still too young to begin to compare him with Zico. Ask me again at the end of Neymar's career and I may change my mind. What Zico did in his career was really amazing – *for sure!* 

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The Last Train from Yokkaichi



After spending more than 35 years on the road (and rail and plane) covering F1, celebrated scribe and long-time *F1 Racing* contributor **Alan Henry** has distilled a lifetime's recollections into a single memoir: *The Last Train from Yokkaichi*. In this exclusive extract, he recalls the joy and occasional despair of travelling in pursuit of the ceaseless F1 circus.

Yokkaichi City. I'd never heard of the place until Japan returned to the F1 calendar in 1987 and this became our base for the race at Suzuka. Yokkaichi is a nondescript mix of squared-off concrete buildings, heavy industry and a bland shopping precinct, with typical narrow Japanese streets running off in all directions.

Noted for its smog, it is hardly a tourist trap, which explains why its hotels are small and functional. The Chisan, a warren of tiny rooms that used to be our base, was typical of the genre with a minimal reception desk and a rack selling men's underwear (for those who don't make it home – a common fact of business life in Japan).

There was no bar, no lounge and no concierge. Just a room, a bed not designed for anyone over

5ft 8in and a pre-formed plastic bathroom you stepped up into for access to the free toothbrush and toothpaste (another standard service for businessmen). Basic, to say the least.

But for the Japanese Grand Prix weekend, it was a place to lay your head – albeit on a rock-hard pillow stuffed with beans. With this race falling at or near the end of the season, you're not bothered about the rudimentary facilities. There's a job to be done and you get on with it.

The final act is the journey home. This involves at least two train journeys, the main one being the magnificent Shinkansen bullet for the high-speed ride from Nagoya to Tokyo. But there's a catch.

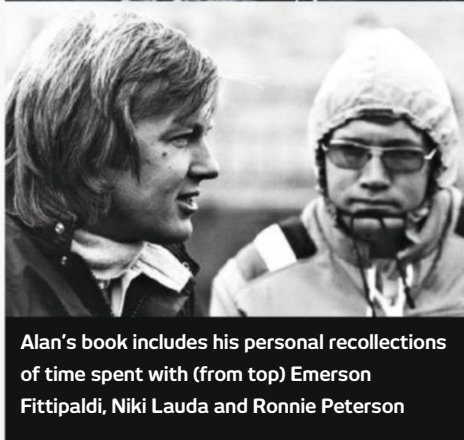
To reach Nagoya, you take a suburban rattler on the Kintetsu Line from Yokkaichi City. It's hardly romantic at 5am as you clatter through Kawaramachi, Ise-Asahi and Fushiya; names as familiar to the Japanese commuter as Vauxhall and Surbiton are to passengers heading into London on South West Trains. This is where the long journey home begins. Or in my case, this is where the journey ended in 2009. This was my final visit to the Japanese Grand Prix; the last in a long list of races that had taken me around the world several times over. For me in 2009, it was the last train from Yokkaichi.

With an F1 journalistic career stretching from the 1973 British GP at Silverstone through to the 2009 Japanese GP at Suzuka, my most gaping absence was from the 1976 German Grand Prix, which caused me to miss the race that so very nearly cost Niki Lauda his life.

"There you go, I leave you on your own for just one race weekend and look at what you've done to yourself," I told him when we met up again in the pitlane at Monza. He smiled, even though it really wasn't funny.

The reason I wasn't at the fiery Nürburgring race was that I had fallen off a horse the previous weekend. Don't ask me to elaborate. It was an embarrassing and unnecessary experiment that left me bruised almost down to the bone. But I still managed to cover nearly 650 races during my career as a full-time F1 correspondent.

My reporting career covered a period of unprecedented growth for the FIA's world championship and this brought about huge diversity and variety in terms of cars, drivers and technology. The sport has never been



Alan's book includes his personal recollections of time spent with (from top) Emerson Fittipaldi, Niki Lauda and Ronnie Peterson

safer for its participants, although you cannot avoid the irony of Michael Schumacher being hospitalised with serious head injuries after a skiing accident in France last December. It highlights the reality that Formula 1 drivers never really retire, their motivation for high-speed stimulation stays with them all the way to the end.

There are a plethora of Formula 1 books that will tell you why the sliding spline sprockle grommet fitted to Olivier Panis's Ligier played a crucial factor in his drive to victory at Monaco in 1996, but this is a snapshot of my experiences of the people I met, the ones who were a handful to deal with and the ones who became firm friends...

Getting to the bottom of F1's intricate political business and becoming trusted by the sport's many and varied personalities amounts to a seven-day-a-week job for scribes like myself who covered all the races. For the most part, this requires a good deal of pressuring designers and team principals for the stories behind the stories. And in my experience, it often involved a souring of relations – albeit on a temporary basis – with individuals who I really wanted to keep close enough to remain friendly with for most of the time. It was frequently a juggling act that was not always easy to pull off.

One example was Nigel Mansell. He might have been pushy, aggressive and emotionally self-contained, but he developed into a brilliantly determined performer. His sheer speed was simply explosive. For his championship assault in 1992 he also benefitted from the fact that the Williams-Renault FW14B was easily the best car on the track that time.

I have always found it difficult to judge Nigel because, out of the car, he could be ultra-demanding. I remember getting a bollocking from him in the paddock in Rio one year because of something I had written. But I've always thought it an interesting reflection on Mansell that Patrick Head is quick to robustly defend him as a really great driver. And, as we know, Patrick doesn't toss compliments around easily.

I never quite felt that I connected with Nigel on a personal level; of his contemporaries, Derek Warwick would have made a more attractive British world champion in many people's minds – proof, perhaps, that you really have to be painfully tough if you want to scale the upper reaches of the F1 podium.

More than a few of us in the media centre would have liked to see Derek taking on Ayrton in the Lotus-Renault in 1986. I'm sure that Ayrton would have been happy with the challenge, but he was probably concerned that Lotus couldn't manage to prepare two cars fully capable of a consistent challenge.

From a journalistic viewpoint, Ayrton Senna was incredibly well informed about what was being written about him and shot straight from the hip in response. After I fuelled speculation that he would switch to McLaren in 1988, he collared me in the Silverstone paddock, pinned me against the bright yellow Camel Lotus-Honda transporter and, with the volume turned up, →

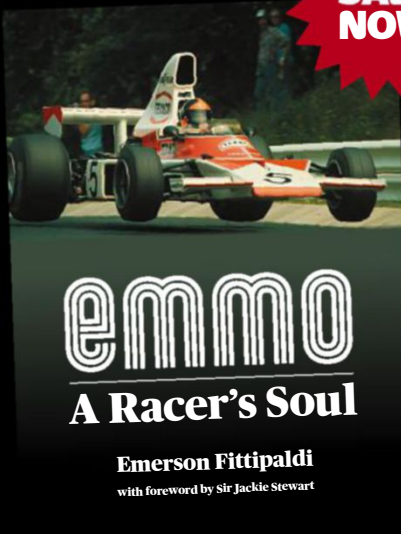
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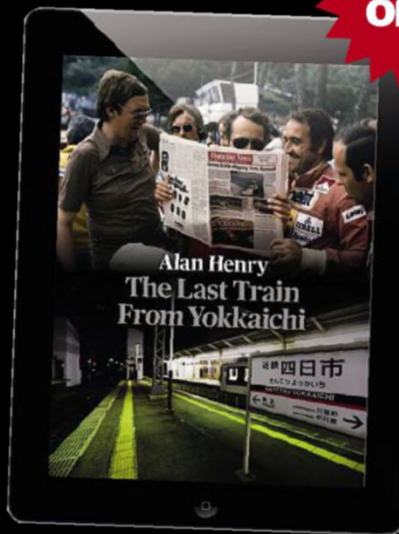
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wanted to know why we found it impossible to have a halfway decent dialogue between us.

I was flattered that he seemed to care. I always felt that we enjoyed a decent relationship, although I was probably too close to Ron Dennis and the McLaren management after Senna joined them in 1988, a period when he was at his peak as the most influential character in F1.

Ayrton liked having his own way. On one occasion in late 1989, I was in the McLaren motorhome when I heard Ayrton's voice raised to a semi-hysterical level. He was insisting to Ron that he fire Alain [Prost] immediately as he was haemorrhaging McLaren technical information to Ferrari, for whom Prost had agreed to drive from the start of 1990. Many people thought it was slightly soft of Alain to decline an offer to re-sign for McLaren, but it's not difficult to understand why he thought that a switch to pastures new made more sense. Ron managed to pour oil on troubled waters as far as this outburst was concerned, but when Senna collided with Prost as they battled for the lead at Suzuka 1989, he found the intervention of another senior F1 figure, Jean-Marie Balestre, not helpful at all.

Talking of Ron, I always found being driven on the road by members of the F1 community a stressful pastime. Most team principals seem to me as having endowed themselves with such talents that you wondered why they had not fired all their throttle jockeys and done the jobs themselves. I'm jesting, of course, but only marginally so. With that in mind, I'm sure Ron will forgive me for mentioning the practice day at Suzuka when he trashed one of the McLaren F1 supercars in what was supposed to be an impromptu demonstration run in advance of the Hong Kong motor show.

Some of us in the media centre were alerted to this drama by the sight of McLaren driver Gerhard Berger taking the stairs to our vantage point two at a time, and chortling all the way as he did so in an effort to be first to communicate this news to a wider audience.

I wasn't close enough to hear the full narrative, but a line something like 'Ron's size-12 feet' suggested Mr Dennis was the man responsible for the damaged car. Ron and the staff took the blame firmly on the chin, swept the wreckage into a black bag and sent it back to Woking so that F1 could pick up the threads of its Far Eastern promotional tour the following week.



Alan Henry, whose years of reporting from the Formula 1 frontline form the basis of his fascinating memoir: *The Last Train from Yokkaichi*

By the end of 2008, it was clear that opportunities for rising-star F1 journalists were changing and, with both *Autocar* and *The Guardian* deciding to change their freelance staffing arrangements, I found myself bowing out as a regular fixture in the pitlane.

Today's generation of journalists and fans enjoy a different kind of sport to the one that I first fell in love with all those years ago. As my daughter Charlotte, then 22, observed as Lewis Hamilton's girlfriend brushed past her at the 2009 British GP: "Look! Can't you see? It's Nicole Scherzinger!" It was indeed, and lovely she looked too, but it set me thinking about just how we mentally calibrate our heroes. Learning to meet the famous is not always easy.

To most onlookers at a grand prix, the dazzling stars are the guys behind the wheels of the racing cars. But, having been brought up, with sister Emma and brother Nick, to think that going to a grand prix means going into the paddock and being royally entertained at some motorhome or other, rather than standing on a

muddy bank nibbling ham sandwiches wrapped in greaseproof paper, it's perhaps not surprising that you begin to take the drivers for granted and they merge into the background.

Anyway, I was never that interested in meeting pop stars or the Beckhams. For me, getting close to the people behind the action was always part of F1's allure. As was, if I'm honest, the travel. F1 people complain about the getting there, the coming back, the time spent in airports, the delays, the security, the overcrowding, the overbooking. It's true, this is a negative part of the job. But look where it takes you. I've been to parts of the world I never knew existed and enjoyed experiences I never imagined possible. Even in Yokkaichi City. 🇯🇵



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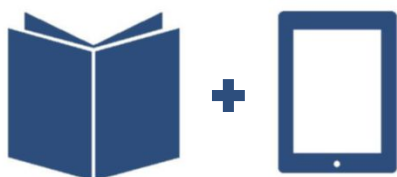
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The Italian Job

F1 Racing joins technical director **James Key**, an Englishman abroad, for an Italian lunch at his team's favourite local restaurant to find out what's cooking at Scuderia Toro Rosso...

