



INSIDE

IS MAX A BOY WONDER?
Or is F1 'too much, too soon'
for youngest rookie Verstappen?

PLUS
JIM CLARK'S PERFECT '65
Jackie Stewart on Clark's golden year



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FAN SURVEY

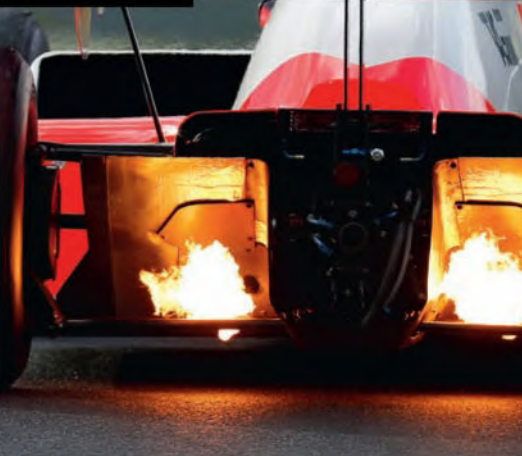
Thousands of you responded when we asked what works – and what doesn't – in F1



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A look back at his incredible 1965 season, when he won in multiple categories

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Gone are the glory days of their four consecutive world championships. So what went wrong?



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DAVID RICHARDS

The Prodrive boss has tales to tell from a career that took in every level of motorsport



F1's future: the fans have spoken



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on Twitter:
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Writing in the heat-haze afterburn of a scorching British Grand Prix, it seems almost churlish to draw your attention immediately to our landmark 'state of the nation' F1 fan survey in this month's issue. For what could possibly be wrong with

a sport that manages to draw a crowd of 140,000 to Silverstone?

Or one that can pitch two teams and four drivers into contention for victory at a high-speed circuit that interweaves history and modernity like no other? Or one that has also produced a superstar-celeb in Lewis Hamilton, who is pretty much the most marketable sportsman on the planet?

Alas, this happy summer snapshot can't be taken as representative of the current 'global' condition of F1: too many tribulations lie just beneath the surface sheen of world-class sporting competition to be overlooked. And it was with the aim of getting to the root of these ills (if, indeed, they are such) that we undertook our research.

Having absorbed the results (yours to pore over from pages 62-70), it would seem that the curious cultural malaise afflicting sections of the F1 paddock stems largely from the varying degrees of financial strife being experienced outside the big four teams – Mercedes, Ferrari, Red Bull and McLaren. Because as far as you, the fans, are concerned, you're still in love with the sport, thrilled by the essence of competition that imbues F1, and routinely wowed by the heroes who torch the

world's racetracks every couple of weeks. In fact, there isn't too much wrong with F1, you tell us, that a few tweaks to the rules and regulations wouldn't fix in a jiffy.

Yet to those regularly exposed to the briefings and counter-briefings offered by senior paddock figures, it can sometimes seem that Formula 1 is on the very brink of oblivion, so apocalyptic is their world-view.

This is a mindset that ignores, for example, the fabulous technical achievement of hybrid power units; it's one that seems content to harp back to the 'power' era of, say, 2004 – a season, which, if memory serves, was among the duller on record, with 13 out of 18 wins for Michael Schumacher; and fails to acknowledge some of the bar-raising additions to the F1 calendar, such as Singapore, Abu Dhabi and the Circuit of The Americas.

They'll overlook, too, the arrival of Honda, another leading global manufacturer making a huge financial commitment to F1. There is, in fact, much to celebrate in 2015-spec F1, as our survey shows. It has a driver line-up as strong as any in its history; a global audience in the multi-millions; and, in embracing cutting-edge technology, it has underpinned its own future relevance.

Happily, all these points are understood by the 30,000-plus of you who took part in our poll and, emboldened by our independent findings, our message to F1's leaders is this: listen to the fans; stop talking the sport down; celebrate its brilliance; settle your private differences privately. Oh, and simplify the rules.

Then maybe we'll all regularly feel as good about Formula 1 as the 140,000 fans who headed home from Silverstone having had the day of their lives.

Contributors



Idoia Bilbao

Our queen of data analysis knows what you really want

Sorting and analysing the results of our Global Fan Survey (p62) was a huge task. Our resident data expert Idoia has sifted through the numbers for us.



Alastair Staley

Photographing F1 heroes, both past and future

Al captured the best action from the Austrian F1 Legends Parade (p88). Then, from old to new, he also snapped F1's teen star, Max Verstappen (p48).



Dieter Rencken

Digging into the real cost of Formula 1 'franchise cars'

The 'franchise car' concept is causing much paddock friction. Dieter explains the thinking behind this idea, by way of a McDonalds anaolgy, on page 37.



James Attwood

Watching Romain Grosjean behave badly in a Lotus

In his previous job as editor of *Motorsport News*, dep ed Atters was used to being thrown around in rally cars. All good training for this trip to Brands... (p72).



Thanks to Matt Bishop, Stephen Carpenter, Tim Clark, Steve Cooper, Peter Crowther, Russell Day, Aurelie Donzelot, Fiona Fallon, Drew Gibson, Malcolm Griffiths, Paul Harpin, Jonathan Hedley, Silvia Hoffer, Clarisse Hoffman, Darren Jones, Carl Price, Will Taylor Medhurst, Steven Tee, Fabiana Valenti, Tabatha Valls Halling



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SEBASTIAN VETTEL

2015 Spanish Grand Prix, Barcelona, Friday 8th May
Sebastian Vettel (GER) Ferrari SF15-T



FERNAND ALONSO

2015 Spanish Grand Prix, Barcelona Friday 8th May
Fernand Alonso (ESP) McLaren MP4-30



JENSON BUTTON

2014 British Grand Prix, Silverstone, Saturday 5th July
GP Qualifying, Jenson Button (GBR) in his McLaren MP4-29



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Parade

Smokin' at Silverstone Save for a brief shower in the race's closing laps, Silverstone was scorching hot for much of the weekend. Good for the fans, less so for hard-working F1 tyres. Here, Ferrari ace Sebastian Vettel locks up in practice on Friday, putting further strain on his Pirelli rubber

Where Silverstone, UK **When** 1.35pm, Friday 3 July 2015

Photographer Steven Tee/LAT

Details Canon EOS-1DX, 200mm lens, 1/15th at F22

WorldMags.net





Parade

Pitstop... Hammer time The fast-starting Williams pairing of Felipe Massa and Valtteri Bottas left Lewis Hamilton running third in the early stages of the British Grand Prix... until the stops. Lewis pitted on lap 19, and after Massa stopped a lap later he was in the clear and free to push

Where Silverstone, UK **When** 2.36pm, Sunday 5 July 2015

Photographer Steven Tee/LAT

Details Canon EOS-1DX, 35mm lens, 1/250th at F13









Parade

Best of British Some 140,000 fans packed into Silverstone on Sunday, and for 52 laps the majority cheered on home hero Lewis Hamilton. When the Mercedes driver claimed his third win at Silverstone, they cheered some more. That immense support wasn't lost on a grateful Hamilton
Where Silverstone, UK **When** 5.03pm, Sunday 5 July 2015
Photographer Peter J Fox
Details Canon EOS-1DX, 50mm lens, 1/400th at F7.1



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FI INSIDER

NEWS ■ OPINION ■ ANALYSIS

NEWS

Räikkönen's F1 career hangs in the balance

Unimpressed by Kimi's failure to improve this season, Ferrari are now considering a replacement

Kimi Räikkönen will be dropped by Ferrari – and will therefore be out of Formula 1 – for next season unless he manages a remarkable turnaround in form over the next few races.

No final decision has been taken by Ferrari on the future of the 2007 world champion, nor about who his replacement as Sebastian Vettel's team-mate would be. But if Räikkönen is axed, Ferrari's preferred replacement is believed to be current Red Bull team leader Daniel Ricciardo.

Ferrari's opinion of Räikkönen has changed fundamentally since the spring. After the first four or five races of 2015 both sides seemed happy, although the team had demanded that Räikkönen improve his qualifying form.

Räikkönen was happier with the feel of the new car than he was in 2014, when he was outpaced by then team-mate Fernando Alonso, and Ferrari are content with the more amicable relationship between him and Sebastian Vettel.

But Räikkönen's qualifying form has not improved and his performances in Monaco, Canada and Austria – where he was eliminated in Q1 – have pushed Ferrari to look elsewhere.

While Räikkönen is not quite as far off Vettel in qualifying as he was Alonso in 2014, the margins are in the same region – 0.47secs on average to Vettel this year, compared to just over 0.53secs to Alonso last year. Ferrari have also been concerned by his two spins under power in Canada and Austria, the latter leading to his first-lap elimination after he was hit by Alonso's

McLaren. Equally, his behaviour in qualifying in Austria, where he made a mistake, backed out of a lap, and then blamed the team for not communicating that he did not have time left for another flying lap, did not go down well.

Assuming the decision to lose Räikkönen is taken, Ferrari will target Ricciardo first. Over the winter, Ricciardo signed a new three-year contract with Red Bull, and team boss Christian Horner – who says Ferrari "had a sniff" at Ricciardo in 2014 – says they would not consider selling him even if Ferrari came calling.

Horner said: "We have a long-term multi-year agreement with Daniel." When it was noted that he'd said similar things about Vettel's contract before his move to Ferrari, Horner clarified:

Left to right: Daniel Ricciardo, Nico Hülkenberg and Valtteri Bottas are all being considered as team-mates to Sebastian Vettel next year



"Daniel's is structured in a different way than Sebastian's. He knows the team's desire to be competitive and he believes in the team and there is no risk or discussion of him being anything other than a Red Bull driver for a minimum of three years."

But given Renault's struggles this season, it is possible that Ricciardo would want to move, in which case there is little Red Bull could do to keep him. They would be reduced to negotiating a price with Ferrari to buy out his contract.

Ferrari's only concern about Ricciardo is the potentially destabilising effect signing him might have on Vettel, following his strong season as Vettel's team-mate at Red Bull in 2014. That year Ricciardo won three races, while four-time champion Vettel went without a single victory.

Although there have been internal questions about whether Vettel is as fast as Alonso, overall the team are extremely happy with him, because of his consistency, work ethic and the positive effect he has on the atmosphere within the team.

If Ferrari can't get Ricciardo, Force India's Nico Hülkenberg is also on their list, even though they are slightly concerned that he has been beaten by team-mate Sergio Pérez a few times. Meanwhile, their interest in Williams racer Valtteri Bottas is understood to have cooled because of his unconvincing form against Felipe Massa this season. The feeling at Ferrari is that if Bottas cannot consistently beat Massa, he is not good enough to be a Ferrari driver.



NEWS DIGEST

The month's big stories at a glance

13.6.15 Williams co-founder Patrick Head is given a knighthood in the Queen's Birthday Honours list

14.6.15 Nico Hülkenberg's Porsche 919 Hybrid takes victory at the Le Mans 24 Hours **16.6.15** Michelin confirm they have submitted a bid to become F1's tyre supplier from 2017 onwards, based on using longer-life, 18-inch tyres **17.6.15** Plans emerge for Monza and Imola to rotate the Italian Grand Prix on alternate years if Monza cannot agree a deal to host the race full time

21.6.15 McLaren are forced to scale back their planned programme in the post-Austrian GP test after Fernando Alonso's first-lap crash damages new parts they had produced for the MP4-30



23.6.15 The Financial Times reveals a joint US and Qatari consortium is bidding to buy a stake in Formula 1

24.6.15 DTM champion Marco Wittman makes his F1 test debut for Toro Rosso **24.6.15** Mercedes driver Nico Rosberg sets the fastest time in the two-day test at the Red Bull Ring **2.7.15** The F1 Strategy Group announces it is plotting an overhaul of the F1 race weekend format

There is pressure from the team's Mexican backers to promote reserve driver Esteban Gutiérrez, but this is likely to be resisted because of his poor two seasons with Sauber. If Ferrari could be convinced the car was competitive, they would prefer to go for a youngster such as Raffaele Marciello or Antonio Fuoco. But as this is far from guaranteed, an experienced driver is more likely.

Räikkönen has said that if he cannot stay on at Ferrari, he will leave Formula 1.

Red Bull owner slams current state of F1

Dietrich Mateschitz hints at team's departure from F1 due to restrictive regulations and disappointment with Renault engine

Red Bull's future in Formula 1 has again been brought into doubt after owner Dietrich Mateschitz launched another swingeing attack on the current state of the sport.

His complaints, made during the Austrian GP weekend at the Red Bull Ring circuit he owns,

focused on engine partner Renault. "They take from us not only time and money, but also the will and motivation," said Mateschitz. "There is no driver and no chassis that is able to compensate for this lack of horsepower."

While Red Bull are contracted to compete in

F1 until 2020, Mateschitz said: "You cannot force someone to stay when he wants to leave."

He also criticised F1's restrictive aerodynamic regulations for preventing "Adrian Newey from weaving his magic on front wings". And he added: "What else has to happen that we will lose our motivation completely?"

Team boss Christian Horner was left to interpret Mateschitz's words, saying: "The intention is to be here and to sort out the issues in the sport and our own competitiveness." He added that Mateschitz's concerns were rooted both in the general

state of Formula 1, and in Red Bull's lack of competitiveness. "He wants to see the sport

go back to its glory days and see it have the same appeal and attraction that Formula 1 has previously enjoyed.

"We're working hard to try to help change things and, from a team point of view, we want to be in a position where we can be competitive. At the moment we're in a difficult position, but hopefully we can turn that around."

Bernie Ecclestone played down the threat of Red Bull leaving. "I know Mr Mateschitz very well," said Ecclestone. "There'd be more chance of him pulling out if he was winning than when he was losing. They're disappointed, aren't they? What they are saying is 'It's not our fault that our performance is what it is.'"

"He [Mateschitz] is a bit frustrated. He's spent

a lot of money, does a good job and has been fantastic for F1. It doesn't mean that because he's falling out of love he wants a divorce. He just needs a new girlfriend."

Concerned about Renault being unable to make their engine competitive or pulling out altogether, Red Bull have opened talks with Ferrari about the possibility of using their engines from 2017.

Ferrari president Sergio Marchionne is open to this. "They will find their way again and if we can help them, we'd be more than glad," Marchionne said. "It's in our DNA; we've done it before. We can provide engines to any of the teams."



Dietrich Mateschitz:
"You cannot force someone to stay when he wants to go"



Held back by their underperforming Renault power unit, Red Bull are struggling in 2015

QUIZ



F1 RACE NUMBERS

Q1 Which multiple world champion ran car number 1 on his Alfa Romeo in the first-ever world championship grand prix at Silverstone in 1950?
Q2 Michael Schumacher, Fernando Alonso and Sebastian Vettel all won their first F1 championships driving cars with which number?
Q3 In which year did the FIA start assigning car numbers to teams based on constructors' championship positions?

Q4 Daniel Ricciardo picked 3 as his permanent number, partly in tribute to which NASCAR legend?
Q5 Jody Scheckter is one of only two drivers to race car number 0. Who is the other?
Q6 In what colour did Nigel Mansell run number 5 during his Williams era?
Q7 Who was the last driver to win a title in car number 27?

Q8 Gilles Villeneuve ran car 27, but how many of his six F1 wins came using that number?
Q9 Who was the last driver to win a grand prix in car number 27?
Q10 Which team's drivers run numbers 33 and 55 this year?
Q11 Nico Rosberg's number is the same one his father Keke ran in his 1982 title-winning year. What is it?

Q12 Which two numbers did Tyrrell use from 1974 until the end of 1995?
Q13 Which driver on the 2015 grid has the highest permanent number?
Q14 Which team ran car number 1 during the 1997 season?
Q15 Moisés Solana, Divina Galica and Pastor Maldonado are the only three drivers to run which number in a grand prix weekend?

1 Juan Manuel Fangio 2 3 1996 4 Dale Earnhardt 5 Damon Hill 6 Fred 7 Ayrton Senna (in 1991) 8 Two (he ran car 12 for the other four) 9 Jean Alesi (Canada 1995) 10 Toro Rosso 11 6 12 3 and 4 13 Roberto Merhi (98) 14 Arrows 15 13

Renault: we'll quit Formula 1 if we can't be competitive

Their four titles with Red Bull didn't bring them the publicity they sought; now troubled Renault consider exiting F1

Renault have admitted that they are likely to quit Formula 1 at the end of next season if they cannot make their engine competitive for 2016.

The French firm have a supply contract with Red Bull until the end of 2016, and are working out a strategy for the coming years. Their options are to carry on purely as an engine supplier, become a team owner again in addition to supplying engines to others, or pull out altogether.

Renault Sport boss Cyril Abiteboul told *F1 Racing*: "What we have to do is bring the engine to a competitive level because there won't be any future for Renault in F1 if we do not have a competitive engine. That is the first step.

"The second step is to see if we can find a way forward with Red Bull that can work for both parties from a strategic perspective. When I say strategic, it is very much marketing because we are in F1 for a commercial purpose, which is, at the end of the day, to sell more cars. And right now, what we see is that the Red Bull partnership is not really delivering what it costs to our organisation.

"Red Bull are well aware of that fact but if we manage to find a way forward

either financially or from a marketing perspective there is no reason why our partnership won't continue beyond 2016."

Renault have been concerned for some time that they are not reaping the marketing benefits they expected from their four consecutive title doubles with Red Bull. "The problem we had was that when we were winning championships with Red Bull Racing, no one was ever talking about us," said Abiteboul.

He added: "It is a question of value for money. What it costs versus what it delivers. To deliver you need to be competitive, but as I said, we have won four titles with Red Bull and we see that the marketing value was not good enough.

"It is not necessarily the fault of Red Bull. Maybe it is a setup of being an engine supplier that just does not work in modern F1. We don't know yet. We have not made our mind up or done the analysis.

"At the moment, everyone is focused on engine performance. Then we will start thinking about what to do next."

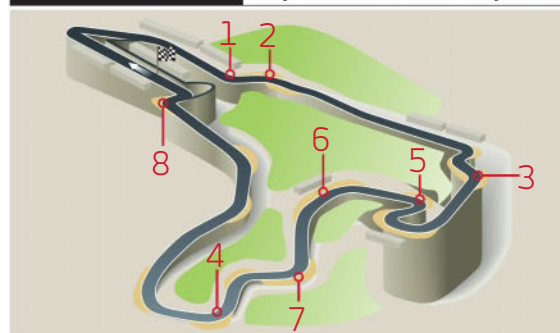
Renault's Cyril Abiteboul (left):
"When we were winning with Red Bull, no one was ever talking about us"



ON THE TURN

Every corner tells a story...

No 3 Spa-Francorchamps



1 EAU ROUGE

The name of F1's most famous corner applies only to the left-hander at the bottom of the hill. It's named for the small stream that starts nearby; in turn, the stream gets its name from the reddish iron oxide deposits that colour it.

2 RAIDILLON

This is the steep uphill right-hander many assume is part of Eau Rouge. It was introduced in 1939 to shortcut the original Ancienne Douane hairpin. Raidillon means 'steep slope'.

3/4 MALMEDY AND STAVELOT

The original Spa circuit formed a triangle between the towns of Francorchamps, Malmédy and Stavelot. When the circuit was dramatically shortened in the 1970s it no longer passed the latter two, so corners were named after them instead.

5 UNNAMED CORNER

The fact that Spa's ninth turn remains nameless is surprising. Nobody seems to know why, either, which seems strange given that the tricky left-hander is a proper challenge.

6 POUHON

The long-sweeping left-hander is named after the Walloon (the local language) word for a water source. There are several *pouhons* near the circuit, the most famous being the one in the centre of the nearby town of Spa.

7 LES FAGNES

More Walloon terminology: 'Les Fagnes' roughly translates as 'swampy ground' (equivalent to an English fen). The Fagne region spreads across parts of Belgium and northern France.

8 BUS STOP

Introduced in the late 1970s, the chicane here was so-named because it actually was a bus stop on the then-public road circuit. It has been redesigned several times since then.

Qatar bids for a stake in F1 and its own grand prix

A third Middle Eastern race is in the offing as Qatar plan a street race in Losail in addition to looking to buy out CVC

The Gulf state of Qatar could be about to take a controlling interest in F1's commercial rights. Sources close to CVC Capital Partners claim Qatar Sports Investment has joined forces with RSE Ventures, a firm headed by Stephen Ross, who owns the Miami Dolphins, in a bid to buy the 35.5 per cent shareholding in Formula 1 Management held by CVC.

Sources say that the consortium would also buy the five per cent of shares in the Formula 1 Group that are owned by Bernie Ecclestone. Negotiations are still at a very early stage and there is no guarantee that a deal, which could be worth as much as \$7-8bn, will go through.

Three years ago, CVC had to abandon plans to float F1 on the Singapore stock exchange because of questions about Ecclestone's affairs. Ecclestone could be retained to run the sport, but his position remains vulnerable as a result of the latest in a series of financial scandals.

After surviving two separate court cases in Britain and Germany last year, relating to allegations that he bribed a banker, Ecclestone now faces a £1bn tax bill from the UK's Inland Revenue, which has torn up a deal it had made with him a few years ago.

Qatar is also expected to join Bahrain and Abu Dhabi as the third Middle Eastern race on the calendar. Sources say a deal has already been done. The plan is for the event to be held on a street circuit in the country's second city, Losail, although Qatar Motor and Motorcycle Federation president Nasser bin Khalifa Al Attiyah suggested the race could run on Losail's nearby permanent track – currently used for MotoGP – until the street circuit has been built.

"Recently, we were close to signing an agreement to host an F1 race," said Al Attiyah. "The project is ready. But some things didn't work out and we need to show a little more patience. All we need is a few more meetings with Bernie Ecclestone."

There had been objections to a Qatar GP from nearby Bahrain, which felt the race could detract from its own event. But insiders say Qatar has calmed the situation by agreeing to pay Bahrain's \$40m race fee as well as its own.

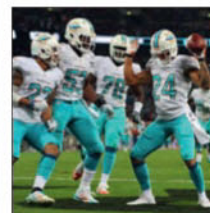
Qatar has become more interested in F1 following controversy over its successful bid to host the 2022 FIFA football World Cup. FIFA, football's governing body, is currently embroiled in a huge financial scandal, with senior figures facing criminal charges in the US.

Nasser bin Khalifa Al Attiyah (right) is negotiating for a race in Qatar, which could take place at the Losail MotoGP circuit (below)



PASSNOTES

Your essential F1 briefing
#17 Dolphins



Name Miami Dolphins

Age 49

Appearance

Bulky men dressed in aquamarine and orange, running around with an odd-shaped ball

Dolphins? I love Flipper. He was faster than lightning, you know...

Stop right there: we're not talking about actual cetacean mammals.

Shame. So what then is the porpoise of this?

The Miami Dolphins are an American Football team that plays in the National Football League.

American Football? I prefer soccer, as the Americans would call it. What's with the Dolphins name, anyway?

It's an American sports thing. When the team was founded in 1965, their new owners held a public vote to determine a name. Dolphins – they're a common sight along the Florida coastline – was the most popular choice.

Fascinating, I'm sure. But why are we talking about them now?

The current majority owner of the Dolphins is Stephen Ross, whose RSE Ventures firm is believed to be involved in a bid to buy a controlling 35.5 per cent stake in F1.

What do we know about Stephen Ross then?

He's best known as a real estate developer, particularly in New York. His net worth has been estimated at somewhere around \$4.3billion.

Anyone else involved in the deal?

RSE Ventures is partnering with Qatar Sports Investment, which also owns the Paris St Germain football club.

Paris St Germain? That's a rubbish name for an American Football team.

Wrong sort of football.

Indeed. Still, Ross and Qatar seem odd partners.

Does he has any other unusual associates?

Since Ross bought the Dolphins, he has invited celebrities including Gloria Estefan and Venus and Serena Williams to become minority owners.

Gloria Estefan? There's a thought: the Miami Sound Machine would be a great name for an NFL team. Much better than Dolphins.

Perhaps you should stick to soccer...

Do say This deal could be a touchdown for F1

Don't say Didn't the Miami Dolphins last win the Superbowl in 1973?



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COLUMN

MOTOR MOUTH

What we're talking about at F1 Racing Towers

F1 RACING'S ROAD TRIP

I'm always wary when F1 Racing's group editor Anthony Rowlinson asks me: "How's your diary looking?" He enquired if I was free to go to the Austrian Grand Prix with him, and when I said "yes", his response was: "Great. Now sort out a car – we're driving!"

Calais to Spielberg is just under 800 miles and it takes 12 hours – driving non-stop. It was clear that we needed something economical, quick and comfortable. Oh, and space for Rowlinson's pushbike...

After a few grovelling calls, we managed to obtain a Mercedes-Benz C300 Hybrid Estate AMG, that soon began to gobble up the miles. I'd also noted that this year is the bicentenary of the Battle of Waterloo, so we detoured via the Lion's Mound monument en route.

Finally after a road trip of 16 hours we made it to Spielberg. All good – until we realised that on Sunday night we'd have to do it all over again...

James Roberts

The Merc C300 we scrounged for our Austrian jaunt (below)



Formula E takes over Battersea Park (above)

AN ELECTRIC PARTY IN THE PARK

One thing Bernie Ecclestone has long desired is an F1 race in London. So it must rankle that the all-electric Formula E Championship pulled that off in its first season.

We decided to see what all the fuss was about and, whisper it, Formula E is actually quite entertaining. But it's definitely not F1, and those who compare the two – we're looking at you, Richard Branson – do Formula E a disservice.

The main difference: Formula E cars are quieter... and slower. But that's the only way they could race on such a tight track made from the access roads of Battersea park. Up close the cars looked quick and sounded good – there was an interesting electric motor whistle, lots of tyre squeal and the noise of the cars' floors clattering over the bumps.

As for the London GP dream – we'll stick to Silverstone. In terms of spectacle, nothing compares to a full-blooded F1 car going flat-out through Maggotts and Becketts.

James Attwood

NEWS

Proposed Imola deal could save Italian Grand Prix

Hosting rights may now be alternated between Monza and the former San Marino GP venue

It has been suggested that the Italian Grand Prix could rotate between Monza and Imola from 2017 onwards.

The Autodromo Enzo e Dino Ferrari hosted the Italian Grand Prix in 1980, and then the San Marino Grand Prix from 1981 to 2006. With Monza struggling to secure a deal with F1 tsar Bernie Ecclestone after its current contract expires at the end of 2016, Imola track bosses have met with Ecclestone and proposed that it alternates with Monza. The deal would be similar to the one under which Hockenheim and the Nürburgring shared the German GP, until it collapsed this year.

Ecclestone said: "It was Enzo Ferrari who suggested to me a race at Imola. It's good to be speaking about it again. There are some good plans and the means to do it.

"Imola was a good experience, which could come back once the contract at Monza expires at the

end of 2016. Imola is proposing to alternate with Monza. We could do that. I want to ensure Italy stays on the calendar."

Monza first hosted the Italian Grand Prix in 1922, and has done so ever since, aside from a break for World War II and a one-off absence in 1980 due to track refurbishment work. But Monza is struggling to raise the funds to secure a new deal after 2016, having failed to convince national and local government to help. Imola, by contrast, is said to have secured funding from private investors, but has sufficient monies to host the grand prix only every other year.

Imola is remembered as the track where Roland Ratzenberger and Ayrton Senna were killed at the 1994 San Marino GP. After that, the track was altered by the insertion of two chicanes to slow down the long, curving, flat-out stretch where the accidents happened.

The venue was always popular, and its entry into negotiations has eased the concerns somewhat of those fearing for the future of the Italian Grand Prix.

Imola has been off the calendar since 2006, when the race was won by Michael Schumacher



PHOTOS: STEVE THERINGTON/LAT; STEVEN TEE/LAT



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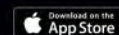
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Artiste line-up subject to change

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Pirelli and Michelin battle for F1 tyre contract

Both manufacturers have submitted applications to be F1's sole tyre supplier from 2017 – and each has a very different approach



Pirelli face tough competition from Michelin as they tussle to become Formula 1's sole tyre supplier from 2017. They are the only companies to apply, and each has a very different vision of their participation in the sport.

