

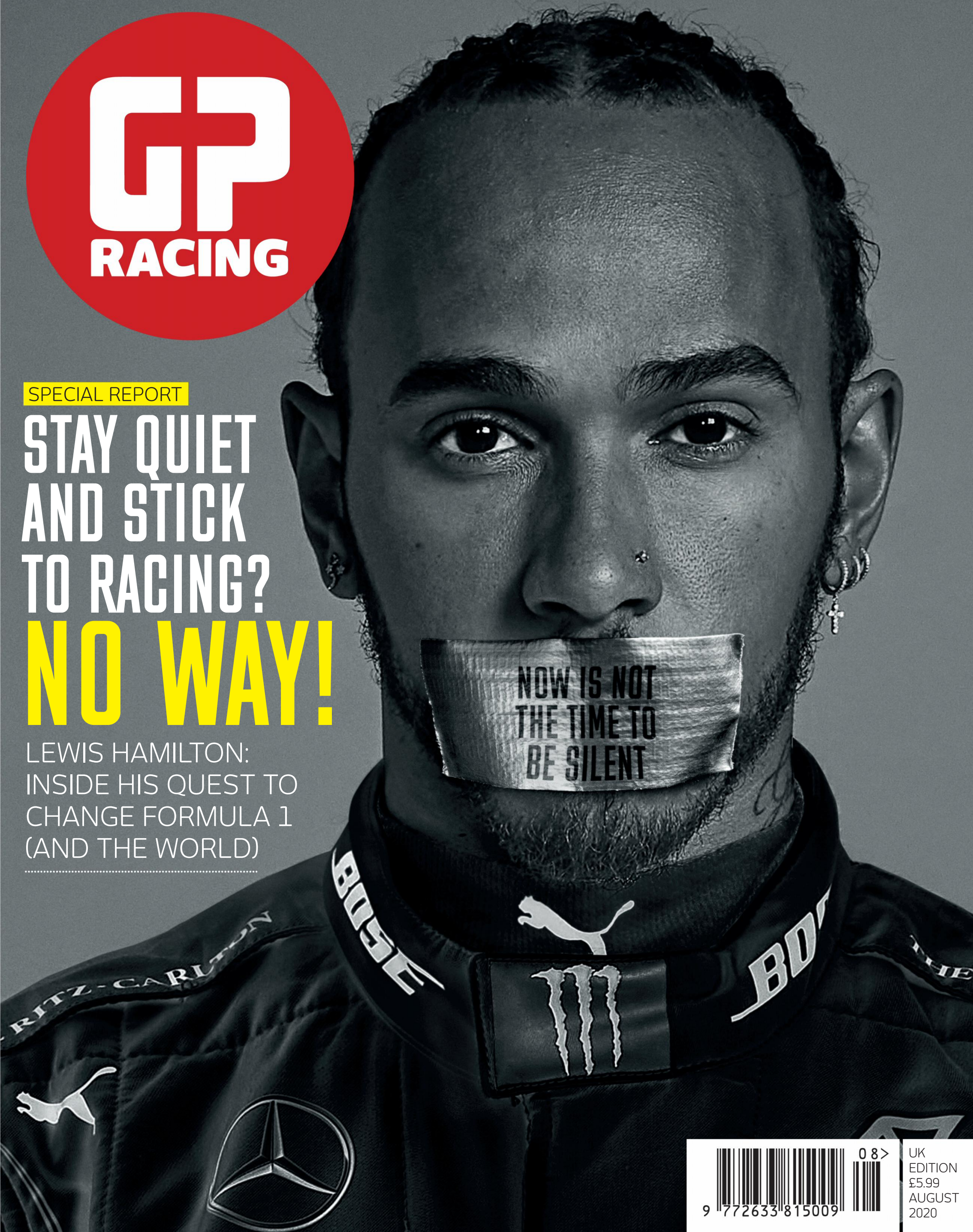
ALONSO IS BACK! BUT WILL F1 KEEP HIM HAPPY?



SPECIAL REPORT

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LEWIS HAMILTON:
INSIDE HIS QUEST TO
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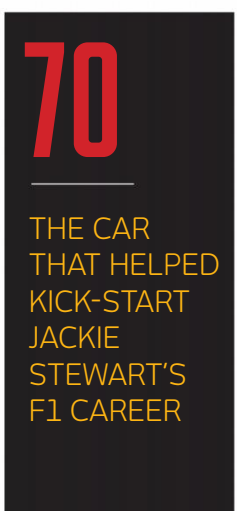
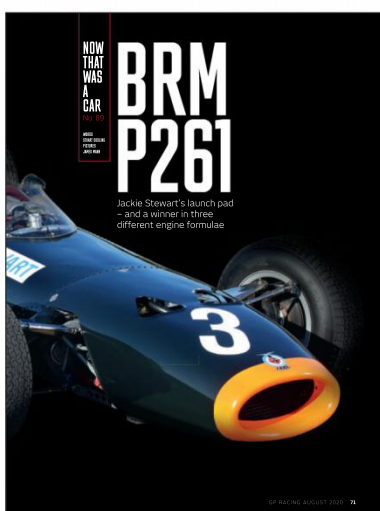
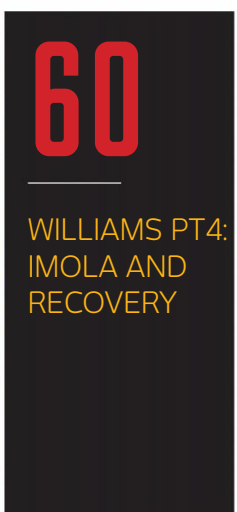
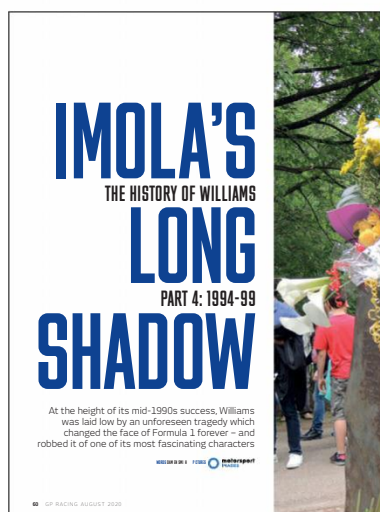
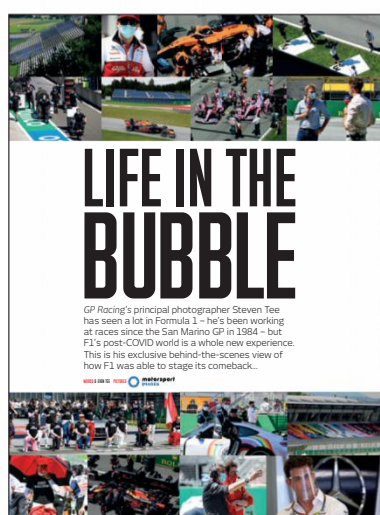
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SECTOR 1

- 4 IGNITION**
Why Lewis is right to call out racism in modern life
- 6 PARADES**
The best images from Austria
- 16 F1 INSIDER**
Alonso is back, but where does this leave Vettel?
- 22 F1 ANALYST**
Ben Edwards on the future for George Russell
- 24 UNDER THE HOOD**
Pat Symonds on Formula 1's 'new deal' rules

SECTOR 3

- 76 SUBSCRIPTIONS**
Three issues of GP Racing for £3
- 88 REPORTS**
Analysis of the first three races of the season
- 94 PREVIEWS**
Of the races in Britain and Spain
- 96 PRODUCTS**
Reviews of the best F1 gear
- 98 FLAT CHAT**
Stuart Codling on protecting the F1 bubble



CONTENTS

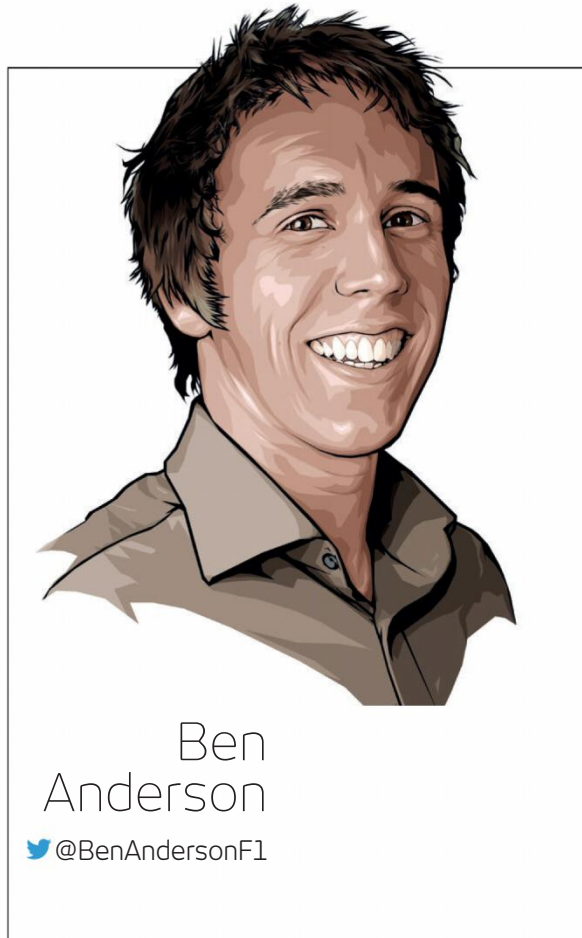
AUGUST 2020

SECTOR 2

- 32 LEWIS AND RACISM**
F1's only black driver takes up the fight against racial prejudice
- 40 IS WILLIAMS ON THE UP?**
Claire Williams thinks the signs of progress are encouraging
- 44 MASKS AND BUBBLES**
An exclusive glimpse from inside F1's return to action in Austria
- 48 IN CONVERSATION WITH**
Renault's Cyril Abiteboul on Fernando Alonso's return to F1
- 50 FORMULA 1 @ 70 - THE 1970s**
Our analysis of another ten most influential people in Formula 1
- 58 IN CONVERSATION WITH**
Silverstone's Stuart Pringle on the upcoming British races
- 60 THE HISTORY OF WILLIAMS**
Tragedy and more titles: part four of our series on Williams F1
- 68 NIGEL ROEBUCK'S HEROES**
Nigel on Gerhard Berger
- 70 NOW THAT WAS A CAR**
Highlighting the BRM P261
- 78 MOTORSPORT SHOWCASE**
Jordan Grand Prix gets the Motorsport Images treatment

F1 RACING PRO

- 29 STRAIGHT TALK**
Mark Gallagher on Andy Cowell leaving Merc's engine business
- 30 PROFILE**
Lutz Huebner, Head of Marketing at Racing Point's sponsor BWT



Ben
Anderson

@BenAndersonF1



Lewis is right to speak out on racism

The inspiration for this month's cover comes from an iconic image of boxer Muhammad Ali (née Cassius Clay) arriving at the weigh-in for his 1963 bout with Doug Jones – Clay with his usually loquacious mouth taped firmly shut, no doubt mocking those who would prefer he stayed silent.

As he rose to global fame and acclaim, Ali made concerted efforts to use his profile and platform to further the cause of racial justice and civil rights. He remains one of the greatest sportsmen who ever lived, as well as an important political figure.

Similarly, Lewis Hamilton has seized the present moment sparked by the brutal killing of black civilian George Floyd by police in the United States, using his own global profile to campaign in a similar vein – supporting the global Black Lives Matter movement and pushing F1 itself to join the fight for racial equality and become a more diverse entity.

It is to humanity's eternal shame that Hamilton should feel it necessary to do this, but it is a sad fact that racism still exists in so-called developed societies, plagued by unacceptable inequalities that foster poverty, deprivation and hatred.

These are overtly political issues often fuelled by inadvertent bias, hence calls from many high-profile black figures, including Lewis, for people to educate themselves on racism and the pressing need to do more to stamp it out at a systemic level.

The argument that politics and sport do not

and should not mix, and that Lewis should simply stay quiet and stick to racing, misses the point. It is the laziest go-to defence whenever F1 becomes embroiled in uncomfortable social issues – whether it's racing with the financial support of despotic governments; taking sponsorship dollars from organisations with questionable ethics; or making public gestures of unity against the inarguably despicable scourge of racism that still blights the global social landscape. There are no easy answers, but that doesn't render the conversation worthless.

In the Netflix documentary *The Last Dance*, basketball superstar Michael Jordan is criticised for avoiding such controversies. His line "Republicans buy sneakers too" when asked to weigh in for a black Democrat candidate over a white Republican incumbent in an election (Jordan donated but refused to offer public support) lost him friends among sections of the Afro-American community.

Jordan preferred to focus solely on making himself the best basketball player on the planet while merchandising around the fact; Ali fearlessly used his own toiled-for privilege to speak for the less fortunate – entire communities vilified, stigmatised and persecuted for something over which they had no control. Lewis Hamilton is doing the same now.

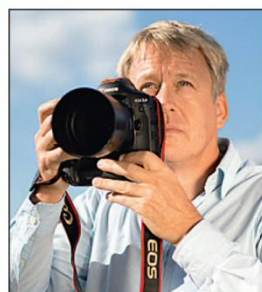
He is right to do it, he should be heard, and he deserves support. He is doing a champion's work – on and off the track.

Contributors



MARK GALLAGHER

Lewis Hamilton's fight against racism, and his campaign to address the issue in F1 and the wider world, is Mark's focus this month (p32)



STEVEN TEE

As racing resumed Steven was in Austria and Hungary, snapping away and examining what F1's 'new normal' is actually like (p44)





RICHARD WILLIAMS


Richard's superb feature on the 70 most influential people in 70 years of Formula 1 has reached the 1970s (see p50)



STUART CODLING

Williams deputy team principal Claire Williams gives Stuart the low down on the team's finances and why she remains optimistic (p40)

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New perspective for an ageing bull

With a circuit as small as this it's tricky to find fresh angles but I set myself that challenge for the second part of the double-header in Austria.

In the centre of the circuit there's a huge wrought-iron sculpture of a bull jumping through an arch. During FP2 I looked to find a way of integrating it into a new shot, and came up with this. Shooting at a very slow shutter speed, which blurs the background slightly as you pan across, you can get the cars as they brake for Turn 1. It's technically difficult to achieve because they appear quickly from behind a tree, so you have very little time to pick them up as you pan, but you do get into a rhythm.



Photographer

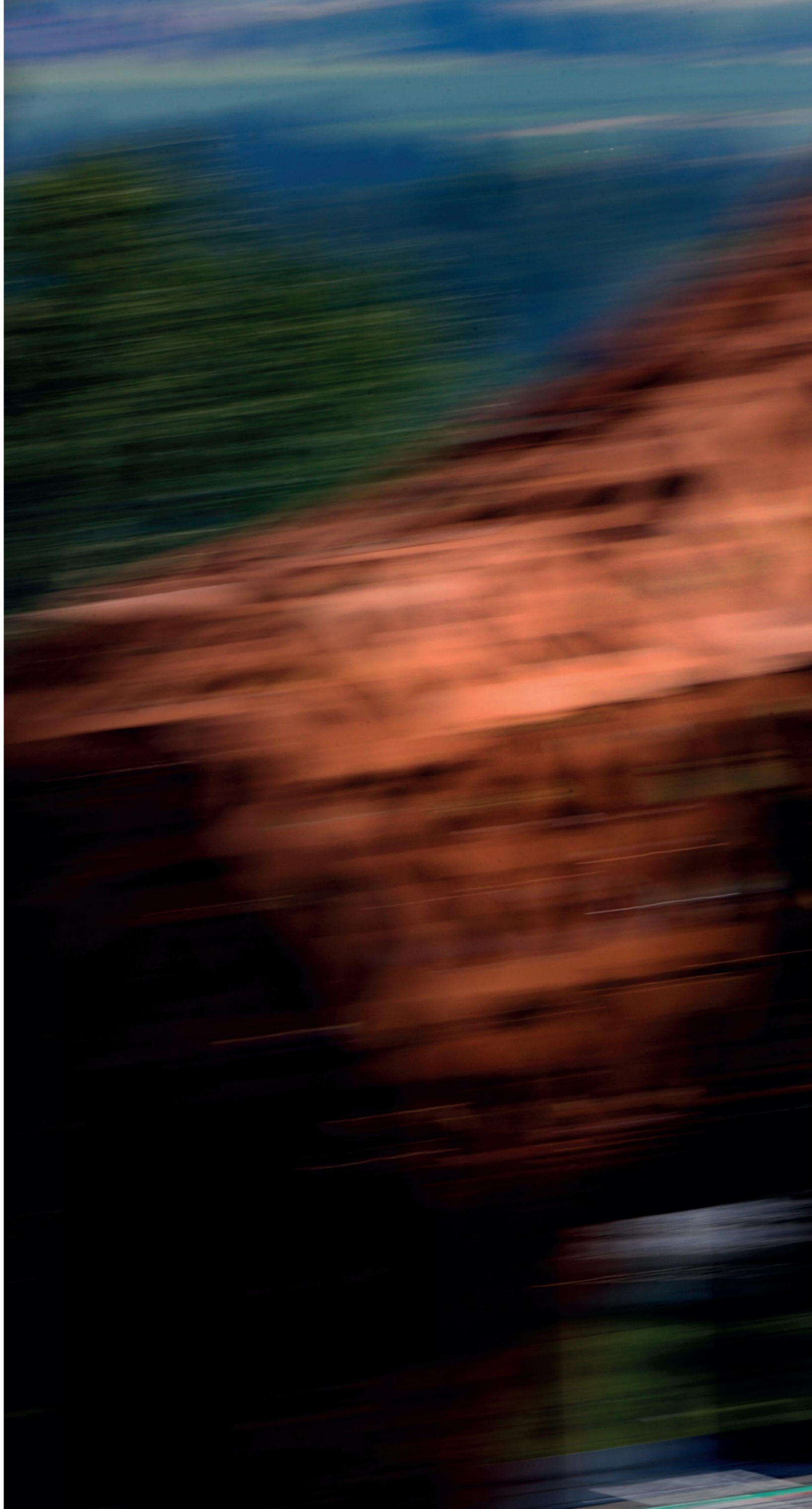
Andy Hone

Where Spielberg, Austria

When 3.32pm, Friday

10 July 2020

Details Canon EOS-1DX MkIII,
500mm lens, 1/13th @ F32









Pooled position earns pole position

In our new working world (read more on p44) only two photographers are allowed in to shoot the post-race celebrations 'on the ground', and you then put your images in a pool for others to access.

This was an opportune day for me to be in one of these 'pooled positions' because I usually shoot on behalf of McLaren, and this was the first of what will doubtless be many podiums for Lando Norris. I got a picture of him with his car, and then when he saw Zak Brown he was off like a rat up an aqueduct. Normally you don't get great pictures from hugs because one or both faces are buried, but you can see Zak's delight - even with a mask on!



Photographer

Steven Tee

Where Spielberg, Austria

When 4.46pm, Sunday
5 July 2020

Details Canon EOS-1DX MkII,
70-200mm lens, 1/1000th @ F5.6



New angles: a qualified success

While it was a shame that Formula 1 returned without spectators, that did provide some opportunities to find new angles for pictures.

For qualifying I thought I might shoot at Turn 1 and the obvious perspective is the low angle across the corner, which gives you a rear shot with a vista of circuit and hillside in the background. But first I went up into the empty grandstand to see what it looked like from up there. The different colours of the kerbs give a nice graphic effect, as does the patina of skid marks on the asphalt. They're too narrow to be the result of F1 cars spinning – more likely the KTM X-Bows the track's driving school uses.



Photographer

Steven Tee

Where Spielberg, Austria

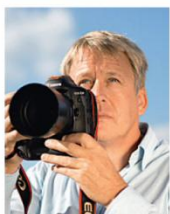
When 3.11pm, Saturday
4 July 2020

Details Canon EOS-1DX MkII,
400mm lens, 1/1000th @ F8

Definitely Würth standing there

When you're standing on the outside of the second part of the double-left at the Red Bull Ring – Turn 7, depending on how you're counting, or the Würth Kurve – you can shoot across it and the chicane-style corner that follows. It gives you a nice rear angle of the cars as they head towards the crest.

That's exactly what I was doing during second practice for the Styrian GP when I heard the unmistakeable sound of a car going off into the gravel, somewhere to my left. I spun round and managed to get this shot of Alex Albon looking like he's in the middle of Brighton beach. That car really can be a bit of a handful...



Principal photographer

Steven Tee

Where Spielberg, Austria

When 4.15pm, Friday
10 July 2020

Details Canon EOS-1DX MkII,
70-200mm lens, 1/2000th @ F5.6







Get me to the church on time

Under our new system you have a choice between shooting trackside or in the garage, but not both. I figured it would be better to stay trackside for the opening fixtures, and to use time I'd otherwise devote to being in the garage to looking for new and different angles.

On the Thursday of round two I went for a long walk into the hills above the Red Bull Ring and found this church, St Stefan's. It helps frame an unusual angle of the circuit with the hills in the background and establishes the track as part of the landscape. You can even see where the old track went straight on at Turn 1, behind where the grandstand now is.



Photographer

Steven Tee

Where Spielberg, Austria

When 4.46pm, Friday
10 July 2020

Details Canon EOS-1DX MkII,
24-105mm lens, 1/1000th @ F9

ALONSO DEAL LEAVES VETTEL ON THE MARGINS

01 **Sebastian Vettel's future in Formula 1** hangs in the balance following Renault's announcement that Fernando Alonso will join the Anglo-French team on a two-year contract from the start of 2021. When Ferrari announced that Vettel's contract would not be renewed beyond this year – indeed, that it had not even offered the four-time world champion a deal to stay on – Renault seemed the most plausible alternative destination, given that it has championship ambitions and had a vacancy to fill.

That door was closed at the beginning of July when Renault announced that Alonso, who walked away from F1 at the end of 2018 after four turbulent and largely

disappointing seasons with McLaren, would be returning to the team with which he won his world championships in 2005 and 2006. While senior Renault figures – including four-time champion Alain Prost – admitted they had been in contact with Vettel, they were adamant Alonso was a better option because he was more motivated, and that two years out of Formula 1 would give fresh perspective to a personality often characterised as difficult and demanding.

“Two years outside F1 in my opinion was maybe not bad for him to have a different feeling, a different view,” Prost told Reuters.

Since Red Bull has also indicated that it has no room for Vettel in either of its teams, and McLaren has Daniel Ricciardo and Lando Norris under contract, Vettel now has just one competitive possibility: Aston Martin. The team currently known as Racing Point now has one of the best cars in F1 – a state of affairs which, owing to the COVID-induced development freeze, is likely to prevail into 2021, when it will rebrand. Racing Point has a key



shareholder in common with Aston Martin – Canadian business magnate Lawrence Stroll, and it is Stroll's ambition to relaunch the struggling road car brand by giving it an F1 presence.

Reports in a German tabloid newspaper claimed Vettel already has a contract offer on the table. Pressed on the matter during the Hungarian GP weekend, though, he gave little away, saying he had engaged in "talks" with a number of teams.

Vettel has said the Aston Martin F1 project "sounds exciting". In an interview with *Sky Sports F1* he confirmed his position that he has no intention of remaining in F1 just for the sake of it, or to earn more money.

"I want to win, so I know, and I think we all know at the moment, you need to be in a certain car to be able to win," he said. "That's probably not on the cards, and then obviously I have to evaluate whether there's anything that comes close to that."

The current Racing Point package is unashamedly based on last year's Mercedes but, while this tactic has

"TWO YEARS OUTSIDE F1 IN MY OPINION WAS MAYBE NOT BAD FOR HIM [ALONSO] TO HAVE A DIFFERENT FEELING, A DIFFERENT VIEW"

ALAIN PROST



After two years away Fernando Alonso has returned to his spiritual home at Renault for another shot at Formula 1

proved successful so far and may retain an advantage into 2021, the new technical rules coming for 2022 will require an all-new design. The question then is whether Aston Martin, as it will be known, has the resource and know-how to generate a frontrunning car entirely from its own IP (intellectual property). Recruiting a driver with championship-winning calibre would be both a statement of intent and a huge resource in itself. If Vettel means what he says about not wanting to stay in F1 for the money, Aston Martin can be sure he won't lack motivation.

One key obstacle to Vettel moving to Aston Martin is the presence of two contracted drivers currently occupying the seats there. Both Sergio Pérez and Lance Stroll have compelling arguments to remain in place, since Pérez not only has a proven capacity to bring home whatever points are on the table in any given race, he also brings a number of sponsors. And while there are those who doubt Stroll's fundamental desire and motivation to race at this level, he isn't slow – and his father is a major shareholder.

None of the interested parties moved to squash the rumours unequivocally. Racing Point team principal Otmar Szafnauer gave a curious non-denial, saying "We have long contracts with both our drivers, so it would only be logical that we don't have space."

"I think I'm staying with the team, as far as I know," said Pérez. "I have a contract." Stroll Jr said rumours were "all part of the fun" but that he was "determined to stay here."

If there is any certainty here's it's that Aston Martin is the only remotely competitive Formula 1 team with potential space for Vettel, all other plausible destinations having ruled themselves out. For Vettel, it's Aston Martin or a 'sabbatical' – which usually, but not always, translates into 'retirement'.

BRAWN WEIGHS IN TO RACING POINT ROW

02 **Simmering tensions about the** disconcertingly close resemblance between Racing Point's RP20 and last year's championship-winning Mercedes W10 came to a head during the opening rounds of the season as Renault lodged two official protests. As a result, the FIA, which had previously suggested there was no case to answer, was drawn back into a debate which has wider ramifications for the future of F1.

Racing Point has made no secret of the fact that it 'cloned' the W10 from photographs, but is adamant that it is operating within the FIA's regulations. That claim gained further currency after F1's managing director of motorsports Ross Brawn, who was Ferrari's technical ►



PICTURES: OLLIE MILLINGTON/RMV/SHUTTERSTOCK

director during the team's period of dominance in the early 2000s, pointed out copying is nothing new in F1.

"Every team has, in normal times, digital photographers in the pitlane out there taking thousands of photos of every car for analysis, with a view of copying the best ideas," he wrote in his regular post-race column after the Hungarian GP. "We used to give our photographers a shopping list.

"Racing Point have just taken it to the next stage and done a more thorough job. There is not a single team in this paddock which has not copied something from another. I'd ask every technical director in the paddock to raise their hand if they haven't copied someone else. You won't see any hands. I have certainly copied others."

The FIA's technical regulations draw an explicit distinction between areas of the cars which must be a team's own design and those which can be bought in from others to reduce design and manufacturing costs. This is a model used to notable effect by Haas, which buys in as many components from Ferrari as the regulations permit.

Over the winter the FIA examined the RP20 and the W10 and concluded the 2020 Racing Point had not been produced from the same CAD (Computer-Aided-Design) data, which would have breached the so-called 'listed parts' regulations. Racing Point demonstrated it had in effect reverse-engineered the W10 from photographs, which is not illegal.