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

The road is unmistakably Roman, arrow-straight for much of its length between Milan and Rimini, spearing through Parma, Modena, Bologna, Imola and Faenza. The olive groves bake in the autumn sunshine as you cruise south along the humbly named SS9, now bypassed by the A1 *autostrada*.

La Tana Del Lupo is located by the side of this road on the outskirts of Faenza. At the time of writing, the notoriously picky denizens of TripAdvisor rate it the 33rd best restaurant out of 107 in the area; but what you won't learn by Googling this place is that it's the favoured lunchtime bolthole for members of Scuderia Toro Rosso, one of the locality's proudest assets. In its main serving area – formerly a courtyard, now roofed and filled with many tables, mirroring the recent growth of the Toro Rosso factory – you'll find memorabilia galore: a signed poster of Sebastian Vettel after his breakthrough victory at Monza in 2008; earthenware *riservato* slabs hand-painted with the STR logo; and most of the bodyshell of a 2008 STR3 mounted on the wall.

It's here that we've arranged to meet James Key, formerly technical director of Force India and Sauber, and architect of the C31 with which Sergio Pérez *almost* won the 2012 Malaysian Grand Prix. He'd already bid the Swiss orderliness of Hinwil farewell by then, though, remaining under the radar for much of that season before replacing Giorgio Ascanelli at Toro Rosso, a team in the grip of severe growing pains as they made the transition from Red Bull client team to constructors in their own right.

Daniele, the establishment's proprietor, is *very* excited. "Jaaaaaaames!" he cries, with a beaming smile. "I know you like fish – today we have the spaghetti vongole. *Perfetto!*"

Toro Rosso's technical director nods assent and gives the menu no further regard. *F1 Racing* opts for the wild mushroom tagliolini. Surveying the various chattels on the table – large bottles of *acqua minerale*, both *frizzante* and *naturale*, olive oil, and fine balsamic vinegar from just up the road in Modena – you naturally begin to ponder what manner of cultural Rubicon James →





has had to cross: going to work in a country where you're encouraged to take a long lunch, having previously laboured in ones where most workers snatch a sandwich at their desk.

"I only spend a *bit* of my time in Faenza," he explains. "There's a split, with going to races and being in the UK [Toro Rosso's windtunnel, formerly owned by Red Bull, is in Bicester]. But in the UK, yes, we pop down to the local Lidl and get a sandwich. It's a cultural difference, but not only do you get the wonderful food here, it splits the day up quite nicely as well. When you've got long days it's nice to have a bit of a break in the middle – so long as you don't overdo it."

Famously, back in the era when manufacturers dispensed cash in absurd quantities, Mike Gascoyne's deal as technical director of Toyota included a private jet, and he commuted to work in Cologne from his home in the UK. Key – who admits he's "not good at learning languages" – moved his family to Switzerland when he worked at Sauber, but now, because of the time he spends at Toro Rosso's Oxfordshire facility,

they've moved back to the UK and he works in Faenza for just a few days a week.

"Moving to Switzerland was a great experience for the kids," he says. "We've got three young children, and they learnt to speak German within a matter of weeks – and my wife loved it as well. It's a beautiful place to be; everything works, it's very clean. So experiencing that was a good family thing. I had some reservations about the direction the team were taking, to be honest, but

When it comes to building competitive cars, Key has form: he was responsible for Sauber's C31, which very nearly won the 2012 Malaysian GP



the overriding factor was the schools – my eldest son was coming up to ten years old, so we had to decide which education system we were going to go with. To change at 13 would have been massively disruptive. That was quite a big factor in us moving back to the UK.

"I normally fly in to Bologna on British Airways and stay for three days or so, then I'll go back to the Bicester facility. It's a very busy schedule, actually. There's a lot of shuttling about; Bicester is the local bit of the team for me, but there's grand prix travel to factor in as well."

A mildly arrogant view prevails in the English-speaking media that 'Motorsport Valley' in the UK is the centre of the racing universe, and that any attempt to set up outside that privileged sphere is doomed to failure. Everything from Ferrari's historic inconsistency to the perpetual also-ran status of Sauber, the failure of free-spending Toyota, and the collapse of USF1 and HRT, is held up as evidence of this. But while Toro Rosso now has an English-speaking infrastructure ("For the team's benefit, because



“STR are a breath of fresh air because there’s no kickback against new ideas. The guys are driven to make it work”

it makes it easier to attract new people, and not necessarily just from the UK”, manufacturing, design and race operations will continue to be based in the Faenza factory, which is expanding to accommodate new staff and more equipment.

“I’ve been here two years, and as Franz often points out,” he gestures in the direction of team principal Franz Tost, who has taken his regular lunch table nearby, “fundamentally we’re the same age as Caterham and Marussia. Before that we were just a racing team. There are a lot of really clever guys, but they’re young – there’s no legacy in terms of being able to say, “Oh yeah, five years ago we had a similar problem and we tackled it like this.” Okay, so there was some history before then [as Minardi], but we were starting from scratch as a constructor. The difference between STR and the last two teams I’ve worked for is that they’d both been around for years, with the same people. So you had a lot of knowledge that you built on year-on-year.”

One disadvantage of having old hands around is that they often impede new ideas, reluctant

Key with Toro Rosso team principal Franz Tost (left). In a sense, they’re a young team, having become independent from Red Bull in 2010



to shake off long-held working practices. Until recently, Toro Rosso started each season well before falling abruptly off pace mid-season as they slipped behind in the development race; Key, we’ve heard, has amended working practices to schedule major development steps for set points in the season (such as the season-opener in Melbourne and the start of the European leg in Barcelona), based on their evolving understanding of the car’s characteristics, rather than adding new components piecemeal in the hope that they work.

“STR are a breath of fresh air in that regard,” he says, “because there’s hardly any kickback against new ideas. The guys are so keen to succeed, so driven to make it work. We’ve had a lot of changes in the past year and we’ve just about got all the people in place now who just want to push and are very open to suggestion.

“One of the biggest changes over the past 12 months has been getting Faenza and Bicester to talk to each other more directly. Before, they were going through a liaison process. Frankly you’d want the windtunnel and the design office to be next door to one another, but they’re not, so we’ve had to find a way to get the communication to a level where you don’t have Bicester creating a new component and sending it over to the design office, then the design office throw their hands up in horror and say it can’t be done, then after a bit of interaction you push it through. That’s a very inefficient way of working. Now we’re doing it in parallel. Bicester will always come up with the aero direction, and they’ll challenge the design office as well in terms of packaging; but the suspension engineers, →



“It’s looking for innovation in a more cramped environment that can put you a step ahead”

for instance, will communicate on a daily basis with the aerodynamicists who are looking after the suspension, and they’ll parallel-develop something that’s hopefully optimal both mechanically and aerodynamically.”

The improvement in car performance year-on-year has been noticeable; take, for instance, Jean-Eric Vergne’s charge to sixth place in Singapore this year, where Daniil Kvyat, too, could have finished in the points but for mistakes brought about by heat-related fatigue. Apart from Daniel Ricciardo’s ninth place in 2012, that was the only time a Toro Rosso had finished in the points there since Sebastian Vettel’s P5 in the inaugural 2008 race – and that was in a Red Bull-designed chassis. Both Kvyat and Vergne have been regular visitors to the top ten in qualifying during 2014, but one old spectre remains – unreliability. Kvyat, for instance, qualified seventh in Austria, but retired when a track rod broke, while Vergne’s front brakes overheated and failed in the same grand prix because blanking plates had been left on the

Toro Rosso are enjoying something of a resurgence this year under the technical direction of Key, as proved by Vergne’s P6 in Singapore (below)



ducts by mistake. It was bad enough to warrant a post-race crisis meeting back at Faenza.

“Yeah,” concedes Key, “reliability has been tricky this year, which has been really frustrating, although a lot of it was just bad luck. But some of it was down to having procedures that weren’t robust enough – that’s changed now and it should never happen again.”

Work on next year’s STR10 is well under way but it will not be a significant philosophical departure from the 2014 car – “That’s too risky in year two of the new regs,” is Key’s take. Perhaps it’s wise not to go too far off-piste with what will likely be a green driver line-up; Max Verstappen, for all the plaudits laid at his door, has been fast-tracked up the single-seater ladder and arrives without much experience, and he is likely to be paired with another rookie driver. But that’s not to say that there won’t be anything different or, indeed, innovative – the regulations may be growing ever tighter but some of the most important performance differentiators in recent seasons, such as double and exhaust-blown diffusers and the F-duct, have come since the last sweeping change in aero rules in 2009.

“It’s looking for innovation in a more cramped environment that can put you a step ahead,” says Key. “People express concern about regulations getting tighter, but I think it breeds innovation. You have to start thinking outside the box.


“Somewhere in these current regs there’ll be something similar,” he concludes as a steaming plate of spaghetti vongole is set before him with a flourish, and his eyes scrutinise the layout of the shellfish therein, pondering which to spear first. “It’s just going to be harder to pin down...” 

PHOTO: ANDY HONE/LAT



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“If I told a young guy all the stories about things that happened to me, he’d think: ‘This guy is full of s***.’ You need to leave the young guys to have these experiences and find out things for themselves”

Few drivers have exploded into F1 with as big a bang as **Juan Pablo Montoya** did in 2001. Here he shares the highlights of his brief, bold, but brilliant career

PORTRAITS STEVEN TEE/LAT

Normally, our lunch interviews are planned in advance. This one happened in a hurry – which, in many ways, is fitting, given its subject. Juan Pablo Montoya has always been more off-the-cuff than slow and circumspect. So when *F1 Racing* spotted him making a surprise appearance in the GP2 paddock at Monza, the invitation to a lunchtime chat was extended and accepted. The same day. In the GP2 hospitality centre. In the hour between FP1 and FP2.

I was wary at first. Previous interviews with JPM had not gone well. I recalled one occasion in Montréal, about ten years earlier, when a session with the microphone for BBC Radio 5 Live merely proved that he was talking under duress at the behest of his team. Riveting was not a description that sprang to mind.

This time I was assured he was on good form, relaxed and far removed from the pressures associated with wearing a race suit. And so it proved. There was fertile ground to be covered: Williams and McLaren; winning seven GPs and scoring 13 pole positions; in the running for the title; seven full seasons in NASCAR; a return to IndyCar as a former champion and Indy 500



winner, now racing for the legendary Roger Penske. Plenty for him to talk about with that engaging rat-a-tat-tat delivery...

Maurice Hamilton: It’s nice to see you again – particularly here at Monza. This place must hold good memories for you, what with you winning twice here and so on.

Juan Pablo Montoya: Yeah, I suppose it does. I’m not really what you would call a history guy, but I see it in other people. An Italian friend of mine is very passionate about it. When I said I was coming here to help with the GP2 guys, he got all excited because of what you’re saying – because it’s Monza. It’s the same when I go

to Indy. They say: “Oh my God; you won here! You’re an Indy 500 champion!” It’s huge. So, yes, it’s nice. I’ve seen a lot of the guys. I’ve seen [Sir] Frank [Williams] for example – that was exciting. It was nice to see Ron [Dennis] as well.

MH: Really?

JPM: Yeah, it was! Really, really nice. I saw Ron when he went to a NASCAR race because McLaren were doing the ECUs for NASCAR. He was really nice then and it’s been the same here. It was also good to see Claire Williams. And I’ve met a lot of the mechanics because they move around from team to team, but they’re still here.

