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DAN RICCIARDO

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his mega-quick style

SEB VETTEL

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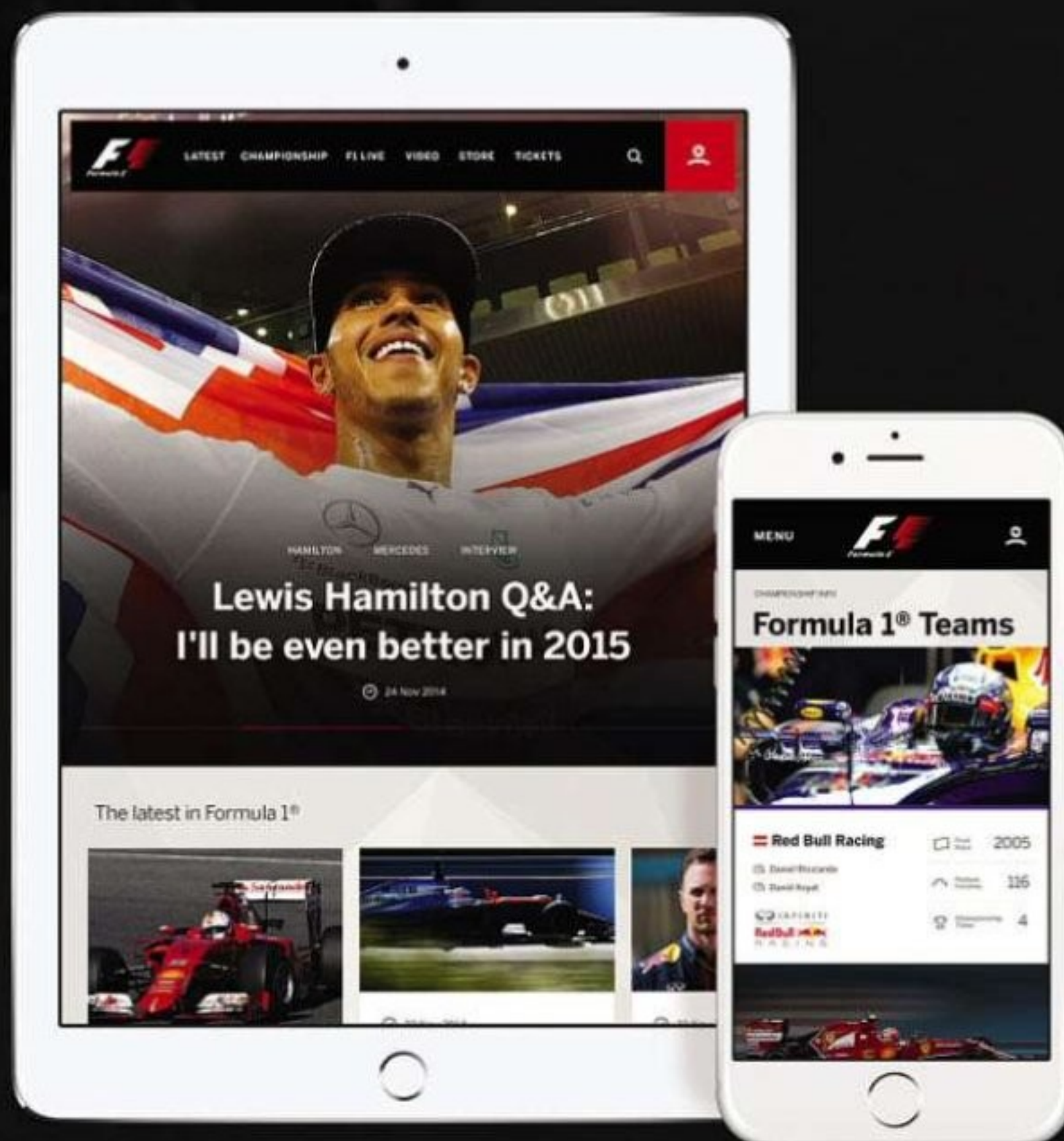




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BUTTON ▼

P4GAP
0.016s**P5**LAST LAP
1:15.448FASTEST LAP
1:14.963TYRES
S X
LAPSPITS
2LAST LAP
1:14.958FASTEST LAP
1:14.667TYRES
X **S**
LAPSPITS
3

AUTODROMO JOSE CARLOS PACE

P	#	DRIVER	GAP INTERVAL			
1	6	N. ROSBERG	LAP	60	1:14.003	18.5
2	44	L. HAMILTON	0.8	0.8	1:14.201	18.4
3	19	F. MASSA	31.6	30.5	1:14.800	18.7
4	7	K. RÄIKKÖNEN	42.2	11.2	1:15.448	18.9

**5.6**

5	22	J. BUTTON	42.2	0.2	1:14.958	18.7
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Fast, thrilling and ultimately treacherous, the former venue of the Spanish GP was the archetypal old-school F1 circuit

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The new chairman of the GPDA on his vision for F1

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MONTJUÏC PARK

The old-style circuit that was too fast, too furious



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DAN RICCIARDO

Despite torrid times with the Renault power unit, he's staying positive





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**IN CONVERSATION
WITH SEB VETTEL**

Ferrari's newest
race winner on his
future in scarlet



62

TOTO WOLFF

He knows who
he's tipping for
the title – but
he's not telling



40

VALTTERI BOTTAS

A star in the
making and the
driver just about
everyone is calling
a future world
champion



Ignition / Anthony Rowlinson / 05.15

A track to remember with awe

In a week or so, the F1 mega-trucks will rumble into the unremarkable Spanish municipality of Montmeló, 20 miles north-east of Barcelona. They'll cover the route to the Circuit de Catalunya, host venue of the Spanish GP, on autopilot, so familiar has it become in the weeks and months spent testing and racing there since 1991.

The C-de-C has grown into a minor modern classic: that's familiar yet challenging; efficient yet quietly characterful. Everything, in fact, that we've come to expect of a latter-day F1 circuit – and an extremely popular one with fans, too, in the Fernando Alonso era.

Few of them though, we'd venture, will know an awful lot about another one-time Spanish GP venue hidden away in Barcelona proper – the terrifying and deadly Montjuïc Park circuit. And this despite the fact that many of them will have strolled around the track without realising they were walking in the wheeltracks of legends: all the '60s and '70s F1 greats tested their mettle here – Stewart, Rindt, Lauda, Hunt, Cevert, Ickx, Regazzoni, Fittipaldi, Hill, Hailwood, Reutemann...

Montjuïc is a grand public park these days, home to a number of buildings built for the 1992 Olympics. Hard to imagine that ranks of screaming Cosworth V8s and Ferrari-12s tore around its roads every other year from 1969-1975. Yet they did – ultimately with fatal consequences, as you'll read on [p98](#). So as you settle down to enjoy this year's Spanish GP, perhaps pause to reflect on the risks faced by the F1 superstars of yesteryear as they went about their business.

How might the modern crop of talent have fared at a track so perilous? Well, after the initial culture shock of being asked to race around a circuit with loose safety barriers (yes, really), we're sure they'd have had a blast, given the Spa-meets-Monaco nature of Montjuïc. Local hero and polesitter Alonso in a McLaren M23, harried into Turn 1 by Seb Vettel in a Ferrari 312T... that would *definitely* have been worth the price of an entry ticket.

Where in that mix might we have found this month's cover star, Valtteri Bottas? Let's say he'd have been a Williams man then, too, although the mid-'70s were just before the team hit the F1 big time. So Bottas, an emerging talent in a tricky Williams, as he was in his F1 rookie season, 2013. But a dodgy car wouldn't have been enough to veil his talent 40 years back, as it wasn't two seasons ago. And had Valtteri been sitting in a Williams FW06, as the team started to come good in '78, he surely would have shone, then as now, in this year's FW37.

Some might question the cover credentials of Bottas, before he has even won a grand prix, but we have no doubts. He has already shown flashes of superstar talent and there are plenty of gnarly old heads at Williams – including our own technical consultant, Pat Symonds – who recognise genius when they see it.

And none other than double world champ (and now Bottas's mentor) Mika Häkkinen reckon he's made of the right stuff: "Becoming a world champion is a process," he says, "but Valtteri's taking all the right steps. With his talent, he can get there."

You read it here first.

Contributors



Kevin Wood

Keeper of the world's largest motorsport photo archive

The LAT archive contains around 12 million images, and Kevin can find the best. We tasked him with digging out epic shots of Montjuïc Park ([p98](#)).



Matt Youson

Meeting the drivers waiting for others to have bad luck

Not every driver in the F1 paddock is there to race. Youson tracked down the supersubs ([p72](#)) – the men who sit ready to jump into a car at a moment's notice.



James Roberts

Getting the inside track on F1's rising Finnish superstar

Valtteri Bottas is on the cusp of becoming a true F1 star. Jimmy spoke to both Bottas and several experts to find out why – and spills the secrets on [page 40](#).



Steven Tee

Our principal photographer chases F1 history in Spain

To accompany the archive images for our retro piece on Montjuïc Park ([p98](#)) we sent star snapper Steven to Spain to capture how the street circuit appears today.



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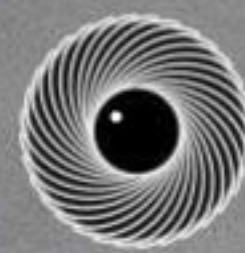
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Parade

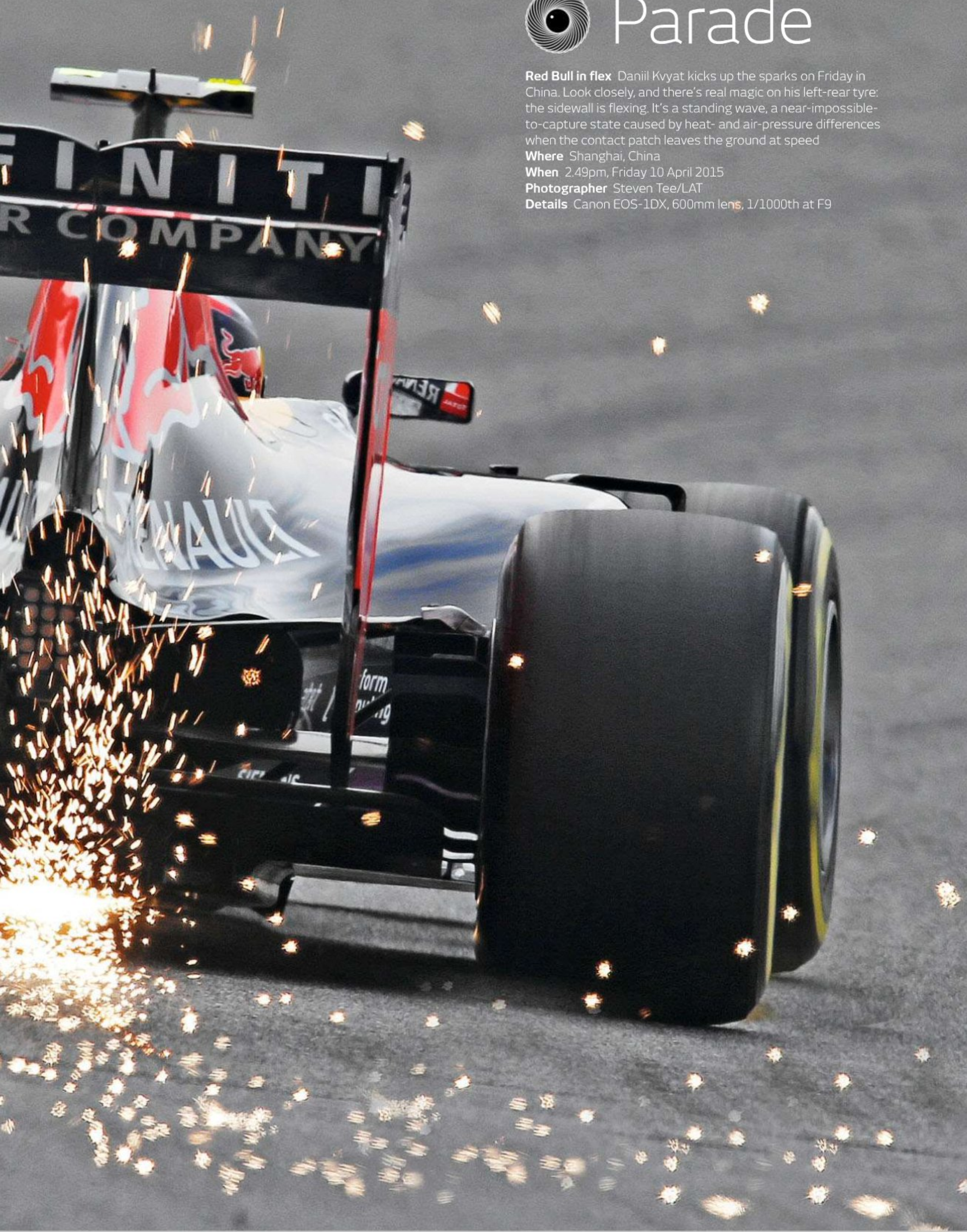
Red Bull in flex Daniil Kvyat kicks up the sparks on Friday in China. Look closely, and there's real magic on his left-rear tyre: the sidewall is flexing. It's a standing wave, a near-impossible-to-capture state caused by heat- and air-pressure differences when the contact patch leaves the ground at speed

Where Shanghai, China

When 2.49pm, Friday 10 April 2015

Photographer Steven Tee/LAT

Details Canon EOS-1DX, 600mm lens, 1/1000th at F9







Parade

Black magic Wisps of steam rise from a Pirelli tyre during practice in China, a timely demonstration of how managing heat is so integral to unlocking their performance. Tyres are often dismissed as 'black and round', but this is a reminder that there is beauty and magic in every aspect of a F1 machine

Where Shanghai, China

When 11.34am, Friday 10 April 2015

Photographer Vladimir Rys

Details Canon EOS-1DX, 200mm lens, 1/200th at F20





Parade

Fine in China He may have driven too slowly for Nico Rosberg's liking in the race, but Lewis Hamilton was just too fast for his team-mate in qualifying for the Chinese Grand Prix. The world champion thrilled the Chinese fans by securing his third straight pole position – his fifth at the Shanghai circuit

Where Shanghai, China

When 3.05pm, Saturday 11 April 2015

Photographer Lorenzo Bellanca

Details Canon EOS-1DX, 24mm lens, 1/25th at F22





RENAULT ENGINE SPAT 21



THE DRIVER'S WIFE 24



KIMI IMPRESSES 26

F1 INSIDER

NEWS ■ OPINION ■ ANALYSIS

EXCLUSIVE!

F1 teams plot junior championship

A championship-within-a-championship could increase interest and boost grid numbers

F1 chiefs are considering setting up a 'junior world championship' should the grid drop below a certain level, *F1 Racing* can exclusively reveal.

Mercedes F1 boss Toto Wolff told *F1 Racing* that the idea had been discussed as a possible "contingency plan" should the sport "lose another team or two".

Wolff said that he and his fellow team bosses were thinking about: "Giving the opportunity [for teams] to enter a third car with young drivers or junior drivers, with the potential of selling the livery to different sponsors. Maybe even setting up a junior world championship."

He added: "The third car wouldn't be part of the main drivers' championship, because you don't want the third car to interfere in what's seen as the main championship."

"So you could put the best-placed junior driver on the podium with the other three and make him score points in the 'junior championship'. And that would spice up Formula 1."

"Imagine a field where you had, say, Pascal Wehrlein in a Mercedes, Max Verstappen in a Red Bull, Alex Lynn in a Williams and Jolyon Palmer in a Lotus. And you put them in the same car as the two main drivers. Wouldn't it be interesting to see how they perform, fighting it out for their own championship?"

"But they would only be allowed to stay in the car for a year before they had to progress into the main championship."

FINANCIAL STRUGGLES

The idea has emerged from continuing discussions over what to do if some of the teams experiencing financial difficulties fail to survive.

The collapse of Caterham at the end of last season has dropped the grid to 20 cars – a figure considered the ideal minimum for the sport, and on which all the financial contracts are based.

Only the last-minute revival of Manor Marussia stopped the grid plummeting to 18 cars. And Lotus, Force India and Sauber are still all struggling to make ends meet.

Small teams have long been opposed to F1 boss Bernie Ecclestone's proposals for the larger teams to run third cars, as they fear it would push them further from points-scoring positions. They have also rejected his idea for the larger teams to sell customer cars to the smaller teams.

Wolff said he didn't support customer cars. "This is a constructors' championship and the

highest league in motorsport," he said.

"Even the small teams have clearly expressed the opinion that they would like to remain as constructors. That rule has already been weakened because the only thing you need to make today is the monocoque and the bodywork and we shouldn't loosen it up even more."

This debate is one of many parallel discussions about the state of F1 and how to revive interest. Bosses have been concerned about the drop in television audiences in some major markets, such as Germany and Italy in 2014.

OTHER IDEAS CONSIDERED

Ecclestone has proposed another series of gimmicks, including the re-introduction of the controversial double points scheme, although he wants to extend it to the last three races of the season, as he had originally intended, rather than just the last grand prix of the year.



Williams development driver
Susie Wolff sees a women-only
championship as a retrograde step



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FORMULA 1 JUNIOR CHAMPIONSHIP



Coming to a grid near you
soon? Contingency plans are
being examined to stop the
grid dropping below 20 cars

Among his other ideas are reversing the grids and giving points for qualifying and the setting up of a 'ladies' championship" with a race for female drivers on Sunday mornings before the main event.

Williams test driver Susie Wolff has described that idea as a 'backward step', and others have remarked that it smacks of sexism.

"With a wet T-shirt competition and champagne show in fireproof panties," one

senior figure remarked sardonically, "I'm sure it would attract a lot of viewers."

Team bosses want to make the cars look more dramatic for 2017, with wider track, wider rear tyres and lower-profile wheels – the ideal model being something like the cars from 1992.

Another aim is to introduce 1,000bhp engines by 2017. There is an agreement that the current turbo hybrid engines will remain, but that there may be a relaxation of restrictions on fuel flow.

NEWS DIGEST

The month's big stories at a glance

20.3.15 The German Grand Prix is officially axed from the 2015 calendar



26.3.15 Sauber's head of aerodynamics, Willem Toet, is put on gardening leave. The team say his departure is part of a restructure
26.3.15 Adrian Sutil is named reserve driver for Williams
29.3.15 Sepang International Circuit bosses sign an extension to host the Malaysian GP until 2018
1.4.15 Red Bull announce development driver Pierre Gasly will run for Toro Rosso in the post-Spanish GP test at Barcelona
9.4.15 Red Bull's Dietrich Mateschitz says the firm may quit if it cannot secure a competitive power unit
10.4.15 Shanghai circuit chiefs tighten security after a fan runs across the track during F1 practice. The fan was subsequently arrested

Toto Wolff, however, points out that the manufacturers are likely to have reached that figure anyway by then in the course of normal development, without the need to change the engine rules at all.

There are a couple of spanners in the works, though. For the rules to be changed for 2017 and new-look cars to be introduced, a majority decision would be required by the end of June – and an agreement looks a long way off.

The other issue is that TV viewing figures have bounced back after the first two races of 2015, especially in Germany, one of the major markets of concern. Sebastian Vettel's victory for Ferrari in Malaysia should help that figure rise further, and will likely lead to a similar bounce in Italy.

• Mercedes boss Toto Wolff answers your questions on [page 62](#)

Alonso returns, but crash questions linger

The McLaren racer challenges his team's version of his crash in pre-season testing, insisting he remained conscious throughout

Fernando Alonso caused a major stir on his return to the cockpit when he contradicted his McLaren team's version of the crash he suffered in pre-season testing that kept him from competing in the Australian Grand Prix.

McLaren had released a series of statements in Alonso's absence saying they could find no evidence of any problems with the car, following exhaustive analysis. But at his first public appearance since the accident, the FIA's pre-Malaysian Grand Prix press conference, Alonso said the car "definitely had a steering problem," which had caused him to crash into the wall at the Circuit de Barcelona-Catalunya.

Alonso admitted that the crash had left him with concussion, but said he had not lost consciousness in the accident, and was unconscious only under the influence of sedatives in hospital. He added that some statements from McLaren and his management in the immediate aftermath of the accident were "not a help".

He added: "Some of the confusion comes from the early quotes when the pressure was very high

and I was in intensive care and there was an urgency to say something."

Despite some reports about the degree to which he had lost his memory as a result of the



crash, Alonso said he fully remembered the entire accident: "Everything was more or less as a normal concussion. I went to the hospital in good condition. There is a time I don't remember in hospital from 2pm to 6pm that day, but that is normal due to the medication. Then everything was normal.

"I didn't wake up in '96, didn't wake up speaking Italian; all these things that were out there. I remember the accident and everything from the accident."

Alonso said the steering "locked to the right" in Turn 3. "I approached the wall, I braked in the last moment, I downshifted.

"After the hit, I was kissing the wall for a while. I switched off the radio and then the master switch and then the ERS. I was perfectly conscious at that time."

Alonso's account hints at a breakdown in communication between the driver and team, which is all the more extraordinary given that McLaren racing director Eric Boullier was in the hospital for some days in the immediate aftermath of the accident.

With the media keen to grasp at any sense of a problem between the two parties because of their previous tumultuous relationship, McLaren have been doing their best to play down the situation.

If there was any remaining doubt about Alonso's fitness, he answered it in Malaysia. He was outqualified by team-mate Jenson Button by 0.1secs, but in the race itself he was stunning. He regularly lapped more than half a second faster than Button, and was closing in on the Red Bull of Daniil Kvyat – who finished ninth – before retiring with an overheating ERS.

Alonso says that statements made by his team and management "were not a help"

QUIZ

F1 Mastermind

Your chosen specialised subject: the world's greatest sport

THE SPANISH GRAND PRIX

- Q1** How many different circuits have hosted a world championship Spanish Grand Prix?
- Q2** In which year did the Spanish Grand Prix first run as part of the championship?
- Q3** Which Spanish GP venue features corners named Fangio, Farina and Ascari?
- Q4** How many times did Jackie Stewart win at Montjuic Park?

- Q5** Name the Ligier driver who claimed his second and final Formula 1 win at the 1979 Spanish Grand Prix.
- Q6** Who won the first Spanish Grand Prix to be held at the Circuit de Catalunya in 1991?
- Q7** How many times has Spanish racer Fernando Alonso won the Spanish Grand Prix?
- Q8** Who was the designer of the Jarama circuit?

- Q9** Who has led the higher number of laps at the Circuit de Barcelona-Catalunya: Jenson Button or Pastor Maldonado?
- Q10** Why was Lewis Hamilton excluded from qualifying after taking pole position for the 2012 Spanish GP?
- Q11** Michael Schumacher has six Spanish Grand Prix victories to his name. How many of those did he win in a Benetton?

- Q12** How many British drivers have won a world championship Spanish Grand Prix?
- Q13** The top five finishers at the 1981 Spanish GP were covered by just 1.24 seconds. Who won it?
- Q14** How many times has the Spanish GP been a world championship round?
- Q15** Which sporting discipline was held at the Circuit de Catalunya during the 1992 Olympic Games?

1 Five 2 1951 3 Jarama 4 Twice 5 Patrick Depailler 6 Nigel Mansell 7 Twice 8 John Hugenholtz 9 Mastor Maldonado 10 Insufficient fuel in car 11 One 12 Eight 13 Gilles Villeneuve 14 44 15 Cycling (team time trial)

Renault consider new partnership as Red Bull tensions simmer

As Red Bull let rip following their poor performance at the Australian GP, Renault weigh up their future options in F1

Renault are weighing up their options for their Formula 1 future as their relationship with works outfit Red Bull heads towards breaking point.

The French manufacturer is considering various options, ranging from buying a team and rebranding it with the Renault name, to trying to find a happier arrangement with Red Bull – or even pulling out of F1 altogether.

If they go down the route of buying a team, they have narrowed their options down to Toro Rosso or Force India, having ruled out Lotus or Sauber. Lotus seemed the most logical option – they used to be owned by Renault before they were sold to Genii Capital in 2009. But since then, Genii boss Gerard Lopez has loaded them with debt – in the form of shareholder loans to the team – as budget and ambition outstripped ability to raise funds. Sauber were rejected due to their high debt and the difficulty of running an F1 team under Switzerland's labour laws.

The situation underlines the fractious and fragile nature of the relationship between Red Bull and Renault. The frustration in the partnership has been

brewing for months, and it finally boiled over in the aftermath of the Australian GP. Renault's poor showing at that race led Red Bull team boss Christian Horner to be highly critical of the company. However, it was remarks from technical boss Adrian Newey that most angered Renault.

Although the 2015 Red Bull is far from being the best car the team have produced – it was only fractionally quicker than a Toro Rosso in Melbourne and was beaten by both junior team drivers in Malaysia – Newey laid the entire blame for the lack of competitiveness at Renault's door.

That prompted Renault F1 boss Cyril Abiteboul to remark that it was difficult having "a partner who lies", pointing out that Newey has a long history of being dissatisfied with all engine partners.

Renault's frustration with Red Bull is due to the fact that they have not received sufficient publicity for winning four world title doubles with the team. This is down to the heavy branding for Nissan luxury brand Infiniti on the Red Bull car. But Red Bull were pushed towards this deal by Renault themselves – they and Nissan are part of the same global automotive group.



Red Bull blame the Renault power unit for their poor performance. Below, they are passed by junior team Toro Rosso



YOUNG GUNS

Dean Stoneman



Finding the stars of tomorrow, today

Dean Stoneman is a 24-year-old from Southampton, who will race for DAMS, with Red Bull backing, in this year's Formula Renault 3.5 Championship.

Who is he?

A HGV-licence holding, title-winning former powerboat racer who has recently been signed by Red Bull's young driver programme after working his way up the junior single-seater ladder – for a second time.

What's he been doing recently?

Stoneman was on the cusp of F1 at the end of 2010, after winning the now-defunct FIA Formula 2 Championship. That earned him a test with Williams, and helped him secure a top drive in Formula Renault 3.5 for 2011. But in January that year he was diagnosed with testicular cancer, and forced to stop racing to focus on his treatment. While recuperating, Stoneman switched to powerboat racing, winning the 2012 P1 Superstock UK title. He returned to the circuits in 2013, winning races in the Porsche Carrera Cup GB, before a late call-up to contest the final round of the 2013 GP3 Series in Abu Dhabi. He took a podium in the second race, which secured him a full-time 2014 GP3 drive.

How good is he?

Good enough to impress Red Bull's talent spotters. He took five wins and finished second to Alex Lynn in GP3, despite an enforced late-season team switch after Manor Marussia collapsed. His performance against Lynn impressed Red Bull, who snapped him up to their young driver squad, placing him with DAMS in Formula Renault 3.5 for 2015.

Will we see him in F1?

Stoneman has got where he is due to his skill and resilience. And Red Bull backing will surely open doors in the future.

NEWS

Sauber settle contract row with van der Garde

Former Sauber driver thought to have been paid £11.5m by troubled team's backers to drop his case

The future of Sauber remains in some doubt despite the team resolving a dispute with former reserve driver Giedo van der Garde, which had flared up at the season-opening Australian Grand Prix.

The Dutchman took the team to court in Australia, on the grounds that he had a valid contract to race for them in 2015. Van der Garde won his case, but eventually agreed to relinquish his claim to a race seat. The two parties have subsequently reached a settlement.

It is believed that the situation was being manipulated by former Midland, Spyker, HRT and Caterham boss Colin Kolles, who has been trying to take over Sauber for more than a year.

Sources close to van der Garde say that to end the dispute, he was paid just under £11.5m, which is more or less exactly the same amount that Marcus Ericsson paid for his race seat at Sauber this season. Insiders have claimed that van der Garde's pay-off came from Ericsson's backers – the family behind the Tetra Pak

drinks packaging company – who, in return, have taken a controlling interest in the team.

This does not necessarily mean that Kolles has gone away. Kolles is a favourite of F1 boss Bernie Ecclestone, who may well try to push him towards the Swedes as a suitable man to help run Sauber.

At one point, Sauber actually had five drivers under contract for 2015 – Van der Garde, current race drivers Ericsson and Felipe Nasr, and last year's race drivers Adrian Sutil and Esteban Gutiérrez.

The reason for this was simple. The Sauber team have been in dire financial straits for some time now, and team boss Monisha Kaltenborn made the decisions she needed to at the time, painful though they were, just to keep the team in business.

The situation likely came to a head in Melbourne because van der Garde wanted to achieve maximum embarrassment, and therefore potentially maximum reward.

Sauber's precarious financial situation is one of the main reasons why Renault, casting around for a team to take over and run as their own factory outfit, have rejected them.

Left to right: Sauber boss Monisha Kaltenborn; former Sauber reserve Giedo van der Garde and former Caterham team boss Colin Kolles



F1 BANTER

PASSNOTES

Your essential F1 briefing
#14 Sprinklers



Name Sprinklers
Age Indeterminate
Appearance Cunningly concealed garden-based protruberances

We've got one of these in our office. When I catch him in the act I'll...

The issue at hand is not an inconvenience in your office conveniences, but part of a package of 'blue-sky ideas' to 'improve the show', discussed during a crunch meeting of team bosses called by Bernie Ecclestone.

I see. So what functions have sprinklers to play in the ongoing health of our favourite sport?

Wet races can often be exciting and unpredictable. So why not host a grand prix in artificially wet conditions?

Surely what makes wet races so exciting is the unpredictability? If the teams know what's coming, they'll soon get their heads around it.

Quite so.

Any other great ideas?

Some events should take 'Grand Slam' status and at every race ten points should be awarded for pole and ten for the win, but the polesitter would start 12th. The rest of the grid would be random.

Ye Gods! Have they been at the gin again?

That's almost as crazy as getting drivers to pick their grid number out of a bowl.

They used to do that in the British Touring Car Championship until one driver 'fessed up to peeping and drawing pole position for himself.

I'm not sure I'll survive this lunacy.

How about a separate women-only F1 support series, to run on grand prix mornings?

Welcome to the 20th century, Bernie. Trouble is, everyone else is in the 21st. What about women competing on equal terms?

Michèle Mouton, head of the FIA's Women and Motor Sport Commission (and former World Rally Championship event winner), agrees: "We have to promote the fact that motorsport is open to all, with the same prospects and potential to succeed."

We'll kick that idea into the long grass, then.

Don't trip over the hose if you go looking for it.

Do say: My Team-Mate Drew Pole Position And All I Got Was This Lousy T-Shirt.

Don't say: Get the kettle on, luv.

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NEWS

Sutil secures F1 lifeline as Williams reserve driver

Bottas's Melbourne back injury underlines team's urgent need for experienced emergency backup

Adrian Sutil's Formula 1 career has received an unexpected kiss of life from Williams, who have made a late decision to sign him as their reserve driver for this season.

The move came after Williams driver Valtteri Bottas suffered a back injury during qualifying for the season-opening Australian Grand Prix, which briefly put his participation in Malaysia in doubt.

With Bottas ruled out of racing in Melbourne, the team realised that they needed a reserve driver should anything happen to Bottas or Felipe

Massa. Deputy team principal Claire Williams and chief executive officer Mike O'Driscoll discussed the options when they were back at base following the Australian GP.

Test driver Susie Wolff was ruled out because although she has done a solid job in testing, she does not have an F1 superlicence and it is more than two years since she last raced – and more than a decade since her last competitive outing in a single-seater.

Williams wanted a quick deal, in the unlikely event that Bottas would not be fit to race in Malaysia. That immediately ruled out

Adrian Sutil is still seeking a seat in F1, but has won a temporary reprieve thanks to Williams



PHOTO: GLENN DUNBAR/LAT

COLUMN



THE DRIVER'S WIFE

It's the end of an era

Statement on behalf of Adriana Oliveira dos Santos:

Ms Oliveira wishes to state that with great regret and immediate effect, she will no longer be sharing her wisdom in *F1 Racing*.