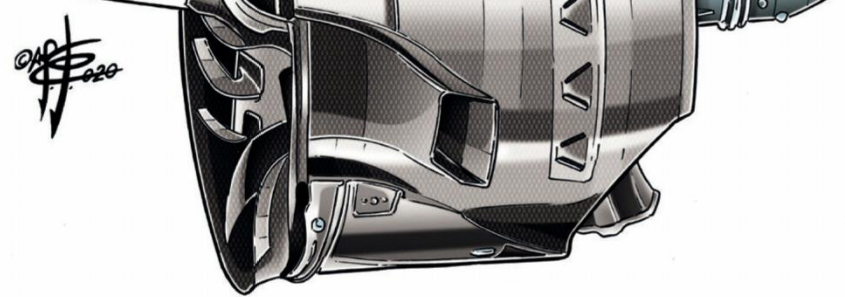
But Nikolas Tombazis, the FIA's head of single-seater technical matters, has subsequently confirmed the brake ducts, which are the focal points of Renault's protest, were not subjected to detailed scrutiny. Until this season Racing Point did buy brake ducts from Mercedes but these are now 'listed parts' which must be designed in-house. This is because brake ducts are increasingly used for aerodynamic benefit and to heat the tyres, rendering them a key performance differentiator.

After Renault's initial protest following the Styrian GP, the FIA impounded examples of the Racing Point ducts

Lance Stroll claimed fourth in Hungary (below) but that result and the team's score from the previous race hinge on the Racing Point ducts (right) being declared legal



Mugello, the venue for a full F1 test in 2012, will host its first ever F1 race – the Tuscan GP – in September



and will compare them – physically and via CAD data – with last year's Mercedes ducts.

"It is impossible for them to be illegal," said Racing Point team principal Otmar Szafnauer. "Brake ducts, just so you know, take a long time to design and make, they are very, very complicated, and we have 886 individual drawings for our brake ducts."

MUGELLO AND SOCHI CONFIRMED

03 F1's aspiration to run up to 18 grands prix this year crept closer to reality as the commercial rights holder confirmed two additions to the revised calendar, taking



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BUT NOW HE'S BACK...

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SAINZ'S SITUATION TALK

What does 2020 – and beyond – hold for Carlos?

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- > Mugello: we take a look at F1's 'new' circuit



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the total to ten at the time of writing.

Mugello, better known for motorcycle racing, will hold a Tuscan GP on 13 September, coinciding with Ferrari's 1000th world championship race. Two weeks later Sochi will host the Russian GP. Mugello has FIA Grade 1 status and has been used for testing, but access issues and lack of financial wherewithal has prevented it holding F1 races. The event will take place behind closed doors, although the Russian GP promoter has signalled intention to sell tickets for the Sochi round.

"Both races will be a huge boost for fans with more announcements on the next races in our calendar coming in the weeks ahead," said F1 CEO Chase Carey.

While the addition of Mugello and Sochi to the calendar was anticipated, there was no news regarding Imola, which was also believed to be in the frame for an event. There has been speculation that Montréal might host a Canadian GP in October, but the likelihood of inclement weather at that time of year makes this a remote possibility. A Portuguese double-header at the Algarve circuit is also mooted.



Events already confirmed are by no means safe. Silverstone is taking precautions to ensure fans cannot 'gatecrash' the two events it is holding this month, and COVID-19 cases have spiked in Belgium and Catalunya; as this issue of *GP Racing* closed for press it is understood teams have been told a third Silverstone race will replace the Spanish GP if the situation deteriorates further.

"BOTH RACES WILL BE A HUGE BOOST FOR FANS WITH MORE ANNOUNCEMENTS ON THE NEXT RACES IN OUR CALENDAR COMING IN THE WEEKS AHEAD"

CHASE CAREY

The Russian GP at Sochi has been confirmed for 27 September and the promoter hopes to sell tickets for the event

RON TAURANAC 1925-2020

World championship-winning engineer Ron Tauranac passed away in his sleep at the age of 95 on 17 July. Tauranac co-founded Motor Racing Developments with Jack Brabham, building cars which raced under the



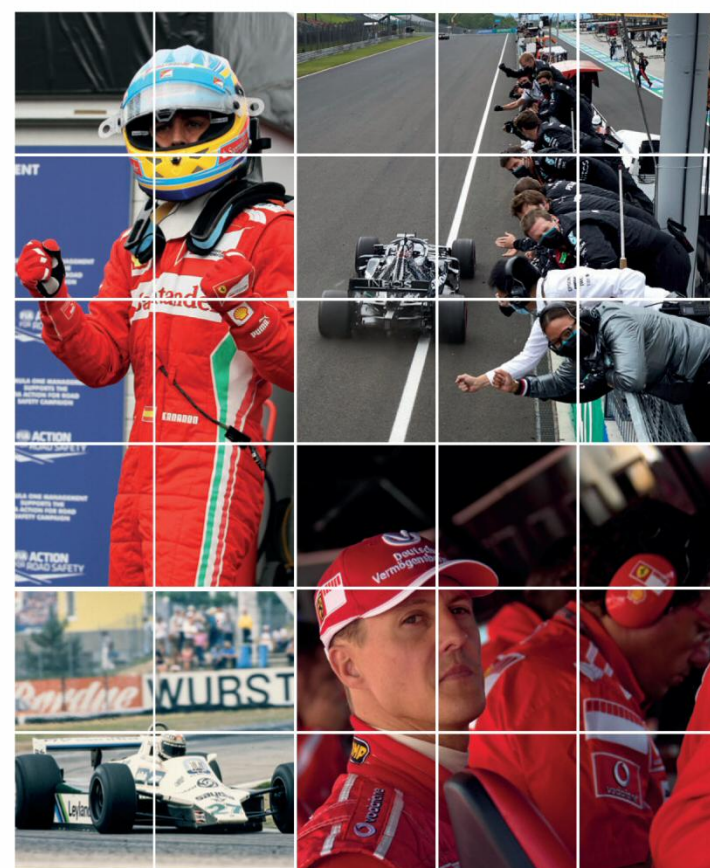
Brabham name, and enjoyed success in a number of categories including F1. Latterly, Tauranac built junior single-seaters under the Ralt name, providing a vital career step for several generations of young talent.

In memoriam

F1 MASTERMIND

Your chosen specialist subject: the world's greatest motorsport

- Q1** In 2019 Charles Leclerc had six pole positions but which was the only race he started from second?
- Q2** Which current driver was disqualified from seventh in his first F1 race?
- Q3** Who started more world championship F1 races: John Watson or Derek Warwick?
- Q4** In Hungary Lewis Hamilton equalled Michael Schumacher's record of eight wins at one GP. At which race were Schumacher's wins achieved?
- Q5** In which year did a country last host two GPs at different circuits?
- Q6** How many races did Brabham win as a constructor in F1: 31, 35, or 36?
- Q7** Which driver raced all of these makes of car in his F1 career: Hesketh, Hill, Surtees, Shadow, Williams, Arrows and Lola?
- Q8** Which was the last race in which cars failed to qualify because the entry was oversubscribed?
- Q9** When and where did Fernando Alonso last start a Formula 1 race from pole position?
- Q10** True or false: Lewis Hamilton's fastest lap in the 2020 Hungarian GP was his first at the track?



1 Japanese GP **2** Sergio Pérez (2011 Australian GP) **3** Watson (152 to Warwick's 146 **4** French GP **5** 2012 (Spain: Valencia and Barcelona) **6** 35 **7** Alan Jones **8** 1994 Australian GP **9** 2012 German GP **10** True

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RUSSELL WILL 'EXPERIENCE' GREATNESS

Working from the Silverstone Experience for Channel 4's coronavirus-adapted production of the Austrian Grand Prix allowed me to immerse myself in the fabulous heritage of motorsport we enjoy in this country.

The newly opened museum contains cars, bikes and memorabilia from some of Britain's greatest motorsport exponents, as well as educational areas to entice youngsters. It serves as a reminder of what's been achieved in the past as we prepare for two key events a few metres away on the circuit.

In 2020, Lewis Hamilton is not only seeking a seventh world title but also his seventh victory at Silverstone; how suitable it would be if he achieved it in the year we sadly lost the man who thrived on number 7, the late, lamented Sir Stirling Moss. Hamilton relishes the fast corners and changeable conditions that arise around the former airfield site, and he goes in as firm favourite for victory.

Lando Norris has already booked his slot in the museum by becoming the youngest British driver to achieve an F1 podium. In only his second year

he has already gathered 1.6million (and counting) followers on Instagram. If a crowd was allowed at the track, just imagine the support he would enjoy.

Then there's George Russell. One of his earliest claims to the heritage centre comes from his first ever European F3 event at Silverstone in April 2015 when he won the second of three races, launching in front of Charles Leclerc off the line and emerging ahead of Antonio Giovinazzi after the two made slight contact.

Ultimately, Russell beat Leclerc by just under two seconds with Giovinazzi, Lance Stroll and Alex Albon all behind him. It was a pretty remarkable debut event in only George's second season of single-seater racing, and while the rest of the campaign didn't quite mirror that success, it laid down an important marker for the future.

Russell followed up with a second season in Euro F3 that lacked overall success but led to a connection with Mercedes. The subsequent two years propelled him to GP3 title success and beating Lando Norris and Albon to the F2 crown in 2018. That gave George the confidence to force his foot in the door at Williams and get signed up for a full-time ride in F1.

Then he had to cope with driving the slowest car on the grid. But the approach he took and the way he sustained his motivation throughout such a tough debut F1 season was impressive. Ann Bradshaw, the established motorsport PR ace, worked alongside George for much of 2019 and was highly impressed.

"The way he worked with the team was fantastic," she told me. "He's always looking for ways to improve and get the most out of the environment he's in. During the COVID-19 lockdown he switched his focus to sim racing, something he's not really been fully engaged with before, and he worked at it so well he ended up winning the F1 Esports Virtual Grand Prix series!"

"It's typical of his approach. Yes, he can be demanding when he feels there is something required to raise the game, but he's a real team player and everybody around him is happy to engage with that."

The way Russell refused to be disheartened by results in 2019, his utterly professional approach and ability to get the best out of the car was recognised by plenty of people in F1 circles, and as Ann mentioned, "he has good contacts throughout the whole F1 paddock."

My Channel 4 colleague Steve Jones recently interviewed Russell and was equally impressed: "A nice guy, very affable, likeable but he has that killer instinct look in his eyes – you just know it's going to happen for him..."

George's relationship with Mercedes boss Toto Wolff is clearly

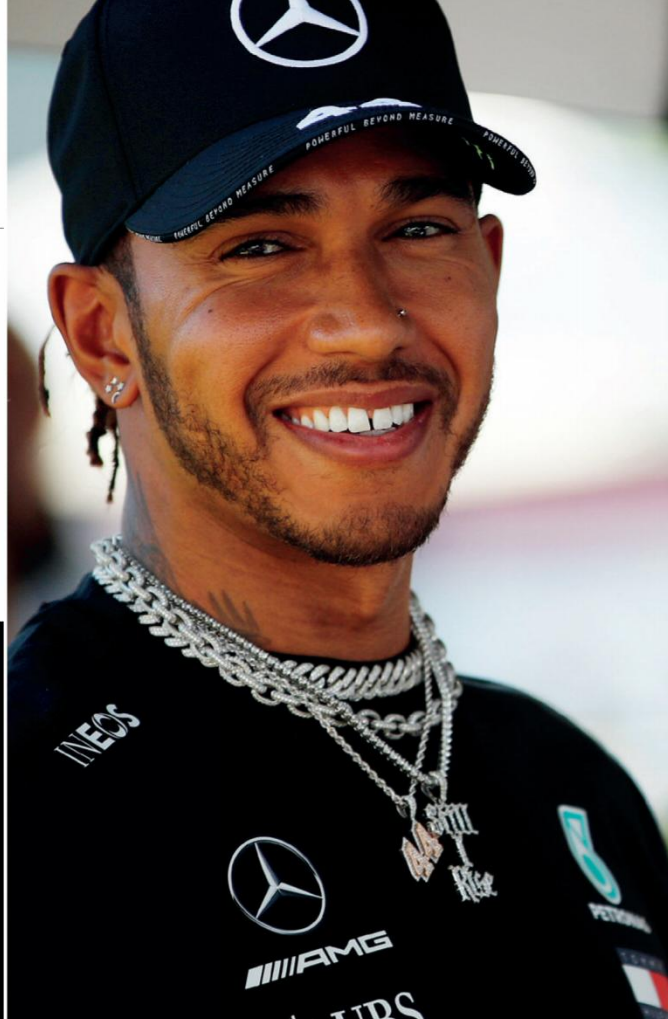
very positive, but it has not been enough to earn promotion to the top team, yet. News emerged recently that Valtteri Bottas would re-sign with Mercedes for another year the day after George ran through the gravel at the Styrian Grand Prix and dropped out of an early midfield battle.

A hefty double blow, and in some ways disappointing that Wolff has not taken the risk of bringing in a driver nurtured through the junior ranks by Mercedes and to give him a shot at the title.

Yet Russell is a hot prospect for various teams and those contacts could be valuable in the long run. Signed up and fully committed to Williams until the end of 2021, with Williams similarly committed to Russell it now looks difficult for any other interested party to negotiate him out of his present circumstance. However, George could still be high on the list for other teams for 2022 and beyond, and Toto has signed off his drivers to unrelated rivals before; Esteban Ocon is no doubt psyching himself up already to cope with Fernando Alonso at Renault next year.

Opportunities exist for Russell, and this is a key time to prove his mettle. Returning to Silverstone will give him an extra sliver of confidence and motivation, even if the fans are yelling from their sofas rather than from the grandstands. I believe that Russell has the ability and mindset to achieve great things in F1. A claim to a space in the Silverstone Experience is definitely on the cards.

Lewis Hamilton heads into the two Silverstone races looking for a seventh F1 win at the track, a circuit that seems to suit him and his Mercedes team perfectly



If Hamilton wins at Silverstone, it would be a fitting tribute to the late Sir Stirling Moss

Lando Norris became the youngest British driver to score an F1 podium with his third place in Austria. It should guarantee the 20-year old a place in the Silverstone Experience...



George Russell 's future in F1 seemed assured, but will he ever be Hamilton's team-mate?



UNDER THE HOOD

PAT SYMONDS



'NEW DEAL' RULES CHANGE F1'S PRIORITIES

Nothing could ever offset the humanitarian disaster that COVID-19 has presented to every aspect of our lives, but the strength of a civilised society is seen in its response to a crisis. Be it financial, medical or societal, there are many examples where adversity has been a precursor to an emergence into a leaner, fitter and more efficient way of doing things.

So it has come to pass in Formula 1 too. After the full impact of events in Melbourne hit home, both FOM and the FIA began working to see what could be done not just to survive the short-term effects of the virus but to seize the opportunity to bring Formula 1 back in a manner that would be more sustainable for the teams as well as providing the fans with the best possible spectacle under the inevitably difficult circumstances that the 2020 season was going to present.

The result was in effect a 'new deal' for F1 with 23 specific changes and a multitude of sub-changes within these broader headlines. There was also a commitment to continue the work and

develop ideas and themes further as the year and season progresses.

Certain emergency operational provisions were introduced specifically to deal with infection control, but more fundamental were the changes made that will have far reaching, and I believe extremely beneficial, effects on our sport.

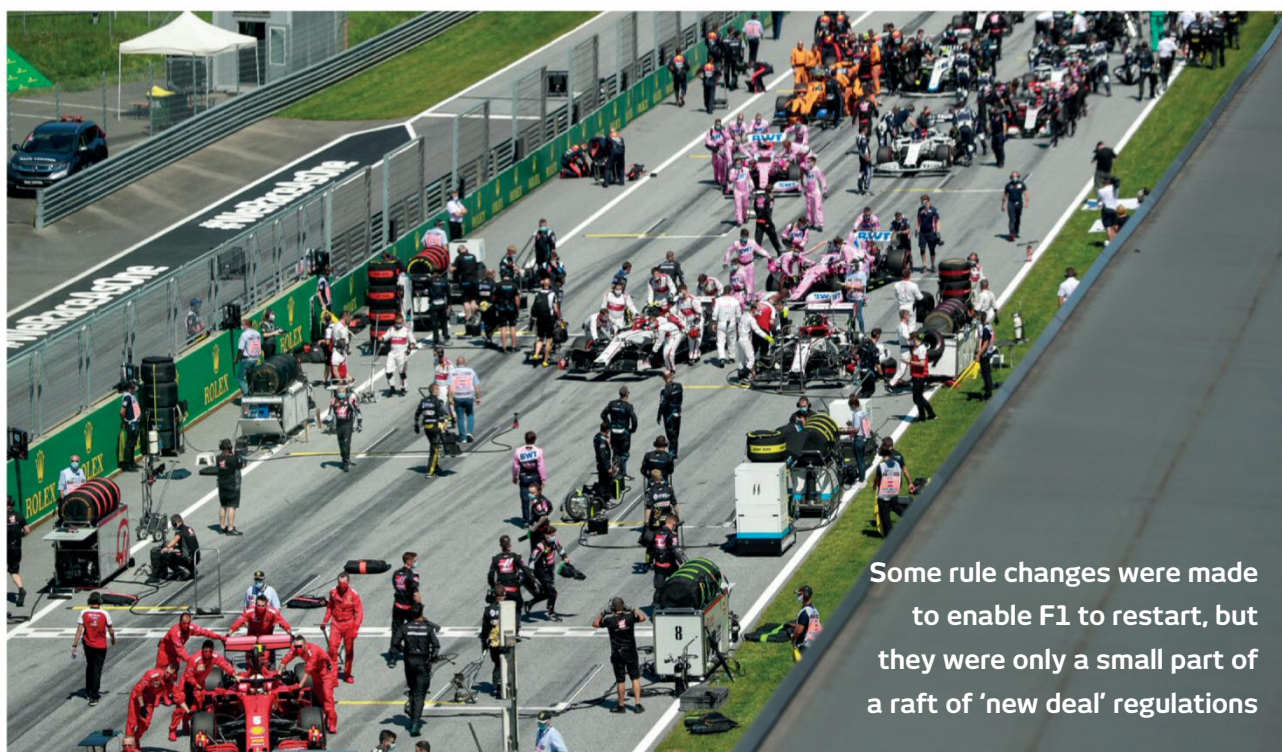
The first aim was to protect the teams from the direct effect of the inevitable loss of income that the shortened season would bring. A team's budget has many facets: a large part is spent on building the cars themselves and upgrading them as the season progresses. With everything ready to go in Australia in March, a fair proportion of the

car build budget was already spent and thoughts were already turning to the very different requirements, and hence investment in, the new regulations for 2021. It was therefore a no-brainer to delay that car for a year and introduce it for 2022 instead. That is not to say that the need for a car that could potentially level the playing field and allow closer racing went away, it has not. But priorities have changed.

Such is the competitive instinct of F1 teams that a simple delay would have just allowed those with money to invest it in developing a 2021 car even if the regulations were not to change. This led to a decision to freeze a large list of components between 2020 and 2021. These included major structures such as the chassis and gearbox

but with some limited ability, using a token system, to make changes associated with team's specific need – such as McLaren's impending switch back to Mercedes engines.

Remaining on the technical front, aerodynamic changes were not encompassed in the freeze but the existing aerodynamic test restrictions were tightened further – by 20% – for this season. More significantly, they will be tightened further still for 2021, while also applying differently to different teams based on their finishing positions in the championship. The winner of the 2020 constructors' title will be allowed 36 windtunnel runs a week, a significant reduction from the 65 runs previously allowed. A sliding scale results in the team finishing tenth in the championship being allowed 45 runs per week.



Some rule changes were made to enable F1 to restart, but they were only a small part of a raft of 'new deal' regulations

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The overall competitiveness of the field has been addressed even though new cars have been delayed until 2022

To keep things close, the allocation is reset depending on championship positions on 30 June to reflect the current state of competitiveness. For 2022, further reductions will be made for all teams, resulting in the championship leader dropping to just 28 runs per week. This is the first time there has ever been any form of balance of performance (as opposed to equivalency of different regulations) in F1, and although very mild it should both save money and bring the field closer together.

How much closer is the unanswered question, but with a stable set of rules I would expect a team to gain just over one point of downforce per 100 tunnel runs. In 2021, this will be amplified as teams enter the steep learning curve that the new 2022 regulations bring, and the difference could be double this. In 2021, the regulations give the tenth-placed team an extra 400 runs over the leading team during the year which could yield between an additional six to eight points of downforce. At an average circuit this translates to up to 0.15 seconds a lap. In 2022, the difference in runs will be doubled but the rate of development will slow down. I would still expect to see the tenth placed team able to add 0.2 seconds of additional performance over the year compared with

the leaders. Not insignificant, but also not game changing in the overall competitiveness we have seen over the past few years.

Like the chassis, further restrictions have been put on power unit development, by limiting the number of upgrades allowed during the season, to both the hardware and the engine software,

Windtunnel usage will be further restricted for 2021, using a balance of performance benefiting the teams at the bottom



“MORE FUNDAMENTAL WERE THE CHANGES MADE THAT WILL HAVE FAR REACHING, AND I BELIEVE EXTREMELY BENEFICIAL, EFFECTS ON OUR SPORT”

and, for the first time, by introducing limitations on the number of hours that can be spent on dynamometers developing the engine. These restrictions mimic in many ways the aerodynamic test restrictions that were introduced in 2009.

Finally, but probably most significantly, while the 2021 technical regulations were delayed by a year, the financial ones were not. The previously agreed \$175m cap on spend for performance and operational costs has been lowered to \$145m for 2021, reducing further to \$135m for 2023 onwards which, encouragingly, is below the \$150m first proposed to the teams in Bahrain in 2018.

Formula 1 has experienced some unprecedented and unforeseen challenges over the past six months. A combination of vision, strong governance and a spirit of cooperation among all stakeholders, which has been stronger than anything I have seen previously in my 40-year career, will allow us to emerge from this crisis better able to meet the challenges that lie ahead.

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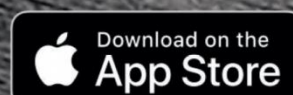
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STRAIGHT TALK

MARK GALLAGHER

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COWELL'S SKILLS WILL PLACE HIM IN HIGH DEMAND

It would be interesting to know the thoughts that ran through Andy Cowell's head while watching the Austrian Grand Prix, the head of Mercedes' F1 powertrain business having left his role two days before practice started.

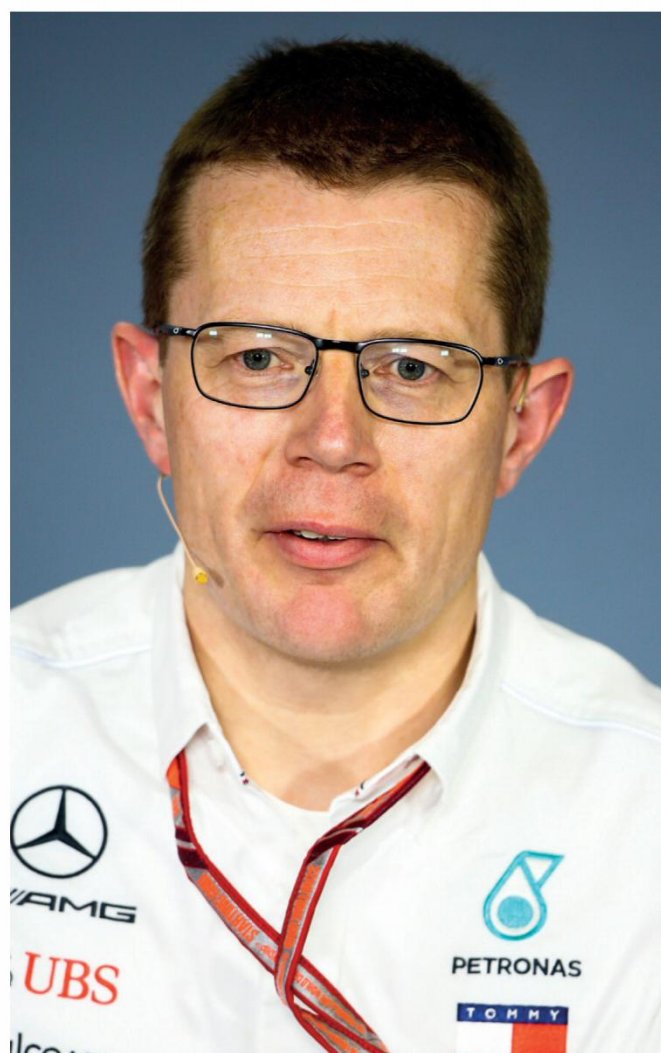
For the former Cosworth engineer, the 16 years he spent working at the epicentre of the Silver Arrows' engine division could hardly have been more fruitful - world championship successes with McLaren and Brawn in 2008 and 2009, followed by the extraordinary engineering achievement that's been the hallmark of the company during F1's hybrid era.

Being central to the power behind every one of Lewis Hamilton's six world titles is no mean feat. Whatever the future brings, Cowell will be in demand by Formula 1 media and historians long after Britain's most successful racing driver hangs up his helmet.

Press releases announcing the departure of someone of Cowell's stature are always interesting to read for what they don't say. Is there praise fulsome, or mention of the sort of gardening

leave that has kept many an Oxfordshire, Northamptonshire or Surrey lawn and hedgerow looking immaculate? The thought that the man

Cowell has been a major part of Mercedes' success and helped put in place a succession plan



who headed one half of Mercedes' Brackley-Brixworth bulwark might be tempted by poachers from Maranello and Milton Keynes will have run through many readers' minds.

Several things stand out about the announcement, the first being that Cowell informed Mercedes of his intention to leave back in January. This was pre-COVID-19 and, were he heading for a competitor, I suspect he would have been down at B&Q faster than you can say 'hybrid powertrain'.

Instead Cowell spent the subsequent months working with his boss Markus Schäfer, chairman of High Performance Powertrains (HPP), and F1 team principal Toto Wolff to put in place a succession plan. This is unquestionably the right and best way for someone of Cowell's accomplishments to move on. While it is satisfying to leave a trophy cabinet full of historic achievements, ensuring the continuation of HPP's success into the future will be an even greater legacy.

Managing people is a skill, particularly in an industry as unforgiving and relentless as Formula 1, so Cowell's success in delivering the power behind the German company's domination of

the championship since 2014 has not only been about creating clever hybrid engines. The human factors involved in a programme such as this should never be overlooked.

The new managing director responsible for the F1 engine programme is Hywel Thomas, a man who has worked alongside Cowell for every one of those 16 years. The benefits of that are obvious - not for HPP a newly appointed boss who needs time to learn the ropes.

Joining Thomas in leading the business forward are Adam Allsop, who will report to Schäfer and head the engine project for the One supercar, operations director Richard Stevens and Ronald Ballhaus, head of finance and IT. These appointments are significant because it shares responsibility more widely in the post-Cowell era, promotes smart people who Mercedes wants to retain, and ensures HPP does not move forward with all its leadership eggs in one basket.

As for Cowell himself, the coming months bring a period of transition as he supports the new management structure, while the plan is for him to assist Schäfer on a major new project into next year. Not a new job, rather a piece of consultancy work.

It seems Cowell is destined to start something new. At a time of unprecedented changes in the world of power unit technology across the automotive and motorsport world, whoever gets him will be very fortunate indeed.

THIS MONTH

Lutz Huebner
Head of
Marketing,
BWT Group

Water company BWT took on title sponsorship of Racing Point this season and made a commitment to digging a new well in Gambia for every top-ten finish the team achieved. On present form that should keep the company very busy, but it's also setting its sights on a hydrogen-powered future...