MH: Claire would have been your press officer when you were racing with Williams.

JPM: Yes, she was. Jeez, it’s impressive at Williams. They’ve done a really nice job.

MH: Interesting you say that, because you will notice the difference.

JPM: Listen, to get shit right is really hard; to get shit wrong is really easy. There’s a hundred ways to get it wrong and five ways to get it right. Once you start going downhill, the hardest thing is stopping going further downhill. In America we say: “How do you stop the bleeding?” When you do that, it’s okay because once you start →



getting momentum in the right direction the atmosphere changes; people start to get excited.

But when you're designing the car or working in the windtunnel or building a car and coming up with things – and nothing works, that just demotivates the hell out of people. It applies to everyone. People talk just about the driver but the passion is the same for the whole team – and I mean motor racing in general, not just F1. It's not a routine job because there are all the extra hours to deal with; it's tough. But when things go right, the people working on the front suspension or whatever get just as excited as the guy driving the car – even though he gets all the credit.

When you win, it's you; when you lose, it's the car. One of the hardest things about motor racing is learning to win and lose together as a team. When you achieve that, it's a big step forward.

MH: Did you feel that, right from the early days in, say, F3?

JPM: To be honest, no. You drive the hell out of the car, and that's it. I thought I always did a good job of figuring out what I wanted from a car and how to achieve that. One of the biggest lessons I had in life was Jackie Stewart driving us at Oulton Park. He changed my career.

MH: Really? Was that in a touring car?

JPM: Yeah, a Ford Escort Cosworth. He took six of us – people like Allan McNish, Ralph Firman, Jonny Kane – and we drove the cars around Oulton Park. Jackie went out and was seven-tenths quicker than anybody. It was impressive.

So, it's my turn to get in the car with him. After a few laps he says: "Okay, let me show you." It feels like he's driving at five miles an hour, then we come into the pits. My dad is there and he says: "That was the fastest lap!" I'm like: "What the fuck are you talking about? He was doing five miles an hour!" It was unbelievable.

Then I have another go. We're going through that double-right hander [Druids] and the back comes out and I'm thinking: 'I'm not crashing with Jackie Stewart next to me!' It was a massive tail-slap and I actually saved it. I thought I was going to get into so much trouble. But he just said: "Very good car control. Just calm down, do it slower and smoother. You don't want to upset the car." He was so smooth and he really made that point. It was a big wake-up call.

MH: So, how do you respond to the fact that people say you're quite aggressive at the wheel?

JPM: Yeah, people say that, but I don't think I am. I used to be. I felt I always tried to maximise everything out of a corner, and it might have looked aggressive. But if you look at the in-car videos, my hands are not going all over the place.

MH: I had an interesting experience with Jackie at Donington Park when Ford were launching the Sierra 4x4 in the late 1980s. I was driving and there's a long fast left on the bottom of the circuit. I couldn't get it right. So Jackie tells me on the next lap when we get to the corner to keep my foot on the throttle and release my grip on the steering. I do that and this hand comes

across from the passenger seat, gently takes the bottom of the steering wheel and guides us through on the perfect line – at about 90mph. I couldn't believe it. I was gobsmacked. It was as smooth as silk whereas I had been all over the place. And I had been sitting behind the wheel!

JPM: He talks a lot about the importance of balancing the car, doesn't he?

MH: He did. Going back to this business of aggression, I think I know what you're getting at, because at times you *looked* aggressive. I'm thinking of F3000 at Monaco in 1998. You were coming through the field and as soon as you caught someone, it was very clear you were going to overtake. And you did. You looked aggressive. That's what we could see from the outside.

JPM: Yeah, and inside it's just really calm. One thing I've learned to talk about with my engineer is the fine line between being very smooth and going too slow. You've got to be careful not to be too nice. You need to become a lot smarter, but smarter doesn't always mean faster. I'm very conscious of that. Especially in NASCAR; you have to back off and give it what I call car time.

MH: In IndyCar, you've got to hustle it. So, I've had to get back to hustling this year. But there's a hustle that is fast and a hustle that burns fuel and tyres in a race and means you're not going anywhere. You've got to smooth it out: it's a fine line.

MH: You made a big impression as a hustler when you took the lead from Michael Schumacher going into the first turn in your third F1 race at Brazil in 2001. That was a big, big moment for many reasons.

JPM: We'd had a restart – and I was really good at restarts. I knew we had a little more top end [in the Williams-BMW]. Coming onto the straight, I was thinking: 'If you brake early, I'm going for it'. We were braking on the 150. He braked on the 170 and I just went for it.

MH: In that race, you were hit from behind by Jos Verstappen. You could have won.

JPM: You say that, but you guys are reporters. You look at it and say: "He could have won it." But it might not have been like that because it rained. The Michelin wets were terrible back then because Michelin were just starting. Maybe it was a missed chance, but I never get too excited about anything. Jackie told me you don't want to get overexcited about stuff because if you do and you get it wrong, you get depressed. If you expect to win and you have a shit weekend, mentally you destroy yourself. If you control your expectations and you do better, then you're



Sir Jackie Stewart, whom Montoya credits with changing his career, following a driving lesson at Oulton Park



Montoya prepares to snatch the lead from Michael Schumacher at T1 of the 2001 Brazilian Grand Prix – only his third F1 GP



“Lewis has got to be careful. When you run off with your mouth, it bites you back. It happened to me”

happier. Some of the guys I work with say that when I bitch a lot, they know we're going to run really, really well.

MH: Do you think this is a problem that maybe Lewis Hamilton has had lately? Because his emotions seem quite extreme at times?

JPM: He's got a lot of pressure from the British media. I mean, the guy does a burp and the story is blown up big-time in England. And this is playing into Rosberg's hands. All this shit about Rosberg doing it on purpose [the second lap

collision] at Spa. No way he did that on purpose! You know there's only about a 20 per cent chance you're going to give the guy a flat tyre but an 80 per cent chance you're going to break your front wing. He just miscalculated.

Lewis is a great guy; a great driver. He's got a lot of talent, but you have to be careful. A lot of times, when you run off with your mouth, it bites you back. It happened to me; it happens to everybody. You're better letting the driving do the talking.

MH: You got your first win here at Monza in 2001. How did you feel about that? Job done and move on? Or something quite special?

JPM: It was nice; more like: 'About friggin' time!' I'd had podiums and there were a few times I should have won, such as Germany where I had a 30-second lead and they didn't put the fuel in the car. But then you have instances like Spain where I was fourth, a lap down on Mika Häkkinen – and he broke down on the last lap. Oh wow, first podium! Thank you. I'll take that. →



That first win at Monza in 2001: "I thought: 'About friggin' time!'"

MH: Going back to Jackie Stewart; he likes to compartmentalise emotion...

JPM: You have to.

MH: So how did you deal with 2002 when you had no wins?

JPM: I had tons of podiums [seven] and five poles in a row. It was frustrating but it gets to a point where you learn to deal with it. What I'm saying is, if I told a young guy all the stories about things that happened to me, he'd think: "This guy is full of shit." I thought that about Jackie when he told me everything. You need to leave the young guys to have these experiences

and find out things for themselves. That's what I was going through and it makes you a better person; a better driver. You get to understand a lot of things. When you're in F1 as a young driver, you never look at the big picture.

MH: Because you're so focused?

JPM: Yeah, but you focus on the wrong stuff because you get caught up in the moment. If someone could teach you to look at the bigger picture, you would understand that there are times when things happen and you've got to learn to accept it. It should be mandatory to have people run NASCAR for a year because

they've got bumpers and, if you race like an idiot, they'll get you out of the friggin' way. They'll teach you to respect the people you're racing. It's something you don't learn in Europe, but it makes racing so much better.

MH: What about 2003? It was right here at Monza that the whole Michelin thing kicked off. You and Williams were in the running for the championship and Bridgestone complained about your tyres [claiming the Michelin tread widths were too wide and illegal when the car was at speed]. Changes had to be made and it all started to go wrong.

JPM: It's always been bad when the politics are involved in racing. But it happens. I can honestly tell you, I don't regret anything I've done. I feel I'm lucky and blessed to have been able to do everything I've done. And I feel there is a lot of fuel left in the tank – so it's pretty cool.

MH: How old are you now?

JPM: 38.

MH: And you're still really hungry for racing.

JPM: Fuck yeah!

MH: Did you ever think maybe you could have done F1 for a little bit longer?

JPM: Why? At that point [2006], I didn't want to be at McLaren, and there was nowhere else to be. Thinking about my family and everything else, it was the best move to go to America. That's been brilliant. I love everything about it. NASCAR was hard, but it was a good experience; I learnt a lot. And the chance to be with Roger Penske has been amazing. I would describe it as like being with McLaren, but with Frank Williams in charge. It's like you're part of a family. It's the best team I've been with, and I've been in a lot of great teams. I'm not saying this because it's where I am now. Being with Penske is... overwhelming.

MH: And is Roger hands-on?

JPM: Like you wouldn't believe. He actually calls the races on Helio's [Castroneves] car. He's the guy on the pit wall. Amazing when you think he does the races and travels to Germany for a breakfast, lunch in the UK, dinner in Spain and then he goes to another race. Next week he's in Australia. I can honestly say that if you had to pick someone as an example in life, if you can admire anybody in life, it's got to be Roger.

MH: Praise indeed. Is it a wow factor? Or is it just the way he carries himself and does things?

JPM: Everything about him; everything. He's got such a passion for motorsport but the important thing is that this is not his business. And yet his business is handled the same way. I've been to a couple of his dealerships and they're pristine; absolutely amazing. Everything's got to be right.

MH: Things weren't so right with Williams at Magny-Cours in 2003 when you thought they were having you over with the pitstop strategy and you let them know on the radio. You received a formal letter from Frank about your outburst. What do you think about that now?

JPM: It was just passion. Everybody's got a point of view and I'm very outspoken. I told them what I thought. It's complicated. I need to write a book some day and include all those stories. But I'd get in a lot of trouble if I did that!

MH: No such problems in Brazil 2004 when you won your last race with Williams, beating Kimi's McLaren in a straight fight before going to join McLaren. That must have been nice.

JPM: Yeah, it was. I've got that car at home.

MH: But not with the Walrus tusk nose?

JPM: With a newer nose, yeah. Although I've actually got the old nose as well.

MH: Can't imagine what you'd want to do with that! Looks aren't everything though. You had at least one poor McLaren. How do you look back on your days with Ron's team?

were going for the undercut. But you had to do quali laps for five laps before Kimi came in.

JPM: Yeah, I remember. I was asking how many more laps do I have to do like this? Man, I was right on the edge. And it's: "One more! One more! Keep going!" Kimi got out just in front but I got him round Turn 4. That was nice!

Having a relationship like that [with Prew] is like what I have now with the guys at Penske.

Roger Penske, owner of Team Penske, with whom Montoya has made his IndyCar comeback this year



PHOTOS: MICHAEL LEVITZ/LAT ARCHIVE

"Penske is like being at McLaren but with Frank Williams in charge. If you can admire anyone in life, it's got to be Roger"

JPM: They were good. Okay, we went through a tough phase because in the first year, I hated the car. It was really, really hard but we got it better and finally came up with the suspension and package that made the car nice to drive.