After a period of intense work, Ms Oliveira is suffering from exhaustion. She is receiving the best medical care in her native Brazil and her team of doctors have prescribed complete rest.

Ms Oliveira is concerned that her many millions of fans worldwide might feel confused and abandoned as a result of her sudden absence and she would like to express her profound regret for any suffering she has caused and reassure them of her eternal adoration. As soon as her health improves, Ms Oliveira will be releasing a book of poetry to convey the full spectrum of her devotion (Available in bookshops and on Kindle, Kobo and iBooks from August 2015).

Ms Oliveira would like to take this opportunity to affirm that she is passionately committed to her husband and their bond is as strong as ever. Any and all speculation surrounding her marriage is unfounded, hurtful and not helpful to her healing process. The couple request privacy at this time and will make no further comment.

Ms Oliveira would also like to state that recently published paparazzi photos of her on the beach at her healing retreat violated her privacy, and the stress has set her recovery back by weeks. She was not 'cavorting' but undergoing an intense, if unconventional, physiotherapy session, and the photos showed her therapist and not an international football star as claimed.

Ms Oliveira begs you to continue to read *F1 Racing*, but sympathises that without her sprinkling of glamour, it will be an altogether more ascetic experience.

I have been instructed by Ms Oliveira to send you *besos*.

You can follow Adriana's day-by-day recovery on Twitter and Instagram. Keep an eye out for the full story to be released on Netflix: *Adriana – My Body, Your Body*.

former Toro Rosso driver Jean-Eric Vergne, who had been considered during the winter months, but had instead signed up to do simulator work for Ferrari. Sutil was felt to be the best available option under the circumstances.

However, the Sutil deal is intended only as a short-term solution. Williams, who are likely

to retain both Bottas and Massa as race drivers in 2016, will look at the situation again towards the end of the season.

By then, their development driver Alex Lynn will have a year of GP2 under his belt and will also have tested for Williams. If he impresses them, the Briton is a likely candidate to replace Sutil.

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Ferrari close to re-signing impressive Räikkönen

The Scuderia have dropped their pursuit of Valtteri Bottas due to 2007 world champion Kimi Räikkönen's improved performance



PHOTOS: CHARLES COATES/LAT; STEVE ETHERINGTON/LAT

Kimi Räikkönen is likely to remain at Ferrari for at least another year if he can continue to demonstrate the same strong form he's shown so far this season.

Ferrari had been considering making a move for Williams driver Valtteri Bottas for 2016, and had made initial contact with him at the end of last season. However, they have made no further attempts to secure Bottas since then, with new team boss Maurizio Arrivabene keen to retain 2007 world champion Räikkönen on the basis that 'if it ain't broke, don't fix it'. Bottas, meanwhile, has an option with Williams that the team are almost certain to take up.

Ferrari have an option to retain Räikkönen for 2016 and have been pleased at how well he has been working with new signing Sebastian Vettel. Räikkönen has also shown vastly improved form in 2015 after lacklustre performances alongside Fernando Alonso last season.

Although Räikkönen had only a fourth place to show for his efforts in the first two races of 2015,

while Vettel had a third place and a win, the two had been closely matched on pace. Only bad luck stopped Räikkönen scoring more strongly.

Räikkönen qualified mere hundredths of a second adrift of Vettel in Australia, despite losing a few tenths of a second on his fastest lap, and was then delayed at the first corner after a collision with Vettel. It is understood the Finn was not amused by his German team-mate's move, even though it was a function of a bottleneck at the start. He then fought back fiercely and was on course for a strong result before the team failed to fit his left-rear wheel correctly at his pitstop and he was forced to retire.

A re-energised Räikkönen is showing improved performance alongside new team-mate Vettel



In Malaysia, Räikkönen and Vettel were evenly matched in practice, only for Räikkönen to end up 11th after a mix-up left him stuck in traffic on the only dry lap in Q2. He then put in a very strong recovery drive to take fourth, after an early puncture dropped him to the back.

While many assume Räikkönen has upped his game with help from a car that handles more to his liking, others have looked at his performance relative to Vettel and suspect another reason. Alonso was more than 0.5 seconds per lap quicker than Räikkönen on average in qualifying in 2014, leaving many insiders wondering whether Ferrari's revival would look even better had the Spaniard not chosen to leave the team.

Lewis set to cash in with bonus-laden Mercedes deal



Lewis Hamilton's new contract with Mercedes, which he was poised to sign as *F1 Racing* went to press, will keep him at the team for at least the next two seasons.

The current world champion, who has done his own negotiations for the deal, will earn the same basic salary as he did in his first three seasons with the team – £20.7m. However, a lucrative bonus structure, including £334,000-£670,000 per race win and £2m for a title win, could push his annual earnings beyond £26.7m.

The deal puts Hamilton on a similar level to that of Fernando Alonso and Sebastian Vettel. Alonso signed to McLaren for £26.7m a year, while Vettel will earn £33.4m for 2015 before reverting to £20m, plus bonuses, from 2016.

The length of Hamilton's new deal has not been made public, but German sources claim it may be for three firm years with two more as an option. Team-mate Nico Rosberg, meanwhile, has just begun a new contract on a firm deal until the end of 2016, with an option for 2017.



Thomas Cook
Sport

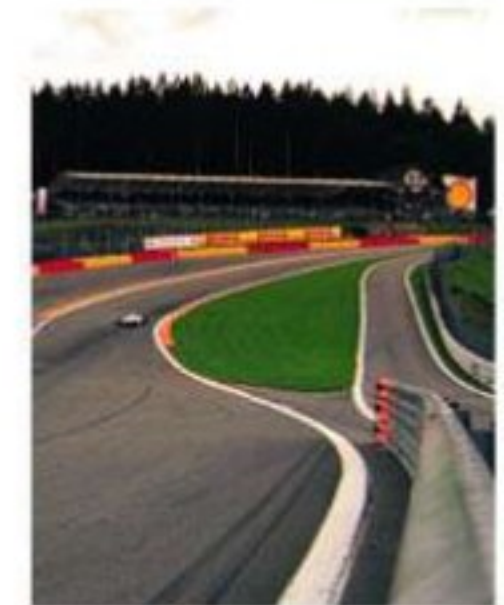


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German GP off calendar for first time since 1960

Financial difficulties mean the Nürburgring is unable to host its contracted race this year and Hockenheim is unwilling to step in

For the first time since 1960, F1 will not race in Germany. Hockenheim bosses refused to step in to host the 2015 German Grand Prix after the Nürburgring ran into financial difficulties and was unable to honour its contract.

The two races have alternated hosting the event since 2007 (that year's race at the Nürburgring was titled the European Grand Prix for contractual reasons), and have contracts to continue the rotation until 2018.

Hockenheim said that the lateness of Bernie Ecclestone's approach to ask it to host the race was a decisive factor in its decision. After attracting only 50,000 spectators in 2014, circuit bosses were concerned that they would have to run the race at a significant loss with just four

Hockenheim bosses declined to host this year's German GP, fearing significant losses

months in which to sell tickets. The decision was made despite Mercedes offering to underwrite a significant proportion of the race fee.

Despite its absence this year, the German GP is due to make a return in 2016. Hockenheim has a contract and there is no reason why it wouldn't honour the agreement. What will happen in 2017, though, is unclear. The Nürburgring has a contract but is unlikely to be in a position to host its race, even with two years' notice.

There are also fears about the future of the Italian GP. Monza's contract expires in 2016, and Ecclestone has already threatened to cut the race from the schedule if the Italians are not prepared to pay significantly more money than they do under the terms of their current deal, which he says has been a "disaster" commercially for F1 owners CVC. Italian organisers say they have no more money to meet with raised fees.



THREE CLASSIC RACES THAT CAME BACK

BELGIAN GP

Off the calendar: 2003, 2006

Spa was axed from the 2003 calendar due to a planned Belgian ban on tobacco advertising, but returned in 2004 when the country postponed the law. The race also skipped 2006 due to financial issues with investors. Spa returned in 2007, following substantial upgrade work.



CANADIAN GP

Off the calendar: 2008

Montréal fell off the calendar after circuit officials failed to reach a financial deal with Bernie Ecclestone for 2008. After much wrangling, the popular event returned for 2009, and has remained on the schedule since.



AUSTRIAN GP

Off the calendar: 1988-1996 and 2004-2013

The Österreichring was dropped post-1987 due to safety concerns, but returned in 1997 as the shortened A1 Ring. It was dropped again in 2004 due to tobacco advertising issues. Red Bull later bought it and revamped the facilities, prompting F1 to return in 2014.



NEWS IN BRIEF

DRIVERS GET EXTRA ENGINE

F1 drivers will be permitted to use five, rather than four, engines this season before being penalised. Manufacturers have agreed to the compromise deal, yet to be rubber-stamped by the FIA, after several manufacturers struggled with early season reliability issues.

MERHI'S FUTURE

Roberto Merhi could remain at Manor Marussia for the full 2015 season after impressing the team in early races. The Spaniard signed a late deal for the "opening races" of 2015, and claimed a solid finish on his race debut in Malaysia. He will most likely need to find further funding to keep his seat.



FORCE INDIA UPGRADE DELAYED

Force India won't launch a 'B-spec' of their 2015 chassis at least until the Austrian GP in late June. The team's 2015 car was delayed after switching to Toyota's windtunnel in Cologne, and deputy team principal Bob Fernley had been aiming to launch "a significant upgrade" at Monaco in May.



MALAYSIA EXTENDS

The Sepang International Circuit will remain on the F1 calendar for a further three years, after circuit chiefs signed a deal that extends its hosting rights until the end of 2017. The venue has been on the calendar since 1999.



PHOTOS: STEVEN TEE/LAT; ALASTAIR STALEY/LAT; GLENN DUNBAR/LAT; CHARLES COATES/LAT; SAM BLOXHAM/LAT; STEVE ETHERINGTON/LAT; FORCE INDIA

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Pat Symonds explains THE SCIENCE BEHIND... Parc fermé

F1 TECH

What is parc fermé?

Years ago, Formula 1 rules were written in French and then translated into English. The concept of parc fermé was clear but there was not a suitable English translation, so the French words were retained. Literally translated, it means a closed park and that is just what it was – an area where the cars could be secured, away from the fiddling fingers of the teams.

What is the purpose of it?

Originally, parc fermé was used after a competitive element of the event (qualifying or the race) as an area where the cars could be secured to allow scrutineers to check their adherence to regulations. These days, the requirements have expanded so that we are no longer allowed to make gross changes to the configuration of the car once qualifying starts, and so parc fermé has become a concept as well as a physical area. Indeed, technology has now moved on to the extent that we can maintain the cars in parc fermé conditions while they remain in the teams' garages.

By putting the cars under parc fermé conditions, we have eliminated some of the excesses of previous years when we built cars and engines specifically for qualifying on Saturday that were quite unlike the cars we raced on Sunday. This cost a fortune and, since everyone was doing it, lost any competitive advantage. Now scrutineers ensure we don't reconfigure the cars overnight, thereby saving a lot of money and making the competition more relevant.

Does this mean you can't change anything?

There is still a certain amount of routine inspection and servicing that we can do without permission, and if we find something that's broken or malfunctioning, we can swap it for an identical component. The list of work we are allowed to do is sufficient to ensure the cars are safe and reliable. Anything we do

beyond standard procedures is flagged up to the other teams who would be straight on to us if we attempted to stretch the rules.

What stops a devious team sneaking back in the middle of the night to change a component?

From the start of qualifying we have two FIA-appointed observers in the garage, who write down everything we do. We are not allowed to take anything out of the garage so it is relatively easy for them to ensure we are not substituting parts. If we need to change a broken part, one of the FIA technical staff will supervise us doing it to ensure that the replacement is the same in mass, fit and function.

Three-and-a-half hours after qualifying, we are no longer allowed to work on the cars. Prior to the 2010 season, at this time we would return the



cars to a physical parc fermé in the scrutineering bay. These days, cars stay in their own garages and are placed under lockable translucent covers. From this point until five hours before the start of the race they remain covered and monitored by CCTV cameras linked to race control. This makes it impossible to beat the system.

Did the teams worry about reliability when this arrangement first began?

They did and when the pre-race parc fermé rules were introduced in 2003, many thought it would lead to a lot more race retirements. Interestingly, the opposite turned out to be true and the mechanical retirement rate dropped from 29 per cent in 2002 to 17 per cent in 2004. It has got



Under parc fermé conditions, cars are kept covered and are monitored by CCTV cameras (right). Permitted changes will be watched by two FIA-appointed observers (left)

even better since then, which maybe shows that we shouldn't fix that which isn't broken.

So would you say that parc fermé has actually improved things for the teams?

Without a doubt: it has been instrumental in reducing costs, we now design components to have a longer life and it has totally eliminated qualifying cars and engines. Mechanics no longer have to deal with routine 'all-nighters' and one surprising benefit is that in the old days it wasn't unknown for items such as computers or steering wheels to get stolen during the night. There have even been cases of engineers being found in the



garages of rivals long after others have departed, taking car measurements, and there have even been instances of competitors sabotaging their rivals' cars. With Big Brother always watching, these unpleasant experiences are now a thing of the past.

How does the FIA ensure you don't make small changes to your setup?

Before qualifying starts, we send a set-up sheet to the FIA, which details the springs, anti-roll bars, wheel cambers etc. They can check our car against that declaration at any time, thereby eliminating any temptation to try to improve


the settings. In addition to this, the FIA recruit 30 local scrutineers to assist their ten full-time technical delegates, so we are never far from the beady eyes of the rule enforcers.

What do you do if the car has gone into parc fermé in good weather conditions on Saturday and then the race starts in the rain?

If the Race Director declares that there is a 'change in climatic conditions', we are allowed to make some changes. These are limited to adjusting the configuration of the cooling ducts for the engine and altering brake duct configuration. This is done for safety in the case

of brake cooling, and reliability in the case of engine cooling. We are no longer allowed to alter the setup to improve performance in the wet.

What do you do if you have seriously damaged a car in a qualifying accident?

Parc fermé is not designed to stop you racing. If there has been a genuine accident you can repair it just as if you were not under parc fermé conditions, but every part you replace will be checked to ensure it is the same as the damaged one. If anything is different, and that includes the setup of the car, then the car will be starting from the pitlane. 



PETER WINDSOR

RACER'S EDGE

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

Call me antisocial but, for me, it's all about speed. The 2015 F1 cars aren't noticeably quicker in a straight line this year, so the increased pace – over two seconds per lap on some circuits – is now to be savoured under braking, under turn-in, at rotation points and through the exits. The change-of-direction phase between Turns 5 and 6 at Sepang this year was about as dramatic as anything you'll see this side of Becketts: sixth gear, lots of load out of T5 and then a flick – or a glide, depending whether you were Carlos Sainz Jr or Max Verstappen, Sebastian Vettel or Lewis Hamilton – into T6. I stood on the terrace overlooking this zone for most of Friday afternoon in Malaysia. The world TV feed was producing some jaw-dropping super-slow-mos of the action at exactly this point. Both views, mine and theirs, were compelling.

All this points to the quality of today's F1 engineering, to the improvements Pirelli have made – and to the drivers. Art is in the detail, and it is in the detail that the 2015 cars are so impressive. The factors around which the drivers have to perform are almost overwhelming: rear tyre degradation; bringing the tyres in at the right rate; use of brakes, throttle and steering; managing the fuel; and then a million different settings with which

A season in which talent can shine

they can play back in the garage. All of these subjects – and more – occupy the F1 driver's mind when he leaves a given pitlane. Even so, it is still ultimately about *feel*. You sense this in your marrow as you watch drivers like Hamilton and Vettel finding the tiniest of calm patches between a high-speed left and a high-speed right. That patch isn't computer-generated; it's nerve-generated. And it's happening so quickly that you, a mere spectator on the terrace, can barely take it in.

Speaking of Sainz Jr and Verstappen, I also think that 2015 will justify itself purely around the performances of these guys alone. Actually, let's throw Felipe Nasr in there, too: it's difficult to remember a time in recent history when we had three F1 rookies with such diverse talents. Sainz Jr is your unabridged Ronnie Peterson, all wide entries, classic oversteer and ongoing love affair with the rain; Max is Linear Lewis with the sharp racing brain of a Michael Schumacher; and Felipe is exactly what you'd want for your next Brazilian superstar – cool, a nice mix between Massa and Bottas in driving style, urbane and intelligent. Amazingly, given the lack of decent F1 seats these days, all three also have quick-ish cars with which to play, so the context in which we're viewing their learning curves is very real (as distinct from watching them in a race-within-a-race at the back of the grid). Nothing will ever make up for the harshness of F1, for those talents out there that have never had chance to breathe – for the Robert Wickenses, for the Felix Rosenqvists (to name but two) – but at least we have these three newcomers to enjoy in 2015.

Which brings me to driver-watching in general. I'm not a fan of the emaciated F1 look of the past decade. Now, thanks to increased speeds and the massive brake-pedal loads passing through the left foot, through the back of the leg and into the



small of the back, a new fitness age is upon us... and it's all about building up muscle mass and being less preoccupied with weight. Nico Rosberg had a neck problem in Jerez; Valtteri Bottas did in his back in Melbourne; and there's still the mystery of Fernando Alonso. Some drivers, in some cockpits, will be resilient to injury; few, however, will be oblivious to what's going on: the days of the lightweights are numbered.

It was refreshing to see Fernando driving so forcefully upon his return in Malaysia. He

"Art is in the detail, and it is in the detail
that the 2015 cars are so impressive"




With new talents Felipe Nasr (above left) and Max Verstappen and Carlos Sainz Jr (above) able to prove their worth in decent cars, and Vettel (below) winning in a Ferrari, 2015 is shaping up to be a classic



knew that the McLaren would be nowhere at Sepang yet he gave it everything. Barcelona suddenly seemed an aeon away. It's a shame he's not in a Red Bull this year, where realistically he belonged if he wasn't going to be in a Ferrari or a Merc, but it'll be fun watching him at McLaren nonetheless, even if it takes him a few weeks to recover from the reality of Ferrari again winning races. Honda, too, are good value: how about that off-throttle cylinder-cutting they're using to obviate turbo lag? Nothing boring about Honda: no pop-off

valves or wastegates for our friends from Milton Keynes (and Tokyo).

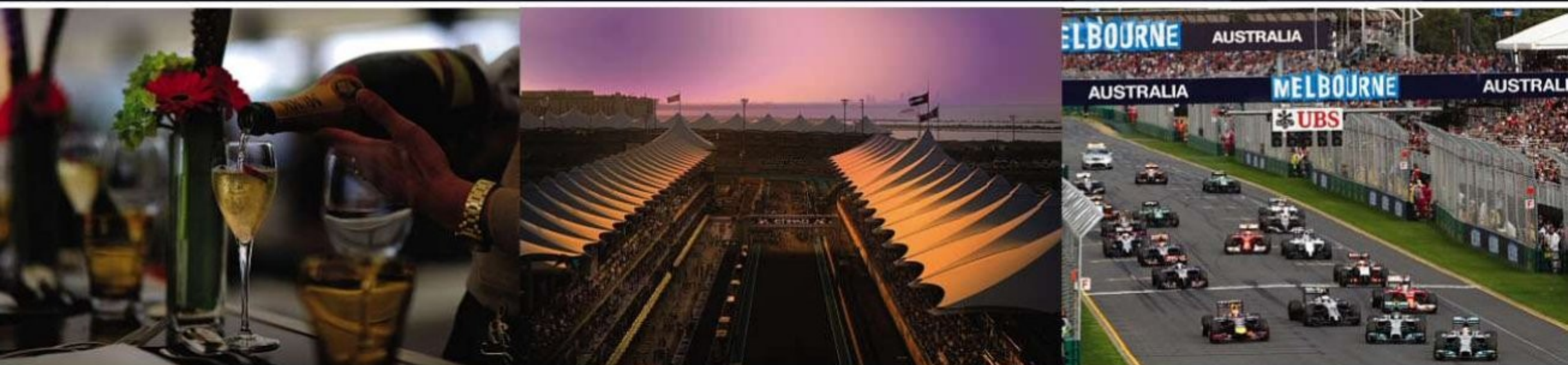
Finally, Ferrari are back – by which I mean they're back where they've often hung out in F1 history: close enough to the podium at every race to be sure of a win or three. I love watching the new Ferrari team at work – love chatting to James Allison about F18s and front wing airflow and light tyre wear and hearing the stories of Maurizio Arrivabene playing tennis in very short shorts early on pre-race Thursdays. James is a classic F1 engineer of

the best kind for he is an aerodynamicist who places a sincere value on the way the tyre sits upon the road. Maurizio is the guy John Frankenheimer would have cameoed to play Enzo Ferrari in a *Grand Prix* remake. So what could be better? Seb Vettel's in there, driving at ten-tenths again, wet or dry, option or prime, and Kimi finally has a front end he can feel and manipulate. No matter that Merc may still be the dominant team over a full season: Ferrari are again worth talking about and watching. Which is a very good thing. 

PHOTOS: ALASTAIR STALEY/LAT; CHARLES COATES/LAT; MARK THOMPSON/GETTY IMAGES



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DAMON HILL

KING OF THE HILL

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

When I started racing cars I had this idea that it was all about setup. I was realistic about my god-given talents as a driver – perhaps I was the greatest thing to sit in a car, but more likely I was about as good as the rest, peaking from time to time to be invincible, of course. But I knew I was quite good at understanding how machines worked and how to get the best out of the equipment. I always thought this was my secret weapon. I flatter myself that I was quite good at that bit.

Besides, I liked the way Prost went about things, fettling the car till he could use it like a surgeon's knife, slicing off ever-thinner fractions on track. This was part of the driver's art, as I understood it – to be able to adapt the machine to suit your style, to make it work for you. I enjoyed working with my engineer to get what I needed, and one of the best engineers I had was Adrian Newey. He empathised with the driver, knowing that no matter how good a machine, it's no good if the driver can't drive it.

An F1 car's performance is highly dependent on the science of car dynamics, be that engines, aerodynamics, fuel and lubricant chemistry or computer science. The list is seemingly endless. As such, the key players are the teams of designers and engineers who can make the

Drivers are much more than the cars they drive

difference. What they are supposed to do is to make a tool for a human so he can race. We want to see *people* racing cars, not the other way round, right?

It is not just the car that is measured, now. The driver has had to accept that his performance is subject to extraordinary scrutiny, whereas in the past all they had was what he said – that and the lap time. Now, incontrovertible data rules... unless you are Fernando Alonso, apparently.

Race tactics too, are a science. The driver has little hope of guessing what the setup or race strategy should be. The engineer will effectively tell the racer how best to drive and to what lap time. This is no doubt a move in the right direction for the engineer, who knows what his car would be capable of if it weren't for this bio-illogical humanoid machine-tool operator.

And drivers are so emotional, prone to outbursts of frustration, rage and irrational thoughts on physics – not Spock-logical, like engineers. I'm not sure, but I don't think there is a driver out there who could self-engineer any more. I'd be surprised. He'd need a PhD in about six different subjects.

So what do they do in today's engineering meetings? Look at data, I guess. Try to make the squiggly lines less squiggly? Try to copy the squiggles of the other driver?

My view is unfashionable, but I think of driving as a purely subjective experience – more art than science. I've never seen a graph that reflects my experience of leading a race or getting pole. The moment that art is controlled by an engineer with a computer, is for me, the moment the driver becomes an errand boy.

There has always been a tension between the quantifiable machine and the unquantifiable human. And long may it be so. The sporting


drama is created by the weaknesses and fallibility of humans. This is why we celebrate those who come close to perfection in sport and the arts. It is the miraculous mastery of such difficult disciplines that inspires us so. And what is the point of a driver if all he does is what he's told? Surely a racing driver is someone who does *not* do what he is told?

A favourite film of mine is *The Right Stuff*. It tells the story of the early US astronauts. They all started as test pilots, flying experimental planes to and beyond their limits. When they were picked to become the first humans in space they were considered mere specimens, with no objective other than to serve (and possibly die) for the good of their country.



"Drivers are so emotional – not Spock-logical like engineers. I don't think there's a driver out there who could self-engineer any more"

But they were more interesting characters than that. They objected to being seen as cattle or cargo. They fought to get windows (can you believe that!) and controls, and a job to do, to gain some influence over their destiny. In short they took pride in their work. They had self-respect, a sense of how they could present themselves honestly to the adoring world – and more than a little ego. They literally took control of the space programme. They didn't like the idea of just being 'Spam in a Can'.

It must be hard for a team to hand over responsibility for all their hard work to a driver who is barely in his 20s, but top drivers can handle the responsibility. That's what makes them so impressive. As Kimi famously said, 'Leave me alone. I know what I'm doing'. I think we love that attitude, don't we? 

"I think of driving as a purely subjective experience – more art than science"



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DIETER RENCKEN

POWER PLAY

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

Rumours in Formula 1 are more often than not simply premature facts. So it will be fascinating to track a nugget shared by an impeccable source during the Australian GP weekend: commercial rights holder Formula One Management – controlled by venture fund CVC Capital Partners – would, he claimed, welcome EU Commission investigations into F1's governance and commercial structures.

The suggestion goes against all conventional wisdom, yet such is this man's standing in the paddock that his theory simply has to be treated seriously. Under close scrutiny it certainly stacks up.

First, though, some history: it is no secret that F1's undemocratic governance procedure and its inequitable revenue distribution structure lie at the heart of Formula 1's raging commercial discontent, which has seen two teams plunged into administration, and a further three regularly skirting financial disaster within a year of full implementation.

The process enables four constructor champions (dubbed 'CCB teams'), namely Red Bull, Ferrari, McLaren and Mercedes, bolstered by Williams and the highest-placed other team (currently Force India), to frame all F1's future regulations in conjunction with FOM and the

Would FOM welcome EU interference?

FIA. Other teams don't get a look-in unless a motion passes said Strategy Group, and even then they are generally outvoted.

So skewed is F1's current revenue structure that Ferrari will annually be guaranteed larger slices of F1 revenues than Lotus, even if both red cars were to retire in the first corner of the opening lap of every round through to 2020, and the black/gold team were to win both titles for six straight years.

In other words, if McLaren-Honda fail to score a podium this season – as could be the case going off current performance – and Sauber bags one every time of asking, Woking will still top Hinwil in the money stakes.

Non-CCB teams suspect these arrangements to be in (potential) breach of EU competition/monopoly laws, while other sources suggest that ex-FIA president Max Mosley, said to be rather disillusioned about the governing body's management of F1, has shown a keen interest in the situation. Indeed, some suspect the former barrister, pushed aside in 2009 during a teams' revolt, to be the orchestrator...

Why, though, is our man so adamant that CVC – or, for that matter, FOM's ultra-secretive CEO Bernie Ecclestone – would welcome an investigation? All logic dictates that the venture fund should harness its considerable powers to prevent Brussels bureaucrats delving into its innermost secrets.

The answer lies in Singapore, or once did. It is fact that CVC acquired F1's commercial

rights in 2005/06 with a view to floating FOM – as per their *modus operandi*, whether with their Samsonite luggage investment, or Belgium's postal service. At the time F1's numbers were buoyant, with CVC later placing (rather optimistic) valuations of \$10bn, or five times the mainly leveraged purchase tag.


To boost F1's IPO value CVC desperately needed long-term stability – particularly after manufacturer teams departed in droves in 2008/09 – and when the 2013-20 Concorde Agreement was negotiated in early 2012, FOM offered substantial premiums to CCB teams in exchange for their commitment through to 2020. Once they had been snared, the rest had no choice but to accept meagre pickings.

"We were given the FIFO option – 'Fit in or fuck off'," is how one non-CCB team boss described the process.

All this, though, was before the infamous 'Munich Matter': Ecclestone paid £60m to settle bribery and embezzlement charges, which tainted the offering. In addition, F1's demographics plummeted: Despite pre-floatation claims of 25 races per season, FOM battles to maintain 20-round championships, with TV viewership dropping 30 per cent over five years. Live audiences? Ask Germany...

So CVC's IPO plans were shattered, leaving them no option but to dilute their 67 per cent holding in FOM – half their shares have been sold to institutional investors. Yet, in terms of the CCBs, FOM shell out £100m a year to them while unable to impose their regulatory will. Equally, so high are loan repayments that FOM cannot increase disbursements to beleaguered mid- and back-gridders.

Thus, says our source, CVC will welcome an investigation that finds F1's structures to be in breach, for that would force the CCBs to waive premiums on the basis of an EU directive – leaving them without recourse – and enabling FOM to increase disbursements to Sauber, Force India and Lotus.

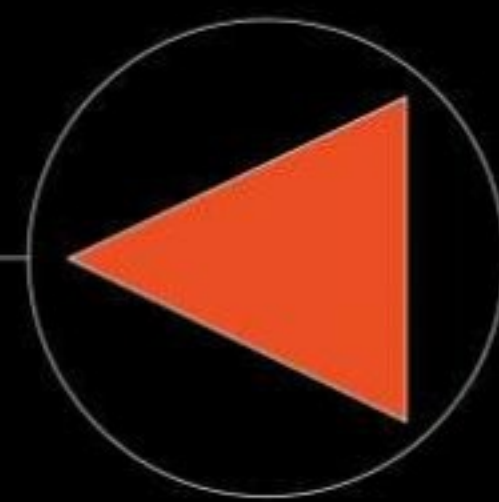
Should all this get too much for publicity-shy CVC, their owners may elect to dump F1 – having made a cool £2bn over eight years in the process – and hand control back to Ecclestone, who would no doubt rope in his old mate Max Mosley to revise F1's governance... 

CCB team McLaren take a larger share of Formula 1 revenue, at the expense of struggling mid-gridders



"An investigation that found F1's structure in breach would force CCBs to waive premiums"

Now that was a car



No. 38 The Shadow DN7

Built for a V8, but using a heavy V12, the DN7 was a compromise too far



WORDS STUART CODLING PICTURES JAMES MANN



Shadow by name, shadow by nature. With headline sponsorship from Universal Oil Products, Shadow migrated from Can-Am racing to Formula 1 in the early 1970s, bringing a touch of mystery to the F1 paddock. Their mostly black cars bore the logo of a silhouetted man in a hat and long black cloak, and rumours abounded that founder Don Nichols had been a CIA 'spook' during the 1950s and 1960s. It was a reputation Nichols and his associates did little to discourage.

With Can-Am on the wane – Shadow would dominate the final season in 1974, but only after McLaren and Porsche had withdrawn as works entities – Nichols set up a parallel F1 project in 1973, hiring ex-Lola designer Tony Southgate from BRM to design the car. That season yielded a podium apiece for drivers George Follmer and Jackie Oliver, but Southgate's DN1 package wasn't reliable – Oliver suffered the majority of retirements, but Follmer wasn't far behind.

Southgate lengthened the wheelbase and stiffened the chassis – at the cost of a small weight gain – to evolve the DN1 into the DN3, but tragedy struck in 1974 when Peter Revson suffered a fatal accident in practice for the South African GP. Up-and-coming Welshman Tom Pryce then took over alongside lead driver Jean-Pierre Jarier.

The DN3 was quicker than its predecessor but still mid-grid material. Southgate finessed his design again to create the DN5, keeping the distinctively flat nose but making subtle changes to the bodywork, suspension and chassis, including mounting the rear brake discs inboard to lower the unsprung weight.

Only one DN5 was ready for the opening round of the 1975 season, but Jarier demonstrated the DN5's one-lap pace by claiming pole in Argentina and Brazil while Pryce, driving a DN3, languished in the midfield. Unfortunately, Shadow had not got to grips with reliability: Jarier's transmission failed on the way to the grid at Buenos Aires and then his fuel pump gave out while he was leading at Interlagos.

Nichols had been negotiating with Matra for a supply of its V12 engines, figuring that otherwise he would always be having to make do with Cosworth V8s way off the spec supplied to the likes of McLaren. Southgate was rather less convinced that the extra power was worth the additional weight, which was in the order of 80kg.