GP Racing: The first question many people seem to ask when they look at the BWT branding is, "Why pink?" Did you arrive at that choice purely for visibility reasons?

Lutz Huebner: Yeah, the reason is really that simple. If the cars were green or blue or grey, nobody would ask. That was the beginning. We said we really want to bring something new to motorsport, that was the thinking behind the pink colour. I'll never forget the launch of the pink DTM car, and seeing the first pink Formula 1 car in Melbourne – that was really exciting. So that's one reason, and then we have this magnesium mineralised water we're promoting with the pink colour. It's one of the the colours of the product so it fits, and it's almost becoming iconic, isn't it? It's everywhere. We're doing this livery in Formula 1, F2 and F3, the Porsche Carrera Cup and Porsche Supercup so it's being seen everywhere these cars are racing.

GPR: At the Racing Point launch earlier this year, when you were unveiled as the new title sponsor, Andreas [Weissenbacher, BWT CEO] said that in the beginning he had to be persuaded quite hard that getting involved in motor racing was worthwhile. What benefits have you seen from your sponsorship?

LH: It's the visibility to an enormous audience. F1 has an unbelievable international scene, a huge community of people. And then this is what we want to buy – we want to buy media volume, frankly speaking. We want to become visible as an international brand. When motorsport stops for winter, we're also very active in ski jumping and downhill racing. So we have a full year on TV in terms of sports that fit well with our values.

GPR: Your company seems to have been very proactive in campaigning to get rid of single-use plastics, something the water industry has a strong association with. How have you had to change the way your business works to eliminate single-use plastics?

INTERVIEW STUART COOLING

LH: Something very important is that when we're talking about BWT magnesium mineralised water, we're not talking about bottled water – we are talking about locally produced water, in your home. Really, anywhere in the world we can

make the water into healthy drinking water with a good taste. This is not only a business model, it's also a dream to make the world a little bit better. The plastic waste – it's incredible that it's increasing. We have to stop that, and with our technology we have the possibility to stop that, to reduce it. And to make the world a little bit better step by step.

GPR: You announced pre-season that you would dig a well in Gambia every time Racing Point finished in the top ten. It's an admirable gesture – what made you choose Gambia?

LH: Well, we're quite a small company and you need a starting point for such an initiative. We saw they need us there, that we can do something there. In general, water isn't really fairly spread around the world. I think we have over seven billion people on the planet, but nearly one billion have no access to healthy drinking water. That is unfair. We saw an opportunity to change the world a bit, to give something back to the community and to people who need our help. And there are other countries that need good water for the future.

GPR: At your launch you had a student project with an LMP2-style car powered by a hydrogen fuel cell. Given that hydrogen is a component of water, do you see BWT becoming involved in fuel technology in the future?

LH: That's a really cool project. Yeah, we have a company within the group that's world market leader in fuel cell membranes. They're based near Stuttgart. We're doing these membranes because we really believe that hydrogen is a power for the future. There's a lot of hype at the moment about electric cars. Batteries are not a solution. So we have to go for hydrogen.






NOW IS NOT
THE TIME TO
BE SILENT

FIGHTING THE GOOD FIGHT

Not content with merely dominating grand prix racing on track, Lewis Hamilton has begun the 2020 season using his global profile to campaign on vital social issues of diversity and racial equality – and, as ever, he’s dragging the rest of Formula 1 in his wheel tracks

WORDS MARK GALLAGHER PICTURES MERCEDES F1, SHUTTERSTOCK AND  **motorsport**
IMAGES

The 1999 movie *The Green Mile* tells the story of a prison guard working on death row at Louisiana State Prison, and his encounter with a black inmate who possesses supernatural powers. The lead character, played by Tom Hanks, has a urinary infection cured by a convicted child murderer, acted by Michael Clarke Duncan, this giant of a man later restoring life to a pet mouse belonging to another prisoner.

Welcome to the ‘Magical Black Character’, which acclaimed film director Spike Lee spoke about during a lecture at Yale University in 2001. Lee asserted that Hollywood film makers,

unable or unwilling to cast black actors as normal people, instead preferred to introduce black characters as being mystical or magical, imbued with special powers to satisfy some need in the white characters and calm the conscience of a predominantly white audience.

Other examples of this approach have included *The Legend of Bagger Vance* (Will Smith is Matt Damon’s mystically gifted golf caddy), *What Dreams May Come* (Cuba Gooding Jr plays Robin Williams’ supernatural spiritual companion), *The Matrix Trilogy* (Laurence Fishburne is a freedom fighter guiding Keanu

Reeves through an alternate reality), and *Bruce Almighty* (Morgan Freeman plays God). This is the kind of benign but pernicious way in which black people have been characterised in contemporary culture, and Lewis Hamilton touched on it when he wrote about ‘the implicit bias in our systems or the things that society does to let us know we’re different’.

His words form part of the article he wrote for *The Sunday Times* on 21 June in which he announced the creation of The Hamilton Commission. The commission will work with the Royal Academy of Engineering to explore how▶

motor racing can engage with young black and other ethnic minority people to encourage them into studying the four STEM subjects: science, technology, engineering and mathematics.

That statement came less than four weeks after an event far removed from the world of F1, but which had affected Hamilton deeply. The death of George Floyd, a 46-year-old black American who died as Minneapolis policeman Derek Chauvin knelt on his neck for almost eight minutes, sent shockwaves around the world. Floyd's alleged killing, during which he pleaded with Chauvin

'I can't breathe', was recorded on a mobile phone camera and later picked up by social media and news outlets worldwide. Global outrage was instantaneous, triggering protests focused on the Black Lives Matter movement. Chauvin, meanwhile, was sacked from his job and faces second degree murder charges. His three colleagues, who stood watching while Floyd died, face charges of aiding and abetting.

Hamilton's response to the killing reflected much of the mood among the black community. "This past week has been so dark," he wrote on Instagram on 2 June. "I have failed to keep hold of my emotions. I have felt so much anger, sadness and disbelief in what my eyes have seen. I am completely overcome with rage at the sight of such blatant disregard for the lives of our people."

Hamilton's call to get behind the Black Lives Matter movement immediately produced much support but also an inevitable backlash from some, including those fond of the trope 'All Lives Matter'. That, however, does not cut it with the black community, as former West Indian fast bowler Michael Holding related in an impassioned film for *Sky Sports*: "This Black Lives Matter movement is not trying to put black people above white people. It is all about equality. When you say to somebody black lives

matter and they say all lives matter or white lives matter, please, we black people know that white lives matter. Don't shout back at us about all lives matter. It is obvious, the evidence is clearly there that white lives matter, we want black lives to matter too – it's as simple as that."

Unfortunately, Hamilton is no stranger either to racism or those who deny its existence. Both he and brother Nic have related how their formative years were afflicted by it. "Being a black family in a white-dominated sport such as motorsport was not always going to be easy," said Nic recently, going on to recall karting with Lewis,

"at Rye House [a circuit in Hertfordshire] – we're all sitting there in our Vauxhall Cavalier and everyone just staring at us, almost like 'who is this black family that's just turned up and what are they doing?'"

Racism in sport is a well-trodden topic, though much less in motor racing than in football where monkey chants and bananas thrown on pitches sadly remain a problem. Overt racism in Formula 1 circles is not unknown, however, most notably during that infamous incident at pre-season testing in Barcelona

in 2008 when a group of fans decided to dress up in black faces and wigs, wearing 'Hamilton's family' T-shirts.

Racist abuse of the most appalling nature was shouted at Hamilton and his associates, although details of that abuse were not reported verbatim by motorsport media – the words too offensive to relate. The temptation to accept the fans' protests that it was 'just a bit of fun' was left unchallenged. Some Spanish fans, perhaps incensed Hamilton had beaten local hero Fernando Alonso to second in the world championship the previous year, had decided to use racism as a weapon to demean, offend and provoke a Formula 1 driver who happens to be black.

Hamilton's response to the protests that followed George Floyd's killing are nothing new

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for a man who has already spent much of his professional career promoting good causes and sharing his beliefs. He has devoted the last decade to using his growing stature on the international stage to generate awareness of issues including child poverty, animal cruelty, pollution of our oceans and climate change.

The work he has done for Unicef, such as visiting children's welfare programmes in Cuba, does not get much attention in the motorsport press. Hamilton's support for Comic Relief, Save The Children or Australia's wildlife charities, to which he donated USD\$500,000 in the wake of last season's bushfires, has generated much needed publicity for the relevant organisations.

It has also led to collective eye rolling from critics – the same critics who are now coming under scrutiny as to why they feel the need to ►

Lewis added the Black Lives Matter logo to his helmet design so that it would be clearly visible on footage from his roll-hoop camera





question Hamilton's motives or denigrate him for living tax-efficiently in Monaco; for having once owned a private jet, or for spending time in America – lifestyle decisions made by many British drivers since Jackie Stewart's day. What is it about Hamilton they dislike so intensely?

Now that Hamilton has planted the anti-racism movement centre stage in Formula 1 there is no longer any room for underlying racism to remain unquestioned. It's an uncomfortable moment for the championship, and it has taken its only black protagonist to demand Formula 1 confronts some home truths.

Hamilton's 2 June social media statement in the wake of George Floyd's death was followed three days later by a reflection on his own experiences and those of his family. In it he recalls facing racial discrimination but being advised by

his father to keep his head down, say nothing and let his performances on the kart track do the talking.

"I was bullied, beaten and the only way I could fight this was to learn to defend myself," Lewis wrote. "So I went to karate. The negative psychological effects cannot be measured. This is why I drive the way I do, I'm still fighting."

For anyone analysing Hamilton's mesmerising pole position lap for July's Styrian Grand Prix, the motivation woven by Hamilton's lifelong anger, frustration and fear born out of feeling different and being made to feel different, won't feature. Yet in the make-up of Britain's superstar racer, at least some of the answers lie in him being the foremost black man in a white man's world.

Further social media postings about racism and the fight against inequality have followed. This included Hamilton's support for the removal of the statue of slave trader Edward Colston in Bristol, his approval of a giant Black Lives Matter slogan on 16th Street outside the White House currently occupied by Donald Trump, and a picture showing a caged black child in the Belgian Congo in the 1950s. The message was consistent, but Hamilton's campaign was not restricted to online postings.

None of the thousands of people taking part in the Black Lives Matter protest march in London on Sunday 21 June will have recognised a placard-carrying, six-time Formula 1 world champion in their midst. By then Hamilton's campaign was having a profound impact on Formula 1.

To the FIA's credit, it responded quickly, issuing a statement about the death of George Floyd on 5 June. The day after Hamilton was protesting in London, Formula 1 announced its We Race As One campaign. A week later, Mercedes announced it would run an all-black livery for the 2020 season, pledging to improve diversity inside the team and across motorsport.

This is what campaign momentum looks like. A sport in the midst of its 70th anniversary year has pivoted in a matter of weeks to confront a challenge on social justice, equality and inclusion. It would be nice to think it would have happened anyway, but it's difficult to see any of this taking place had Hamilton not sat astride the sport as its dominant figure.

It has certainly wrong-footed the old guard, Bernie Ecclestone giving CNN a typically contrary but poorly considered interview during which he said that, "...in lots of cases black people are more racist than white people."

Hamilton's response was withering. "Bernie is out of the sport and a different generation but this is exactly what is wrong – ignorant and uneducated comments which show us how far we as a society need to go before real equality can happen. It makes complete sense to me now that nothing was said or done to make our sport more diverse or to address the racial abuse I received throughout my career – it starts at the top."

Britain's John Ameachi is black, a former world class basketball player whose London-based company

provides leadership coaching, often dealing with what they call 'intractable people problems.' In his opinion, leaders within a professional sport like F1 have a duty to set the tone when dealing with a topic such as racism, to see themselves as giants for whom even a small movement will have a significant effect. Ameachi's view is that all too often people who say they are not racist do little to help matters by remaining silent. He explains how those he calls 'not-racist' will act in a situation where someone has said something racist.

"Someone who's not-racist: they won't say or do anything in that moment. They tend to be bystanders. Afterwards they'll find other people who are also not-racists and they'll talk to each other about, 'well, that was terrible, that thing that happened the other day'." ►

**NOW THAT HAMILTON
HAS PLANTED THE ANTI-
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CENTRE STAGE IN
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REMAIN UNQUESTIONED**

**Hamilton backed up
his words by appearing
at the Black Lives
Matter protest
march in London
in early June**

Instead, Ameachi promotes anti-racism. “Anti-racists are constantly looking around to say, ‘what tools do I have available to make it clear that this is not acceptable?’ What they do is they make sure that they never miss an opportunity to let the world know where they stand. You become someone who makes other people want to be anti-racist too.”

The most public and controversial manifestation of Hamilton’s push for F1 to become anti-racist has been his decision to ‘take the knee’ before the opening races of the season. Public, because it was staged in front of the world’s media; controversial due to the decision of some drivers not to join him. Unfortunately, it’s been a fiasco in terms of F1’s optics, for although Hamilton has accepted that no one should be forced to follow his example, the sight of 20 F1 drivers unable to act together in supporting a single, simple gesture leaves uncomfortable questions hanging in the air.

First prominently utilised in this context by San Francisco 49er quarterback Colin Kaepernick during the US national anthem in his team’s pre-season match in 2016, taking the knee has become a symbol of protest against racial inequality and police brutality. Hotly debated in America, with some feeling it is an insult to the anthem; others supporting its message of support for those affected by racism. Indeed, Hamilton has revealed regret at allowing himself to be dissuaded from using a race helmet design in support of Kaepernick at the US GP.

But Hamilton is more than making up for that now, and the ‘take the knee’ debate is now washing through Formula 1, for although all drivers have committed to fight racism and agreed such through the Grand Prix Drivers’ Association, some opting not to make the gesture has confused many observers. Daniil Kvyat took the time to explain that from a Russian perspective you should only kneel before God or the national flag, while Charles Leclerc and Max Verstappen

announced it was not something they wished to do, although they support the wider campaign.



The question that now arises is ‘what next?’ Toto Wolff has already had media asking him how long the Mercedes livery will remain black, while F1 may need to develop more formalised processes around the pre-race build up if Hamilton determines that taking the knee is to become a permanent fixture. He has already said that he plans to continue doing it for the balance of this season, and he’s consistently stated through the early races that he won’t stop pushing others in F1 to do more to tackle the problem.

Ultimately the FIA, Formula 1 and the teams will need to work with Hamilton to ensure that not only are their actions seen to be right, but that subsequent changes make the sport more accessible to black and other ethnic minorities.

“Right now I am trying to push the sport for diversity,” Hamilton said back in February. “It is a multi-cultural sport in the sense of nationalities but in an organisation of nearly 2000 people there is not a lot of colour, not a lot of minorities, so I am pushing and trying to get the sport to go in that direction. It is very, very unlikely at this

current point that you are going to see another me come through in the next ten or 20 years. How can we change that? My goal is really to try and work with the sport, with the governing body, to try and shift the cost of the lower categories and make it more open to working-class families, because that’s what we were.”

That Britain’s most successful F1 driver ever is likely to remain the only black driver to have competed at this level is a prospect Hamilton is all too aware of. It is now up to all those engaged in the leadership of Formula 1 to determine whether Hamilton’s legacy is that of forcing a permanent change to make F1 more inclusive, or to consign him to the role of Hollywood’s Magical Black Character – the only black man to have competed at the pinnacle of world motorsport. 


**F1 MAY NEED TO DEVELOP
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PERMANENT FIXTURE**






Although all F1 drivers have committed to fighting racism, some chose not to take the knee before the start of the Austrian GP

A FRESH START FOR





Trailing off the back of the pack in recent years, Williams has had to take radical action to shore up its finances – but the beginning of the new Formula 1 season has provided a basis for optimism...

WORDS STUART COOLING PICTURES WILLIAMS

Formula 1's unexpectedly protracted off-season has been painful for many of the teams, but for Williams in particular the resumption of racing couldn't come soon enough. Declining performance in recent years – and the attendant shrinkage of its prize fund share – meant the team was already under considerable financial pressure when the payments from title sponsor ROKiT abruptly ceased in the midst of the COVID-19 pandemic.

Williams didn't get to become the second most successful F1 team of all time in terms of championship wins by being soft, cuddly, or in any way a pushover. So, its response was quintessentially hard-nosed and unsentimental: it publicly gave ROKiT the rocket and came out fighting. Sir Frank Williams might have moved aside from the day-to-day management of affairs, but the business that bears his name also proudly carries his pugnaciously indefatigable stamp.

To that end the Williams cars rolled out of the garages for round one in Austria with an entirely new livery, banishing the erstwhile sponsor to the archives. But besides applying a new coat of paint, the team has also had to think the previously unthinkable: a potential sale of part or all of the business. Giving up that much equity in the family firm has never been on the table before, and it's a measure of how much coronavirus has challenged long-established companies to adapt and innovate. It's likely, though, that the income crunch after a disappointing 2019 campaign – Robert Kubica claimed the team's solitary point with tenth in Germany – would have nudged Williams in this direction anyway.

"Certainly at the tail end last year, we were already thinking about going down that route of bringing in or attracting inward investment," confirms deputy team principal Claire Williams. "We knew that was coming. And then obviously a number of issues conspired against us this year which accelerated and broadened what we would need to do.

"Our family has always put the team first.

And most importantly, Frank always has and always will do the right thing by the team. So, there are a number of opportunities open to us. And actually it's been an interesting process, something that's obviously new to me. We've got some very interested parties who could potentially be really valuable partners to us. And whether that is partners in the truest sense of the word, ie they come in and work with us as a minority shareholder, or if it ends up as a full sale, we have to go through the process and we have to see. I'd have been disappointed if we hadn't received good interest from good people, because Williams is a great team. It's got a fantastic legacy as a great brand."

Over the past few seasons Williams has felt like an organisation trapped in a transitional phase, undergoing restructure after restructure. When Paddy Lowe arrived as chief technical officer in 2017 there was talk of change – even of moving the aero department to be in closer proximity to the rest of the design group – and yet performance continued to drift. Arguably the problems deepened with the switch to a new car concept for 2018 which demonstrated deep-seated correlation problems between track and windtunnel data. And gaps remained – for almost two years after Ed Wood's departure the chief designer role remained untenanted, for instance. When last year's FW42 arrived late to testing and had to be redesigned ahead of the season opener, several major components having been declared illegal by the FIA, Lowe's fate was sealed and he departed soon after. The car was never quick, for it was too deficient in downforce to get the most out of the tyres, and yet it was also too draggy to enjoy decent straight-line performance.

Lowe has never been replaced directly and his duties have been fulfilled by design director Doug McKiernan and head of vehicle performance Dave Robson, both ex-McLaren. They took the decision not to throw resources at pursuing yet another new car concept for 2020, but to maximise their understanding of the troubled FW42 and evolve it. And while it's ►



Claire Williams admits Austria was good for the team because it was an opportunity to demonstrate what it had learned over two troubled seasons

too early to categorically say that approach has worked, the signs have been positive so far: the FW43 arrived on time and ran well in testing, then George Russell qualified nearly 0.8s faster in the season opener than he did at the same circuit last year, only narrowly missing Q2 – a threshold it laboured to reach, let alone cross, in 2019. In wet qualifying for the subsequent Styrian GP, Russell did make Q2, while Nicholas Latifi might have followed suit but for two yellow flags and a red interrupting his hot laps.

“The car is a bit better – both the way it works the tyres, the way the drivers can exploit it,” says Robson. “I think it’s just a little bit better everywhere. Primarily from our side the aerodynamics are improved over last year.”

Williams now describes the restructuring process as “complete”. While Lowe’s chief technical officer role hasn’t been filled, former Red Bull deputy chief designer David Worner joined as chief designer in January, followed by Jonathan Carter (ex-Renault) as head of design. Perhaps most significantly for an outfit once perceived as being in some disarray, Simon Roberts has recently started as managing director, overseeing F1 operations. Roberts comes highly regarded from McLaren. These recruits will take time to make their influence felt, but the impression is that this is now a team heading in the right direction again, competitively speaking.

“What we’ve said over the winter,” says Claire Williams, “was we wanted to show we had made progress, that we had learned from the mistakes we’ve made over the past two years. We’ve wholly restructured the organisation across every area. And I know that in Austria, everybody kind of almost breathed a sigh of relief that we had demonstrated that. It just felt great to go *racing*. I can’t tell you what it felt like for all of us, coming to every weekend knowing we would probably qualify last, and that we would probably finish the race last. That’s brutal for a team like us, a team that is so filled with people who love doing what they do – which is going motor racing.”


Two further off-track developments may also

help Williams gather momentum in its journey towards recovery: a new Concorde Agreement, with a more equitable distribution of prize money (assuming the team can now accumulate more points), along with the soon-to-be imposed budget cap. The current terms of distribution are particularly vexing for independent teams such as Williams, since they were arrived at via a series of bilateral negotiations with Bernie Ecclestone in which the present top three teams were given preferential status. Such were the levers Ecclestone was prepared to pull to shatter the alliance of teams that was threatening his power; it was a classic divide-and-rule tactic.

“Essentially, the whole set of new regulations are going to significantly help a team like ours,” says Claire Williams. “And certainly the financial regulations. Even the original cost cap of \$175m was a real positive for us, and now that’s been bought down, we’ve still got some headroom within that, but it’s certainly at the level that is going to be advantageous to us – and it’s up to us to capitalise on that.”

The coming months will be vital, then. If the putative new investors – described as “fairly serious people” by F1 managing director of motorsports Ross Brawn – complete, they’ll need to work rapidly to understand what support the team needs, and if any lingering reasons for its recent underperformance remain. Latifi’s father Michael, who owns a 10% stake in McLaren, also owns the company which played a key role in Williams’ most recent round of refinancing; he is believed to be one of Brawn’s ‘serious people’.

Just as importantly, the team needs to deliver the goods on-track, which means securing the points that will unlock future revenue. For all the positive signs in qualifying – Russell getting in among the pack, Latifi being much closer to him than Robert Kubica was last year – the FW43 needs better race pace over what is likely to be a shorter season than the 15-18 races F1 is still hoping to stage.

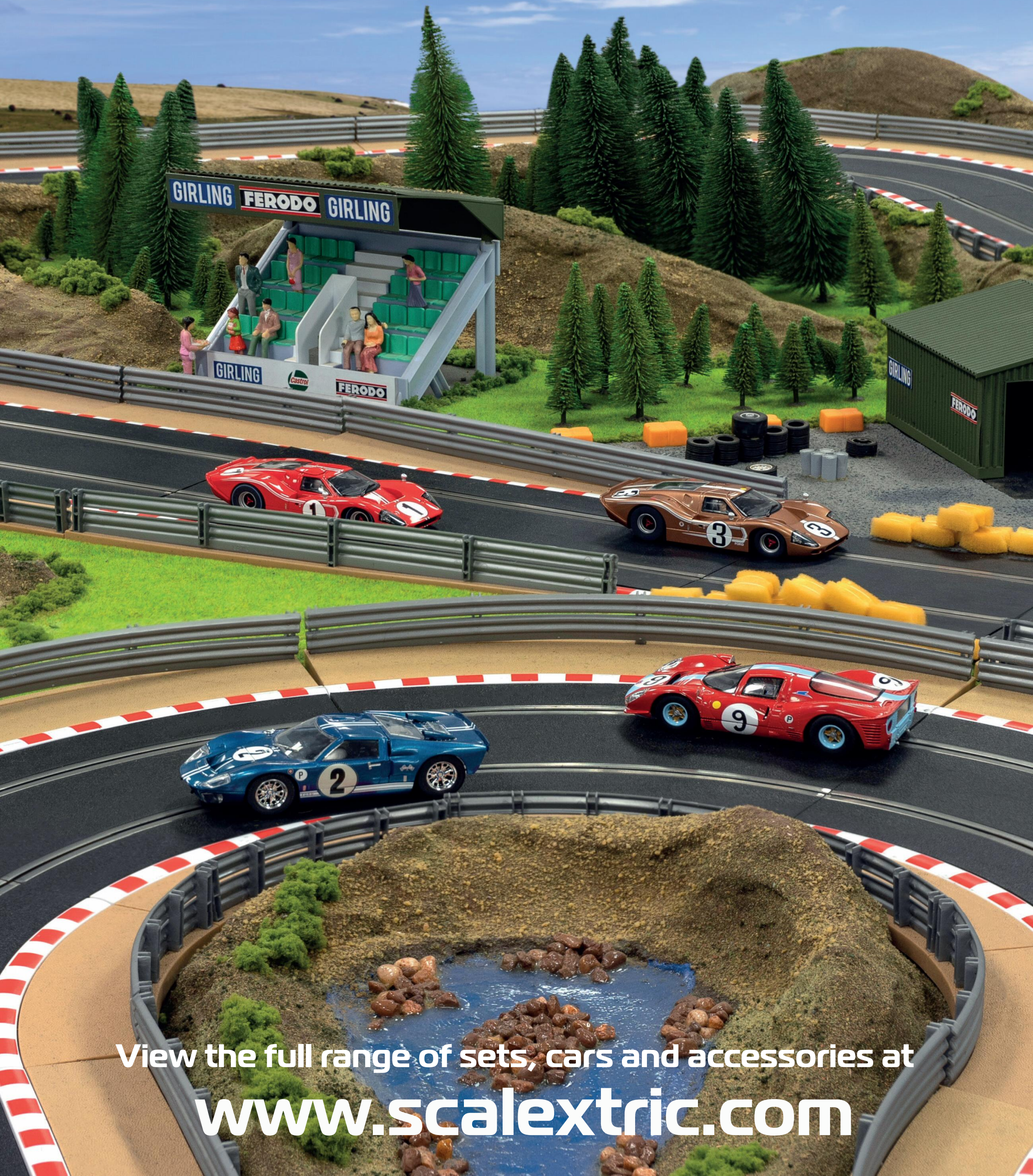
“We’ve still got a load of races left,” says Claire Williams, “and I know that we can still keep learning and still make progress.” 

Russell’s qualifying performances in the first two races of 2020 have indicated a definite step forward for Williams





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LIFE IN THE BUBBLE

GP Racing's principal photographer Steven Tee has seen a lot in Formula 1 – he's been working at races since the San Marino GP in 1984 – but F1's post-COVID world is a whole new experience. This is his exclusive behind-the-scenes view of how F1 was able to stage its comeback...

WORDS STEVEN TEE PICTURES  **motorsport**
IMAGES





HIS IS THE LONGEST I've gone without getting on a plane since I was 22 years old. And our early morning flight from Luton was like nothing I've experienced before: Luton Airport is a grey and unappealing bunker at the best of times but now, shorn of travellers and seemingly populated only by rifle-wielding police, it looked post-apocalyptic. At this time of year, you'd expect it to be heaving with holidaymakers and stag parties – instead, just echoing halls and the least I've ever paid for three weeks in a car park. It was a taste of what was to come in our post-COVID odyssey.