MH: I did a book with McLaren for their 50th anniversary and I talked to people like Phil Prew who was your race engineer in 2005. He said you were his favourite driver because you were so fast and had an amazing feel for the car. And, I should add, because he thought you were a nice guy. He quoted the race at Interlagos in 2005. You were on a different strategy to Kimi and you

They want it just as bad as I do, or more. When you have somebody like that working next to you, it's exciting. It's not about how many hours you work at it because the intensity level keeps getting higher, and higher. I'm good at coming up with things and, when they come together, it's amazing. I love looking at problems and asking how we can make them better. We try things and they don't work. Then all of a sudden they do. It's about trust working both ways and, with Phil, it was the same. I trust them 100 per cent. And if I say something, they trust me 100 per cent. That's where you get the drive to kick everybody's →

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With Phil Prew, his McLaren race engineer in 2005. Prew rates Montoya as his favourite driver

you're not trying; you're driving as hard as you can and every time you push, he goes another four-tenths. You start getting closer, to two-tenths – then he goes hard and makes it eight-tenths again. You look at the data and it's like: 'He's braking later, rolling faster through the corners, how the hell is he doing *that*?' It takes about three years in F1 to get really good at it.

Don't forget, we didn't have simulators back then in 2001. But I remember when we went to China for the first time in 2004, in first practice I was over a second quicker than anybody else. That was because I knew exactly what to do now that we had simulators. I just went out and braked where I had on the simulator; everything was as expected and that was it. Simple.

The hardest thing is that when a car suits you, you are going to beat your team-mate but when



“Having a relationship like that with Prew is like what I have with the guys at Penske. They want it just as bad as I do, or more”

ass. When you have that drive, it's amazing. I spent a lot of hours in the simulator; we worked on it and worked on it.

MH: That reminds me, Phil also told me the story of the 2005 British GP when you flew back to the factory on the Friday night, spent time on the simulator, went back to Silverstone, changed the car from the lessons learned – and won the race.

JPM: Yeah, that's a good example of what I'm talking about. I beat Fernando Alonso!

MH: Yes, he was on his way to his first title with Renault. You went round the outside on Turn 1...

JPM: I called that, before the race.

MH: You did, I remember. You weren't in the championship position at that point and Fernando was, so he had a bit more to lose.

JPM: Exactly. I thought: 'If I get a good start [from the second row], I'm not backing off.' It's fun when you can do that.

MH: Your reputation suffered over the business of the injured shoulder that kept you out of two races in 2005. How bad was the shoulder?

JPM: It was bad. It was what it was. It was hard; I thought it was a pain when I came back to Spain because I didn't want to start at the back at Monaco. That's why I did Spain and we had a horrible weekend.

MH: You were still struggling.

JPM: Fuck yeah. I had injections for a long time to numb the pain.

MH: Was it the bumps or the G-forces, or a combination of everything?

JPM: Anything and everything.

MH: You raced against a lot of really great guys in F1. Who stood out?

JPM: Michael [Schumacher] was really good. During his time at Ferrari he and the car were unbeatable. So, if you had a chance of beating him, you would give it to him 100 per cent.

MH: And what about Ralf when you were team-mates at Williams? He was at a high level by then.

JPM: Ralf? When I started, it was unbelievable. He was hard. In my first few tests, I got my arse kicked so badly it wasn't even funny. It's not like

the car *doesn't* suit you, you're going to get your arse kicked. It's a matter of figuring out how to make the car drive the way you want. When I started at Williams, the car was more how Ralf wanted it. That made it hard for me because they would just get close to what Ralf would want and go from there. It got to the point where I couldn't get close to Ralf because I couldn't drive the car.

Then we finally started changing the car to what I wanted. At Suzuka they changed the front cambers because the outside of the tyres were wearing too much. I went out in the morning for the first run and couldn't drive the thing. It was like: "What the fuck have you done to it?" They changed the camber back and it was a different car. When you fine-tune and you're comfortable with the car, it makes a big difference. The more comfortable you are, the easier it is. That's where 80 per cent of your feel comes from.

When I went to McLaren, I did an installation lap and thought something was broken in the car. The suspension made it so hard to drive. →

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“I always take advantage of any opportunities given to me. I always try to show what I can do”



Montoya (far right) with the Schumacher brothers on the podium at the 2003 Canadian GP, having finished third

We went through a long process of getting the car to where it needed to be and that's where Phil was really good. We worked really well together.

MH: Talking of feeling comfortable, it's a nice atmosphere in this GP2 paddock, isn't it?

JPM: Yeah, it's amazing how much it's changed from when I was here [in F3000]. I don't remember all this.

MH: I remember a story Christian Horner once told us. Christian says you finished his racing career, because, I think it was Hockenheim where he said he thought he was doing well – fifth or something – and you came by on the main straight, basically locked up on the grass to pass him, then just carried on and disappeared. He saw what you did and realised he'd never be able to race at that level. Basically, in his head, he quit there and then; he said: 'That's it, I can't race any more.' It's all your fault!

JPM: Speaking of Hockenheim, I always qualified badly there. But it was a big track and I could race really well. The first time we were there [in F3000] it was raining. I was on the long straight after the start and I saw a wing coming at me – like really quick. So I turned, went into the grass – and by the time I made it to the first chicane, I'd passed 15 friggin' cars!

MH: I think I've heard Frank talk about that before and he apparently said: "Who's this Juan Pablo Montoya? We must give him a drive."

JPM: I think it was then, yes. I always take advantage of any opportunities given to me. I always try to show what I can do. When I had my first F1 test in the Williams, that was the best, easiest car I've ever had to drive. It was Jacques Villeneuve's car from 1997. Just so solid. Like we had power brakes – it was unreal! You put tyres on it, keep going, keep going, and just keep going faster and the thing never bites.

Trouble was, this was on the old Barcelona track, before they put in the chicane, so the last corner was a downhill right-hander and really quick. The G-forces were high and I wasn't used to it. You go to turn your head right – and it goes left. Then your head doesn't lean but, because you're accelerating, it goes back. It was bad. You're like: "Where's the kerb?" The car was amazing. I was pretty fast, but my neck was screwed up. I couldn't do ten laps in the car.

MH: You've come a long way since then. It's been great to have the chance to reflect on it with you. Thanks for your time.

JPM: I'm really enjoying this weekend. It's been a good time to catch up. Thanks. 🍕

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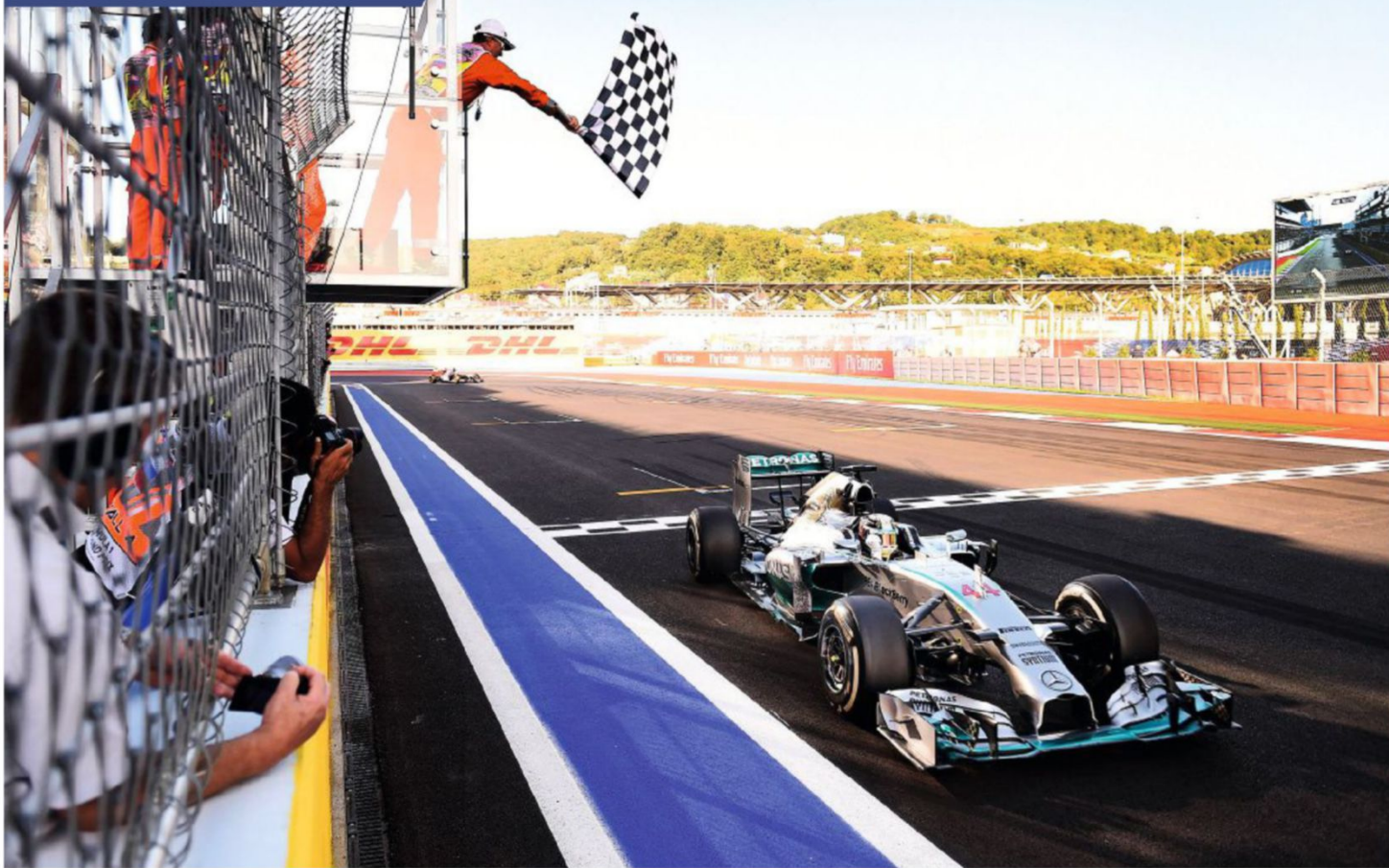


RACE DEBRIEF

by James Roberts

Russian Grand Prix

12.10.2014 / Sochi



Hamilton's Olympic gains

It was gold for Lewis at Sochi 2014, while Nico Rosberg's race went downhill after the first turn

It was a weekend of contrasts. There were the champagne-soaked celebrations of a triumphant Mercedes, joyous in their garage a few hours after their *ninth* one-two of the season; Lewis Hamilton once again victorious ahead of his team-mate Nico Rosberg.

After a season of intra-team tension, you couldn't deny team boss Toto Wolff his broad, victorious smile. As F1 departed Russia, Mercedes had racked up a formidable points tally, 223 more than their closest rivals, the once-dominant Red Bull. Constructors' title clinched with three races remaining – even taking into account that unpopular double points finale.

And yet, away from the celebrations there was unease and fear. The thoughts of all were with Jules Bianchi, still fighting for his life in a Yokkaichi hospital bed. Team principal John Booth remained at his side, as Jules lay in a critical but stable condition, and was a source of

support for his close family and friends who flew out to Japan to be with the Marussia racer.

The first world championship F1 race to be held on Russian soil was a triumph for the organisers, from a logistical and spectator point of view, but for many travelling directly from Japan, the race was an obstacle ahead of their longed-for return home.

Technically, Marussia entered American Alexander Rossi into this event on the Thursday evening, but before Friday morning practice commenced withdrew the entry, and, as a mark of respect, fielded only Max Chilton for the weekend. This was the first one-car team at a grand prix since Simtek ran just David Brabham in Montréal in 1994. Everyone agreed that racing was the right thing for Marussia to do in such difficult circumstances, but that didn't make it any easier. On the grid the team stood in support of their absent driver, holding a sign that read:

'Racing for Jules', while every driver came together to create a circle prior to the race start in tribute for the injured 25-year-old.