Finding the money proved the main challenge, and it was only in the middle of 1975 that Southgate received a Matra lump, which he duly shoehorned into a modified DN5 that the team christened the DN7. Jarier tried it out in Austria, and although he qualified just ahead of Pryce's DN5 in 14th, his fuel injection failed in the wet weather while Pryce managed a podium finish.

Pryce tested the DN7 at Silverstone in early September and set a fastest lap 0.7 seconds off his qualifying time for the British Grand Prix, while Jarier gave the car its final race outing at Monza, where he outqualified Pryce once again but stopped with a broken fuel pump.

The uneasy co-operation came to an end when Matra signed a deal with Ligier for 1976. Shadow reverted to Cosworth power, leaving the one-off DN7 as a unique footnote in F1 history. **F1**

SHADOW DN7 TECH SPEC

Chassis	Aluminium monocoque
Suspension	Independent via wishbones (rear) and rocker arms (front), coil springs
Engine	Matra V12
Engine capacity	2,993cc
Power output	500bhp @ 11,800rpm (est)
Gearbox	5-speed manual
Weight	612kg
Wheelbase	2,667mm
Tyres	Goodyear
Notable drivers	Jean Pierre Jarier, Tom Pryce (test only)





Big-time

If there's one F1 driver knocking on the door of the big time right now, it's Williams ace **Valtteri Bottas**. More than just another flying Finn, those close to him reckon he's a world champion-in-waiting. We've got the gen...

WORDS JAMES ROBERTS

PICTURES GLENN DUNBAR/LAT

Hard

on the brakes into Turn 13, that tricky right-hander on Melbourne's challenging Albert Park street circuit, Valtteri Bottas

hits a bump and suddenly feels as though he's been stabbed in the back. In an instant, he's suffered a hairline tear in one of the discs in his spine and is forced to sit out the rest of the Australian Grand Prix weekend. It's a start that neither he nor the resurgent Williams team wanted as they kickstart their 2015 campaign.

At the end of the race his team-mate, Felipe Massa, finishes in fourth place and there is widespread disappointment within the team. Just 12 months earlier, at the same track, they were celebrating a fifth-place finish. What a difference a year makes...

"Fifth place. Everyone was jumping round and ecstatic. Happy days, eh? That was worth getting out of bed for," deadpans Rob Smedley, Williams' head of performance engineering. It's a remarkable illustration of just how far the team have progressed in their performance and aspirations: after nine 2014 podium finishes (including three second places) in the FW36, for Bottas and Massa the goal this year is the top step.

"It's been massive," says Valtteri Bottas when asked about Williams' rate of development. "We've improved in so many areas in terms of how the team operates. We have a different mentality now."

The soft-spoken, ice-cool Finn shows no sign of suffering in the intense humidity of Malaysia's Sepang circuit as the F1 roadshow reforms for round two of the world championship. Post-Australia he flew straight to the equatorial venue to acclimatise to the extreme conditions, accompanied by his new trainer, Antti Vierula (formerly of McLaren), and a back specialist flown out to oversee his recovery. First by training in water and then moving to a gym cross-trainer, he was able to jog the weekend before the Malaysian race and was declared fit to compete. After careful analysis, the injury was deemed to have been caused by a number of factors, as prior to Melbourne there had been no issues with his seat (which was the same as last year's). A new pedal position, combined with the bumpy nature of the Albert Park street track, allied to the fact that in a bid to lose weight Valtteri had lost the bulk of the core muscles in his lower back, all contributed to the tear in his disc as he applied heavy brake pressure into the right-hander. He and the whole Williams team will be hoping there is no recurrence in this, the year that Valtteri is aiming to hit the big time.

Now entering his third full season in Formula 1 and at the wheel of the Mercedes-powered FW37, which both drivers agree has more downforce than its predecessor, Valtteri is taking the fight to his more experienced team-mate, keenly eyeing that maiden grand prix win. His penultimate-lap pass on Massa for fifth place in Malaysia, around the outside of Turn 5, to claim the inside line into T6, said everything about the swift, bold and *clean* commitment that has come to characterise his driving. A lesser talent might easily have nerfed off his rival with a clumsier, late-race manoeuvre. A mature move then – and one that belied Bottas's lack of F1 experience.

"Although this is his third year in the sport," says Williams' chief technical officer Pat Symonds, "in many respects I regard 2014 as his rookie year. The season before that was difficult for the team with a car that was very challenging to drive and he didn't gain everything he could have done from that debut season.



"But last year he raised his game significantly and in the FW36 we gave him a car that let him showcase his talent. His confidence grew, and he ended the season in a very strong place. Over the winter he has increased his level of professionalism, taken on a new trainer to improve his already excellent stamina, and has mentally placed himself in that top bracket, which isn't the mindset he had at the start of 2014. He now feels he is a guy who can challenge for wins and that is an important mental state to be in."

But, really, how good is Valtteri Bottas? And is he capable of competing at the very top echelon of the sport? And is he, as Pat Symonds believes, a future world champion? The clues are there, if you know where to look...

Far

away from the heat of Sepang is the Bruntingthorpe airfield in rural Leicestershire. On its twisting layout, the renowned driver instructor Rob Wilson sits

alongside F1 drivers in a road car. From the passenger seat he watches their rates of input, turn-in points and how they transfer the weight out of the car. Afterwards, they swap positions and he'll suggest improvements to their technique. While some F1 drivers believe they don't need further tuition to improve their wheelcraft, they should look to other sports where the very best employ coaches to better themselves. Those who invest in time at Bruntingthorpe with Rob have nearly always returned.

"I'm trying to learn something all the time because I think that at my age [25] you are still getting better," says Bottas. "Speed is not automatically guaranteed; you need to work on it and every time you're on track you always learn something new. By comparing and analysing data you can →







Häkkinen on

b
ot
tas

Double world champion Mika Häkkinen has been advising his young compatriot since 2008 and, as he tells *F1 Racing*, he knows Bottas is the real deal...

“It takes many years of development to become a world champion and how this young man is developing inside will be the defining factor in how he succeeds. He has the quality of being able to listen to information and develop it in a way that he can use. So absolutely he has talent and intelligence – he has tremendous mental strength, in fact.

“Everybody makes mistakes and it does not mean when you make mistakes that you are not strong mentally. Mistakes happen because you are taking risks, because you want to show the world that you are the fastest in the world. If you learn from your mistakes you are on the way to becoming one of the best.

“Valtteri puts the car on the limit and takes risks when the time is right. Sometimes if you take a risk, you end up on the wrong side of the white line, but you learn from it and come out stronger.

“He has this inner confidence and even if he goes off, he doesn’t get depressed. He comes back and says: ‘I know what I did and it won’t happen again.’ He understands why it happened.

You have to push to the limit, but take risks in a calculated way. When you fail, you’ve got to be strong enough to face up to it. And Valtteri is strong enough.”

learn from mistakes and become even better behind the wheel.”

Over his three seasons in F1 [including 2012, when he was a Friday reserve driver], Valtteri has spent eight days with Rob Wilson, accompanied by his Williams race engineer Jonathan Eddolls, always chasing the tiniest edge of elite performance. Wilson, who has sat alongside some of the best in the sport, is impressed.

“His true gift is the relationship he has between himself and the surface of the road. He has an innate ability to feel the grip,” says Rob. “When Valtteri brakes hard there is an under-rotation of the front wheels by about five per cent (anything over five per cent is a lock-up). What he is able to do is feel that under-rotation and he’ll start to adjust his brake pressure accordingly. He will also adjust the steering to take off more weight from the tyres

and will attempt to get the wheels turning at virtually the same speed as the car. When that is achieved, the car bites and finds a lot more grip.”

Wilson adds that on entry to a corner, Valtteri will incrementally move the steering wheel to set up the car for the turn-in phase. The small movement is barely visible on the telemetry but is the point at which he starts to transfer the weight of the car and set up the rotation. The technique used on a road car around an airfield can be directly translated to the high-speed twists of Sepang (or elsewhere) on board the FW37. But it isn’t just turn-in and braking where Valtteri is impressive; fine technique at apex and exit contribute to his pace.

“At the point of rotation, Valtteri will often put on another degree of steering in the middle of the corner so that when he is beyond the apex point he can take a degree or two of steering out, which means he can drive the car to the exit of the corner, rather than have it driving him. That means there is less lateral G-force in the acceleration zone and ultimately less tyre degradation. That gives him an advantage over others.”

Another important technique is shortening corners, where instead of taking the standard geometric racing line, drivers such as Bottas will aim to reduce the amount of time they are in the corner by taking a sharper, shorter trajectory. The principle being that if you shorten corners you

decrease your lap time, but also if you are driving a bad-handling car, you’re spending less time in a corner, so the car’s deficiencies will be reduced over a lap.

“And when it comes to tyre saving, making corners shorter is very efficient,” says Bottas. “If the circuit is going to be rear-tyre limited, like Bahrain, then most of the damage is done with the traction and it doesn’t matter if you put in a little bit more heat laterally. As long as your car is a bit more square at the exit and the corner weights are better, then you’ll have less wheel slip.”

One way of thinking of this in terms of the damage done to the tyre, says Rob Wilson, is to imagine putting your hand on a hot stove: “If you shorten a corner, you will induce that extra bit of steering that will cause the tyres to have a higher peak, but that is better than using them for longer in the corner. It’s the difference between putting your hand on a hot stove for a fraction of a second and leaving it on a stove half as hot for a lot longer.”

While shortening corners works on short-corner-radius circuits such as Melbourne, Bahrain and street tracks, and favours those drivers who enjoy an oversteering car – think Kimi Räikkönen or Lewis Hamilton – the same technique doesn’t carry over to front-limited tracks, such as Shanghai with its long sweeping curves. Traditionally, those tracks are favoured by drivers who prefer a understeery set-up, like Jenson Button.

But Jonathan Eddolls says Bottas has the ability to adapt his style accordingly and will look at each corner independently to gauge whether he takes more of a U- or V-shaped racing line.

“Often you are governed by the performance of your car,” says Eddolls. “The advantage of a V-shape is that you can come into a corner, brake very hard in a straight line – which you can do as you’re not putting any lateral load on the tyres – but the compromise is that you need to turn a bit more at the apex. With a U-shape, you are turning all the way through the corner and you need a car that has a good balance and grip to allow you to brake and turn at the same time. The problem is that if you try to accelerate in a U-shape, you can lose the rear as you try to get on the power and lose time.”

That choice in racing line gets more complicated when one corner quickly leads into another. But if you watch onboard footage closely, you’ll be able to spot one of the techniques of Valtteri’s driving that gives him →

a net advantage.

Watch through the high-speed sweeps of Turns 12 and 13 at Sepang. Certain drivers will drive through the left-hander and instantly turn the wheel for the right-hander, so they are always turning and putting lateral force

into the tyres. Bottas will look to create a 'flat car' between those two turns. After steering into the left-hander, he'll straighten up the car for a few metres, before turning for the right section of the corner.

"Valtteri has a gift for his rates of input and will have far fewer energy spikes than Felipe Massa," explains Rob Wilson.

"He finds a lot of lap time when the car has not stepped out of line as much as it does with Felipe. He always looks to create a 'flat car' on entry or between or during corners. If the car is flatter it will accelerate better. In terms of natural talent, he's up there with the best. He's similar in talent to Kimi Räikkönen, but Valtteri is probably the more creative of the two."

In the development progress of any driver, there are always key moments when errors creep in. Think of Australia last year when Bottas hit the wall while on course for a podium finish. Or the final corner at Sochi in qualifying when a chance for pole position was lost when he ran wide. According to those close to Valtteri, he is much closer in character to his mentor Mika Häkkinen, than he is to Kimi Räikkönen. He's a deep thinker and a hard worker with a mental toughness that was lacking in another recent F1 compatriot, Heikki Kovalainen. Crucially, he learns from his mistakes, too.

"When a driver gets to F1, it's a given that he has the ability to drive a car quickly," says Pat Symonds. "But that doesn't define what it takes to win a world championship. Many other things are needed such as intelligence, work ethic, and attention to detail. Valtteri displays all those qualities in abundance. It is also important for any elite sportsmen to have a high level of self-esteem. Valtteri has that as well, but balances it with humility.

"Valtteri is laid back and in my experience that is a good sign," continues Symonds. "He reminds me of Alonso; with Fernando it can sometimes be difficult to know if he is paying attention because he is so relaxed

"In terms of natural talent he's up there with the best. He's similar in talent to Kimi Räikkönen, but Valtteri is probably the more creative of the two"



Bottas proved his merit with a penultimate-lap pass on Massa in Malaysia this year to take fifth place



and doesn't make a song and dance of things, but he is always taking everything in and constantly learning. As things stand, Valtteri currently has everything in his toolkit to win races and he will only get better."

Bottas's mentor Mika Häkkinen is in regular contact to discuss driving technique and car development, and the 1998 and 1999 world champion speaks very highly of his young protégé and believes he has the talent and temperament to become world champion, too.

"Did he say that about himself?" jokes Valtteri. "That's nice to hear, as he's a great support. We speak often and he's always interested to hear how it's going and he always wants to know from the technical side about the development of the car and new parts. And if I make a mistake or if I have a poor start or something, he's always cleverly asking me those questions about what happened to make me think even more."

Bottas, then, is seemingly blessed with all the elements necessary to make him a force to be reckoned with in F1: ability behind the wheel, steely determination, work ethic and mental resilience – but it's this season that he will need to put the pressure on his team-mate and challenge for race wins, as Daniel Ricciardo managed to do against Sebastian Vettel last year.

In a few years – who knows? – he could equal or surpass double-champ Häkkinen's achievements, so he's surely wise to keep on listening to words of wisdom from his Finnish elder. A final question, then, for Valtteri:

"What's the best piece of advice Mika has given you?"

"Trust your talent." **F1**

THE RACING LINE



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10

breakthrough
Bottas
moments



Charting the defining moments in the Finnish star's rapid rise from raw talent to Formula 1's most in-demand driver

WORDS JAMES ATTWOOD

1

Edging Ricciardo for his first title

What: Formula Renault Eurocup title decider

Where: Circuit de Catalunya, Spain

When: 18-19 October 2008

Having entered the Formula Renault Eurocup for 2008, Valtteri Bottas became embroiled in a season-long title battle with future F1 rival Daniel Ricciardo. The Australian won four of the first six races to build up a considerable early lead, but Bottas was a consistent points-scorer and took four wins to head into the Barcelona season-finale with a one-point lead.

Bottas's title hopes took a big hit when he slipped down to 11th in a wet qualifying session for race one, while Ricciardo took pole. But their fortunes were reversed in the race, with Bottas storming through to take the win and Ricciardo sliding down to sixth. While Ricciardo won race two, fourth place was enough for Bottas to seal the title by three points.



2 Impressing in F1 testing

What: First official F1 test

Where: Yas Marina, Abu Dhabi

When: 15-16 November 2011

Bottas signed as a test driver

for Williams at the start of 2010, but his early work was limited to straightline tests. His first outing on a circuit came at the 2011 Young Driver Test in Abu Dhabi. In two days of running in a

Williams-Cosworth FW33 he completed 159 laps (548 miles), with a best time of 1min 42.357secs (Jean-Eric Vergne was quickest with a 1min 38.917sec lap for Red Bull).

Bottas, then 22, impressed with his composure and consistency during the test, which involved development work on new parts. "I hope I have proved myself," he said. "The goal is not to go for the best lap, we are trying to get everything out of the track time."



3

Getting that Friday feeling

What: First Friday practice outing

Where: Sepang International Circuit, Malaysia

When: 23 March 2012



For 2012, Bottas was promoted to the role of reserve driver at Williams, behind Pastor Maldonado and Bruno Senna, running in first practice at 15 races. His maiden Friday outing came in Malaysia, when he took over Senna's car.

In his first F1 session, Bottas drove 23 laps of the Sepang circuit and set the 11th fastest time. His fastest lap was 0.059secs quicker than Maldonado's best, and almost a second faster than Senna (later dropped by Williams to make way for Bottas in 2013) would manage in the car in FP2 that afternoon.

"I prepared myself as I would for a race weekend, both physically and mentally," said Bottas. "It was so hot out there – the hardest conditions I've driven in."

PHOTOS: ALASTAIR STALEVILAT; STEVEN TEE/LAT; FRANÇOIS FLAMAND/DPPI

4

Bringing it home in his first race

What: Grand prix debut

Where: Albert Park, Melbourne, Australia

When: 18 March 2013



Williams headed into the 2013 season talking of snatching early race wins, but the Australian GP provided brutal evidence of how uncompetitive the FW35 was. The car's issues meant it was hard for Bottas, newly promoted to a race seat, to shine on his debut – but he still showcased his potential.

In a mixed-weather qualifying session, he claimed 16th on the grid, one spot ahead of team-mate Pastor Maldonado. Bottas admitted to a few errors on his way to an otherwise composed 14th, one lap down. Still, he fared better than Maldonado, who spun out. ➔



A shock result in Canadian GP qualifying

What: Qualifying third for the Canadian GP

Where: Circuit Gilles Villeneuve, Montréal, Canada

When: 8 June 2013

“In the dry the car does not belong in P3 at the moment,” said Bottas, moments after delivering the Williams through to third in wet qualifying in Montréal. That assertion was undoubtedly true, but downplayed the impressiveness of his achievement: Maldonado’s 13th place was evidence the FW35 didn’t belong in P3 in the wet, either.

That the car ended up there reflected Bottas’s supreme wet-weather driving skills, and his ability to stay calm and deliver a fault-free lap when given a rare chance to shine. He couldn’t repeat his success in the dry race, falling to 14th due to a lack of straightline speed and heavy tyre wear.

Qualifying with the stars of the show: Bottas started from P3 at the 2013 Canadian GP, behind Hamilton and Vettel



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

6 In the points – at last

What: Eighth place, 2013 US GP

Where: Circuit of The Americas, Austin, Texas

When: 17 November 2013

Boosted by a revised exhaust system, Bottas stuck his car in ninth place on the grid for the 2013 US GP, while Pastor Maldonado languished in 18th.

Explanations for the gulf between the two differed: Maldonado claimed his car was the victim of ‘sabotage’, while everyone else took it as evidence of Bottas’s rapidly developing driving skills.

The following day, Bottas turned ninth on the grid into an eighth place finish. The highlight was his strong pass on Sauber’s Esteban Gutiérrez. “It is better to get the points late than never,” noted Bottas.

As for Maldonado? He finished 17th, one lap down. And the result ensured he finished behind Bottas in the drivers’ championship.



7 A missed opportunity

What: Fifth place, 2014 Australian GP

Where: Albert Park, Melbourne, Australia

When: 16 March 2014


Bottas finished a career-best fifth in the 2014 season-opener, but he wasn’t happy: he knew he could have been on the podium in the improved Williams. “I’m mad at myself for the mistake,” he said. “I need to learn from it. I was pushing hard because I saw this

race could be good. I’m sure I won’t make that kind of mistake again.”

Starting from 15th, owing to a grid penalty for a gearbox change, Bottas made up five places on the opening lap, only to slide wide when exiting Turn 10 on lap 11, breaking his right-rear wheel in the process. Pitting for a replacement cost him time, but he charged back to finish fifth. It was an opportunity missed – but a valuable lesson learned. ➔



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First podium finish

What: Third place in the 2014 Austrian GP
Where: Red Bull Ring, Spielberg, Austria
When: 22 June 2014

Williams caused a stir in qualifying at the Red Bull Ring: Felipe Massa put his car on pole, with Bottas P2. Predictably, the dominant Mercedes struck back in the race, but Bottas further raised his stock by outshining Massa and making Nico Rosberg and Lewis Hamilton work hard to pass him.

Rosberg overtook Bottas for second at the start, only for the Finn to pass him later in the lap. The two Williams ran one-two until the first stops, when Rosberg jumped both, while Bottas crucially used a quick in-lap to vault team-mate Massa. Bottas dropped a further place to Hamilton after his second stop, but still managed to grab his first podium finish – having outraced his race-winning team-mate Massa.



9 Charge through the field

What: Second place, 2014 British GP
Where: Silverstone, Northants, UK
When: 6 July 2014

Qualifying at Silverstone was held in mixed conditions, and Bottas (along with several others) got caught out on the wrong tyres in Q1, ending up 17th on the grid. A disaster? Not for Bottas: he viewed it as an opportunity.

Running a one-stop strategy, he took an aggressive approach, scything through the field early on with a string of decisive overtaking moves. By the time he made his sole stop, Bottas was running third behind the two Mercedes, and he inherited a career-best second place when Nico Rosberg retired.

"We knew this race could be good fun," he said in the aftermath. "We knew that we had a quick car. Maybe it was a bit surprisingly quick."

10

Setting his maiden fastest lap

What: Third place and fastest lap in the 2014 Russian GP
Where: Sochi Autodrom, Russia
When: 12 October 2014



On his final qualifying lap for the Russian GP, Bottas was on it. Sector one: fastest. Sector two: fastest. And then... he slid wide at the final corner, failing to improve his time. Instead of a shock pole, Bottas would start third, behind both Mercedes.

But Bottas was a thorn in the side of the Merces on Sunday, running second behind Hamilton after Rosberg dropped back following his enforced early pitstop. Bottas couldn't quite match the Merces: stymied by "weird-handling" tyres, he lost out to Rosberg after making his sole stop, but kept pushing, setting the fastest lap on the final tour. It was his first in F1: it surely won't be his last. **F1**

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DAN'S THE MAN

With the pressure of an expectant home crowd, a new role as Red Bull team leader and a troublesome RB11, Daniel Ricciardo demonstrated grace under pressure in Melbourne

WORDS PETER WINDSOR

PHOTO: MARK THOMPSON/GETTY IMAGES

Exit

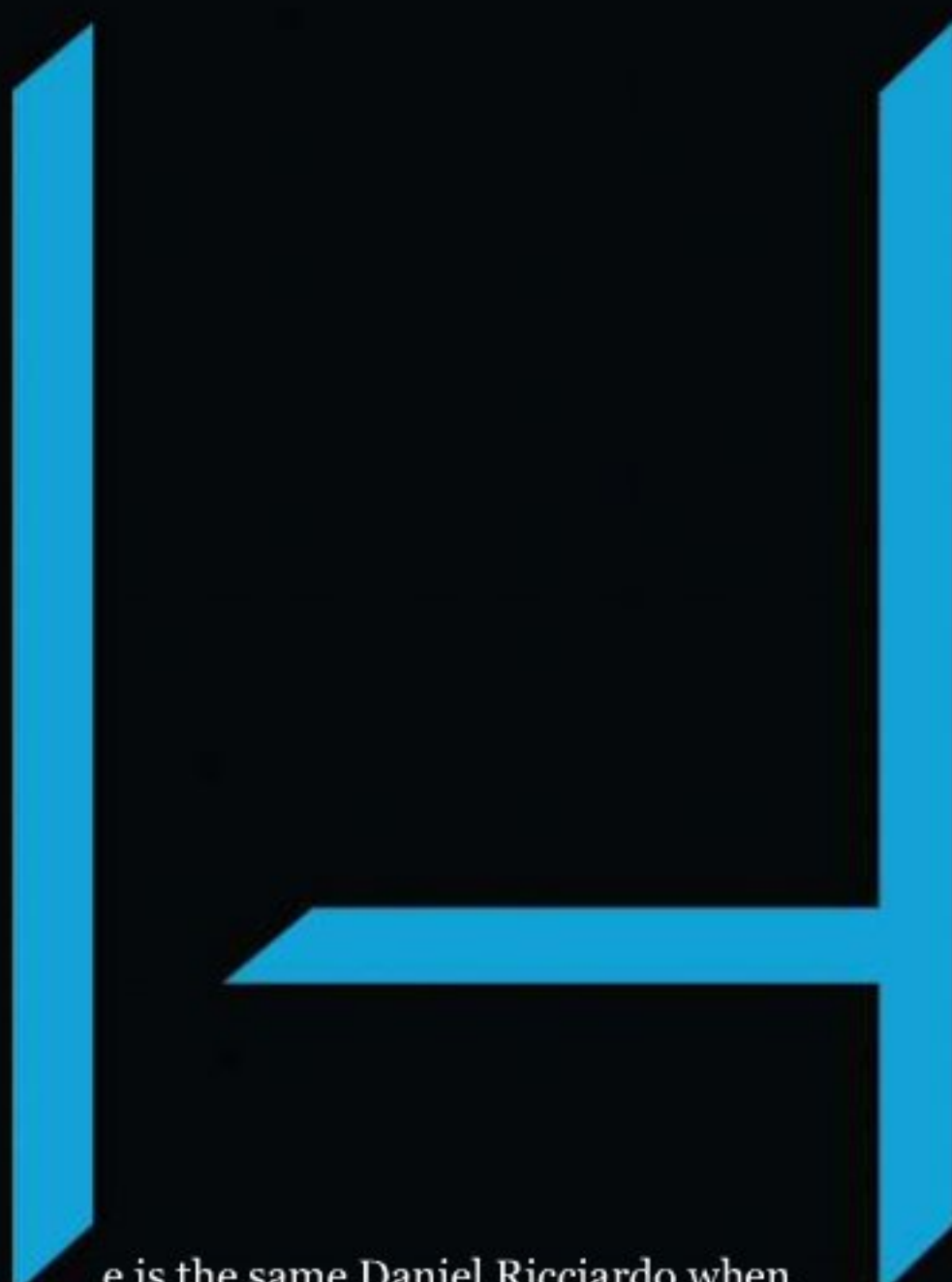
Sebastian Vettel; welcome Daniel Ricciardo.

"This is the 1!" scream the posters. And there is Daniel, all over Melbourne, in coffee shops, supermarkets, bus stops and bedroom walls, all smiles and sweat and eyes moist with the emotion of victory. Dan minus baggage, too: no Mark Webber championships almost-won; no Australian Grands Prix that should have been. This is Dan, as they call him in Oz, with life ahead of him. Three wins in 2014. What next in Melbourne?

The fans know that they can carry him – lift him as they used to lift Lleyton Hewitt in the final set, or the Thorpedo in the Olympic

freestyle final, or the Aussies in the deciding overs of the Cricket World Cup. That's what the Australian fans always do: they surpass the boundaries of mere sport. They make it a life thing. Dan is their man.

Except that this is F1. Nothing is more important than the cars in which the drivers sit. Red Bull have had a difficult winter. The Renault power unit hasn't had the same improvements as the Ferrari – and Mercedes are still ahead of them both. Dan and his new team-mate, Daniil Kvyat, have covered comparatively little ground in testing. Can it all come good in Australia? →



He is the same Daniel Ricciardo when you chat to him on Thursday. Polite. Humble. A racer living the racer's dream.

"So how's it been so far? Has the attention been even greater than you imagined?"

"Yeah, I guess it has," he says with a smile. "It's just amazing. I'll never get used to it. Everyone's been so good. Of course it means I've got to manage my time a little better, but that's not a problem. I think I'm lucky to be the Australian guy. The fans here are probably the best in the world."

Next question. "The car. How do you think you're placed? It's difficult from the outside to see where you're at right now."

"Difficult for us, too! We genuinely don't have any feel for where we're at with the car or the engine. It felt good on occasions in testing, but then we never really covered the miles we wanted. We're going to find out over the next couple of days..."

And so it begins: the RB11-Renault, now in full race livery, Daniel at last in his place of work, visor down on the Arai helmet that bears at least some of the Australian national hues. The installation lap on Friday morning throws up some sensor issues. He climbs from the car and confabs with the engineers, even as Nico Rosberg laps easily in the 1min 29secs.

"Anything serious?" we ask from the pitlane.

"No, just a few checks. All okay."

Except, of course, that it is not. The Mercs and the Ferraris are out there, taking the greenness out of Albert Park; Daniel is garage-bound. The fans grow restless.

You sense that this will be a different kind of weekend for the national hero. Massive is the expectation; huge are the demands – and the demand, today, is this: to be the same Daniel

when things are not so good. To be the guy who can live with the frustration as well as he lives with the fame. To be Red Bull's new team leader.

He puts in some laps and almost immediately feels that the car is edgy out of slow corners. The drivability that was there in Barcelona seems to have disappeared. He squeezes the throttle out of the penultimate corner and nothing happens – and then it all comes in a rush.

This he describes to the crew as FP1 unwinds. Diagnostics take over. Torque maps predominate. Spectrometers suck samples from the oil and fuel. Then the clock shows zero and he remembers there's more to do. Team guests await at the back of the garage. He smiles, shakes hands, goes into detail. Working smoothly around the car – all pace and no rush – the mechanics inevitably notice Daniel's demeanour. It permeates. This is, at the end of the day, just another motor race. Red Bull will get it right. This is what we do. Until then, stay calm.

The news during the break is not good: the oil samples are showing worrying traces of metal contamination. The telemetry shows all the subsidiary energy units to be strong, which suggests that the internal combustion engine (ICE) itself is in trouble. Daniel is lunching when the discussion gathers pace: "It's decision time. We could continue with different mapping and see how it goes. If there's a serious ICE problem it could then affect the energy recovery systems. Alternatively we could change engines. If we do that we'll lose the rest of today."

There's not much to say. The new F1 engine rules currently limit each driver to four power units for the entire season, down from five in 2014. Renault came to Melbourne with relatively conservative setups around their 2015 upgrades. How then could this happen? If they change power units now, then possibly this engine will be reusable in some form down the line. If they don't, and there's a blow-up, it could massively compromise Daniel's season quota.

Suddenly, out there on the grass between the offices and the garages, amid the umbrellas and the lunch tables, Red Bull mechanics start dashing about and forming mini-huddles. The engine's coming out. That's effectively it for the day. A total of ten flying laps.

Christian Horner and Helmut Marko are expressive with the media – particularly with the Aussie media. Marko: "This is crazy. These rules are ruining F1." Horner: "We expected more than this. I feel terrible for Daniel."

Daniel, for his part... is Daniel. He's the world's number one golfer finding himself up a gumtree, still ready to hit a miraculous recovery shot. Nigel Mansell he is not. There are no conspiracy theories, no worlds that are against him. He shrugs his shoulders and adopts his new role: "This is F1. I'm lucky to be with the best team in the business. The challenge now is to maximise the weekend such as it is. This is what motor racing is all about."

His day wears on. More sponsors. More media. More autographs. More selfies with fans three-deep in a crowd, obliging him to half-climb a fence. The smile never fades.

Saturday, at the Melbourne Walk – F1's new red carpet – we catch Daniel as he alights from his Infiniti.

"Not the sort of start you wanted, Daniel. Thoughts on today?"

"No, it was a bit disappointing. I'm disappointed more for the fans here than I am for myself," – pause as the crowd erupts – "but this is F1 and you just have to get on with it. We'll see what happens today. We haven't got a lot of information from the car,

"I think I'm lucky to be the Australian guy – the fans here are probably the best in the world"

but we'll be out there putting in as many laps as we can..."

Despite the urgency of the morning, Daniel walks the walk for at least 30 minutes, signing every programme and every photograph. Frequently he says 'thank you' to fans who have asked him to pose.

"And now, let's hear it for Daniel Ricciardo!" cries the PA as Daniel waves and heads towards →





The team struggle to overcome issues with Ricciardo's ICE in the Red Bull garage in Melbourne

PHOTO: MARK THOMPSON/GETTY IMAGES



Ever appreciative of his fans, Ricciardo goes out of his way to give autographs and pose for selfies

the paddock entrance. The crowd explodes. It's almost as if the problems of Friday – or, more specifically, the way he is handling the problems of Friday – have elevated him to a higher tier.

Saturday morning, with the new Renault power unit, is only slightly more promising. There's still a lack of drivability and still a lack of feel. In addition, Daniil Kvyat has a brake-by-wire downshift drama on his out-lap. In the garage, the boys lose none of their poise. Daniel stays in the car even as the nose, and then the S-duct cover, are removed. Hydraulic lines are plugged in. There seems little chance that he'll be out again before the flag but he sits calmly as the clock ticks down. The Mercs run light-fuel and soft tyres, as do Ferrari and Williams. Red Bull, still stationary, are now on a different page.