**After the forced break
Tee was happy to be
back behind the lens**

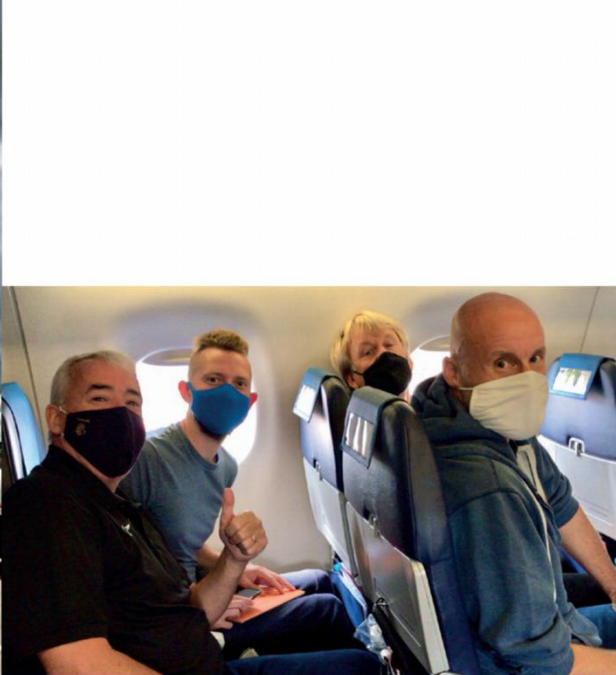


Formula 1 took a leap of faith in starting to organise events this early after so many European countries went into lockdown: the wheels had to start turning long before those restriction were lifted. That's why, after much umm-ing and ah-ing, the Motorsport Images team took the Travel Places F1 charter flight from Luton to Graz, figuring the increased cost would offset the potential aggravation of booking a scheduled flight that could be cancelled at any minute. And indeed, as we took our place in the socially distanced queue outside the Harrods Aviation terminal, news began to filter through that the Austrian Airways, Ryanair and BA flights due to depart for Vienna that day had been shelved.

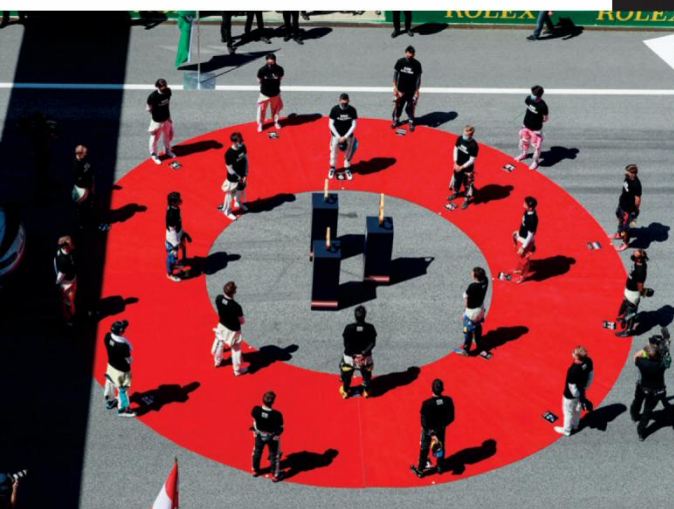
Even getting on our flight was a surreal experience. The four of us had to observe our 'bubble' throughout, arriving at a different time to, and remaining separate from, the 'bubbles' of Pirelli and Red Bull staff on the same flight – as well as boarding separately and sitting several rows away. Two other members of our team weren't even travelling with us – they were shooting for Mercedes and Racing Point, so they had to remain in separate bubbles not only for flights but also at the circuit and accommodation. We'd barely be seeing people with whom we've travelled and worked cheek-by-jowl for many years. For all of us, team personnel and media alike, this opening triple-header was going to be a crash-course in an entirely new way of living and working a grand prix weekend.

It helped that the Red Bull Ring was the venue, a compact and photogenic circuit with modern facilities. While the FIA was obviously still feeling its way into this new operational world, it was doing so with all due caution: we arrived in our little bubble of four, had our temperatures checked at the gate, and drove in to find a new one-way system in place for wheeled and foot traffic. The media centre access was shut off from the rest of the paddock – separate bubbles, and never the twain shall meet – while the interior of the press room itself was marked out for social distancing. There was a blanket instruction from above for everyone at the track to wear a face mask at all times, which of course triggered those with libertarian sentiments, but rest assured that even the correspondent from the Daily Mail obeyed – even while composing a rather spiteful hit job on Lewis Hamilton published on the eve of the race. To the FIA and F1 it was vitally important that everyone on the ground was *seen* to be taking all precautions as well as actually acting responsibly.

Then of course there was the regular recurrence of the COVID-19 test, an invasive procedure that varies in ghastliness according to the *simpatico* of the person conducting it. For this, the FIA and F1 established a separate compound in the middle of the track, well-resourced enough for there never to be a queue. It's testament to how well ▶



The journey to Austria was not just a normal flight for Tee and the Motorsport Images group of photographers. Wherever they went, masks and social distancing were the order of the day



thought out the protocols were, and how willing the majority of personnel were to adhere to them, that over the opening two weeks over 10,000 tests were done, and none came back positive. For the bubble system to work, it's vital to maintain the integrity of the bubble so the virus can't get in.

To that end we worked separately from other agencies and were advised not to socialise with them either. Shooting at a spectator-free circuit brought opportunities as well as challenges; an empty grandstand offered a new vantage point for pitstops and a range of new angles, as well as a way to shoot the grid now that access there is restricted and governed by a rota. On track, you began to appreciate how much you relied on the big screens to stay informed – on the second Saturday, for instance, I had to stay in the media centre to let my team know when and if the cars would actually be coming out.

It was a condition of attendance that all the agencies provided photographs to an ftp [file

transfer protocol] portal for those who couldn't come or who were declined permission to be on site. Working collaboratively, if at a respectable distance, with people who are normally your competition required mental readjustment, but at the same time we were fortunate to be there – one initial plan had been for there to be a centralised photo resource provided by F1, but the teams rejected that on the grounds they didn't want strangers in their garages. As a photographer, if you work for a team for a number of years you gain their trust; they know you're not going to reveal their secrets by accident or by design.

Trust is a precious currency in F1. You build it gradually, over many years, through your working relationships. And there we have another post-COVID culture shock. If you're reading this in a country that's undergone lockdown, probably you've become used to that disconcerting jolt of paranoia you experience as you navigate people in the street or in the supermarket. Perhaps you've

The bubble strategy seemed to work well and eventually, seven months after the last race in Abu Dhabi, and nearly four since the aborted attempt to run the Australian GP, F1 was back on track





Austria and the Red Bull Ring were more than welcoming to Formula 1 but the lack of crowds and the usual hustle and bustle, both in the media room and in and around the track, took a bit of getting used to



returned to an office environment remodelled with one-way markers, distance warnings, hand sanitisers, and pinboard notices reminding you to avoid contact with colleagues you might have known and worked with for years. Seeing the paddock – formerly a bustling place built on close contact, socialising, gossiping and deal-making – walled off, with human activity almost absent, was truly bizarre. It's a travelling circus, a melting pot where you find out what's going on by talking to people, where you do business by talking to people. Shorn of that facility to make contact, you felt like the proverbial fish out of water. Many of the journalists present began to wonder why they were even there, apart from ticking an attendance box, if they couldn't dig out stories except via shared video press conferences.


Of course, human nature dictates that not everybody follows the rules. At the circuit, Sebastian Vettel's little mask-less diversion to the Red Bull motorhome aside, the majority of people abided by the restrictions. Outside it was a little more difficult to police: a group of journalists of

different nationalities met up for a clandestine dinner one night, only to find themselves sharing a restaurant with Ross Brawn and the F1 organisation. Ross was not amused...

Being in this part of Austria also meant the days off between the two opening rounds were remarkably pleasant. We stayed in our regular *gasthof* in the market town of Seckau, near a hotel and restaurant owned by Red Bull magnate Dietrich Mateschitz; all the staff were wearing protective equipment and undergoing frequent COVID tests to remain in step with F1 protocols, even though this area has remained untouched by the pandemic. We went for long walks in the hills, found a swimming lake, and were enjoying a very nice lunch when Mick Schumacher and his trainer turned up on their bicycles. Everyone seemed to be quite happy to be there, so I've no idea why Valtteri Bottas and Charles Leclerc decided to take themselves off to Monaco.

Austria, then, was the perfect place to restart the season, given the circumstances, and the staff of the Red Bull Ring set a very high bar in terms

of creating a safe and agreeable environment in which to adjust to new circumstances. As with many other aspects of life over the past few months, even the simple things you used to take for granted can't be counted on now, and require a degree of planning – food, for instance. Our *gasthof* didn't do breakfast. Having worked for McLaren for many years, I'm always welcome to eat in the Brand Centre – but now I'm not allowed in that part of the paddock. We're lucky that the Red Bull Ring laid on food, but will all the venues do that? We'll find out in the coming months.

So, it's been a peculiar return. But things are never what they were – they are what they are. And it was utterly worthwhile. For me, having travelled to Australia and back last March without seeing a single racing car turn a wheel, it was a moment of pure magic to hear the engines fire up and see F1 cars peeling out of the pitlane. Was it also a light-at-the-end-of-the-tunnel moment, a harbinger of a return to some sort of normality? Maybe not – certainly not straight away at least. But there's a glimmer of hope, isn't there? 





CYRIL ABITEBOUL

Renault has pulled off a major coup in signing Fernando Alonso for his return to F1 in 2021. Our sister title *Motorsport.com* spoke exclusively to team principal Cyril Abiteboul about the move and how the team will handle a driver of Alonso's stature and character

Two years ago you signed Daniel Ricciardo and that was a big day for the team. How does that compare with the Alonso signing?

I think we're coming into this, I guess, eyes more open. I've managed personally to take even more time in explaining to Fernando, where we are standing, where we'll be standing next year, and what's the set of regulations for this winter: which means that the car will be pretty much frozen. And also, what's the prospect for 2022. It is also true that I see a stronger fit with Fernando, not necessarily due to the past, because the past is the past and it's behind, but I see a better fit in the fact that he's got absolutely huge motivation to move back into Formula 1 and to move back in Formula 1 with us. That's certainly something that is making me even more confident than I was probably two years ago.

Who made the first move in terms of the talks? And how did the discussions progress – were they straightforward or did either party need some convincing?

Certainly I would not use the word convincing, because that's certainly not what I wanted to do. I mean, I can tell you for sure that I've given him all the time that he wanted. We've all taken the time to reflect on this opportunity. As for this discussion, actually the bridge we never burnt with Fernando. He is a smart observer of what's going on in Formula 1. He was interested when we returned in 2016.

Fernando was a strong observer of all the changes that happened last year in the organisation of Enstone. He is a firm believer that people precede performance, and therefore if you want to know tomorrow's performance, just look at the organisation chart of a team and the changes that we've done.

You had some good options for next year such as Sebastian Vettel with his championships, Nico Hülkenberg, with recent experience, or some youngsters. What were the key factors that put Fernando above them?

It has been a mix of the things that I have mentioned previously. The timing was also important, in particular for the younger options that you mentioned coming from our academy. We remain extremely committed to the Renault Sport Academy and in particular Guanyu Zhou and Christian Lundgaard in F2. But we may have to wait until mid-December to know if they have super licences for next year. And that would not have been an option frankly. Going back to the others, I guess that above everything else, I would mention motivation. The mix of the mindset and motivation were important elements, plus also the timing of this [coronavirus] crisis.

Did you consider the potential negative factors of Fernando's age or that he has often been surrounded by politics and controversy?

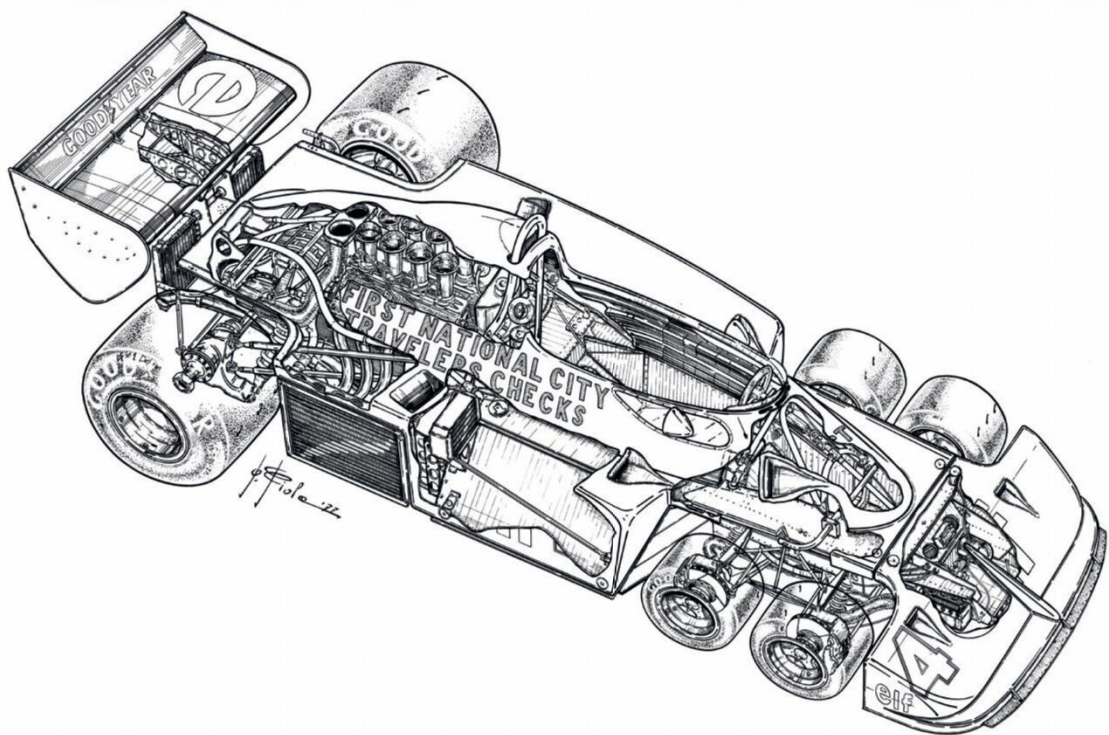
Of course, how else can I answer? But they need to be put in perspective. Anyone in F1 is coming with a package, and the older you get and the more successful also, there is always some negative story or perception. I'm not here to comment on the merits, either positive

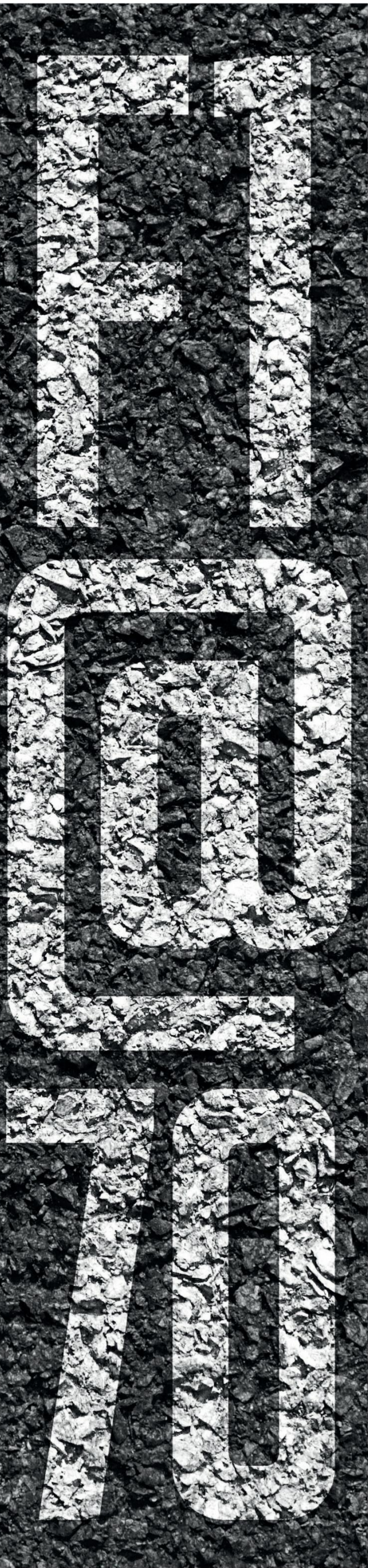
or negative. Anyone coming also comes with a certain package of age. But the years he had away have been an opportunity for him to reset: to measure how lucky or privileged we are, all of us, to operate and perform in F1, and probably to come with a fresh mindset. Let's not forget how the competition... it can be toxic on people, on individuals. No matter how hard you try, or how hard you work, you can't win. And it's the sport that is doing that. I'm not surprised that a sport that's like that is creating this situation and legacy. But that's also why he was so interested in this new profile for the sport, and the opportunity of bringing a new Fernando into a new F1.

What about your personal management tasks looking after Fernando, because he has not always been easy for his bosses to control...

I guess the only one who has been successful in that respect is Flavio Briatore, and it's no secret that I grew up myself with Flavio. I've seen some of the things that he was doing with Fernando and I keep having some dialogue with Flavio. He's around, and he has been amongst many people, and I'm not going to mention them, but he's been part of this announcement. I need to think about all the people who've made that happen and I take inspiration for all their support, all their help. I take inspiration also in what I will have to do next year in the way that I will handle Fernando. For me, the new Fernando, fresh from his two years off from F1, I think will be a better Fernando, and I will make sure to be extremely transparent with him because he's a smart person. He understands and knows a lot about F1, so one thing I would never do is lie to him or over promise and under deliver. Managing his expectation of us, and his own expectation, will be probably the starting point of a strong and fruitful relationship.

“FOR ME, THE NEW FERNANDO, FRESH FROM HIS TWO YEARS OFF FROM F1, I THINK WILL BE A BETTER FERNANDO”





FORMULA 1'S SEVENTY GREATEST INFLUENCERS

PART 3 THE 1970s

JACKIE STEWART
KEN TYRRELL
BRUCE MCLAREN
EMERSON FITTIPALDI
LUCA CORDERO DI
MONTEZEMOLO

NIKI LAUDA
GORDON MURRAY
JAMES HUNT
JOHN HOGAN
JEAN-PIERRE
JABOUILLE

MORE TRAGEDIES
ON TRACK GAVE
FRESH IMPETUS
TO CALLS FOR
BETTER SAFETY
BUT THIS WASN'T
ALL THAT CHANGED
DURING "THE
DECADE THAT
TASTE FORGOT".
OUR TRIBUTE TO
FORMULA 1'S
PIONEERING
GREATS REACHES
THE 1970s...

WORDS RICHARD WILLIAMS

PICTURES

 motorsport
IMAGES

F1'S 70 GREATEST INFLUENCERS: THE 1970s

For Formula 1, the 1970s started with the posthumous crowning of a world champion. The fatal accident to Jochen Rindt at Monza not only robbed motorsport of a gifted driver but cost **Jackie Stewart** one of his closest friends, fuelling the Scot's long campaign to make the sport less lethal for its participants. The last world champion of the 1960s, Stewart went into the new decade as Formula 1's leading figure: not just as the quickest in the field, destined to win further titles in 1971 and 1973, but as a pioneer in both paddock style and on-track safety.

This son of a Dumbarton car dealer went out of his way to make himself a highly marketable figure, thanks to the long hair, the tartan band around his white helmet and the silver-framed sunglasses with holes drilled in the arms to resemble components from a racing car. Plastic replicas of the sunglasses were soon available on special offer at your local filling station, an early sign that Stewart understood not just how to drive fast but how to monetise his fame.

His work on safety made him a controversial figure with traditionalists, to whom the presence of mortal danger was intrinsic to Formula 1. But he and his wife Helen had attended too many funerals to be deterred. And his critics could be reminded that of his 27 wins from 99 starts, the greatest had come in the 1968 German Grand Prix, when he conquered the Nürburgring's fearsome 14-mile

Nordschleife to finish four minutes ahead of the field in a race run in rain and mist, an epic drive that called on raw courage as well as sublime skill. It was deeply ironic that his own campaign should consign such deeds to history.

Having started his F1 career with three seasons at BRM, Stewart won all his world titles with the team run by **Ken Tyrrell**, who had raced in the old 500cc Formula 3 and spent a year in Formula 2 before deciding that his involvement in motor racing should take a different form. Running his own team from a timber yard in Surrey, Ken moved into Formula 1 in 1968 in partnership with Matra, the French automobile and aerospace firm, using the Ford-Cosworth DFV engine. After winning the drivers' and constructors' titles with Stewart in 1969, Tyrrell decided to build his own DFV-engined cars, designed by Derek Gardner.

Their first car, the Tyrrell 001, started its debut grand prix from pole position (having been withdrawn after practice at its first world championship appearance) in 1970. Its successors took Stewart to another title in 1971, and to his third championship two years later. In 1976 Gardner's revolutionary Tyrrell P34 became the only six-wheeled car to win a grand prix, Jody Scheckter and Patrick Depailler finishing first and second in Sweden. When Tyrrell retired in 1998 after selling the team to the founders

JACKIE STEWART

Triple world champion and
passionate safety advocate

KEN TYRRELL

Unique winning entrant
and constructor



The greatest of Jackie Stewart's 27 F1 victories came at the Nürburgring in 1968. With rain and mist enveloping a circuit he thought too dangerous to race on, Stewart won by over four minutes



Ken Tyrrell with 007, a car which won twice in 1974 and once in 1975, and the predecessor of the revolutionary six-wheel P34



BRUCE McLAREN
Race winner, team founder,
designer, engineer...



EMERSON FITTIPALDI
Formidable champion with
Lotus and McLaren

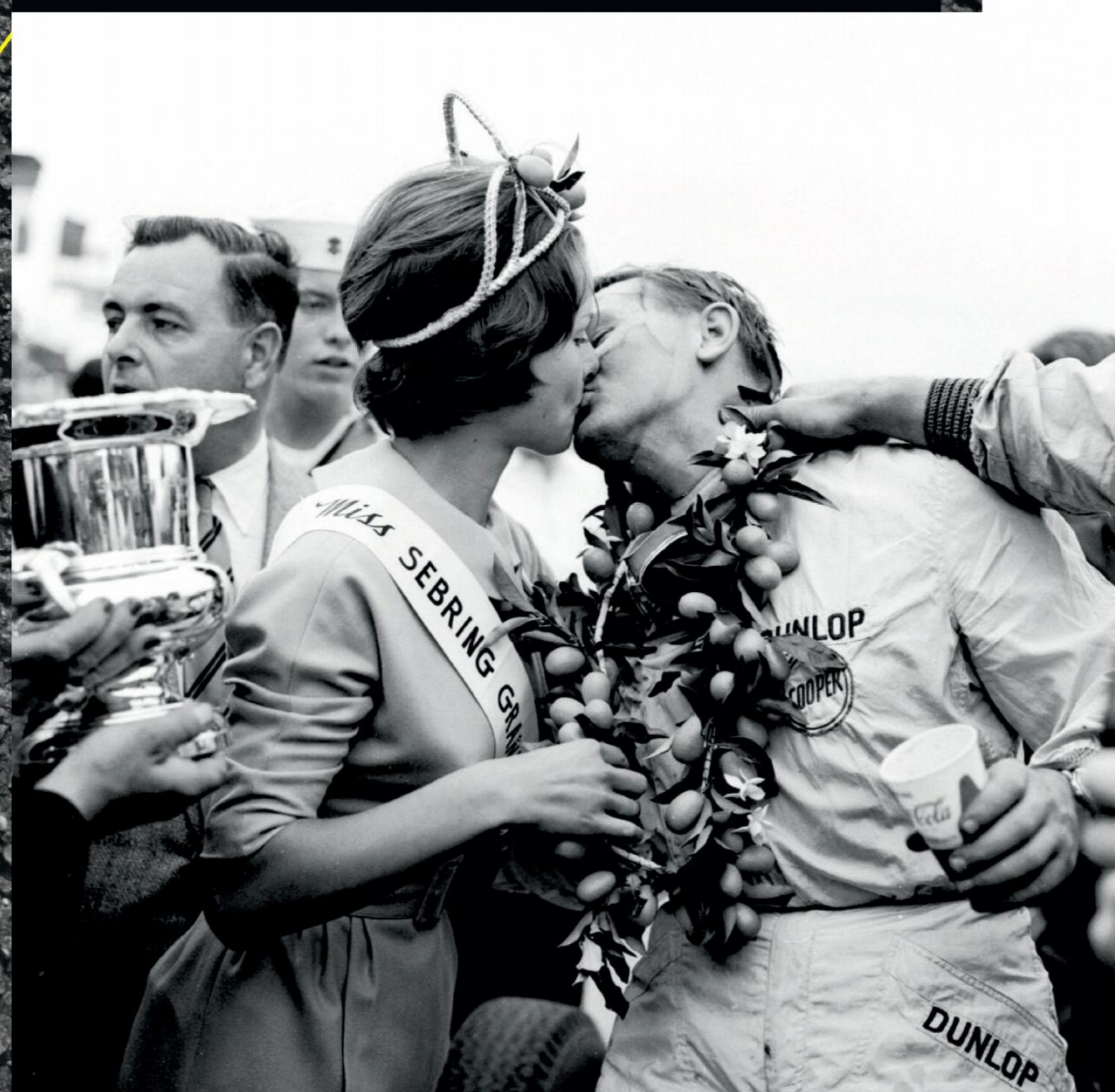
of British American Racing, cars run or constructed by Tyrrell had won 33 grands prix from 463 starts. BAR eventually became Honda, which became Brawn, which became Mercedes, ensuring that a trace of Ken Tyrrell's old-school racing DNA remains in F1.

The 1970s were only six months old when **Bruce McLaren** was killed during a test session at Goodwood at the age of 32, but his name would ring ever louder as the years went by. Born in Auckland, the son of a garage owner, he was hillclimbing at 14 in an old Austin 7 modified by his father and racing at 16. In 1958 his speed in the New Zealand GP at the wheel of an F2 Cooper previously raced by Jack Brabham drew international attention. By the start of the following season he was alongside Brabham in the works Cooper F1 team full time, finishing runner-up to his team-mate in the title standings, Bruce's victory at Sebring making him, at 22, the youngest winner of a world championship grand prix to that date.

After six more seasons with Cooper and two more wins, he left at the end of 1965 to race cars of his own design. Painted in a distinctive shade of orange, the McLarens enjoyed their initial success in the CanAm sports car series, the first F1 victory coming at Spa-Francorchamps in 1968, with McLaren at the wheel. After his death in 1970 the team continued, run first by Teddy Mayer and then bought by Ron Dennis, eventually achieving eight constructors' championships and 12 drivers' titles. After carrying the liveries of various sponsors, the cars are now back in a similar shade to Bruce McLaren's original 'papaya' orange.