Michelin insist that F1 switch to 18-inch wheels and say they will supply durable tyres on which drivers can run flat-out at all times. "We could obviously provide different compounds

Bernie Ecclestone (right), with Pirelli's motorsport director Paul Hembery (centre) and president Marco Tronchetti Provera (left)

and suggest a car runs for so many laps with that tyre, but pushing all the time," said Michelin's director of competition, Pascal Couasnon, addressing concerns that their approach would lead to a lack of pitstops.

"A driver wouldn't have to wait for the tyre to degrade. You could provoke a rule where you have to stop, and a team may even want to re-use a particular tyre. So there are things that can be done without the driver driving at 70 per cent of what he can do, as is the case now."

Pirelli have said they will take a flexible approach and provide whatever type of tyre F1 wants. "Our bid is to follow the rules," said Pirelli motorsport boss Paul Hembery. "We will supply what they want. Do you want to do 20-inch? We'll do 20-inch. Tyres that last the whole race? We'll do that. Tell us what you want and we'll do it. It's not our position to change the rules."

Michelin's desire for 18-inch wheels is rooted in their relevance to road-car tyres. Teams are reluctant to change the tyre size because bigger wheels mean extra weight – around 12kg per set – at a time when new rules for 2017 are focused on reducing weight. A low-profile tyre would also mean revisions to suspension and aerodynamics.

But the teams feel that there is no point in making the cars five seconds a lap faster for 2017 if their pace is going to be limited by the tyres. This could tip the balance in favour of Michelin because even the relatively conservative tyres supplied by Pirelli this year require significant management throughout a grand prix.

The final decision will be made by Bernie Ecclestone once the FIA has ruled on the technical and sporting suitability of any bid. Ecclestone has indicated privately to teams that Pirelli will almost certainly be chosen. He says he is pleased Pirelli designed the tyres he asked for, and disregards the teams' views that the tyres are simply the best the company can make. Insiders also believe Ecclestone's preference for Pirelli is rooted in the \$40m they pay for trackside advertising each year, although sources say Michelin indicated they would also make a substantial commercial contribution if selected.

PHOTOS: ANDY HONE/LAT

Horner leads calls for engine equalisation

Red Bull team principal Christian Horner has said F1 should equalise the performance of the engines provided by various manufacturers.

This strategy was last used at the end of 2008. Struggling Renault were allowed to improve their engine while Mercedes and Ferrari were not. This caused resentment at Mercedes when Red Bull dominated F1 with Renault for the next five years.

Horner said that the performance gap between Mercedes and Ferrari on one hand and Renault

and Honda on the other could lead to the latter two quitting F1 if equalisation did not take place.

"I'm perceived as moaning about Mercedes," he said, "but they've done a super, super job... a better job than anybody. The problem is, it's out of kilter with where the other manufacturers are. We need Honda and Renault to be there for there to be engines for other teams to compete with. F1 can't afford for Honda and Renault to be in the situation they are in."



In terms of 2015 engine performance, Renault and Honda are trailing far behind the rest



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F1 ditches planned return to refuelling for 2017

Changes intended to spice up racing, increase driver autonomy, and ease restrictions on engine development are still under debate

F1 bosses have abandoned plans to reintroduce refuelling from 2017, as they continue their discussions about the future of the sport.

Refuelling had been championed by Donald Mackenzie, boss of commercial rights holder CVC Capital Partners, and Ferrari president Sergio Marchionne as a way to spice up racing.

But a study by the teams established that refuelling would have a detrimental effect on track action. One top team boss said: "We had a long conversation about the fact that we wanted to have faster cars at the start of the race as well. But the strategies would be so predictable. Everyone would pit at the same time. There is more risk to the show than opportunities."

F1 is going ahead with plans to make the cars more dramatic-looking in 2017, by widening the track and the rear tyres. Teams have free time to spend exploring these changes, using CFD, until 20 July. They will present their findings to the FIA, which, in turn, will present to the next

meeting of the Strategy Group in September to show what needs to be done to make the cars faster without jeopardising overtaking.

Before that, F1 will take action to reduce the impression that drivers' races are being managed from the pitwall. Automation of starts and instructions on issues such as tyre and brake pressures and temperature will be reduced.

Much of this will be done by the Belgian GP at the end of August, with the rest introduced for 2016. "The idea from many years ago of making radio communications open to the public, which was seen as something interesting, has led to the false perception of us remote-controlling the drivers," explained Mercedes boss Toto Wolff.

"In future, we will give drivers the information and they can judge what to do based on it. They are the main cast of the show, so let's put more responsibility back to them. We want less predictability. To achieve that, there should be a less scientific approach to racing, and more of the driver being responsible for his racing."

The current system of penalties for using too many engine parts, and restrictions on in-season engine development, are also to be reviewed.

A return to refuelling, which was last seen in F1 in 2009, has been rejected due to fears that it will make team strategies too predictable



NOSES GIVEN 'NOSTRILS'

Force India trialled new New B-spec car parts in post-Austrian Grand Prix testing at the Red Bull Ring in late June, which they then ran at the British GP. These included a new-look nose design, with two distinct 'nostrils' cut into it. The car also had reworked sidepods.

HÜLKENBERG'S SPORTSCAR TRIUMPH

Force India racer Nico Hülkenberg took victory on his Le Mans 24 Hours debut with Porsche. The German scored an emphatic win in the sportscar race, sharing his 919 Hybrid with Briton Nick Tandy and New Zealander Earl Bamber. It was Porsche's record-extending 17th win in the race, but their first since 1998.



ARISE, SIR PATRICK

Williams co-founder Patrick Head has been given a knighthood in the Queen's Birthday Honours list. Head designed the team's first car, the Williams FW06, and later became their technical director. He retired from his active role with the team in 2011.

VOTE FOR THE BEST BRITISH CAR

Multiple Formula 1 title-winning designer Gordon Murray is among a panel of industry experts who have drawn up a shortlist of the best British cars of all time. The public can vote on the ten finalists, with the winner revealed at the *Classic & Sports Car Show* on 30 October-1 November. To vote, visit www.classicandsportscarshow.com.



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Pat Symonds explains THE SCIENCE BEHIND... Friday practice

F1 TECH

To the spectator, Friday practice sessions can seem confusing. Are they useful to the teams?

Friday practice is essential to the teams because we now have so little opportunity to test during the season. So this is the premium time for us to carry out experiments. You will often see the cars running at the start of practice with unusual measuring devices attached to them as we try to understand the subtleties of our latest aerodynamic tweaks.

Is there a difference between how you approach first and second practice on Fridays?

There is, largely because we need to balance our experimental work with the establishment of the basic data with which we will plan our weekend tactics. Generally, we try to get the experimental work out of the way during first practice as well as establishing our major performance parameters to develop a reasonable setup for second practice.

In second practice we need to understand the difference in performance of the two tyre compounds available to us for the weekend, both in terms of outright lap time and degradation over a longer run. For the former we will run a relatively low fuel level and for the latter something approaching a full race fuel load so that we stress the tyres properly. We will do this over a longer run and we will be simultaneously obtaining information on brake wear, fuel consumption and power-unit running temperatures.

What do you do if it rains?

If it rains, then all the teams will end up devoid of the detailed information that we would like to have. If that happens, we would have to rely on our prior knowledge of the circuit and our previous experience of the car, as well as our increasingly sophisticated computer models, to establish the best approach for the remainder of the weekend.

It often seems that those who are not quick on Friday find performance by Q1. Why is this?

Being quick is relative. For some teams it is all-important to be quick on Friday and so they run closer to a qualifying configuration than others might. Performance is dictated largely by the amount of fuel in the car and to what extent the power unit is pushed to its limits. This means that the position of a team on the Friday time sheets is not always indicative of their true potential in qualifying or the race.

What methods do you use for testing on a Friday?

Unfortunately, at a race meeting we don't have the luxury of unlimited time or sufficient tyres to carry out our tests in an entirely scientific way. With a lot of vital data to acquire and the need to keep our tyres in good condition we can't carry out a classic A-B-A test where we run configuration A, change to configuration B and then change back to A again in the way we might during a full test day. This means that we have to rely on more subjective judgements than we would like, but nevertheless we will do all we can to back up those opinions with hard data.

What do you learn from the longer runs during second practice, and why don't you get them out of the way in the morning?

The long runs we carry out during second practice are perhaps the most fundamental part of our weekend preparation. During these we are trying to simulate part of the race so that we may calibrate the cars' performance and populate the variables in our strategic models.

No matter how much care we take, the data we obtain will not always be repeated on Sunday because track temperatures may be different and the Tarmac itself will have much more rubber on it by the race. By acquiring our data on Friday afternoon, we can hope that the temperatures will be more representative than they would have been in the morning and also that the rubbering

process is more advanced than would be seen at the very start of the weekend.

Do you spend time analysing the practice runs from your competitors?

Absolutely, and if for any reason we have problems completing our long runs, we will transpose that analysis to determine what data we may have missed. Even if our sessions have been perfect, we still need to assess our competitive position because this has a direct bearing on our tactical approach to the race. We examine our competitors' performance in the tiniest detail, and this may even lead us to alter our own approach. For example, it is not uncommon for a team to run a level of downforce that is below optimum. They may do this if they see that their direct competitor has a straightline speed advantage because they will know that even if the higher downforce yields a superior lap time, the lack of speed will make overtaking, and hence racing, difficult.

Is the pecking order on Friday night a true indication of the likely outcome of the race?

Once you establish the patterns that teams adopt you can get a good indication of both qualifying and race performance by carefully examining the runs from Friday. But you need to be cautious and not just look at the headline times without due consideration of the approach different teams take. For example, some may choose to use their power units in a de-rated form on Friday to ensure peak performance and reliability through the extended life of the unit. Equally, some teams have a philosophy of doing long runs with the amount of fuel they will have at the start of the race, while others may go for a fuel level more representative of that experienced some laps in. We are all creatures of habit and once you establish the pattern of testing that your competitor favours, then it is likely that they will keep to these procedures all season. **F1**



Friday practice sessions are used to test different car configurations. Here McLaren are running both old and new nose parts on Friday at the Austrian Grand Prix





PETER WINDSOR

RACER'S EDGE

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

Let me tell you about one of the best race engineers ever to strap on a helmet. He died 40 years ago in Austria, after the left-front Goodyear of his Penske March deflated at high speed. The car plunged over an embankment into an advertising hoarding, engendering head injuries. Mark Donohue passed away in a Graz hospital, hours later.

Even now, I find it hard to write – or even to think – about Mark in detail: still the sadness of his loss predominates. He was a hero from the day I first heard the word ‘Can-Am’, a racing genius in every sense of the word, and one of the nicest people I’ve ever known.

We first met in a pub near Goodwood, England. It was mid-February 1975. Mark had been sitting with three other Penske team members when I arrived with my notebook, on assignment for *Competition Car*.

“Mr Donohue? I’m Peter Windsor.”

Mark, in V-necked sweater and jeans, rose to shake hands. I was speechless, for a good half minute. I remember the others – the group that included Heinz Hoffer and Geoff Ferris – all having a laugh. Then I was aware of Mark pulling over a chair from another table and sitting me down.

“So what would you like to talk about? Let me tell you about the F1 project...”

Mark Donohue was a true action hero

And so we were away. Mark was patient and detailed. Nothing was too much trouble. When it was time to leave I asked him if he would sign my copy of his recently published autobiography, *The Unfair Advantage*.

“Sure,” he said. “Pass it over.”

“To Peter,” he wrote. “Even tho’ it’s all true, don’t believe it... Mark.”

That book remains, in my view, the best ever written about our sport. Paul Van Valkenburgh, Mark’s co-author, should take much of the credit, but there’s no doubt that the words are Mark’s. I love the cover sketch, too – the work of Ellen Griesedieck, Sam Posey’s very talented wife.

The Mark I knew that summer was quiet, humble and reserved. There wasn’t much ‘fun’ to his racing but at least he was there, in F1, driving on the world’s greatest circuits. The big discussion was whether they should replace the new Penske with a production March. With Roger in Reading, Pennsylvania, and Mark in Poole, Dorset, the relationship was strained. I remember Mark talking about it at length, confiding in me in a way that scared me a little. He used phrases like “I really don’t know if I can go on with this...” For my part, I could only reply with the obvious: “It’ll come right. Things can change very quickly...”

And so they ordered a March. I watched Mark test it at Silverstone, and saw him smile for the first time in weeks. But even then, an eerie loneliness shrouded Penske.

As I drove away from the Silverstone paddock, having filed my copy, I noticed Mark over to my left, by the old petrol pumps there, washing his black Porsche 911 road car. Hose, soap suds, chamois leather – the lot. No one else was around. Mark’s Gucci loafers were drowning in puddles.

“Need a hand?” I asked.

“Thanks, but no. I love washing the car. Gives me time to think...”

“Mark was a racing genius in every sense of the word and one of the nicest people I’ve known”





Mark Donohue (above in the Penske PC1) at Mosport, Canada, in 1974, having been lured out of retirement by former boss Roger Penske, to compete in Formula 1 for the last two races of the season



I bumped into Mark the Wednesday before the German GP at the Nürburgring. "I'm going for a lap of the circuit. Want to join me?"

As we accelerated uphill towards Karussell, he smiled and said, "Fun, isn't it? Pity we can't all be racing 911s as we did in the IROC..."

At Pflanzgarten the Porsche went light before spearing sideways. I looked across. His right Gucci was feathering the throttle, the arms and elbows shock-absorbing the moment. Mark had a grin on his face. With the March he was going to be a racing driver again.

I next chatted to him before practice in Austria ten days later. Like all the F1 drivers, he was worried about the super-light two-ply carcasses now dominating the Goodyear-Firestone tyre war. The Österreichring was hot and fast, and on full fuel loads the left-fronts would take a caning – particularly on the March, which tended towards understeer.


On Sunday pre-race warm-up, Mark failed to come around. Time passed. And then Emerson Fittipaldi said he had seen the March leave the road at the flat-out first corner. He'd stopped to help Mark from the car. Mark seemed okay.

The race went ahead. We presumed Mark was fine. It rained. Vittorio Brambilla – also in a March – scored a famous win. And then we heard it: with the onset of a sudden headache, Mark had been airlifted to hospital in Graz. He had succumbed shortly afterwards.

It still hurts to write those words. I was shattered at the time but grafted out a tribute to Mark in *Autocar* the following week. It prompted a letter from Harry Drew, the man behind Penske's Citibank F1 sponsorship.

"All of us at Citibank are deeply distressed by the loss of a good friend. Mark's dedication to his cause was complete and unlimited and earned him the highest respect and admiration of one and all. He will be sadly missed."

The Österreichring is today very different. That old Turn 1 lies dormant behind the Clubland that is the Red Bull Ring. Fans do their thing up there at the top of the hill, oblivious to the man we lost in 1975.

It's racing. It's life. But even though it's all true, some of us can't believe it. 

The message Donohue inscribed in Peter Windsor's copy of his autobiography, *The Unfair Advantage*

*To Peter
Even tho it's all
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Mark.*

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DAMON HILL

KING OF THE HILL

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

The F1 season plays havoc with one's sense of time and place. In March, we went straight to autumn, getting up when we should be going to bed and doing everything inverted. How the cars don't just fly off into the southern skies is a mystery to me. I suppose it's the massive downforce?

And this damn column! I have to write for readers who know stuff that I don't because it hasn't happened yet, at least from where I am in the space-time matrix, which is in the past, from what you future people call 'now'. Are you still with me?

But for all of us northern-hemispherites, since Austria, the unavoidable fact is that the days are getting shorter and for F1 contenders, half the races have become history. But it's not yet time for our second autumn of 2015. We still have three more races in Euro summertime before we jet off to Singapore (where they have only one season – the hot one) to stay on European time. Can't wait!

Because of the break, after Hungary you will have nothing to do but eat, drink and smear sun lotion all over your kids (unless you don't have kids yet, in which case I'm jealous of your possible alternatives), so I am writing for the beach-goer, the laid-back F1 fan who wants

A midsummer night's dream

some time to scoff at the feeble conjectures of so called 'experts' in their favoured sport-entertainment-business on their charter flight to Turkey. So, my advice is: relax. Give your critical mind a rest, because this column is nothing but a midsummer night's guess about fantastical things that do not really exist.

Like, for instance, the German Grand Prix. Have you noticed? It's gone. We sent out a search party but they found nothing. Just a void where there should be a massive army of sunkissed Germanics aching to see their beloved Mercedes win another championship, and very conceivably with one of their very own driving. 'But what about yet another great German driver in a Ferrari?', I hear you cry. Surely Seb would put enough bums on mud/grass banking?

With Ferrari's rate of development he's a possible winner, too. But even that seems not to have been enough to tempt them into paying Bernie's jolly reasonable (I'm sure) fee. Jeez! How much was the gap? He already gave them \$100m out of the goodness of his heart. Some people have no gratitude.

But don't let my reminding you of this nonexistent event disturb you, because we still have Hungary. And that definitely exists.

Hungary! The grand prix where they gave Nigel Mansell a horse as a trophy. The place I won my first ever grand prix and very nearly won in the Arrows-Yamaha. See. I told you this was about things that never existed. Never mind. Hungary has been good to me, and to Jenson Button, who also won his first grand prix there. We each have two wins, but Lewis has four and McLaren, eleven!

Before the war, the Hungarian GP was held only once, in 1936. But guess who won? Nuvolari! Not only did Tazio Nuvolari have the best name of any racing driver (an A-list that includes Alberto Ascari, Giuseppe Farina,

Juan-Manuel Fangio, José Froilan Gonzalez and the unforgettable, but sadly forgotten, Karl Kling), but he also raced motorcycles wearing a jumper with the word 'Norton' knitted into it. He was cool when the word 'cool' meant 'You'll need a jumper if you're going on a motorbike.'

Because of the war, Hungary ended up behind an Iron Curtain, which had to be lifted up by an Iron Lady, called Margaret. But not before our very own 'Man in Budapest', Bernie Ecclestone, had infiltrated the enemy to sign a deal to inaugurate the first ever grand prix behind *any* kind of curtain. Incredibly, this will be its 29th year. That's nearly as long as the Thirty Years War, but a damn sight better for the economy. And to think, we now race



Tazio Nuvolari: proud wearer of monogrammed jumpers and winner of the first ever Hungarian Grand Prix in 1936

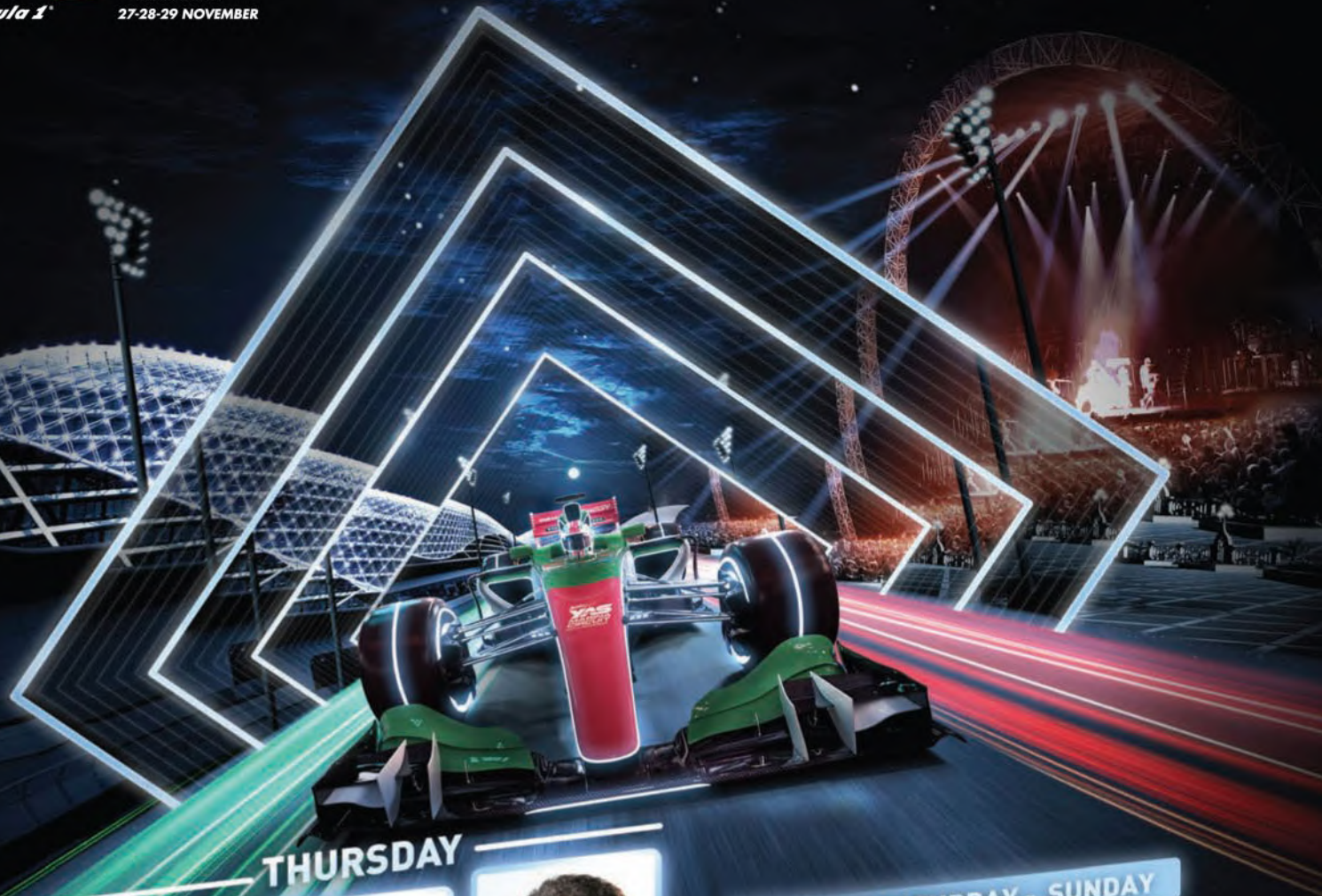
in Russia and China, *and* the USA! The world has changed so massively since 1986, but the Hungarian GP keeps rolling along.

There is an end-of-term feeling in Hungary. It's F1 curfew time, when nothing is allowed to happen for three weeks. We turn out the lights and go into hibernation before emerging, like a suntanned butterfly in the Ardennes Forest at the end of August. We could have a change in lead of the drivers' championship before then. But, as I explained, Silverstone doesn't exist yet. My guess? It was Lewis. With four wins already in Hungary, he must be odds-on for that, too. If they gave Nige a horse for winning once, Lord knows what they'll have to give Lewis for five wins – his own personal cavalry?

But let's not get too far ahead of ourselves.

See what I did? Have a great holiday. **F1**

"There's an end-of-term feeling in Hungary. It's F1 curfew time... we go into hibernation"



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DIETER RENCKEN

POWER PLAY

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

Whether they hoped teeming rain or track activity would shield them as they convened in a hospitality unit in Montréal's paddock during FP2 or simply did not care either way, the timing of a meeting between Mercedes, Ferrari, Red Bull and McLaren was intriguing. No sooner had they sat than *The Financial Times* revealed a potential EU investigation into F1's various covenants.*

Adding further spice to proceedings was a visit by the FIA's technical delegate Charlie Whiting for a portion of the meeting, so clearly this was no ad hoc get-together over waffles and maple syrup. Indeed, as later transpired, the agenda centred on the prickly subject of what are usually referred to as 'customer cars'.

However, that term took on low-rent connotations after Formula One Management CEO Bernie Ecclestone proposed a sort of GP1 option, comprising low-cost chassis powered by old V8 engines supplemented by a rudimentary KERS to lend a 'green' aura and supplied as a giant kit at list price, as a solution for F1's financial crisis. Thus the Big Four now dub their own offerings 'franchise cars'.

Despite sounding rather upmarket, these are essentially cars supplied by a team to one or more operations in consideration for a

The perils of an F1 franchise future

fee, with some form of licensing agreement permitting franchisee outfits to operate the intellectual property and associated technology without fear of sanction.

The majors justify the concept as a contingency plan to 'save' F1 in the event of a worst case scenario – two or three teams going under – but this conveniently overlooks the fact that F1's skewed revenue and governance structures, of which they are the primary beneficiaries, lie at the very core of F1's prevailing woes, which forced one team into administration and left at least three others surviving hand-to-mouth.

Under this scheme, chassis (with or without engines), hybrid systems and transmissions, may be supplied, depending upon franchisor business models, with franchise agreements outlining mutual obligations, terms and conditions, upgrade schedules, repairs and operations. Think McDonalds meets F1, and you get the picture.

Clearly the quartet would rather supply their own technology than have a proprietary manufacturer profiting from such activities, with the commercial rights holder taking a slice. If money is to be made through selling technology to independent teams, then they, as major teams, want to profit, not FOM...

One word defines the debate: profit. The concept spells the end of F1's current business model: it would affect F1's revenue structure

as franchisees would effectively sign over their earnings, and likely be dictated to as to which drivers they may run and which sponsors adorn which cars – much as McDonalds agreements dictate patty, bun and ketchup vendors, menus and livery. For a fee, of course.

They envisage a scenario whereby each supplies two franchisees, making 24-car grids comprising 12 teams. Now imagine a community in which McDonalds, Burger King, KFC and Subway ply their trade and then force a ban on independent restaurants. True, folk won't starve, but will they be sated? Imagine the field day the EU would have there...

While there is no doubt that F1's revenue structures require a root-and-branch overhaul – as exclusively revealed two months ago, for 2014 Ferrari's fourth place earned them double Williams' FOM take (\$166m plays \$83m) despite finishing behind Williams – franchising further tilts the table against the independents, who are powerless to resist as they have little influence on F1's Strategy Group.

Equally, while the Group (believed to be the primary focus of the EU investigation on account of a structure that permits a select few to frame rule changes) should be disassembled before it destroys the fabric of the sport, so potent would the franchisees be through having the entire grid under contract that they could spell an end to the Strategy Group, thus neutralising the grip of FIA/FOM over F1.

But some suggest that FOM holding company CVC Capital Partners, said to be frustrated by Ecclestone's style and the FIA's powers, could align itself with the Big Four to reduce disbursements to prospective franchisors – who receive a collective \$250m in annual payments from FOM – on the basis of income from franchisees.

All the while Margrethe Vestager, the EU's formidable competition commissioner who filed charges against Google and Gazprom within a few months of her September 2014 appointment, maintains a watching brief. The Big Four should not be surprised if she calls for the minutes of that Montréal meeting. **F1**

The big four, Mercedes, Ferrari, McLaren and Red Bull, met in Montréal to discuss 'franchise cars'



"The majors justify 'franchise cars' as a contingency plan to 'save' Formula 1"

**The Financial Times report contained information revealed by sister title Autosport.*

Now that was a car



No. 41 The Williams FW11

The deceptively simple, slimline machine that should have swept the board



WILLIAMS FW11 TECH SPEC

Chassis	Carbon-fibre monocoque
Suspension	Independent via double wishbones and pullrod-actuated coil springs/dampers, electronically controlled at selected rounds
Engine	Honda V6, turbocharged
Engine capacity	1,494cc
Power output	800bhp @ 12,000rpm (est)
Gearbox	Five-speed manual
Weight	540kg
Tyres	Goodyear
Notable drivers	Nelson Piquet, Nigel Mansell



WORDS STUART CODLING PICTURES JAMES MANN

There is nothing obviously clever about the FW11, but this elegantly simple car was so effective that it raced for two seasons with only minor updates at a time of rapid technological change. It would have taken a clean championship sweep both years, too, but for internecine warfare between its two drivers, and a tyre problem at the end of 1986 that led to one of F1's most eye-popping moments.

The foundations for success were in place before the 1986 season began. Honda, having endured a troubled return to F1 as an engine supplier (sound familiar?), had got on top of the reliability problems that had hindered the partnership throughout 1984 and into 1985. Power wasn't a problem, and in Patrick Head, Williams had a senior technician with a proven ability to finesse a fine-handling chassis. In 1985, Keke Rosberg had set the fastest F1 lap of all time in a Williams FW10B at Silverstone, a record that would stand until 2002.