During the break, Renault's Rob White explains the problem: "The first thing is that we're sending the Friday engine back to France. It looks as though the ICE has gone but that the rest of the power unit can be saved. We'll find out more over the next few weeks. We do also have a drivability

problem, which seems to be air-related – tied to the mapping in all the areas where there's 'space' – the plenum chambers, the exhaust cavities and so on. This is all fixable, but it's not something we can solve in a matter of hours..."

The team's best guess, in other words, will have to suffice for qualifying and the race. Ferrari have made huge steps forward over the winter with more usable torque, overall power and

reliability. Renault, at least in Melbourne, seem to have taken a step back – certainly in terms of drivability and reliability.

Even so, Daniel drives beautifully in qualifying. The RB11 is still far away from where it should be but the grip and balance levels let Daniel →



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play with the throttle and steering in ways we wouldn't necessarily see on days of chassis-engine perfection. Into Turn 3, for example, he begins to release the brakes precisely on a small bump – the same bump that would catch out Max Verstappen in Q2 – and then floats the car in towards the apex, right foot already finding power against velvety smooth mini-corrections. Kvyat, by comparison, looks positively clunky: late brakes; hard, late-ish turn-in; hard power;

“To the media Daniel tries to explain the intricacies of F1 technology. To the fans he simply says he did his best ”

harsh exit kerb-flick. The difficulties have perversely highlighted skills often camouflaged by the excellence of a car that works.


Adrian Newey on Saturday morning said he would be happy if Daniel could qualify top-ten; by that standard, Daniel's ultimate P7 – P6 following the withdrawal of Valtteri Bottas – is a masterpiece of manipulation under pressure.

The hope, on race day, is for a heroic drive to the podium. The reality is that Daniel's RB11-Renault is no match even for the low-budget, Willem Toet-sculpted Sauber-Ferrari driven by F1 debutant, Felipe Nasr. The Brazilian brilliantly maximises a first-corner skirmish by gazumping several drivers ahead of him – including Daniel – and thereafter resists any pressures that the race, and the occasion, can impose. Daniel eventually finishes sixth behind the two Merces, Seb Vettel's Ferrari, Felipe Massa's Williams and Nasr. The limitations of the Red Bull RB11-Renault prevent him from trying anything creative in terms of track craft. Daniel's skill is absorbed by the challenges of tyre and fuel management and by PU settings conservative enough to allow a points finish.

Daniel is inwardly satisfied to have wrung some sort of result from three fractious days, but openly embarrassed not to have delivered more for the Australian crowd.

'Ricciardo all but apologises to his fans,' runs the news ticker on Monday morning. It's true, for still he finds the emotional space to see life as it is in the spectator areas. To the media he tries to explain the intricacies of F1 technology. To the fans he simply says he did his best.

You can push but you won't succeed, for there is nothing more to Daniel Ricciardo. Genuine smile. Genuine passion for what he does on the good weekends... and the not-so-good.

Bad days are not in his vocabulary. 



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Toto Wolff

His rise from the periphery of F1 to top of the all-conquering Mercedes team is one of the sport's most intriguing human-interest stories. *F1 Racing* digs a little deeper into the man behind Merc with a selection of your questions

WORDS ANTHONY ROWLINSON **PORTRAITS** GLENN DUNBAR/LAT

Squinting in the Melbourne afternoon sunlight, Toto Wolff lowers his imposing frame onto a bench-seat across a table from *F1 Racing*. He's tentative as he descends, wary of straining the left knee he damaged in a faintly ludicrous gym mishap earlier this year.

"It was stupid, you know," he relates, in a clipped, accented tone, that, yes, *does* sound a bit like Arnie's [Wolff has been dubbed 'Totonator' by Merc social media gurus]. "I was training with Susie [Wolff, his wife and Williams test driver] and I jumped onto a medicine ball. It just went."

The damage was painful and debilitating, though happily fixable through a continuing rehabilitation process. But he's still limping slightly and doesn't look ready to trot out a marathon any time soon. It's surprising, indeed, to encounter something less than optimised at this phenomenally slick and successful Formula 1

team. By all accounts, Wolff has found the physical impairment extremely frustrating – hardly surprising for a one-time member of the Austrian national rugby squad (yes, really) and a fast, ambitious former racer.

Today though, as we speak on the Saturday afternoon of the Australian GP, his spirits are high – lifted, no doubt, by the blistering pace so very much evident in this year's W06 Hybrid. Certainly, he's in a good frame of mind to face a grilling-by-reader courtesy of the *F1 Racing* Global Fan Community.

"Have you done one of these before?" we ask. "No."

So we explain the format of our long-running 'You Ask The Questions' series of interviews, whereby readers are given the chance to quiz the sport's movers and shakers.

"Okay," says Toto with a nod. "I am ready."

What is it like to work with Niki Lauda?

Rebecca Pagett, UK

Very interesting, because, of course, he has been in the sport for such a long time in various roles. And as a driver he became a three-time world champion and that gives us just so much 'angle' to see things from a driver's perspective. So I enjoy working with Niki very much. Is that answer too long?

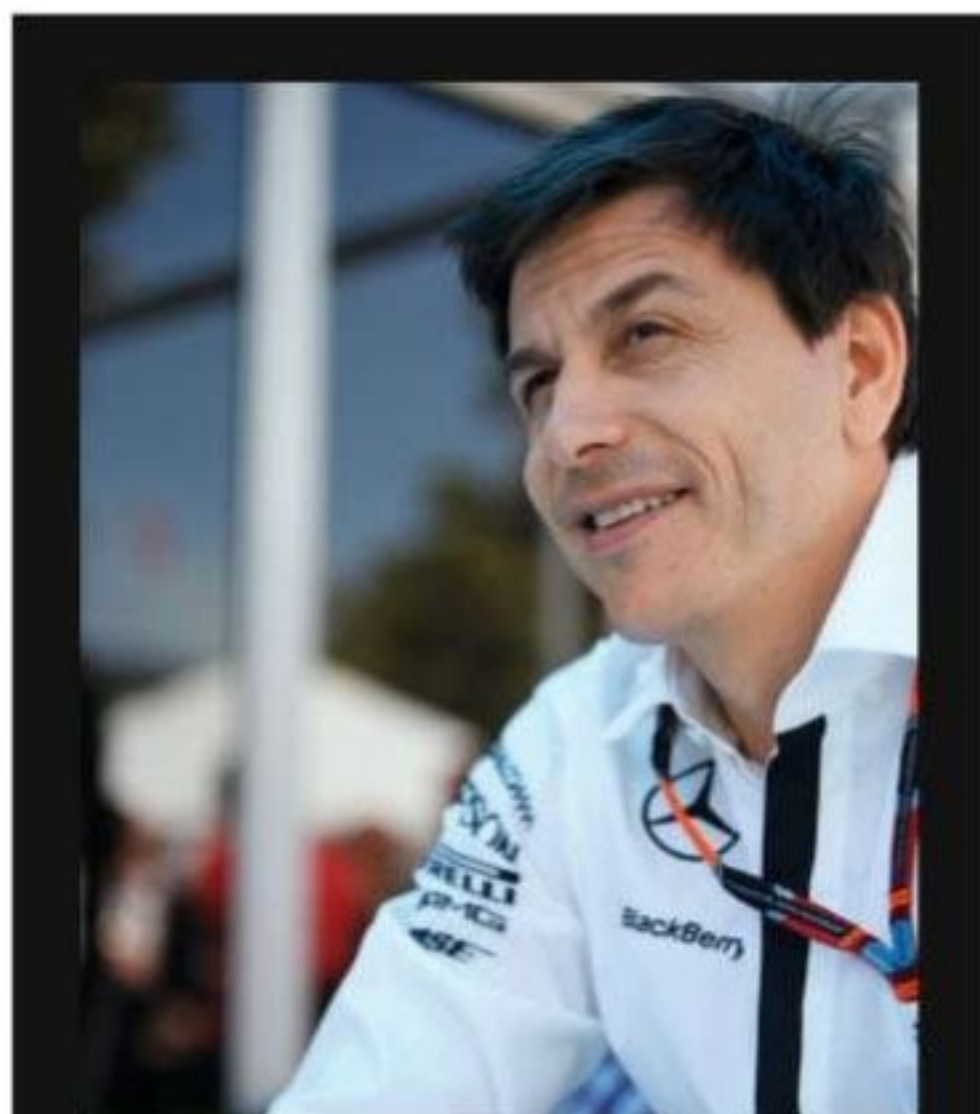
F1R: No – keep going!

Describe Niki Lauda in three words.

Zacharie Duval, France

Um... [there's a pause of eight seconds as Wolff prepares his words carefully] direct... precise... and, uh, how do you say... he's... he learns and develops himself. Self-critical? 'Capable of learning?' Someone who is not stubborn but is capable of saying 'you're right'. →





"The drivers play a crucial role, and if we want to hear what their position could be in any situation, Niki Lauda is a good sparring partner"

FIR: Pragmatic?

TW: Yes, pragmatic. Pragmatic is a good word.

What advice do you and the team get from Niki Lauda?

John Conroy, USA

Obviously the drivers play a very crucial role in the team and if we want to hear what their position could be in any given situation, he's a very good sparring partner. So he's particularly good on drivers.

FIR: Did he help last year when things got spicy between Nico and Lewis?

TW: Yes. He was a very important factor in determining how we wanted to move on.

Will Susie ever drive for Mercedes in F1?

Gerald Greenwood, UK

She has driven for Mercedes already for seven years in the DTM [Germany's premier touring car championship] and she's a Mercedes ambassador. She was there a long time before I came along, so she's already part of the family. But I don't see her driving for Mercedes in F1.

How do you contain the extraordinary character that is Lewis Hamilton?

Detlef Muhlberger, Germany

Part of my role is to manage all the superstars in that team, and there's not only Lewis and Nico, but everyone who is in a leading position in the team. Not even in a leading position. Most of the employees of the team are superstars in their own right, but sometimes it's important

to understand that some of the young guys, aerodynamicists, IT specialists, lawyers and so on have big degrees from top universities. They are much more qualified in their jobs than us. So it helps the drivers to recalibrate from time to time, to think about *all* the great people in the team. So I have no issue because Lewis is just one of 800 superstars.

FIR: So would you say that is something you have to do actively?

TW: It's how I have always done it from the beginning. There is not just one superstar – we are all superstars.

What does 'Toto' mean? Isn't your name Christian Torger Wolff?

Stevo Eisele, Slovakia

The name I was given was Torger, Torger Christian. And that is so awful that from my very early days everyone has called me 'Toto'. It was a nickname, but I've changed that in my passport, so I am a real 'Toto' now.

Who do you think will have the edge this year? Nico or Lewis?

Robert Beeson, UK

I know, but I can't tell you.

FIR: So you *know* the answer?

TW: I have an opinion but it would not be right in my position to express that opinion.

FIR: And you won't be pushed on that, will you?

TW: No.

Do you think you will be able to control your drivers this year?

Andrew Boxall, UK

[Firmly] Yes.

FIR: How will you do that?

TW: We'll see what happens, but yes.

FIR: You seem pretty confident on that one?

TW: Yes. One-hundred-and-ten per cent.

Having established a very dominant package, isn't it better to have a clear number-one driver in the team?

Abhinav Sood, India

[Before answering, Toto breaks off, ruffles his hair and jokes to *F1 Racing's* photographer, Glenn Dunbar] Glenn, am I looking good?

GD: Looking good, looking fine...

TW: It would be easier to handle, but equally for the brand and for the team and for F1, it's better to let them race – even with all the negative impact it can have.

FIR: Presumably that's a factor in your contract negotiations, because you could change your driver line-up if you weren't happy...

TW: We can change our driver line-up within our contractual agreements. But we don't want to



Toto Wolff with the 'pragmatic' Niki Lauda, who joined Mercedes as a non-executive chairman back in 2012

change the driver line-up because we believe that Nico and Lewis are great for the team.

Is Bernie's job something that could interest you?

Thomas Siegner, Canada

No – because I am only interested in jobs that I could do better than the people who are currently doing them, and I don't think that anyone could do Bernie's job better than Bernie. I wouldn't be able to sell TV rights and race fees for what he is able to.

Will you allow your drivers to race each other again this year?

Gary Browning, UK

Yes. Definitely, yes.

FIR: And would there be any sanction for another Spa-type incident?

TW: Letting them race means within a framework of rules. So yes, we want to let them race, but we should also honour that they might be on different strategies. We might interfere... or inform the drivers if we think there is information they need.

Do you agree with the idea of running customer cars in F1?

Akram Castillo Cardenas, Mexico

No. I think this is a constructors' championship and this is the highest league in motorsport. Even the small teams have clearly expressed the opinion that they would like to remain constructors. That situation has already been weakened because the only thing you need to make today is the monocoque and the bodywork and we shouldn't loosen that up even more.

FIR: So what about third cars? Or 'core' cars?

TW: Third cars need to be a contingency plan in case we lose another team or two – giving the opportunity to enter a third car with junior drivers, and with the potential of selling the livery to different sponsors. Maybe even setting up a junior world championship. I think we can find an alternative set-up that could be okay as a contingency plan.

FIR: A junior world championship? Tell us more about that idea...

TW: Yeah, we've discussed it. The third car wouldn't be part of the main drivers' championship, because you don't want the third car to interfere in what's seen as the main championship. So you could put the best-placed junior driver on the podium with the other three and make him score points in the junior championship. And that would spice up F1. Imagine a field where you had, say, Pascal Wehrlein in a Mercedes, Max Verstappen in a Red Bull, Alex Lynn in a Williams and Jolyon



What was your first thought in Spa when Rosberg crashed into Hamilton?

Magnus Johansson, Sweden

[Long pause...] Um... 'Finally'.

FIR: As in, you felt it had been coming?

TW: I felt the situation had been escalating for a while, but not to the point where we could react. This was the point where we could react.

FIR: Because they had stepped over a line?

TW: Because they had stepped over a line and from then on we reset the system and we had no problems any more.

Palmer in a Lotus, and you put them in the same car, with the same spec as the two main drivers. Wouldn't that be interesting, to see how they perform? Fighting it out in their own championship, but they would only be allowed to stay in the car for a year before they had to progress into the main championship.

FIR: What if one of the juniors actually won a grand prix?

TW: Interesting thought – to be discussed! I think the main problem at the moment is that you could have three drivers for the same team on the podium and I think that's a bit dangerous. Particularly if you have one team dominating. But I think having a one-two-three of regular drivers and the winner from the junior championship on the podium with them... that would have impact enough.

Is it true you really speak Polish? Did your family originate from Poland?

Paulina Jakubczak, Poland

Tak, ja rozmawiam po polsku. That means: 'Yes I speak Polish.'

FIR: We'll take that as a 'yes'.

TW: My mother is Polish. I speak Polish at home.

FIR: So it's your first language?

TW: No, it was the language I spoke at home. German and French at school, Polish at home – and English now because I'm obliged to!

Hello Christian, it's been a long time since we were team-mates in New Zealand.

I hope you remember me: the older American guy in the lime-green Van Diemen. You have achieved great things! What do you remember of those days?

Jim McDonald, USA

That time was two of the best months of my life. I was en route to becoming a Formula 1 superstar [laughs] with all the dreams of an 18- or 19-year-old boy. I loved the racing in New Zealand. It was the best time in my life, probably.

FIR: How did you end up there?

TW: I raced in the Formula Ford championship in Austria and Germany and in order to be competitive the following year, we were doing FF1600 in New Zealand. The year before, →

YOU ASK THE QUESTIONS

Alex Wurz did it. And I was the year after. Since then, many European drivers have gone to New Zealand. The first one was Jochen Rindt. So it was a perfect time. Eight race weekends in a row.

So the answer is: 'Yes, I remember you – and I remember that you were actually quite competitive although you were quite old!' Maybe you make a smiley there with the 'quite old'. I think he was probably 30...

What does the 'W' in the names of your F1 cars stand for?

Michael Rosales, Philippines

Wagen [German for 'car']. It's a Mercedes tradition all the way back.

Are you still annoyed with Paddy Lowe for making you break your collarbone while riding your bike?

Stuart Burton, UK

Ha ha ha! Yes! I am still wondering if this was actually a kamikaze mission by Paddy. He crashed in front of me and as he fell I saw his eyes looking straight into mine!

FIR: What actually happened?

TW: As a team we always do this 'bicycle day' just before the Hungarian Grand Prix, starting from Vienna, which is my home town. I get a local cycle shop to deliver all these super carbon bikes to my garage, and from there we drive to the Danube, to a stretch where you can cycle along the river. There are no cars, so there's no danger. Lewis has done it with us in the past. Last year it was some of the engineers and other members of the team. I was in a big group of 15 or so, and we were slipstreaming. And you can't ride peleton in a group of people who have no idea about it. And we had no idea. At the front we had Kimberley, our trackside aerodynamicist, and Paddy was behind her. He clipped her wheel and fell. And we went all over him. And the biggest guy, Evan, our trackside electronics guy, landed on me.

FIR: Was that the thing that did the damage?

TW: No I think the initial impact did the damage. With my 95kg, I don't bounce so well any more.

Tell us about Pascal Werhlein. Do you manage him and will we see him racing in Formula 1?

Katie Cooke, UK

No, I don't manage him because I'm not managing any drivers any more. But he is part of a junior structure in Mercedes. He's actually the only Mercedes-Benz junior at the moment. And he is our reserve driver. So our aim is to make him do as many miles as possible in order to gain experience, so that if one of our drivers has fish

poisoning on a Thursday... [At this point our conversation takes a surreal turn as Wolff pauses and calls out to an unknown figure standing behind *F1 Racing*]

TW: Evan, stand here so that Anthony can look at you. He fell on me. *He* is the one. Evan is a kilonewton [101kg].

Evan: I am just under a kilonewton, thank you very much. I'm no longer used to calibrate the front wing. They very unkindly call me 'Kilonewton Man' in the garage.

How good are Lewis Hamilton's contract-negotiation skills? Is a deal any closer to being completed?

Samuel Kelsall, UK

Very good. You don't end up in Formula 1 if you are not intelligent. So his negotiation skills are very good.

FIR: Has he got what he wanted?

TW: I think we found a compromise between what he wanted and what I wanted.

FIR: Is it done? →

Do you find it difficult not to talk shop and give away trade secrets when you're at home with Susie?

Paul Smith, UK

No, because there's a kind of unspoken deal we have that we won't talk about technical or sporting details at home because it would put the other one in a compromising situation. So we don't do that at all or discuss that. We don't talk about things that could compromise the other one.

FIR: Who's the faster driver?

TW: Between her and me?

[“How big are your balls for this answer,” quips Mercedes multi-lingual press attaché, who is present for the interview]

TW: Of course it's her. She's a professional driver.

FIR: Has that always been the case?

TW: Uh, well if you put her in a rally car on loose ground I might have a chance. A small chance.



PHOTO: CHARLES COATES/LAT



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TW: It's done when it's done, but I think we're very well en route to having it done shortly.

What's the most demanding aspect of managing a successful F1 team?

Thomas Larsen, Norway

[Before Toto starts to speak, Paddy Lowe arrives and sits alongside him. We fear the interview may be prematurely curtailed, but no...] I had a question from Anthony, whether you did the bicycle accident on purpose?

Paddy Lowe: It didn't quite come off as well as I intended...

TW: [Returning to the original question] The difficulty is that it's a small company, in terms of the traditional size of companies, but with a huge media exposure. And that's something you must always consider, which is difficult if you want to take the right decisions and anticipate how the media will see them. That shouldn't actually play a role, but you need to consider it, because we are representing Mercedes.

F1R: How does that manifest itself day to day?

TW: Personally, I would have been much more outspoken about certain things in F1 than I can be, because I represent Mercedes and I need to think of the media impact of what I say. There are a lot of things I think but can't say. Like a politician you can't always say what you really think. That's a challenge – because it's not me.

As you see it, what is the biggest issue facing F1 and what is your solution for it?

John Rayho, USA

The biggest problem is that the problems of F1 and problems in the teams are not solved by an

intelligent group behind closed doors. Instead they're being dragged out into the public space and into the media and tweaked around for opportunistic reasons, and I think that reflects badly on Formula 1.

Can you remember your very first F1 collectible? If so, what was it and how did you get it?

Nadya Emilia, Indonesia

I have no collectibles or memorabilia at all. If you come to my home you will not find anything that relates to racing apart from Susie's and my own helmets, which are stored in the cellar. So I'm not really into collectibles.

How much money have Mercedes spent to become the most successful team in F1?

Paul Armstrong, UK

Formula 1 is the pinnacle of racing and it's like a football team in a top league. If you go in the Bundesliga you need to be prepared to invest a certain amount to get the benefits and once you get them you become competitive and it turns into a positive operation. So I couldn't specify how much it was over the years, but I can say that, to date, it's a pretty healthy business case.

F1R: That's a very good non-answer, if I may say so...

TW: I can't tell you the number.

Is there a possibility to see you on track again as a driver?

Dario Sala, Italy


No.

F1R: Never?

TW: Never. It's because I don't have the capacity any more to concentrate on racing and I think that this is something very important – a lesson that I have learned hard over the past six months. If you really want to do something properly, be it in sports, on the racing track or in business, you need to be fully focused on it. You cannot pretend that just because you were able to do it well a couple of years ago you're still able to do it well. So, no, I will not be racing any cars any more in any races.

If you could change any 2015 regulation, sporting or technical, what would it be and why?

Jake Nichol, UK

That is such a massive question to answer that I'd rather not do it for the reasons I stated earlier. It's too toxic a matter. 

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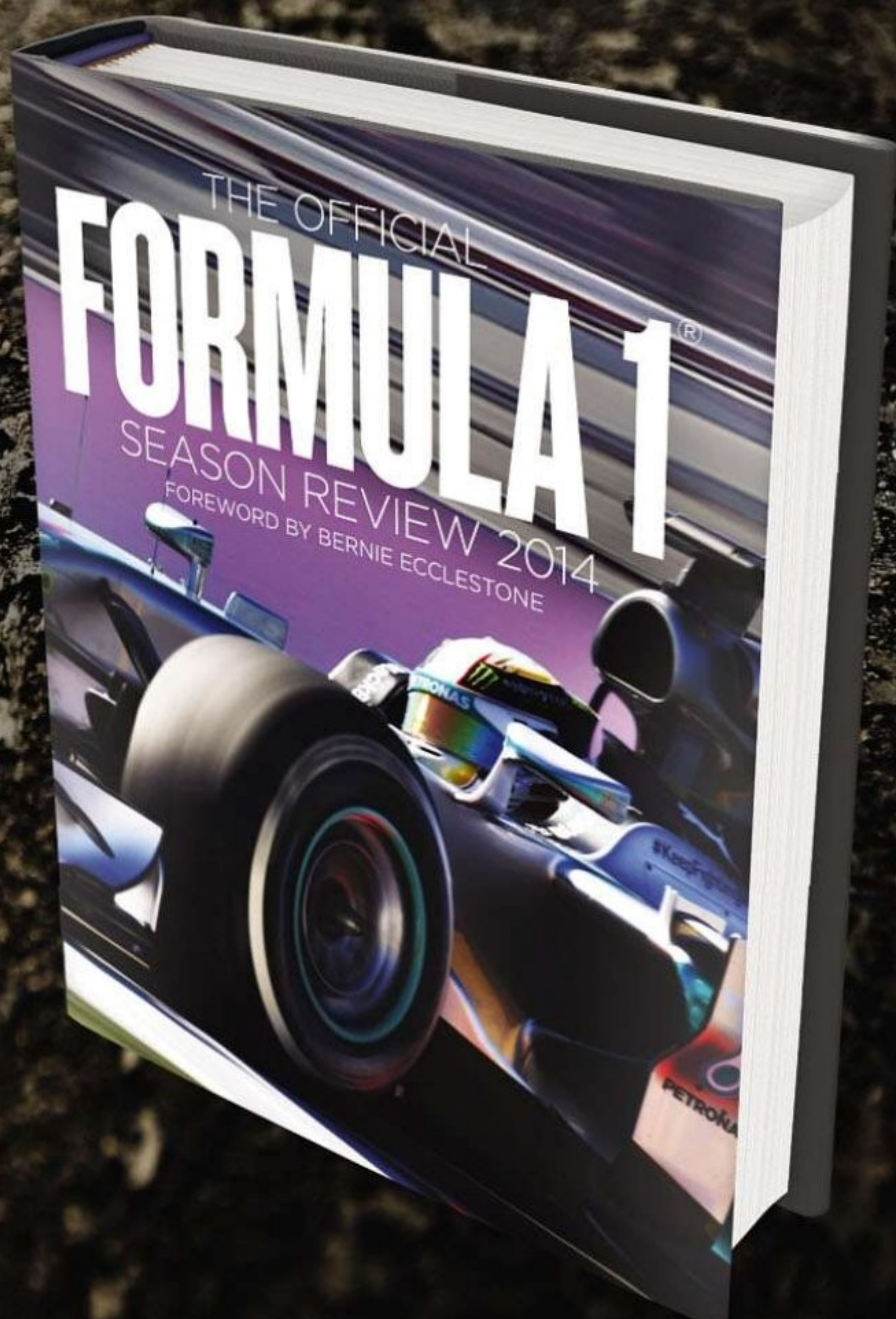


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GO FIGURE

We take a statistical look at
Pirelli, whose tyres have been
winning grands prix since 1950

1,800

tyres are taken to every F1 race



2



The number of races for which
Pirelli will be title sponsor this year:
the Spanish and Hungarian GPs

2011

The year Pirelli became sole tyre supplier in F1



EIGHTEEN

tyre fitters are used at each race

TWO AND A
HALF MINUTES

Time taken to fit a tyre to a rim, from start to finish



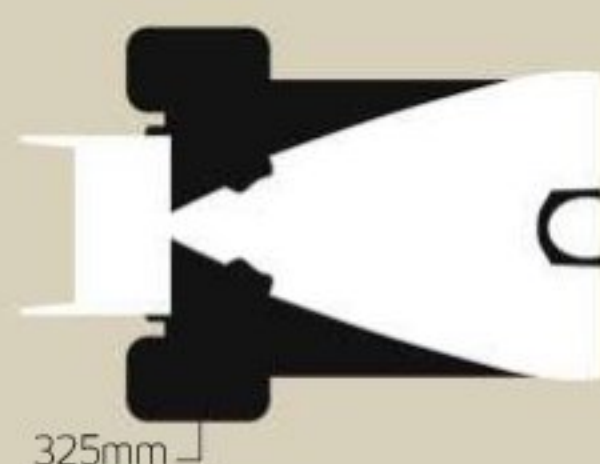
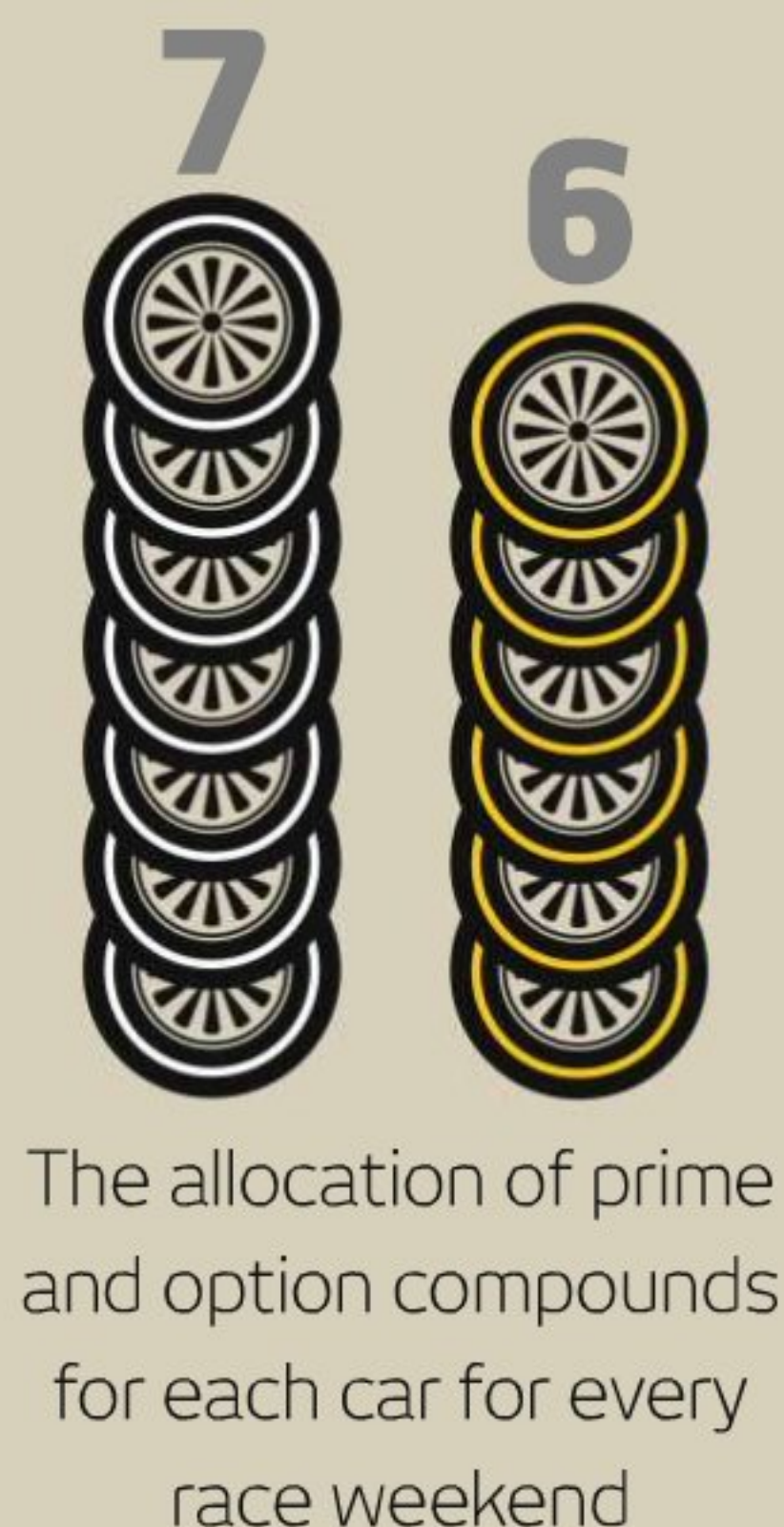
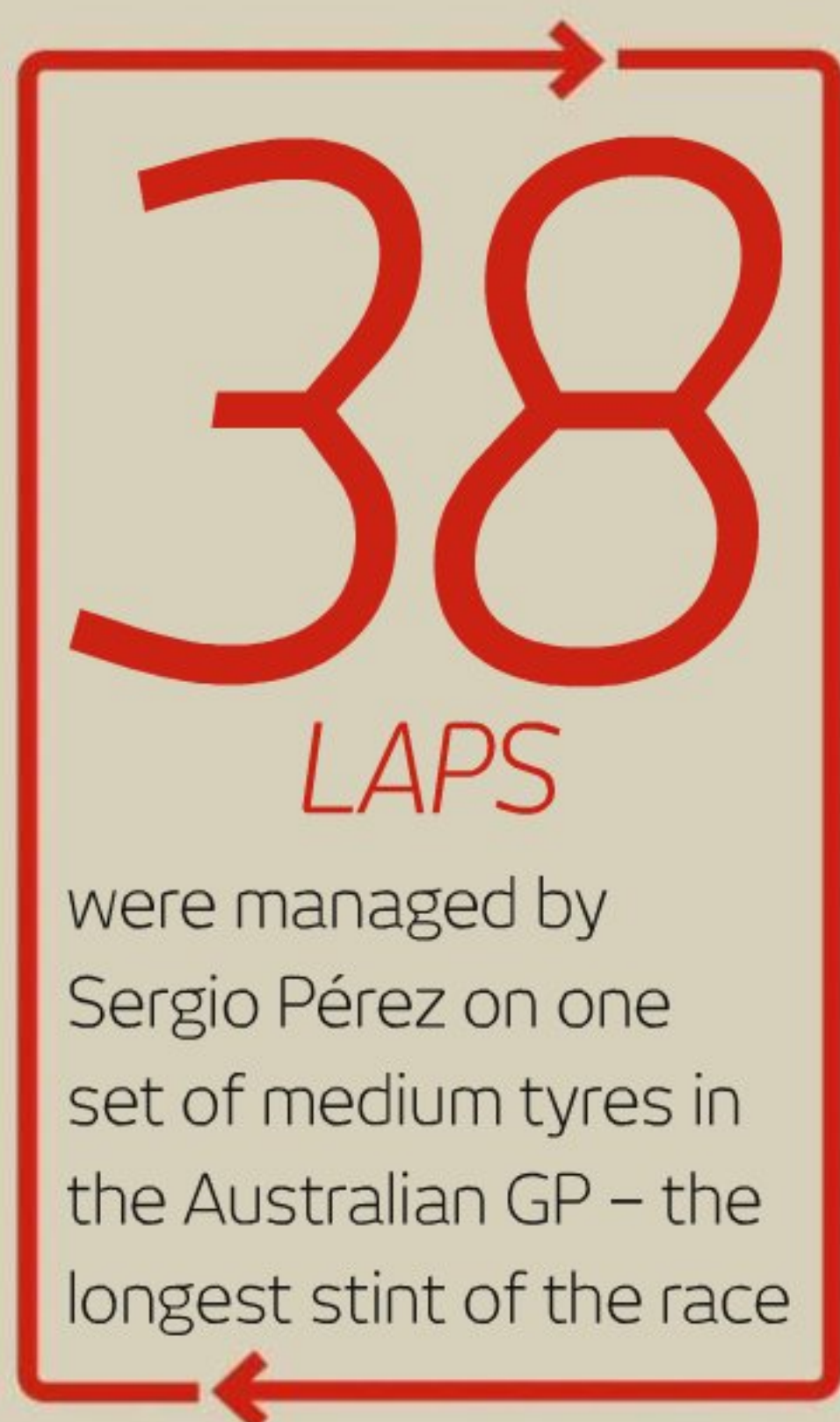
The rim diameter of both
front and rear tyres in F1



litres of water can be
dispersed per second
by the full wet tyres
at full speed

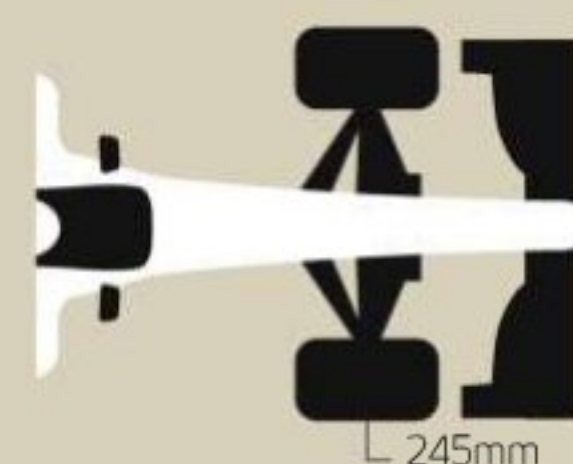


wins on Pirelli rubber in
Formula 1 from 1950-1991



325mm

80mm



245mm

difference in tread width of the front tyres (245mm) to the rear tyres (325mm)



from Pirelli's factory in Izmit, Turkey, to their UK base in Didcot where tyres are barcoded before European races



seconds will be added to a driver's race time if a dry race is suspended without the driver having used both types of dry tyre

TO HAVE BUT NOT TO HOLD

[The secret life of the super sub]

With few spaces on the F1 grid, a phalanx of talented racing drivers mill around the paddock waiting for their chance to shine. But when a rare opportunity does come along, how do they make the most of it?