Emerson Fittipaldi, the first McLaren champion in 1974, had come into F1 at the start of the decade. Promoted from the Lotus F2

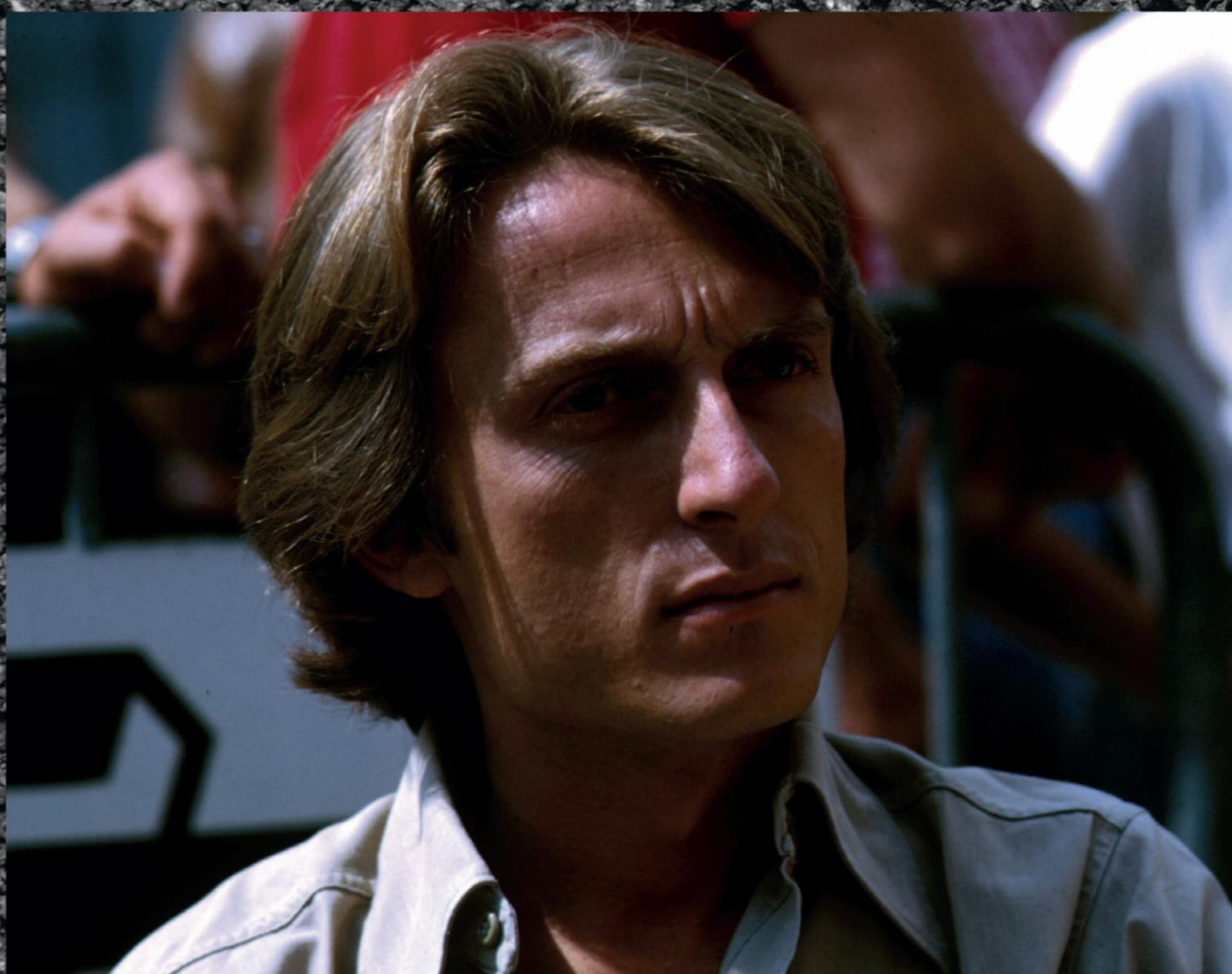
Bruce McLaren's 1959 victory at Sebring made him F1's youngest race winner but his legacy, after his death in 1970, lives on to this day



F1'S 70 GREATEST INFLUENCERS: **THE 1970s**



Fittipaldi won his second world championship with McLaren in 1974. He won two more races for the team in 1975 and had he stayed with the British outfit for 1976 he would have been in with a shout of a third title. Instead he choose to race for the family-run Copersucar team



Luca di Montezemolo helped revive Ferrari's fortunes not once, but twice. The second time he revitalised a company that still hadn't recovered from the death of Enzo Ferrari in 1988



NIKI LAUDA

Multiple champion who came back from horrific crash



LUCA CORDERO DI MONTEZEMOLO

Ferrari rejuvenator

“LAUDA WAS BACK IN THE COCKPIT AT MONZA WITHIN SEVEN WEEKS OF THE ACCIDENT, HIS HEAD WOUNDS STILL BLEEDING THROUGH HIS BALACLAVA”

It was a surprise when Ferrari signed Niki Lauda for 1974. Two wins in that first season were followed by titles with the Scuderia in 1975 and 1977, and one with McLaren in 1984



team by Colin Chapman, the 23-year old from São Paulo, whose mother and father had both been racers, soon established himself as a frontrunner. The natural choice as team leader after Rindt's death, Emerson won at Watkins Glen in Lotus's next race a month later. Reliability problems with the Lotus 72, coupled with the aftermath of a road accident, made 1971 a washout, but the following year Fittipaldi won five of the series' 11 rounds in the black and gold JPS colours to become, at 25, then the youngest champion in Formula 1's history.

Three wins in 1973 were not enough to prevent Stewart from winning the title, and at the end of the year Fittipaldi accepted an offer from McLaren, and the M23 carried him to three more wins and his second title. Two wins the following season made him runner-up to Niki Lauda, but Emerson and older brother, Wilson, had already launched the project to build and run Brazil's first F1 car, known – after its sponsor, a sugar company – as the Copersucar.

The team survived for eight seasons in F1 but could achieve only three podium finishes from 103 starts. Emerson retired at the end of 1980, aged 33, but returned in 1984 to race in the CART series, winning the championship and the Indianapolis 500 in 1989 and pipping his team-mate Nigel Mansell to win a second Indy in 1993. A year later Fittipaldi was one of the pallbearers at the funeral of Ayrton Senna, his fellow Paulista and Brazil's second F1 champion. In 1996 an injury during a CART race in Michigan ended Emerson's driving career, six months short of his 50th birthday.

Scuderia Ferrari had endured a decade of failure in F1 when **Luca Cordero di Montezemolo** was hired to take charge in 1974. A 26-year-old law graduate from an aristocratic family, he relieved designer Mauro Forghieri of the additional burden of team management and built a positive relationship with Ferrari's new recruit, the 23-year-old Austrian driver Niki Lauda. In 1975 the combination swept all before it. Forghieri's 312T gave Lauda five victories on his way to becoming Ferrari's first champion since John Surtees in 1964. A year later, having thoroughly restored the team's morale, the charismatic Luca – as he had become known throughout F1 – was promoted up the Fiat hierarchy.

His spectacular progress through the Italian business world included a spell heading the Italia 90 World Cup organising committee. But in 1991, with Ferrari again in the doldrums three years after the founder's death, Luca returned as president. As it had done in 1973, his panache, energy and intuition helped the team to re-emerge. This time the revival was more gradual, but within five years he had assembled a team ready not just to win titles but to eventually crush all opposition.

Niki Lauda came from a wealthy background, but he had needed guile and persistence to make his way into F1 in the face of his family's disapproval. A slight young man whose prominent front teeth earned him the unenviable nickname of 'The Rat', he did not look, at first glance, like hero material. But he was quick, and he was brave. At Maranello he earned immediate respect by telling Enzo Ferrari exactly what was wrong with his car. He was battling to defend his title in 1976 against a challenge from James Hunt when he crashed at the Nürburgring, suffering severe facial burns and inhaling toxic smoke from the blaze. Read the last rites by a priest, Lauda battled to recover, knowing that Ferrari would be taking steps to replace him. Niki was back in the cockpit at Monza within seven weeks of the accident, his head wounds still bleeding through his balaclava, and finished fourth in an epic show of defiance. But his decision to withdraw soon after the start of a rain-drenched Japanese GP, the season finale, allowed Hunt to take the title and drove a wedge between Lauda and Ferrari.

He stayed for one more season, winning a second title before accepting the sport's first \$2m contract to drive for Bernie Ecclestone's Brabham team. Lauda won the 1978 Swedish GP in the short-lived BT46B 'fan car', and won again at Monza in a regular BT46, but dramatically called it a day during practice at Montréal at the end of 1979 and went off to start an airline. When that proved to be a bumpy ride, Lauda accepted Ron Dennis's offer to sign with McLaren for 1982. A regime designed by his old physio, Willy Dungal, got him back into shape, but it would be a while before he hit his full stride, taking his third world title in 1984 by half a point from ►

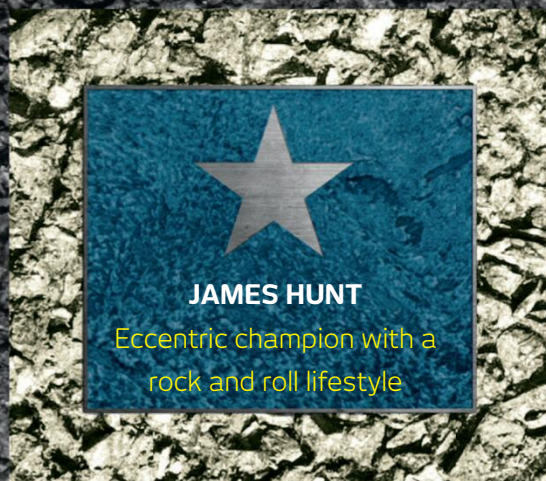
F1'S 70 GREATEST INFLUENCERS: THE 1970s



Brabham's chief designer from 1973 until he left for McLaren in 1987, Gordon Murray revelled in finding different solutions to make a car go quicker, as the radical BT46B fan-car would prove in 1978



James Hunt was unconventional but he was also supremely talented. His intense battle with Niki Lauda for the championship in 1976 has been immortalised by Hollywood



team-mate, Alain Prost. After one win – his 25th – in his final season, at Zandvoort in 1985, Lauda stepped out of the cockpit for good.

A consultancy role at Ferrari was followed by an unsuccessful spell as Jaguar's team principal, but in 2012 he became non-executive chairman of the Mercedes F1 team, persuading Lewis Hamilton to join it the following season. Lung and kidney problems associated with Niki's Nürburgring crash began a decline that ended with his death in May 2019, aged 70, removing a unique and cherished figure who had taken it to the limit and beyond, and lived to tell the bullshit-free tale.

The astonishing Brabham fan-car had been created under the supervision of **Gordon Murray**, a designer who led the way in finding radical solutions and identifying loopholes in F1's complex technical regulations. Born in Durban to Scottish parents, he studied mechanical engineering and raced his own single-seater in South Africa before coming to Britain in 1969, aged 22. Ron Tauranac offered him a job at Brabham, where he was promoted to chief designer in 1973, shortly after Ecclestone's purchase of the team.

The DFV-engined BT44 brought three wins for Carlos Reutemann in 1974 and one each (in B-spec) for Reutemann and Carlos Pace the following season. A deal to use Alfa Romeo engines was a backwards step, producing only two wins in four seasons, but a return to Cosworths and later the acquisition of BMW engines unlocked the

potential of Murray's designs, leading to world titles for Nelson Piquet. In 1987 Murray joined McLaren, for whom he designed the F1 supercar, before leaving in 2007 to found his own consultancy.

Lauda's most colourful rival during his Ferrari years was **James Hunt**, the public schoolboy who had taken Fittipaldi's place at McLaren. Lauda and Hunt had raced against each other in the junior formulae, and despite the contrasting public personae which made their duels such a box-office attraction – the ascetic Austrian versus the long-haired, flipflop-wearing Hunt the Shunt – they were good friends. Hunt had already made an impact while driving for the team of Lord Alexander Hesketh, notorious for bringing the hedonism of the rock and roll backstage area to the grand prix paddock; in those dope-scented days Hunt's overalls carried a badge reading "Sex: breakfast of champions".

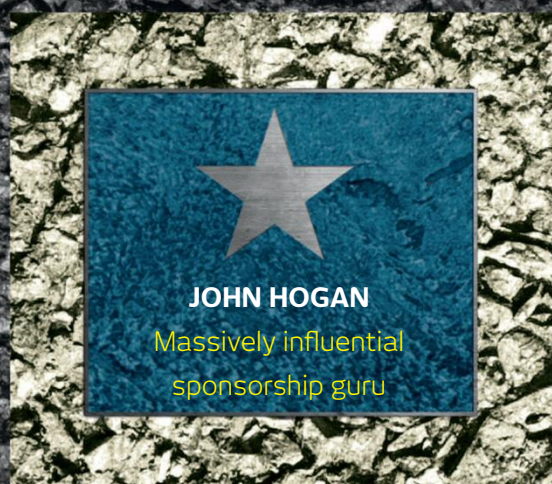
But he was a serious talent, as he proved by winning the 1975 Dutch GP in Hesketh's own car, and the move to McLaren for 1976 gave Hunt a firmer platform. In the second race of the season, at Kyalami, Lauda edged him into second. Two races later, at Jarama, the positions were reversed (Hunt's car was disqualified for being too wide but re-instated on appeal). Lauda won at Zolder and Monte Carlo, Hunt at Paul Ricard and a rowdy Brands Hatch (from which he was later disqualified). Then came the Austrian's near-fatal crash in



Not a public face until he briefly ran Jaguar's F1 team in 2003, John Hogan oversaw Marlboro's involvement in grand prix racing across four decades and was a member of the F1 Commission



There were no titles for Jean-Pierre Jabouille and only two F1 wins, but the first of those – the 1979 French GP – was hugely significant as it was the culmination of Renault's project to make turbo engines competitive



Germany (where Hunt won). Hunt also won at Zandvoort, Mosport Park and Watkins Glen, sealing the title when Lauda stopped at Fuji.

Three wins in 1977 would be Hunt's last. At the end of the following year he moved to Wolf, where crashes caused by breakages led him to retire mid-season. In 1979 he began working for the BBC as Murray Walker's co-commentator, always saying exactly what he thought. A more settled period of Hunt's once turbulent personal life prefaced his sudden death in 1993, aged 45, from a heart attack. His modus vivendi hadn't pleased everyone, but he brought a raffish glamour and unbuttoned spontaneity to a sometimes stuffy paddock.

Fittipaldi, Lauda and Hunt were among those who benefitted from the patronage and friendship of **John Hogan**, an Australian advertising executive who joined Philip Morris Inc in 1973 and spent the next 30 years funneling the tobacco company's huge promotional budget towards F1 teams, notably McLaren and Ferrari. Thanks to him, cars painted in the colours of Marlboro cigarette packets became a fixture at the front end of the grid.

In 1980 Hogan worked with Ron Dennis to rebuild McLaren, leading to world championships for Lauda, Prost and Senna. With Ferrari, Hogan began by paying the drivers' salaries, and in 1996 the entire budget was shifted away from McLaren and into the Italian team, which continues to benefit from the arrangement. Hogan



left Philip Morris in 2002, briefly running Jaguar's F1 team before becoming a consultant. A member of the Formula One Commission from its inception in 1982, he was the definition of an insider, unknown to the public but hugely influential.

When Renault, a company which had competed in the very first grand prix in 1906, crept back into top line motorsport at Silverstone in 1977, many scoffed at the yellow car with a 1.5-litre turbocharged engine as it spluttered around in the wake of the grown-up three-litre machines, finally expiring when the turbo itself packed up. Few envied its driver, **Jean-Pierre Jabouille**, the reigning European F2 champion. But the 34-year-old Parisian was a key member of a team committed to the long haul of developing the new technology until it could better the performance of its naturally aspirated rivals. He had helped André de Cortanze with the design of the first car, the RS01, and struggled through the remaining races of 1977 and most of 1978 until a chink of light opened with a fourth place at Watkins Glen.

The following year, with a new car, the RS10 (designed by François Castaing, Michel Tétu and Marcel Hubert), the jour de gloire arrived. At Dijon on 1 July, 1979 a French driver in a French car running on French tyres and French petrol won the French GP. Jabouille would win only one more grand prix but he had proved his point. The next generation's future would be turbocharged.



STUART PRINGLE

The future of the British Grand Prix has hung in the balance for many years now, and the COVID-19 pandemic has added to the financial pressure on the venue. Silverstone's managing director explains why it's now hosting two races – albeit behind closed doors...

For a while it didn't look like there would be a grand prix at Silverstone at all this year, but you've ended up hosting two. How did you go about actually making it happen?

The challenges have been endless, because at the point where we were trying to make decisions we didn't know what was going to be possible. At one stage F1's aspiration to get a season under way looked at odds with so many other sporting events and championships. It was commendable for them to keep focused but challenging when other people were saying, "But surely you can't be going ahead?"

We delayed our decision on whether the public could be present for longer than many, just to give ourselves the space we needed to really establish whether or not it was going to be realistic. People always focus on the delivery date, but actually the date for us to start is much earlier, because of the need to set up equipment, personnel and infrastructure. And then, of course, there's the commercials – which, as always, I can't go into in detail, but I can assure you they were no simpler this time around than any of the previous conversations we've ever had with F1. But in the end, it was sorted relatively quickly because they wanted to run a race.

Not having spectators gives you a number of challenges, in terms of income and managing the expectations of people who had bought tickets.

I really have to thank the fans because it's made a world of difference to our business that such a high proportion – 70% of ticket bookers – have chosen to roll their ticket over to next year rather than ask for a refund, which is massive and a huge help to our business. F1 are effectively renting the track from us because otherwise it wouldn't work – your readers understand how

the economics work for a privately promoted race that doesn't have a government subsidy. We wouldn't have been able to run it. So, we reached an acceptable accommodation where it can take place and we all stay in the game and look to return to normal next year.

You've also got other businesses on site – not just tenants but also the new Silverstone Experience. What's been the impact of the pandemic on them?

That's been heartbreaking because the Silverstone Experience had to shut its doors less than two weeks after Prince Harry and Lewis Hamilton opened them. It was absolutely soul-destroying. But it opened again on 28 July, which is great news, and it's been looking great on Channel 4's highlights package as a temporary studio for them in the first three races.

What have you learned from watching the first races in terms of organisation? Have you been in dialogue with the FIA and F1 about their experience?

Our team had a debrief with F1 and the FIA on what they've learned and that was very helpful for our operations team. Delivering this is very different because normally the paddock sort of takes care of itself, while we're very focused on

getting a third of a million people in and out of the venue over three and a half days. Normally we're not having to support an extensive medical testing procedure and distancing regime and all the rest of it. The FIA has set out a very detailed protocol it wants to adhere to, and we have to square that with what Public Health England wants. It's a big challenge. But it's clear that Formula 1 is going to considerable efforts – far greater efforts than the people sitting in my local pub or shopping in my local Tesco...

Lewis Hamilton has said he'll be sad to race with empty grandstands at Silverstone this year. It feels like an integral part of the British GP experience – you come to watch Lewis deliver the goods, and then as you drive home you're already thinking about getting your tickets for next year.

Yes, it's totally counter-intuitive as a promoter to ask our very loyal, very passionate, very vocal fans to stay away this year, but it's critical that they do because it's a condition of our being allowed to run the event. The licensing authorities, the blue-light [emergency services] organisations and the government require us to make sure we don't suddenly introduce thousands of people into the local area. So, we will have policed road closures, footpath closures and airspace closures. The best place to watch the British Grand Prix this year is on the sofa, but we want to see fans back in 2021. The tickets have just gone on sale and we're already quite well sold for next year with all of the people who've rolled their 2020 tickets over. I hope people will say, "Let's give ourselves something to look forward to." Much as the opening races of the season worked as a television spectacle, I really don't think you can beat the atmosphere at the British Grand Prix. It's absolutely electric.

"THE BEST PLACE TO WATCH THE BRITISH GRAND PRIX THIS YEAR IS ON THE SOFA, BUT WE WANT TO SEE FANS BACK IN 2021"

IMOLA'S THE HISTORY OF WILLIAMS LONG PART 4: 1994-99 SHADOW

At the height of its mid-1990s success, Williams was laid low by an unforeseen tragedy which changed the face of Formula 1 forever – and robbed it of one of its most fascinating characters

WORDS DAMIEN SMITH PICTURES  **motorsport
IMAGES**





THE BEST OF TIMES THE WORST OF TIMES...

Williams was awesome in the middle chunk of the 1990s, winning five constructors' world championships in six seasons – a run back then only McLaren could rival – as Damon Hill and Jacques Villeneuve joined Nigel Mansell and Alain Prost among its illustrious roster of champion drivers. But it's the glaring omission from that roll-call that will forever cast a shadow deep and long over the team's most successful era. No amount of race wins and titles could possibly sooth the pain that would engulf Williams following the death of Ayrton Senna.

But guilt? No, not that. Regret, certainly. But guilt suggests culpability for the crash that killed the world's greatest racing driver, and for the rest of the decade and even a chunk of the next, technical director Patrick Head and chief designer Adrian Newey would be forced to

defend themselves from such allegations, within an Italian legal system centred around pointing the finger of blame at individuals – scapegoats, depending on your point of view – for an accident that, by definition, was a freak occurrence no one could have foreseen.

The sequence of events that led to Imola's flat-out Tamburello curve on lap seven of the San Marino Grand Prix on 1 May 1994, are familiar but no less haunting after all these years. Senna, sainted and vilified in almost equal measure, looked strangely unfamiliar in his new white and blue Rothmans overalls, Frank Williams having finally signed the world's most (in)famous racing driver. Alain Prost, with nothing to gain and plenty to lose from facing his old nemesis in the same car, had retired as a four-time champion, and the path seemed wide open for Senna to match that tally now he was sliding into the best seat on the grid. But something about Senna's serious countenance, from the launch of the new FW16 and into the new season, suggested a strain, a tension. Something seemed off.

It didn't help that his new car was a handful to drive. After mastering new technologies that were changing the shape of F1, Williams had been rewarded by a wholesale ban on such systems,

In the Pacific GP, at Aida, Senna retired after he was nudged into a spin by Mika Häkkinen at the first corner, and then hit by Nicola Larini's Ferrari





In Brazil Senna grabbed pole in his first race for Williams in 1994, and led until the first round of pit stops, but retired from second after a spin

denigrated as ‘driver aids’ for a generation of racers who apparently now had it too easy. Traction control, launch control, servo-assisted braking, four-channel ABS, rear-wheel steering, electronically controlled power steering... they were all outlawed, as was a CVT (Continuously Variable Transmission) system developed by Head that might have been the biggest game-changer of all. Why? To aid struggling Ferrari, which was all at sea in this high-tech era? Because the cars were now too easy to drive? Or because Williams was one of a number of teams beginning to question the burgeoning influence of Bernie Ecclestone’s accord with FIA president Max Mosley? Perhaps the truth lies somewhere between all three. Whatever, Williams and its rivals would now revert from ‘active’ to ‘passive’ mode. And, as Newey later admitted, he might have underestimated the aerodynamic effect this back-to-basics approach would have.

At bumpy Interlagos, Senna took pole position – but mainly because he was Ayrton Senna... In the race, a new threat showed (some of) its hand as Michael Schumacher’s Ford Cosworth V8-powered Benetton upstaged the home hero. Senna, struggling to manhandle his unpredictable car, spun out on lap 56. Next time out at Japan’s Aida, Senna again claimed pole, but found himself nerfed off at Turn 1, from where he watched the

rest of the race. He returned to the paddock in a seething fury, certain from what he’d witnessed that Schumacher’s Benetton was using traction control – an insinuation that would hound the upstart team throughout this troubled season, and one that still clouds its achievements to this day.

For all of Senna’s conviction, all Williams could do was get its own house in order and uncover the aerodynamic flaw that was threatening to derail its dominance. After a test at Nogaro in France, Newey experienced a “eureka moment” in the wind tunnel, but the shorter sidepods, new floor and bodywork required to settle FW16 couldn’t be ready for round three: Imola.

First, there was Rubens Barrichello’s narrow escape from a violent accident in his Jordan on Friday; second, sunny, popular Roland Ratzenberger lost his life when the front wing of his Simtek gave way on the run to Tosa during qualifying on Saturday – the first driver fatality at a grand prix for 12 years; third, Pedro Lamy’s Lotus slammed into JJ Lehto’s stalled Benetton on the grid, sending debris into the crowd; and fourth... well, we know what came next. But how and why?

Heading into the race, Senna was a troubled man. Traumatized by Ratzenberger’s fate and still incensed by a concrete belief that Benetton was cheating, Ayrton responded in the only way he knew. The safety car for the Lamy/Lehto collision forced him to coil up his aggression, before it was released on lap five. He flew through Tamburello on lap six, logging what (but for the ▶



Senna with Head in the Williams garage hours before the San Marino race that would cost the Brazilian his life



At Imola Senna pushed hard to break away from Schumacher after the restart, with the rest of field already dropped





In Portugal in 1994 Hill claimed a third successive win and was joined on the podium for the first time by Coulthard



Damon Hill was thrust into the role of team leader after Senna's death and responded with six wins

red flag that negated it) would have been would be the third fastest lap of the race, on a relatively heavy fuel load... and the accident happened the next time around. The explanation most have accepted, including his team-mate Hill, revolves around low tyre pressures resulting from slow speeds behind an Opel Vectra Safety Car that fell far short of its task. Also, Senna was taking the tighter, bumpier but theoretically quicker line through Tamburello in his blinkered determination to break Schumacher's chase. The tyres lost traction, then gripped, and the FW16 shot towards the wall. Did he have a slow puncture? That was another theory, pushed out once again a few years later when a picture emerged of the Williams heading for a piece of debris a lap earlier. What about the steering column failure that would become the focus of the prosecution's venom towards Head and Newey?

It certainly had been modified, reduced in diameter by 4mm at one localised point, because Senna's knuckles were rubbing. But Williams would subsequently prove it failed in the impact rather than in a manner that left the driver powerless to steer through the corner.

Head and Newey found themselves vulnerable in the tangled aftermath. Both were acquitted of manslaughter in 1997, but the case went through an appeal in 1999 and was subsequently re-opened. Newey was acquitted for good in 2005, but Head was found to be responsible for the



Hill about to dive inside Schumacher at Adelaide in 1994, unaware that the German's car was already damaged



steering failure in 2007 – after the case had timed out under Italy’s statute of limitations.

The car was never returned to Williams and was eventually destroyed in custody, so the final, incontrovertible truth can never be known, leaving everyone involved to come to terms with the tragedy in their own way. For all, there was simply a deep sadness and frustration; for Newey a nagging pain that FW16’s aerodynamic imbalance made Senna’s last races more difficult than they should have been. As he put it in his autobiography: “I will always feel a degree of responsibility for Ayrton’s death, but not culpability.”

What a torrid season. In the unrelenting glare of a global spotlight trained on F1’s deepest flaws, Sauber driver Karl Wendlinger was left in a coma after crashing in Monaco – and the FIA felt compelled to react. From the Spanish Grand Prix, rear diffusers were shortened, the front wing endplates simplified and a rudimentary 10mm step – better known as ‘the plank’ – was added to underfloors to slash downforce ‘Knee-jerk’, shouted those that understood. ‘Entirely justified and necessary’ shouted back those who were feeling the heat.