In the aftermath of that terrible accident, which had happened just seven days earlier, emotions were raw. Both FIA president Jean Todt, an old friend of the Bianchi family, and team boss Graeme Lowdon were subdued as they addressed the press ahead of the Russian GP.

"It's been an incredibly difficult week for Formula 1 and it's been an incredibly difficult week for our team," said Lowdon. "But it's also been a time that has reminded us of just how much support there is for people within this sport. Jules is an exceptional Formula 1 driver but he is also an exceptional human being. I don't know a single person who doesn't like him."

There was relief that the Russian Grand Prix passed without major incident, but the on-track action might have disappointed some

of the 55,000 enthusiastic fans who had had a long wait for this inaugural event. They at least had two locals to cheer on. Sauber gave Sergey Sirotkin a run out on Friday morning, while Toro Rosso's Daniil Kvyat impressed with a fifth place qualifying spot on Saturday afternoon. But his best grid position of the year was a result of the car's single-lap pace which didn't translate over a race distance, thanks to a flat-spot and fuel-consumption issues.

The circuit itself was always going to be dictated by the furniture it weaved its way around, namely the Winter Olympics stadiums. But it was the lack of abrasiveness of the track surface that was perhaps the biggest factor in creating a such a processional race. The smooth asphalt, combined with Pirelli's conservative choice of tyre compound, meant that there was very little thermal degradation in the tyres. This meant a race without much overtaking, and also helped preserve Nico Rosberg's championship quest.

Rosberg's best chance of beating his Mercedes team-mate Lewis Hamilton was off the start and into the first braking zone at Turn 2. Perhaps knowing this was crucial to clawing back ground in the title hunt, Rosberg put himself under too much pressure and suffered a huge lockup.

With smoke pouring from his front Pirellis, he was immediately forced to pit at the end of the first lap. Sinking to the back of the pack, his only option now was a damage-limitation drive. The combination of the straightline superiority of his Mercedes and the lack of degradation meant that he was able to eke out 52 laps on the medium tyres and still finish in second place.

"It was a mistake on my side," said Rosberg. "I just braked too late, that was it. It was very unnecessary. It was my corner and should have been the lead I had. I was very disappointed with that. After that my tyres were square, so I couldn't see where I was going and had to pit."

Heading home after a long trip away, Rosberg was now 17 points behind Hamilton in the world title fight. Clearly since Spa, the momentum in the team has turned. It's Nico who has everything to lose, while Lewis can't put a foot wrong. After his fourth consecutive victory – and his ninth of the year – Hamilton has now equalled Nigel Mansell's record for a British driver of 31 grand prix wins.

The last time Hamilton won four in a row, Rosberg was able to halt his momentum. That moment was in qualifying back in Monaco. Rosberg left Russia knowing he needed a similar chance to disrupt his team-mate. And he knew he still had a chance with 100 points available – thanks to that double points race in Abu Dhabi, a rule that may now count just Nico Rosberg as its sole supporter. **F1**

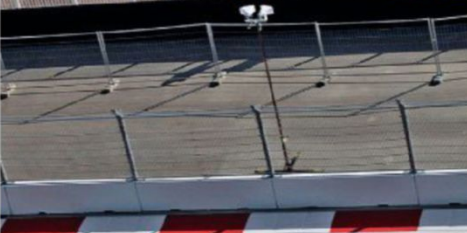
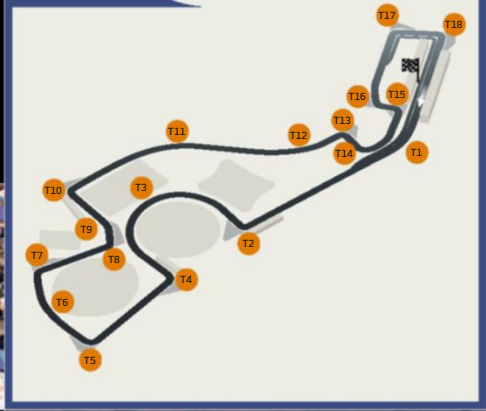
The story of the race

Before the race, the drivers form a circle as a tribute to the gravely injured Jules Bianchi

At the race start, Rosberg locks up into Turn 2 in an attempt to pass team-mate Hamilton



SOCHI



At the end of the first lap, Rosberg pits for new tyres then drops to the tail of the field

On lap 9, Marussia's Max Chilton retires from the race



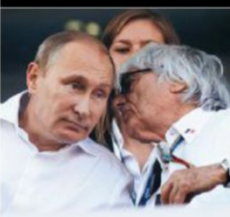
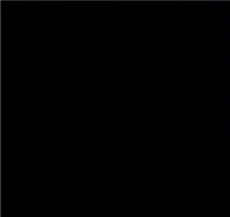
Ricciardo makes an early stop on lap 12, switching from soft to medium tyres



Midway through the race, Sutil's Force India is pitched into a spin by Lotus's Grosjean



By lap 30, Rosberg has clawed his way back into P2, passing the Williams of Bottas into Turn 2



Russian President Vladimir Putin arrives to watch the end of the race with Bernie Ecclestone

After 53 laps Hamilton crosses the line to win the first Russian GP and his fourth consecutive race



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

Russian Grand Prix stats

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

THE GRID



1. HAMILTON

MERCEDES
1min 38.513secs Q3



2. ROSBERG

MERCEDES
1min 38.713secs Q3



3. BOTTAS

WILLIAMS
1min 38.920secs Q3



4. BUTTON

MCLAREN
1min 39.121secs Q3



5. KVYAT

TORO ROSSO
1min 39.277secs Q3



6. RICCIARDO

RED BULL
1min 39.635secs Q3



7. ALONSO

FERRARI
1min 39.709secs Q3



8. RÄIKKÖNEN

FERRARI
1min 39.771secs Q3



9. VERGNE

TORO ROSSO
1min 40.354secs Q3



10. VETTEL

RED BULL
1min 40.052secs Q2



11. MAGNUSSEN*

MCLAREN
1min 39.629secs Q3



12. PÉREZ

FORCE INDIA
1min 40.163secs Q2



13. GUTIÉRREZ

SAUBER
1min 40.536secs Q2



14. SUTIL

SAUBER
1min 40.984secs Q2



15. GROSJEAN

LOTUS
1min 41.397secs Q2



16. ERICSSON

CATERHAM
1min 42.648secs Q1



17. HÜLKENBERG*

FORCE INDIA
1min 40.058secs Q2



18. MASSA

WILLIAMS
1min 43.064secs Q1



19. KOBAYASHI

CATERHAM
1min 43.166secs Q1



20. CHILTON*

MARUSSIA
1min 43.649secs Q1



21. MALDONADO**

LOTUS
1min 43.205secs Q1

THE RACE



THE RESULTS (53 LAPS)

1st	Lewis Hamilton Mercedes	1h31m 50.744s
2nd	Nico Rosberg Mercedes	+13.657s
3rd	Valtteri Bottas Williams	+17.425s
4th	Jenson Button McLaren	+30.234s
5th	Kevin Magnussen McLaren	+53.616s
6th	Fernando Alonso Ferrari	+60.016s
7th	Daniel Ricciardo Red Bull	+61.812s
8th	Sebastian Vettel Red Bull	+66.185s
9th	Kimi Räikkönen Ferrari	+78.877s
10th	Sergio Pérez Force India	+80.067s
11th	Felipe Massa Williams	+80.877s
12th	Nico Hülkenberg Force India	+81.309s
13th	Jean-Eric Vergne Toro Rosso	+97.295s
14th	Daniil Kvyat Toro Rosso	+1 lap
15th	Esteban Gutiérrez Sauber	+1 lap
16th	Adrian Sutil Sauber	+1 lap
17th	Romain Grosjean Lotus	+1 lap
18th	Pastor Maldonado Lotus	+1 lap
19th	Marcus Ericsson Caterham	+2 laps

Retirements

Kamui Kobayashi	Caterham	21 laps - brakes
Max Chilton	Marussia	9 laps - front left suspension

THROUGH SPEED TRAP



Fastest: Daniel Ricciardo, 203.99mph
Slowest: Max Chilton, 178.64mph

TYRE COMPOUNDS USED



Soft **Medium** **Intermediate** **Wet**

CLIMATE

Sunny 24°C

TRACK TEMP

32°C

FASTEST LAP



Valtteri Bottas, lap 53, 1min 40.896secs



FASTEST PITSTOP

Kevin Magnussen, 29.736secs (entry to exit)

DRIVERS' STANDINGS

1st	Lewis Hamilton Mercedes	291pts
2nd	Nico Rosberg Mercedes	274pts
3rd	Daniel Ricciardo Red Bull	199pts
4th	Valtteri Bottas Williams	145pts
5th	Sebastian Vettel Red Bull	143pts
6th	Fernando Alonso Ferrari	141pts
7th	Jenson Button McLaren	94pts
8th	Nico Hülkenberg Force India	76pts
9th	Felipe Massa Williams	71pts
10th	Kevin Magnussen McLaren	49pts
11th	Sergio Pérez Force India	47pts
12th	Kimi Räikkönen Ferrari	47pts
13th	Jean-Eric Vergne Toro Rosso	21pts
14th	Romain Grosjean Lotus	8pts
15th	Daniil Kvyat Toro Rosso	8pts
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
23rd	André Lotterer Caterham	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	565pts	9th	Marussia	2pts
2nd	Red Bull	342pts	10th	Sauber	0pts
3rd	Williams	216pts	11th	Caterham	0pts
4th	Ferrari	188pts			
5th	McLaren	143pts			
6th	Force India	123pts			
7th	Toro Rosso	29pts			
8th	Lotus	8pts			



For comprehensive F1 statistics visit www.forix.com

*Five-place penalties for replacement gearbox
**Remainder of ten-place penalty for additional sixth power unit

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RACE DEBRIEF

by Anthony Rowlinson

US Grand Prix

02.11.2014 / Circuit of The Americas



To have and have not

Lewis Hamilton's classy, record-breaking win painted a silver sheen across a troubling F1 weekend

You've either got it, or you haven't.

Money, talent, speed, power... whatever 'it' is, F1 demands only and always that you have it in plentiful supply.

So by the sport's own brutal-though-twisted internal logic, when teams like Marussia and Caterham wither and fail to make it to the end of the season, those who have managed to stand strong amid the financial maelstrom that's plucking away weaker opponents can simply point to their lesser rivals' inadequacies.

Time and again during a US GP weekend overwhelmed by off-track chatter about administration, boycotts, wealth redistribution and the thawing of the engine 'freeze', the 'haves' refused to engage with the notion that the plight of the 'have nots' could in any way be a problem shared. It's as if by failing to acknowledge the existence of a financial virus, the wealthy few can somehow ignore it into submission.

But the polarising nature of F1's financial woes could hardly have been more starkly portrayed than they were in Austin. Ahead of the pack, in a race of their own, were two glinting Merces, driven by a pair of sleekly efficient racers and backed, in Brackley and Brixworth, by 1,200 staff – not to mention the full corporate might of parent company Mercedes. Behind them, in order of affluence, were aligned the nine teams and 18 drivers who made it to the US.

No vaguely sane observer can ignore the widening chasm between those able to race effectively at the pointy end and those left behind, for it taints the view of everything on track. The irresistible excellence of the 2014 Mercedes is a thing of wonder, comparable with any of the dominant echelons that have in different eras ruled F1. But at what cost this level of superiority? "Don't blame us" say Mercedes, Red Bull, Ferrari and others. And, yes, it is

churlish to chide those most successful. Yet a sport that allows its lesser participants simply to be eradicated from the field of play is suffering from a sickness, regardless of the apparent health of those still competing.