WORDS MATT YOUSON **PORTRAIT** STEVEN TEE/LAT

Kevin Magnussen's Australian Grand Prix ended before it began. The Danish driver trudged back to the paddock as the dummy grid formed, a smoking McLaren-Honda MP4/30 parked on the side of the track testament to a failure in which he played no part. In the garage he received consoling handshakes, pats on the back and the occasional bear hug, but for 2015, if things go to plan, that's the last time anyone will see Kevin in the car on a grand prix weekend. Such is the lot of the modern third driver. →



In a sense, Magnussen is lucky.

Having just missed out on a McLaren race seat to Jenson Button, he at least got his go this year after Fernando Alonso's testing accident. For most reserve drivers, though, it's a case of always the bridesmaid, never the bride. It's an odd existence, and perhaps one not improved by that ever-present glimmer of hope. Even success can be pernicious: for every Sebastian Vettel, scoring points on his debut in place of a concussed Robert Kubica in 2007, there's a Heikki Kovalainen, whose two

anaemic races in an unfamiliar and uncompetitive Lotus at the end of 2013 sunk his 2014 prospects.

The latter, argues Williams advisor and former racer Alex Wurz, is the more likely outcome now. "In the old days when you had a lot of tests, you felt totally at home if you had to step up. It always worked well for me because I was prepared. It was my seat, my cockpit, my steering wheel, my position – and the only thing to deal with were race specifics. Now, if you haven't done the miles, it's a tough job. Getting into the car without the preparation... it's a position from which you can almost only lose."

Wurz made his F1 debut substituting for Gerhard Berger at Benetton in the 1997 Canadian GP, the latter recovering from surgery to correct a sinus inflammation. Wurz finished his three-race

stint with a podium at Silverstone, a result that helped him secure a full-time drive with the team the next season. He had a second outing as a sub for McLaren at the 2005 San Marino GP, stepping in for an injured Juan Pablo Montoya. Pedro de la Rosa had covered for Montoya at the previous race in Bahrain.

"I was the reserve driver but I didn't fit in the car, whereas Pedro, being a bit smaller, had no problems," explains Wurz. "It hadn't been designed for me because the technical staff thought I was leaving – but the team boss stopped me going. By San Marino they had changed the design and I had a week to prepare. It was very easy. Lots of time to talk to the engineers."

"It was different at the start of my career with Benetton. On Wednesday I flew to England for a meeting, and over lunch they told me I would substitute

OFF Fernando Alonso with concussion. Barcelona test 2015

ON Kevin Magnussen. Australian GP

RESULT Car failure on way to grid



PHOTOS: MARK THOMPSON/GETTY IMAGES

"If you haven't done the miles, it's a tough job. Getting into the car without the preparation... it's a position from which you can almost only lose."

Alex Wurz

for Gerhard in Canada. They put me on Concorde, and off I went to Canada. I didn't know the track, so I bought *Autosport* to study the layout. I landed and went straight into extraction tests, press conferences and all that stuff. It was short notice but I had 1,529 test miles and I knew the car and the engineers, so I felt okay."

In common with boy scouts, the key for a third driver, Wurz suggests, is to always be prepared. "Your fitness level should always be a step higher than you require and your organisation should be such that, if you get the call on Friday to drive on Saturday, you have all the simple things ready: your helmet, stickers, overalls and cap. If you have to think about those things, it's just too stressful. It should be plug-and-play. It's definitely a mentality reserve drivers need to develop."

Ferrari reserve Marc Gené believes it's preferable to be thrown in at the deep end late in the day. "I experienced both situations with Williams," he explains. "I was called in on the Saturday of the 2003 Italian Grand Prix because Ralf Schumacher was sick. He hadn't told anyone on Friday, but called technical director Sam Michael during the night. The team called me immediately and I hurried in for the seat extraction test. It was such a rush I didn't have time to get nervous. In many ways it was perfect."

"The next year it happened again [Gené stood in for Ralf Schumacher at Magny-Cours and Silverstone after the German's crash at Indianapolis] but I had time to think about it and that was perhaps not the best thing. I considered that again recently when Audi called me on Thursday to drive in the Le Mans 24 Hours in 2014. I got

straight into the overalls and away. For me, that was perfect."

Another driver with experience of the last-minute call-up is FIA World Endurance champion Anthony Davidson. The Brit made his F1 debut at the 2002 Hungarian Grand Prix with Minardi, replacing Alex Yoong for that race and the Belgian Grand Prix after Yoong was benched by the team. Davidson then moved to BAR as a third driver and was called upon to substitute for a feverish Takuma Sato in the 2005 Malaysian GP. The experience, says Davidson, was simple because as a test driver at that time he spent more time in the car than the race drivers did.

"I had thousands of miles under my belt in that very car by that stage. I knew the team well, I knew how they operated, I knew the tyres, I knew every last detail about the car. So it was quite different from today's experience for the young guys or girls getting the call up to jump in at the last minute."

The elephant in the room for third drivers is, of course, the misfortune that must befall others for them to get their shot. Being hungry for the opportunity, while knowing the likely reason for it, requires a highly evolved form of mental agility.














"It is a strange one," concedes Wurz. "You hope you will drive but at the same time you don't want anyone to have a serious problem. If you think about scenarios, you maybe don't mind if they have a problem with bad fish, or something like that..."

Gené adds: "I know some drivers who just hope another gets injured. You know they don't want anything bad to happen to the race driver, but they are *desperate* for a chance. I don't think that's good for you. I never think about it. I've replaced more drivers than most, but it never crossed my mind that it was going to happen."

As a result of the limited testing opportunities, the relevance of a third driver has been diluted in recent years. For smaller teams there is money to be made, but at the sharp end of the grid there is a certain ambivalence with many teams prepared to risk not bringing in a short-term replacement if their official reserve is unavailable. →

OFF THE BENCH

A list of racers who have been drafted in as replacement drivers* since the FIA introduced official two-car entry lists in 1996

1997	JARNO TRULLI (seven races, Prost)** Subbing for Olivier Panis (injured) Best finish fourth	
	ALEX WURZ (three races, Benetton) Subbing for Gerhard Berger (sinus) Best finish third	
1999	STÉPHANE SARRAZIN (one race, Minardi) Subbing for Luca Badoer (injured wrist) Best finish DNF	
	MIKA SALO (three races, BAR; six races, Ferrari) Subbing for Ricardo Zonta (injured) Michael Schumacher (broken leg) Best finish second	
2000	LUCIANO BURTI (one race, Jaguar) Subbing for Eddie Irvine (ill) Best finish 11th	
2001	RICARDO ZONTA (one race, Jordan)*** Subbing for Heinz-Harald Frentzen (injured) Best finish seventh	
	TOMÁŠ ENGE (three races, Prost) Subbing for: Luciano Burti (injured) Best finish: 12th	
2003	ZSOLT BAUMGARTNER (two races, Jordan) Subbing for Ralph Firman (injured) Best finish 11th	
	MARC GENÉ (one race, Williams) Subbing for Ralf Schumacher (concussion) Best finish fifth	
2004	MARC GENÉ (two races, Williams) Subbing for Ralf Schumacher (injured) Best finish 10th	
	ANTONIO PIZZONIA (four races, Williams) Subbing for Ralf Schumacher (injured) Best finish seventh	
2005	ANTHONY DAVIDSON (one race, BAR) Subbing for Takuma Sato Best finish DNF	
	PEDRO DE LA ROSA (one race, McLaren) Subbing for Juan Pablo Montoya (injured) Best finish fifth	

OFF THE BENCH

(CONTINUED)



PHOTOS: CHARLES COATES/LAT; ANDREW FERRARO/LAT

This year, Mercedes third driver Pascal Wehrlein has DTM commitments, while Red Bull reserve Sébastien Buemi will juggle his duties with races in Formula E and defending his WEC crown alongside Davidson. Both teams say they have plans should they find themselves without cover, although both are cagey about precisely what those plans are.

It begs the question: would teams simply try to muddle through? Could random drivers be plucked from a hypothetical bench and thrust into a cockpit? While it seems unlikely, it isn't beyond the realms of possibility. Pedro de la Rosa is the most recent example of the last-minute switch. For the 2011 Canadian GP he spent FP1 in McLaren kit before finding himself with former team Sauber for FP2. Sauber's reserve, Esteban Gutiérrez was busy sitting exams, so after Sergio Pérez reported feeling unwell, a hasty conversation between Peter Sauber and McLaren team principal Martin Whitmarsh ensured de la Rosa could stand in.

De la Rosa did not have a good race – it's hard to imagine him being able to do anything with an unfamiliar car on a notoriously knife-edge circuit. So is there a case for drivers walking away from an opportunity to race?

"Absolutely," says Wurz. "I once made that decision. I was offered a drive at very short notice, and decided I wasn't well-enough prepared; I had nothing to gain but lots to lose.

OFF Robert Kubica with concussion. Canadian GP 2007

ON Sebastian Vettel debut. USA GP

RESULT Vettel finished eighth becoming (at the time) the youngest ever driver to score a point

I made a decision with my head and I don't have any regrets about it."

Davidson concurs, arguing that the ability to say "no" comes with experience. "Looking back, taking the drive with Minardi was a mistake – but you don't have a crystal ball and you have to grab the chance, no matter how ready you are – or aren't.

"It's very different now. I'm at a stage in my career where I'm far removed from the young guy coming up with a point to prove and just wanting to drive an F1 car. At 35, I want to race where I can win, rather than trundle around, and so I'd never consider a midfield F1 drive over competing in LMP1 with Toyota."

Kevin Magnussen perhaps did not lose too much by failing to start in Albert Park, given that Jenson Button in the other McLaren finished the race two laps down. One thing that *will* disappoint Magnussen, though, is that he was outqualified by his team-mate. If that is his final contribution in the cockpit this year, it will leave a shadow, because taking the little victories, making your case, is ultimately what every substitute wants to achieve.

"Most of the time, if you are a reserve driver it means the team have lost a bit of confidence in you – because otherwise you would be the race driver, wouldn't you?" concludes Gené. "When it goes well, it proves to them – and perhaps it proves to you – that you deserve that seat." **F1**

2005	ALEX WURZ (one race, McLaren) Subbing for Juan Pablo Montoya (injured) Best finish third	
	ANTONIO PIZZONIA (five races, Williams) Subbing for Nick Heidfeld (two separate injuries) Best finish seventh	
2006	FRANCK MONTAGNY (seven races, Super Aguri) Subbing for Yuji Ide (superlicence revoked by FIA) Best finish 16th	
2007	SEBASTIAN VETTEL (one race, BMW Sauber) Subbing for Robert Kubica (injured) Best finish 8th	
2009	LUCA BADOER (two races, Ferrari) Subbing for Felipe Massa (injured) Best finish 14th	
	GIANCARLO FISICHELLA (five races, Ferrari) Subbing for Felipe Massa (injured) Best finish ninth	
	KAMUI KOBAYASHI (two races, Toyota) Subbing for Timo Glock (injured) Best finish sixth	
2011	PEDRO DE LA ROSA (one race, Sauber) Subbing for Sergio Pérez (withdrew due to illness) Best finish 12th	
2012	JÉRÔME D'AMBROSIO (one race, Lotus) Subbing for Romain Grosjean (suspended) Best finish 13th	
2013	HEIKKI KOVALAINEN (two races, Lotus) Subbing for Kimi Räikkönen (back surgery) Best finish 14th	
2015	KEVIN MAGNUSSEN (one race, McLaren) Subbing for Fernando Alonso (concussion) Best finish DNS	

- * Excluding driver changes due to sackings etc
- ** Began the season at Minardi before switching to Prost
- *** Later completed the season for Jordan after Frentzen was sacked

INSETS: GLENN DUNBAR/LAT; LAT ARCHIVE



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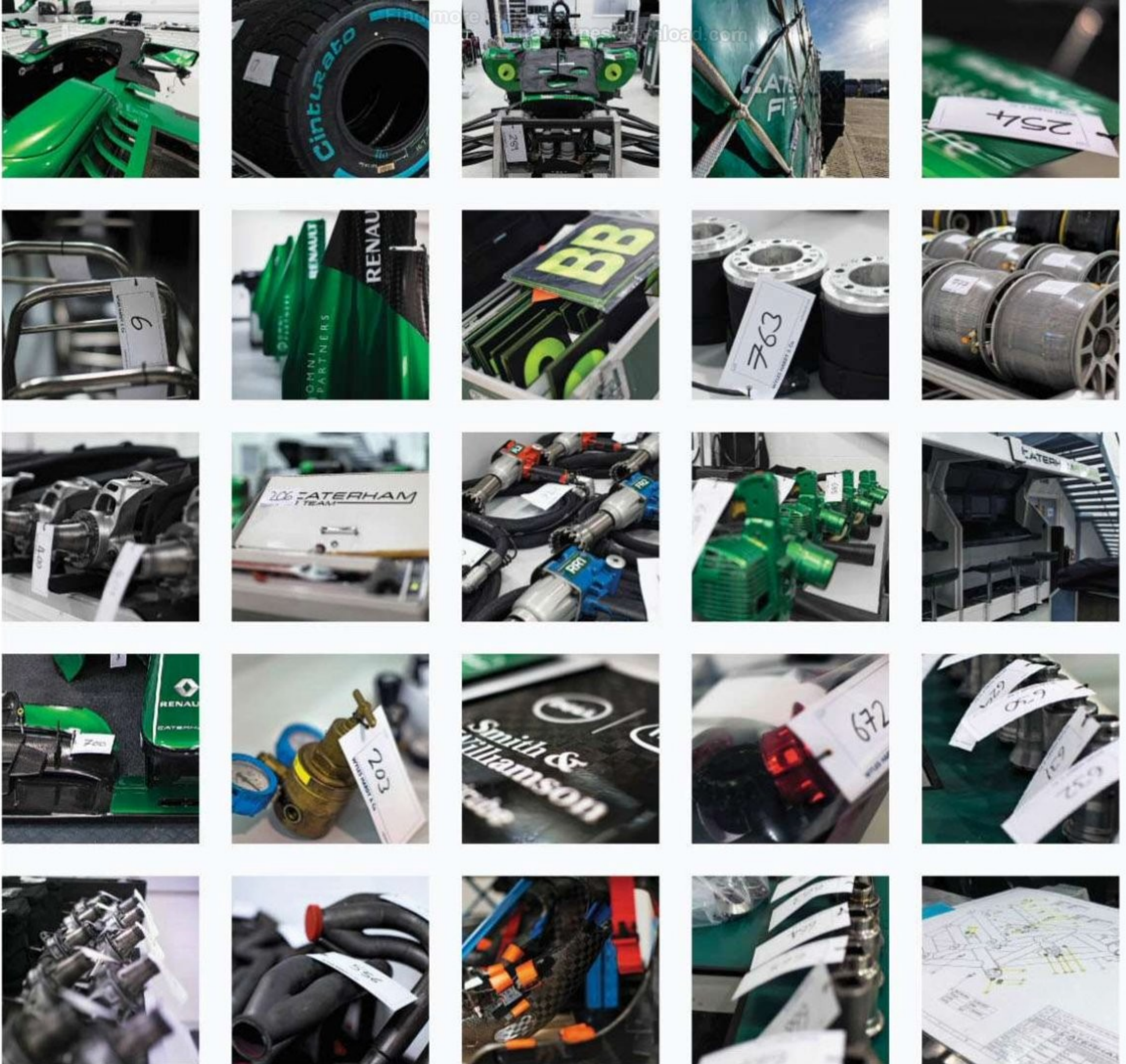
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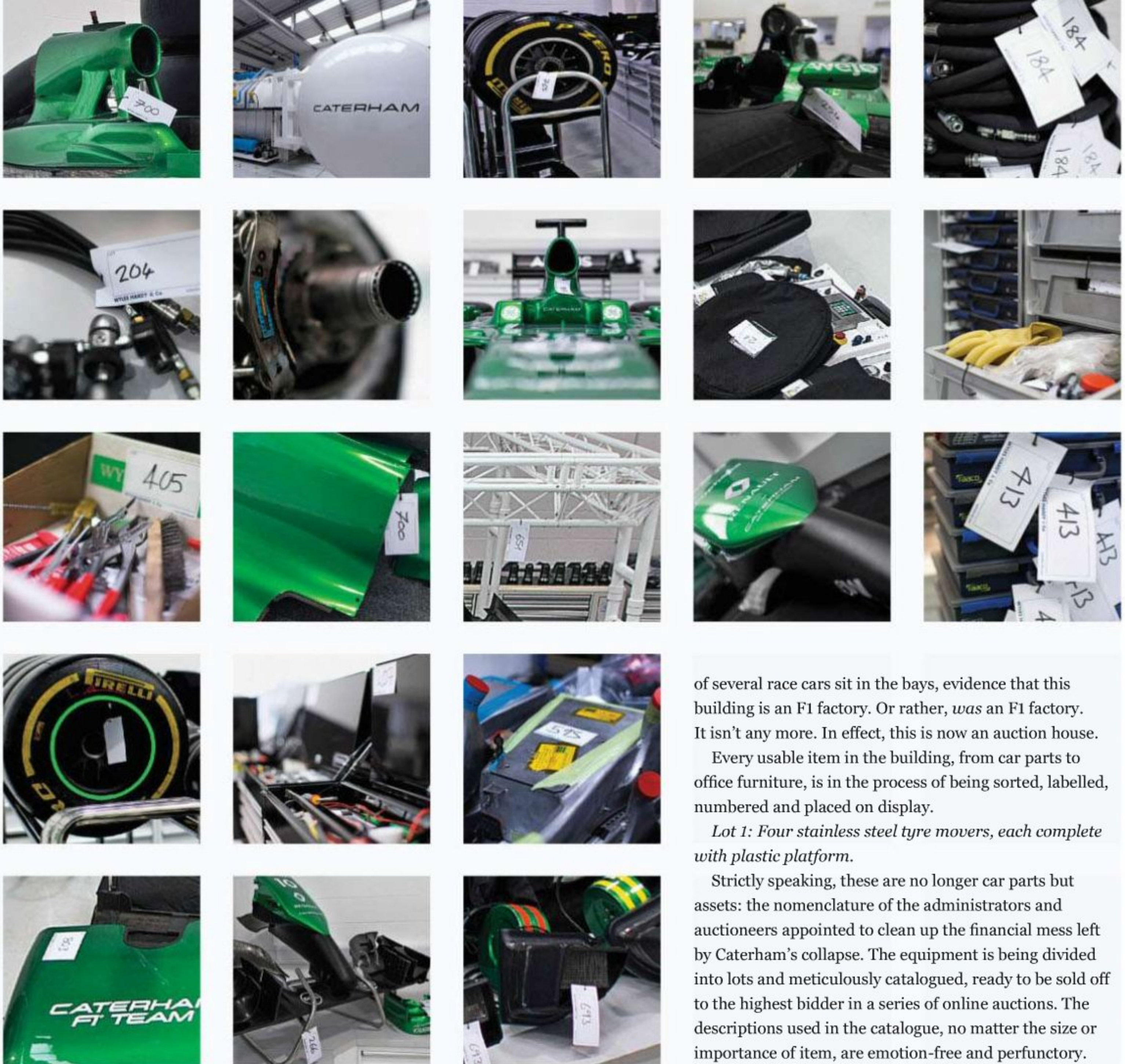
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GOING, GOING, GOING..



of several race cars sit in the bays, evidence that this building is an F1 factory. Or rather, *was* an F1 factory. It isn't any more. In effect, this is now an auction house.

Every usable item in the building, from car parts to office furniture, is in the process of being sorted, labelled, numbered and placed on display.

Lot 1: Four stainless steel tyre movers, each complete with plastic platform.

Strictly speaking, these are no longer car parts but assets: the nomenclature of the administrators and auctioneers appointed to clean up the financial mess left by Caterham's collapse. The equipment is being divided into lots and meticulously catalogued, ready to be sold off to the highest bidder in a series of online auctions. The descriptions used in the catalogue, no matter the size or importance of item, are emotion-free and perfunctory.

After five tough seasons, the Caterham F1 team are no more. No buyer was found and the assets of the team were auctioned off in April – but not before *F1 Racing* paid one final visit to their eerily quiet Leafield headquarters...

WORDS

JAMES ATTWOOD

PICTURES

ZAK MAUGER/LAT

Leafield Technical Centre, Oxfordshire. It's Friday 6 March 2015, exactly one week before the new season of F1 will burst into life in Melbourne, and this place should be buzzing. The home of the Caterham F1 Team would normally be full of designers, engineers and mechanics, all working flat-out on last-minute tweaks to get the car ready for action in Albert Park. Instead, it's practically deserted.

In the empty design room, tables and chairs are scattered everywhere. The giant autoclaves at the heart of the building are silent. The usually pristine race bays are a mess: tyres, wheel jacks and various car parts are stacked high on every surface. The partially stripped-down shells

Lot 880: A Lotus Racing F1 full racing chassis show car, chassis number T127-04 (2010). Currently sporting Kamui Kobayashi Caterham 2014 livery, driven by Jarno Trulli and Heikki Kovalainen in the 2010 season (no engine – steel dummy frame bolted to an Xtrac aluminium gearbox housing).

Three days after *F1 Racing's* visit, the doors of the Leafield Technical Centre will open once again. Potential buyers will be able to inspect the items that will be up for grabs in the first in a series of web auctions in which, piece by piece, the remnants of the Caterham F1 Team will be sold to the highest bidders. →

The Leafield Technical Centre, Oxfordshire. It's Tuesday 28 August 2012, a few days before the Belgian GP, and this place is buzzing. Caterham have spent the past week moving into a grand new home, having decamped from a small facility in Hingham, Norfolk, where they started out as Team Lotus in 2010. Team principal Tony Fernandes is here to check out his rebranded outfit's new base, formerly home to the Arrows and Super Aguri F1 teams. Standing on a bridge over the Koi-carp-filled pond, Fernandes espouses his belief that the move will spur the team, now in their third season, further up the grid.

"We now have a facility that will put us on a par with the teams we are trying to catch in Formula 1," he says. "My mind has been running overtime on all the things we can do here. I'm thrilled. The potential of this place is enormous. The future looks good."

Lot 612: White Caterham F1 illuminated greetings plinth.



Two-and-a-half years later, the future is over.

The team's end came shortly after Fernandes sold it to a consortium called Engavest in 2014. The arrival of the administrators at Leafield was followed by an unseemly back-and-forth blizzard of politicking press releases, the two parties making claim and counter-claim.

When *F1 Racing* visits, the Koi carp are still splashing in the pond. Bizarrely, two fountains in the pond are turned on: the gentle trickle of water is one of the few noises that can be heard in this pocket of Oxfordshire on a crisp, clear day. But when this tranquillity continues inside the building, down long corridors that should be filled with the bustle of an F1 team, the effect is unsettling.

Walking the hallways and peeking into empty rooms is to experience a moment frozen in time. Year planners for 2014 still hang on walls, the plans for some suspension components – the sort of thing no F1 team would ever normally leave in sight of a journalist – are pinned to a noticeboard in the sub-assembly room.

Lot 290: A pair of Caterham F1 carbonfibre rear lower wishbones – 2014 specification in soft carry case.

Elsewhere, in the storage area that overlooks the main workshop, a 'to do' list is stuck on a wall. Did the shutters come down before these tasks could be completed?

But there is still life within this factory: when the efforts of administrators Smith & Williamson to find a viable buyer for the team failed, staff from business recovery and valuation services firm Wyles Hardy moved in. A squad of 15, including a number of Caterham personnel who are providing insider expertise, has spent 17 days working flat-out to sort through the incredible volume of parts, equipment and machinery in the factory.

It's not an easy task, even for experienced assessors and administrators. The inter-connectedness of the departments in an F1 team means items that 'belong' in one department are frequently found in another. For the sales to run in a series of logical auctions, everything has to be sorted through and grouped in its rightful place. And there are lots of items to sort: around 10,000 pieces will eventually be sold, either at auction or by arranged sale.

Choosing how to sell each item is a challenge. Some items will have value when offered in bulk to other

High-value specialist items such as the autoclave (below) and hospitality trailers (bottom) will be disposed of by negotiated sale





motorsport teams, while some custom parts have no use anywhere else. In the latter case, the auctioneers will offer these parts in smaller, more affordable lots, so fans of the team can buy pieces at a reasonable price.

Lot 655: A Caterham F1 wheel nut socket.

At the other end of the scale are large, high-value items, which will be of interest to a far smaller market. These items include the team's Dell supercomputer, simulator, autoclaves and truck trailers, all of which are being offered by negotiated sale.

For negotiated sale: HU 1 and 2 Brookland Speed International Model 360 CSF3, Paddock Hospitality Trailers, pop-up configuration fitted kitchen, drivers' rooms, hospitality area.

The biggest puzzles are the 2014 race cars. After the Abu Dhabi GP, the cars were returned to the factory, and work continued on them in the hope that a buyer would be found, allowing them to run in 2015. They were stripped down, with parts sent off for rebuilding and repair.

This meant that in order to sell the cars as largely complete items (their future is as show cars) the team had

to root through the various departments to find all the pieces needed. Of course, some key bits are no longer here: the engine and gearbox have been returned to Renault and Red Bull respectively, and since they are integral components to the rear end, the machines can't be fully rebuilt. Whoever buys the cars will also get a plan that details how to fit a special show-car rear assembly in place of the engine, to which the components at the back of the car then bolt.

Lot 254: A Caterham F1 2014 race car, chassis number CT05 #2 (shown as car no. 10), as driven by Kamui Kobayashi completing the 2014 season in Abu Dhabi.

Walking round the empty factory, trying to picture how busy it should be at this time of year, it's hard to see the auction tags attached to every item without feeling a twinge of sadness that this once-tenacious team is slowly being dismantled. But in reality, this is not the end: that happened *before* the auctioneers arrived. The administrators and auctioneers were not to blame for →

"TO SELL THE RACE CARS AS COMPLETE ITEMS, THE TEAM HAD TO ROOT THROUGH VARIOUS DEPARTMENTS TO FIND ALL THE PIECES"

CATERHAM'S FIVE YEARS IN F1

2010

Tony Fernandes launches the team as Lotus Racing, buying a naming licence from Proton. Heikki Kovalainen and Jarno Trulli drive the Cosworth-engined cars, prepared in Hingham, Norfolk. Best race finish: 12th

2011

Rebranded Team Lotus following a legal dispute with Proton, the team switch to using Renault engines and Red Bull gearboxes. They are still unable to climb any higher up the grid. Best race finish: 13th

2012

When Fernandes buys Caterham Cars, his team is rebranded and moves to the Leafeld Technical Centre in Oxfordshire. Vitaly Petrov replaces Trulli, and KERS is run for the first time. Best race finish: 11th

2013

Giedo van der Garde and Charles Pic are signed and van der Garde scores Caterham's best-ever qualifying position of 14th at Spa, but they still finish the season behind Marussia. Best race finish: 14th

2014

Fernandes sells the team to Engavest and the team enters administration soon after, missing two of the final three races. Marcus Ericsson and Kamui Kobayashi are the drivers. Best race finish: 11th



Lot 254 is Kamui Kobayashi's 2014 CT05 race car. Once its parts are fitted and it has been reconstructed, it will most likely be used as a show car



the failure of the team; they were simply brought in to deal with the mess caused by its implosion.

Those administrators, inspired by the hard-working staff who once occupied the Leafeld Technical Centre and enthusiastic support from fans, went to great lengths to sell the team as a going concern. That included a crowd-funding drive that raised enough cash for Caterham to compete in last year's finale. Both Smith & Williamson and Wyles Hardy added their own cash to help the team race – proof of which is now lying on top of a tool chest in the race bay.

Lot 272: A Caterham F1 2014 (Abu Dhabi livery) left-hand rear wing carbon fibre finish end plate with Dell, Intel, Smith and Williamson, Crowcube, Wyles Hardy and Race World TV sponsorship logos.

The team's Abu Dhabi return was an attempt to prove that Caterham were still a viable operation. While the outing did not succeed in that regard, it at least gave Caterham's staff – blameless in the financial mess that sank the outfit – a final valedictory race, so they could go out with their heads held high.