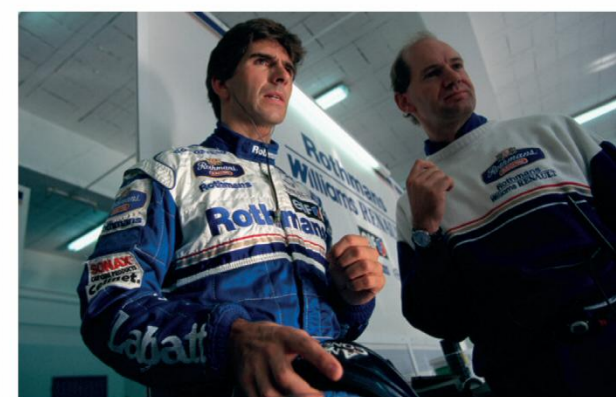
Amid the chaos, Damon Hill calmly assessed his changing status within Williams. From his position as understudy first to Mansell, then Prost and finally Senna, suddenly he found himself thrust centre stage – much like his old man at Lotus in the wake of Jim Clark’s death in 1968. But Graham Hill was a seasoned world champion back then. His son, while a winner of three grands prix, fell some way short of such stature in the eyes of his team. In truth, he always would. Still, Hill rose to his daunting challenge magnificently through the summer – even when Mansell was drafted back from Indycars for the French GP and the final three races of the season. A turning

point was Silverstone when Hill achieved what his father never had by winning his home grand prix, on a day when Schumacher ignored a black flag after passing Hill on the warm-up lap and found himself disqualified. Was his subsequent and heavy-handed two-race ban really for this indiscretion or for the lingering, unproven suspicion his car was not always running in legal specification? Whatever, the combination of missed races, a further disqualification from victory at the Belgian GP for an overly worn plank and Hill grinding out victories in his absence, left Damon within range of an unlikely world title.

At Suzuka, we saw the best of him. Rain usually left the masterful Schumacher rubbing his hands, but on this day, in an aggregate race interrupted by a red flag, Hill turned around a seven-second deficit and beat his nemesis fair and square. Respect. And it left him just one point down on Schumacher heading to Australia. His tail up after the race of his life, Hill pressured Schumacher in an enthralling chase around the streets of Adelaide, until Schumacher buckled and hit the wall. But Hill had been too far back to see, caught the damaged Benetton at the next right hander, went for the gap... and Michael did what he was intuitively tuned to do. For the third time in six years, following Suzuka 1989 and 1990, a professional foul ultimately decided the outcome of an F1 world championship. Still, Mansell took a final grand prix victory and Williams claimed the constructors’ crown – even if it felt hollow in the wake of... well, *everything*.

For 1995, Hill would be joined full-time by David Coulthard, the team test driver who had fallen into one of the best seats on the grid as a consequence of Senna’s death. DC showed promise in 1994, but was unsettled by the team’s recall of Mansell and responded to overtures from McLaren, whom he would join for 1996. ►

HILL ROSE TO HIS DAUNTING CHALLENGE MAGNIFICENTLY THROUGH THE SUMMER – EVEN WHEN MANSELL WAS DRAFTED BACK FROM INDYCARS



Damon with Adrian Newey during his title year. Hill’s sacking was a factor in the designer leaving for McLaren



Rapture for the team as Hill crossed the line in Japan in 1996 to win the world championship

THE HISTORY OF WILLIAMS PART 4

In time, Coulthard would come to realise he'd turned his back on a world title shot for more money at a less competitive team. Then again, on the basis of the 1995 season neither he nor his team-mate looked anything like world champion material. In Head and Newey's FW17, Williams once again produced the fastest car as new safety regulations and a reduction in engine capacity from 3.5 to 3 litres kicked in. But now Benetton and Schumacher had a Renault V10, too – and the combination left a misfiring Williams for dust when it came to race strategy.

High-profile errors from Hill, who crashed into Schumacher at Silverstone and Monza, left him in a slump despite four wins, and while Coulthard added a single victory in Portugal, the season was a disaster by Williams standards. It



Jacques Villeneuve, Coulthard's replacement, was a risk but he pushed Hill hard in 1996



also cost Hill his drive – not that he yet knew it – and indirectly led to Newey leaving the team.

Exactly when Frank and Patrick signed Heinz-Harald Frentzen as Hill's replacement for 1997 remains a point of conjecture. Head has said the deal wasn't done until the summer of 1996; Newey claims he was told it had been agreed before the start of the season. But what is certain is Hill's poor form in 1995 crystallised Williams' doubts about its driver's status as a true team leader. Somewhere between the shunts and Schumacher drubbings that year was when he really lost his drive.

News first broke just before the German GP of 1996, during a season in which a reinvigorated Hill had stepped up his game, knowing full well that at 36, this was his last chance for a title. He was on course to become world champion, aided by the superiority of the wonderful FW18 and Schumacher having left Benetton to build empires at Ferrari. Yet here were stories that he was about to be sacked. Surely not? Surely yes. Frank made the phone call between the Belgian and Italian GPs, just as Hill was gearing up for his final push for the championship. How he did so with a stylish win at Suzuka left British fans (and Murray Walker) with a lump in their throats, but it was bitter-sweet for F1's first second-generation world champion. He had achieved something truly special and would remain forever grateful to Williams for what it had given him – but for the third time in five years, a Williams world champion wouldn't defend his crown.

For Newey, Hill's sacking was the last straw. He'd negotiated a more lucrative three-year deal the season before, but only on the basis he would be given a say in all major team decisions. But after years running their team as a like-minded and forthright duo, Frank and Patrick were always going to struggle with the concept of a trio. They didn't confide in their chief designer on Hill's fate and it pushed Newey to McLaren. He would leave to tend his garden in November 1996, having completed his work on the evolutionary FW19.

Meanwhile, as Hill contemplated life lower down the grid with Tom Walkinshaw's Yamaha-powered Arrows, Williams focused on another second-generation racer who took an unconventional approach to F1. Jacques Villeneuve was fresh from conquering the Indianapolis 500 when he travelled to Silverstone for a Williams test in the summer of 1995, and very much his own man rather than simply 'the son of Gilles'. The team took something of a punt and signed Villeneuve for 1996 – again without consulting Newey.



Another year, another brace of titles for Williams. However, the drivers' and constructors' double in 1997 are still the team's most recent successes

Following an intense campaign of testing to get him up to speed, Jacques impressed in a maiden season during which he pushed Hill all the way to the final round.

While Frentzen would fall far short as a replacement for Hill, winning just a single race before leaving for Jordan in 1999, Villeneuve stepped up, although perhaps made hard work of the 1997 title – clinched after Schumacher's most notorious professional foul backfired at Jerez. And on that note the Williams-Renault partnership, one of the finest in F1 history, drew to a close. Having achieved all it could and more as an engine supplier, the French manufacturer chose to bow out, only to return as a full-blown works entry in the next decade. In nine years, its



Villeneuve's title win wasn't a straightforward one but Frank's team was able to celebrate 100 wins in F1 when Jacques won the British GP in 1997




SUDDENLY WILLIAMS WAS BACK WHERE IT HAD BEEN AFTER HONDA SPLIT IN 1988, PAYING FOR CUSTOMER ENGINES



Minus Rothmans sponsorship, Renault works engines and Newey, Williams at least kept world champion Villeneuve for 1998

V10s had won 75 out of 146 races and matched Honda's tally of six constructors' titles in a row (including Benetton's in 1995).

Suddenly Williams was back where it had been after Honda split in 1988, paying for customer engines that lacked the power and development to keep the team at the sharp end. As sponsor Rothmans also took its leave, the team embarked

on an interim two-season period in garish red, powered by hand-me-down Renault V10s badged as Mecachromes and Supertecs. Villeneuve departed at the end of 1998 for the folly that was British American Racing, and while Indycar double champion and all-round hero Alex Zanardi failed to find his F1 mojo in 1999, new signing Ralf Schumacher showed he was more than just a 'brother of'. To come was the potency of BMW power and the promise of more world titles. It was surely only a matter of time – wasn't it? 

Frentzen, with Villeneuve at the end of 1997. The German only won one race in his two years at Williams



Although 1998 and 1999 were not great, Williams and Head had BMW power lined up for 2000

NIGEL ROEBUCK'S F O R M U L A O N E HEROES

GERHARD BERGER

PICTURES  **motorsport
IMAGES**

“ON
THE RECORD,
YES - OFF
THE RECORD,
NO!” ...

This was Gerhard Berger, responding to my question: was he happy in his current team? There was a time, before the tentacles of PR tightened, when racing drivers were fun to interview, and none more than the irreverent Gerhard, who – like Niki Lauda – always gave you straight answers.

Why did he live in Monaco? The sun, the blue of the Mediterranean, the security...? “No, for the same reason as everyone else – tax!”

I remember Berger’s first Formula 1 start, at the Österreichring in 1984. His ATS wasn’t much of a car, but it did have BMW’s muscular turbo engine, and when the lights went out he blasted away in a series of lurid slides. “You looked out of control,” I said. “Not surprising,” he grinned. “I was!”

From the beginning Gerhard belonged in the ‘abnormally brave’ category; the speed was always there, and after a first full season with Arrows in 1985 he joined Benetton-BMW for 1986, taking his first grand prix victory in Mexico.

It was the last year of unbridled power in the turbo era, when drivers raced with more than 1000 horsepower, and qualified with up to 1500. Alain Prost always said 1986 was his favourite season. Berger concurred.

“Yes, the cars were the best then, when boost was free. You had the throttle delay, you had to keep the boost up, you had to keep the wheels from spinning too much... and of course you had an unbelievable push forward.”

Most drivers missed the instant engine response, but Berger wasn’t one of them. “No, I liked that! I liked the fact that you turned into a corner, and almost immediately you were on full throttle for the power you wanted 50 metres later! I loved the turbo era, particularly with qualifying boost – wheelspin in top gear at the top of the hill at Monaco, even in the dry...”

For 1987 Berger got the call from Maranello, and even though turbo boost was reduced now, that year’s Ferrari [the F1/87] would remain his favourite car.

Berger helped Senna to separate his work and pleasure time



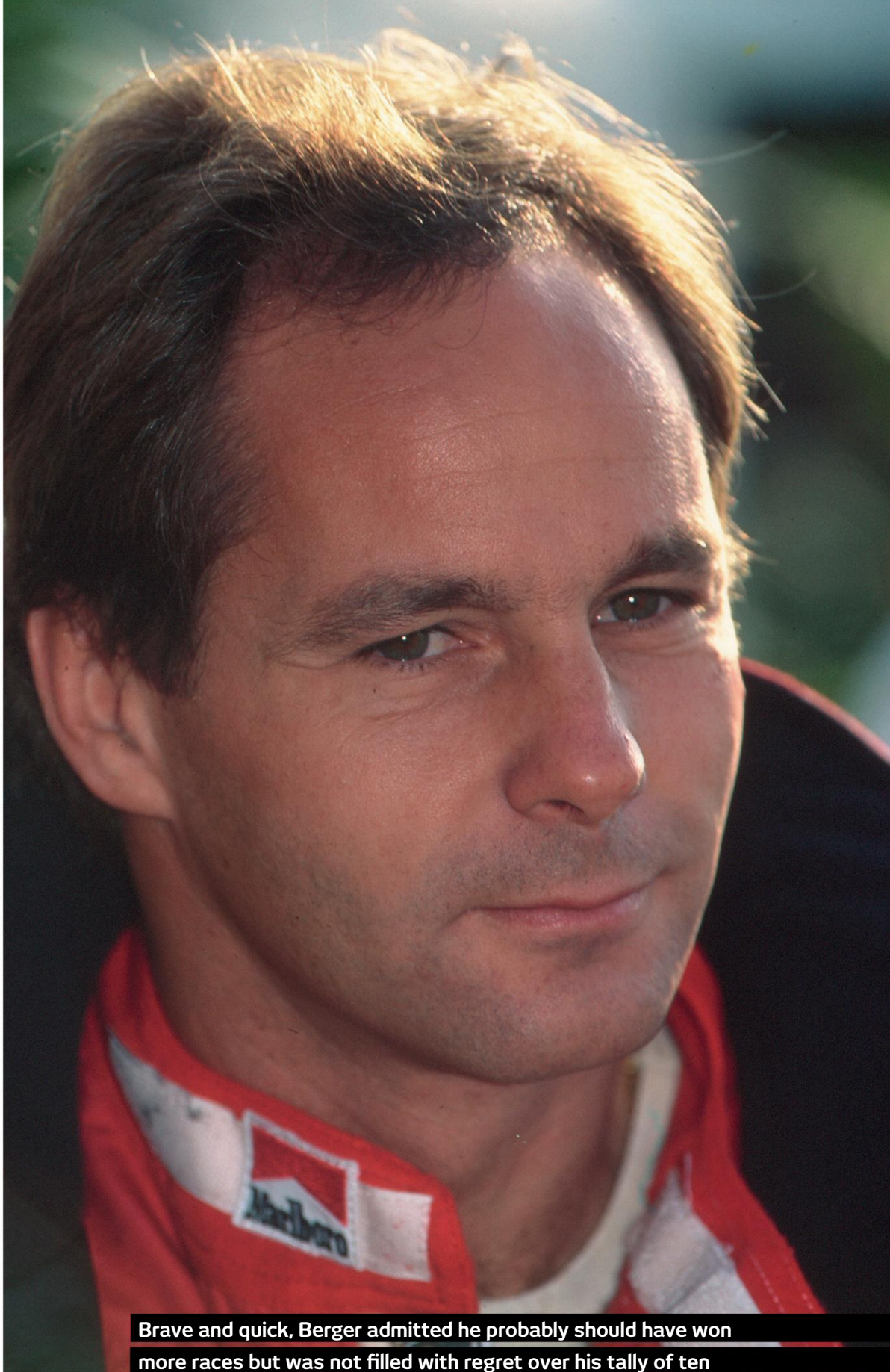
Brave and quick, Berger admitted he probably should have won more races but was not filled with regret over his tally of ten

“It just suited me so well. I won at Suzuka, and then in Adelaide I got pole position, and led from the start, but I had a fever that weekend, and it was also very hot. [Ayrton] Senna started catching me, so I put the boost up to make him think I could easily respond, and it worked – he backed off. I really wanted to beat him – and also I was in the middle of doing a new contract!”

Ah yes, contracts. Among today’s drivers Sebastian Vettel is unique not only in side-stepping social media, but also in not employing a manager, something he learned from Berger. “Why pay a percentage to someone else?” Gerhard said. “I always did my own deals, and I think maybe I earned more than anyone else in Formula 1 over those years...”

After three seasons with Ferrari, which included a victory at Monza, for 1990 Berger accepted Ron Dennis’s offer to join McLaren. Was life difficult as Senna’s team-mate? “No,” he replied, “it was OK.” Pause. “Once you understood you couldn’t beat him, it was OK!” Gerhard learned a great deal from Senna, but believes that Ayrton, too, benefited from their partnership.

“As people, we were entirely different, which is probably why we became friends. For sure, he had strengths where I didn’t, but it was true the other way round, too. I could easily separate working



time from free time, but Ayrton couldn't do that, and I think I made him even stronger, because he became more free – for one thing, he discovered a sense of humour...”

After three years, though, Gerhard concluded that he had to make a move. “Ron [Dennis] always believed that he ran McLaren, but he didn't – it was Senna's team, and when Ferrari asked me to go back, I accepted.”

For Berger, and team-mate Jean Alesi, though, Maranello pickings were thin, the cars never really on the pace. In his second spell with Ferrari, Gerhard won only once, and then (in Germany in 1994) by attrition. Against his nature he now took fewer risks, after a huge accident at Imola in 1989 which he was lucky to survive. At the end of 1995, Berger swapped places with Michael Schumacher, and returned to Benetton.

Initially things did not go well. “I just couldn't drive the car – and Schumacher had just won the championship with it! The problem was that everything was geared to suit Michael's way of driving – and a car set up for him was exactly the opposite of what I liked. It took a while to convince people, to get their attention.”

As well as that, Berger's health was not the best at that time. Early in 1996 he contracted pneumonia, which took a lot of getting over. “Fortunately I trained a lot before I got it – otherwise I'm not sure I could have done the first races that year. I felt weak, empty, no power. Already I had some virus in my body...”

This blighted the last part of Gerhard's career, and centred around his sinuses. During the winter preceding the 1997 season he had surgery, then missed three races: Canada, France and Britain.

I DIDN'T WANT TO GO OUT LIKE A WANKER. I WANTED TO REMEMBER MY LAST RACE WELL

GERHARD BERGER


Every kind of rumour about his health swept the paddock at that time, and many suggested Berger was washed up. It was a terrible time – made worse when his father was killed in a light aircraft accident shortly before Gerhard returned to racing at Hockenheim.

This was the old track with long flat-out stretches and quick chicanes: after starting from pole position, Berger dominated the German Grand Prix. “He may be the oldest guy in F1,” commented Martin Brundle, “but he's still the bravest...”

“That was my best race,” said Berger. “All weekend I felt I was somewhere else – this speed was just coming, coming, and I didn't know from where! There was so much in my mind... losing my father, and also the fact that no one believed in me any more. It was time to remind everyone of what I could do.

“I already knew I was stopping at the end of the year, and actually what I wanted to do was go to the podium and say bye-bye – but then I realised how much money I was going to lose!”

Unlike some, Berger charged right to the end, finishing fourth in his final race, at Jerez, and within two seconds of winner Mika Häkkinen. “I didn't want to go out like a wanker,” Gerhard smiled. “I wanted to remember my last race well.”

In the course of 14 seasons, Berger drove in 210 GPs, and qualified first or second for 32 of them. That being so, one might have expected he would have won more than ten. He didn't disagree. “Yes, with the talent I had, I really should have done more. OK, there were races I should have won, and didn't, like Estoril in 1987, when I spun under pressure from Prost, but things like that happen. What I'm really talking about is being just too busy in my young years – at Monza recently I thought, ‘Why didn't you rent a house here, stay close to Ferrari, learn Italian?’, but it was always much more important for me to get back to a girl somewhere! Generally, I'm not someone who regrets a lot...” 

Berger's favourite car from his time at Ferrari was the F1/87.

He won twice with it in 1987, and once in 1988 in the F1/87/88C





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BRM P261

Jackie Stewart's launch pad
– and a winner in three
different engine formulae



The journey BRM made to the sharp end of the Formula 1 grid was a painful one, littered with humiliating failures, but during the 1960s it struck a rich seam of form before mediocrity crept back in. With the P261 it conceivably hit its competitive peak, for while this car did not carry any of its drivers to the world championship it came tantalisingly close; it won races in both the 1.5-litre and 3-litre F1 eras; and it enabled a young Jackie Stewart to announce himself on the international stage and win the Tasman series for 2.5-litre cars. The P261's success was also achieved against a typically BRM background of politics and disorganisation behind the scenes.

Engineer Tony Rudd was a key figure in BRM's renaissance. Nicknamed "Moleskin Harry" because of his weather-beaten coat and diffident demeanour, he contributed to the design of several BRMs in the 1950s. He might have remained a peripheral figure but for a revolt instigated by drivers Graham Hill, Dan Gurney and Jo Bonnier in 1960: at an ill-tempered meeting they demanded of team proprietor Sir Alfred Owen that Rudd be elevated to oversee car design *and* race weekend operations. This latter field was one in which BRM noticeably fell short but, owing to the involvement of team *eminences grise* such as Raymond Mays and chief engineer Peter Berthon, change had to be enacted diplomatically to avoid bruising egos. After another tempestuous season in 1961 – BRM, like the rest of the British teams, wasn't as prepared as Ferrari for the 1.5-litre formula – Owen promoted Rudd to be both chief engineer and team manager, but said unless BRM won at least two GPs in 1962 the team would fold.

Fortunately, Rudd's new V8-powered P57 chassis was handy enough for Hill to claim four grands prix and the drivers' title, as well as two further victories in 1963. Hill's chief competition in 1962 was Jim Clark, and Clark's car was the new and genre-defining monocoque-chassis Lotus 25. He was but an engine seizure away from winning the drivers' title in 1962 and beat Hill to it convincingly the following season.

During 1962 it became clear BRM would have to develop a

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P261



monocoque chassis as a riposte to the Lotus, which was both lighter and, owing to a more laid-down driving position, more aerodynamically efficient – a major advantage in this period of small-displacement engines. In tandem BRM worked on a new gearbox, and on revising the engine with a flat-plane crank and a simplified exhaust system which could be more aerodynamically shaped. But progress was continually stymied by side projects which BRM, as a small wing of a larger engineering company, was expected to complete.

“The first dash of cold water came very early in 1963, when Sir Alfred called a meeting,” wrote Rudd in his autobiography *It Was Fun*. “Sir Alfred told us that Rover wished to run at Le Mans to try for the special prize for the first turbine-engined car to average 150kmh for 24 hours. He had agreed to provide the car. I was to design it... We always realised that we would have to race the old [F1] cars in the first two or three races until the monocoques were ready but, with all the turbine distractions, the three races became six...”

Though beset by problems, including “throttle lag best measured with a calendar rather than a stopwatch”, the gas-turbine Rover-BRM made it to the finish at the 24 Hours in June 1963 and claimed the 25 million Francs bounty. Rudd’s new F1 car, designated P61, made its ‘race’ debut – it ran in practice at Zandvoort – in the French GP at Reims two weeks later. It was only a semi-monocoque, since a subframe cradled the V8 and transmission – the price of getting involved in side projects – but the initial impressions were good as Hill qualified on the front row... only to stall at the start of the race.

As it became clear the P61 lacked torsional rigidity, Hill pushed back against continuing to race it and it appeared just once more, at Monza, as Hill saw out the season with the older car. Rudd was already troubleshooting but his labours on a ‘MkII’ version of the P61, designated the P261, were held back by further work on the dreaded Le Mans project. This time BRM’s partners wanted to design an all-new car with enclosed bodywork sculpted by William Towns. The perceived success of the gas turbine car led to still more projects being funnelled in the direction of BRM’s Bourne workshops: F2 and F3 engines,



an approach from Chrysler to develop a four-wheel-drive Indy 500 entry, and a host of non-automotive engineering schemes.

Somehow the team completed the new car and fettled the new six-speed gearbox for the beginning of the 1964 F1 season. Having traced the P61’s flex issues to the subframe’s mounting to the tub, Rudd extended the side pontoons of the monocoque rearwards around the engine. The V8 was now almost completely different from its original spec, although a further revision was in the works in which the gas flow across the cylinder heads was reversed, enabling the exhausts to exit inside the vee, behind the driver’s head. ▶



“SOMEHOW THE TEAM COMPLETED THE NEW CAR AND FETTLED THE NEW SIX-SPEED GEARBOX FOR THE BEGINNING OF THE 1964 F1 SEASON”

While the P61 featured inboard coil-over shocks at the front and rear, the P261 reverted to a conventional outboard arrangement for the rear wishbones; the central mounting point above the gearbox on the P61 occupied real estate through which the central exhausts would pass once that engine was ready.

Hill showed a good turn of pace in early non-championship races. At Monaco, the opening round of the F1 season, he and team-mate Richie Ginther qualified third and eighth. Led initially by Clark and Dan Gurney, Hill moved to the front as mechanical attrition claimed his rivals. He ultimately took the chequered flag a lap ahead of second-placed Ginther.

Rudd had recruited former Vanwall chief mechanic Cyril Atkins to occupy that position at BRM, and this hire proved transformative as a team once characterised by indifferent preparation and poor reliability racked up consistent finishes. Though Hill would claim just one more victory in 1964, he retired only twice, and the two wins plus a trio of second places mid-season made him a title contender. He went into the final round in the lead, five points ahead of Ferrari's John Surtees, but a churlish nudge from the other Ferrari of Lorenzo Bandini caused damage that forced Hill to limp home 11th. That, and the obtuse system of dropped scores (only a driver's six best results counted), handed Surtees the championship by a point.

The centre-exhaust engine and a new magnesium case for the gearbox were the headline developments during 1964. Over the winter the suspension geometry and pick-up points were tweaked, but the most significant change for the team was the arrival of F1 rookie Jackie Stewart, replacing Ginther. At 25, Stewart came highly regarded based on his impressive form in the junior formulae, and had turned down previous F1 offers in

“OVER THE WINTER, THE MOST SIGNIFICANT CHANGE FOR THE TEAM WAS THE ARRIVAL OF F1 ROOKIE JACKIE STEWART, REPLACING GINTHER”

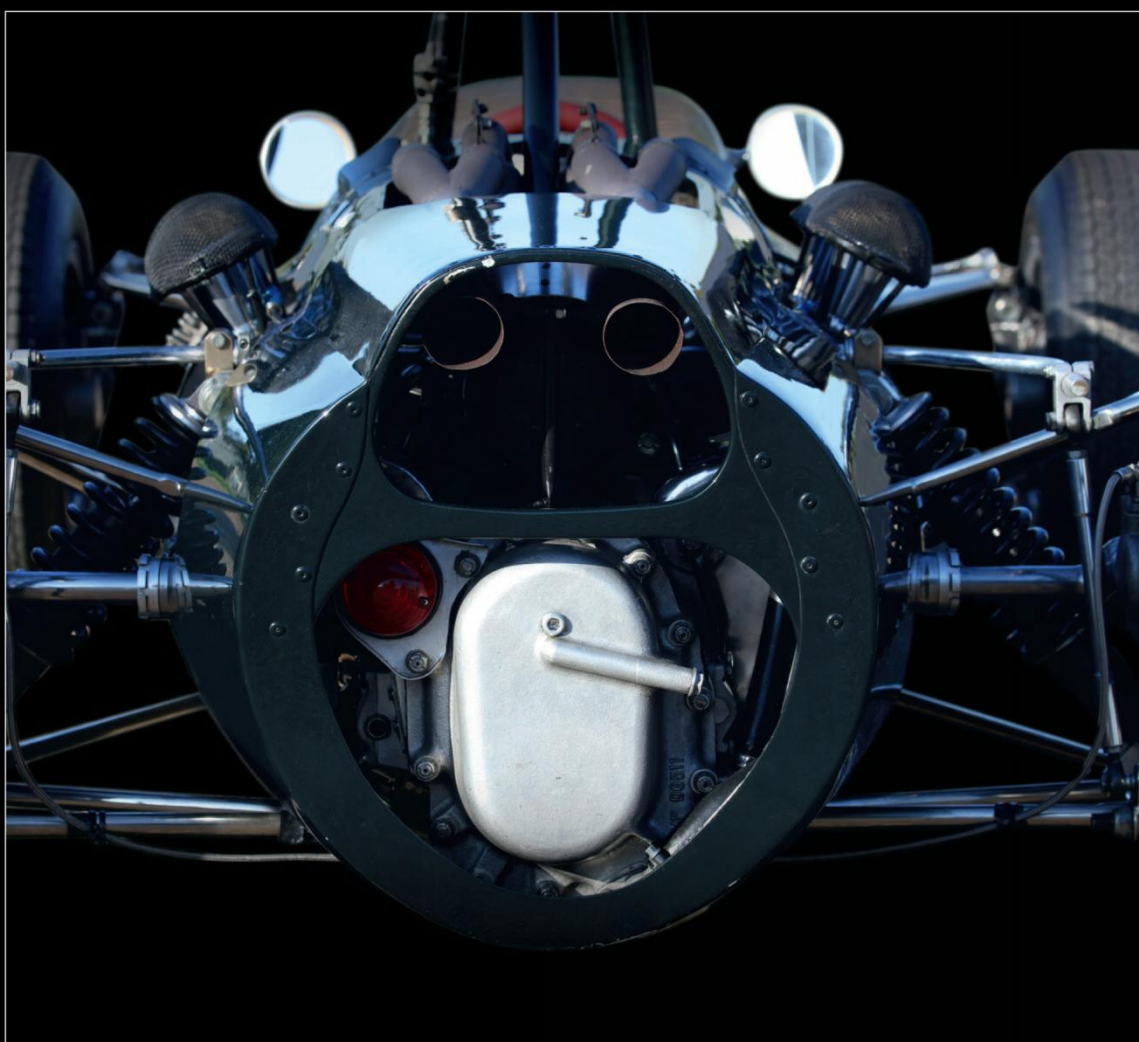
**NOW
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**BRM
P261**

favour of building his racecraft in F3 and F2. A sparkling one-off outing for Lotus, in the non-championship Rand Grand Prix at Kyalami in December 1964, suggested he was now ready. Less than a month later he was back at that venue with BRM for the season opener, now a fully fledged grand prix driver.