Rapidly rising power outputs from the turbo engines had led to ever larger rear wings to improve traction; the FIA, pushing back, began to curb fuel levels and boost pressures, and to limit the size of rear wings. Now the emphasis would have to be on aero efficiency, making the most of what wing real estate was allowed. Here Head and engineer Frank Dernie sought to play their trump card against the similarly aero-minded McLaren design guru, John Barnard.

Dernie optimised the layout of the radiators and the turbo intercoolers with aerodynamics in mind, both in terms of the airflow

over the car to the rear wing and the flow through the sidepods. Carrying the FW10's pullrod rear suspension over also helped maximise airflow to the rear wing.

Williams retained the plucky, combative Nigel Mansell for 1986, with Nelson Piquet joining from Brabham (with Honda's blessing) to replace McLaren-bound Rosberg. Piquet firmly believed that he warranted number-one driver status; and, furthermore, he was adamant that this had been agreed. But with Frank Williams fighting for his life after a serious car accident, who could say?

Thus Piquet and Mansell took nine wins between them, while Alain Prost, facing little opposition from Rosberg at McLaren, won four but scored consistent podium finishes. The title chase went down to the wire between Piquet, Mansell and Prost, and when Mansell's left-rear tyre exploded on Adelaide's back straight Williams called in Piquet for a precautionary pitstop, consigning him to second place. Prost won the drivers' title, though Williams took the constructors' trophy.

For 1987 the FW11 was updated to B-spec, with tweaks to the aerodynamics (particularly the diffuser) and suspension, while Dernie secured the budget to develop computer-controlled active suspension. Mansell wasn't keen, but Piquet ran it at Monza, was able to set up the car with less wing, and won. Though he took three wins to Mansell's six, a greater points haul – assisted by an injured Mansell missing the last two rounds – made Piquet world champion. **F1**



HOW THE WHEELS FELL OFF RED BULL

After winning four straight championships, Red Bull Racing's form has undergone a dramatic decline since the end of 2013, as the team undergo a period of internal change. And with engine supplier Renault struggling to adjust to the new turbo era, are the team's glory days now behind them, or, as Christian Horner insists, is it still business as usual?

WORDS ANDREW BENSON
PICTURE PETER CROWTHER





"THE MESSAGE
OF THIS ARTICLE,"

says Red Bull team principal Christian Horner as we
finish the interview on which this is partially based,

"SHOULD BE THAT
IT IS BUSINESS AS
USUAL AT RED BULL,

BUT
THE
CIRCUMSTANCES
HAVE

CHANGED."

Indeed they have. Not 18 months ago,

the team seemed unbeatable. Red Bull had just wrapped up a fourth consecutive drivers' and constructors' title double and seemed to have the perfect union of driver, team and engine.

Renault excelled in producing engine-mapping software that allowed the Red Bull design team under Adrian Newey to access exhaust-influenced rear downforce beyond the reach of anyone else. And in Sebastian Vettel they had a driver whose style was perfectly suited to the resultant package. At the end of 2013, Red Bull-Renault-Vettel seemed unbeatable.

How quickly things can unravel.

One key element of that partnership has already gone. Vettel is now happily ensconced at a Ferrari team we now know he was dreaming of joining even throughout his years of domination with his previous employers. Newey is semi-detached, in a reconfigured role that also sees him involved in two different spin-off projects – Ben Ainslie's America's Cup bid and a still-unannounced Red Bull road car. And Renault are in all sorts of trouble, left behind in the turbo hybrid era by Mercedes and Ferrari, and with no clear indication that they know how to catch up.

The circumstances have indeed changed, so is it *really* business as usual at Red Bull?

THE ENGINE

It's no secret that Red Bull's biggest problem is the Renault engine.

Red Bull themselves have made that abundantly clear since the start of the season – and Renault admit it, too.

Red Bull have communicated this obvious reality in an antagonistic and confrontational manner unusual for an F1 team dealing with their engine partner, and that has led to tensions with Renault. Tensions that Renault Sport boss Cyril Abiteboul insists have been "more public than private".

Depending on who you speak to, the Renault engine is between 50 and 70bhp down on the Mercedes. But more than the performance deficit itself, the big question is: why haven't Renault improved?

Ferrari, after all, have made huge progress with their engine since last year, to the point where, even following the FIA clarification imposing a minimum fuel flow, it is now pretty much equal with that of Mercedes. The speed-trap figures from Canada, in which the Mercedes- and Ferrari-engined cars were neck and neck, prove that.

In 2014, Ferrari's engine was arguably worse than Renault's. It might have had a little more top-end power, but its drivability and hybrid delivery were noticeably inferior. So how *did* Renault end up at the start of this season with an engine worse than the one with which they finished 2014?

Abiteboul is at a loss. "If I had the answer to that question," he says, "it would not have happened." He says the reason is linked to the problems at Renault that led them to be uncompetitive in the turbo-hybrid era in the first place. He describes this as "the whole setup of the way we are working together from a technical and commercial perspective". Horner says it was too little investment, too late.

"The reality is that there was no way we could catch up over the winter given the shortfall in performance," Abiteboul says. "And, therefore, the only plan that could have worked was one where →



PHOTO: GLENN DUNBAR/LAT

THE
ENGINE

**70
BHP**

down on
leading
powerplant
(estimate)

By race six of 19 Red Bull have used their allocation of 2015 engines. Each extra engine use, carries a ten-place grid penalty

we could work on maybe two seasons to catch up. That was not acceptable to Red Bull, and so we had to come from a different angle and maybe that caused some aggravation at the start of the season.”

Abiteboul says a major step “is coming”, but because of the “reliability crisis” at the start of the season “it has been pushed back to what I think is after the summer break”.

Renault believe that all their shortfall lies in the internal combustion engine and that the hybrid system is fine. Red Bull are not so sure. Last year, Red Bull forced UK company Ilmor – which used to run Mercedes’ F1 project – on Renault as a consultant. The one-cylinder development engine that has been produced by Ilmor and funded by Red Bull, was due to run on the dynamometer in the week after the Canadian Grand Prix. If that proves a success, the full version of it could – if all the stops are pulled out – make its debut towards the back end of this year, perhaps in time for the Russian Grand Prix.

THE CAR

219

points scored by both cars after first eight races

2013

55

points scored by both cars after first eight races

2015

Horner says that the engine’s poor reliability has been: “the biggest thing that’s hampered us in the build-up to the weekends – just not running enough and not doing the setup time”. He insists that “there has never been anything fundamentally wrong with the chassis”, and that Red Bull’s deficit is “80-85 per cent on power unit and 15-20 per cent on the chassis, and there are characteristics of the chassis we are working to improve”. He also says that the Red Bull car’s performance has been hampered by needing to take off downforce because of the engine’s shortfall.

A quick calculation based on the effect of power on lap time backs that up. If you look at Monaco in isolation, the only race at which Red Bull have been able to run the car at maximum downforce due to the track’s twisty nature, the one-second gap between Daniel Ricciardo and pole suggests the car is absolutely competitive.

Except, it has been a lot further away than that at other tracks. While some of that will be to do with the need to run it light on wing to compensate for a lack of engine power, it’s clear that this year’s RB11 is not exactly the best chassis the team have ever produced. Through the first five races of the year, after all, it was little quicker than the Toro Rosso, which has the same engine and was produced on around half the budget.

Ricciardo says: “Last year the package was a bit better, to be honest. But, with that, the top teams have also found a step this year. Last year we had an advantage in high-speed corners, for example. And this year it seems we haven’t really found more there but the other teams have. They’ve caught up to us in high-speed corners and neutralised our strength. Like for like, last year we had more of a chance. But it’s still early enough and we’ve got time for more updates.”

Horner says the change to the front-nose regulations for this year affected Red Bull badly, and that this has led to “a weakness in the slow-speed corners compared to last year’s car”. He adds: “We have had some issues balancing the car because of the effect the front-impact regulations had on us, but we’ve also had to



run a lot less downforce on the car, which means that you have to compromise in high-speed corners.”

Either way, Horner’s claims that the team are now getting on top of their problems with the car were backed up by Monaco and Canada, when on two disparate circuits Red Bull finally managed to put a significant distance between themselves and Toro Rosso as developments began to take effect. “The RB11 has been far from perfect,” Horner concludes, “but we’re starting to understand the issues and recent updates to the car seem to be addressing some of its weaknesses.”

THE ORGANISATION

One key question is whether the fact that the car is “far from perfect” has anything to do with the apparently seismic changes at Red Bull over the winter.

Newey has kept his position as chief technical officer, but has taken a step back from F1, while his right-hand man, Peter Prodromou, has joined McLaren. Prodromou’s second-in-command, Dan Fallows, initially also left for McLaren, only to be tempted back to Red Bull when it became clear Prodromou was also leaving. Fallows now has Prodromou’s old job as head of aerodynamics.

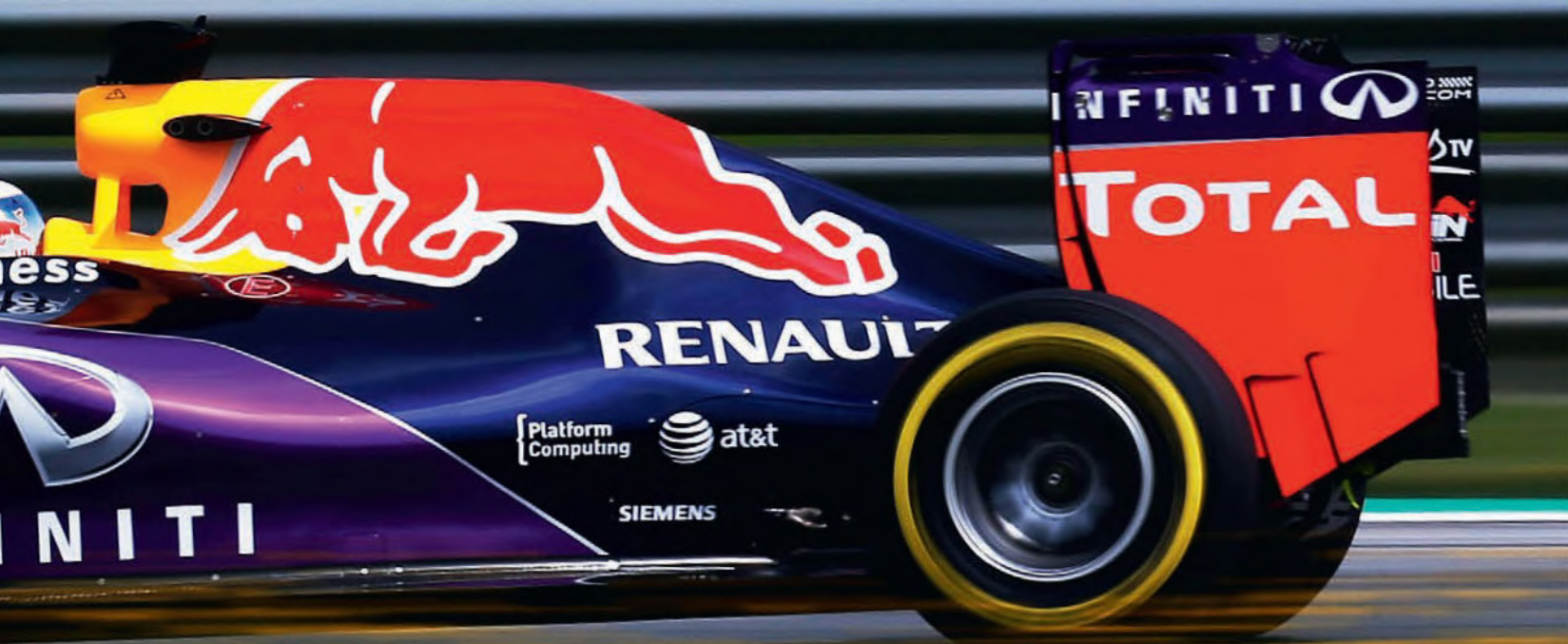
So how far detached is Newey? Horner insists whatever change there has been has had “minimal effect” on the day-to-day running of the team.

“Adrian is still very much involved in the direction of all the development and strategy of the car,” Horner says. “The first two days of his week are focused very much on F1. The last seven or eight years he has always been in the office Monday, Tuesday and Thursday. Mondays and Tuesdays focused on F1, Thursdays on Advanced Technologies projects. And it is working well because it is allowing others within the group to rise.”



So many things have changed at Red Bull since our January 2014 issue, when they were still regarded as F1’s dominant force

PHOTO: GLENN DUNBAR/LAT





Unable to match the success of their illustrious predecessors, Daniel Ricciardo and Daniil Kvyat are struggling for points

THE DRIVERS

The change at Red Bull has not only been in the engineering offices. Sebastian Vettel, of course, has gone, and taken with him the experience of a four-time world champion. In fact, in 12 months, Red Bull lost both drivers

whose feedback had guided Newey when the team were at the height of their powers.

When Vettel and Mark Webber were with the team, Vettel would concentrate on the mechanical aspects of the car, Webber on the aerodynamics. Newey had high regard for the Australian racer's inputs and Webber says Vettel's insight into the mechanical side of the car was first class. In their place, Red Bull have two drivers with a combined total of six seasons' experience.

Whether that is having an effect on the team can only ever be a moot point. But it is certainly true that while Ricciardo looked consistently exceptional last year, he has shone more sporadically in 2015, and in Canada – where he won brilliantly in 2014 – he admitted to being lost as to what to do with the car to make it work for him.

Meanwhile, Vettel's replacement Daniil Kvyat looked for the first four or five races to be just what he was – a promising talent who was struggling to find his feet in a top team. A lot of that, it has to be said, was circumstance. Just as the reliability problems with the car have affected the team's ability to set it up, so Kvyat – in only his second season of Formula 1, after all – was badly affected as he tried to get to grips with it.

Insiders say that Kvyat, 21, has at times got himself into a bit of a tizz and needed to be calmed down by the team, which Horner does not deny. But Kvyat has been much improved since F1 returned to Europe and, despite the strong impression made by both Carlos Sainz and Max Verstappen in the Toro Rosso so far this season, Horner insists that Kvyat's position is not vulnerable.



In Red Bull's golden era, 2010-2013, Mark Webber and Sebastian Vettel racked up 2,204 points, delivered four consecutive constructors' titles and four drivers' titles



"He is a bit of a rough diamond – the pace, talent and car control are all there – and he is still very young and inexperienced," Horner says. "It is a year earlier than we envisaged him graduating to Red Bull. Remember that his team-mate is exceptionally good and the races he has driven in Malaysia, Bahrain and Monaco have been very good. There are a few edges that need to be polished, but he has the right approach, he is intelligent, and he will continue to get better."

Ricciardo, meanwhile, is clearly seen as the new team leader – he recently signed a new contract to keep him at Red Bull until the end of 2018. Although Ferrari are now strongly rumoured to be interested in Ricciardo as a replacement for Kimi Räikkönen for 2016, Horner is adamant: "Daniel believes in the team, and there is no risk of him being anywhere other than Red Bull for a minimum of three years."

THE FUTURE

But where will Red Bull be in three years' time? They have a contract with F1 until 2020, but no engine deal beyond the end of 2016, when the Renault contract runs out.

Owner Dietrich Mateschitz and motorsport boss Helmut Marko have both said in recent months that they may quit F1 if they do not have a competitive engine, and there is no obvious route to obtaining


one of those other than hoping that Renault sort themselves out.

Abiteboul insists no decision has been made on future strategy, but admits that if they can't solve the engine problems by the end of 2016 – something that may depend on the opening of in-season development again next season – Renault could pull out.

Another option is for Renault to buy their own team and become an entrant again. Horner says that even if they did, Red Bull would be happy to stay with them beyond 2016 – as long as the engine is competitive. "What we really need is for Renault to commit to make the investment, make up their minds, to do it properly or to stop," he says.

But he adds: "Our problem, and what Dietrich was referring to, is that if Renault pull out, Mercedes and Ferrari won't supply us an engine, Honda have got their lock-in with McLaren. There are no other options."

He rules out "categorically" Red Bull building their own engine – "the investment, the infrastructure, the lead time; there is no way" – and says that, despite recent reports "there has been no dialogue with Audi or VW".

And if it's 2016 and the engine *still* isn't competitive but Renault still want to supply them? "Then," says Horner, "We have some big choices to make." 

Andrew Benson is BBC Sport's chief F1 writer



Can the VW Group resist F1's lure?

Will Audi or another Volkswagen Group brand use Red Bull as a platform on which to enter F1? It's a story that will not go away.

The links between Red Bull owner Dietrich Mateschitz and VW go back a long way, and the two companies are close. But that's not what has got everyone talking. The idea of Audi coming into F1 – either with Red Bull or by taking over the team – started to gather pace last summer. And Audi's recruitment of former Ferrari team principal Stefano Domenicali as vice-president of new business ventures only intensified those rumours.

Before Christmas, it emerged that Domenicali had carried out a feasibility study on an F1 entry and presented it to the board. Then, early in the new year, insiders at the top of both F1 and the German car industry said they were convinced that a deal had been done for Audi to buy Red Bull Racing for £500m and that it had the full support of chairman Rupert Stadler.

But, the sources said, it was scuppered at the 11th hour when it was vetoed by the chairman of the VW supervisory board, Ferdinand Piëch, who has a long-standing antipathy towards F1 – rooted, many believe, in a personal dislike of Bernie Ecclestone.

Then, in April, Piëch resigned, after losing a boardroom power struggle. Audi insisted they still had no plans to enter F1, only for Stadler to say that it was "an option; not at this moment, perhaps, but it's still an option".

The following month, at the Spanish GP, Red Bull motorsport adviser Helmut Marko told the BBC: "If we don't have a competitive engine in the near future then either Audi is coming or we are out," although he also said that "officially there have been no talks". Inevitably this caused a stink, and Marko went on Red Bull's own TV channel to say the interview had been "completely distorted".

Shortly afterwards, an Audi spokesman told Reuters that F1 was "not a topic for us", and Stadler told a German newspaper: "F1 needs to solve its problems on its own."

And now? Horner says: "Audi have enough issues for them to be focused on themselves. They're a big company going through an awful lot of change. We have no open dialogue with Audi or VW."

But have Red Bull had *any* dialogue? Horner responds: "There has been no dialogue with VW or Audi. All I can tell you is what I know." Make of that what you will.

PHOTOS: STEVEN TEE/LAT; CHARLES COATES/LAT; XPBCC/LAT





NOT TOO MUCH, NOT TOO YOUNG

There were critics who claimed 17-year-old Max Verstappen wasn't ready for F1. But the Toro Rosso racer is rapidly proving them wrong with a string of impressive drives

WORDS

STUART CODLING

PICTURES

ALASTAIR STALEY/LAT

He was barely 17 when he first slid his feet into a Formula 1 cockpit, testing a Toro Rosso in practice for the 2014 Japanese Grand Prix. He's still 17 now. And

yet – bar the odd slip here and there – Max Verstappen has confounded those pundits who thought he'd been given too much, too young, and would burn out as a result.

Toro Rosso team principal Franz Tost denounced those doubters as "idiots" earlier this year. Now, in conversation with *F1 Racing*, he's more diplomatic.

"I was 100 per cent convinced that he was ready and mature enough to take this challenge, and I said so last year," says Tost, phrasing his point delicately and with a wry smile. "I'm happy that he now also convinces some people who were totally against this."

We're talking between sessions in Monaco, so Max has yet to have his late-race contretemps with Romain Grosjean. For now, he's the talk of the town in a *good* way. Having never driven on the circuit for real before – he arrived in F1 via European Formula 3, which doesn't race at Monte Carlo – and with just a day's preparatory work on the simulator, he's finished in the top ten in both opening practice sessions: ➔



Max with his father, former F1 racer Jos Verstappen (left) and with Toro Rosso team principal Franz Tost (bottom). He has the background and the support – not to mention the raw talent – needed to forge a successful top-line career, despite being just 17 years old

the F1 mill himself, winning the German F3 championship and testing an F1 car for the first time at the age of 21, Jos Verstappen knows well the highs and lows of the motorsport ladder. His F1 career trajectory took him from hot property to yesterday's man within the course of a season, as a consequence of being Michael Schumacher's team-mate at Benetton in his first year. He never got in a properly competitive F1 car again.



"The preparation I've had, since a very young age, with having my dad around – it's a lot different from other people, I think"



INSETS: STEVEN TEE/LAT; ANDY HONE/LAT

P2 to Lewis Hamilton by just over a tenth of a second in the first; P7 in the rain-affected second. At one of the trickiest racing environments on earth he's still only passed the bust of Louis Chiron 54 times.

The wind that whips across the harbour, dampening the thumps and clangs of the Red Bull Energy Station's Thursday night band's soundcheck, confirms that this hasn't been the easiest of days to lap Monaco. Max, though, has been taking it – and the associated media attention – with a calmness and professionalism that belies his tender years. You used to see that with Lewis Hamilton, but even at 17 he was still some way from being ready to slot into F1.

"The thing is," says Max, "the preparation I've had, since a very young age, with having my dad around – it's a lot different from other people, I think. Having a dad who's raced in Formula 1 is a big help because he knows what it takes to be an F1 driver. You get more prepared, in a more professional way, right from the start. That's where I made the jump in the years, maybe – like from 17 to 20, I skipped a bit of that.

"I knew my dad was talking about something he knew. When you have parents who haven't raced themselves, but they talk to you like they have, it's a bit different."

Close readers of the Motor Sport Association UK's regular magazine will be familiar with the section that summarises the cases before the MSA court – many of which relate to bouts of fisticuffs between 'touchline dads' around the UK's many kart circuits. Having been through

You imagine that with that level of life experience, argy bargy in the car park at the likes of Oldenzaal or Strijen during Max's youth featured low on Verstappen Sr's list of things to do. You also start to understand why, when Red Bull and Mercedes came knocking, father and son opted for a seat that was just that little bit further back from the sharp end.

"That's why it's very good where I am at the moment," says Max, "because you learn a lot [at Toro Rosso] and you can make mistakes as well. It's a great environment for me to start in. Of course, my dad was a little scared at the start that it was too early, like it had been for him. But then, how many chances do you get to drive in F1? Especially when there are a lot of guys around who can pay a lot of money for a seat.

"That's a positive thing about Toro Rosso and Red Bull; you don't need to bring a budget and you get in by talent. It was a great way to start. We had a lot of conversations with Red Bull and they really convinced us that they would prepare me before my first race, that they would explain everything. There was no reason to say no."

Max was already on Red Bull's radar, based on his karting performances, when he made an almost immediately successful transition to single-seaters. From his first test in a Manor-run Formula Renault 2.0 in October 2013, through a low-key race debut in Ferrari's Florida-based Winter Series (a single-make championship for Formula Abarth machinery), to European Formula 3 stardom and mid-season recruitment to Red Bull's young driver programme took just

ten months. He bagged two pole positions and a race win in his second European F3 weekend, at Hockenheim, but it was a run of six consecutive wins over two weekends at Spa-Francorchamps and the Norisring – neither circuits for the unskilled or faint-hearted – that really set pulses racing in Salzburg.

Since the Norisring races were supporting the DTM, which falls within Toto Wolff's bailiwick as head of Mercedes-Benz motorsport, a scramble ensued to get Max's signature on a long-term deal. Several noses ended up out of joint, and not just at Mercedes: of the incumbent Toro Rosso drivers, Jean-Eric Vergne hit the career off-ramp as Daniil Kvyat got the nod to move to the senior team; and of the other hopefuls on the Red Bull young driver roster, Alex Lynn took the brave decision to go it alone and leave the programme. Extend your sympathy also to Lotus/Gravity protégé Esteban Ocon. Who he? The guy who actually won last year's European F3 championship in his rookie season, and is now having to impress all over again in GP3.

"It was a very difficult decision," says Max. "We're still friendly with Toto and Niki [Lauda]. But they couldn't offer me a race seat. And we'd been talking for a long time with Red Bull anyway – since 2010. And then it's all about feeling, where you have the most confidence. I think for me this was a great opportunity."

Also, Mercedes would have been hell – a similar pressure-cooker environment to the one into which his father was thrust in 1994, assuming a race seat even became available.





Max in action

Venerable Tabac: the new track surface blends seamlessly into the old. Festooned with Armco, catch-fencing and grandstands, garlanded with selfie-stick-wielding punters leaning over the balustrade of the Avenue JFK, it's scarcely recognisable from those classic images of Jean Behra powersliding his Maserati 250F at the exit.

Second practice. The Toro Rosso is twitching even as Max turns in to dive-bomb the apex. A shriek from the tyres as they cross the transition to the new

surface. He attacks the corner: late turn-in, then a straight line past the apex, on the throttle again and adding more lock with a flick of the wrist. A soft 'U' rather than a hard 'V'.

It all happens in fractions of a second, the car passing but a metre away from *F1 Racing's* vantage point, almost close enough to touch.

At the Swimming Pool, he's fully committed: skirting the kerb at the entry – because to ride that too steeply is to be assisted off into the tyre wall

on the opposite side – he lets momentum carry the STR10 over to the kerb, kicking up sparks at the exit as he keeps his foot in. The arc from the end of the first section of the Swimming Pool to the second is as if the car is swinging on a grappling hook attached to the diving board, neatly pivoting.

Perhaps too imbued with confidence, he knocks the rear wing at Anthony Noghes and has to pit for repairs. Then he's back out at undiminished speed, still experimenting. Still learning.

INSET: SAM BLOXHAM/LAT

"He dominated the F3 races at the Norisring, and when someone is 1.5s a lap faster than the rest of the field on a short track in the wet, you can say he's pretty extraordinary"

Franz Tost, Toro Rosso team principal

That seat, albeit in probably the best car and among the best teams, would doubtless have been alongside someone who had already won at least one world championship. Sensible Max and Jos. The question now is whether Red Bull are satisfied with *their* choice.

"He matches our expectations," says Tost carefully. "When Red Bull decided to bring him into Formula 1 there was a reason behind it. He'd had fantastic races in karting, and he'd won the European and world championships, but it was a question of *how* he'd won those races, with this wonderful overview and control – to be on the limit but not over the limit. When he came into Formula 3 as a newcomer, the way he raced there was very impressive. He dominated at the Norisring, and when someone is 1.5s a lap faster than the rest of the field on a short track in the wet, you can say he's pretty extraordinary.

"Young drivers who are coming through now into single-seaters, they're on a completely different level of experience compared to what had come before. Until recently, you had to have a normal driving licence before you could get a racing licence; now you can race a single-seater at 15 or 16 years old. That has changed everything. And there is more karting than ever before. This is the fourth karting generation for me – the first was Alain Prost and Ayrton Senna, then Michael Schumacher, then Sebastian Vettel. With every generation, things have got much more professional and they do more racing.

"This new generation, they have their schoolteachers at the kart tracks – the teachers



come to them! They *live* in the karts, so when they're 16 or 17 years old they're at such a high level, they compare with someone who is 24 or 25 from the previous generation. They are much better prepared everywhere, even the nervous system. Max is the best example of this so far."

Red Bull's young driver programme is known to be an up-or-out affair; to find Sebastian Vettel and Daniel Ricciardo, the two most successful alumni so far, the soft drinks empire burned through a lot of talent. Tost makes no bones about it: "If a driver performs well and Red Bull see the performance increase and see capacity to improve, he stays. If not, then he's out."

At the time of our conversation, Max has finished just two grands prix – one of them in the points – and within three days he will conspicuously fluff an opportunity to score more points at the jewel in F1's crown after an

otherwise very impressive race. But Red Bull don't judge solely on results; Tost identifies a race Verstappen failed to finish as one of his most impressive of the year. In Melbourne, Max started on medium 'prime' Pirellis while those around him started on options, and lifted his pace whenever necessary under pressure – staying out of trouble – until he pitted on lap 32. Had the car not failed, Tost reckons that fifth or sixth place would have been Max's for the taking.

It's by minutiae such as this that he will be judged by those who matter over the coming 18 months. What is clear is that he will be allowed space to fail occasionally, so long as he continues to show progress in the key disciplines of speed, control, tyre management and racecraft.