These concerns cannot, however, be allowed to detract from the efforts of the individuals charged with simply getting on with their jobs – the drivers, mechanics, engineers, comms teams and hospitality crews, all clocking in as usual and performing brilliantly.

Lewis and Nico yet again played their parts, essaying a compelling victory duel in which Hamilton prevailed.

The early advantage was Rosberg's, however, after brake-locking niggles for Lewis in qualifying let Nico stamp out pole with a flawless Saturday lap, that breathed life back into the title battle. Arriving in Austin with a 17-point deficit to Hamilton, Nico knew this race was one he would

The story of the race

have to win, in order to halt the awesome run of form and results his team-mate has stitched together since the Italian GP in September.

He did his best, too, leading convincingly on soft Pirellis until lap 23, when a surging Hamilton lanced past on the inside into Turn 12 with a deep outbraking move launched from so far back that Rosberg simply didn't see it coming.

"There was some risk," Lewis beamed later, reflecting on his tenth win of the season and the 32nd of his career (taking him past Nigel Mansell as the most winning British F1 driver), "but it was clean, it was fair... so it was cool." No contact was made and Rosberg had no complaints about the manoeuvre. He continued to pressure Hamilton until race end and finished 4.3secs behind, having closed to within a second at one stage in his pursuit. "It took me some time to get into a rhythm after Lewis passed me," he noted, "and by then it was too late." In truth he never looked like besting Hamilton here, despite that stirring pole performance. Lewis seemed a man ever more at ease with himself, with his team and with his lead in the championship (now at 24 points). The way he cheekily swiped the hat of sheriff-for-the-weekend Mario Andretti spoke volumes for his air of calm self-containment: right now, the world is seeing one very happy Hamilton.

Rosberg took consolation from another spirited fight and the knowledge that the title cannot be decided until Abu 'double-points' Dhabi. The scorecard tells a truer story, however: with the win tally now ten-four in Hamilton's favour post-Austin, this year's dominant driving force has been the guy in car number 44, whatever the season's-end points tally.

Rounding out the Austin podium was this year's other superstar, Daniel Ricciardo, who combined strong race pace with swashbuckling racecraft, to mug a stronger Williams duo out of third place. Since Friday, Felipe Massa and Valtteri Bottas had looked set to tail the Mercs home in a tidy two-by-two. Except no one told Dan. Daring in traffic, producing one of the moves of the year to pass Fernando Alonso on lap 5 into Turn 1, he again shaded Sebastian Vettel, despite Vettel's charge from a pitlane start to P7.

A number of cameos spiced proceedings: Vergne vs Grosjean for Gallic honour; Maldonado for his first points of 2014; Button doughty though ultimately pointless. And a gaggle of big-name celebs peppered the paddock, from Keanu Reeves, to Matt LeBlanc, via Pamela Anderson, Simon Le Bon and Gordon Ramsay.

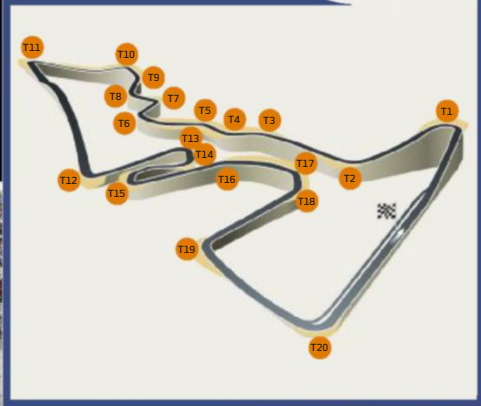
Only one name, though, was on the lips of the departing crowds: that of Lewis Hamilton.

"My dad used to tell me to drive it like I stole it," he said. "So I did!"

If you've got it, as they say, flaunt it. **F1**

Heading into Turn 1 Nico Rosberg leads from pole ahead of Mercedes team-mate Lewis Hamilton

CIRCUIT OF THE AMERICAS



At the end of the opening lap Sergio Pérez collides with Adrian Sutil, bringing out the Safety Car



On the restart, Daniel Ricciardo makes up for his bad start, passing Fernando Alonso for fifth at T1



Maldonado, Vergne and Gutiérrez get five-second stop-go penalties for speeding behind the Safety Car



After the pitstops, Ricciardo is able to leapfrog the Williams of first Bottas, then later Massa



On lap 24, Hamilton pulls alongside his team-mate and takes the lead as they brake for Turn 12



Jean-Eric Vergne barges past Romain Grosjean at T1 on lap 50 to take tenth place



After a late stop for tyres, Vettel (who started from the pitlane) recovers to finish in seventh

Hamilton wins to eclipse Nigel Mansell's record and become the most successful British F1 driver ever





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US Grand Prix stats


The lowdown on everything you need to know from the weekend at the Circuit of the Americas


THE GRID


- 

1. ROSBERG
MERCEDES
1min 36.067secs Q3
- 


2. HAMILTON
MERCEDES
1min 36.443secs Q3
- 

4. MASSA
WILLIAMS
1min 37.205secs Q3
- 


6. ALONSO
FERRARI
1min 37.610secs Q3
- 


8. RÄIKKÖNEN
FERRARI
1min 37.804secs Q3
- 


10. MALDONADO
LOTUS
1min 38.467secs Q2
- 


12. BUTTON*
McLAREN
1min 37.655secs Q3
- 


14. VERGNE
TORO ROSSO
1min 39.250secs Q1
- 


16. GROSJEAN
LOTUS
1min 39.679secs Q1
- 


18. VETTEL***
RED BULL
1min 39.621secs Q1
- 


1. ROSBERG
MERCEDES
1min 36.067secs Q3
- 


3. BOTTAS
WILLIAMS
1min 36.906secs Q3
- 


5. RICCIARDO
RED BULL
1min 37.244secs Q3
- 

7. MAGNUSSEN
McLAREN
1min 37.706secs Q3
- 

9. SUTIL
SAUBER
1min 38.810secs Q3
- 

11. PÉREZ
FORCE INDIA
1min 38.554secs Q2
- 

13. HÜLKENBERG
FORCE INDIA
1min 38.598secs Q2
- 

15. GUTIÉRREZ
SAUBER
1min 39.555secs Q1
- 

17. KVYAT**
TORO ROSSO
1min 38.699secs Q2

*Five-place grid penalty for replacement gearbox **Ten-place grid penalty for first time a seventh power unit used ***Required to start from the pitlane for changing an entire power unit

THE RACE



THE RESULTS (56 LAPS)

1st	Lewis Hamilton Mercedes	1h40m 04.785s
2nd	Nico Rosberg Mercedes	+4.314s
3rd	Daniel Ricciardo Red Bull	+25.560s
4th	Felipe Massa Williams	+26.924s
5th	Valtteri Bottas Williams	+30.992s
6th	Fernando Alonso Ferrari	+95.231s
7th	Sebastian Vettel Red Bull	+95.734s
8th	Kevin Magnussen McLaren	+100.682s
9th	Pastor Maldonado Lotus	+107.870s
10th	Jean-Éric Vergne Toro Rosso	+108.863s*
11th	Romain Grosjean Lotus	+1 lap
12th	Jenson Button McLaren	+1 lap
13th	Kimi Räikkönen Ferrari	+1 lap
14th	Esteban Gutiérrez Sauber	+1 lap
15th	Daniil Kvyat Toro Rosso	+1 lap

*Five-second time penalty for forcing another car off the track

Retirements

Sergio Pérez	Force India	16 laps - accident
Nico Hülkenberg	Force India	1 lap - power unit
Adrian Sutil	Sauber	0 laps - accident

THROUGH SPEED TRAP



Fastest: Sebastian Vettel, 209.40mph
Slowest: Adrian Sutil, 191.13mph

TYRE COMPOUNDS USED



Soft Medium Intermediate Wet

CLIMATE

Sunny 24°C

TRACK TEMP

35°C

FASTEST LAP



Sebastian Vettel, lap 50, 1min 41.379secs



FASTEST PITSTOP

Jenson Button, 23.546secs (entry to exit)

DRIVERS' STANDINGS

1st	Lewis Hamilton Mercedes	316pts
2nd	Nico Rosberg Mercedes	292pts
3rd	Daniel Ricciardo Red Bull	214pts
4th	Valtteri Bottas Williams	155pts
5th	Sebastian Vettel Red Bull	149pts
6th	Fernando Alonso Ferrari	149pts
7th	Jenson Button McLaren	94pts
8th	Felipe Massa Williams	83pts
9th	Nico Hülkenberg Force India	76pts
10th	Kevin Magnussen McLaren	53pts
11th	Sergio Pérez Force India	47pts
12th	Kimi Räikkönen Ferrari	47pts
13th	Jean-Éric Vergne Toro Rosso	22pts
14th	Romain Grosjean Lotus	8pts
15th	Daniil Kvyat Toro Rosso	8pts
16th	Pastor Maldonado Lotus	2pts
17th	Jules Bianchi Marussia	2pts
18th	Adrian Sutil Sauber	0pts
19th	Marcus Ericsson Caterham	0pts
20th	Esteban Gutiérrez Sauber	0pts
21st	Max Chilton Marussia	0pts
22nd	Kamui Kobayashi Caterham	0pts
23rd	André Lotterer Caterham	0pts

CONSTRUCTORS' STANDINGS

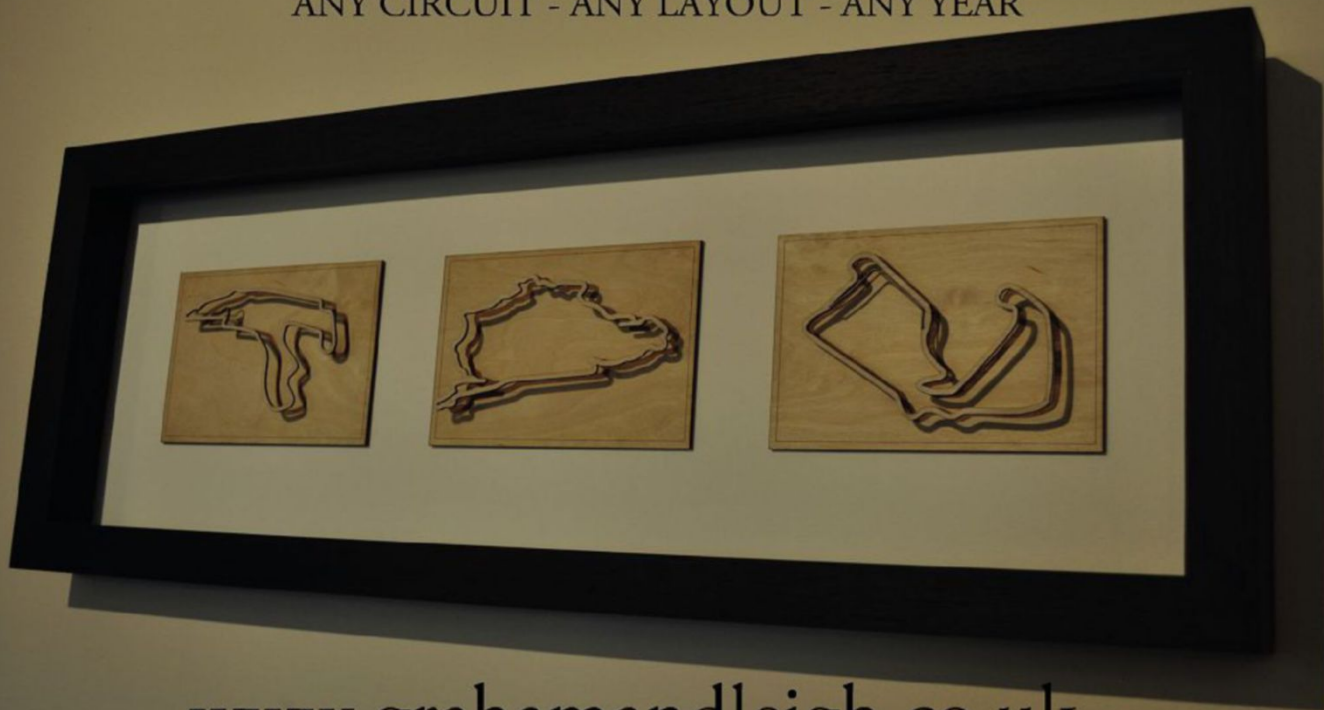
1st	Mercedes	608pts	9th	Marussia	2pts
2nd	Red Bull	363pts	10th	Sauber	0pts
3rd	Williams	238pts	11th	Caterham	0pts
4th	Ferrari	196pts			
5th	McLaren	147pts			
6th	Force India	123pts			
7th	Toro Rosso	30pts			
8th	Lotus	10pts			