"THE ABU DHABI RETURN GAVE CATERHAM'S STAFF A FINAL VALEDICTORY RACE, SO THEY COULD GO OUT WITH THEIR HEADS HELD HIGH"

When that failed, the auction process began as a way to raise as much cash as possible to pay off the team's creditors. Hence the series of auctions that will slowly empty the Leafeld Technical Centre of the last vestiges of the Caterham F1 Team.

Upstairs, in a quiet corner of the workshop near a big rack of storage shelves, sits a fitting visual metaphor for an F1 team damaged beyond repair. It's the nosecone of a Caterham F1 car, still resplendent in its metallic green livery. But look closely and there's a huge chunk taken out of the front. The nose had been cast aside, broken beyond repair, until it was discovered by the administrators as they combed the factory.

Lot 833: A Caterham F1 2014 specification damaged front nosecone.

It, like just about everything else in here, is for sale. 

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He shook up the energy industry, now **Stephen Fitzpatrick** has realised his dream of owning an F1 team

TO THE MANOR REBORN

WORDS JAMES ROBERTS

PORTRAIT JAMES EDENBOROUGH

Soon after Lewis Hamilton had crossed the finish line in his Mercedes at the 2014 Singapore GP, as the fireworks lit up the sky in honour of his win, fans poured out of the grandstands and onto the street circuit's pit straight to soak up the podium festivities.

In the crowd was a life-long F1 fan, who took great interest in the mechanics toiling away in their brightly lit garages late into the humid Singapore night. Standing behind the safety fence, he told his friend that he wanted to figure out how he could get onto the other side of that pitwall, into the inner sanctum of the F1 paddock. Just two months later, that man, Stephen Fitzpatrick, would realise his dream and become the principal investor of the Manor Marussia F1 Team.

Five-and-a-half years earlier, Ulster-born Fitzpatrick left the banking industry to start up his own business, OVO Energy. The philosophy behind the company was to challenge the big energy suppliers in the UK market and offer a cost-effective, greener and consumer-led alternative. OVO now has nearly half a million customers, employs almost 800 staff, has an annual turnover of £600million and, according to the boss, last year grew by 300 per cent. It's been a successful time for the lifelong F1 fan and former business student: in 2014, the 37-year-old father of three was named 'Entrepreneur of the Year' at the National Business Awards.

Soon after, Marussia went into administration and shortly before last year's Abu Dhabi GP, Fitzpatrick telephoned the administrator, to enquire about the team's level of debt and the business model for the operation. He freely admits that the situation back then looked hopeless.

"But," he explains, "the more I looked into the history of the Manor team, going back over 20 years in the lower formulae, the more I saw that it was a team run by racing enthusiasts who proved themselves to be one of the most tenacious teams on the grid."

"They had the lowest budget, yet had proven they could outperform their rivals. It felt ironic that having made it through five hard years in F1, they had finally made ninth place in the constructors' championship [thanks to Jules Bianchi's two points from the 2014 Monaco GP], had reached the first rung of financial sustainability and were due to receive prize fund money. And that's the moment they had run out of steam – right at the last hurdle. One thing that motivated me was to help this team cling to survival."

Fitzpatrick spoke to Marussia's president and sporting director Graeme Lowdon and they had frank discussions about how to keep the team afloat. Crucially, they had to re-establish credibility with key suppliers, such as Ferrari and McLaren, and agree new terms with the 200 or so smaller creditors. Fitzpatrick then sent an email to Justin King, former CEO of Sainsbury's and a man often touted as a potential successor to Bernie Ecclestone (King also has a son, Jordan, who is racing in GP2 this year), asking if he wanted to go halves on a Formula 1 team.

"Justin is a huge F1 fan and I asked him to become involved in an advisory capacity to help me navigate some of the territory in both motor racing and business issues," says Fitzpatrick. "This is the first company I've ever bought. I started OVO from scratch and built it organically. So there have been a lot of challenges, and although Justin turned down the offer to buy half of the team with me, he has taken up the role of interim chairman to help me with the process."

"The more I looked into the history of the Manor team, the more I saw it was one of the most tenacious teams on the grid"

King left Sainsbury's last summer and has said publicly that he has another "big job" left in him, but while there are no shoes to fill at the helm of Formula 1 yet, he's stated that running Manor isn't the job for him either. So Fitzpatrick is the main investor but don't expect to see OVO Energy as a title sponsor of the team – it's his own personal money he's putting into Manor. He laughs when he hears the old adage: if you want to make a small fortune in F1, start with a large one.

"While there has been personal funding from me so far, the idea is not for this to be the black hole of the Fitzpatrick family finances, as I don't want to be downsizing my house in three years time," he says. "For the first time ever, the team will be entitled to prize fund money that will cover half the budget (expected to be £60million this year) and drivers will bring sponsors to the car."

"Our energy business operates to very fine margins and understanding where every penny goes is important. That's the kind of scrutiny I've had with this business as it's important to be disciplined to retain financial sustainability. If it was another kind of business, then it would be probably be more trouble than it's worth, but as I'm a huge fan of F1, I wanted to make it work."

The revived team had a tough start to 2015. Both Will Stevens and Roberto Merhi's cars made it to the season-opener in Australia, but neither ran because of a software problem (the team's computers had been wiped by administrators in anticipation of being sold), and only Merhi ran in Malaysia, due to a fuel-system problem on Stevens' car. It hasn't been easy, but Fitzpatrick hopes the team will be battling with the rest of the field soon.

"It was fun watching the Singapore GP last year," continues Fitzpatrick. "But standing on the outside looking in is frustrating. I've always had a love of F1 and I've always wanted to own an F1 team. I just didn't expect it to happen in 2015..."



FACTFILE

Name Stephen Fitzpatrick
Team Manor F1
Age 37
Born Ulster
Lives Gloucestershire

2015
Principal investor in the
Manor Marussia F1 team

2014
Chief executive officer
of OVO Energy

2008
Managing director and
founder of OVO Energy

2006
Vice president of JP Morgan

2003
Vice president of
Société Générale

1997
Associate sale leader of
Southwestern Company

1995
Studies business and finance
at the University of Edinburgh

"F1 is capable of going a long way, but, for now, we are in a challenging time. F1 is not a show like NASCAR; it's not entertainment like wrestling. It's an engineering showdown; it always has been and it always should be"

Racer, coach, advisor, safety ambassador, businessman and now chairman of the GPDA, **Alex Wurz** is a man of firm opinions, as Maurice Hamilton discovers

PORTRAITS GLENN DUNBAR/LAT

Were you to draw up a template for the successful driver, businessman and motorsport entrepreneur, Alex Wurz would tick every box, even though he doesn't fit the mould in the physical sense. Standing at more than six feet tall, the 41-year-old Austrian defies the theory that tall racing drivers can't compete against the little guys. Wurz spent 12 seasons as a highly competent F1 driver at Benetton, McLaren and Williams. In 1996, he became the youngest driver to win Le Mans. Before that, he was BMX world champion at the age of 12. His insatiable desire to compete developed while watching his father, Franz Wurz, win the European Rallycross Championship and continues today as he races for Toyota's FIA World Endurance Championship team. When the crash helmet is removed, Alex dons several hats in the world of F1 and road safety, each role carried out with a seriousness of intent, tempered by an engaging blend of intelligence and humour. It almost goes without saying that he is supremely fit, a regimen he works around family life in Monaco with his wife, Julia, a former head of PR at Benetton, and their three sons. I never had the opportunity



to really get to know Alex when he was racing in Formula 1. A fascinating chat over morning coffee in the Williams motorhome proves that it was my loss.

Maurice Hamilton: What exactly are you doing here this weekend?

Alex Wurz: I've been asking myself the same question for 20 years! I'm here because I love Formula 1, so that's the fundamental reason. I'm currently fulfilling three jobs: advisor for Williams; expert and co-commentator for Austrian TV; and I'm also here in my role as newly elected chairman of the GPDA [Grand Prix Drivers' Association]. In between, there's a bit

of wheeling and dealing with race track design, road safety and other things.

MH: Blimey, that's a lot.

AW: I have a wife; she wants handbags!

MH: You strike me as the sort of guy that can't sit still. How do you relax?

AW: When I'm at home, apart from my family, my main focus is training and getting ready for endurance racing with Toyota. I have my routine: cycling, running, swimming. I do a lot of training with other race drivers and motorbike riders and I find that relaxing. Having a lot of jobs means I'm busy – but not stressed: there is a massive difference between the two.

MH: Training can be relaxing? To me, it seems like bloody hard work.

AW: I like it and it's what I've done since childhood. It's like pushing the reset button.

MH: You've grown up with training as part of your life and you're thinking about all sorts of things from the mental and physical point of view when competing. An older guy like me would refer to you as a typical and successful 'modern sportsman'.

AW: Thank you very much. I haven't thought of it like that. I can't even say that it's a →



commitment; I'm not looking at my diary and saying 'I must go training.' It's what I want to do and I know it makes me faster in the car. It makes me more relaxed.

MH: Your racing is going to stop one day. Have you thought about that? How important in your life is the buzz you get from driving?

AW: So far, my life is sport and competition. I do it because I love it, and I still have the fire when in the car. Of course, there will be a point when I hit an expiry date. But I want to find that date myself and not be told. I know my career won't last for an endless amount of years and I have no problem with that. I'm already quite business orientated and have been for many, many years.

MH: How will you know? Will it be: 'I'm not finding driving so easy'? Or will it be lap time?

AW: Lap time is like the balance sheet of the race driver's company. You know well before then that you're not on fire any more, and that's when you stop enjoying it. For now, my main focus is being in the car and enjoying what I'm doing. It challenges me mentally; it's not just pure pleasure. It keeps me motivated.

MH: It's interesting to look at it in terms of lap time, because age is a number and doesn't mean anything, does it?

AW: I don't think about it to be honest. The stopwatch doesn't know if I'm 17 or 45; it doesn't know who I am. It just shows a number, and if it's good enough and my team accept it there is nothing wrong. It doesn't mean I will race until I'm slow, but it's a nice indicator.

MH: When you stop racing, will the business you're involved in give you enough of a buzz?

AW: Definitely. I'm already halfway into this situation with all I'm doing. I grew up in a business-orientated family. We Austrians do not talk about money but, just as an indicator, in the past two years my non-racing related income was bigger than my racing income. I love the racing, but at one point I know I will want to move on.

MH: You seem to have thought everything through very thoroughly. Is there a danger that you can plan too much?

AW: I have found myself in races where I overprepare, think too much and end up getting in my own way. Sometimes it's better to show up and just do it.

MH: Would you talk to Felipe Massa and Valtteri Bottas about that sort of thing?

AW: Not any more. For the first year, my job title here at Williams was 'driver coach'. I worked closely with Bruno Senna and Pastor Maldonado,

especially on tyre management when that was all a bit new, and I was linking between the drivers and engineers. That was a very enjoyable role, but now my job is advisor to Claire Williams and to Mike O'Driscoll [group CEO], linking technical and engineering people and chipping in with my experience.

MH: You're on the racing side but you do know about the commercial aspects as well. That must be very useful.

AW: You have to ask them what they think about that! I don't think they would have signed me again if it didn't work. I'm extremely happy because it works so well. I love the way Claire and Mike go about things and how everything works together with Pat Symonds. It's such a nice dynamic and we are punching above our budget. These people work very well together with no agenda attached. It's exactly what I think a modern Formula 1 team structure has to be. I have seen in the past that the agendas of individuals can bring teams down. But that's not the case here at Williams.

MH: I want to pick up on something you said earlier. You talked about coming from a business family with a father who was both a successful sportsman and businessman. What influence did he have on you?

AW: A lot. I've more or less grown up on the race track. Actually, my parents told me I was conceived at a race track in Sweden – not that I really needed to know that...

MH: Too much information!

AW: Apparently he won that race, so that's a good excuse, I suppose! But when you grow up with a famous dad doing a cool job and you're sitting in the cars, seeing them sideways and experiencing the emotion of winning and losing, then it has to be in you.

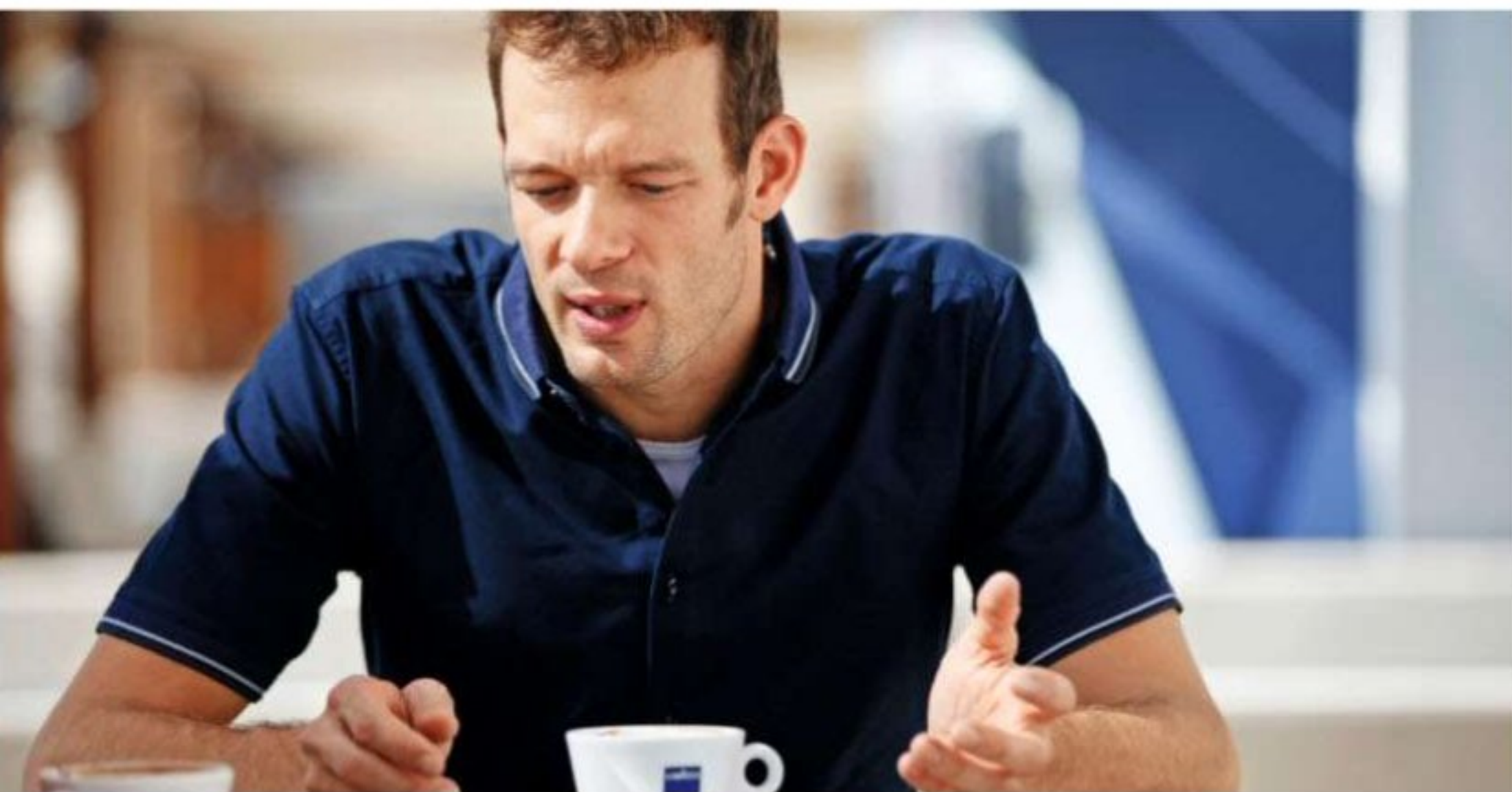
MH: Was your Dad a very competitive person?

AW: Very competitive, but not pushy towards me or my brother. He would say: "Look, if you want to do something, go and achieve it. I will support you, but I need to see that you want to do this." He never told me I had to go training or do this or that. When I started BMX riding, my father and mother weren't a massive influence, but just a means of transport to get me to the races. They weren't pushy at all.

MH: What was your father's business?

AW: He started modern road safety driving training and invented lots of education programmes for teenagers and kids that now save thousands of lives and have become an

"The stopwatch doesn't know if I'm 17 or 45; it shows a number and, if it's good enough, there is nothing wrong"



industry standard. He eventually sold his company. When I was unable to buy it back some time later, I bought the international rights. It's a slow-moving business but it's a serious one because the programmes that we're doing actually save lives. We do programmes for governments that are mandatory for teenagers and school kids. Since 2007, the FIA has been a regular client of my company. We do research for them, we recommend training programmes and we handle things like the FIA Institute Young Driver Excellence Academy.

MH: Do you teach drivers to respect each other?

AW: Yes, it's a very important part of driver conduct, appreciating safety on track and safety off track with their equipment. We also educate drivers as road-safety ambassadors; we have to build synergies between racing and road safety. Every race weekend there are stories that could be told about how safe racing has become. That process of how we became very safe should be the role model for the road. More should be made of cases such as the Euro NCAP – an amazing invention which, although it didn't start 100 per cent from racing, got an extreme push after the Senna accident.

MH: That's right. Max Mosley, believing that motor racing could learn from road safety, took a long look and was amazed to find the industry was so far behind.

AW: Exactly. Engineering brains have influenced this programme, which now saves millions of lives. Racing and road safety have so much in common, even if you can't see it at first glance.

MH: How much of a setback do you think it was when Ayrton Senna went into the back of Alain Prost at Suzuka in 1990? You're trying to teach young racing drivers about respect for other drivers and here's one world champion deliberately driving into another. Part of the problem there was that nothing was done by the FIA. Do you agree?

AW: Yes, I agree. But we need to be aware that this is a sport and we are dealing with humans who are under enormous pressure while running with maximum adrenaline at the limit of what they do. In order to win, people do all sorts of things. This should be taken into account – but only if drivers are showing respect and not trying to kill each other. To win, you have to stretch yourself and this is not what I, nor any programme, wants to stop. But drivers have to respect all sorts of things such as reducing speed when there is a red flag, or use of the HANS →



As an advisor to Williams, Wurz helped Pastor Maldonado (top) to the team's first win in eight years in Spain 2012 (centre). He's pictured with the trophy, then director Toto Wolff, and tester Susie Wolff (bottom)

PHOTOS: CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; GLENN DUNBAR/LAT

THE MAURICE HAMILTON INTERVIEW

Alex Wurz

device and other safety equipment that is there for their own good. They have to heed stewards' decisions and not moan because these guys are actually there for them, even if the drivers sometimes think otherwise.

MH: I have to say, that makes a great deal of sense and shows the advantage of having a driver on any safety or stewards panel. I guess you learned much about that in Formula Ford and Formula 3. But you then made a sudden jump into F1 and I'm not clear how that came about...

AW: I ran out of money and ended up in International Touring Cars [ITC] with a three-year-old Opel Calibra because I couldn't afford F3000 or anything like that. While in ITC [in 1996], I met Reinhold Joest. He had a Le Mans project with a Porsche and he could see my passion and love for sportscars and Le Mans. He called me soon after and said one of his guys

before the race. I didn't have the money but I ran around like a nutcase, found a sponsor for half of it and borrowed the other half from a bank. It wasn't a massive amount of money: I think he needed to pay the fuel for his private jet. But I was in the car – and we won the race. The following day, Flavio Briatore called to invite me to a test shoot-out in the Benetton against Giancarlo Fisichella, Jarno Trulli and Paul Tracy in Estoril. I was the fastest, so Flavio signed me up as a test driver.

MH: Your debut came quite suddenly in Canada in 1997 when Gerhard Berger was unwell. I remember it clearly because I was doing commentary on BBC Radio and had to find out exactly who you were. We certainly needed to know that by your third race, because suddenly this guy Wurz was on the podium at Silverstone. Quite extraordinary. Did you think F1 was easy?

"Friday driving was fun. The McLaren felt like an extension of me. It was so cool; I had a really good time in that car"

couldn't do an endurance test at Paul Ricard and could I come and do it? I went there, had a seat fitting, and waited. One of the drivers got tired and stopped, so suddenly I had a drive. But it was in the middle of the night and one of the guys had to explain the track to me because I'd never been there before. On my fourth lap, I set the fastest lap of the whole test. I was just in so much love with this car and its power.

Joest gave me another test and, again, I was fastest. He signed me and then said I had to pay him DM30,000 (approximately €15,000) to race his number one car with Manuel Reuter and Davy Jones at Le Mans. This was two weeks

After all, you'd been in the points in your first race when the car broke.

AW: I thought it was relatively easy. I learned how much positive influence Flavio can give a driver – and the same goes for Pat Symonds, who was then their technical director. I worked hard to be accepted by them during the tests as we developed power steering, new diff controls and so on. I enjoyed that. This was why they considered me for the race seat after about 1,200 miles of testing. They supported me. It seemed easy because I just turned up, did what I had to do and it resulted in good lap times immediately on the same pace or faster than Jean Alesi.

MH: You ended up doing three years at Benetton. How do you look back on that? Was it a happy time?

AW: Medium. I felt extremely well-prepared and very much on it. In the first half of the 1998 season, I was in mega shape. David Richards was in charge by then, and he was a very good team boss. I was well ahead of my team-mate Giancarlo Fisichella, with many P4 finishes: I was knocking on the podium. We were fighting the big guys though, McLaren and Ferrari, who were in a league of their own. I had to work out how to prepare myself mentally because a young driver has to have a few races where it's not going well; it's part of the learning process and you need to go through that. I finished in a very good position in the championship [joint seventh, with 17 points], so I was quite happy.

I was very motivated but, for 1999, my car was overweight by 12kg. That was just in the car itself and then, as you now know but wouldn't have recognised so much at the time, the weight

Flavio Briatore (centre) signed Wurz to a Benetton race seat alongside Giancarlo Fisichella (left) for '98





Once the car was modified to fit him, Wurz stood in for an injured Juan Pablo Montoya at McLaren at the 2005 San Marino Grand Prix

of the driver is important, too. Fisichella was 15kg lighter than me because he's small. That meant I drove every single lap of the whole season carrying between 10 to 12 kilos more weight – which meant about 0.4 seconds per lap. Looking back, my average gap to Fisichella was 0.022 seconds, which was pretty good under the circumstances, even though people didn't see it when they looked at the lap times. Sporting-wise, it was a good season. In terms of results, however, it was terrible because the team went down – even Fisichella had a bad season – and I had that additional weight handicap, which accentuated the downward spiral.

In 2000, we had a lot of technical failures and the team had no budget. We had the introduction of the qualifying car – which was only for Giancarlo because Flavio had returned and he had a management contract with Fisichella. I understood that's how it worked; I'm not blaming anyone. My racing life became more difficult, as did my personal life; splitting up with my girlfriend, breaking a rib and destroying my knee, all in one season. It wasn't the easiest. I was a bit inconsistent, although occasionally very

fast, especially towards the end of the season. But it was too late by then. I had the option of going to race for Prost or Arrows, but decided to go to McLaren as their third driver.

MH: Was the move away from Benetton also prompted by difficulties with Flavio?

AW: As I said, I had no contract and Flavio and me had a few personal standoffs. It's okay now: I sometimes go to his restaurant [Cipriani in Monaco] and we have no problem. I'm not blaming anyone, it's just how things go. Looking back, it was part of an important lesson in life.

MH: I was going to ask if, with hindsight, you think going to McLaren was good move? I'll bet you learned a lot.

AW: You're right. From a racing career point of view, it wasn't great. But for me as driver, getting to understand how a top organisation operates and seeing behind the scenes, it was great. They looked after me and I had a really good time there; really good. Of course, you miss the racing. I wanted to race the car and fight for them. Twice, I was very close to getting a race seat but it didn't happen. Again, I'm not bitter about it because I still had an amazing few years there.

MH: Tell me a bit more about being a Friday driver. Just how frustrating was that for someone as competitive as you?

AW: It was less frustrating than not being there at all. At the time, Friday driving was a lot of fun. Okay, there's definitely frustration because you're getting warmed up and then you can't go any further. But, with Friday driving, you always had one more set of tyres than the race drivers, which was a bit unfair, but it made it very easy to shine. And, of course, I had been developing the tyres; I'd done the most amount of testing miles next to Luca Badoer at Ferrari. So, the whole thing felt like I was sitting in my own little toy I had developed with the tyres. The McLaren felt like an extension of me. It was so cool; I had a really good time in that car.

MH: Do you tell young drivers it's actually a good thing to be at the races if possible? That it's important just being around and being seen?

AW: Yes, I do. And you can learn from each and every thing you do and from seeing what others do. The process never stops.

MH: In the end, you got one race drive with McLaren [the 2005 San Marino Grand Prix], ➔

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HAMILTON
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Alex Wurz

where you were classified third. I remember something about your height being a problem, which seems strange because, with all the testing, fitting the car should have been reasonably straightforward?

AW: In theory, you're right – but that's not how it worked out. I didn't fit the car very well and there's a funny story behind that. I had a super offer from Jaguar; a really good long-term deal guaranteed and undersigned by Detroit. They'd gone a long way to secure my services but, in the end, I was not released from my contract with McLaren. That news came very late. The McLaren designer had previously asked about designing the car to accommodate me, but the team management told him not to worry because I'd be racing for Jaguar. And then they reversed their decision. By this point, the car's design was too advanced and I didn't fit. Juan Pablo Montoya then had his shoulder injury. I should have driven the car in Bahrain, but I physically didn't fit and couldn't drive the car, so Pedro de la Rosa replaced him. They had to change the construction of the car for me to race in Imola. Then Montoya returned. And that was that.

MH: But at least you were racing for Williams in 2007. How did that come about?

AW: They called me very late and said: "We want your expertise; we want to test you." So I went to the Williams factory for negotiations with Frank. They interviewed me, then said: "Okay, we need one hour to make our decision." So, I took a taxi to the supermarket because it was Christmas. My wife, being English, had told me to buy parsnips because you can't get them in the South of France. After just 15 minutes, Frank called me and said they had come to a decision and I should come back. I said: "Frank, I'm in a supermarket buying parsnips." This was on loudspeaker in Frank's office and I remember hearing Patrick Head roaring with laughter – you know the way he does! So I came back with my supermarket bag full of parsnips and they signed me to be the third driver for 2006. That eventually led to the full race seat with Williams, finishing fourth in the constructors' championship before they slipped further down. I had a good year, but unfortunately that was it.

Saying that, I had a super time. Williams are very engineering-driven; everyone is solution-orientated, although, already at the time and being a non-manufacturer team, we didn't have the budget. But I very much enjoyed it. It was always a harsh atmosphere from the team →



"Frank Williams called and said they had come to a decision. I said: 'Frank, I'm in a supermarket buying parsnips'"



Wurz joined Williams in 2006 as a tester and became a race driver in 2007, helping them to fourth place in the championship

PHOTOS: GLENN DUNBAR/LAT

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"Toto was a good supplier of slipstream in qualifying! He was a tough competitor; the stronger the car, the better he was"

management, but I respected that because this is not a charity; we're all here to perform.

MH: I remember, when you arrived in F1, your driving boots were different colours. I'm sure you've been asked this a thousand times but was that a good luck thing or just quite a successful attempt to be different?

AW: That started when I was racing in Formula Ford in New Zealand. I thought I'd just use a red shoe and a blue shoe because, as a young kid, that's the sort of thing you do. I won the first race of the winter series and suddenly everyone focused on it. So I thought: 'Hang on a minute. I can make something out of this' because, as a young driver, you are always looking for press coverage and trying to please sponsors. Suddenly, the shoes are in the papers and I quickly realised it's a good marketing tool. That's the reason I kept wearing one blue shoe and one red. Until I got to McLaren: Ron Dennis didn't like it, so then I had to have two black shoes.

MH: That would be Ron! I understand you know Toto Wolff quite well. Where did you meet him?

AW: I met Toto when we were racing in the Austrian and German championships in 1991. He was a good supplier of slipstream in qualifying! Our friendship on and off the track grew from there. He was a tough competitor; the stronger the race car, the better he was. He hadn't done any karting and, at the beginning in Formula Ford, he wasn't so good. But when he moved into GTs, he did really good lap times and, in a rally car, he set some amazing stage times.

MH: Do you do business together, because he specialises in finance, doesn't he?

AW: Yeah, we did our first business together, which was importing alcohol testers. This was one of the first times he made money by investing and then getting something in return.

MH: In F1 today, how important is it to have a man like Toto in charge of a team; a person with more, shall we say, modern thinking in a



business sense? Is that why it's working very well for him at Mercedes?

AW: The thing that helps him the most is his brain capacity; he's a very bright guy. I think the results reflect that. However, what F1 itself needs is a different story and this chat is not long enough to discuss that.

MH: Give me a clue. Which direction should F1 be taking?

AW: This sport is capable of going a long way. But, for now, I would say we are in a... [pause]... challenging time.

MH: The cars are very interesting but the technical package – or its purpose – is dividing opinion. Do you think it's important that the world outside can see F1 is doing something towards energy-saving and so on? Or do you think F1 should just be about racing and the technical side should be secondary?


AW: We are an industry that's grown in Europe – but, obviously, on a world platform. Collectively, the Europeans are brilliant engineering brains, and that's what F1 is. It's not a show like NASCAR; it's not an entertainment like wrestling. It's an engineering showdown, it always has been and I think it always should be.

MH: Such a broad perspective is interesting and seems typical of you, based on what I've learned this morning. I imagine that's a good thing to have when taking the chair of the GPDA. What do you feel can you do for the GPDA?

AW: I originally didn't want to accept because I had done it already in the '90s. But it was Sebastian Vettel who really cared about keeping the drivers together through the GPDA. We had many meetings and he convinced me to step in and do this. So he's caused me even more work!

MH: Indeed. But are you enjoying it, because enjoyment seems a major part of your motivation? I imagine it's quite a challenge.

AW: Yeah, it's a challenge alright. But, then, that's my personality. If there's a challenge in front of me, I want to take it.

MH: I get that impression, no question. Thanks very much for your time. And good luck! 



Mercedes boss Toto Wolff (left) and Wurz have been friends since they raced in Formula Ford in 1991



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In conversation with **Sebastian Vettel**

Ferrari's newest race winner reflects on the thrill of racing for the Scuderia, F1 rules and his new 'home' grand prix

INTERVIEW ROBERT HOLMES **PORTRAIT** STEVEN TEE/LAT

You've been friends with Kimi Räikkönen for years. Are you worried your friendship might suffer from the natural strain of competition within the same team?
To be honest, no. I've known Kimi for a while and we respect each other. He's very straightforward and honest, which I appreciate. For sure we try to beat each other on track, but that's normal, and if there are issues we're old enough to talk about it and sort it out.

Last season was hard for you. Are you enjoying the switch to Ferrari and the upturn in fortune?

It's a great relief after a horrible season last year to know that the car is good. People have done a great job both on the engine and chassis sides, so big compliments to Maranello. I've secretly been a fan and now officially I can be a fan of Ferrari. There is something magic about the place.

I feel very happy. I had a very good time with Red Bull and was able to learn a lot... experience I can bring into the new project. So, as I said, people are fired up and we know where we want to go.

You won your second race with Ferrari, whereas it took longer than that for Michael Schumacher to win with the team. Is it possible to win as much as he did?

I think if we – and I'm speaking for the whole team and both drivers – could get anywhere close to the victories he had with Ferrari, we'd be in a very, *very* good place. He left large footsteps but the target is not to fill them; it's to leave some new ones.

To whom would you dedicate your Malaysian GP win?

Well, I think it would be the whole team. As soon as the gates opened at Maranello I was amazed by the manpower, amazed by the size of the factory and the number of people working in the race team. So I'll probably dedicate it to all the people there. Having been there a couple of times now to see the amount of people all sharing that passion and the fact they've been waiting for that win for so long – this is dedicated to them because they've done a hell of a job over the winter to get us into that position.

Do you think you can challenge Mercedes for the championship this year?

Everyone has the same regulations to work from and they have a very strong package. They have done a tremendous job from the start of last year and I always picture them back in testing when they were already doing starts and pitstop practice while everyone else was struggling to run.