"I'm not worried about that," says Max with a steely note of confidence. "I'm trying to do my best. And then we'll see what happens." **F1**

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In conversation with

Nico Rosberg

We caught up with the 2014 runner-up about his relationship with Mercedes team-mate and rival Lewis Hamilton

WORDS JAMES ROBERTS PORTRAIT STEVE ETHERINGTON/LAT

You had a difficult period between last August's Belgian GP and Spain this May, winning only once – in Brazil. How did you manage to get back on track? I don't share that perception with you, that's the most important point. I can understand why you're saying that from the outside, but I don't share that at all. I don't see that long trend. For me there was no mental switching from this or that. Of course there are more challenging times in racing than there are great times, and when it's challenging I have to keep on digging to get back out of it – and that's what I've done. There are always ups and downs. It's not unusual with racing and I've learnt to fight through it.

After you won in Monaco this year, how did you feel? It was a positive experience. It was perhaps one of my luckiest wins, but you have to be in position to be on the receiving end of those moments. To be honest it wasn't as emotional as the previous years; it was just thanks to my own performance that it worked out. Also, I did feel for the other side of the garage. Lewis would have deserved it and it just went wrong. That took away some joy, definitely, but I still made the most of it on Sunday night.

When you go into a race weekend, how much do you study what happened the previous year?

I always look at onboard videos to prepare for the weekend and to get back into it and remember what is required for a great lap at a particular circuit. I also look at the overlays [of telemetry between team-mates] to refresh where I did well relatively from the previous year. There isn't much more to it than that, apart from optimising the car.

Does it make much difference whether you go first or second in qualifying?

Usually going second is better because there is that little extra bit of grip because you're not going to be right behind your team-mate. You're going to have a couple of cars in between you, and every car puts down a fraction more rubber and you'll have that extra grip. Most of the time, that is the thing to do. The only thing is you have to weigh in the fact that anything can happen. Everyone makes their own individual choice.

FACTFILE

Date of birth 27 June 1985

Place of birth Wiesbaden, Germany

Team Mercedes AMG Petronas

Role Racing driver

2014 Finishes second in championship with Mercedes, taking five wins

2012 Takes his first Formula 1 win with Mercedes

2010 Team-mate to Michael Schumacher at Mercedes

2006 Makes his Formula 1 debut with Williams

2005 Collects five wins on his way to becoming GP2 Series champion

2002 Becomes German Formula BMW champion, with nine wins

You now know who your team-mate will be next year.

Are you pleased about Lewis's deal?

I congratulated Lewis. I am sure it was a very exciting moment to sign the contract, as it always is. It's great; we have great battles. That is what racing is about, battles like that. At the moment, it's a neutral relationship so it's working okay between us and we're really pushing each other. That mustn't be underestimated, how we are pushing each other to higher and higher levels all the time. Also, I think this internal battle is great for the team, so it's good to know now that the future is going to be like that.

You just described your relationship as 'neutral'. Could you expand on that?

Well, it changes. It's a complicated battle because it's internal and we have to think about the team at the same time as we think about beating each other. It's always going to be complicated and both of us want to win, so there are ups and downs and there will always be another down. At the moment, it's okay.

Would a small part of you rather have someone you could beat regularly, and then you could renegotiate for a pay rise?

I am very happy with my contract, for sure. I haven't seen the numbers because I haven't read what you've written. I doubt you're going to get anywhere close

to the real figure because I know what I earn and what the press write. It's often far off. Then the other thing was, no, because I enjoy the challenge of racing Lewis. I always have because he is an awesome driver and it's a great, great challenge to try to beat him and to beat him, when I do.

Did you expect him to go anywhere else?

There is no better place to be than to be at Mercedes, so for sure I didn't expect him to go anywhere else. This is the best team in F1 and probably will be for many years. We're doing an amazing job and at the moment we've got awesome people, great communication in the factory, the support we have from Daimler is huge, and all of that is coming together. This is going to go forwards for many years. 🏁

YOU ASK THE QUESTIONS

Eric Boullier

Between high-powered meetings and phone calls from Ron Dennis, McLaren's racing director found time to answer your questions about the team's dismal 2015 and their hopes for the future

WORDS JAMES ROBERTS PORTRAITS STEVEN TEE/LAT

It's a busy afternoon in the cramped and hectic Montréal paddock. We've managed to arrange a slot with McLaren's racing director Eric Boullier, but now he's delayed by a call – a theme that will characterise this long day.

When we finally sit down, we ask whether he's ready to answer your questions: "Yes, yes, fine... well, no actually. I have a meeting in ten minutes that I can't postpone. But don't worry – I'll be available afterwards."

So we suggest a few questions now, before he points out the significance of his meeting. "I can't really tell you about it... but I have a few other teams coming here."

He's then distracted by the key results of *F1 Racing's* Global Fan Survey (for more on that, turn to p62), which we have with us. "You know, this is really interesting. Can I have a copy? Just for me?" When the likes of Christian Horner, Toto Wolff and Maurizio Arrivabene arrive for his meeting, he invites us to share the findings with them. Alas we're not invited for the whole

discussion, one that lasts 80 minutes. Finally, when Boullier emerges, he's ready to talk. Providing there are no further interruptions...

McLaren-Honda have already made huge strides. How much further up the grid seems realistic this season?

Tim Kemmis, USA

It's difficult to answer as we have a long-term plan for the next few years and we have a medium-term plan, which is to make sure the way McLaren-Honda operate is the right way. There is also a short-term plan, in which the basic rule of an F1 team is to bring performance race after race.

Who knows, in Singapore an engineer might wake up with the magic solution to find one second of performance, then we can perhaps be on the podium and win races. We do more than our best and everyone is 100 per cent working flat-out, so let's see what happens by the summer shutdown.

Where do you see the problem at present? Is it the McLaren chassis or the power unit from Honda?

Dave Armstrong, Canada

Erm... sorry, my phone [a quick look at the display shows it's Ron Dennis] – can I stop? [Minutes later, Boullier returns and we do a quick 'Ronspeak' impression to amuse ourselves.]

He's my boss James, so I can't join in [raucous laughter]. To be honest with you, he talks pretty well now. He's demanding but he's also very competitive. He's achieved what he has because he pushes very hard, all the time. [Boullier then moves back to the question...]

I will tell you, the answer is both. The power unit is not yet mature enough in terms of technology, so definitely we are behind Ferrari and Mercedes in power terms. But still, what Honda have achieved in only two years is very impressive as we are not far from Renault.

In terms of chassis, we have a good chassis, the car is good, it's good to drive, the drivers →



love it. It's even very good in slow corners but it still needs some new development.

It's a new aero concept, a new philosophy, and we've spent the first three months of the season focusing more on R&D. We have brought upgrades to every race, but we didn't bring the 'big one' because we decided to focus more time in the factory on CFD and the windtunnel, to fine-tune what we are doing. Between now and the next few races you'll see a lot of changes, so the performance should grow massively.

A French man in a British team with a Japanese engine partner and a Spanish driver. How do you cope with the different cultures and languages?

Dave Moon, UK

Easy. Being a Frenchman living in England, I have had to learn a new culture. I've also been lucky to work with Japanese people in the past and there are no real issues, to be honest.

FIR: Perhaps the food isn't as good as in France?

EB: It's fine. I know where to eat. Fortunately the pub near my house is very good. It's an old-style English pub, called The Carpenter's Arms [in Sunninghill, Surrey]. It serves French food and it's open seven days a week. Ron loves it; in fact, everyone loves it – it's packed all the time.

Will Jenson Button still be driving for McLaren in 2016?

Chris Balke, UK

So far nothing – how do I put this – nothing to say. There are contracts, there are some options, there is a lot of stuff like this, but so far, why not?

Why are team bosses against refuelling? I would like to see a return to sprint racing and drivers having to push on every single lap of the race.

N Singh, UK

Yes. I'm not sure refuelling is why you would see a return to sprint racing and pushing every single lap, but what I can answer is that all team bosses do want the return of sprint racing and drivers pushing every lap.

Is Jenson faster than Fernando?

Tom Day, UK

Er, it depends which corner...

What is your opinion about having more than one tyre manufacturer competing in the sport?

Harry Heintz, USA

There is some good if you're with the right tyre manufacturer, but the downside is that

if one manufacturer is dominating and you're contracted to the wrong one, you are nowhere.

Hi Eric, just how glad were you that you weren't Toto Wolff in Monaco?

Richard Hunte, UK

I couldn't say I was glad, to be honest, because I know the pressure, everything that you build, all the people you manage and situations to manage. It's very difficult to forgive mistakes at this level, but mistakes can happen. So I wouldn't say that I was glad, but I have my own shit to deal with, to be honest, so don't worry.

What is the depth of the MTC pond?

Tanya Simon, Russian Federation

I'll ask Matt Bishop. [Eric gets up to speak to the FIR-editor-turned-McLaren-Group-head-of-comms, who is deep in conversation with Kevin Magnussen and veteran F1 reporter Nigel Roebuck. We see Matt whisper into Eric's ear.]

So, five point four metres. [Having returned from collecting this piece of information, he notices a missed call, from Ron Dennis.] Oops, sorry, I have to get this – don't record this conversation otherwise you'll be banned for life!

How impressed were you with Kimi Räikkönen at Lotus?

Simon Longley, UK

Ah, I love Kimi! He's an interesting character, to be honest. I have a lot of nice memories with him, I also remember some stress sometimes...

FIR: What... is that in terms of dealing with his behaviour?

EB: Er, no more comment on this one! I might tell you another day, in the pub when you're not recording and if *F1 Racing* is paying the bill, obviously. I really like Kimi and I was really stunned by his racecraft: it was unbelievable.

Are teams aware of how many fans have stopped watching the sport since the introduction of subscription TV to F1?

Henry Street, UK

Yes we are. But don't ask the teams about this...

Could you get rid of Ron and take over?

George Robinson, UK

[Nervous laughter] This is another good one! So... no. For the simple reason that I am a racing guy and I'm more interested in running the F1 side of the team rather than McLaren's big engineering company. I think Ron has built something... [Eric's phone rings again – guess who?] Ron, you were listening to us! [During this break FIR columnist Dieter Rencken appears to speak to Eric. He asks if he can ask him a question. We oblige...] →

Jenson and Fernando are both great drivers, but how do they cope with knowing they can't challenge for the championship just yet?

George Panos, Australia

They're fine, because they know... my own rule is no bullshit because I'm a racing guy. So they know everything we are doing and they knew from the beginning what could happen and so there is no surprise. So as long as we are transparent and honest, and of course they can see that we are working hard, committed and there is some performance coming.



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YOU ASK THE QUESTIONS

How would McLaren react if the EU started investigating F1 governance?

Dieter Rencken, Belgium

No issue at all.

FIR: Any concerns about what has happened at FIFA happening in F1?

EB: Between what you read and the truth is often a big difference. I think the governance of our sport is quite good. Bernie left the German court case without being found guilty so the answer to Dieter is 'no issue'.

Do Honda have the proper resources to catch up to other engine manufacturers? Do you think the Honda unit will be equal to the Mercedes by this season's end?

Scott Anger, USA

This is the problem called expectation. If I explain a little bit more: Mercedes, Ferrari and Renault started this project four years ago and that was from existing Formula 1 engine organisations. They had three years to prepare the engine and last year all of the engine manufacturers had teething problems. For one of them, that is still ongoing.

Honda decided to come into F1 two years ago and started from scratch. They had no running organisation and it was a big company to build and it's a lot of experience to gain. So what they have achieved in two years is *huge* and definitely they will catch up with Mercedes. We don't yet know when. In terms of resources, the more they have, the less time it will take to catch up.

What is your utopian vision for F1?

Jack Barber, UK

McLaren dominating all the races... Actually that's not utopian: it's going to happen.

Will Kevin Magnussen be driving for McLaren again in the future?

Daniel Winther, Denmark

I wish him to drive for McLaren again. I don't know when. [His phone rings.] Can we pause again? Thank you. [After he's finished his call to – you've guessed it – Ron Dennis, the next few minutes are spent with engineering chief Matt Morris. He holds up two pieces of telemetry. The talk is related to straightline performance. It's later confirmed there's a problem with Jenson's engine.] All okay? Only six hours to do one interview – that's alright, isn't it?

Where does Stoffel Vandoorne fit into McLaren-Honda's future plans?

Jason Sultana, Malta

He is, along with Kevin Magnussen and Nyck de Vries, one of the drivers we'd like to have one day, but we don't know when. If we can't fit him



"Honda came into F1 two years ago and started from scratch. What they have achieved in two years is huge and definitely they will catch up with Mercedes"

into McLaren-Honda early enough, we'll do our best to give him an opportunity somewhere else, but still under the McLaren-Honda umbrella.

What skills and qualities of character do you like to see in a driver?

Josh Giese, USA

I like to see a driver who is dedicated 100 per cent. Dedicated 100 per cent to winning and, yes, there need to be some basics, like being fast, obviously. But the difference between a champion and a non-champion is that a champion dedicates his whole life, and I mean his *entire* life including his private life, everything, no distraction at all. It's not about the girlfriend, the money... [McLaren COO

Jonathan Neale comes over and cryptically says: "I've sent you the information" and then disappears again.] ...and that's the difference between a champion and a non-champion.

You studied aeronautical and spacecraft engineering before moving into motorsport. Was that always your plan?

Wesley Bell, UK

Motorsport, yes. Aeronautical engineering was just to please my parents by getting a diploma. When I was 14 years old I had already got myself into a motorsport paddock. I was cooking, cleaning tyres, anything I could at Le Mans to get involved. My parents were worried about this travelling life. They asked me to do something serious and so I became an engineer in space. I chose this because it was the same technology as motorsport, and every holiday or spare weekend, I was back in a paddock.

What are your thoughts on three-car teams? Do you think it will ever happen?

Victoria Palmer, UK

If it helps to make the sport better then I'm in favour of it. It could be a nightmare to run though, as we'd need to double the crew, have two pitstop stations – how would you manage the third car? There are a lot of questions still behind this. I don't think it will ever happen to be honest. But if all the teams did three cars and you could run a rookie championship with the third car, that would be interesting...

How long did it take you to master the language of Ronspeak?

Thomas Guilfoyle, USA

It's impossible!


FIR: How many languages do you speak?

EB: French, English... I understand Spanish very well, but I'm not fluent. And just a little bit of Italian and Ronspeak. 

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F1 GLOBAL FAN SURVEY



WHAT YOU REALLY WANT FROM FORMULA 1

WORDS
JAMES ROBERTS

PICTURE
CHARLES COATES/LAT

More than 30,000 of you responded to our global fan survey on F1. And here are the results – *your* results. Team bosses, Bernie, Jean Todt, are you listening?

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Never before has F1 been so scrutinised and so bickered over by so many warring parties. Some criticise the sport for overcomplication, excessive expense or say it has lost touch with its fans. Yet millions continue to watch their favourite drivers duelling in state-of-the-art machinery in exotic locations across the globe.

So what is it that fans really want? How should F1's power brokers be shaping the sport's future? In an attempt to find the answers to these questions, *F1 Racing* in May launched a global fan survey in association with sister titles *Autosport* and *Motorsport News*. We wanted to know what was important to you and how you would change the sport for the better. The results arrived early in June and we presented our findings to several of F1's leading figures, to gauge their reaction to this unprecedented study.

Our hope is that the survey will help F1 identify any weaknesses while amplifying its strengths, and that in publishing our findings we've given its fans a voice to help shape F1's future.

Some responses, reproduced over the following pages, may surprise you, but they provide a fully independent insight into fans' thinking, one that may help F1's often combative lead players rise above their rivalries and focus instead on finding solutions to recurrent problems, such as how best to redistribute income, or how to ensure there's a healthy grid for every grand prix.

So here, then, are the results, starting with who voted, where you come from and why you watch F1. Then we look at the things you like about the sport and the things you don't. Finally we look at changes you would like to make.

We put the survey results to key figures in F1 for their reaction. A warning though: they don't always agree with you. The accompanying comments come from McLaren racing director Eric Boullier, Red Bull team principal Christian Horner, Mercedes-Benz head of motorsport Toto Wolff, Force India deputy team principal Bob Fernley, Manor Marussia president and sporting director Graeme Lowdon and Pirelli motorsport director Paul Hembery. →

WHO ARE YOU AND WHY DO YOU WATCH F1?

We found that **92 per cent** of those who took part in our survey were men. In addition, the survey was completed by keen followers of the sport: 36 per cent of you watch every practice session, as well as qualifying and the races live, plus all of the pre-and post-race coverage. And almost 65 per cent of you have been following F1 for longer than 15 years.

Your main way of engaging with the sport is through television – 37 per cent of you have never attended a grand prix and that figure rises to 44.8 per cent, for fans who haven't visited a grand prix in the past ten years. However, more of you are embracing new technology, with 21.3 per cent of you making use of a second screen for live timing.

Your main reason for watching Formula 1 is the rivalry and competition between drivers and teams. Your favourite driver is Lewis Hamilton, closely followed by Kimi Räikkönen. Ferrari are your favourite team and 22.6 per cent of you said that you would stop watching Formula 1 if they left the sport. In comparison, just under five per cent of you said you would do the same if Red Bull quit F1.

Finally, Spa was a clear favourite for race of the year, followed by Monaco and Canada, showing your greater affection for the older races.

What is your gender?



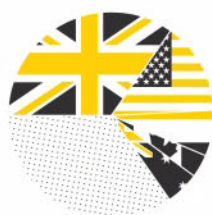
Male	92.2%
Female	7.8%

What is your age?



Under 18	3.9%
18 to 40	58.9%
41 to 60	27.3%
61+	9.9%

Where do you live?



United Kingdom	34.9%
United States	14.4%
Hungary	7.1%
Australia	5.3%
Canada	3.7%
Other	34.6%

What is your annual income (US\$)?

Below \$25k	
\$25k-\$75k	
\$75k-\$200k	
Over \$200k	
Rather not say	
Below \$25,000	23.0%
\$25,000-\$75,000	32.7%
\$75,000-\$200,000	19.6%
More than \$200,000	3.9%
Rather not say	20.8%

YOUR ENGAGEMENT WITH THE SPORT: VIEWING HABITS AT RACES AND ON TV

How long have you been following F1?

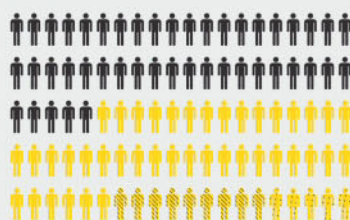
Less than a year	0.4%
Between 1 and 3 years	5.0%
Between 4 and 15 years	30.1%
More than 15 years	64.5%



Which is your favourite decade in Formula 1 history?

2010-present	6.8%
2000-09	24.5%
1990-99	26.1%
1980-89	19.5%
1970-79	7.6%
1960-69	3.1%
1950-59	0.5%
No favourite decade	11.9%

How many grands prix have you attended in the past ten years?

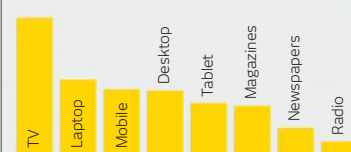


None	44.8%
Between 1 and 5	41.3%
Between 6 and 12	8.9%
More than 12	5.0%

Which day of a grand prix weekend offers the best value to fans?

FRI	3.3%
SAT	17.1%
SUN	42.2%
Friday	3.3%
Saturday	17.1%
Sunday	42.2%
Have never been to a GP	37.4%

How do you follow F1?



TV	95.1%
Laptop	52.2%
Mobile phone	45.4%
Desktop computer	44.5%
Tablet	35.8%
Magazines	34.0%
Newspapers	18.5%
Radio	9.2%

Do you subscribe to watch F1?



Yes	34.7%
No	33.3%
Not necessary with my TV package	32.0%

How much would you be prepared to pay (per race) to be able to download or stream races to a phone, tablet or computer?

Not prepared to pay	43.4%
Less than \$5	31.4%
Between \$5-\$10	21.7%
More than \$10	3.5%



ERIC BOULLIER

"IF YOU GAVE EVERYONE IN THE WORLD ACCESS TO EVERYTHING TO DO WITH F1 FOR \$5 A MONTH, I'M SURE MORE THAN 200 MILLION PEOPLE WOULD PAY, WHICH WOULD GIVE YOU A \$1 BILLION REVENUE EVERY MONTH. I'VE TOLD BERNIE ECCLESTONE THIS AND I'VE SAID YOU HAVE TO MOVE THE BUSINESS FROM WHAT WE CURRENTLY HAVE."



Which is your favourite grand prix?

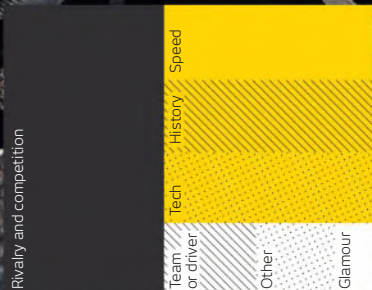


Belgium	36.0%
Monaco	14.3%
Canada	8.9%
Great Britain	8.2%
Italy	6.9%
Others	25.7%



GRAEME LOWDON

"THIS SPORT ISN'T JUST ABOUT THE COMPETITION, IT'S ABOUT THE HERITAGE, TOO. I'M NOT SURPRISED THE CLASSIC RACES ARE THE MOST POPULAR. IN AMERICAN FOOTBALL THEY ARE LOOKING TO EXTEND THEIR SPORT INTO EUROPE, BUT THEY STILL HAVE THE SUPERBOWL."



Which of the following is the main reason you watch Formula 1?

Rivalry and competition between drivers and teams	42.6%
The speed and risks involved	14.8%
The history and prestige	14.2%
Technical innovations	14.0%
A fan of one particular team or driver	6.3%
Other	5.4%
The glamour of the sport	2.7%

When watching F1, do you use a second screen to access live timing?



No	49.8%
Sometimes	28.9%
Yes	21.3%



GRAEME LOWDON

"THIS SPORT, AS IT'S SO DATA-RICH, LENDS ITSELF SO MUCH TO MULTIPLE SCREENS. FANS OF A PARTICULAR TEAM CAN FOLLOW THE WHOLE RACE TO FIND OUT EXACTLY WHAT'S GOING ON AND THE ONLY WAY TO DO THAT IS WITH A SECOND SCREEN. THERE'S EVOLUTION THERE, TOO, WITH YOUNG PEOPLE USING SECOND SCREENS ALL THE TIME."

WHO YOU LIKE MOST IN F1: DRIVERS, TEAMS AND RACES



Who is your favourite driver?

Lewis Hamilton	19.1%
Kimi Räikkönen	18.3%
Fernando Alonso	12.9%
Jenson Button	12.9%
Sebastian Vettel	10.0%
Others (combined)	26.8%

Which is your favourite team?

Ferrari	28.2%
McLaren	21.2%
Williams	12.7%
Mercedes	11.6%
Red Bull	4.7%
Others (combined)	21.6%

Would you stop watching F1 if Ferrari quit?

No	72.7%
Yes	22.6%
No opinion	4.7%

Would you stop watching F1 if Red Bull quit?

No	93.0%
Yes	4.5%
No opinion	2.5%



CHRISTIAN HORNER

"FERRARI ARE THE MOST FAMOUS F1 TEAM, BUT RED BULL HAVE NO INTENTION OF QUITTING. IT WOULD BE INTERESTING TO KNOW IF PEOPLE THINK WE BRING POSITIVES TO F1. LOOK AT ALL THE PROMOTION WE DO. LOOK AT WHAT RED BULL DOES FOR THE GRAND PRIX IN AUSTRIA. IT BRINGS A HUGE AMOUNT, PERHAPS MORE THAN ANY OTHER COMPANY TO F1."





HERE'S WHAT YOU LIKE ABOUT F1

A lot of you are happy with the current sporting regulations and you're not keen on artificial elements being used to spice up the racing. An overwhelming number of you do not want Formula 1 to head down a 'GP2' route, whereby the sport becomes a single-spec series with reverse grids: you like the purity of the racing in F1. Although Paul Hembery at Pirelli argues that drivers in identical cars would send viewing figures through the roof: "Drivers would be the stars, not the cars," he says.

You also agree that F1 should remain at the cutting-edge of technology and keep its engineering core. In terms of gimmicks, your views on the Drag Reduction System (DRS) being used to aid overtaking are mixed. Fifty per cent of you would like it to stay, but 40 per cent believe it should go.

More surprising was the overwhelming support for manufacturers in F1. Historically, the addition of the car makers can result in a spending spike followed by uncertainty when they pull out – think of Toyota and Honda's participation in the last decade. However, manufacturers do spend a lot of money on promotion and can increase engagement with the fans.

"They bring money into F1, so it's good they're recognised and it's important to have them," says Red Bull's Christian Horner. "But it's a blend; the independents are the stalwarts, so you must accommodate both."

You're also happy with 20 races a year – but no more.

Do you think F1 benefits from having car manufacturers competing in the sport?



Yes	88.4%
No	6.4%
No opinion	5.2%



TOTO WOLFF

"THIS MAKES ME VERY HAPPY. I THINK CAR MANUFACTURERS ARE GOOD FOR THE SPORT. THEY DRIVE IT FORWARD AND SEE IT BOTH AS A MARKETING PLATFORM AND BRANDING EXERCISE AND A WAY OF DEVELOPING TECHNOLOGY. THE RESOURCES OF CAR MANUFACTURERS LIFT F1 TO A DIFFERENT LEVEL. HAVING SAID THAT, WE NEED INDEPENDENT TEAMS AS WELL."

GRAEME LOWDON



"WHAT THEY'RE GOOD AT IS SPENDING MONEY TO PROMOTE THE SPORT. FANS GET A LOT OF ACCESS THROUGH THEM."

Should F1 continue to use the Drag Reduction System (DRS) to aid overtaking?



Yes	50.4%
No	40.6%
No opinion	9.0%



ERIC BOULLIER

"I WATCH OLD RACES SOMETIMES AND YOU LOOK AT THE HUGE GAP BETWEEN THE CARS – THERE WAS VERY LITTLE OVERTAKING. BUT BACK THEN WE WATCHED RACES AND ENJOYED THEM. IN 2013 WE HAD THE CLOSEST EVER RACING IN FORMULA 1 AND THERE WERE SO MANY OVERTAKING MANOEUVRES AND PITSTOPS THAT PEOPLE COULDN'T UNDERSTAND WHAT WAS GOING ON."

Would you like to see the introduction of reverse grids?



No	65.9%
Yes	24.1%
No opinion	10.0%

Do you think it's important that Formula 1 is at the cutting-edge of technology?



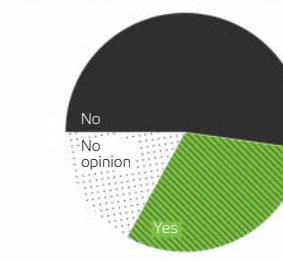
Yes	90.2%
No	7.6%
No opinion	2.2%



Are you in favour of artificial methods to tighten up races?

No	73.9%
Yes	16.5%
No opinion	9.6%

Should there be more than 20 races a year?



No	52.3%
Yes	31.0%
No opinion	16.7%

Would you be happy to see F1 become a single-spec series using identical chassis and engines, as is the case in GP2?



No	86.0%
Yes	9.6%
No opinion	4.4%



ERIC BOULLIER

"IF WE ALL RUN GP2-STYLE CARS, THE TEAM THAT HAS THE MOST MONEY WILL STILL BE WINNING, NOT BECAUSE THEY HAVE A BETTER CAR, BUT BECAUSE THEY CAN AFFORD THE BEST DRIVER. SO I DON'T THINK THIS IS THE WAY TO GO."

PAUL HEMBERY



"I BELIEVE THAT IF YOU TAKE 20 GP2 CARS, PAINT THEM IN F1 COLOURS AND PUT ALL THE F1 DRIVERS IN THEM, YOU WOULD HAVE THE BIGGEST VIEWING FIGURES OF THE SEASON. THE DRIVER AND ONLY THE DRIVER WOULD BE THE MAIN FACTOR. I IMAGINE IT WOULD BE VERY, VERY POSITIVE."