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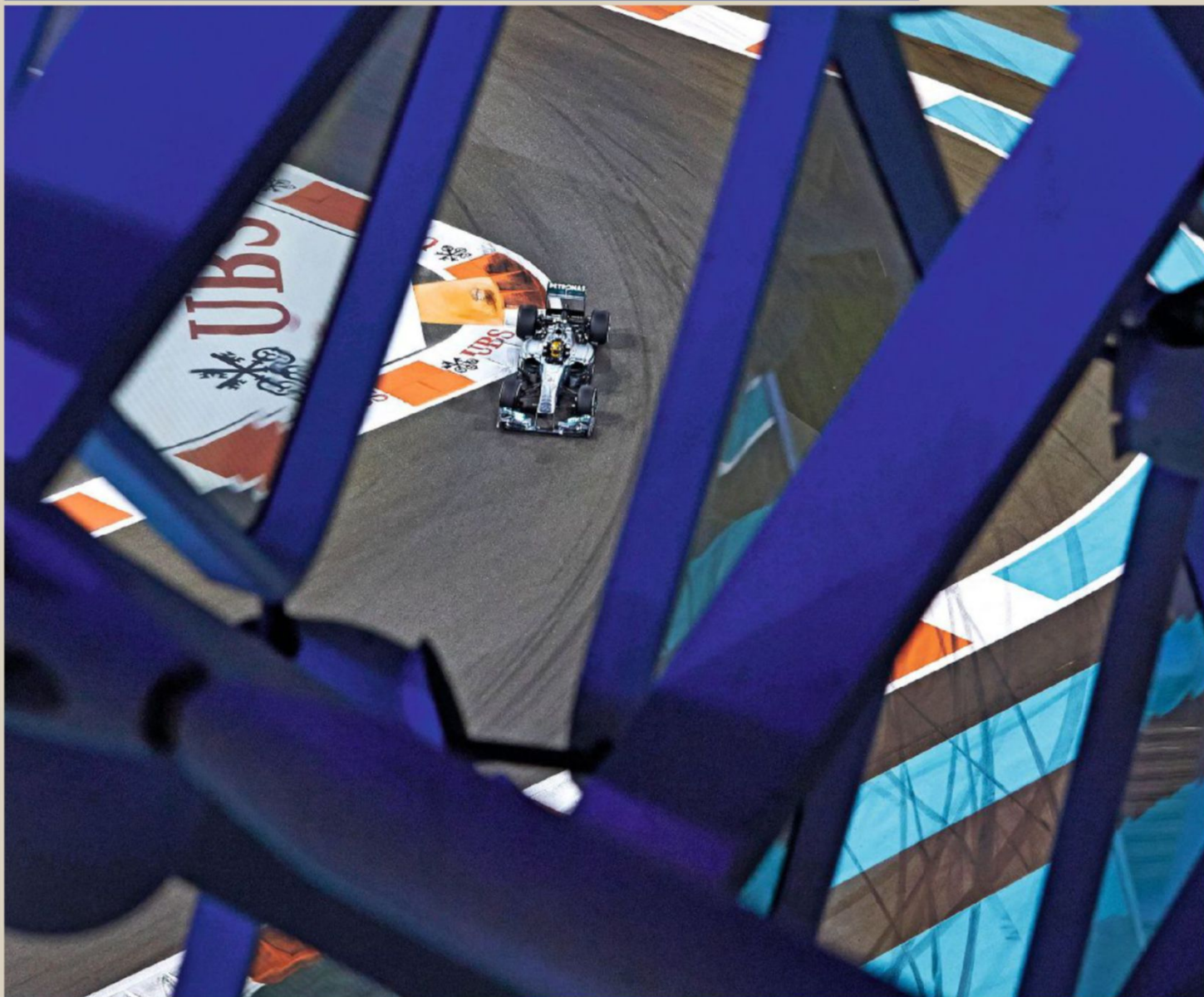
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The Abu Dhabi GP preview



Round 19 / 21-23 November / Yas Marina

There's everything to play for at this twisting, technical double-points finale



THE ENGINEER'S VIEW

Pat Symonds,

Williams' chief technical officer

The Abu Dhabi Grand Prix holds double honours in 2014, being both the season finale and the only race worth twice the normal amount of points. This will guarantee championship positions for many teams, keeping most drivers in the running until the end of the race.

This technical track has 21 corners that twist through Yas Island, off the coast of Abu Dhabi. A few straights are thrown into the mix, but the

circuit is very much a combination of corners, with a few fast sweeps in the first sector and a tricky final sector that can influence lap time.

The many changes of direction necessitate rapid response and a good mechanical balance, while the stop-go nature of the track means cars' rears are set up on the softer side to promote traction. Because of this, compromises must be reached without making the car so soft that it affects tyre wear or so stiff that it causes excess wheelspin – which also leads to higher tyre wear.

A few peculiarities could affect tyre strategies during the race. The track is smooth although often sand-covered, which makes it quite slippery, especially at the start of each day. And being an evening race, track temperatures fall instead of rising, adding a further challenge. It

means teams can do longer stints, even on the option tyre, towards the end of the race. But this depends on compounds brought and the working temperature range of those tyres.

The track is hard on engines, with high fuel consumption likely. This, coupled with the high temperatures, means power units will play a major role in this race as the limits on usage finally catch up with the teams. The tactical balance of end-of-life engines against the lure of double points will prove fascinating.

The same applies to drivers. In the knowledge that double points are up for grabs they must balance the conservative approach of protecting their overall finishing position for the year with the awareness that a risky overtaking manoeuvre could seal an unexpected elevation in the points.

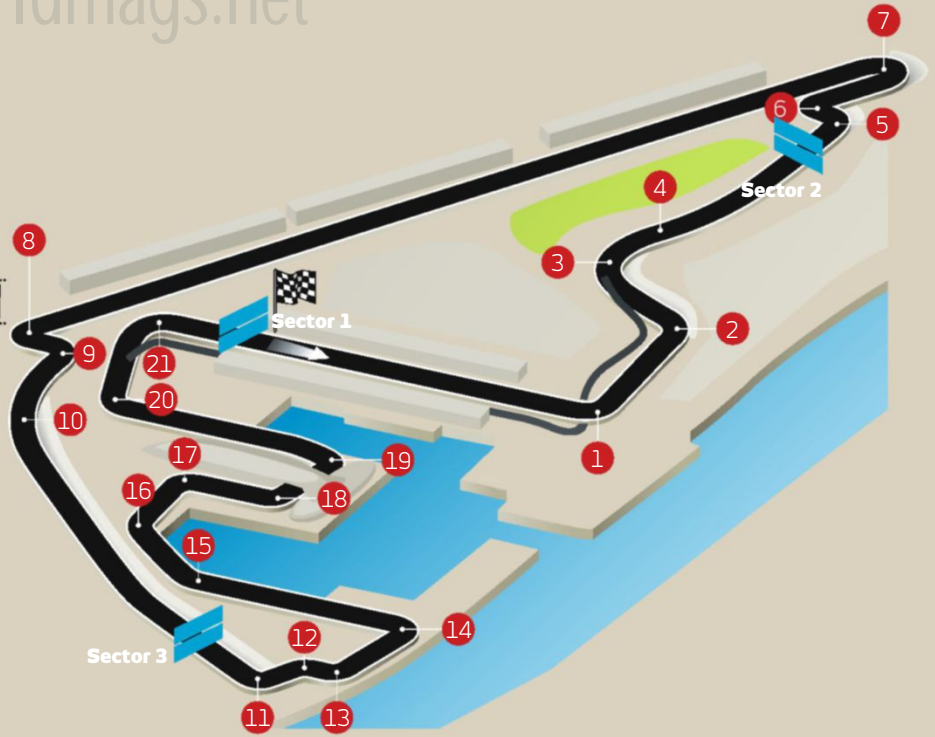


ABU DHABI GP RACE DATA

Circuit Name Yas Marina Circuit
First GP 2009
F1 races held 5
Laps 55
Circuit length 3.451 miles
Race distance 189.738 miles
Direction Anticlockwise
Winners from pole 1

TV TIMETABLE
(UK TIME)

Friday 21 November
Practice 1 09:00-10:30
Practice 2 13:00-14:30
Saturday 22 November
Practice 3 10:00-11:00
Qualifying 13:00
Sunday 23 November
Race 13:00
Live coverage BBC
 & Sky Sports F1



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

Winner Sebastian Vettel
Margin of victory 30.829s
Fastest lap 1m 43.434s, F Alonso
Race leaders 1
Pitstops 41
Overtakes 32



Abu Dhabi was the 17th of 2013's 19 races, and the scene of yet another Vettel victory. The major talking point was the absence on the Thursday of Kimi Räikkönen. The Lotus driver later revealed he hadn't been paid all he was owed for the year and would soon be packing his bags for Ferrari...