FACTFILE

Date of birth 3 July 1987

Place of birth Heppenheim, Germany

Team Ferrari

Role Racing driver

2014 Final season with Red Bull Racing, finishing fifth overall with just four podiums

2010-13 Wins four consecutive drivers' world championships driving for Red Bull, picking up 34 wins, 40 poles and 1,326 points across the four seasons

2008 Takes an unexpected win for Toro Rosso in a wet Italian GP

2007 Makes his F1 debut with BMW Sauber, standing in for the injured Robert Kubica

2006 Drives for ASM in F3 and Carlin in Renault World Series

2004 Formula BMW Germany champion

So they have an advantage still but it doesn't mean we can't all get there. I'm in a different environment and seeing everything in Maranello, I am positive about the future. The will is there, the motivation is high, but Mercedes seem to have made a good step this year – in both engine and chassis – which makes them difficult to beat. But difficult doesn't mean impossible.

What aspects of current F1 do you enjoy and what can be improved?

That's a difficult question, especially as I'm not the one deciding, but as you go on with the same set of regulations, you learn how to deal with them. For sure, there are some things that we miss, in terms of excitement, speaking to the fans... the noise is one of the most obvious things. As a driver we'd obviously love to go quicker again, because we did go a step back. Now we'll catch up probably more than we expected, by the beginning of last year for example. Other than that, what you enjoy is the same thing: you enjoy driving one of the quickest cars in the world and competing against the best drivers on the planet.


Do you feel F1 has lost some of its appeal by having fewer teams and, in Australia, a smaller starting grid?

I think that shows how complex it really is, how difficult it is to master the challenge of making the car reliable for a grand prix and for the entire season, so that's why you have to take your hat off to these guys. It's great to see that this year we have a new competitor in the game with Honda. I think they have been very brave to face that challenge, even though

now the price they're paying is very high, but I'm sure they will come back.

I think everyone has more or less been through that process with the exception of Mercedes last year, so it seems to be part of the game but for sure it's not great for the fans. They want to see the cars and if the cars break before they even start the race that's not right, but what can I say? It's a difficult challenge, it is complicated – maybe it's got a bit too complicated, but for now it is what it is.

Do you consider the Italian GP in Monza to be your new home race now that the German Grand Prix has been cancelled?

Yes, that's true. Despite there being a lot of German drivers on the grid, I now adopt Monza and for sure it will be a special experience for me going there with the red car – I can't wait to see all the fans. 





Too fast. *Too furious*

It's 40 years since Formula 1 last raced at the original Barcelona home of the Spanish Grand Prix. *F1 Racing* paid a visit to Montjuïc Park to remember a circuit with a troubled past

WORDS ANTHONY ROWLINSON

PICTURES STEVEN TEE/LAT; LAT ARCHIVE; SUTTON IMAGES

*"Dear Colin,
I just got back to Geneva and I am going to have a second opinion on the state of my head tomorrow. Personally I feel very weak and ill, I still have to lay down most of the day. After seeing the new Doktor [sic] and hearing his opinion we can make a final decision on Monaco and Indy.*

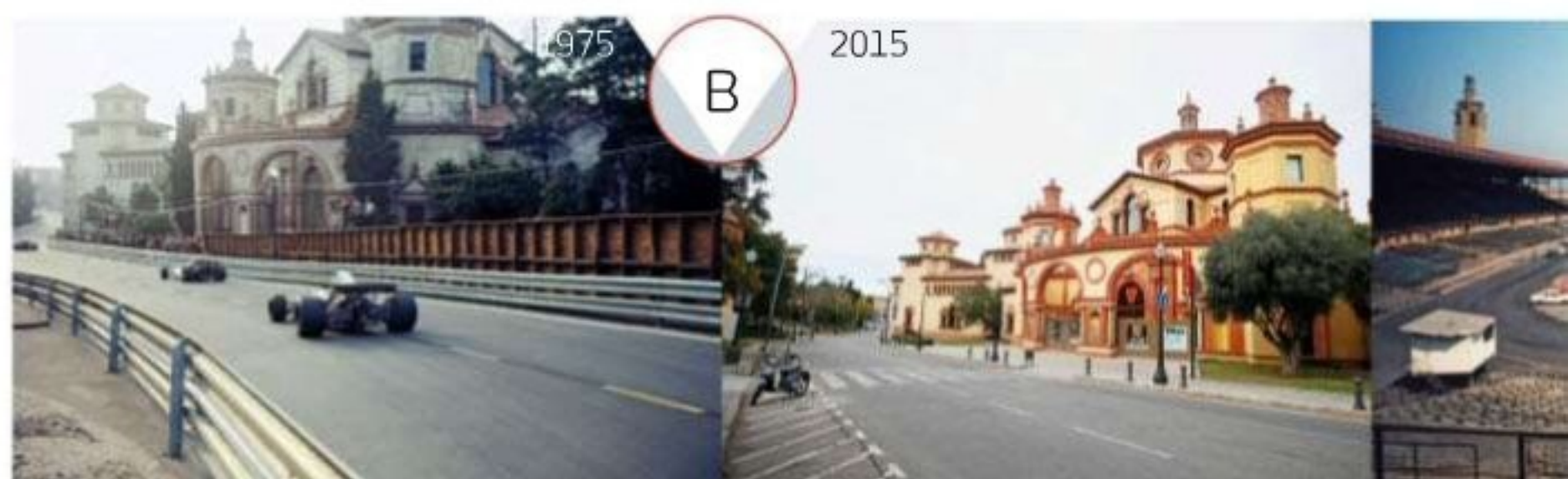
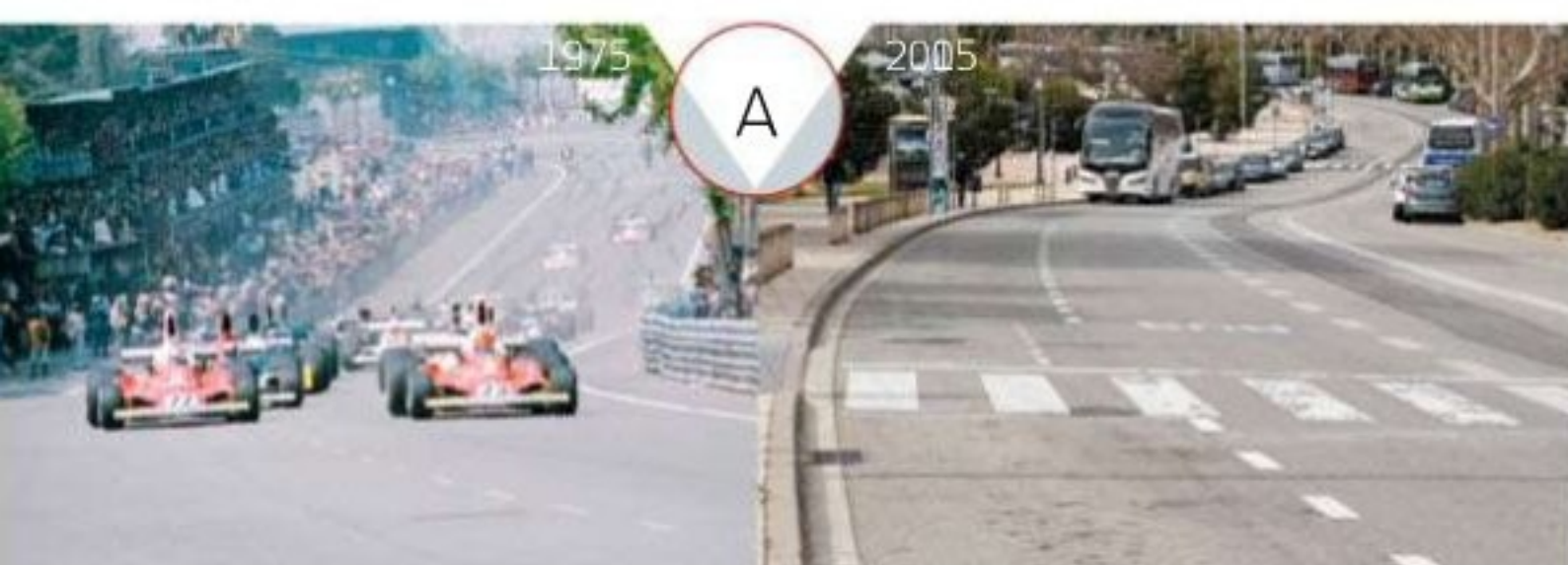
I got hold of this incredibly [sic] picture which pretty much explains the accident. I didn't know it would fly that high. Robin Herd apparently saw the wing go, but could not see the accident, since it happened around the corner."

This was written by Jochen Rindt, in a letter dated 9 May 1969 to his team boss and owner of Lotus Cars, Colin Chapman. Rindt, undoubtedly one of the fastest and bravest drivers of his era, was recovering from an accident of shocking violence that happened on lap 19 of that year's Spanish Grand Prix, staged for the first time at the Montjuïc Park circuit.

This thrilling, treacherous, pocket-Spa of a track stretched machinery and drivers to their limits, thanks to a giddy mixture of swooping uphill climbs and a flat-out, curved and climbing main 'straight', at the crest of which cars would take air as they peaked after the start/finish line, before plunging into a left-hand hairpin and beginning a helter-skelter dive to the bottom back-straight.

Traced through the public roads of Parc Montjuïc, home to notable civic architecture such as Montjuïc Castle, and stadiums for the abortive 1936 'People's Olympiad', and later the 1992 Olympic →

Jochen Rindt's Lotus 49B, following a 110mph collision with a guardrail caused by a suspension failure



Games, it was an archetypal old-school F1 circuit: organic, safety-lite and fast, fast, *fast*. But it was also 'technical', for while two-thirds of the lap, from Turns 6 to 11, urged speed and challenged bravery, the first third, post-start/finish, was tight and more obviously 'street circuit' in nature. The section from the T1 hairpin, to a second, wider T2 hairpin, then on to T3, a downhill swoopy left-hander, is reminiscent of the exit from Casino Square at Monaco, into Mirabeau then Loews... except that these corners would have been significantly faster on the wider, less strangulating streets of Parc Montjuïc.

On a clear Wednesday afternoon, the top section of the track, at 175 metres above sea level, affords a panorama across Barcelona, then beyond to the hills and Mediterranean Sea. It's an inspiring place: a magnet for walkers, lovers, runners and dreamers. The sky echoes to the call of parakeets, which flock to the trees here away from city-centre bustle. They wouldn't have relished the rival barks of Cossie V8s, or Ferrari flat-12s that shattered the peace around here four decades ago.

A track for heroes, then, for the bold, quick and skilled, so it would have been no surprise that qualifying in '69 produced a grid of Rindt, Chris Amon (Ferrari), Graham Hill (Lotus), Jackie Stewart (Matra) and Jack Brabham (Brabham).

Rindt, all speed and car control, led away from pole in the Lotus 49B, carrying that year's must-have go-faster modification: high wings mounted on struts approximately four feet above the car and acting directly on the suspension uprights. They were a classic piece of Chapman engineering brilliance, harnessing 'downthrust' and connected, by as direct a route as possible, to the cars' wheels, literally pressing them onto the road. But those cocktail-stick wing supports were as spindly and fragile as they looked, and when they encountered the unrelenting demands of Montjuïc's swoops and compressions, they proved unequal to the task. Chapman, a notorious weight-hater in his designs, had underestimated the loads that would be placed on the ungainly structures, and the rear wing of Hill's Lotus failed on lap 9, shunting him into retirement.

"Montjuïc Park was an archetypal old-school F1 circuit: organic, safety-lite and fast, fast, fast. But it was also 'technical'"

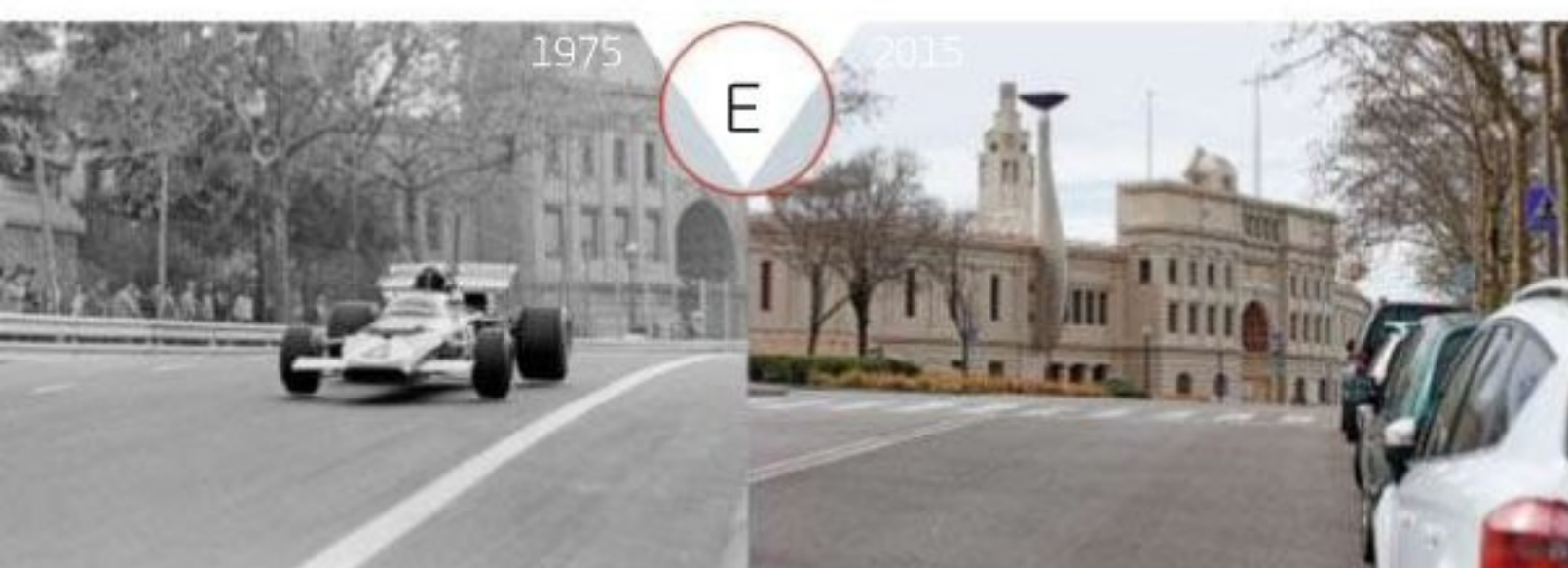
In a deliciously dark observation from the 9 May edition of *Autosport*, race reporter Patrick 'Paddy' McNally wrote: "The Spanish crowd thronged to the scene of the accident, unaware perhaps that there was no blood and this was not a bull-ring."

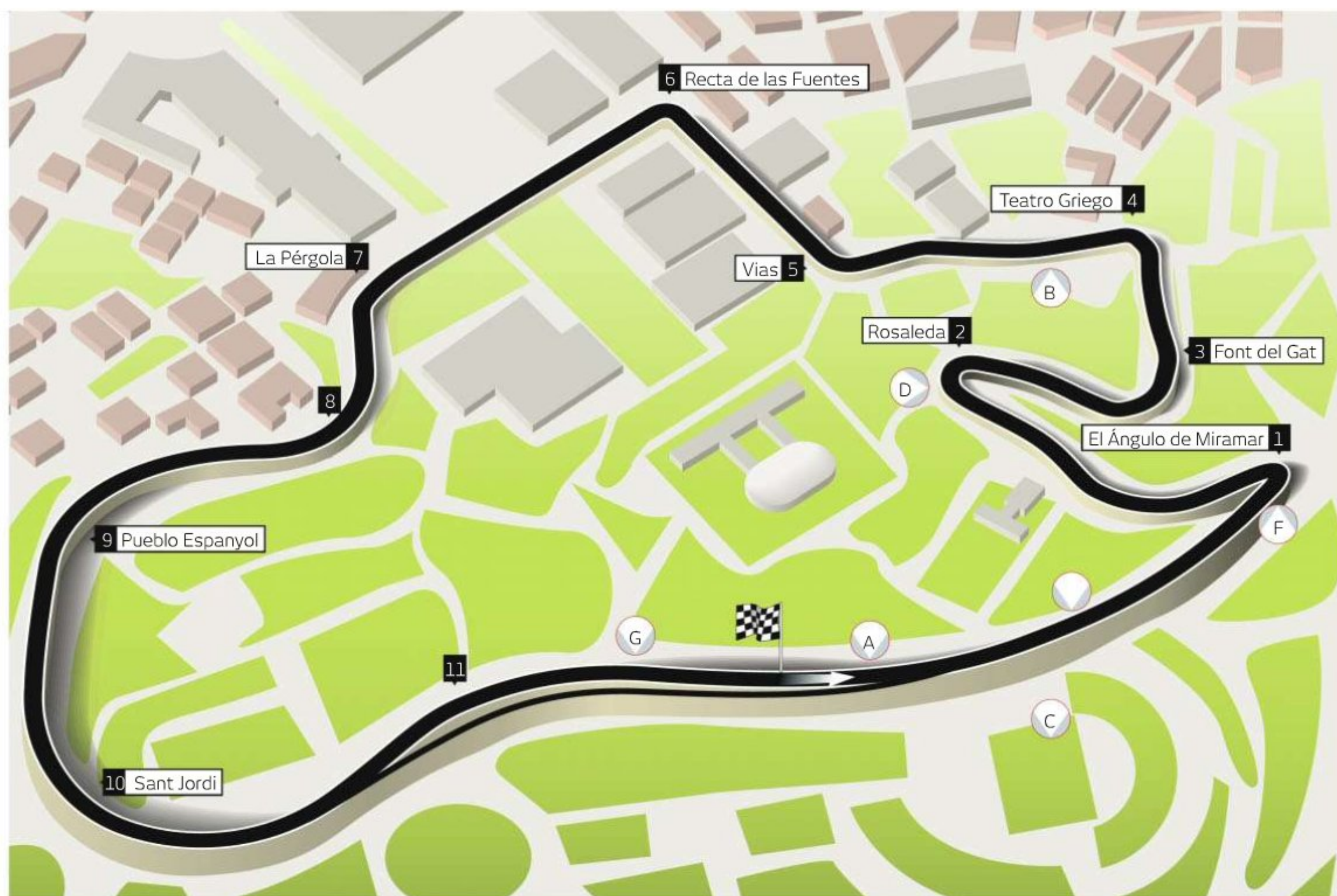
Rindt's rear wing lasted another 11 laps before failing at an identical spot: the bumpy, compression-inducing entry into the Turn 1 hairpin. Pictures of the resulting 110mph collision show the 49B in mid-air, rear wing squashed down, nose crushed and front-left wheel torn backwards from an initial impact with the inside guardrail. The Lotus is captured in the split-second before a major secondary impact with the outside guardrail and it's remarkable that Rindt survived. Little more than a year later he was gone – killed, while still driving for Lotus, in practice for the 1970 Italian GP at Monza. He'd already done enough to secure that year's world title.

These were the most perilous times for Formula 1. Rapid advances in car technology, such as slick tyres, monocoque chassis, powerful aerodynamics and compact, load-bearing engines such as the Cosworth DFV, had pushed up speeds and slashed lap times too fast for circuit and car safety to keep up. Rindt's open-face helmet, goggles and cloth lower-face protection now seem pathetically antiquated.

But this was the state of the F1 art – even if for drivers such as that year's champion and F1 safety crusader Jackie Stewart, it was no longer possible to conceive that this could be 'good enough'.

The Lotus shunts proved to be a mini-watershed, as high wings were banned immediately after the race, on safety grounds. The inherent dangers of a circuit like Montjuïc would remain, however, and period pictures show just how committed drivers would have had to be to carve a time from its contours. Natural geography, such as a roundabout between Turns 9 and 10, or thick-trunked trees that lined the course both inside and outside the perimeter of the anti-clockwise loop, delineated the possible from the impossible – safety from peril – far more starkly than any gravel run-off or strip of artificial turf ever could.





A potted history of Montjuïc Park

Originally used for agriculture, the naturally wooded slopes of Montjuïc were cleared at the end of the 19th century to make way for parkland. On the east sits Montjuïc Castle, dating back to 1640.

The park was selected to host a World Fair in 1929, which prompted

construction of the Palau Nacional (National Palace), Olympic stadium, the Font Màgica illuminated fountains and the grand staircase from the foot of the hills.

The stadium was built to stage 'The People's Olympiad' an anti-fascist alternative to the 1936

Olympics in Berlin, but this was cancelled due to the start of the Spanish Civil War. The stadium then became home to Barcelona's 'other' football team, RCD Espanyol, who were based there until 2008.

In 1992, Montjuïc hosted the Olympics Games. A refurbished

stadium held athletics events and the opening and closing ceremonies, with an Olympic ring of other venues surrounding it.

The top of the park can be reached by a funicular railway and gondola lift, and it is still used regularly for amateur cycling events.



A shot of François Cevert in the 1973 Tyrrell 006 shows him charging to second place behind Emerson Fittipaldi. He's rounding Turn 10 towards the end of the lap, after the boot-to-the-boards climb from Turn 7, La Pergola. The car is fully loaded for the left-hander, suspension compression clearly visible as the right-rear Goodyear strains in a fight between grip and thrust. Any error here, any mechanical failure, would have had the car spinning into the far barrier, then likely pin-balling to the inside, with little chance for Cevert (or any one →



When the F1 troupe arrived at Montjuïc to find guardrails mounted without bolts to hold them together, there was mutiny in the air.



of his peers in similar circumstances) to catch the moment, let alone control the consequences.

As that year's winner Emerson Fittipaldi noted: "It was a wonderful feeling to have triumphed on such a formidable racetrack. Montjuïc was much faster than most street circuits, very challenging and very technical. It was a place where good drivers could really make a difference."

From 1969 through to 1975, the venue of the Spanish GP alternated between Montjuïc and Jarama (a John Hugenholtz-designed track in Madrid), so it would be two years before Fittipaldi and co returned.

The hero of '73 would have a different role to play in the '75 edition, however. 'Emmo', now a two-time champion (1972 with Lotus and 1974 with McLaren), had become a grand prix grandee, carrying the torch for driver safety passed on by Jackie Stewart after his retirement at the end of '73. These were both men who had seen a team-mate killed: Cevert, Stewart's Tyrrell understudy, died in practice for the '73 US GP; Fittipaldi had made his F1 debut for Lotus, as Rindt's

Top: Graham Hill explains to the press that drivers will strike due to concerns over Montjuïc's hastily and poorly assembled safety barriers. Centre: Team members, including, Ken Tyrrell, check every bolt in the barriers before race start. Bottom right: Reigning champion Emerson Fittipaldi warns officials he won't race due to poor safety, despite being threatened with exclusion from the following race

team-mate at Monza, 1970. So when the F1 troupe arrived at Montjuïc to find guardrails mounted without bolts to hold them together, there was mutiny in the air. Period reports in *Autosport* show a section of guardrail with the words 'DON'T CRASH HERE' scribbled onto it with marker pen, by an Embassy Racing mechanic. Fittipaldi recalls: "As I went jogging around the circuit on the Thursday before the

grand prix, I noticed that many of the guardrails had been tethered with very thin wire. I told Teddy Mayer, McLaren's boss at the time, that I was prepared to face what I called 'normal risks' but that the level of protection at Montjuïc that year was totally unacceptable."

After much prevarication and shoulder-shrugging from officialdom, team mechanics and technicians got to work, touring the track, spanners in hand, to bolt together stretches of barrier that had been assembled with little care for their structural integrity. As *Autosport*'s Pete Lyons recounted: "At ten minutes to noon a cluster of the leading constructors broke up and some of them began sprinting... to their transporters. 'What's up?' I asked. 'We're going to try to get the organisers to let us do two hours' worth of work on the guardrails ourselves,' John Surtees answered. →

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"I heard a gasp and saw heads turn. There was a distinct heavy 'crump' sound"

Pete Lyons

'Let's do it anyway,' I heard Ken Tyrrell say. And so for two hours there were men wearing shirts of dozens of sponsors, out around the Barcelona circuit with their vans and toolboxes, industriously doing up loose nuts."

A picture shows Tyrrell chief designer Derek Gardner, hunched in the midday sun, working on a stretch of barrier. Imagine, now, Adrian Newey, popping out from the pits at the Circuit de Barcelona-Catalunya, to ensure the Turn 10 safety fencing had been properly installed.

Fittipaldi, James Hunt, Niki Lauda and others raised their concerns with Jean-Marie Balestre, president of the CSI (the forerunner of the FIA). He ordered Emmo to race or be banned from the subsequent grand prix in Monaco. Fittipaldi ignored the bullying and drove three slow, timed practice laps in second gear, arm raised from the cockpit, before pitting, undoing his belts and heading home to Geneva. His actions were soon to be fully vindicated, for this ill-starred event would fulfil Fittipaldi's fears more grimly than he might have imagined: a nine-car shunt at the first corner served merely as a prelude to a far deadlier accident later in the race.

This is Lyons' account: "I heard a gasp and saw heads turn. Looking up the track, up the rise beyond the pits, I got an impression of dust, flying debris, slowing cars and something with a metallic sheen disappearing over the barrier right at the hill crest. There was a distinct heavy 'crump' sound."

German Rolf Stommelen, leading in the Embassy Hill on lap 26, suffered a rear-wing failure on the notorious approach to Turn 1. His car made contact with the chasing Brabham of Carlos Pace and was launched into the barriers.

"The bottom two rails are hardly touched," writes Lyons, "but the top rail is heavily battered. Once that high, it must have been pre-ordained

that the wreckage would carry on along and fall to the other side. About 40 metres beyond the beginning of the marks left on the top rail, the chain link fencing beyond is torn away and lies in a heap on the ground. There, hard against the rail but on the spectator side, Stommelen's

car ends up on its side, backwards to the direction of travel, cockpit fortunately away from the barrier. The engine was all but severed from the tub. There was very little fuel spilled, if



The scrawled words (top) of a mechanic proved prophetic as on lap 26 of the 1975 Spanish GP, Rolf Stommelen's rear wing broke sending him into the barrier, ricocheting his car over the opposite guardrail and into the crowd, killing four people

at all. Several people were mown down and one or two bodies lay beneath the car."

Four people were killed, although Stommelen survived with broken legs, a broken wrist and broken ribs. The race was stopped on lap 29 and Jochen Mass declared winner. He was awarded half points as the race had been prematurely ended.

"I guess we've got to accept that the cars are so quick we can't do it any more," reflected Mario Andretti, who'd led the race before a retirement brought on by suspension damage.

They never did. **F1**

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Reports Previews Analysis Opinion Stats

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Normal service resumes

After that unexpected Ferrari-dominated interlude in Malaysia, Mercedes bounce back with Hamilton and Rosberg taking their usual one-two finish

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Sebastian Vettel takes his first win in 20 races – this time in Scuderia scarlet



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It's like 2014 all over again as Lewis and Nico bag their second one-two of the year

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Despite talk of one-team dominance and processionary races, Murray reckons F1 is still a sport full of surprises



RACE DEBRIEF by James Roberts

Malaysian Grand Prix

29.03.2015 / Sepang



A new force to be reckoned with

Sebastian Vettel's move to Ferrari pays dividends for both driver and team, with a long-overdue win

As the crews dismantled their garages a few hours after the close of the 17th running of the Malaysian Grand Prix, a Pirelli employee was stacking tyres onto a trolley. Despite the intense energy-sapping heat and humidity in this equatorial region of the world, he was smiling through the sweat. "A good day for Italy," he said. "*Molto bene.*"

Sebastian Vettel had triumphed at the wheel of his Ferrari – a machine that had been gentle on its Pirelli rubber – to take an emotional 40th grand prix win of his career, in what was only his second race for the Scuderia.

It had been 35 races since *Il Canto degli Italiani* had last rung out during an F1 podium ceremony and new team boss Maurizio Arrivabene was singing his heart out with the rest of the team on the sizzling pitlane asphalt below the rostrum.

On the podium Ferrari's operations director, Diego Ioverno, collected the trophy on behalf

of the team; it was a generous offering from Arrivabene, not putting himself first after such an impressive turnaround in the team's fortunes.

From the first running on Friday afternoon it was clear the Ferrari was able to extend the life of the medium compound (option) tyres, despite the blistering track temperatures. At their engineering meeting on Sunday morning, they decided to commit to a two-stop strategy. Only the Toro Rosso of Carlos Sainz Jr and the Force India of Sergio Pérez did likewise; everyone else opted for three stops, although Felipe Nasr was forced into four after he punctured Kimi Räikkönen's Ferrari on the opening lap.

Across the rest of the field, teams struggled with tyre degradation due to the extreme 60°C track temperatures. In particular, the Mercedes that had dominated the season-opener in Australia two weeks before couldn't live up to the pace of Vettel's Ferrari. As the 56-lap race unfolded, Arrivabene remained calm.

"I've been asked why I was not laughing or showing emotions. That's because I was thinking of the morning's briefing and concentrating on the data coming to us," he said post-race. "During the race, it was becoming clear that we could do something interesting, but I have to say the discipline of the guys was amazing. Everything was working like a Swiss watch, but in this case it was a perfect Italian watch."

When an early Safety Car was deployed for the recovery of Marcus Ericsson's beached Sauber in the Turn 1 gravel trap, Ferrari kept Vettel out (committed as they were to two stops) while the majority of the field – including the two Mercedes drivers – pitted. From the lead, Hamilton slipped down the order and had to fight past the other non-stoppers; Hülkenberg, Grosjean, Sainz Jr and Pérez. But after his stop on lap 4, he was in clear air again by lap 10, running second to Vettel, 9.995secs adrift. Still the Italian pitwall remained unruffled.

"When you are focused on your objective, you are calm," continued Arrivabene. "The real goal is to transmit this to the team. During the race, if I start to scream or shake then the rest of the team starts to do this as well. I don't want to see this."

Where we *did* start to see and hear a sense of panic was on the Mercedes pitwall and through the radio transmissions of both Nico Rosberg and Lewis Hamilton as the race win – and Vettel – started to drift away from them. The heat was starting to make everyone a little bit fractious. Rosberg wanted clarity on race strategy, while Lewis was frustrated at being put on what he called: "the wrong tyre, man." He then overheard a message not meant for him from Paddy Lowe, asking: "Do we need to stop Lewis again?" It boiled over with Lewis saying later: "Don't talk to me in the corners!"

The fear after Australia's procession was that this season would be another Mercedes walkover. Yet not only were the seemingly unstoppable Mercs halted, but the on-track racing was frenetic. A combination of those early non-stoppers who created a train of traffic, allied with high tyre degradation led to a flurry of pitstops (50) and overtaking moves (60). Those in most trouble were Red Bull's Daniel Ricciardo and Daniil Kvyat. A switch in brake suppliers resulted in plumes of dust emanating from their overheating fronts and they sunk down the field, behind the Toro Rossos by flag fall. Max Verstappen was seventh: at 17 the youngest driver in Formula 1 history to score a point, eclipsing fellow Red Bull protégé Kvyat's achievement from last year.

"On a personal note it's great to see Seb win," said a downbeat Christian Horner after the race. "It was classic Sebastian today. He got his head down at the front and managed the tyres when obviously others couldn't."

It was a performance he produced many times for Red Bull over the years, but now, he was doing it in a red car, just like his hero Michael Schumacher. And that clearly made Sebastian very emotional.

"When I grew up, Michael was my hero and for all of the go-kart kids in Germany, we looked up to him," said a tearful Seb. "It's very emotional and I really tried to take everything in, to enjoy the fans and all the Ferrari flags. Our goal is to bring the world championship back to Maranello, and today we did an excellent job and that's what we have to keep doing for the whole year. We know there is a long way ahead of us but for now, to be honest, I don't care. I want to celebrate, I want to get pissed tonight!"