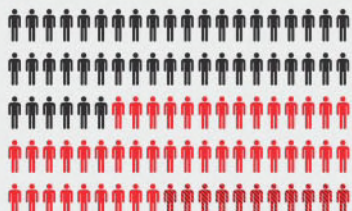
HERE'S WHAT YOU DON'T LIKE ABOUT F1

Despite support for F1 remaining at the cutting-edge of technology, 46 per cent of you are not in favour of the current, highly sophisticated, turbo hybrids. These fuel-efficient machines probably don't appeal to the 50.9 per cent of you who think F1 doesn't have a responsibility to be environmentally friendly. "I'm not surprised by that figure," says Red Bull's Christian Horner. "F1 is all about competition. I'd say Formula E deals with the green issues – F1 provides that little bit of escapism."

Nearly 36 per cent of you don't think the current engines are loud enough and 48.1 per cent of you think they should produce over 1,000bhp.

Significantly, 63 per cent of you think Formula 1 should race on more durable tyres, and more than half of you want to get rid of the rule requiring each driver to use two tyre compounds per race. "That's a high figure," says Pirelli's Paul Hembery, "But it's probably because you get some drivers saying they can't push all the time. We could change it, but the most boring years of the sport were when the tyres were durable."

Are you in favour of the 1.6-litre turbo hybrid engine formula?



No	46.1%
Yes	42.5%
No opinion	11.4%



CHRISTIAN HORNER

"FOR ME, THIS ENGINE DOESN'T BELONG IN F1. IT'S MORE OF AN ENDURANCE RACING OR TOURING CAR ENGINE. YES IT SHOULD BE CUTTING-EDGE TECHNOLOGY, BUT IT SHOULD HAVE A BIGGER CAPACITY: MORE POWER AND MORE NOISE."

Are the current turbo hybrid cars loud enough when heard live?

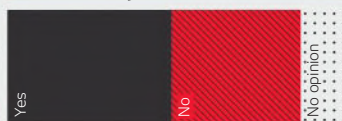
Haven't heard them yet	50.9%
No	35.7%
Yes	13.4%



ERIC BOULLIER

"SPEAKING TO CIRCUIT PROMOTERS, THEIR NUMBERS ARE UP. MORE FAMILIES ARE COMING BECAUSE IT'S LESS NOISY, SO WE SHOULD STOP COMPLAINING ABOUT THE ENGINE NOISE."

Is it important that engines are capable of producing over 1,000bhp?



Yes	48.1%
No	37.9%
No opinion	14.1%

Would you like to see the return of more durable tyres for drivers to race on?

Yes	63.3%
No	27.3%
No opinion	9.4%



CHRISTIAN HORNER

"IT'LL MAKE THE RACING WORSE: YOU'LL HAVE ONE-STOP RACES THAT AREN'T EXCITING. BACK IN 2012 WE HAD SEVEN DIFFERENT WINNERS IN ONE YEAR. PIRELLI TOOK SOME GRIEF, BUT THE RACING WAS GOOD."

Do you think F1 should abolish running two specs of tyre compound in a race?



Yes	52.3%
No	37.5%
No opinion	10.2%



PAUL HEMBERY

"IF IT'S TOO COMPLEX FOR THE FANS, WE CAN HAVE ONE TYRE FOR THE RACE. BUT THAT GOES AGAINST FANS WANTING FUEL STOPS, BUT NOT TYRE STOPS. SO IT'S SLIGHTLY SURPRISING."

Do you think F1 has a responsibility to be environmentally friendly?

No	50.9%
Yes	41.1%
No opinion	8.0%



TOTO WOLFF

"I DON'T THINK THE MESSAGING AROUND F1 IS ABOUT BEING ENVIRONMENTALLY FRIENDLY. OF COURSE, IF YOU CAN BE THAT'S GOOD. BUT IT'S MORE ABOUT CUTTING-EDGE TECHNOLOGY AND THE COMMUNICATION ABOUT THE ENGINE IS LESS ABOUT IT BEING GREEN AND MORE ABOUT ITS EFFICIENCY."

BOB FERNLEY



"TO BE HONEST WITH YOU, I'VE ALWAYS BELIEVED F1 SHOULD BE A CELEBRATION OF EXCESS; THE BEST PARTIES, THE PRETTIEST GIRLS, THE BEST SHOW AND IT SHOULDN'T NECESSARILY BE POLITICALLY CORRECT!"

Do you like F1 visiting new territories, such as Korea, Russia and Azerbaijan?

No	45.1%
Yes	37.4%
No opinion	17.5%



ERIC BOULLIER

"I THINK THERE IS SOME NEGATIVITY ABOUT NEW RACES, BUT I THOUGHT THE SHOW LAST YEAR IN RUSSIA, FOR EXAMPLE WAS VERY GOOD. I'M A BIG FAN OF MOVING ABROAD. WE ARE THE ONLY SPORT THAT IS TRULY GLOBAL – ALTHOUGH TENNIS IS A LITTLE. I THINK WE SHOULD KEEP FIVE OR SIX OF THE CLASSIC RACES, BUT EXPAND TO EVERY CORNER OF THE GLOBE."

BOB FERNLEY



"SURVEYS PRODUCE MIXED RESULTS. A EUROPEAN AUDIENCE WOULD HAVE A DIFFERENT VIEW TO A CHINESE AUDIENCE. ALSO, IT'S A TV SPORT. MILLIONS WATCH IT WORLDWIDE, BUT ONLY A FEW THOUSAND WILL GO TO A RACE."

PHOTOS: XPBCC/LAT; ALASTAIR STALEY/LAT; ANDY HONE/LAT; STEVEN TEE/LAT; CHARLES COATES/LAT;

HERE'S WHAT YOU'D LIKE TO CHANGE IN F1



The changes you'd be most in favour of, overwhelmingly so, are the reintroduction of refuelling and a new F1 tyre war. More than 60 per cent of you want fuel stops to come back, while nearly 78 per cent of you want rival tyre manufacturers competing against each other.

"I honestly think that hasn't been thought through," says Manor Marussia boss Graeme Lowdon. "People forget: no one used to overtake in the refuelling days. It was all done in the pitstops and qualifying was ruined. Also we would have no influence over performance if we had a competition between tyre manufacturers. Sadly I think a bit of amnesia has crept in from the fans with regard to those two things."

Also significant was that 62 per cent of you were in favour of customer cars, whereby teams could buy another team's chassis, for example Toro Rosso could run last year's Red Bulls. This idea has been dubbed the 'franchise car' model and is advocated by the top teams (little surprise, given the financial gain to be had from selling their expertise).

"We like the idea that a GP2 team, such as ART, could come along and buy or rent two McLarens," says McLaren racing director Eric Boullier. "Straight away they would be competitive, without all the investment. Then the show would be better and it would give, say, our two McLaren young drivers, Kevin Magnussen and Stoffel Vandoorne, the chance to do something. A big problem today is the cost of being competitive. This would get more competitive cars on the grid, without prohibitive costs."

Lowdon offers a contrary view: "People say customer cars will reduce costs," he says. "Well, if that's the case, then Manor should be making all the cars, as we do it cheaper than anyone else. Quite clearly that's never going to be accepted. Customer cars don't solve the fundamental problem, it just makes it easier for people to come and go."

There was support for third cars (26 per cent in favour) and even more support for 'young driver' third cars, letting them compete in a separate rookie championship. Nearly 40 per cent of you agree it is a good idea. →

Would you like to see a return to refuelling?



Yes	61.2%
No	27.9%
No opinion	10.9%



TOTO WOLFF

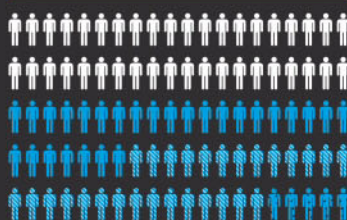
"I THINK THE INITIAL THOUGHT IS THAT REFUELLING IS SPECTACULAR – THE CHANCE OF FIRE, THE ACTION. BUT ACTUALLY, IT LIMITS THE VARIANCE ON STRATEGY AND YOU WILL SEE LESS OVERTAKING."

ERIC BOULLIER



"IT'S A COMPLEX DEBATE. THE PROBLEM WITH REFUELLING IS YOU GET INTO A COMPUTER-DRIVEN STRATEGY WITH NO FLEXIBILITY. TODAY YOU CAN MIX UP THE STRATEGY QUITE A BIT, WHICH YOU WOULDN'T BE ABLE TO DO IF YOU HAD TO REFUEL. PERHAPS THERE IS A PERCEPTION THAT CARS ARE QUICKER ON TRACK, CERTAINLY AT THE START, AS THEY WILL BE 60KG LIGHTER THAN AT PRESENT. WE'VE ESTIMATED THAT IF YOU REFUEL, CARS WILL BE ONE TO 1.5 SECONDS FASTER PER LAP."

Do you think teams should be allowed to run third cars?



Yes	39.6%
Yes, only for young drivers	26.5%
No	28.2%
No opinion	5.7%



TOTO WOLFF

"IT'S INTERESTING THAT THERE IS ENTHUSIASM FOR A CHAMPIONSHIP FOR YOUNG DRIVERS. THIS IS SOMETHING I WOULD LIKE TO SEE."

Do you think there should be more freedom in the sport's technical regulations?

Yes	86.9%
No	10.0%
No opinion	3.1%



BOB FERNLEY

"BAN WINDTUNNELS – THEY'RE THE BIGGEST SINGLE COST IN OUR OPERATION AND THE BIGGEST ENTRY BARRIER FOR NEW TEAMS. CFD IS A FRACTION OF THE COST AND IT'S THE FUTURE."

Would you like Formula 1 to be an open tyre formula to allow rival companies to compete against each other?



Yes	77.9%
No	15.3%
No opinion	6.8%



CHRISTIAN HORNER

"I THINK THAT'S ROSE-TINTED SPECTACLES. IF YOU GO BACK AND LOOK AT WHAT FERRARI DID WITH BRIDGESTONE AGAINST MICHELIN WITH RENAULT – EVERYONE ELSE SUFFERED. FROM A TEAM'S PERSPECTIVE, A LEVEL PLAYING FIELD IS BETTER."

PAUL HEMBERY



"IF YOU WANT A CHAMPIONSHIP DECIDED ON TYRES AND NOT DRIVERS, THERE YOU GO. PEOPLE DON'T UNDERSTAND THE CONSEQUENCES. IF YOU ADD IN ANOTHER VARIABLE THEN YOU HAVE TO BE CAREFUL ABOUT WHAT THE CONSEQUENCES ARE. ONE TYRE FIRM WILL SPEND A LOT OF MONEY, WON'T WIN AND WILL PULL OUT."

Would you be in favour of teams being allowed to buy customer chassis from other teams?



Yes	62.1%
No	27.9%
No opinion	10.0%



CHRISTIAN HORNER

"I'VE BEEN BANGING ON ABOUT THIS FOR SEVERAL YEARS AND THANKFULLY THE OTHER TEAMS ARE STARTING TO TAKE NOTE WITH THEIR FRANCHISE SYSTEM. SO I'M DELIGHTED TO SEE IT GETTING TRACTION."

BOB FERNLEY



"THAT'S WORRYING. I'D LIKE TO UNDERSTAND THE MOTIVES FOR FANS WANTING CUSTOMER CARS; I SUSPECT THEY ARE MISGUIDED. THEY PROBABLY THINK IT WOULD LEAD TO CLOSER RACING, BUT IT WOULD BE A TWO-TIER SPORT. YOU'LL NEVER HAVE THE SAME-SPEC CAR, YOU'LL NEVER BE ON THE SAME LEVEL AS THE MANUFACTURERS. WITH A CUSTOMER CAR YOU'RE CONTROLLED BY YOUR MASTERS. ALL THIS DOES IS GIVE THE BIG TEAMS POWER AND REVENUE."



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WHAT THE TEAMS
MAKE OF YOUR VIEWS...

During the Canadian GP weekend in June, McLaren CEO and chairman Ron Dennis asked *F1 Racing* for a copy of the global fan survey results, ahead of a meeting with Mercedes, Ferrari and Red Bull. He said it provided the evidence he needed to push through some of his ideas (eg for franchise cars) – and end talk of a spec-series ‘GP1’.

The franchise car idea could help keep grid numbers up and avoid the embarrassment of teams not being able to reach the end of a season – a fate that befell both Marussia and Caterham last season. Another related proposal would be the introduction of financial regulations – as are used in the NFL and the Premier League – to help smaller teams achieve financial viability.

“My feeling is that either revenue generation or cost controls need to be in place to keep the independent teams,” says Fernley. “We’ve had 18 months of trying to achieve that, and now the four major teams are trying to gain control from a financial and power perspective. This will result in a major war. When you have a situation where Ferrari are earning \$164million for coming fourth in the championship and Marussia are earning \$48million, there’s something very wrong.”

With financial controls in place, other solutions could then be found to close up competition and increase spectacle. Rules stability often brings cars closer together, but there is widespread belief that the current regulations are too complex.

That said, while the team bosses were keen to hear about survey results that supported their own agendas, they were notably quick to dismiss results that went against their way of thinking. For example, the support for refuelling and an open tyre formula gave all the teams cause for concern. Perhaps, as one team principal put it, there was nostalgia for a previous era of racing where drivers drove flat-out on the limit. The push for a more

durable tyre would tend to support that argument, but all three changes would likely limit on-track overtaking.

“The results go against exciting racing,” says Pirelli’s motorsport director Paul Hembery. “A team will spend a lot of money on the best tyres and the best engine, there will be no overtaking and they’ll disappear into the distance. That happened in the early 2000s and audiences fell through the floor. People need to think about what they’re saying.”

Perhaps, though, those in the F1 paddock should think more about what the fans are saying. The survey results show a consensus that the most skilful teams and drivers should be winning, with no question of the sport becoming a lottery. So while reverse grids and weight penalties are not supported, cutting-edge technology and more freedom are.



F1 Racing’s associate editor James Roberts shows the reader survey results to McLaren’s Ron Dennis and Eric Boullier

This is the balance F1 must strike: finding a way to improve the spectacle without resorting to a quick-fix of ‘artificial’ gimmicks that penalise the drivers and teams that do the best job and undermine F1’s reputation as a showcase for competition and engineering. And it seems that the F1 paddock, more than ever, is open to listening to what the fans want.

“We’re getting there in terms of knowing what is good for the sport,” says Horner. “If we were fans, what would we want to see? First and foremost, we should all be fans of F1 and what I would like mirrors the findings you’ve got from your readers. It needs to be competitive, the drivers need to be lauded as heroes, and cars need to be hard to drive. Cars should be aggressive, loud and fast and we need bigger separation between F1 and other motor racing categories – if we get that right the sport will thrive.” **F1**

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Sliding
sideways
with

F1's SMOOTH OPERATOR

Romain Grosjean is renowned for his precision and finesse in an F1 car – but his method is slightly different when it comes to taming a Lotus Evora S...

WORDS JAMES ATTWOOD

PICTURES MALCOLM GRIFFITHS

he bright yellow Lotus Evora S goes briefly light as it crests the brow of Paddock Hill Bend. Then the downward forces kick in as it begins the roller-coaster descent around Brands Hatch's incredible first corner. Through the compression at the bottom of the hill, the low-slung sportscar drifts out to the very edge of the circuit's kerbing, the left-hand wheels flirting with the fringes of the gravel trap.

Heading uphill again, the Evora picks up speed as it hurtles towards the Druids hairpin. As the apex of the right-hander fast approaches, and with the view through the car's windscreen filling with another gravel trap, Romain Grosjean deftly, but firmly, stamps on the brake pedal. And... nothing happens.

"The brakes are fucked," announces Grosjean. There's no panic in his voice though; he's laughing as he speaks. As the car passes the apex of the bend, he simply knocks the Evora down a gear and turns the steering wheel sharply to the right. He then steps hard on the power, causing the back end of the Lotus to step out of line, before cranking the steering wheel back to the left to pile on the opposite lock, inducing a controlled drift around the corner. From the passenger seat – and likely from the outside – it is spectacular to behold. Brakes? Who needs 'em?

For the rest of the lap, Grosjean's driving is just as impressive, especially at Clearways, the long, lazy right-hander near the end of the 1.2-mile Brands Indy circuit. Eager to pull off an

even bigger drift, Grosjean manages to provide so much oversteer that the Evora nearly goes off nose-first on the *inside* of the bend. No matter: he eases off the throttle to allow the rear tyres to bite and, when the Evora has slid back towards the centre of the track, he induces another tyre-munching drift in the remainder of the turn.

From the passenger seat, it's a fantastic demonstration of car control – except it's not exactly what *F1 Racing* had in mind. The idea of uniting Grosjean, a Lotus Evora S and the gloriously undulating sweeps of Brands Hatch was to gain a first-hand insight into his smooth, ultra-committed driving style – a style that has made him one of the acknowledged masters of tackling fast corners on the limit in an F1 car. The trouble is, handed the keys to a rear-wheel-drive sportscar and one of Britain's finest tracks, Grosjean just can't help himself. He wants to have fun. The sort of fun that involves lots of sliding, lots of opposite lock and stamping on the brakes so hard and fast that they overheat. Grosjean knows how he likes to drive a Lotus Evora S, and it certainly isn't the same smooth way he likes to drive his Formula 1 Lotus-Mercedes E23 Hybrid.

"Lotus cars are beautiful to drive on a track," he says. "A lot of power, a lot of sliding, good brakes – and they're light. I have more fun with them on a circuit than trying to drive them as properly as I can."

Romain Grosjean also knows

exactly how he likes to drive his Lotus F1 car. And since there are no style points on offer in F1, it doesn't involve opposite lock. Instead, it involves smooth steering inputs and ultra-precise commitment – and it's a style that has earned him plaudits within the F1 paddock.

"I like to have good stability on the entry to a corner. I like braking late and then carrying a lot of speed into the corner, turning the car with the brakes and then getting on the power as soon as possible," he explains. "Keeping a high minimum speed [through a corner] is not my biggest strength compared to some other drivers, but I'd rather brake late and get on the power early."

"You have to be precise; quick but smooth at the same time, which is not easy. You have to be quick and precise and direct in where you want to go, and you don't want to disturb too much the rear of the car."

Grosjean's style is particularly suited to fast corners, where his desire to minimise the turn and get on the power as early as possible is particularly rewarded. "I've always liked and been comfortable in the fast corners," he says. "I don't know if that's because I'm crazy or just good at them, but it's fun in fast corners: just having the feeling and confidence in the car."

Having absolute confidence in the rear stability of a race car is vital to Grosjean's approach, and explains why some of his finest performances to date came towards the end of the 2013 season. That was the final year of the 2.4-litre V8 engines, when most of the cars featured blown rear diffusers that conferred incredible rear stability, and rewarded drivers who liked to power through corners. It enabled drivers with the confidence to trust that their car would grip through the fast corners – the likes of Grosjean and Sebastian Vettel – to shine. After struggling in the earlier part of the season while

"Lotus cars are beautiful to drive on a track. A lot of power, a lot of sliding, good brakes – and they're light. I have more fun with them on a circuit than trying to drive them as properly as I can"

getting the car set up to his liking, in the final six races of 2013 Grosjean scored four podiums, and was regularly the closest rival to Vettel – ahead of then-team-mate Kimi Räikkönen.

"I really loved the coandă exhaust we had on the car in 2013, with the rear downforce it gave when I was on the power," he says, a broad grin on his face. "I like to get on the power early, so it was a really good help. If you turned the car before the apex and then got on the power, it would just go straight to the exit of the turn."

With blown diffusers axed in the rules revamp ahead of last season, Grosjean was always going to have to adjust his style to adjust to F1's new turbo era – but that adjustment was heightened by the troubled Lotus E22. Quite apart from being saddled with the underpowered Renault V6 power unit, the E22's handling could be most charitably termed 'inconsistent'. Team-mate Pastor Maldonado also struggled, but for a →



"You learn more from the difficult years. When you have a tough year you try to fight, to show that you can still be up there. That helps you as a driver; it makes you stronger"

driver such as Grosjean, whose approach is built on confidence in a car's stability and consistency, it was particularly problematic. That's why he seemed so frustrated at points throughout the season. It wasn't just the problems with the Renault engine – it was that his car wasn't consistent enough for him to be able to fully adjust his driving style to F1's new era.

"I like to understand what's going on with the car, so if I'm pushing on one lap and at a certain braking point I feel I'm braking a bit too early, on the next lap I will try to carry a bit more speed before I brake," he says. "But the balance issue we had with last year's car meant it was unpredictable: one lap you could be going into a corner and you had understeer; the next lap you'd brake at the same point and have oversteer; and then the third lap could be good."

"It was hard for me to analyse and work around that. I learnt a lot during the year just to go with the feeling [in the car] at any given time. Thankfully, this year's car is more how I like it."

After his run of podiums lifted him to eighth in the 2013 points, Grosjean took just two points-scoring finishes last season. It's no wonder he spoke earlier this year of his desire to delete the 2014 season "from the cloud of his life." But while he is keen to forget the dismal on-track results of a year that robbed his career of oh-so-much momentum, he acknowledges that his struggles made him stronger as a driver.

"You learn more from the difficult years," he says. "In the good years, when everything is going well, the car suits you and everyone thinks you're doing a good job, the results are there. Even if you don't do well in qualifying you still end up in P4 or P5. It's easier to be at the front. When you have a tough year you try to fight, to show that you can still be up there. That helps you as a driver; it makes you stronger."

"Last year I probably drove some races where I was as good as I was in 2013, but the results are not the same because the car is not as good as it was in the past. So you just have to think 'Yeah,

I'm proud of what I'm doing,' and when you've got a difficult car, that's the best you can do."

This year's E23 might not be running right at the sharp end, but it is a much better car than Lotus's 2014 machine – and not just because it contains a pace-setting Mercedes engine. The chassis has the stability and consistency Grosjean seeks from a car, and that is enabling him to return to his confident best. The lack of blown exhaust means he still can't drive it with quite as much commitment into fast corners, because there

just isn't that much rear grip, but he is able to set it up to play to his strengths.

"It allows me to go into the weekend with a baseline setup, and straight away I know what I want to do," he says. "That's very important when you miss FP1, which will happen to me a lot this year [because of third driver Jolyon Palmer]. It's confidence; it's doing three laps and

having the same trend of behaviour in the car and the handling, and being able to come into the pits and say 'well, that's a change we can do,' and just being able to go for it.

"We've got a clear idea of where to improve the car and how to develop it. We just need to take the good opportunities that are coming with us."

Being able to drive to his smooth, late-braking, sharp-turning best also means Grosjean can use his ability to nurse his Pirelli tyres. The 2012 and 2013 Lotus machines were notably soft on the Pirellis, a trait exploited by both Kimi Räikkönen and Grosjean through their style of minimising time spent turning. It's a skill Grosjean understands to be a vital component of racing in F1, even though he admits he'd rather have more durable tyres he could push harder.

"You do set up your car trying to take care of your tyres, and you have to set it up thinking about how the race is going to be, and not qualifying. That's something I really learned from Kimi when we were team-mates in 2012, it helped me a lot in 2013 and it still helps me today. The tyre management in some races this year has been really high – it's the main limitation in the corners today – so you do have to think about it and work at it."

Hitting the road...

One of the perks of racing for Lotus is a fine choice of road car, although Grosjean recently handed back the keys to a black Lotus Evige. "It's not good with a baby," notes the new father. But several F1 drivers have been given potent company cars in their time...

Jim Clark

While helping Colin Chapman build Lotus into a motorsport powerhouse, Clark competed in just about every machine the marque could produce. On the road, he drove a series of beautiful and nimble Elans; the S3 that he used until his death in 1968 is now owned by F1 Racing's Peter Windsor.

Nigel Mansell

After breaking through to Formula 1 with Lotus in the early 1980s, Mansell was duly handed the keys to the sharp, angular and very eighties Lotus Esprit. While it might not have turned into a submarine like James Bond's in *The Spy Who Loved Me*, it did come in full JPS black and gold...

Lewis Hamilton

The reigning champion owns several road cars – including a one-off, bright purple Mercedes-powered Pagani Zonda LH – and he also has a car designed for him. Only 19 versions of the Hamilton-themed Mercedes-AMG SL 63 were built, in 'designo night black magno' (shiny black, basically).



Tyre management is emphatically *not* something that Grosjean is worried about when he's driving a Lotus Evora S. Clearly, brake management isn't something that worries him either. Having fun is. And watching his hands manipulate the Evora's steering wheel, drifting the car through Paddock Hill Bend at a speed mind-boggling to most, but doubtless slightly mundane to a man used to exploring the limits of an F1 car, you can appreciate just how deft his touch truly is.

When he has a car that suits him, as in 2013, Grosjean's delicate car control and his cocktail of precision and commitment, lets him produce Räikkönen-beating, Vettel-bothering drives. Now, after a year of frustration, Grosjean is rebuilding with a more stable platform beneath him. He hopes that having the confidence to commit in the fast corners again can stop his F1 career sliding sideways. He'll save the sliding for when he's driving a Lotus Evora. **F1**

INSET: KEVIN WOOD/LAT



Jim Clark's Lotus Elan S3, being driven by its current owner, F1 Racing's Peter Windsor



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THE GRADUATE



"Valsecchi won the GP2 title in his fifth year and didn't go anywhere. Leimer won it in his fourth year and didn't go anywhere. If I was going to do a fourth year in GP2 I knew I had to *dominate*"

Lotus tester **Jolyon Palmer** is armed with a business degree and a GP2 Series title – and he hopes that latter qualification can secure him an F1 race seat

WORDS JAMES ATTWOOD
PORTRAIT MALCOLM GRIFFITHS

There's no such thing as a definitive route into Formula 1. But since the GP2 Series was launched in 2005, winning that championship has regularly paved the way for greater things for up-and-coming young racers.

The first seven GP2 champions have competed in the sport's top flight – including double F1 world champion Lewis Hamilton. But in recent years, that stellar graduation rate has slipped: Davide Valsecchi and Fabio Leimer, champions in 2012 and '13 respectively, both spent last season competing in sportscars. The tenth GP2 champion, Jolyon Palmer, isn't racing in F1 this year, either. But as development driver for the Lotus F1 team, he's doing the next best thing.

"I wanted to be racing in F1 after winning the championship last year," says Palmer, 24. "It was good to get the third driver deal, but initially I was disappointed not to be racing. Now I'm here, I'm really very happy with my role for this year.

"I'm in the simulator a lot, and that's very important in terms of development parts.

Driving the real thing is good, because for the team it's another viewpoint from a driver. It

lets me contribute a lot more to the meetings and understand what's going on. I'm happy with what I'm doing, the team are happy with what I'm doing, and out of the car I'm happy with what the team are doing in terms of performance."

Palmer's opportunities this year will include a number of outings in first practice. As well as gaining experience of F1 machinery, it will let him adjust to the sheer scale of an F1 operation.

"In terms of the car, I don't think it's that big a step," he says. "It's only a few seconds difference in lap time, and that's mainly on the straights. The corner speeds are similar. The biggest step is the scale of everything. The GP2 car is crude compared with a modern F1 car. And in an F1 team you have 70-odd people working at a race weekend, and a few hundred people at the factory. In GP2 you've got 13, and you're dealing with two people on your car; here there are eight on each car, and that's just engineers. It takes a while to get used to working with everyone."

When Palmer first moved into the GP2 Series in 2011, dealing with a team of 13 people was a major adjustment. He'd spent his first four

seasons in single-seaters in Formula Palmer Audi and FIA Formula Two. Both were based around centrally run operations (superintended by his father Jonathan's Palmer Sport team), which made adjusting to running with Arden International in his first GP2 season a challenge.

"I came to GP2 not knowing a huge amount," he admits. "I'd never run in a team, it was all centrally run with very little engineering. My first year in GP2 was such a big step; it was also the first year with Pirelli tyres, and half-hour practice sessions on tracks I didn't know. It was difficult, but I learnt a lot and I improved the next year. My third year in GP2 was very strong, but I had a chassis problem that we didn't find until halfway through the year, which meant the fourth year became the title push instead of the third."

He spent the 2014 season driving for DAMS, his fourth different team in as many years. The pressure was on: arguably part of the reason his title-winning predecessors Valsecchi and Leimer failed to break into F1 was the perceived stigma that it took them until their fifth and fourth seasons respectively to claim the crown.