While Hill took a typically accomplished victory in Monaco, Clark was rampant throughout 1965, winning every time he finished, six races in all, and only failing to finish on three occasions (he skipped Monaco to win the Indy 500). On one of those occasions Clark failed to finish, the Italian Grand Prix, Stewart and Hill finished one-two as Jackie claimed his maiden world championship race victory courtesy of his team-mate's slip-up at the Parabolica. A new cylinder head had brought the BRM V8's claimed power output to 220bhp.


F1 became a 3-litre formula in 1966 but internal politics meant BRM divided its resources, with Berthon and Aubrey Woods evaluating a V12 and Rudd proposing a 16-cylinder engine. The H16 – essentially two flattened-out V8s mated





at the crankcase – arrived late and was overweight and excessively complex. Thus P261 enjoyed a final hurrah.

Having blitzed the eight-race Tasman series in the southern hemisphere with P261s powered by 1.9-litre versions of the V8, BRM contested the opening rounds of the 1966 F1 season with the same chassis. 2.1 litres was the greatest displacement which could be eked from the V8, but several other teams were just as under-prepared as BRM. Stewart won the season-opening Monaco GP by 40s from Bandini, and then qualified third at Spa, only to suffer a catastrophic accident during a downpour on the opening lap.

Hill and Stewart had to stick with P261s until after the German Grand Prix in August, prompting Hill to leave for Lotus at the end of the season. Stewart persisted for one more year before re-joining his old F3 comrade Ken Tyrrell, now running Matra's F1 cars. Stewart finished on the podium just twice in 1967 – one of those at the wheel of a P261, rolled out of retirement as the H16 engine continued to prove bothersome... 



RACE RECORD

Starts 65
Wins 6
Poles 5
Fastest laps 4
Podiums 17
Constructors' points 109 (after dropped scores)

SPECIFICATION

Chassis Duralumin and steel monocoque
Suspension Double wishbones, coil-over shock absorbers
Engine BRM P56 90-degree V8
Engine capacity 1498cc
Power 220bhp@11,750rpm
Gearbox BRM six-speed manual
Tyres Dunlop
Weight 460kg
Notable drivers: Graham Hill, Richie Ginther, Jackie Stewart, Innes Ireland, David Hobbs



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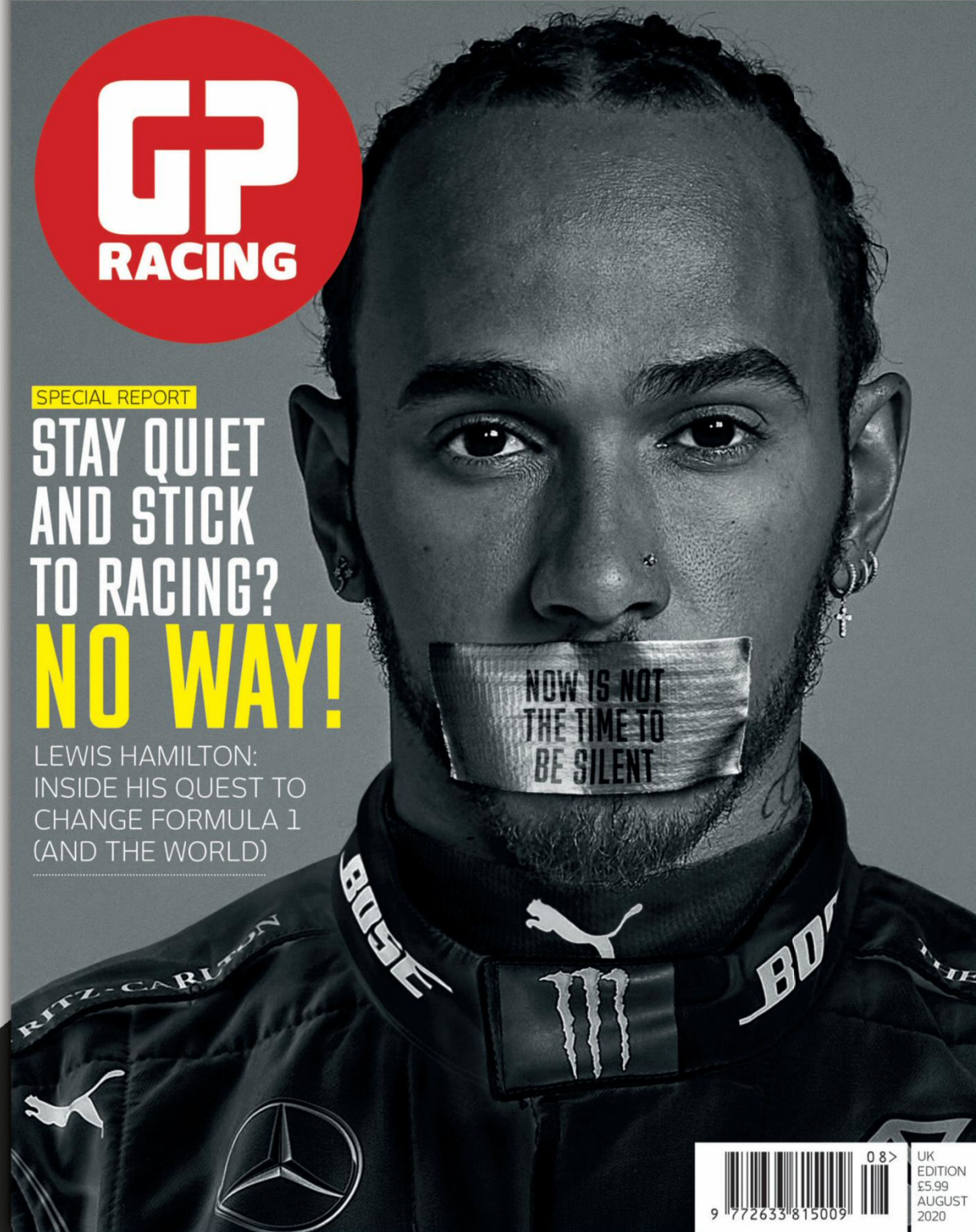
BUT WILL F1 KEEP HIM HAPPY?



SPECIAL REPORT

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AND STICK
TO RACING?
NO WAY!

LEWIS HAMILTON:
INSIDE HIS QUEST TO
CHANGE FORMULA 1
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JORDAN GP

The Jordan name was only in F1 for 15 seasons but in that time Eddie Jordan's team managed to cram quite a lot in...

The 191, Jordan's first F1 car, is considered one of the most beautiful ever designed. The team had to pre-qualify for the first eight races but still finished a more than respectable fifth in the constructors' championship in 1991, its first season



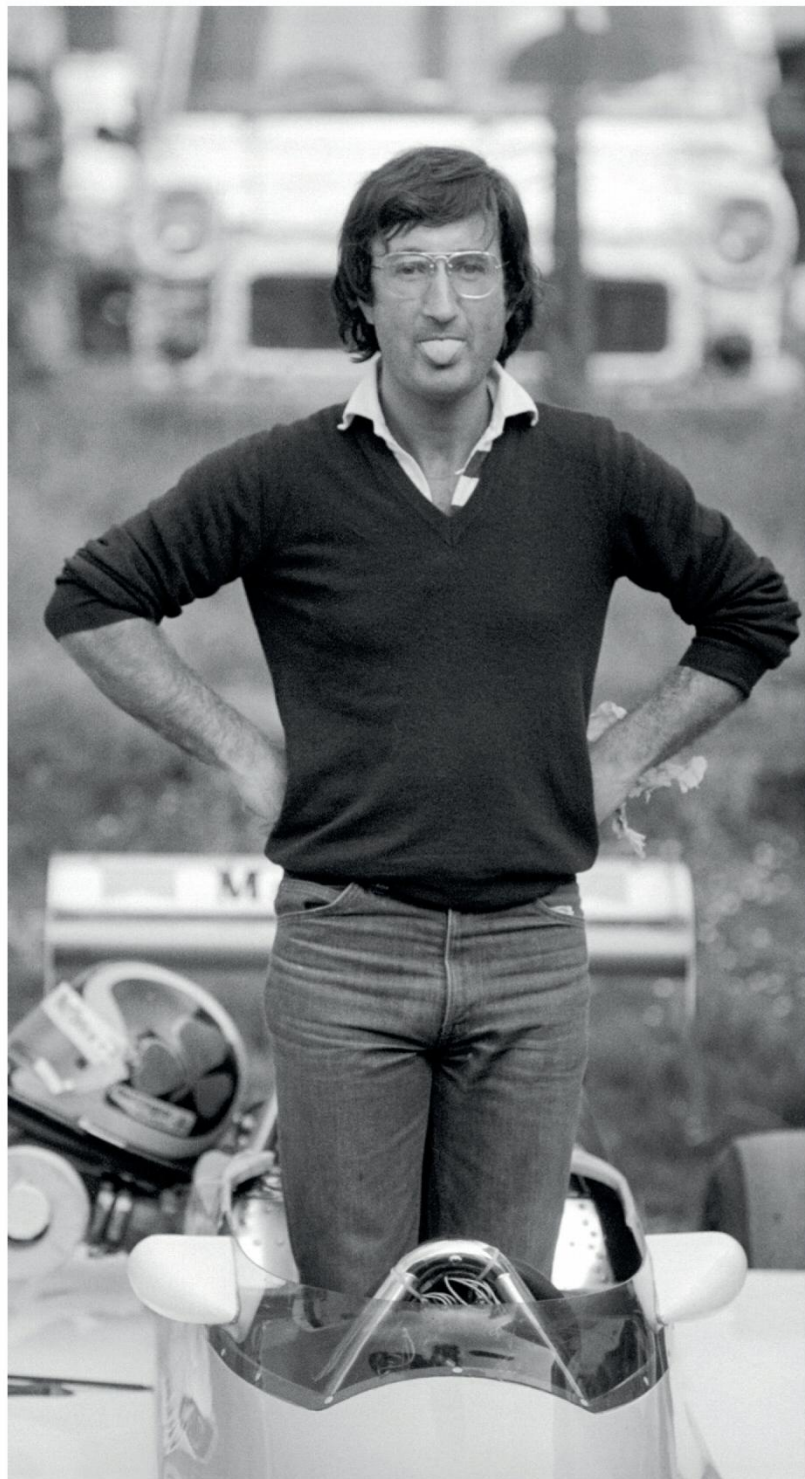




▲ The addition of Hissing Sid, the Jordan mascot, to the car's livery for 1997 was creative genius. At the same time the team switched to the yellow that became its signature colour, and also got clever to circumvent the ban on tobacco advertising at certain circuits. Bitten and Hisses anyone?

◀ Despite having the underpowered Hart V10 in the 194, Jordan started 1994 well with Rubens Barrichello fourth in the first race in Brazil. At the next race, the Pacific GP at Aida, Rubens went one better and the team was able to celebrate its first F1 podium, even if Barrichello did finish a lap down on the winner

▶ The unconventional response of Eddie Jordan to a photographer at a British F3 race at Cadwell Park in 1980. When "EJ" realised his future lay in running cars for other people rather than racing them himself, he founded Eddie Jordan Racing which, eventually, morphed into Jordan Grand Prix





▲
 Rubens Barrichello is hemmed in by the media during second qualifying for the 1994 Belgian GP. On provisional pole after making a well-timed switch to slicks late in the wet-but-drying first session, Rubens cashed in as more rain fell just before the second session. Jordan's first pole was his

▶
 The signing of Damon Hill who, less than a year before this picture was taken at Monza in 1997, had won the world championship was a step up for Jordan. It was the only time the team had a driver who had already won the title on its roster, and Hill showed that he could win away from Williams...



▼
 For the last five races of 2001 Heinz-Harald Frentzen effectively swapped seats with Prost's Jean Alesi. It was a reunion for Jordan and Alesi (seen here in Japan), as Alesi had won the 1989 F3000 title with Eddie Jordan Racing. Japan would be Alesi's final F1 race





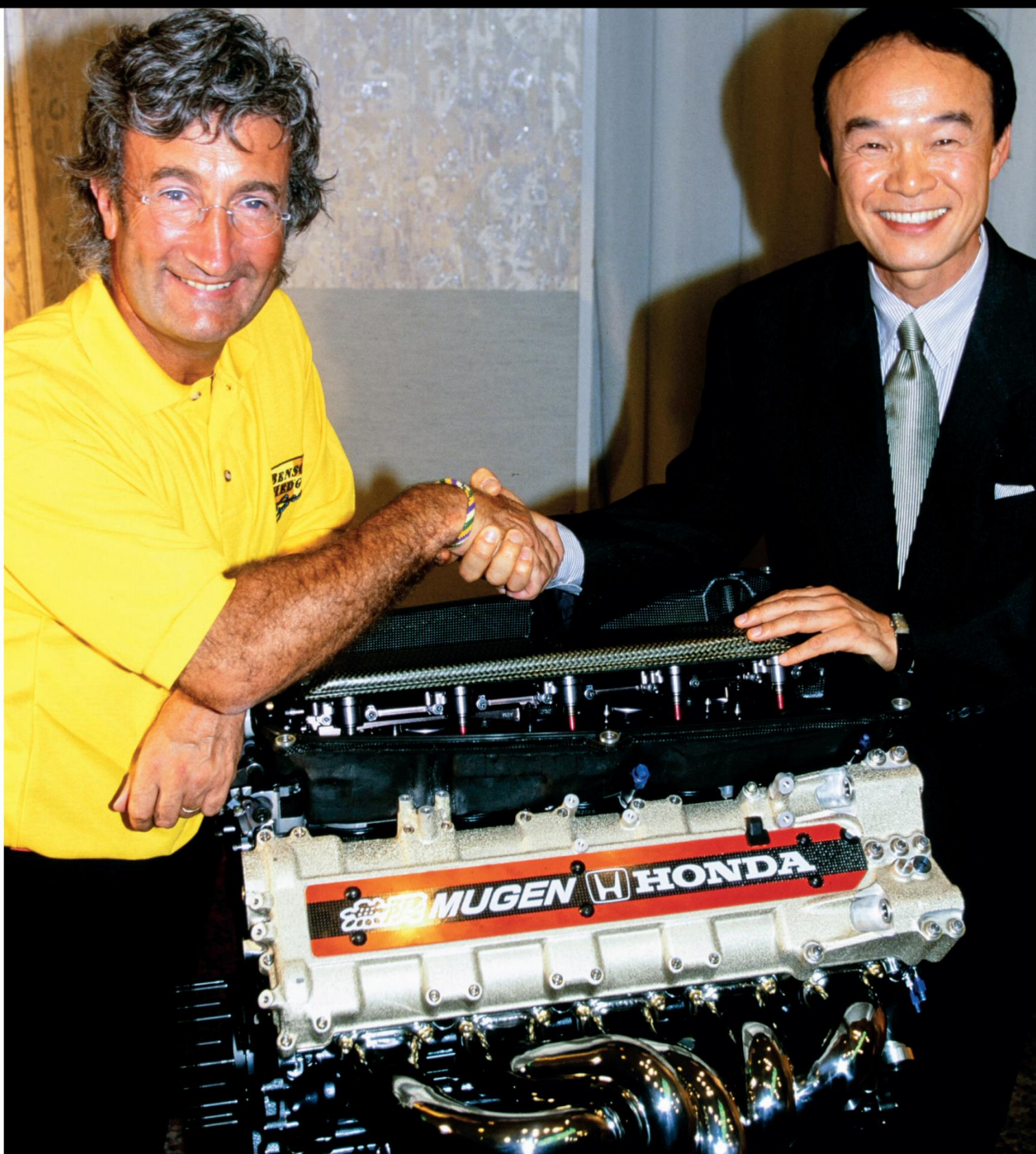
Jordan with Hirotoshi Honda, the founder of Mugen Motorsports, at the announcement that the team would use Mugen-Honda engines for 1998. It was the final piece of the jigsaw for Jordan which, in seven seasons, had already used four different makes of engine with varying levels of success. Race wins would soon follow...



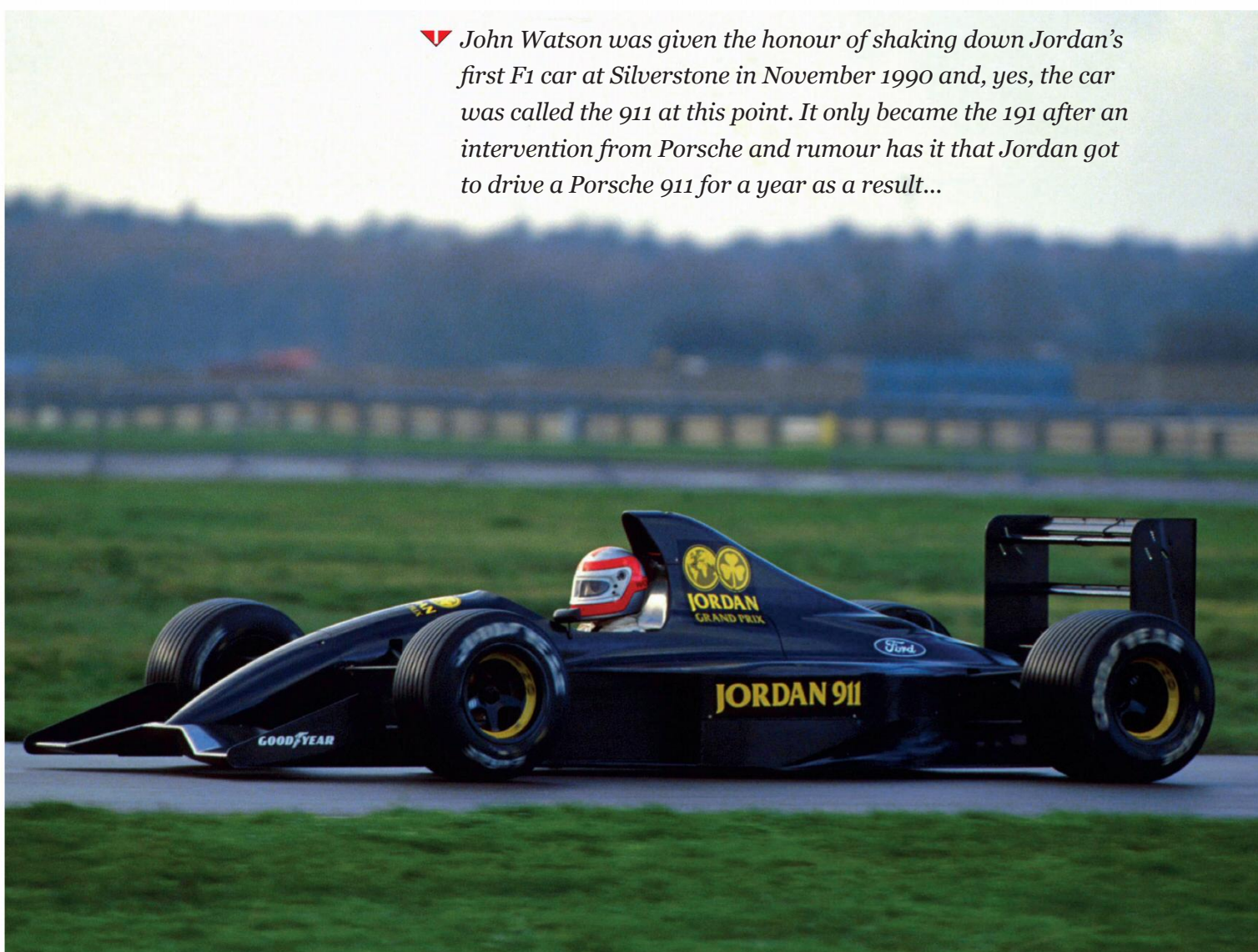
Based just yards from Silverstone Circuit's main entrance, Jordan Grand Prix traditionally held a post-British GP party, with Eddie always centre stage on drums. Even after he sold the team Jordan continued to perform at the track's own post-race celebrations, such as here in 2013, as part of his band 'Eddie and the Robbers'



It's fair to say that by 1991 Andrea de Cesaris didn't have a great reputation in F1, but had driven for Eddie in F3 and was duly chosen as one of Jordan's first two drivers. The Italian failed to pre-qualify for the first race but in Canada finished fourth, just ahead of team-mate Bertrand Gachot, as the team scored points in only its fifth GP



John Watson was given the honour of shaking down Jordan's first F1 car at Silverstone in November 1990 and, yes, the car was called the 911 at this point. It only became the 191 after an intervention from Porsche and rumour has it that Jordan got to drive a Porsche 911 for a year as a result...





▲
Eddie Irvine is engulfed by flames after a pitstop fire at the 1995 Belgian GP, part of his eventful time with the team over three seasons. He joined for the Japanese GP in 1993, scored a point and got punched by Ayrton Senna, stayed for 1994 – during which he was banned for three races – and left for Ferrari at the end of 1995



◀
Meeting Lionel Richie and U2's Bono at the 2004 Monaco GP was probably one of the few highlights for Jordan that season. The team was in trouble financially and the cars lacked pace, but at least in Monaco there was something to cheer on track. Nick Heidfeld came home seventh, but this was one of only three points finishes that year

▼
This victory for Heinz-Harald Frentzen in the French GP was the first of two wins for the German in 1999. When he won at Monza in September Frentzen was only ten points behind championship leaders Mika Häkkinen and Eddie Irvine, but managed only four points in the remaining three GPs and finished third in the title race





In 2005, when the team retained the Jordan name but was no longer owned by the man himself, there was little to cheer. Its best results came in the controversial US GP at Indianapolis when all the Michelin-tyred cars withdrew. Tiago Monteiro scored an unlikely third with Narain Karthikeyan fourth of the six starters



Smiles all round after Michael Schumacher qualified seventh for his F1 debut at the Belgian GP in 1991. Schumacher – a Mercedes sportscar driver at the time – wasn't first choice to replace Bertrand Gachot, but Stefan Johansson wanted to be paid. Mercedes greased the wheels for Michael and the rest is history



Martin Brundle's season with Jordan didn't get off to the best of starts. On the very first lap of the 1996 season-opener in Australia – the first race at Melbourne – he went for this unexpected roller coaster ride at Turn 3. Brundle took the restarted race in the spare but retired after only a lap due to a spin



Jordan and Fisichella celebrated victory in the 2003 Brazilian GP... in San Marino! Kimi Räikkönen's McLaren was erroneously awarded the race win and when the result was overturned in court, it was decided to present the trophies at the next race at Imola. McLaren's Ron Dennis duly handed them over





When Jordan was sold at the end of 2004 it was bought by Midland, a group of companies founded by Russian-born Alex Schnaider and a Ukrainian, Eduard Shifrin. The team retained the Jordan identity for 2005 and launched in Moscow's Red Square, complete with ushanka hats and, bizarrely, an electric guitar



This was a sponsor event everyone wanted to be at, when Colin McRae and Martin Brundle swapped their British American Tobacco-sponsored cars at Silverstone in 1996. McRae showed a fair turn of pace in the Jordan 196 and Brundle enjoyed himself so much in the Subaru that he competed in the RAC Rally that year

Jordan's first win almost came at the 1997 German GP. Giancarlo Fisichella started second and briefly led Gerhard Berger (Benetton), only to pick up a puncture from the debris of Rubens Barrichello's blown engine. The team would have to wait another year for its maiden success



Damon Hill celebrated the team's first ever F1 victory, in the 1998 Belgian GP, with a Michael Schumacher-style star jump. Hill's team-mate and Michael's brother, Ralf, followed him home in second, although Ralf wasn't too happy at not being allowed to challenge Hill for the win



GRAND PRIX GREATS

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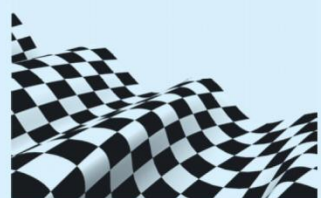
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THE AUSTRIAN GP IN 3 KEY MOMENTS



1 Advantage Bottas as Lewis double faults

Incredibly fine margins settled this first contest of F1's delayed 2020 season in favour of Valtteri Bottas over reigning champion Lewis Hamilton, despite Mercedes yet again suffering reliability problems around the brutal Red Bull Ring.

Bottas trailed Hamilton throughout practice but was edging closer each session and eventually beat Lewis to pole by just 0.012s. This was also where Bottas received his first big slice of luck in 2020, and where Hamilton made his first significant mistake. First, Lewis had his initial Q3 lap scrubbed for exceeding track limits at the final corner. Later, Bottas went off at the exit of Turn 4 just in front of Hamilton. Lewis went quicker than his previous 'illegal' best under yellow flags, which is forbidden.

Lewis seemed to have gotten away with it after a stewards' review, in which he claimed he was confused by conflicting yellow and green lights, but Red Bull drew attention to Hamilton's onboard camera footage, which convinced officials Hamilton had ignored a clear signal to slow.

Having failed with an earlier protest of Mercedes' Dual-Axis Steering system, this time Red Bull succeeded, and Hamilton was demoted three places on the grid. Lucky for him the rules bizarrely don't also stipulate deletion of lap times set under yellows...

But such was the W11's advantage – more than half a second over Max Verstappen's third-placed Red Bull in qualifying – it didn't take long for Hamilton to recover, helped by a mechanical problem on Max's car that compromised the electrics, putting Mercedes' main external threat out early on.

Having easily cleared Verstappen's team-mate Alex Albon – running an inferior front wing after getting 'Mark Webbered' when Verstappen broke his own on Friday – plus Lando Norris's overachieving McLaren, Hamilton closed Bottas down. This was Hamilton at his best: turning the screw, refusing to give up, asking questions, applying pressure. But just as the race was heating up, Mercedes stepped in to shut things down, telling both drivers their cars were suffering "critical" gearbox problems – electrical

"noise" the engineers called it – from vibrations through the rear suspension caused by riding kerbs. Lewis questioned this, but eventually backed off.

Then came another significant error of judgement from Hamilton. Albon secured a softer tyre advantage pitting behind the Safety Car deployed after George Russell's Williams lost fuel pressure, while the Mercedes stayed out on used hard Pirellis. Feeling sure he would now win, Albon attacked Hamilton around the outside at Turn 4 after the final restart. Lewis clipped the RB16's rear wheel and spun it around while trying to defend. You could argue 'racing incident', as Toto Wolff did, and that Albon should have shown patience, but it looked bad for Lewis as Norris and Charles Leclerc avoided contact in a similar situation, despite Norris locking up.

Fine margins again. Lewis received a five-second penalty, which demoted him to fourth. Fernando Alonso reckons Hamilton's main weakness is that he tends to start seasons slowly. Over to Bottas, then, to build on this unexpected but welcome boon.



Bottas led Hamilton home for the first win of 2020, but it wasn't a one-two for Mercedes...