A great day, then, for Italy. But soon after the flag fell, a reporter from German publication *Sport Bild* couldn't help remarking: "Even the Italians need a German to beat the Germans..." **F1**

The story of the race

V Polesitter Hamilton leads into the first corner, with Vettel in hot pursuit

SEPANG



> Kimi Räikkönen suffers a puncture as he starts lap 2, costing him a lot of time



< Both Mercedes pit under the Safety Car on lap 4, but, crucially, Vettel stays out



> Vettel makes the first of his two stops on lap 18, and starts to match Hamilton's pace



> Alonso's first race for McLaren-Honda ends with an ERS problem on lap 21



< Hamilton makes his final stop on lap 39, handing Vettel a sizeable lead



> Verstappen overtakes team-mate Sainz Jr on lap 48 on his way to a points finish in seventh place



< Bottas passes Williams team-mate Massa round the outside on lap 55 to finish in fifth

> After 20 races, Seb Vettel makes his return to the top step of the podium, this time wearing red



MAIN PHOTO: LORENZO BELLANCA/LAT; ILLUSTRATION: ALAN ELDREDGE; INSETS: GLENN DUNBAR/LAT; STEVEN TEE/LAT; CHARLES COATES/LAT; WILL TAYLOR-MEDHURST/LAT

Malaysian Grand Prix stats

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

THE GRID



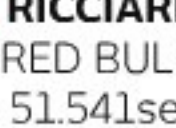
1. HAMILTON
MERCEDES
1min 49.834secs Q3



2. VETTEL
FERRARI
1min 49.908secs Q3



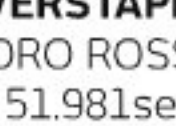
3. ROSBERG
MERCEDES
1min 50.299secs Q3



4. RICCIARDO
RED BULL
1min 51.541secs Q3



5. KVYAT
RED BULL
1min 51.951secs Q3



6. VERSTAPPEN
TORO ROSSO
1min 51.981secs Q3



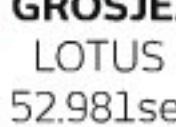
7. MASSA
WILLIAMS
1min 52.473secs Q3



8. BOTTAS
WILLIAMS
1min 53.179secs Q3



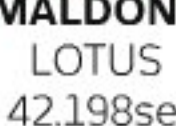
9. ERICSSON
SAUBER
1min 53.261secs Q3



10. GROSJEAN*
LOTUS
1min 52.981secs Q3



11. RÄIKKÖNEN
FERRARI
1min 42.173secs Q2



12. MALDONADO
LOTUS
1min 42.198secs Q2



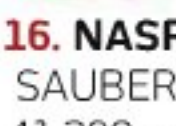
13. HÜLKENBERG
FORCE INDIA
1min 43.023secs Q2



14. PÉREZ
FORCE INDIA
1min 43.469secs Q2



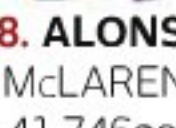
15. SAINZ JR
TORO ROSSO
1min 43.701secs Q2



16. NASR
SAUBER
1min 41.308secs Q1



17. BUTTON
MCLAREN
1min 41.636secs Q1



18. ALONSO
MCLAREN
1min 41.746secs Q1



19. MERHI**
MANOR
1min 46.677secs Q1



20. STEVENS***
MANOR
NO TIME IN Q1

* Two-place penalty for failing to leave pitlane in correct order
** Outside 107% time of 1min 46.217 secs but permitted to start
*** Permitted to start

THE RACE



THE RESULTS (56 LAPS)

1st	Sebastian Vettel	Ferrari	1h41m 05.793s
2nd	Lewis Hamilton	Mercedes	+8.569s
3rd	Nico Rosberg	Mercedes	+12.310s
4th	Kimi Räikkönen	Ferrari	+53.822s
5th	Valtteri Bottas	Williams	+70.409s
6th	Felipe Massa	Williams	+73.586s
7th	Max Verstappen	Toro Rosso	+97.762s
8th	Carlos Sainz Jr	Toro Rosso	+1 lap
9th	Daniil Kvyat	Red Bull	+1 lap
10th	Daniel Ricciardo	Red Bull	+1 lap
11th	Romain Grosjean	Lotus	+1 lap
12th	Felipe Nasr	Sauber	+1 lap
13th	Sergio Pérez	Force India	+1 lap
14th	Nico Hülkenberg	Force India	+1 lap
15th	Roberto Merhi	Manor	+3 laps

Retirements

Pastor Maldonado	Lotus	47 laps – brakes
Jenson Button	McLaren	41 laps – turbo
Fernando Alonso	McLaren	21 laps – ERS cooling
Marcus Ericsson	Sauber	3 laps – spin

Withdrawn

Will Stevens	Manor	Fuel system
--------------	-------	-------------

THROUGH SPEED TRAP (QUALIFYING)



Fastest: Felipe Massa, 203.06mph



Slowest: Roberto Mehri, 189.46mph

TYRE COMPOUNDS USED



Medium



Hard



Intermediate



Wet

CLIMATE

Sunny 35°C

TRACK TEMP

61°C

FASTEST LAP



Nico Rosberg, lap 43, 1min 42.062secs



FASTEST PITSTOP

Sebastian Vettel, 23.996secs (entry to exit)

DRIVERS' STANDINGS

1st	Lewis Hamilton	Mercedes	43pts
2nd	Sebastian Vettel	Ferrari	40pts
3rd	Nico Rosberg	Mercedes	33pts
4th	Felipe Massa	Williams	20pts
5th	Kimi Räikkönen	Ferrari	12pts
6th	Felipe Nasr	Sauber	10pts
7th	Valtteri Bottas	Williams	10pts
8th	Daniel Ricciardo	Red Bull	8pts
9th	Nico Hülkenberg	Force India	6pts
10th	Max Verstappen	Toro Rosso	6pts
11th	Carlos Sainz Jr	Toro Rosso	6pts
12th	Marcus Ericsson	Sauber	4pts
13th	Daniil Kvyat	Red Bull	2pts
14th	Sergio Pérez	Force India	1pt
15th	Jenson Button	McLaren	0pts
16th	Romain Grosjean	Lotus	0pts
17th	Roberto Merhi	Manor	0pts
18th	Pastor Maldonado	Lotus	0pts
19th	Kevin Magnussen	McLaren	0pts
20th	Fernando Alonso	McLaren	0pts
21st	Will Stevens	Manor	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	76pts	9th	Lotus	0pts
2nd	Ferrari	52pts	10th	Manor	0pts
3rd	Williams	30pts			
4th	Sauber	14pts			
5th	Toro Rosso	12pts			
6th	Red Bull	11pts			
7th	Force India	7pts			
8th	McLaren	0pts			



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RACE DEBRIEF by James Roberts

Chinese Grand Prix

12.04.2015 / Shanghai



Controlled Lewis has Rosberg rattled

Mercedes were back at the front in China, but not everyone in the team was happy with the result

It was soon after the conclusion of the 56-lap Chinese Grand Prix that tensions between the two Mercedes drivers were once again thrust into the spotlight. Lewis Hamilton had beaten his hapless team-mate this weekend – both in qualifying by 0.042 seconds and in the race by 0.714 seconds – and Nico Rosberg had become understandably frustrated by it all.

After qualifying, Rosberg was upset with his team because of their suggestion that he should run quicker on his warm-up lap ahead of his best run, which took a little bit more grip out of his tyres. When he discovered Hamilton had beaten him to pole, he exclaimed: “Come on, guys!” over the team radio. There was further frustration during the race when Rosberg felt that Lewis was driving deliberately slowly in a bid to push him back into the reaches of the chasing Ferraris.

On lap 20, running 2.351 seconds behind Lewis and 1.686 seconds ahead of Vettel’s Ferrari, Rosberg said to his engineer Tony Ross:

“Lewis is driving too slowly – get him to speed up. If I go closer [to Lewis] I destroy my tyres like in the first stint. That’s the problem.”

As in Malaysia, tyre degradation was a key factor here. This notoriously technical circuit is tough on the left-front and left-rear, leaving drivers and engineers struggling to find solutions to the demands imposed by the track. Watching trackside on the entry to the long radius first corner, drivers take wildly different trajectories on turn-in as their titanium skidblocks throw up sparks on full tanks. Likewise, drivers also differed with their lines around the tricky Turn 12 and 13 right-hander to ensure the best slingshot for the 1,175 metre back straight, which also put a premium on engine power.

Track temperatures peaked on race day to roughly 46°C, but it was nowhere near as hot as Sepang was a fortnight earlier – and although the Ferraris were close, they couldn’t match the Mercedes in race trim.

The growing threat from Ferrari has resulted in Mercedes being more circumspect with race strategy. The James Allison-designed Ferrari SF15-T is kind to its rubber, so the early stages of the race were defined by the leading Mercedes machines showing strong pace, but ensuring their soft (option) tyres could last the required stint. The strategy worked for Hamilton, who ran consistently in the 1min 44.4secs bracket and then pumped in a 1min 43.6secs a lap before his first stop. Again, just before his second stop he was able to run a full second quicker to ensure his place at the front of the field was safe.

As the drivers finished their podium celebrations and came into the press conference, Hamilton was questioned over whether he was running too slow and pushing Rosberg back towards the Ferraris.

“I wasn’t controlling his [Nico’s] race, I was controlling my own race,” said the reigning champion. “We knew the Ferraris were very good

with their long-run pace and also looking after their tyres. So, today the real goal was to manage the tyres. And, as I said, my goal was to look after my car and I had no real threat from Nico through the whole race."

Sitting to his right, a furious-looking Rosberg fought back: "It's just now interesting to hear from you, Lewis, that you were just thinking about yourself with the pace in front, and that was compromising my race."

"Driving slower than was maybe necessary at the beginning of stints meant that Sebastian was very close to me and that opened up the opportunity for Sebastian to try that early pitstop to try and jump me. And then I had to cover him. So, first of all it was unnecessarily close with Sebastian as a result. So I'm unhappy about that, of course, today."

Lewis responded with: "If Nico wanted to get by he could have tried. But he didn't."

Afterwards, Mercedes team boss Toto Wolff tried to put a positive spin on the terse exchange, saying: "There wasn't any intention from Lewis to slow Nico down." The reality is that Rosberg is being regularly beaten by his team-mate and is mighty unhappy about it.

Behind the Mercedes pair, Vettel again finished ahead of Kimi Räikkönen, and Felipe Massa beat his Williams team-mate Valtteri Bottas, despite Bottas making a strong start to take fourth, only to lose those two places further around the lap.

The highlight of the race was a titanic scrap between Pastor Maldonado's Lotus and the ever-improving McLaren-Honda of Jenson Button. Unfortunately it was only for 13th place, and unluckily for Maldonado it was Jenson who was penalised after he took the Lotus driver off at Turn 1 in the late stages of the race. Button was given a five-second penalty, dropping him down to 14th, and handed two penalty points.

While Maldonado dropped out, there was joy for the second Lotus of Romain Grosjean, who scored his first points since Monaco last year. This was particularly poignant for the Frenchman, as his compatriot and good friend Jules Bianchi also scored points that same day back in May. It was an emotional Grosjean who dedicated his finish to the injured Frenchman, who is still fighting for his life in hospital.

"It feels good [to be back in the points]. I'm proud of the guys, proud of the job we have done. They've deserved those points for a long time and when I crossed the line I had a big thought for Jules. The last time I scored points, he was scoring points as well."

"It feels hard still. He is with me on my helmet and I'm sending him as much thoughts and power that I can from what we do and I'm just hoping a miracle happens." **F1**

The story of the race

V Lewis Hamilton leads away from pole position to head team-mate Nico Rosberg into Turn 1



SHANGHAI



> Valtteri Bottas overtakes both his team-mate and Kimi Räikkönen into Turn 1 to take fourth



< Nico Hülkenberg is forced to retire his Force India on lap 8 after a gearbox failure



< Vettel makes the first of his two stops on lap 18, and starts to match Hamilton's pace



> The Mercedes also stop for softs while the two Williams switch to mediums

> Pastor Maldonado enters the pits too quickly and overshoots the pitlane entry



> On lap 47, Jenson Button's duel with Maldonado ends in tears as the pair collide entering Turn 1



< Near the end of the race Max Verstappen stops on the start/finish straight after an engine failure

V The race finishes behind the Safety Car and Lewis Hamilton takes victory ahead of Rosberg and Vettel



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Chinese Grand Prix stats

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

THE GRID



1. HAMILTON
MERCEDES
1min 35.782secs Q3



2. ROSBERG
MERCEDES
1min 35.824secs Q3



3. VETTEL
FERRARI
1min 36.687secs Q3



4. MASSA
WILLIAMS
1min 36.954secs Q3



5. BOTTAS
WILLIAMS
1min 37.143secs Q3



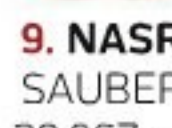
6. RÄIKKÖNEN
FERRARI
1min 37.232secs Q3



7. RICCIARDO
RED BULL
1min 37.540secs Q3



8. GROSJEAN
LOTUS
1min 37.905secs Q3



9. NASR
SAUBER
1min 38.067secs Q3



10. ERICSSON
SAUBER
1min 38.158secs Q3



11. MALDONADO
LOTUS
1min 38.134secs Q2



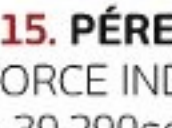
12. KVIAT
RED BULL
1min 38.209secs Q2



13. VERSTAPPEN
TORO ROSSO
1min 38.393secs Q2



14. SAINZ JR
TORO ROSSO
1min 38.538secs Q2



15. PÉREZ
FORCE INDIA
1min 39.290secs Q2



16. HÜLKENBERG
FORCE INDIA
1min 39.216secs Q1



17. BUTTON
MCLAREN
1min 39.276secs Q1



18. ALONSO
MCLAREN
1min 39.280secs Q1



19. STEVENS
MANOR
1min 42.091secs Q1



20. MERHI
MANOR
1min 42.842secs Q1

THE RACE



THE RESULTS (56 LAPS)

1st	Lewis Hamilton	Mercedes	1h39m 42.008s
2nd	Nico Rosberg	Mercedes	+0.714s
3rd	Sebastian Vettel	Ferrari	+2.988s
4th	Kimi Räikkönen	Ferrari	+3.835s
5th	Felipe Massa	Williams	+8.544s
6th	Valtteri Bottas	Williams	+9.885s
7th	Romain Grosjean	Lotus	+19.008s
8th	Felipe Nasr	Sauber	+22.625s
9th	Daniel Ricciardo	Red Bull	+32.117s
10th	Marcus Ericsson	Sauber	+1 lap
11th	Sergio Pérez	Force India	+1 lap
12th	Fernando Alonso	McLaren	+1 lap
13th	Carlos Sainz Jr	Toro Rosso	+1 lap
14th	Jenson Button	McLaren	+1 lap*
15th	Will Stevens	Manor	+2 laps
16th	Roberto Merhi	Manor	+2 laps**
17th	Max Verstappen	Toro Rosso	+4 laps - engine

*Five-second penalty for causing a collision **Five-second penalty for failing to stay above minimum time when following the Safety Car

Retirements

Pastor Maldonado	Lotus	49 laps - accident
Daniil Kvyat	Red Bull	15 laps - engine
Nico Hülkenberg	Force India	9 laps - gearbox

THROUGH SPEED TRAP (QUALIFYING)



Fastest: Nico Rosberg, 207.91mph



Slowest: Jenson Button, 196.79mph

TYRE COMPOUNDS USED



Soft Medium Intermediate Wet

CLIMATE

Sunny 20°C

TRACK TEMP

46°C

FASTEST LAP



Lewis Hamilton, lap 31, 1min 42.208secs



FASTEST PITSTOP

Sebastian Vettel, 22.444secs (entry to exit)

DRIVERS' STANDINGS

1st	Lewis Hamilton	Mercedes	68pts
2nd	Sebastian Vettel	Ferrari	55pts
3rd	Nico Rosberg	Mercedes	51pts
4th	Felipe Massa	Williams	30pts
5th	Kimi Räikkönen	Ferrari	24pts
6th	Valtteri Bottas	Williams	18pts
7th	Felipe Nasr	Sauber	14pts
8th	Daniel Ricciardo	Red Bull	11pts
9th	Romain Grosjean	Lotus	6pts
10th	Nico Hülkenberg	Force India	6pts
11th	Max Verstappen	Toro Rosso	6pts
12th	Carlos Sainz Jr	Toro Rosso	6pts
13th	Marcus Ericsson	Sauber	5pts
14th	Daniil Kvyat	Red Bull	2pts
15th	Sergio Pérez	Force India	1pt
16th	Fernando Alonso	McLaren	0pts
17th	Jenson Button	McLaren	0pts
18th	Roberto Merhi	Manor	0pts
19th	Will Stevens	Manor	0pts
20th	Pastor Maldonado	Lotus	0pts
21st	Kevin Magnussen	McLaren	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	119pts	9th	McLaren	0pts
2nd	Ferrari	79pts	10th	Manor	0pts
3rd	Williams	48pts			
4th	Sauber	19pts			
5th	Red Bull	13pts			
5th	Toro Rosso	12pts			
7th	Force India	7pts			
8th	Lotus	6pts			



For comprehensive F1 statistics visit www.forix.com



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The Spanish GP preview

Round 5 / 8-10 May 2015 / Circuit de Barcelona-Catalunya, Montmeló



SPANISH GP RACE DATA

Circuit Name Circuit de Barcelona Catalunya
First GP 1991
F1 races held 24
Circuit length 2.892 miles
Race distance 190.825 miles
Direction Clockwise
Winners from pole 18

TV TIMETABLE (UK TIME)

Friday 8 May
Practice 1 09.00 10.30
Practice 2 13.00 14.30
Saturday 9 May
Practice 3 10.00 11.00
Qualifying 13.00 14.00
Sunday 10 May
Race 13.00
Live coverage Sky Sports F1
Highlights BBC

RACE NOTES: FAMILIAR TURF WHERE CHANGE IS INEVITABLE

Freed from the pressures of flyaway races, F1 uses the return to the venue for pre-season testing to bring in major upgrades

The Spanish GP is the first European race of the year, which means teams see it as a turning point. Without the logistical challenges of a flyaway race, most bring substantial upgrade packages, hoping to correct any faults they identified in their cars in the first four races.

The Circuit de Barcelona-Catalunya is also a good race for bringing in upgrades because it's a track the teams know well after eight days of pre-season testing. The series of long, high-speed corners also make it a track where aerodynamic performance is vital.

Since this is Fernando Alonso's home race, the McLaren driver always has plenty of support here, although this year he is unlikely to add to his two wins at the track. It tends to be a remarkably open race, with eight different drivers winning the past ten events.



He's won twice at his home GP, but a third win is unlikely for Alonso this year

PACE NOTES: THE KEYS TO SUCCESS

Tough on tyres

Numerous medium and high speed corners combine with the abrasive Tarmac and high temperatures to cause wear and degradation.

Qualifying is key

The lack of long braking zones makes overtaking very difficult. Qualifying is therefore absolutely vital: 18 out of the 24 races at the track (75 per cent) have been won from pole position.

Overtaking challenge

The best chance of passing is Turn 1, at the end of the long main straight. The entry to the bend is slightly downhill, but it's still extremely difficult.

Key corner

Turn 3: A long, fast right hander is brutally tough on left hand tyres if a car isn't balanced properly. Avoiding understeer through here is vital.

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

Winner Lewis Hamilton
Margin of victory 0.636secs
Fastest lap 1m 28.918secs, S Vettel
Safety Cars 0
Race leaders 2
Pitstops 48
Overtakes 32



Lewis Hamilton seized the lead of the drivers' championship with his victory here, but Mercedes team-mate Rosberg's decision to save his faster medium tyres for the final stint meant he was able to pressure Hamilton right up to the flag. Daniel Ricciardo was a distant third, while Sebastian Vettel charged from 15th on the grid to fourth.



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★ STAR LETTER



Due to smaller grids and fewer finishers, does the points system need a shake-up?

Points shouldn't just be for participating

At the end of last season, following the news that Caterham and, at the time, perhaps Marussia would not be joining the 2015 Formula 1 grid, I wrote to *F1 Racing* concerned about the prospect of a meagre line-up.

Unfortunately, Melbourne did not alleviate any of these concerns. Yes, there may have been technical issues with Marussia and some of the other cars at the start and, yes, a couple of crashes did contribute and caused numbers to further dwindle. But, at the end of the day, when the first ten places gain points and only 11 cars finish, something isn't right.

It makes the sport uncompetitive and unexciting, especially when the top end of the grid is currently so dominant. Personally I think that more teams and more cars makes for a better race, but if that isn't possible surely we need to move back to a system where only the first six or eight finishers score points.

Something's gotta give...

Sophie Dean,
By email



★ STAR PRIZE

Sophie Dean 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

Change is urgently needed

Having watched grand prix races since the age of 13, I do not fit into the stereotypical 'F1 fan' category as I intend to study art at university and I am a girl. Nevertheless, I have three thoughts to share.

1) I was deeply annoyed with the helmet design restrictions that have been imposed. Drivers decorate them in response to world events or to celebrate their achievements within the sport, so why has this been repressed?

2) This may distress top teams, but why can't money be shared more equally to facilitate smaller teams competing? Attending a race with 16-18 cars is not as impressive as, say, 26 in GP2.

3) Finally, since F1's inception in 1950, only six female drivers have competed in races or grand prix sessions, accumulating a total of 0.5 points. Therefore, instead of fretting over greater profit or petty rules, shouldn't the sport focus on instigating more opportunities for women to get into F1? I have been to Silverstone three times and really hope to see a female driver participating in the near future.

Sophie Fields,
Yorkshire, UK

Should have had a lie-in

Why did I get up at 4:45am to watch the Australian GP?

I've watched F1 for 35 years and never have I felt so depressed at the start of a season. Just 13 cars on the grid; the best driver, Alonso, running at the back of the field all season; and an even bigger gap to Mercedes out front. The result in November will no doubt be a raft of rule changes that change the order for one season before dullness descends again. Don't get me wrong, I love this sport more than

any other but they (FIA/FOM/the teams) rarely get the Formula right for the fans on a consistent basis. Come on... Arnie as the podium interviewer?

Everyone talks about how good the racing is in wet conditions, but nothing's ever done in the rules to reflect this. What fan has ever talked about how great a diffuser looks? We need a standard underfloor to reduce downforce, and a reduced front wing resembling the Renault RE30B featured in March's 'Now that was a Car'.

Until we start relying on mechanical grip, with cars able to follow each other without needing extra DRS assistance to pass, I'm afraid this great sport is resigned to being eternally dull.

We might get 1,000bhp engines, but what's the point if they give the cars more downforce? Come on F1: listen to the fans, keep the road-relevant engine formula, halve the downforce, cut the spending and we might get something that's worth getting up at 4:45am to watch.

Peter Sayer,
By email

One rule for some

Stoke City want to sign five top players from Europe, enabling them to challenge in the Premier League. Chelsea, due to the rules, block Stoke from doing so because they feel that letting them do this will make Stoke harder to beat.

The above scenario would never happen of course, but in F1 this seems to be the way it is. Let the teams develop their cars to get some competition at the front.

Graham Scott,
Argyll and Bute, UK

More teams, please

I started watching F1 in 2007 and haven't missed a race since then. I'm a huge Lewis Hamilton fan but I also prefer to see that he has plenty of competition.

I think F1 needs to ensure we have enough cars on the grid because that is what offers us spectators fun and exciting racing,

and ensures there are seats for the upcoming drivers, too.

I have no problem with the rules, tyres, helmets, front wings, engines and other issues that people keep going on about. There will always be changes like these, as they're part of F1. Not everyone will agree on them but that is how it is. It's one of the things I love most about F1 and it makes it exciting. We just need more teams.

So come on F1: sort it out! If people can come up with ideas for the above then working out how to keep teams in business shouldn't be too hard, should it?

Sophie Tolley,
By email

A man of ideas

For a decade or so now, Peter Windsor has been on a crusade to improve (or, do I dare say 'save from itself') F1 by introducing suggestions within the pages of this magazine and elsewhere.

I remember his ideas for a national teams concept and a fan appreciation world tour by the top drivers each season. He is relentless – so kudos for that. In your March issue, he lamented the secrecy and jumbling of information by the teams, and on page 80 of that issue, Frank Williams proved his point by stating that the public sees only two percent of the work that is undertaken at each race.

Clearly PW has a point. But will anybody ever listen to him?

Aleš Norký,
Massachusetts, USA



It seems only increased development can help teams close the widening gap to Mercedes. But without cost control, that could prove disastrous

Closing the gap

There is much debate about how and whether to reduce Mercedes' performance advantage in this new 'power unit'-dominated formula.

On the one hand, the law of diminishing returns suggests that opening up development will at some point start to close the gap as they approach the limits of what's possible within the current rules.

On the other hand, Mercedes are clearly heading down a better path of development that seems to be yielding results that are at least as good as anybody else's for now. It's possible the limits are better on the path they have taken, so unrestricted development could actually increase the gap. It seems they have maintained the gap to a much-improved Ferrari and increased it to the Renault-engined teams, who have taken a wrong turn or two along the way.

It's a 50/50 gamble as to whether increased development can resolve this issue, but since there's been no control over what costs are passed on to customer teams, what is guaranteed is that it would further cripple them come the next round of supply contract negotiations.

What a mess.

Ben Sharrock,
By email

Correction: Contrary to answers given in last month's F1 Mastermind, Kimi Räikkönen's first Lotus win was the 2012 Abu Dhabi GP, and he missed the last two races of 2013. Apologies for any confusion caused.

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ISSUE ON SALE 21 MAY*

MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

"How many times have I said: 'Anything can happen in Formula 1 – and it usually does?'"

The answer is: more times than I recall.

But, as it happens, I've never spoken a truer word (or ten, to be pedantic), for what happened at this year's form-upsetting Malaysian Grand Prix was way beyond anybody's expectations.

I watched the race before heading off to open the enlarged Sammy Miller Motor Cycle Museum at New Milton, together with my old friend John Surtees. When I got there *Il Grande John*, as the *tifosi* used to call him, was understandably wreathed in smiles following Sebastian Vettel's victory for Ferrari. As one of the all-time great

Ferrari drivers and the 1964 F1 world champion (on top of his seven motorcycle world championships) I suppose he could be accused of partisanship – but then so could I and so, I am sure, could many thousands of fans worldwide.

After this year's Australian Grand Prix, there was general gloom and despondency about the assumed monotony of Mercedes going even better than their 2014 success – or McLaren's in 1988 – by winning every race. Not that they didn't deserve to after plainly doing a better job than the others. But not many people want to see


the same team winning every time and, from the point of view of F1, which is haemorrhaging fans and TV viewers worldwide as an appealing sport, it is a thoroughly bad thing if one does.

One swallow does not a summer make and the fact that Ferrari got their Malaysian strategy so right and were able to handle tyre degradation so much better than Mercedes team doesn't mean to say the Silver Arrows' dominance is over. Much can still change and much most certainly will. Hooray to that! Variety is the spice of life.

It is heartwarming to see F1's greatest constructors back in contention and great to see last year's downcast Sebastian Vettel back at his impressive best. And with a spring in our steps after such an upset to the formbook, there are many other things to be upbeat about. Ferrari boss Sergio Marchionne must be purring with delight at the way his brave and contentious clear-out of the old management has generated such instant success, and it will be an enormous psychological boost to everyone at Maranello.

Elsewhere, there is new talent for us to observe. Max Verstappen is impressively demonstrating that his is a very special talent. Carlos Sainz Jr, Felipe Nasr and Marcus Ericsson have also shown themselves to be very worthy of their promotion to the pinnacle of motorsport.

Not everything in the garden is rosy. After soldiering on for five years in Ferrari machines not good enough to get the job done, I wonder how Fernando Alonso feels about leaving Maranello just as his old chums hit the jackpot? Is he today's Chris Amon, always squandering his immense talent in the wrong car? I certainly hope not, but it is hard to see Fernando winning races this year – no matter how quickly McLaren and Honda overcome their many problems.

I sometimes think that if Bernie Ecclestone fell off a skyscraper he'd land on a feather bed. Malaysia was a terrific fillip for Formula 1, which has been wallowing in so much adverse publicity. But what on earth is going on when there's to be no German Grand Prix in the home country of Michael Schumacher, Sebastian Vettel, Nico Rosberg and Mercedes? And, even more alarming, talk that Monza and Spa, two of the most charismatic and historic of all F1 locations, will cease to host a round of the championship? We live in mixed times. 



"It's heartwarming to see F1's greatest constructors back in contention... and Sebastian Vettel back at his impressive best"



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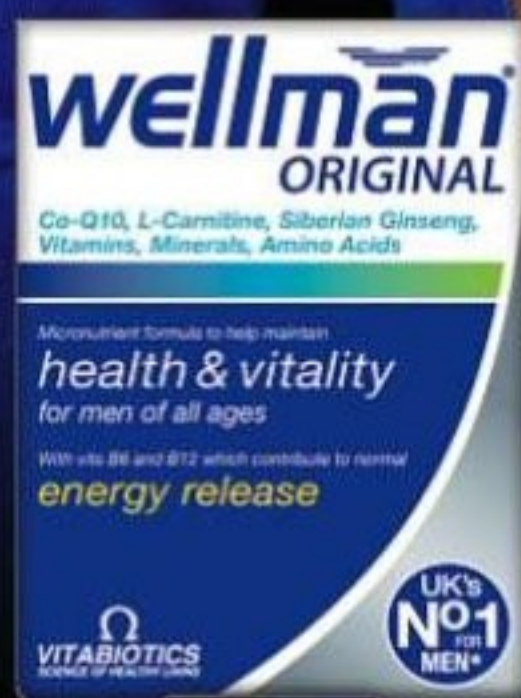
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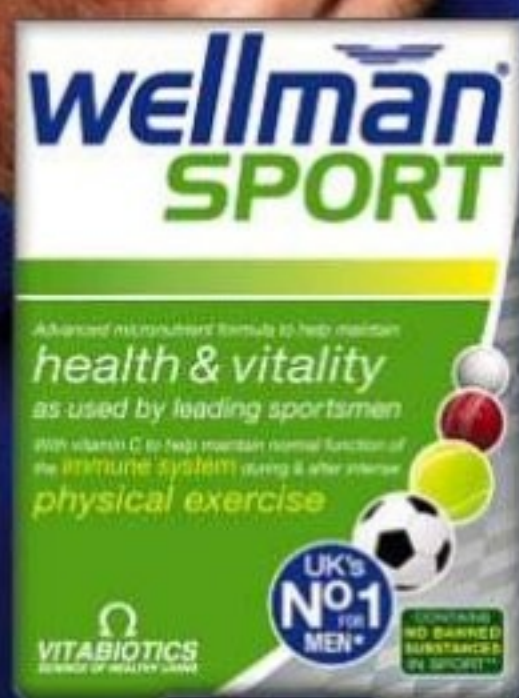
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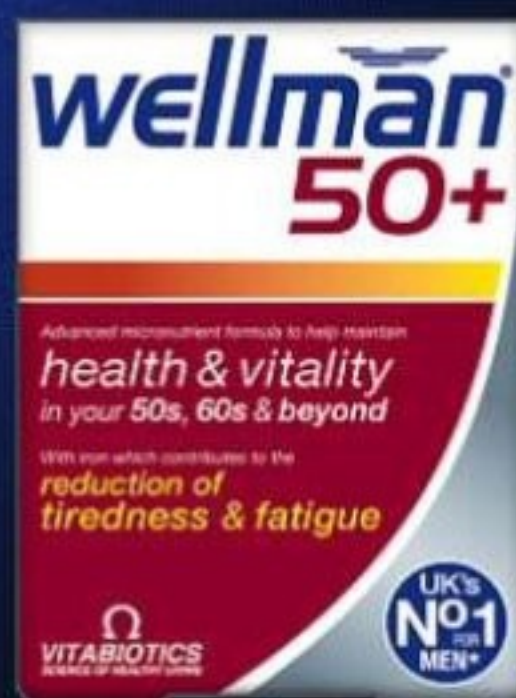
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