"I didn't have to win the title, I had to dominate," says Palmer, who won seven races during his four GP2 seasons. "Valsecchi won it in his fifth year and didn't go anywhere. Leimer won it in his fourth year and didn't go anywhere. If I was going to do a fourth year I knew I had to *dominate*. I won the title with three races to go, and with a record points tally."

Palmer's GP2 win emulated the success of his father Jonathan, who won the European F2 crown in 1983, going on to a grand prix career spanning 88 races across seven seasons. While Palmer Sr was heavily involved in his son's early career, running the championships Jolyon competed in, he has now stepped back.

"It's a help having someone to talk to about behind-the-scenes things. He used to be more hands on, but every year in GP2 he took more of a step back; last year he really just came to races for the enjoyment. That's how I wanted it to be."

Palmer Sr is also one of British motorsport's top businessmen, running championships, managing drivers and owning the Motor Sport Vision group of circuits that includes Brands Hatch. "He's a clever man," says Jolyon. "He managed Justin Wilson into F1, so he knows how it works, he understands the politics of it all."

Reflecting his dad's broad skillset, Palmer combined his early years in GP2 with a business degree at the University of Nottingham. He describes it as "something to fall back on", and his focus now is on getting into an F1 race seat.

He says: "It's an active role. The main thing is I've got a chance to show what I can do, because I don't want to be a third driver for long." **F1**

"I found Benetton very difficult. My first experience was not pleasant. It had been Flavio's team and I wasn't confident enough. I was as guilty as anybody for not getting it sorted out. But you learn from these things"

David Richards conquered rallying and Le Mans with Prodrive, but running F1 teams – and an attempt at setting up a customer team – left him frustrated

PORTRAITS DREW GIBSON

One of the few things David Richards and I have in common is failing accountancy exams in our early years. Otherwise, our lives have taken completely divergent courses, united only by a passion for motorsport across many disciplines. Richards has been winning at just about every level and I've had the pleasure of writing about it. He controls one of the largest and most versatile motorsport companies in the world, which has claimed victories in the World Rally Championship, Le Mans and touring cars, podiums in F1 and, in between, produced engineering success for others. His personal roles have been equally varied: he was chairman of Aston Martin for six years; president of a local motor club in North Wales (where he was born in 1952); and now spends time in Cornwall, where his wife Karen is building up a flourishing hotel business in the picturesque port of St Mawes.

That's where we're heading for lunch, Richards taking the controls of his Agusta 109 helicopter for the 90-minute flight from Buckinghamshire. Also on board are *FIR* photographer Drew Gibson, Karen – and Mabel, the family cockapoo. In the hold are several items bought by Karen



for the two tastefully appointed hotels, which are very much her domain. We're lunching on the veranda of The Idle Rocks, overlooking an idyllic harbour bathed in summer sunshine; it's about as far from motorsport and accountancy as you could possibly be.

Maurice Hamilton: Given your busy schedule, you probably don't get much opportunity to come down here and enjoy this.

David Richards: I'm here a lot, actually. I'll sometimes come down for the night if Karen is here and we've got friends staying. When I heard Hannu Mikkola [1983 world rally champion] was coming to Goodwood, for example, I said

he should come and spend a day here with us. Being here works very well for us. I get out of the helicopter and the moment I drive past the old castle at the entrance to St Mawes, I feel chilled.

MH: Is life still very full on?

DR: This morning started at half five because we had a charity dinner in London last night.

MH: Oh, a lie-in then!

DR: Well, yes, because it's five o'clock normally. I don't go into the office until about 10 o'clock because I like to have a clear morning first thing; dealing with emails and so on. I can't work with people around me and with things going on. I have to have silence, which I get when working in my study at home. Even down here in Cornwall, I can get on with things. We have super-fast broadband in St Mawes thanks to the EU providing it. Then, as I say, we have lots of guests. And I'm trying to learn to sail.

MH: That's actually something you *haven't* done?

DR: Well, I've tried. I'm not very good at it yet. I've got quite friendly with [Sir] Ben Ainslie. I haven't yet called in the favours to ask Ben to help out; I haven't known him for long.

MH: That would be like getting Jenson Button to teach someone he hardly knows how to drive! →





DR: You could say that. Ben comes from this area and I got to know him a couple of years ago. When I was at Austin in Texas, racing the Astons, Ben invited me to come to San Francisco and see Oracle [the yacht Ainslie crewed during the 2013 America's Cup] race there. To what became my great, great dismay, I didn't take up the offer. I said: "You're eight-three down. By the time I get there, you'll be out!" [led by Ainslie, USA's Oracle recovered to win nine-eight]

Prodrive are working on an America's Cup project for Ben at the moment. We are doing all the hydraulic-control systems for the boat. Applying some of the technologies we've used in other environments to a boat is a really interesting project for us. Ben's got a great team of people and I can sense a very positive vibe around that whole America's Cup challenge.

MH: Have you worked with Adrian Newey on it?

DR: Yes. David Lapworth is the lead on our side. It's as much about the strategic issues as it is about the technical ones. The races are fascinating and there are a lot of lessons that can be applied to motor racing.

MH: In what way?

DR: Technology introduced to sailing has made it exciting, whereas technology introduced to F1 has dumbed it down. We've got it the wrong way round in F1 and we haven't communicated it very well either. If you look at sailing, they've got these boats that get up on stilts and look sensational. It's all about the centre of the action; get that right and it follows from there. It's

disappointing that F1 hasn't managed to achieve that. And everyone inside the sport has been so negative as well. It's fundamentally wrong.

MH: And now they're talking about reducing the lap time.

DR: That's not the point because the crowd couldn't really tell the difference. On top of that, they want to see beautiful cars. Quite frankly, all these appendages are unnecessary. Look back at cars from earlier days and they were beautiful.

MH: Getting back to needing quiet to work, I can understand why you say that, but it seems ironic when you're involved in such a noisy industry. Is Prodrive still your main business?

DR: Yes, and it has four divisions now. Prodrive Composites, which employs 200 people in Milton Keynes, does a lot of work for McLaren and their road cars, as well as for Bentley, Jaguar and Aston Martin. We are building the Mars Rover, which is going to travel round Mars in 2018; lots of intriguing technologies there.

Then there is Brand&, our merchandising and marketing company, which supplies products to many of the F1 teams, Pirelli, Hyundai, VW and a whole range of people. We have our engineering group doing mainstream product engineering for a lot of the car manufacturers – Jaguar Land Rover are one of our biggest clients. And then you have the motor racing side, which is Aston Martin and work for VW in rallying in China. We're looking at a whole new range of ideas, and the plan is to have another manufacturer programme in the next

12 months. Each division runs itself and has an autonomous MD reporting to me.

MH: Although we connect you with the racing side of motorsport, you've actually got a business background, haven't you?

DR: I was an articled clerk in accountancy for five years – but I didn't pass any exams.

MH: Was that because you had allowed yourself to get distracted by rallying?

DR: It certainly played a part. It all started when I was about 12 and my parents took me and my three younger brothers to see the RAC Rally come through Clocaenog Forest, which is near where we lived in North Wales. I stayed until the very last car came through – and in those days, there were more than 200. I took photos of them all and thought the whole thing was cool. As soon as I was 17, I borrowed Mum's car and went off to do a rally. Having put my own car and my mother's car through the hedge a few times, I realised it was maybe better to be the co-driver.

The only way forward was to raise money. Everyone was looking for co-drivers but you had to bring some cash to help run the car. The turning point came when doing the audit for a local wine merchant. I'd read about the Sherry Rally in Jerez in Spain and I mentioned this to the directors of the wine merchant. They rang the Domecq sherry family in Jerez and got sponsorship for me. It was my first overseas event as a co-driver.

MH: You did the European Championship with Billy Coleman in the fabulous Lancia Stratos.

I only mention this because I sat with Billy briefly in the same – or similar – car.

DR: Really? When was that?

MH: Back in the late 1970s. There used to be the so-called 'Rally Sprint' in which drivers – sometimes from F1 – would run against the clock on a televised special stage and journalists would be asked to sit alongside them because there was no need for notes or anything like that. I also got to sit with Billy in the Chequered Flag Stratos on Esgair Dafydd, that truly terrifying stage down the side of a Welsh mountain. Apart from the phenomenal noise inside that car and Billy's awesome control, the thing I remember most is Billy being unable to find one of his driving boots at the last minute. He did the stage wearing one boot and, as I recall, one grubby green trainer.

DR: [Laughs] Billy was a brilliant driver. But completely nuts! Funny you should mention shoes. We were invited to drive the factory Fiat

131 Abarth on the Scottish Rally. On the start line, I'm handed a piece of paper with some route modifications and changes, which I obviously needed to take note of. We get flagged off. I say to Billy: "Just drive down to the main road and turn right. I'm going to deal with these alterations."

I'm writing something down – we've only been gone for a couple of minutes – and there's an almighty bang! I look up and there's a lamppost in the middle of the bonnet. Billy hits me and says: "That was your bloody fault!" "Billy, there's a lamppost in the middle of the bonnet. How can that be my fault?" "Ah jayzus," he says. "Couldn't ya' see? I was doing up my laces." He'd been under the steering wheel, tying his boot laces!

MH: I know that eventually led to greater things, culminating in the World Rally Championship with Ari Vatanen in the Rothmans Ford Escort in 1981. You're actually quite a wheeler-dealer.

When you look back, was there one key moment or event that helped you on your way?

DR: My relationship with Rothmans was absolutely pivotal. In the early days, I had been to Rothmans many times, asking for sponsorship. I got a call from them in about February 1976, saying they had a proposal – but perhaps not quite what I was looking for. They wanted me to organise a rally in Kuwait – in three weeks' time. Apparently the guy who had been organising it had been shot and they wanted me to replace him! This was just before Karen and I got married, but I took up the offer. Everything worked out and that led to organising other events and, ultimately, Rothmans through BAT [British American Tobacco] supporting Prodrive when we didn't have the funds to run the rally operation with Subaru.

MH: Was the initial link with Subaru from them or from you?

“Having put my own car and my mother's car through the hedge a few times, I realised it was better to be the co-driver”



INSET: LAT ARCHIVE

Richards and Ari Vatanen (above; above right) on their way to winning the 1981 World Rally Championship

DR: It was a bit of both. We were with BMW and it was clear the two-wheel drive era was ending. We started looking around for four-wheel drive and people to talk to. A wonderful man, Mr. Ryuichiro Kuze who worked for Fuji Heavy Industries, came to see us and asked if we would be interested in starting a world championship rally team. We were over the moon about the idea and put a proposal to him. He was the most important person in that relationship. We had a meeting of minds. He said: "Don't you worry. I'll look after the Subaru side and all the politics in Japan; you concentrate on winning for us."

A few months after I had signed Colin McRae, Mr Kuze said: "You never mentioned this young Scottish guy. It would have been nice to have been told about him and to have a bit of input." I said I just thought it was a good idea and the right thing to do. And he said: "Okay, I trust you." Sometimes, across a cultural divide such as Japanese and English, you get a relationship of mutual trust and just get on with it. But very few times have I experienced it on such an important scale as this. ➔

MH: Did you think the Impreza would have the potential it did?

DR: Not in the early days. David Lapworth was engineering everything in those days and when the Impreza came along, he realised we were onto a winner. It was one of those things where everything came together. We had Carlos Sainz and Colin; a team of people working day and night, determined not to be beaten no matter what. We challenged everything; did everything differently. In those days, Toyota and Ford would go to an event with 200 people. It was like an army. We only employed 50 people. How were we ever going to beat them? So we took helicopters. It worked. I was in a petrol station on my way into London recently and a Subaru left the forecourt just ahead of me. As I heard that boxer burble, I thought: 'That's a nostalgic sound that will be with me for the rest of my life.' It brings memories of such a wonderful period.

MH: I can't imagine the recall of your first relationship with F1 – with Benetton – will stir such good feelings. How did that come about? F1 was quite a change for you.

DR: When we won the world championship with Colin in 1996, BAT spoke to me about F1. I thought they should buy an existing team, but, in the end, they went off on their own to form BAR-Honda. Meanwhile, Bernie Ecclestone put me in touch with Benetton and I went to Italy to meet the Benetton family. They had fallen out with Flavio Briatore and asked if I would mentor one of their sons into the team. So I spent 1998 with them.

I found it very difficult. My first experience was not a pleasant one; not one that I enjoyed at all. The team were in a transition period following the departure of Ross Brawn and Michael Schumacher to Ferrari. It had been Flavio's team; very Italian in some ways and

I wasn't confident enough. I was as guilty as anybody for not getting it sorted out. But you learn from these things. I then knew what I needed to do to get the job done if I ever went back to F1. So when BAT approached me, I said the only way I could do this would be to take my team with me. I wanted my people around me; the people I could trust and get on with. When we moved into BAR for 2002, we had a very clear plan and hit the ground running.

MH: You say that, but, when you arrived at BAR-Honda they were rather like Benetton in that they were also established, albeit to a lesser degree, but set in their ways. Jacques Villeneuve saw it as his and Craig Pollock's team. Craig had gone – which didn't please Jacques much.

DR: Yes, that was difficult. I think we could have progressed a bit quicker had we not had that situation, but that's how it was and I knew that would be the case when we started. BAT gave us all the support we needed. They were very committed to the whole programme. They knew what was required and they were looking for success. Their marketing director, Jimmi Rembiszewski – still a great friend... we meet regularly for lunch – is a wonderful character. Very clear thinking. His marketing brain was as better than anyone's; he knew exactly how to communicate things. I remember talking about the livery of the rally car and he said: "You don't understand. I just want a blue car with the biggest '555' [the brand chosen by BAT] we can get on it. Nothing else." A brilliant guy.

MH: How, then, do you remember your time in Formula 1 overall?

DR: For me, it was the false start with the Benetton year; not understanding how I needed to get to grips with things so quickly. I enjoyed the BAR period because we had a clear vision of what we needed to do. I had support from the people around me – not just my own team, but also the shareholders at BAT. We changed tyres from Bridgestone to Michelin – which was a pivotal decision. We changed drivers and brought Jenson Button into the team; decisions that were bold – and I got the support I needed. I would love to have done another year, probably two years, to see what would happen next. It's all about consistency when it comes to getting the results. But BAT sold to Honda, who wanted to control everything and I knew that would not work.

MH: How was your relationship with Jenson? He wasn't quite the chilled, laid-back guy he is now...

"I've fallen out at some point with every driver I've employed. Jacques Villeneuve, Colin McRae, Ari Vatanen, Jenson..."



Richards celebrating with his victorious Prodrive/Subaru team in the 1995 World Rally Championship

At BAR, Richards was responsible for the move from Bridgestone to Michelin tyres and the recruitment of Jenson Button



DR: I've fallen out – rightly or wrongly – at some point with every driver I've employed. Jacques Villeneuve, Carlos Sainz, Colin McRae, Ari Vatanen, Jenson... we all fell out because, somewhere along the line, we had a difference of opinion. We were young, we were impetuous, and we weren't particularly rational at times because it's such a very emotive environment. In every case we've made up, perhaps years later. And I'd like to think I can count every one of them as a friend today.

MH: Was the disagreement with Jenson over the move he wanted to make to Williams?

DR: Oh, we had lots of arguments! But we've all moved on and I think he's a super guy; the perfect man for McLaren given their problems at the moment. We all can look back at some of the decisions we made in our youth and regret them. But you can redress that and resolve those issues over the years – which I think is very important.

MH: So, after F1, you move into sportscars and Aston Martin. Was that for a fresh challenge?

DR: Yes, because Prodrive had done rallying and won the world championship; we'd won

the British Touring Car Championship on a number of occasions; we'd had the Formula 1 period. But sportscar racing had always slightly eluded us. I've had a love affair with Aston Martin since I was a schoolboy. I bought an old Aston Martin, which I probably couldn't afford, around 25 years ago. This car has now become part of our family. It comes out on high days and holidays – it's used all the time. The kids borrow it for weddings because it's identical to Prince Charles's car.

Button and Richards in 2004, prior to Button's contentious attempted defection to Williams



I went to Aston Martin and banged on the door almost every year; it was in my diary. "It's about time you entered sportscar racing. Why aren't you racing with us?" They said they had no money; they couldn't do it. Eventually it got to a point where I said: "Look, you've got the DB9, a great new sportscar." I must have been a bit flush at the time and rather full of bravado because I then said: "Why don't we develop the car?" And they said: "Okay. Let's do it."

Ford said they would give us a contract. I said we needed to have the commercial rights to their motor racing for a number of years and then I'd invest in it. That's what happened. We had a contract that was just two pages long, drawn up by myself and Uli [Ulrich] Bez, who was the Aston Martin CEO at the time. Looking back, that was another of those pivotal moments. It started the Aston Martin racing programme which, in turn, led to an extraordinary set of circumstances a few years later in 2006.

I was having dinner in Stratford with an American investment banker who had come to buy a racing car. He said: "I hear the →

company is for sale." I said I was a bit worried about that because my contract for racing was on two pieces of paper that didn't look very robust and probably wouldn't stand up to a lot of interrogation. So he said: "Hmm, why don't you buy it?" I said: "What do you mean? Buy what?" When he said buy the company, I pointed out there was the small question of a billion dollar asking price. He said: "Don't worry about that. I'll find the money. You just front the thing. You know the management; you know Lewis Booth, the president; you know the team at Aston. You just do that and I'll put the money behind it."

I thought he was drunk! But he wrote to me on the Monday and repeated what he had said.

He was an extraordinary character – and true to his word. I could write a book about the next six months alone. We became the final bidders on the table and actually ended up buying it with a consortium of Middle East investors. And I suddenly became chairman of the company.

MH: Your initial venture into the top category, LMP1, was a bit tricky, was it not?

DR: It was. Aston Martin make GT cars, and I've subsequently learned that if you haven't got the resources to fight at the top, it's better to dominate your category; in our case, GT. In many respects, it's also better for the brand to be seen to be competing at that end. But, at the time, we had this view that we must be able to

fight at the front with a prototype and, you know, age mellows you and makes you realise the folly of your ways because we clearly didn't have the resources to do it properly.

We were fourth at Le Mans with the LMP1 car, but to actually win against the might of our competitors was impossible. So, in subsequent years, we've gone back to fighting in the GT category, which actually I rather like because I think we're with real motor cars and we're competing against some great teams in Ferrari, Porsche and Corvette. It's been great, great fun.

MH: How does it stack up against rallying and F1?

DR: It's the same relationship we used to have in the rally days. That's what I love about GT racing because there's a sporting element about it. Before the start at Le Mans, for example, the Corvette team would come and shake all our hands and we'd go and shake theirs. There was this respect before the big battle. It was like the start of a rugby match – as opposed to a football match, which is perhaps more like Formula 1.

MH: Which brings us to talk of you coming back to F1 at a time when Max Mosley was very much into his cost-cutting campaign.

DR: This is where things go full circle. Max said we should use more standard components. We should take away the intellectual property rights from the teams and allow more commonality of components. I read the rules, looked at what was being proposed, and went to McLaren and said: "Look, why don't we take a clone of your car and run a customer car of yours? I can run a second team and therefore we double your testing" – which was limited, of course. "You want to develop young drivers, so I'll put one of your young drivers in. You've got a lot of sponsorship" – which, sadly, is not quite the case any more at McLaren – "and, if there's any conflict of interest, you can put that sponsor with the second team."

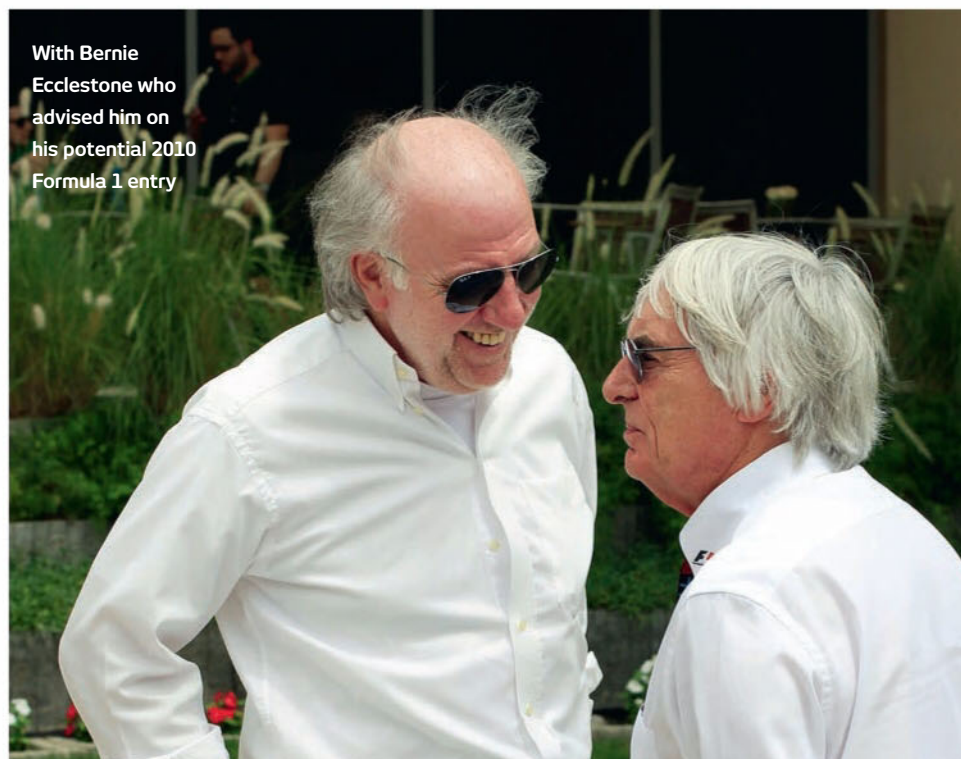
I went to Bernie and said I'd like to have a team. "Fantastic! Love to have you here; let's get it sorted out." The entry went in; everything was agreed; I said I was going to have a McLaren. "Great," they said. "Last year's McLaren will be a very good starting point for you; you'll be very happy with that and everyone will be very pleased." I had to say that was not quite what was going to happen. "I'm going to have this year's car and this year's Mercedes engine."

They didn't think that would happen because we couldn't afford it. But when everyone realised we *could* afford to do it, that it was going to

"Aston Martin make GT cars, and if you haven't got the resources to fight at the top, it's better to dominate your category"



Richards pursued Aston Martin for years, bringing them to sportscars in 2003, and later becoming chairman



With Bernie Ecclestone who advised him on his potential 2010 Formula 1 entry

happen and we had agreement with McLaren and Mercedes, Williams suddenly woke up to it at the last minute. They served notices on the FIA, on Bernie, on me, saying that they'd signed a new agreement, not a new Concorde Agreement, but a new understanding that the basis of a new Concorde Agreement would be similar to the previous one, which, of course, required each team to have ownership of the car.

Everyone got a bit nervous and frightened about it and the deadlines approached for the cars to be built and get everything under way. Basically, we missed the deadline. People said they simply couldn't take the risk at that point in time because it was all getting quite tricky. That's how it all fell down, which is very sad. I can see the same picture building up today.

MH: Would you have even considered the previous year's car and engine?

DR: Absolutely out of the question. We'd have been on the back foot from the start. I could accept that we wouldn't have the full advantage of maybe the main team, but I wouldn't want to be so far off the pace that it would be like having one hand behind your back. We're winners. I want to be successful.

MH: Was Max not supporting you in this? Or was he on the point of departure from the FIA presidency by then?

DR: He was for the whole concept but, when it came to the push, he didn't support it. At times like that, you begin to learn who your friends are.

MH: But this wasn't the end of it, was it? You were also associated with the concept of the \$40million budget cap in 2010.

DR: We had an agreement for the supply of Mercedes engines. About 24 hours before entries closed, we got a call saying we had to have a Cosworth engine if we wanted to be selected. I said: "That's not my agreement. I don't believe the Cosworth engine will be competitive." I was told: "No, you don't understand. If you want to be selected you have to have the Cosworth engine." I rang Bernie. He said: "Stick to your guns." And thank god we did because we'd probably be bankrupt by now.

MH: Who was going to design and build the car?

DR: That's an interesting question because I'm always surprised by the arrogance of small teams who think they can do it better than guys who've been out there for many years and been successful. Everything I've done has been through collaboration with different parties who know what they're doing. It's foolish to contemplate doing it yourself.

MH: Which is why you're happy to leave this lovely establishment in Karen's capable hands?

DR: Exactly! Another glass of rosé? 

Timeline



- 2007** Leads a consortium of investors to buy Aston Martin and becomes chairman
- 2006** Prodrive confirmed on list of entrants for 2008 F1 championship. They withdraw due to changed customer-car rules
- 2005** Prodrive-run Aston Martin Racing team begin competing in sportscars
- 2002** Brought in by British American Tobacco to run BAR F1 team. Team finishes second in 2004 constructors' standings
- 1997** Replaces Flavio Briatore as director of Benetton F1 team; fired after one season
- 1989** Prodrive secures works Subaru rally deal; wins title with Colin McRae in 1995
- 1984** Founds Prodrive, initially running Rothmans-backed Porsches in rallying
- 1981** Wins the World Rally Championship as Ari Vatanen's co-driver in a Ford Escort Mk2. Retires to set up his own rally team
- 1974** Wins his first national rally title co-driving for Tony Drummond

F1 legends from the '70s, '80s and '90s, including world champions Niki Lauda, Nelson Piquet and Alain Prost, were reunited with their historic machines at the Red Bull Ring and let loose on a grand prix circuit one more time

The flame





still **burns**

WORDS JAMES ROBERTS
PICTURES ALASTAIR STALEY/LAT

or four years, from 1983 to 1986, two drivers picked up every grand prix victory available at the majestic, swooping Österreichring.

Home favourite Niki Lauda and his former McLaren team-mate Alain Prost dominated here.

Thirty years on, the pair are standing opposite each other on the old circuit, the part that once crested the hill after the start/finish line (the new Turn 1 of the shorter Red Bull Ring now veers sharply right before this point). Prost, 60, is as lean as ever, while Lauda, now 66, has filled out, but is instantly recognisable from his weathered features.

The two of them stand in front of a pair of historic race-winning McLarens: Lauda with

the MP4/2 that he drove to victory at the 1984 Austrian GP (after Prost spun off on oil); Prost with the MP4/2B with which he won the same race the following year.

Prost helps the elder statesman do up his overalls and they share a joke, while their contemporaries gather round to swap memories. Nelson Piquet, 62, is here with his championship-winning Brabham BT52 from 1983, while Gerhard Berger is sitting contemplatively in the gorgeous Ferrari F1-88C.

"I drove this car in 1988, the year that McLaren won everything," says 55-year-old Berger. "I remember going to Ferrari and asking if I could have the car if I won a race. Then I went to Monza and that was the first win after Mr Ferrari had died and all of Italy was very

emotional. Still, I won the race and I took the car home on a trailer... she's still very pretty."

The model Berger sits in today is owned by Bernie Ecclestone, one of many machines tucked away in Bernie's private collection at Biggin Hill Airport in South London.

As Gerhard dons his balaclava, he tilts his head to peer up at the sky. There's the odd drop of rain from the dark clouds hanging over the Styrian mountains. Strapped in the 88C with its 1.5-litre V6 turbo and enormous slick Goodyears, he's hoping the rain won't get any heavier. His old friend and Red Bull patriarch Dietrich Mateschitz appears and beams widely as he sees – and hears – the old machines being fired up.

These F1 legends are here to take part in a Sunday morning demonstration run prior to the



1. Christian Danner
2. Riccardo Patrese
3. Gerhard Berger
4. Niki Lauda
5. Jean Alesi
6. Nelson Piquet
7. Pierluigi Martini
8. Alain Prost



Formula 1 legends of the '70s, '80s and '90s take to the track at the Red Bull Ring, to re-live glory days gone by – with some explosive results along the way...