YAS MARINA TELEMETRY

2014 ■ 2013 ■

HOW A LAP IN THE NEW 2014 CARS WILL COMPARE TO LAST YEAR

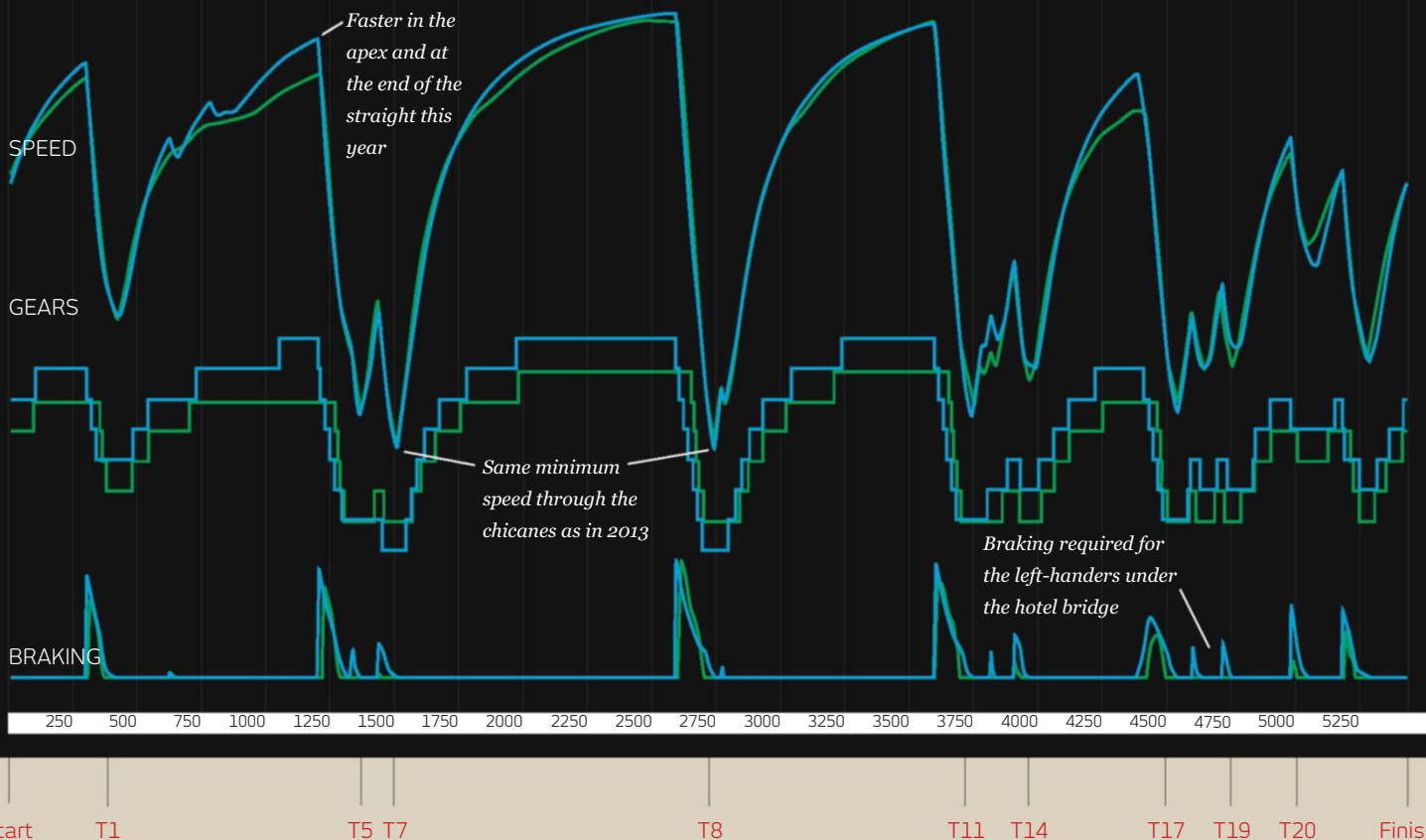


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Going round in circles

Now that it's clear that New Jersey won't happen in 2015 (or probably ever) and with F1 needing an extra US race, how about this for an idea: instead of trying to find a new venue, why not have one F1 race on a proper oval track?

I am not very fond of oval racing, but having one race a season there would be spectacular – the sheer speed (in F1, cars with the highest maximum speed don't always win), lack of experience of current drivers with oval racing and frequent Safety Car periods could result in the odd win for some of F1's minnows, which is just what the sport needs.

I know there are technical and set-up challenges to running F1 cars on ovals, but if F1 is the pinnacle of motorsport, I'm sure these can be overcome. Think about the success in the US, having F1 cars racing on some of the classic tracks (we could change the venues each year), enabling direct comparison of times and speeds with Indycar – it would bring the sport closer to average American fans. In a few years time we will have more American sponsors, teams (in addition to Haas) and drivers. This could be huge for the future of F1.

*Bojan Trkulja
 Belgrade, Serbia*

Message to Maldonado

The introduction of new rules concerning radio communications at the Singapore Grand Prix was an extremely interesting development.

There was confusion about how these changes would be implemented, but it was made very clear that driver coaching was absolutely forbidden.

However, I had noticed in previous races that an extremely powerful figure in the sport had been assisting Pastor Maldonado by setting up large notices around various tracks that included some much-needed advice. What else explains the "Bernie says: 'Think Before You Drive!'" notices?

Adrian King
Northants, UK

★ STAR LETTER



Could the 2014 season finale in Abu Dhabi see most teams starting from the pitlane?

They wouldn't, would they?

As a truly thrilling Formula 1 season draws towards the end, a disturbing thought has unfortunately occurred to me.

With the double points on offer in Abu Dhabi and all teams running low on power units and components, will it be the actual on-track qualifying action that actually determines the grid? Or will the grid positions instead be determined by who changes what power unit first? With the biggest benefit to be had by replacing the whole unit, perhaps most of the grid will chose to start from the pitlane instead.

Lewis Hamilton has this season demonstrated that the benefit of new tyres, when combined with a lack of concern over using full power, can translate into good early pace and big points.

Although this would make for an interesting and unique race, it would not be the showcase event to end the season that I and I am sure everybody else is hoping for.

Richard Megeary
Buckinghamshire, UK



STAR PRIZE

Richard Megeary wins a pair of three-day general admission tickets to the 2015 Formula 1 Santander British Grand Prix. For more details, visit www.silverstone.co.uk/events. Hotline number: 0844 3728 300

Take away the technology

I have been watching F1 for more than 40 years. Nothing gets in the way of my races. I lock the door and unplug the phone so as not to be disturbed. My family and friends check the TV listings before trying to contact me.

So many years of total excitement and pleasure – and sadness. I still mourn the loss of Senna, and many others. I pray every day for Michael.

But my reason for writing is my disappointment in the 'modern' cars. Not only have we lost the wonderful sounds of Formula 1, but it seems to me that the cars now do all the driving. Take away all these tweaks and buttons and let the drivers do the driving – then let us see who comes out on top. Wouldn't it be great to see Nico and Lewis battling without the aid of all this technology?

One of my greatest memories is being in the stands at Stowe corner at Silverstone, watching Schumi's Ferrari come down the Hanger Straight on a very damp track – this was in free practice – hearing the scream of the engine and, as it turned at Stowe and drove away from me, hearing the full power of the engine and feeling the spray kicked up from the rear wheels. It was amazing.

I love the magazine and all the information you give us. I am a great-grandmother of six and still get up at all hours to watch free practice and quali and, of course, the grand prix. But this year I just feel there is too much technology.

Give all the cars the same tyres – which should be made to last – take away the gizmos and let the boys race. And give Max Verstappen a chance, too.

Barbara MacKay
By email

Our loss... and our gain

As a Ferrari fan, I'm sad to contemplate losing Fernando Alonso, arguably the best driver in F1, but am now excited at the prospect of Vettel emulating his hero, Michael Schumacher, and rebuilding the team around him, hopefully with similar success.

More important for F1, though, is the need for the classic teams like Ferrari, McLaren and Williams to be in there challenging Mercedes and Red Bull.

These recognised, respected names are still the backbone of the sport and draw millions of people every year. Williams' resurgence has been a pleasure to watch this year: it's up to the others to step up to the plate.

Andrew Edmondson
London, UK

Williams' biggest mistake

After enduring the tedious Russian Grand Prix on TV, one point became fairly obvious: namely that Williams should, if there ever was a chance, have re-signed Jenson Button. His drive in Sochi was superb in a car that is one of the worst McLarens ever built.

This season the Williams car has been outstanding. Valtteri Bottas has been able to rack up the lion's share of their points and has outclassed Felipe Massa.

Massa's woeful attempt at passing the Force India of Sergio Pérez in the closing stages of the Canadian GP was excruciating to say the least. Massa's fans

will point out that his qualifying performances are better than those of Button, but as of Japan, Jenson has more points.

Over many seasons Williams have made mistakes with their driver line-up and, I think, they have done it again.

Steve Bryan
By email

Reims remembered

Your feature on Reims ('Field of Reims', *F1 Racing*, October 2014) brought back a ton of memories for me. It was my first F1 race!

I was 17 and my Dad took me and my younger brother to the race. He was in the United States Air Force, stationed in France, and I was a junior at Verdun American High – and got a trip to Le Mans as my graduation gift in 1959.

Pictured in your article are Fangio in a Maserati (#34), Harry Schell in a BRM (#16) and Moss in a Vanwall (#8). Moss was second behind Hawthorn and they were tied for first place in the drivers championship after this race. Also of note: Phil Hill drove a private Maserati in his first race (Enzo was not happy) and Jean Behra won the F2 race in an RSK. Luigi Musso was killed, and Behra died the following month at the German GP.

Love the magazine and thanks for the shot of nostalgia. These were the days of real races and racers – almost all the F1 drivers in this race also drove in the F2 event.

Gustav Erbes
California, USA



Moss (#8) and Fangio (#4) do battle at the 1958 French GP at Reims – Fangio's final race

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ISSUE ON SALE 18 DECEMBER*

*CONTENTS SUBJECT TO CHANGE

MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

"It's sad to see a downcast Jenson on TV, but he knows he's got what it takes and the car hasn't, so it's no surprise"

I've seen drivers come and I've seen them go since Formula 1 began in 1950 – and there's not one of them that I've had more respect and liking for than Jenson Button.

He's a chip off the old block, the 'old block' being his father John who I knew and liked immensely long before I was aware of his son. It's from John that Jenson gets his racing genes: John was a top rallycross driver in the 1970s and many was the Button Sr drama I commented on as he raced the wheels off his VW Beetle. Jenson would be the first to acknowledge that if

it wasn't for his father's support, he wouldn't be where he is now. For John was the ideal racing dad, drumming up the money, working on the cars and always there for his boy. His death this year broke a great and endearing partnership.

With Jenson, what you see is what you get. On TV he comes across as courteous, friendly, cheerful, immensely sensible and totally free of self-importance and ego. Off the box he is all of these things as I discovered during three great years as Honda's F1 Ambassador from 2006 to 2008. Part of my remit was to interview Jenson

and his team-mate Rubens Barrichello in front of Honda's Paddock Club guests at every race and, frankly, it couldn't have been something JB looked forward to. Having to break from race matters to chat to people who weren't necessarily passionate about car racing must have been unsettling. But, as soon as he entered the room, Jenson had them hanging on his every word as he spoke with warmth, humour and authority. A real professional who realises that, in this commercial age, there is more to being a top racing driver than just being fast on the track.

Personality and charisma are hard to define but, as a motor racing icon, Jenson's got both, just like David Beckham who, as a top footballer with style, rings the bell even for ignoramuses like me. And that's something McLaren, as a very commercially oriented team, must surely appreciate from a driver who could contribute so much from 15 years of experience with Williams, Benetton, Renault, BAR, Honda, Brawn and themselves.

Jenson's had good times and bad times, from his stunning debut with Williams at the early age of 20 until now. That great first year in F1 was followed by ups and downs with his other teams, with just that one brilliant win in Hungary 2006 until his superb world championship-winning season with Brawn in 2009 and then a mixed bag of success and failure with McLaren.

Just look at who Jenson's taken on and beaten over the course of his Formula 1 career, starting with world champion Jacques Villeneuve whom he blew away at BAR; his former McLaren team-mate Lewis Hamilton; four time world champion Sebastian Vettel; the great Michael Schumacher; Fernando Alonso; and Kimi Räikkönen. How has he done it? Like the rest of the superstars he's a thinking driver with enormous talent, brain capacity to spare, a smooth and seemingly effortless style that treats his tyres with sympathy and, even more than most, an uncanny ability to read race conditions and respond to his advantage. All he needs is the right car.

There aren't many who have been at the top level for 15 years but Jenson has and his hunger to continue and succeed is as strong as ever. Popular with everyone he meets, experienced and successful and with his talent undimmed, he still has so much to offer. 🏁



"Jenson is courteous, friendly, cheerful, sensible and free of ego as I discovered during three years as Honda's F1 ambassador"



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