Friends reunited

Five drivers in the parade got to use the cars they once raced in Formula 1



Nelson Piquet,
Brabham BT52

Year raced 1983

Drivers' championship 1st
Wins 3

Other podiums 5

Pole positions 1

Fastest laps 4

Points 59



Niki Lauda,
McLaren MP4/2

Year raced 1984

Drivers' championship 1st
Wins 5

Other podiums 4

Pole positions 0

Fastest laps 5

Points 72



Alain Prost,
McLaren MP4/2B

Year raced 1985

Drivers' championship 1st
Wins 5

Other podiums 6

Pole positions 2

Fastest laps 5

Points 73



Christian Danner,
Zakspeed 871

Year raced 1987

Drivers' championship 23rd
Wins 0

Other podiums 0

Pole positions 0

Fastest laps 0

Points 0



Gerhard Berger,
Ferrari F1-88C

Year raced 1988

Drivers' championship 3rd
Wins 1

Other podiums 4

Pole positions 1

Fastest laps 3

Points 41



"We should perhaps look at doing this more often..."

ALAIN PROST

2015 Austrian Grand Prix. Before that, they have a 30-minute familiarisation session on Saturday evening and they are gathered in a temporary paddock at the exit of Turn 1, waiting for the moment they will be unleashed onto the circuit.

Nelson Piquet sits quietly in his Brabham, leaning his head back on the monocoque, ear plugs in place, helmet perched in front of him. When Riccardo Patrese wanders over to say hello, a television camera crew corners the Italian. During the ensuing interview Piquet throws his gloves up into Patrese's face and begins to unnecessarily rev the Paul Rosche-designed four-cylinder BMW in the back of his BT52. He giggles at his own mischief.

former team-mate Alesi drives around him, gesturing disparagingly – only to stall himself.

The hills around Zeltweg reverberate to 1980s-spec turbo power once more and the crowd whoops with delight. Current mechanics and drivers rush to the pitwall to get a good view of the action. But then, just like a grand prix from the 1980s, the cars start to run into trouble.

Berger's Ferrari completes a lap, then stops abruptly in a plume of blue smoke that signifies engine failure. Christian Danner's Zakspeed seizes up at the exit of Turn 1. The Minardi, driven by Pierluigi Martini, bursts into flames.

Here, these cars bring you something, not only the memories, but they give you a good feeling.

"The crowd appreciated us being out there on the track in these old machines. We can't do it every race, but perhaps we should look into doing this more often. You have to be careful, though, because these are old cars and you cannot do a lot of mileage. I stopped early, not because I wanted to, but as you get quicker you need to be careful and have the respect for the machinery – especially from this generation."

While Lauda is cheered on every lap, the crowd makes the most noise when the Ferrari



At the tail of the field, 51-year-old Jean Alesi is sitting in a Sauber C14 from 1995 – a few years older than the Saubers he raced in 1998 and 1999. He places his hands on the front of the monocoque and is clearly contemplating the hours he used to spend at the wheel of F1 cars. He then quizzes one of the mechanics about gear ratios and tyre temperature. His passion for speed and racing is still very much in evidence.

"It is great to be back in a Formula 1 car on a proper track for this occasion. It's superb," he enthuses. "It is something unbelievable."

The cars are firing up, filling the air with a deep-blue, fuel-rich fug. Lauda dons his helmet, Prost pulls on his gloves, and they're the first to file onto the curves and sweeps of the Spielberg track. Berger stalls his Ferrari; his friend and

But out front, serenely putting in the laps, unhurried, smooth and precise is Alain Prost – nursing his equipment to the finish, just as he used to in his racing days.

"I was going a bit faster each lap but it was always important to me to consider the cars I drove very carefully. I never wanted to damage the car in any way," says Prost. "Thirty years on, it's funny how after just one or two corners you remember everything about the car. My car has the same seat, the same position, the same pedals – everything is identical to how it was when I won here 30 years before. I got in the car and we didn't need to change a thing. The only problem is that I am 4kg lighter than I was then."

"It's fantastic to be all together again; it's not only the car, it's the fact that we are all here.

spectacularly blows up. What Mr Ecclestone thought is probably best kept private.

From the pitwall, Sebastian Vettel is watching the action with Ferrari team-mate Kimi Räikkönen. "This is important as it's part of the history of F1," says Seb. "It's great that these cars are still alive, still awake."

At a time when there is so much debate about the spectacle of Formula 1, the attention the parade has received shows the enthusiasm for big, wide, noisy, fire-spitting F1 cars.

"Everything came back to me very quickly," says Lauda. "Right away I got a handle on the car and every lap I went quicker. No fear. Full throttle. Easy. It was incredible. Nice. Fun."

"One day," he adds with a wistful grin, "it will be like this again..." 



JIM CLARK'S



Jim Clark's 1965 season was one of the most remarkable ever produced by a racing driver. He took his second Formula 1 world championship with six wins – and a maximum possible points haul – from nine starts; became the first driver to win the Indianapolis 500 in a rear-engined car; and added the Tasman Series and French F2 titles to his haul for good measure. Fifty years on, fellow Scot **Sir Jackie Stewart**, his great friend and rival, remembers a racer still revered as one of the best of all time

PICTURES LAT ARCHIVE

G O L D E N Y E A R

Apart from anything else, Jimmy was by far the best driver I ever raced against, and I was lucky enough to be able to learn a huge amount from him because we spent such a long time together. We shared an apartment in London that belonged to John Whitmore. Jimmy was still based in Duns and I was also living in Scotland at the time, but we both went down to the London address a lot.

Jimmy was very shy – somewhat introverted – and extremely modest. He wasn't at all carried away by the pizzazz of Formula 1. People forget how big the media was then – bigger than it is now, I think. Sure we have TV and websites now, but in the mid-'60s, every single magazine, every single newspaper, had representatives at every grand prix. Jimmy was always a very shy interviewee, yet the name of Jim Clark... you know, he was on the cover of *Time* magazine. In 1965 he won the Indy 500, he won the Formula 1 world championship that year, he won the Tasman Series that year and he'd won the British Touring Car Championship the year before in the Lotus Cortina. In those days we raced any number of cars: in '65 he was doing Can-Am races as well with the Lotus 30.

We were really good, good friends. And that 1965 season – my first in F1, driving for BRM – I finished second to him three times: in Belgium,

France and Holland. For that to happen, for two Scotsmen to be on the grid and on the podium together was just fantastic.

Jimmy was to be godfather to my son, Mark, who was born in January 1968, but Jimmy died that April, so it never happened. But we went on holiday together, we travelled together – I probably knew Jimmy as well as anybody.

When I think of how he drove, it was the smoothness that I remember more than anything. He was *so smooth* and I would say all the drivers today should just look back and see

how he drove. Look how Fangio drove: there was no spectacular driving by Juan Manuel Fangio; there was no spectacular driving by Jim Clark. And I learnt everything from him.

But I don't think Jimmy realised what he was doing. It was a completely natural thing for him. Whereas for me, watching him, it was like I was seeing the reality of how it could be done better than just driving by the seat of my pants.

At that time we had 1,500cc Formula 1 cars with skinny tyres, so you had to be smooth and not lose any speed through the corners. And I →



Jim Clark made the cover of *Time* magazine following a season in which he won the F1 championship, the Indy 500, the Tasman Series, the French F2 championship plus numerous victories in saloons and sportscars



An exercise in the art of slipstreaming from Clark as he follows Jackie Stewart at Monza '65. Clark would retire on lap 63 with a fuel-pump problem; Stewart went on to take his maiden F1 victory

was able to follow Jimmy, sometimes – not very closely – during practice and qualifying. We spent a lot of time on the track together and I learnt how to be smooth by watching Jimmy.

Keep in mind that Jimmy was driving a Lotus and Lotus had more mechanical failures than almost any other racing car; I'm sure the record will show that. But Jimmy's Lotus broke down less often than anybody else's.

Jimmy didn't stress a car's suspension by abusing it the same way a whole lot of other

"I wonder if Jimmy really knew how good he was. I don't think he did. I think he just thought he had a great car"

drivers did. So many people think that to drive fast you've got to be pushing and shoving. It's quite the reverse. I learned that from Jim Clark, and there are not that many drivers in my opinion who have been able to do what he did. Alain Prost is the only other one I know who had the same... 'technique', if you like.

Thinking about him now and about that season, sometimes I wonder if Jimmy really knew how good he was. Because, you know, I don't think he did. I think he just thought he had a great car. And he *did* have had a great car, make no mistake about that.

I drove a Lotus 33 in my first-ever Formula 1 race – the non-championship Rand Grand Prix in South Africa in December 1964 [when Stewart subbed for an injured Clark] – and the grip from the Lotus was extraordinary.

I'd been driving the BRM at Snetterton in testing with Graham Hill and by comparison the Lotus felt like its centre of gravity was six inches below the ground. The BRM felt as if it was two inches above the ground. The Lotus was extraordinary, just unbelievably good, purely because of the suspension geometry. We had no aerodynamics on the cars then.

So with Jimmy driving with that kind of grip, there was no competition really. The car was

so good, and so was he; he drove a Lotus 30 sportscar faster than anybody else, and that was a terrible car. He also drove a Lotus Cortina touring car better than anyone.

Jimmy wasn't aware of his following, I don't believe, nor of how dominant he was. If ever I went back to his farm, there was no 'racing driver' there at all; he was just a sheep farmer. He'd go out with the sheep, to the agricultural sales... he lived a perfectly normal life. It was only when he started to earn big money that his accountant and lawyer, who were both from Duns, said: "Jimmy, you can't go on, you're going to have to go abroad [for tax reasons]."

He went to Bermuda, in 1967, but he was living most of his life in Paris, in fact, and at that time he became a lot more 'worldly' shall we say. There were a lot of girlfriends, but... [JYS laughs at the memory] it was fantastic. Every one of his girlfriends thought she was the only one. It was a master act. We shared an apartment together, so there was no doubt about how many there were.

But, you know, he never got intoxicated by the glamour. He was completely unspoilt.

Sometimes we'd sit and have a chat and we'd never talk about motor racing and that kind of hid his competitiveness. One time we were both racing Lotus Elans at Silverstone and →

1965 RACE BY RACE

Clark's perfect season

Round 1 South Africa

A great start for Clark, especially sweet since it was only weeks after he had lost the 1964 title to John Surtees at the final race in Mexico. On pole by a second in the Lotus 33, he led from lights to flag to take a comfortable New Year's Day victory.



Round 2 Monaco/Indy

Monaco and the Indy 500 were on the same weekend, so Clark and Lotus chose Indy. From pole, Clark became the first driver to win the 500 in a rear-engined car – and the only one to win the Indy 500 and become F1 world champion in the same year.



Round 3 Belgium

Back on the F1 trail, Clark could manage only P2 in qualifying at Spa, behind Graham Hill's BRM. However, on a wet raceday he wasted no time in moving ahead of Hill on the run down to the Masta Kink and won by more than 40 seconds from Jackie Stewart.

Round 4 France

Clark reasserted his total dominance at Clermont-Ferrand, with another lights-to-flag victory from pole over Hill and Surtees. And with drivers counting their best six finishes from the ten events, Clark was already halfway to his perfect score.



Round 5 Britain

Clark went into this race having won the previous three British GPs, and another pole was claimed at Silverstone. An easy win looked on the cards until a misfire allowed Hill to close in, but Clark held on by three seconds for win number four.



Round 6 Holland

Polesitter Ginther was the early leader from Hill and Clark, who had qualified second. Hill passed the Honda on lap 2 and Clark followed suit at the end of lap 4. Clark pulled away from Hill and by the time Stewart moved into second he could not be caught.

Round 7 Germany

Clark knew a win at the Nürburgring would secure his second title as, with three races to go and a maximum score of 54 points, he could not be caught. He led from pole, repeatedly breaking the Nordschleife lap record en route to the championship.



Round 8 Italy

Business as usual, with Clark leading from pole at Monza. This time, however, he was involved in a slipstreaming battle for the lead with the BRMs of Hill and Stewart. On lap 63, Clark's fuel pump failed and he retired, although he was still classified tenth.

Round 9 USA

Starting from P2, this time behind Hill, Clark had to chase the BRM away from the start. He briefly led when Hill made a mistake on lap 2, but was relegated to second by the end of lap five. Seven laps later his Climax engine expired and he was out.

Round 10 Mexico

At the final race of the 1.5-litre formula, Clark was anxious to add to his tally of wins and claimed his sixth pole of the season. But come the race he was never in with a chance as Ginther led from the start. On lap nine Clark's incredible season ended on a sour note with another engine failure.





Jim Clark (left) with Jackie and Helen Stewart at the 1965 Dutch GP. Clark won and Stewart finished second


“Jimmy had some good team-mates, but he was so good that these guys never got the attention he did”

I remember asking him: “Where do I brake at Stowe?” And maybe because I was quite competitive with him, he wouldn’t tell me!

So I asked him why not and he said: “You know, I’m driving against you.” And I said: “Yeah, but the braking distance, I just want to know. I don’t want to get it wrong.” But he didn’t want to talk about it.

There was a real fighter inside this humble Scottish farmer. He had some good team-mates like Peter Arundell and Trevor Taylor, but their trouble was that Jimmy was so good these guys never got the attention Jimmy did from Colin. Therefore they never got the success that they, I think, otherwise would’ve got.

I still think of Jimmy as one of my best friends from that time. It was such a big deal for me to be close to him and to see that rocketship go so fast. He was so rapid.

When he died [in a crash in a Formula 2 race at Hockenheim in April 1968], there was a huge funeral but, again, full of modesty. Instead of having Graham Hill or myself or Jack Brabham or anyone else carry the coffin, the Lotus team guys did it. His family and Lotus. It was exactly what he would have wanted. 

Sir Jackie Stewart was talking to Anthony Rowlinson

THE WONDER YEAR... FORMULA 1

Races contested	9 (out of 10)
Wins	6
Pole positions	6
Points	54 /54
Wins from pole	4
Other front-row starts	3
Wins with every lap led	5
Fastest laps	6
Races led	8
Laps led	349
Championship won after	7 races

OTHER ACHIEVEMENTS

Non-championship F1 wins	2
Indy 500 wins	1
Indy 500 poles	1
Winning speed at Indianapolis	150.686mph
Tasman championships	1
British F2 wins	2
British Saloon Car Class C wins	3
French F2 championships	1



In 1965 Clark became the only driver to win the F1 title and the Indy 500 in the same year



PHOTOS: LAT ARCHIVE; GETTY IMAGES/ENTHUSIAST NETWORK; PHIPPS/SUTTON IMAGES



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Britain expects; Lewis delivers

The crowd couldn't have been happier – proper sunshine and, more importantly, a hugely popular victory by home hero and championship leader Lewis Hamilton

REPORTS



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Rosberg does it again, collecting his second consecutive win at the Red Bull Ring



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The crowd goes wild as Hamilton takes his third home win at Silverstone

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Drivers need to keep their wits about them at the slow and tortuous Hungaroring

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Formula 1 television commentary is a very different kettle of fish to when Murray started out



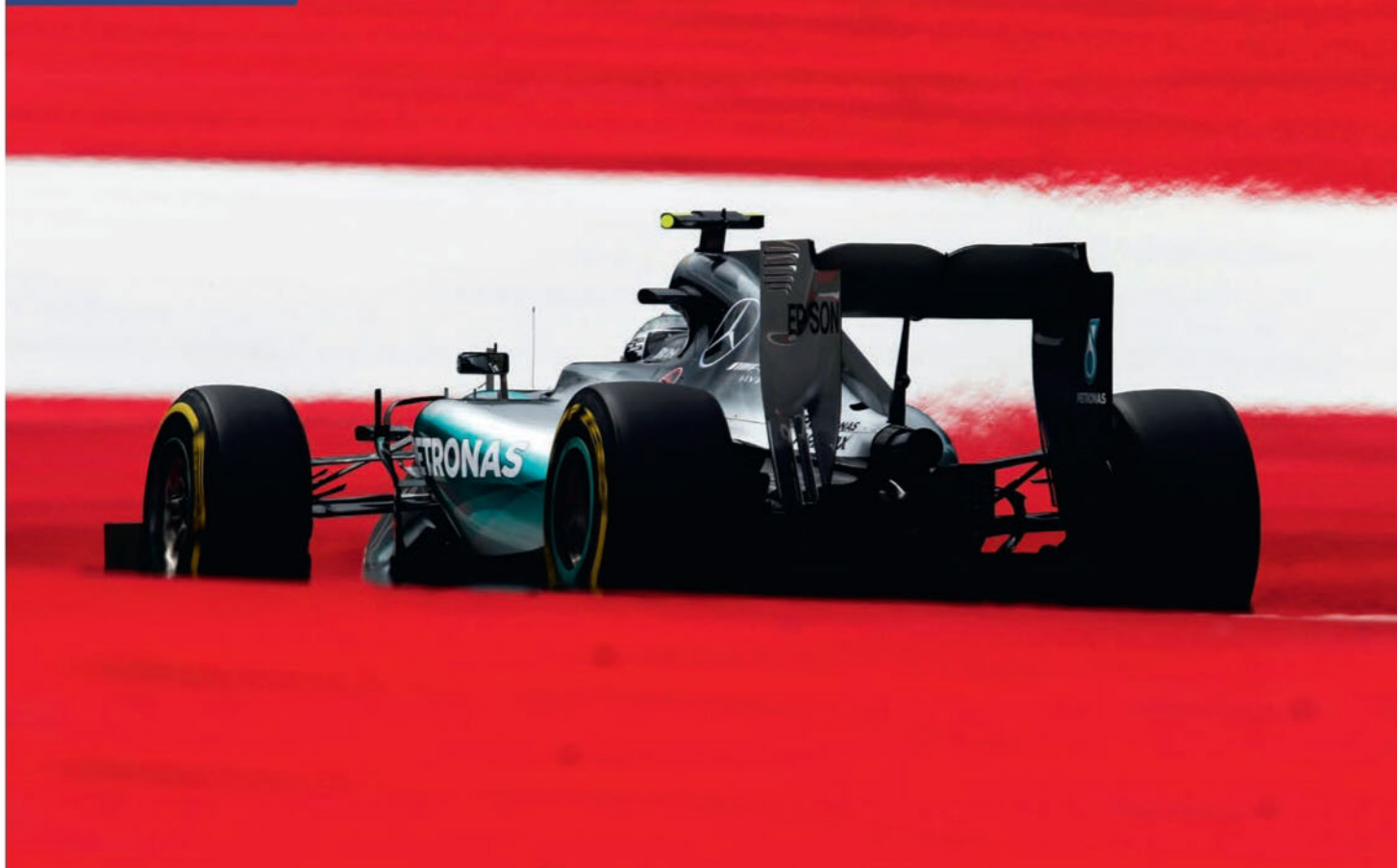
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RACE DEBRIEF

by James Roberts

Austrian Grand Prix

21.06.2015 / Red Bull Ring



Rosberg in a league of his own

Austria could be a turning point for Nico as he outclasses team-mate and championship leader Hamilton

Twelve months ago, Nico Rosberg won round eight of the 2014 championship at the Red Bull Ring. His team-mate Lewis Hamilton came second and a Williams took the final podium spot. *Plus ça change, plus c'est la même chose...*

At this stage last year, Rosberg held a comfortable 29-point advantage over his team-mate, but now he is ten points in arrears. The difference in 2015 is that his latest win in Austria could actually signify the start of a charge for the world championship.

All weekend Rosberg was quicker than Hamilton – except in the dying seconds of qualifying. Rosberg pushed too hard on the steep run down through the Turn 8 Rindt Kurve, caught the wet AstroTurf, and slithered his Mercedes towards the barriers.

Bizarrely, Hamilton also went off the track on his final lap: braking hard from 200mph into Turn 1, his Mercedes snapped around and his session was also over. He wasn't too perturbed;

his first Q3 run netted him his 45th pole position, thereby putting him level with Sebastian Vettel in third place in the all-time list of pole-setters.

Despite menacing black clouds swirling around the peaks of the Styrian mountains, race day remained dry. Hamilton didn't react to the five red lights extinguishing as quickly as his team-mate alongside him and Rosberg got past him as they headed into Turn 1.

"I had a problem with the wait revs," said Lewis after the race. "I took my foot off the gas and it was still on – like the throttle was still on – and then I dumped the clutch and just had lots and lots of wheelspin. It's something we will work on to improve on my side of the garage."

Rosberg later revealed that his engineer had been working on his clutch settings, which is why his starts over the past few races have been much more consistent. Having delivered the first blow to Lewis, he now had to set about extending a gap to break the DRS activation.

All too soon the field was neutralised following a frightening-looking accident coming out of the Turn 2 hairpin, when Fernando Alonso's McLaren rode up over the top of Kimi Räikkönen's Ferrari. Thankfully Kimi was able to walk away, despite the floor of the McLaren coming worryingly close to his exposed head.

The pair were dicing at the back of the field following problems in qualifying. Räikkönen had failed to get out of Q1 after he mistimed his run and was stuck behind the Force India of Sergio Pérez and Alonso's McLaren on his quick lap.

McLaren were enduring one of their most dismal weekends ever. Both Alonso and Jenson Button were given grid penalties of 25 places each for a multitude of engine and gearbox changes and on-track time was limited. It was an embarrassing display, especially with Honda president Takahiro Hachigo visiting.

On Sunday, Kimi lined up in 14th while Fernando was 19th – and having made one of

his customary good starts, Alonso was running behind the Ferrari when Kimi started fish-tailing exiting Turn 2. He lost control due to excessive torque, in combination with the cool temperatures, low-grip surface and prime compound tyre. He clipped Alonso and the pair smashed into the barriers, leading to the deployment of the Safety Car.

"Something strange happened there," said Alonso. "He lost the car to the left and I was lucky not to hit him on the head. I was trying to brake, but my wheels were in the air..."

The incident was oddly similar to the first-lap throttle-map problem that had caught out Räikkönen at the hairpin at the Canadian GP a fortnight earlier. While he didn't go into detail about the incident, in the Ferrari motorhome afterwards, team principal Maurizio Arrivabene was forced to talk about Kimi's future when grilled by the Italian media.

"I could suggest my view and then we need to talk with the president [Sergio Marchionne] to take the final decision," said Arrivabene. "It's not a question of today or yesterday. It's an overall view that will conduct our decision. We will decide when it is the appropriate time." Pressure is mounting on the Finnish side of the garage.

It was left to Kimi's team-mate, Sebastian Vettel, to take the fight to the Mercedes and he ran third, behind Rosberg and Hamilton for much of the race. But when he made his only stop from options to primes on lap 36, a stuck wheel nut cost him ten seconds and third place.

Williams' Felipe Massa was running with a significant aero update to the FW37 and drove superbly in the closing stages to fend off Vettel and hold on to the final podium position at the flag. Massa was comfortably 17 seconds down the road in third place, which was important for Hamilton when he picked up a five-second time penalty (added to his race time) for cutting across the white line at the pitlane exit. He knew that the best time to try to eat into Rosberg's lead was at the pitstops, but this error cost him any chance of victory.

Rosberg too, knew the pitstops were critical and his lead to his team-mate was cut when he ran wide at Turn 2 on in his in-lap. He then locked up entering the pitlane and was lucky to bring his car down to the required speed limit in time. For once, everything was going right for the number six Mercedes and it was the 44 that stumbled with problems to second place.

Hamilton left Austria still leading the championship, but knowing that he had been outperformed by his team-mate: the final part of qualifying aside, Rosberg was simply faster throughout the weekend. It's added extra spice to a championship battle that has, until now, been simmering gently. **F1**

The story of the race

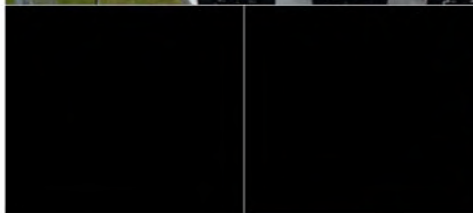
V Nico Rosberg beats team-mate and polesitter Lewis Hamilton off the line, passing him at Turn 1



RED BULL RING



V The Safety Car is deployed after Kimi Räikkönen and Fernando Alonso's huge crash on lap 1



> Jenson Button retires his McLaren-Honda after eight laps



> Valtteri Bottas overtakes Nico Hülkenberg on the outside of Turn 3 to move into fifth



> Sebastian Vettel suffers a ten-second delay on his lap 37 pitstop because of a stuck wheel nut



> Lotus's Romain Grosjean retires on lap 41 with gearbox problems



^ Pastor Maldonado just avoids crashing into Verstappen in their duel for seventh in the closing stages

> Rosberg takes the flag on lap 71 to win the Austrian Grand Prix for the second time























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Austrian Grand Prix stats

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

THE GRID

	1. HAMILTON MERCEDES 1min 08.455secs Q3		2. ROSBERG MERCEDES 1min 08.634secs Q3
	3. VETTEL FERRARI 1min 08.810secs Q3		4. MASSA WILLIAMS 1min 09.192secs Q3
	5. HÜLKENBERG FORCE INDIA 1min 09.278secs Q3		6. BOTTAS WILLIAMS 1min 09.319secs Q3
	7. VERSTAPPEN TORO ROSSO 1min 09.612secs Q2		8. NASR SAUBER 1min 09.652secs Q3
	9. GROSJEAN LOTUS NO TIME IN Q3		10. MALDONADO LOTUS 1min 10.374secs Q2
	11. ERICSSON SAUBER 1min 10.426secs Q2		12. SAINZ TORO ROSSO 1min 10.465secs Q2
	13. PÉREZ FORCE INDIA 1min 12.522secs Q1		14. RÄIKKÖNEN FERRARI 1min 12.867secs Q1
	15. KVIAT* RED BULL 1min 09.694secs Q3		16. MERHI MANOR 1min 14.071secs Q1
	17. STEVENS MANOR 1min 15.368secs Q1		18. RICCIARDO* RED BULL 1min 10.482secs Q2
	19. ALONSO** MCLAREN 1min 10.736secs Q2		20. BUTTON*** MCLAREN 1min 12.632secs Q1

*Ten-place grid penalty for first use of fifth power unit element.
 20-place grid penalty for first use of fifth power unit elements and five-place grid penalty for replacement gearbox. *25-place grid penalty for first use of sixth and fifth power-unit elements.

THE RACE



THE RESULTS (71 LAPS)

1st	Nico Rosberg Mercedes	1h 30m 16.930s
2nd	Lewis Hamilton Mercedes	+8.800s*
3rd	Felipe Massa Williams	+17.573s
4th	Sebastian Vettel Ferrari	+18.181s
5th	Valtteri Bottas Williams	+53.604s
6th	Nico Hülkenberg Force India	+64.075s
7th	Pastor Maldonado Lotus	+1 lap
8th	Max Verstappen Toro Rosso	+1 lap
9th	Sergio Pérez Force India	+1 lap
10th	Daniel Ricciardo Red Bull	+1 lap
11th	Felipe Nasr Sauber	+1 lap
12th	Daniil Kvyat Red Bull	+1 lap
13th	Marcus Ericsson Sauber	+2 laps
14th	Roberto Merhi Manor	+3 laps

*Includes in-race time penalties

Retirements

Romain Grosjean Lotus	35 laps – gearbox
Carlos Sainz Toro Rosso	35 laps – power unit*
Jenson Button McLaren	8 laps – electrical
Will Stevens Manor	1 lap – oil leak
Kimi Räikkönen Ferrari	0 laps – accident
Fernando Alonso McLaren	0 laps – accident

THROUGH SPEED TRAP (QUALIFYING)



Fastest: Lewis Hamilton, 202.63mph



Slowest: Roberto Merhi, 190.57mph

TYRE COMPOUNDS USED



Supersoft



Soft



Intermediate



Wet

CLIMATE

Overcast

15°C

TRACK TEMP

32°C



FASTEST LAP

Nico Rosberg, lap 35, 1min 11.235secs



FASTEST PITSTOP

Nico Hülkenberg, 21.685secs (entry to exit)

DRIVERS' STANDINGS

1st	Lewis Hamilton Mercedes	169pts
2nd	Nico Rosberg Mercedes	159pts
3rd	Sebastian Vettel Ferrari	120pts
4th	Kimi Räikkönen Ferrari	72pts
5th	Valtteri Bottas Williams	67pts
6th	Felipe Massa Williams	62pts
7th	Daniel Ricciardo Red Bull	36pts
8th	Daniil Kvyat Red Bull	19pts
9th	Nico Hülkenberg Force India	18pts
10th	Romain Grosjean Lotus	17pts
11th	Felipe Nasr Sauber	16pts
12th	Sergio Pérez Force India	13pts
13th	Pastor Maldonado Lotus	12pts
14th	Max Verstappen Toro Rosso	10pts
15th	Carlos Sainz Toro Rosso	9pts
16th	Marcus Ericsson Sauber	5pts
17th	Jenson Button McLaren	4pts
18th	Fernando Alonso McLaren	0pts
19th	Roberto Merhi Manor	0pts
20th	Will Stevens Manor	0pts
21st	Kevin Magnussen McLaren	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	328pts	9th	McLaren	4pts
2nd	Ferrari	192pts	10th	Manor	0pts
3rd	Williams	129pts			
4th	Red Bull	55pts			
5th	Force India	31pts			
6th	Lotus	29pts			
7th	Sauber	21pts			
8th	Toro Rosso	19pts			



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FUN IN THE SILVERSTONE SUN AT THE *F1 RACING* FAN VILLAGE

The British Grand Prix weekend was a classic: the race was a thriller, Lewis Hamilton delivered a home victory – and even the British weather was (mostly) fine. Glorious sunshine meant a great atmosphere for the fans camping at Silverstone, and particularly those staying in the *F1 Racing* Fan Village at Whittlebury Park, sponsored by Yas Marina Circuit.

The Fan Village was buzzing all week, with activities including a falconry display, henna hand painting, and the YasSPA and YasGAMES ZONE at the Abu Dhabi Fanzone. On the way to the circuit every morning, fans could grab free coffee and pastry from the

YasCAFE – and pick up an ice cream on their way back. Evening entertainment included the *F1 Racing* Pub Quiz hosted by Sky Sports F1's David 'Crofty' Croft, and on Saturday night fans belted out their favourite songs accompanied by a live band at Rockaoke.

Free YasWiFi helped fans keep up to date with the latest action, and their best tweets were displayed on the Twitter Wall on the big screen – when it wasn't showing tennis from Wimbledon or a selection of films.

There were plenty of competitions for everyone to enter, with some great prizes on offer provided by the Yas Marina Circuit.



Camping fun

The YasBUDDIES were on hand to ensure everyone could take part in the fun activities on offer (above); or fans could simply relax and watch YasTV (right)





The ultimate test of F1 fandom

A record number of teams took part in the *F1 Racing* Pub Quiz, hosted by Sky Sports F1's David Croft



The *F1 Racing* Fan Village was buzzing all weekend long, with plenty of fun and entertainment for everyone



Diverse entertainment

Whether it was getting up close with a falcon (above) or taking to the stage with the Rockaoke band (below right), campers in the *F1 Racing* Fan Village had plenty to keep themselves occupied away from the circuit



And the winners are...

Sky Sports F1's Croft poses with the winning team from the *F1 Racing* Pub Quiz (left) – who took the plaudits for the second year in a row!



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RACE DEBRIEF by James Roberts

British Grand Prix

05.07.2015 / Silverstone



The sun (mostly) shines on Hamilton

To the delight of the crowd, Lewis takes his third home victory in a thrilling race at Silverstone

As 140,000 people wearily queued along the Dadford Road on Sunday evening, they did so with smiles on their faces. They'd travelled to Silverstone hoping that Lewis Hamilton could once again triumph on home soil. And despite the intervention of a Safety Car, two obstinate Williams cars and the unpredictability of the advancing rain, Hamilton succeeded to take his third British Grand Prix win after a thrilling race.

The knowledgeable and enthusiastic British crowd had been justly rewarded for their support and Lewis thanked them from the top step of the podium, saying: "I really wanted to do it for you guys. Every lap I could see you out of the corner of my eyes and I felt you spurring me on."

The mostly sunny weekend was a perfect antidote to the air of gloom that has pervaded F1 of late. It also had the effect of silencing the naysayers. Right from the off the British GP was electrifying, thanks to the fast-starting Williams of Felipe Massa taking an immediate lead as he

charged past both Mercedes. Team-mate Valtteri Bottas was also quick off the line, taking second until Lewis muscled back in front before the run down Wellington Straight.

Again, there was woe for McLaren-Honda. After qualifying 18th on the grid on Saturday, Jenson Button was asked in the Silverstone paddock if there were any changes he would like to make to the sport. "Reverse grids," he joked.

On Sunday, he was the victim of a train of events triggered when Lotus team-mates Romain Grosjean and Pastor Maldonado collided with each other under braking for Turn 3. Fernando Alonso took evasive action and crashed into his McLaren team-mate, bringing out the Safety Car. "When you start at the back, there's a greater chance that incidents can occur," said Jenson, rueing his run of ill fortune at his home race.

On the restart, Lewis impatiently tried to pass Felipe Massa, ran wide into Vale and lost a place to Bottas rounding Club. Williams were

running one-two, but could it last? With Bottas close to Massa and having the straightline speed advantage of DRS, it looked as though he might be able to pass his team-mate down the Hangar Straight. Williams told their drivers to hold station, but quickly reconsidered, with a new directive stating any overtake had to be "clean".

In hindsight, Williams might have had more of a chance of winning this grand prix if they'd employed a 'tortoise and hare' tactic, allowing Massa to sprint into the distance while slowing Bottas to hold up the Mercedes pair.

The team's contradiction in their strategy reminded Mercedes team boss Toto Wolff of when Mercedes first started to lead races. "I had déjà vu from 2013 when we found ourselves in the lead and the reaction was 'what do we do now?' You're leading one-two and you want to get them both home for the team and not make any mistakes. You don't want the drivers to battle each other too hard as they could shunt into each

other. But you're right. Perhaps Valtteri could have made a bit of a gap [if he'd taken the lead], which might have made a difference."

Williams' Rob Smedley dismissed that strategy by reiterating the team's stance on allowing the drivers to race for the lead: "We don't favour one driver over the other. It's a team effort and we wanted to get as many points possible for the team. They were free to race each other as long as they didn't hold each other up."

Smedley's concern on the pitwall was the undercut. They knew the Mercedes cars could stop earlier (by up to five laps, theoretically) and would continue to have good tyre life late into the race. In fact, Mercedes even tried to trick them into stopping earlier when they briefly sent their mechanics out into the pitlane.

Toto Wolff revealed afterwards: "I got a text from my wife [Williams test driver Susie Wolff] saying 'You think you guys can fool us!' I might be going for an Indian [meal] alone tonight..."

The bluff didn't fool anyone, but when Hamilton did stop on lap 19 – for a sensational 2.4 seconds – he resumed ahead of the two Williams drivers following their stops. At this stage, Rosberg was less fortunate and Mercedes considered switching him to a two-stop as he ran fourth – until they heard from their colleagues back at their Brackley base (eight miles to the south-east) that it was "raining like hell".

As the clouds burst around Woodcote and Copse, but not around the rest of the lap, Rosberg had more life in his dry tyres and started to negotiate his way past the Williams duo and even began to eat into Lewis's fragile lead – taking two seconds a lap at one stage.

Some, including Kimi Räikkönen, had gambled early on switching to intermediates but as the track was still predominantly dry, they destroyed their tyres. The perfect lap to stop turned out to be lap 43 (five laps later than Kimi) which Lewis judged to perfection, as did sixth-placed Sebastian Vettel. Massa and Bottas stopped on lap 44 – one lap too late.

"The rain was hitting the pit-exit area just as our cars passed the pit entry," explained Smedley. "Vettel had 15 or so seconds in hand and was able to make that decision to pit. We had to do another lap which was disappointing."

With that astute call, Hamilton gained the necessary time over his team-mate to win the race, and Vettel leapfrogged both Williams to take the final podium place. So despite a far from straightforward race, the final result was a familiar-looking rostrum.

Alonso, also an early stopper for intermediates, was scrabbling around with no grip in the closing stages. Sauber's Marcus Ericsson was closing the gap, yet somehow, Alonso held onto tenth place, finally scoring his first point of the year. **F1**

The story of the race

V From third on the grid Felipe Massa vaults past both Mercedes into the lead at the start of the race



SILVERSTONE



> The Safety Car appears after both Lotus and McLaren cars clash on lap 1



< Hamilton loses second place to Williams' Valtteri Bottas on the restart



> Hamilton stops first for tyres on lap 19 and emerges in the lead after Bottas pits



> Rosberg scrabbles past the Williams cars on the wet track



< Hamilton and Sebastian Vettel both stop for intermediate wet-weather tyres on lap 43



> Rosberg and both Williams cars stop on lap 44



> Hamilton wins his third British GP in front of a jubilant home crowd























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British Grand Prix stats

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

THE GRID

	1. HAMILTON MERCEDES 1min 32.248secs Q3		2. ROSBERG MERCEDES 1min 32.361secs Q3
	3. MASSA WILLIAMS 1min 33.085secs Q3		4. BOTTAS WILLIAMS 1min 33.149secs Q3
	5. RÄIKKÖNEN FERRARI 1min 33.379secs Q3		6. VETTEL FERRARI 1min 33.547secs Q3
	7. KVYAT RED BULL 1min 33.636secs Q3		8. SAINZ TORO ROSSO 1min 33.649secs Q3
	9. HÜLKENBERG FORCE INDIA 1min 33.673secs Q3		10. RICCIARDO RED BULL 1min 33.943secs Q3
	11. PÉREZ FORCE INDIA 1min 34.268secs Q2		12. GROSJEAN LOTUS 1min 34.430secs Q2
	13. VERSTAPPEN TORO ROSSO 1min 34.502secs Q2		14. MALDONADO LOTUS 1min 34.511secs Q2
	15. ERICSSON SAUBER 1min 34.868secs Q2		16. NASR SAUBER 1min 34.888secs Q1
	17. ALONSO McLAREN 1min 34.959secs Q1		18. BUTTON McLAREN 1min 35.207secs Q1
	19. STEVENS MANOR 1min 37.364secs Q1		20. MERHI MANOR 1min 39.377secs Q1

THE RACE



THE RESULTS (52 LAPS)

1st	Lewis Hamilton	Mercedes	1h 31m 27.729s
2nd	Nico Rosberg	Mercedes	+10.956s
3rd	Sebastian Vettel	Ferrari	+25.443s
4th	Felipe Massa	Williams	+36.836s
5th	Valtteri Bottas	Williams	+63.194s
6th	Daniil Kvyat	Red Bull	+63.955s
7th	Nico Hülkenberg	Force India	+78.744s
8th	Kimi Räikkönen	Ferrari	+1 lap
9th	Sergio Pérez	Force India	+1 lap
10th	Fernando Alonso	McLaren	+1 lap
11th	Marcus Ericsson	Sauber	+1 lap
12th	Roberto Merhi	Manor	+3 laps
13th	Will Stevens	Manor	+3 laps

Retirements

Carlos Sainz	Toro Rosso	31 laps – electrics
Daniel Ricciardo	Red Bull	21 laps – electrics
Max Verstappen	Toro Rosso	3 laps – spin
Romain Grosjean	Lotus	0 laps – accident
Pastor Maldonado	Lotus	0 laps – accident
Jenson Button	McLaren	0 laps – accident
Felipe Nasr	Sauber	DNS – gearbox

THROUGH SPEED TRAP (QUALIFYING)



Fastest: Romain Grosjean, 203.44mph



Slowest: Fernando Alonso, 190.76mph

TYRE COMPOUNDS USED



Medium



Hard



Intermediate



Wet

CLIMATE

Sunny/rain

19°C

TRACK TEMP

32°C

FASTEST LAP



Lewis Hamilton, lap 29, 1min 37.093secs



FASTEST PITSTOP

Daniil Kvyat, 28.347secs (entry to exit)

DRIVERS' STANDINGS

1st	Lewis Hamilton	Mercedes	194pts
2nd	Nico Rosberg	Mercedes	177pts
3rd	Sebastian Vettel	Ferrari	135pts
4th	Valtteri Bottas	Williams	77pts
5th	Kimi Räikkönen	Ferrari	76pts
6th	Felipe Massa	Williams	74pts
7th	Daniel Ricciardo	Red Bull	36pts
8th	Daniil Kvyat	Red Bull	27pts
9th	Nico Hülkenberg	Force India	24pts
10th	Romain Grosjean	Lotus	17pts
11th	Felipe Nasr	Sauber	16pts
12th	Sergio Pérez	Force India	15pts
13th	Pastor Maldonado	Lotus	12pts
14th	Max Verstappen	Toro Rosso	10pts
15th	Carlos Sainz	Toro Rosso	9pts
16th	Marcus Ericsson	Sauber	5pts
17th	Jenson Button	McLaren	4pts
18th	Fernando Alonso	McLaren	1pt
19th	Roberto Merhi	Manor	0pts
20th	Will Stevens	Manor	0pts
21st	Kevin Magnussen	McLaren	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	371pts	9th	McLaren	5pts
2nd	Ferrari	211pts	10th	Manor	0pts
3rd	Williams	151pts			
4th	Red Bull	63pts			
5th	Force India	39pts			
6th	Lotus	29pts			
7th	Sauber	21pts			
8th	Toro Rosso	19pts			

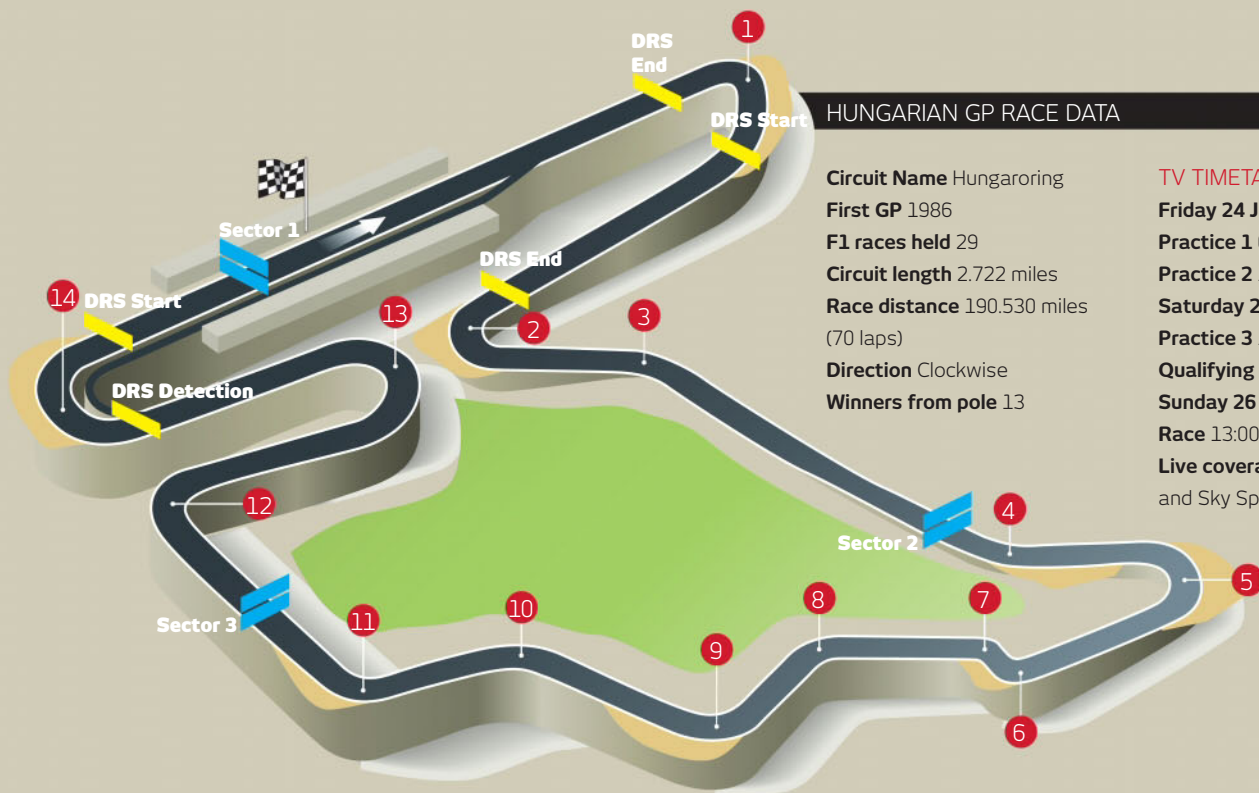


For comprehensive F1 statistics visit www.forix.com



The Hungarian GP preview

Round 10 / 24-26 July 2015 / Hungaroring, Budapest



HUNGARIAN GP RACE DATA

Circuit Name Hungaroring
First GP 1986
F1 races held 29
Circuit length 2.722 miles
Race distance 190.530 miles (70 laps)
Direction Clockwise
Winners from pole 13

TV TIMETABLE (UK TIME)


Friday 24 July
Practice 1 09.00-10.30
Practice 2 13.00-14.30
Saturday 25 July
Practice 3 10.00-11.00
Qualifying 13.00-14.00
Sunday 26 July
Race 13:00
Live coverage BBC and Sky Sports F1

RACE NOTES: A MENTAL AND PHYSICAL CHALLENGE

Slow and twisting, with little in the way of overtaking opportunities, the Hungaroring is tough on everyone

Lewis Hamilton loves the Hungaroring. The Brit has won here on four out of eight occasions, tying him with Michael Schumacher for the most Hungarian Grand Prix victories. A win this year would give him sole possession of that record.

That said, Hamilton has also experienced plenty of drama at the track: there was the qualifying row with McLaren team-mate Fernando Alonso in 2007, and controversy last year when he refused to let Mercedes team-mate Nico Rosberg (on a different strategy) past.

The Hungaroring is F1's slowest non-street circuit, and the tight, twisting track is a physical and mental challenge for drivers – and tough on cars, too. Overtaking is difficult, putting an emphasis on race strategy. And if it rains – as it did last year – expect plenty of drama. 



Lewis Hamilton is favourite to win this year's Hungarian Grand Prix

PACE NOTES: THE KEYS TO SUCCESS

Slow cooking

The high ambient temperatures here make this a tough test, especially since the slow nature of the circuit limits cooling opportunities.

High downforce

The multiple slow corners reward cars with good mechanical grip and low-speed traction. With few straights, engine power isn't so important here.

Deal with the dust

The track is very dirty at the start of the weekend, making the circuit slippery. With the tyres moving around more due to the many corners, balancing speed and durability is key to extending tyre life.

Key corner

Turn 1, a slightly downhill tight right-hander, is the best overtaking spot, especially since it comes at the end of one of the DRS zones.





WHAT HAPPENED IN LAST YEAR'S RACE...?

Winner Daniel Ricciardo
Margin of victory 5.225 secs
Fastest lap 1m 25.724s, N Rosberg
Safety Cars 2
Race leaders 5
Pitstops 44
Overtakes 49



Daniel Ricciardo passed Fernando Alonso and Lewis Hamilton to take an epic win in mixed conditions. A Safety Car ruined the day for early leader Nico Rosberg, shuffling him into the pack, and putting team-mate Hamilton in contention. The pair ended up battling on track, with Hamilton refusing requests from Mercedes to let Rosberg past.

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STAR LETTER



All smiles here, but Red Bull can't stop complaining about their recent loss of form

Message to Red Bull: put up or shut up!

I'm getting a little frustrated at the constant noise coming from Red Bull Racing over recent months.

The latest outburst from Dietrich Mateschitz that the team's current uncompetitive form is leaving him "drained of will and motivation" to continue in the sport only lends credence to those who said that Red Bull are a company interested only in promoting their brand.

I can't ever recall hearing Frank Williams bemoaning his team's sometimes dire situations at any point over the past 20 years. Instead, he has preferred to acknowledge the superior job being performed by his rivals and shown a steely determination to work harder and get his team back to the front.

So please Red Bull, much as I'd hate to lose such a professional outfit from Formula 1 in these worrying times, I have to say, either put up or shut up and let's go racing!

Alistair Downs
By email



STAR PRIZE

Alistair Downs wins a pair of Silverstone Single-Seater Experience. For more details, visit www.silverstone.co.uk/experiences. Hotline number: 0844 3728 270

Lewis, the saviour of F1

In the opinion of many (including me) it would seem Formula 1 is in a very bad place. Half the grid are in huge financial trouble, while the other half find it impossible to mount a challenge to Mercedes. Fernando Alonso and Jenson Button, two brilliant world champions, are languishing at the back of the grid, while constant fuel and tyre saving (and DRS) are ruining the racing.

I can think of only one reason people are still tuning in: Lewis Hamilton is doing the winning. Dominance is never great, but Lewis has done it in a way that has enhanced his support, which, compared to Vettel, Schumacher and others is incredible.

In this difficult time, F1 should be grateful for Lewis because, without him, I am certain fans would be turning away in even greater numbers than they are now.

Jack Jeffreys
By email

Ideas should flourish

Enzo Ferrari once famously said that the sole purpose of making and selling road cars was to finance the company's racing.

Things are more complex now, but instead of obsessing about keeping down costs as a panacea for all the sport's ills (which in itself is unreasonable unless accompanied by a fairer distribution of revenues to the smaller teams) there needs to be a radical rethink of the rules to once again encourage left-field technical innovation and allow brilliant new ideas to flourish.

It's hard to think outside the box when you're locked inside it. And if you do come up with something even vaguely radical, it's currently impossible to test and develop the

idea away from an actual race. Plus, if it's any good it'll probably tweak the rules too far or get banned through pressure from the other teams that haven't got it.

Today's powerplants, systems and aerodynamics are incredible feats of engineering skill and development, but from a lifelong fan's point of view, every race weekend now just seems to be a litany of fuel-saving, tyre-saving, technical infringements and driving penalties, grid demotions, engine tokens and (mostly, but hurrah for Fernando and Kimi's bluntness) coded radio messages about which buttons to press, or schoolyard whining along the lines of "Did you see what he just did to me?"

Don't take this the wrong way, but it's a sad day when reading the latest issue of *F1 Racing* is considerably more exciting and satisfying than an actual F1 race.

Jonathan Little
By email

Move with the times, Mr E

Bernie Ecclestone: what a headline person to have on the cover (*FIR*, June)! I thought, 'Great, let's pick Mr E's brain and get some of his insight into the sport I love.'

But alas, as the questions were answered, I became more and more despondent thinking that here was the guy charged with directing the sport I love. The sport that I have watched for 30-odd years. And the sport that is in desperate trouble.

I'll tell you why I'm so concerned. A couple of quick examples from the article. In relation to the strategy to attract new fans. Mr E answered: "I don't know, maybe someone else should answer. What attracted fans 30 or 40 years ago? The world has changed."

Clearly this is a confused man! Yes, the world has changed and what worked 30 or 40 years ago isn't going to work now.

Asked about his reluctance to embrace technology, he answers: "I am not reluctant. I don't believe it will attract younger generations to watch Formula 1. What attracted

today's 40-year-olds 30 years ago? We didn't have social media then."

What kind of an answer is that from the person who is supposed to lead this sport? He wants the cars to be cutting-edge and thinks we should live in the dark ages in terms of promoting F1. How will that help young people engage with the sport? Everyone has smartphones, so yes, social media *will* work.

Reading the article about Mr E was really infuriating. It appears that he has no real concern and no plan for the future of the sport. Further, it comes across that he is ignoring the sport's current fans. And while many of these fans are hanging in there at the moment, who knows how long they will stay on board before they get fed up with the current situation.

Chris Turner
By email

Heroes or villains?

Benjamin Franklin once said that in this world nothing can be said to be certain except death and taxes. However, that does not necessarily apply to the heroes of F1.

I accept that everyone has the right to organise their financial affairs in a tax-efficient manner. If British F1 stars such as Jenson Button and Lewis Hamilton prefer to base themselves abroad (for whatever reasons) and benefit (at the expense of the UK exchequer) from a better tax regime, then I see nothing wrong with that.

However, if those F1 stars elect not to pay tax in the UK (unlike

their UK-based fans), then there should be consequences. One that springs to mind is that those drivers should be frowned upon when they drape themselves in the Union Jack (your July cover is a case in point) or take pride in the playing of our national anthem, while standing on the top step of the podium.

Such drivers are not 'national heroes'; they lose that status when they chose to optimise their tax status rather than contribute to the coffers of the country that gave them the freedom and opportunity to pursue and achieve their dreams.

Matt Liston
York, UK

Let the old guard speak out

The Class of '95 reunion: what a fantastic article (*FIR*, July)! So informative, engaging and witty.

It was lovely to feel the warmth and genuine friendships leaping off the page. We don't hear enough from the old guard in this sort of capacity – more of this type of thing please! Perhaps you could make it a semi-regular feature (although I'd imagine the logistics of getting half a dozen of them together might be tough) where a panel of former drivers debate a current F1 issue, be it technical, regulatory, light-hearted or whatever.

Fantastic work as always. Not many articles ever stop me turning straight to a Jenson feature, but this one did and it was worth it.

Let's hope it's the first of many.

Scott Chesney,
Yorkshire, UK



Last month's class of '95 reunion, consisted of (l-r) Brits Damon Hill, Johnny Herbert, David Coulthard, Mark Blundell and Martin Brundle

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NEXT MONTH...



VETTEL AT FERRARI

How the four-time champ is rebuilding Ferrari – just as his hero Michael Schumacher did before him

- > Half-term report: Peter Windsor's analysis of the season so far
- > On track with Lewis: we ride with the champ in a hot Merc
- > Maurice Hamilton chats to '90s F1 racer, Mark Blundell

ISSUE ON SALE 13 AUGUST*

MURRAY WALKER

UNLESS I'M VERY MUCH MISTAKEN...

"How times have changed since those very early days of Formula 1 television commentary!"

When I commented from Monza for the BBC in 1969 I sat in what I always think of as the 'Mussolini' art-deco concrete grandstand, surrounded by hordes of excited Italians.


They would jostle with each other to look at my monitor, which showed pictures from two fixed cameras. One of them looked unswervingly down the main straight and the other showed the second of the Lesmo bends. As a result of this, the cars were, incredibly, totally out of vision for much of the lap, during which I had to just keep talking until they appeared again.

In those early days, only selected races were covered; the TV pictures were black and white; there was no pre- or post-race coverage; just one commentator; no graphics; no in-car pictures; no pits-to-car radio messages; no helicopter shots; no grid walks; no pitlane and paddock commentators; no driver interviews; and no monitors providing race order, sector times, lap times, personal and overall best times, weather information, and more, for the commentator. It was basic and, compared with now, the audience was small. But it all had to start somewhere.

In 1978 the BBC decided to cover all the races and Britain's interest in F1 grew. TV facilities and race coverage improved: where, at Monaco, I used to sit on a folding chair by the pitlane exit, with a monitor on the pavement, I was now in a proper commentary box. Admittedly, it was the same one as the rest of the world's broadcasters, but it was a big improvement. My voice was stronger than those of my colleagues, and the Germans next to me used to complain that their viewers were hearing me rather than them.

All this happened on the BBC's watch and as increased audience figures justified increased budgets things got better, although they were still far from ideal. In the early days, James Hunt and I were never actually *at* long-haul races such as Brazil and Japan – we were commenting from Television Centre in London. Talking about pictures generated at Suzuka while trying to imply you were there, without actually saying so, tested your inventiveness. "I can't see the pits from my commentary position," I'd say. Perfectly true, because I was several thousand miles away, but it gave the impression you were just down the track a bit.

Over the years, things improved. Colour pictures, better facilities, more people to produce better content and an escalation in audience numbers, which included millions of viewers from across the English-speaking world. So much so that ITV were losing vast chunks of their audience on Sunday afternoons and decided to bid for the rights. Which they did and, in 1996, they got them. To ITV's eternal credit, they really exploited their acquisition with outstanding on-site facilities, more good people, and in-depth content covering not just the race but the full story of its background.

When ITV gave up the rights to spend the money that it saved on football the BBC got the coverage back and now we viewers in the UK can choose between two providers – the BBC and, if you can afford the subscription, Sky. Both of them do a superb job; it's no exaggeration to say that you know a lot more about what's going on by watching it on television than by being there. As I excitedly watch it all happening on my widescreen colour television set, I get a glow of pride from knowing that I've been able to contribute to such a massive improvement. 



"Over the years things have improved. Colour pictures, better facilities and more people to produce better content"



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