PICTURES: STEVEN TEE; MARK SUTTON

2 Leclerc podium can't hide Ferrari's major problems

Charles Leclerc was as surprised as anyone to finish second, but that excellent result couldn't disguise Ferrari's woeful lack of pace. Team principal Mattia Binotto candidly explained the SF1000's aerodynamics were too "fragile" (meaning inconsistent) and poorly correlated when tested in Spain earlier this year, and that major revisions are needed which won't be ready until the third race of the season in Hungary.

The Ferrari was so bad over a single lap that Vettel failed to escape Q2 on merit, though he at least claimed a point for tenth in the race, thanks to an unusually high rate of attrition helping him recover from another costly spin after a clumsy lunge on Carlos Sainz at Turn 3.

Leclerc only just made Q3 himself, then qualified a full second from pole, only seventh fastest and behind a McLaren and a Racing Point. For Ferrari to have only the fifth fastest car here after claiming pole in 2019 was shocking. Binotto reckoned 0.3s



Leclerc may have finished second but his Ferrari was not the second best car in Austria

of the deficit was in cornering; 0.7s from the engine.

The race was much better, at least for Leclerc, thanks to the misfortune that befell the Red Bulls plus the Ferrari coming alive on medium compound rubber as the fuel burned off. Leclerc passed Norris and Pérez to finish third on the road after Albon rotated, which became second when Hamilton was penalised – an unthinkable result before the start.

At last year's Austrian GP, five of the ten available Q3 spots were filled by Ferrari-engined cars; this year only Leclerc's Ferrari made it, while the customer teams filled four of the bottom six places in Q1...

3 Norris nicks podium as 'Pink Mercedes' falters

Lando Norris provided the feel-good story of this race by claiming McLaren's second podium finish from its past three starts. His was the star turn of the Austrian GP, as Racing Point couldn't quite deliver on its formidable pre-season promise.

Racing Point's Mercedes W10-inspired 'copycat' design provoked much intrigue in winter testing and even prompted talk of a protest (which never came) ahead of the race. The car showed its testing form was no fluke as Pérez went third quickest on Friday and fourth fastest in FP3, behind only Hamilton, Bottas and Verstappen.

But come qualifying Norris turned on the style, driving to a level McLaren considered beyond the MCL35's potential. He qualified almost two and a half tenths clear of Albon's Red Bull (missing that newer front wing, remember) and the quickest Racing Point of Pérez. Norris was also fourth in Q2, and not far off Verstappen's Q3 time either.

The race was more difficult. Norris thought he'd blown a big result when Leclerc drove around him and Ferrari-bound Sainz almost came past too. But Lando gathered himself, put a strong move on Pérez at Turn 3 to gain track position, then set the



A fantastic last lap, the fastest of the race, ensured Norris claimed his first F1 podium

race's fastest lap on the final tour to squeak less than 0.2s inside the gap needed to win a time trial against the penalised Hamilton for third.

Pérez slumped to sixth on his ageing medium Pirellis, but a five-second penalty for speeding in the pits would have cost him a podium regardless, while team-mate Lance Stroll dropped out early with engine problems to compound a disappointing day for Racing Point.

But overall this was stirring stuff. Sure, there were loads of weird face masks, unusual protocols and no fans, but Formula 1 is back! And it came back with a bang.

RESULTS ROUND 1

RED BULL RING / 5.7.20 / 71 LAPS



1st	Valtteri Bottas Mercedes	1h30m55.739s
2nd	Charles Leclerc Ferrari	+2.700s
3rd	Lando Norris McLaren	+5.491s
4th	Lewis Hamilton Mercedes	+5.689s*
5th	Carlos Sainz McLaren	+8.903s
6th	Sergio Pérez Racing Point	+15.092s**
7th	Pierre Gasly AlphaTauri	+16.682s
8th	Esteban Ocon Renault	+17.456s
9th	Antonio Giovinazzi Alfa Romeo	+21.146s
10th	Sebastian Vettel Ferrari	+24.545s
11th	Nicholas Latifi Williams	+31.650s
12th	Daniil Kvyat AlphaTauri	+2 laps/suspension
13th	Alexander Albon Red Bull	+4 laps/electrical

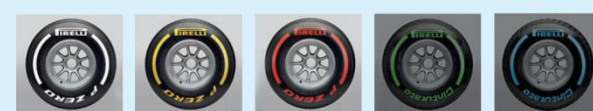
Retirements

Kimi Räikkönen Alfa Romeo	53 laps - wheel
George Russell Williams	49 laps - fuel pressure
Romain Grosjean Haas	49 laps - brakes
Kevin Magnussen Haas	24 laps - brakes
Lance Stroll Racing Point	20 laps - engine
Daniel Ricciardo Renault	17 laps - overheating
Max Verstappen Red Bull	11 laps - electrical

Fastest lap

Lando Norris: 1m07.475s on lap 71

TYRE COMPOUNDS USED



Hard (C2) Medium (C3) Soft (C4) Inter Wet

CLIMATE AIR TEMP TRACK TEMP

Sunny	29°C	53°C
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DRIVERS' STANDINGS

1 Bottas	25pts	11 Latifi	0pts
2 Leclerc	18pts	12 Kvyat	0pts
3 Norris	16pts	13 Albon	0pts
4 Hamilton	12pts	14 Räikkönen	0pts
5 Sainz	10pts	15 Russell	0pts
6 Pérez	8pts	16 Grosjean	0pts
7 Gasly	6pts	17 Magnussen	0pts
8 Ocon	4pts	18 Stroll	0pts
9 Giovinazzi	2pts	19 Ricciardo	0pts
10 Vettel	1pt	20 Verstappen	0pts





FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 2

THE STYRIAN GP IN
3 KEY MOMENTS

After dominating a wet qualifying, Hamilton's Sunday drive was more straightforward

Lewis regains his mojo, Red Bull has a mountain to climb

For the first time in the 70-year history of the world championship, the same venue hosted grands prix on successive weekends – but anyone imagining the Styrian GP might unfold similarly to the Austrian GP was in for a surprise. After labouring in the opening round, Lewis Hamilton returned to his exceptional best at the second time of asking, leading Mercedes team-mate Valtteri Bottas home by 13.7s in a resounding 1-2 which left Red Bull reeling.

This time around, despite some public expectation-management in the days preceding the event, there was no outward sign of the gearbox vulnerabilities which had left Mercedes open to attack in the season opener. And while Red Bull was at least able to keep both cars in play this weekend, Alexander Albon couldn't repeat the plucky heroics of round one.

Qualifying took place in conditions of Stygian murk – there was the potential for it to be cancelled or delayed until Sunday morning – and during constantly changing depths of water on track Hamilton excelled. His 1m19.273s pole lap, 1.2s faster than second-placed Max Verstappen,

was rightly described by team boss Toto Wolff as “not from this world”.

Verstappen might have got closer – after encountering Sebastian Vettel's pit-bound Ferrari on his hot lap Max understeered onto the kerbs between Turns 9 and 10 and half spun – but not 1.2s closer.

Wet qualifying meant a free choice of tyres for the race start. All the frontrunners elected for softs and, as Hamilton streaked into the lead from pole, Mercedes balanced its tactical focus between ensuring he kept that lead and finding a way to bring Bottas forward. A glazed front-right brake in Q3 had sapped his confidence and left him fourth on the grid, behind McLaren's Carlos Sainz but ahead of Albon. Once the early Safety Car had cleared (called for debris from the colliding Ferraris), Bottas made short work of Sainz and set off in pursuit of Verstappen.

Meanwhile Albon, who had what Red Bull team boss Christian Horner described as “a race of two halves”, had to pass the Renault of Esteban Ocon as well as Sainz from sixth on the grid. He nailed Ocon at Turn 3 on lap one and passed Sainz two laps after Bottas, but then fell away from the leading group at up to a second per lap.

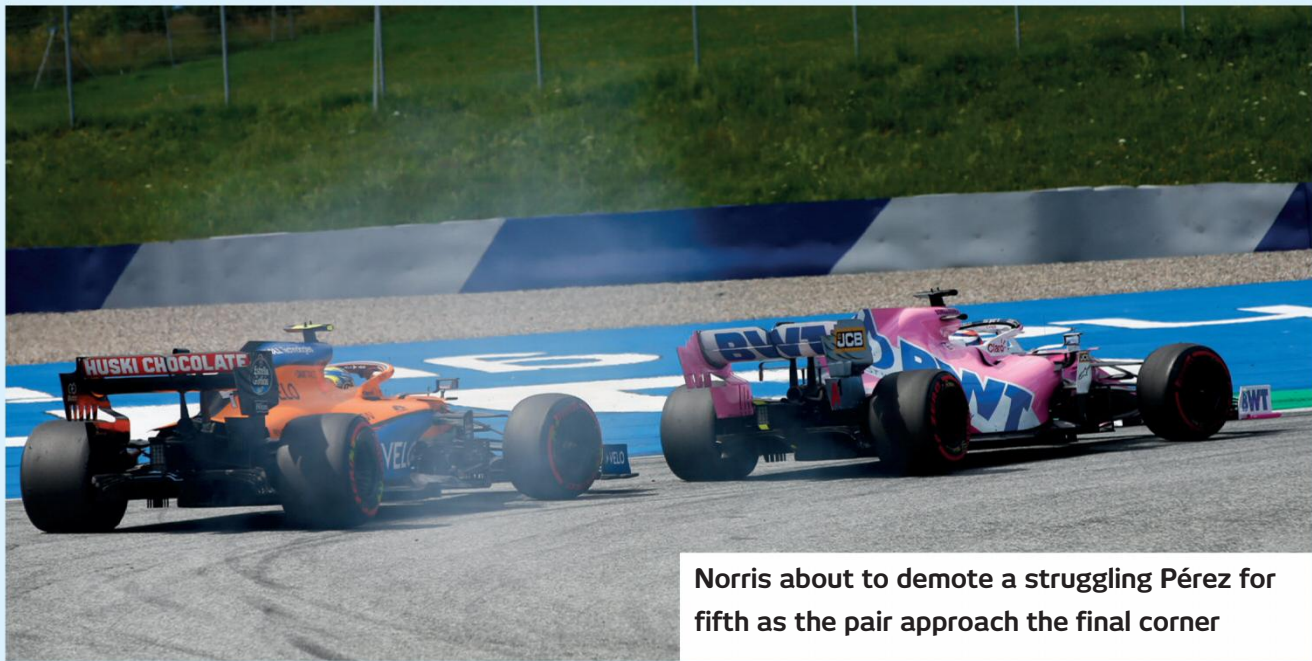
When Verstappen pitted on lap 24 he still had Hamilton in sight but Bottas was just 2s behind, with Albon a further 20s in arrears. Bottas eked out another 10 laps before his own stop, and the fresher rubber enabled him to battle his way past Verstappen, who by now was struggling with the effects of a damaged front-wing footplate.

Verstappen then pitted again late on for an attempt on the fastest lap, but that was frustrated when he emerged into a train of traffic.

2 Norris spares McLaren's blushes in midfield battle

Fifth was among the most hotly disputed positions in the field throughout the race and Lando Norris seized it with panache in a late charge. His McLaren team-mate Carlos Sainz ought to have finished there, but a delay tightening the left-rear wheelnut at his pitstop meant Sainz lost track position and emerged in traffic.

At the time of his stop, Sainz led a train of cars,



Norris about to demote a struggling Pérez for fifth as the pair approach the final corner

all of which were then in with a shot at fifth. Esteban Ocon dropped out early with a radiator problem identical to that which eliminated team-mate Daniel Ricciardo the previous week, leaving Ricciardo – starting from eighth on the medium tyre rather than the softs favoured by the rest of the top 10 – in fifth after Sainz’s troubled stop. But the Renault was less happy on softs and Ricciardo’s pace slumped immediately after his stop on lap 37. That left him vulnerable to Racing Point’s Sergio Pérez, who had driven a stormer of a race to rise from 17th on the grid – while making his soft tyres last a lap longer than Ricciardo’s mediums. Having dispatched Ricciardo, Pérez headed off in pursuit of Albon, only to understeer into the Red Bull while trying to pass at Turn 4 on lap 70, breaking his front wing. At the same time, Ricciardo

was having to take evasive action to avoid Pérez’s team-mate Lance Stroll clattering into him while passing for sixth place at Turn 3. After a three-place grid penalty for failing to observe a yellow flag in practice, Norris had endured a soul-sapping opening stint in what he called “a DRS train”, five places behind his team-mate. With 11 laps to run they were eighth and ninth, Sainz struggling on tyres damaged by the effort of breaking out of the post-stop traffic, so McLaren gave the order to swap places. Freed, Norris closed in on Stroll, passed Ricciardo during the contretemps on lap 70, nailed Stroll under DRS at Turn 4 next time around, then passed the struggling Pérez at the final corner. If only the battle for the leading three places had been so thrilling...



3 Ferrari descends into omnishambles

Misery for Ferrari as Leclerc causes mayhem on the opening lap by smashing into Vettel

“Not good enough for a team by the name of Ferrari,” was team principal Mattia Binotto’s verdict – and that was before one of his drivers rammed the other off the road on the first lap of the race. Ferrari fast-tracked elements of its upgrade package to the second round, but the SF1000 remained troubled and Sebastian Vettel could do no better than tenth in qualifying. Charles Leclerc didn’t make it out of Q2 and started 14th, owing to a three-place grid penalty for impeding Daniil Kvyat. Still, the race was potentially salvageable – until

Turn 3, where Leclerc aimed his car at the inside of Vettel, into a gap that was already closing. Vettel, for his part, had his hands full with George Russell’s Williams dead ahead, Lance Stroll’s Racing Point at 10 o’clock and Kevin Magnussen’s Haas alongside. Seb had no option but to turn in when and where he did, whereupon Leclerc slithered into him, breaking his rear wing. Leclerc then retired on lap four with a damaged floor. “I’ve done a very bad job today,” said Leclerc with considerable understatement.

RESULTS ROUND 2

RED BULL RING / 12.7.20 / 71 LAPS



1st	Lewis Hamilton	Mercedes	1h 22m 50.683s
2nd	Valtteri Bottas	Mercedes	+13.719s
3rd	Max Verstappen	Red Bull	+33.698s
4th	Alexander Albon	Red Bull	+44.400s
5th	Lando Norris	McLaren	+61.470s
6th	Sergio Pérez	Racing Point	+62.387s
7th	Lance Stroll	Racing Point	+62.453s
8th	Daniel Ricciardo	Renault	+62.591s
9th	Carlos Sainz	McLaren	+1 lap
10th	Daniil Kvyat	AlphaTauri	+1 lap
11th	Kimi Räikkönen	Alfa Romeo	+1 lap
12th	Kevin Magnussen	Haas	+1 lap
13th	Romain Grosjean	Haas	+1 lap
14th	Antonio Giovinazzi	Alfa Romeo	+1 lap
15th	Pierre Gasly	AlphaTauri	+1 lap
16th	George Russell	Williams	+2 laps
17th	Nicholas Latifi	Williams	+2 laps

Retirements

Esteban Ocon	Renault	25 laps - overheating
Charles Leclerc	Ferrari	4 laps - accident damage
Sebastian Vettel	Ferrari	1 laps - accident damage

Fastest lap

Carlos Sainz: 1m 05.619s on lap 68

TYRE COMPOUNDS USED

Hard (C2)	Medium (C3)	Soft (C4)	Inter	Wet

CLIMATE

Sunny

AIR TEMP

23°C

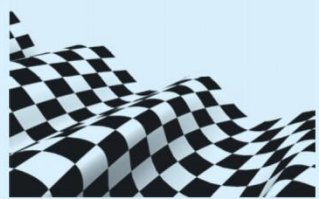
TRACK TEMP

35°C

DRIVERS' STANDINGS

1 Bottas	43pts	11 Ocon	4pts
2 Hamilton	37pts	12 Ricciardo	4pts
3 Norris	26pts	13 Giovinazzi	2pts
4 Leclerc	18pts	14 Kvyat	1pt
5 Pérez	16pts	15 Vettel	1pt
6 Verstappen	15pts	16 Latifi	0pts
7 Sainz	13pts	17 Räikkönen	0pts
8 Albon	12pts	18 Magnussen	0pts
9 Gasly	6pts	19 Grosjean	0pts
10 Stroll	6pts	20 Russell	0pts





FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 3

THE HUNGARIAN GP IN 3 KEY MOMENTS



1 Verstappen rebuffs Bottas as Hamilton runs clear

As Lewis Hamilton and Valtteri Bottas annexed the front row of the Hungarian GP grid under balmy skies in qualifying at the Hungaroring, followed by the controversial Racing Points of Lance Stroll and Sergio Pérez, all the auguries suggested the race would furnish the first Mercedes-powered 1-2-3-4 since Brazil in 2014. As it happened, a passing belt of rain shortly before the grid assembled put paid to any predictions – apart, perhaps, from the sheer dominance of an on-form Hamilton.

Just 0.107s separated the two Mercedes drivers in qualifying as Hamilton went fastest in his first Q3 run, then faster still to thwart an improvement by Bottas on his second. Behind, a chasm yawned – nearly a second to the Racing Points, which in turn had over two tenths in hand over the Ferraris of Sebastian Vettel and Charles Leclerc, with Max Verstappen's Red Bull only seventh. This was Ferrari's best qualifying of the year so far as the Red Bulls were beset by balance problems in slow corners. Max then made what had been a tricky weekend worse by crashing on his way to the grid,

requiring a new front wing and left-front pushrod.

Come the start, though, it was Verstappen who surged forward as many of the field made heavy weather of hooking up Pirelli's intermediate rubber on a slippery track. Hamilton got away well enough into a lead he would only surrender in the pits, while Bottas dropped to seventh, a legacy of pre-empting the start and then stamping on the brakes, triggering the car's anti-stall. He would later say he had been distracted by a flashing light on his steering wheel.

As Pérez also lost ground to wheelspin it was Stroll who ran second to Hamilton, followed by Verstappen, Vettel and Leclerc, but it was clear the track was drying. Both Haas cars had pitted from the tail of the grid for medium slicks at the end of the formation lap.

Leclerc and Bottas were the first of the leading group to pit on lap two, followed by the majority of the others the next time around, while Red Bull left Verstappen circulating until lap four. This enabled Max to leapfrog Stroll for second and, crucially, emerge from the pits ahead of the two Haas drivers which then became a roadblock for the chasing pack.

Bottas had to fight his way past the Ferraris and both Haas cars, then undercut Stroll after pitting for new medium tyres on lap 33, before trying to close the large gap to Verstappen. Having cruised to within striking distance, Bottas stopped again on lap 49.

Despite the advantage of fresher rubber, which enabled Valtteri to set the fastest lap in his helter-skelter pursuit of Verstappen, Bottas couldn't get close enough to make a pass during the final laps. Hamilton, meanwhile, stretched so far ahead that he was able to claim a 'free' pitstop for soft-compound tyres and deny Bottas the extra point for fastest lap.

2 Ferrari hope fades with poor decisions

The embattled Ferrari squad looked to have salvaged some honour – or at least to have given the appearance of some improvement – by qualifying fifth and sixth in Hungary. Any hope that

The Red Bull crew worked frantically on the grid to ensure Verstappen could start the race





Vettel, on better tyres, was allowed to pass Leclerc and salvaged sixth for the Scuderia

either Leclerc or Vettel might snatch another opportunistic podium finish quickly evaporated on Sunday, though.

Leclerc was an early caller on lap two, but Ferrari placed him on the unfavoured soft rubber – which had shown a tendency to grain over just a handful of laps – in expectation of rain that never arrived. Vettel ran fourth early on and over-ruled the call for soft tyres, but pitted for mediums during ‘rush hour’ on lap three and had to be held in his pit box as other traffic went by, ultimately emerging a disappointing eighth.

Though the pitstop phase shook out with Leclerc sixth, he was unable to follow Stroll past

the two Haas cars and began to fall back, losing positions to Bottas and Alex Albon before Vettel came past too. Vettel had run wide at Turn 12 on lap 11, enabling Albon to go by with ease, and now had the recovering Pérez in his mirrors.

Once Albon finally nailed Leclerc at Turn 1 on lap 18 it became essential for Ferrari to swap its drivers around to enable Vettel to make best use of his more optimal rubber. Leclerc moved over a lap later, enabling Vettel to eventually finish sixth.

Further rain was forecast but failed to arrive in sufficient volume. Leclerc pitted for hard tyres on lap 20, consigning him to a 50-lap grind which ended with him 11th, a lap down on the leaders.

3 Battling Magnussen claims a point

Ferrari customer teams Haas and Alfa Romeo have been back-of-the-grid fodder this season, but a strategic gamble enabled Kevin Magnussen to run as high as third in Hungary and finish in the top ten. Haas – missing one of its strategists after Mike Caulfield crashed his bicycle in Austria, breaking an arm – stopped both Magnussen and Romain Grosjean for medium-compound slicks at the end of the formation lap as the rest of the field started on intermediate rubber.

That decision gave them track position early

on, when the rest of the field headed for the pits, but both drivers would later be handed 10s time penalties because the radio traffic broke Article 27.1 of the Sporting Regulations (specifically the clause stipulating “the driver must drive alone and unaided”). Magnussen and Grosjean gradually slipped back from third and fourth, but Magnussen had enough time in hand to claim tenth once his penalty was applied. Grosjean lost part of his front wing in contact while being passed by Alex Albon and was eventually classified 16th.

Magnussen and Grosjean ran high early on and Magnussen held on to finish tenth



RESULTS ROUND 3

HUNGARORING / 19.7.20 / 70 LAPS



1st	Lewis Hamilton	Mercedes	1h36m12.473s
2nd	Max Verstappen	Red Bull	+8.702s
3rd	Valtteri Bottas	Mercedes	+9.452s
4th	Lance Stroll	Racing Point	+57.579s
5th	Alexander Albon	Red Bull	+78.316s
6th	Sebastian Vettel	Ferrari	+1 lap
7th	Sergio Pérez	Racing Point	+1 lap
8th	Daniel Ricciardo	Renault	+1 lap
9th	Carlos Sainz	McLaren	+1 lap
10th	Kevin Magnussen	Haas	+1 lap*
11th	Charles Leclerc	Ferrari	+1 lap
12th	Daniil Kvyat	AlphaTauri	+1 lap
13th	Lando Norris	McLaren	+1 lap
14th	Esteban Ocon	Renault	+1 lap
15th	Kimi Räikkönen	Alfa Romeo	+1 lap
16th	Romain Grosjean	Haas	+1 lap*
17th	Antonio Giovinazzi	Alfa Romeo	+1 lap
18th	George Russell	Williams	+1 lap
19th	Nicholas Latifi	Williams	+5 laps

Retirements

Pierre Gasly AlphaTauri 15 laps - gearbox

Fastest lap

Lewis Hamilton: 1m16.627s on lap 70

TYRE COMPOUNDS USED



CLIMATE

Overcast:
wet/dry

AIR TEMP

21°C

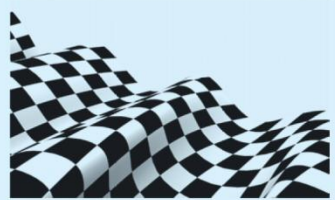
TRACK TEMP

29°C

DRIVERS' STANDINGS

1 Hamilton	63pts	11 Ricciardo	8pts
2 Bottas	58pts	12 Gasly	6pts
3 Verstappen	33pts	13 Ocon	4pts
4 Norris	26pts	14 Giovinazzi	2pts
5 Albon	22pts	15 Kvyat	1pt
6 Pérez	22pts	16 Magnussen	1pt
7 Leclerc	18pts	17 Räikkönen	0pts
8 Stroll	18pts	18 Latifi	0pts
9 Sainz	15pts	19 Grosjean	0pts
10 Vettel	9pts	20 Russell	0pts





FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUNDS 4 & 5

BRITAIN



31 July-2 August 2020 and
7-9 August 2020, Silverstone

PICTURES: STEVE ETHERINGTON; STEVEN TEE; ILLUSTRATION: ALAN ELDRIDGE



THE MAIN EVENT

It was touch-and-go for a while, but the Formula 1 world championship will get to celebrate its 70th anniversary at the venue where it all began – and with two races across successive weekends, no less. Like F1 itself, Silverstone has changed beyond recognition since Giuseppe Farina led an Alfa Romeo 1-2-3 on 13 May 1950. Petrol was still rationed in the UK and the track, based on a redundant airfield, was marked out with oil drums and straw bales...

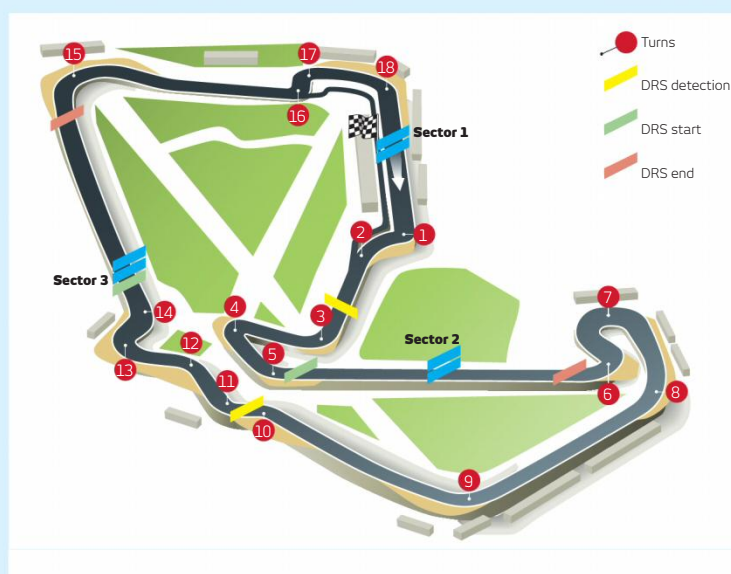
As with the 2020 season-opening rounds, these events will be held behind closed doors. One driver who will feel the absence of fans most keenly is Lewis Hamilton, who has made the Silverstone crowd his own in recent years, having won five of the past six grands prix here.

2019 RACE RECAP

Tactical astuteness and outright pace earned Hamilton the victory over Mercedes team-mate Valtteri Bottas, who led the early stages from pole position. With identical machinery Hamilton had to try a risky alternate strategy, stopping for tyres just once and refusing an instruction to pit again later in the race.

When Bottas pitted from the lead for another set of medium tyres he locked himself into having to stop again. A Safety Car then enabled Hamilton to pit for hard tyres and emerge into a lead he would not yield. Max Verstappen got the upper hand over both Ferrari drivers in a physical contest for the final podium spot, only to be punted into the gravel by Sebastian Vettel after passing him.

KEY CORNER: TURN 9 Once the first corner on the track, Copse remains a challenge despite the huge downforce developed by the current cars. It's a blind, fast entry. And although it's now bordered by asphalt rather than gravel, you can trigger a penalty by straying over the line.



RACE DATA

Venue Silverstone

First GP 1950

Number of laps 52

Circuit length 3.66 miles

Longest straight 0.49 miles

Elevation change 37.07 feet

Race distance 190.262 miles

Lap record 1m 27.369s

Lewis Hamilton (2019)

F1 races held 53

Winners from pole 19

Pirelli compounds C1, C2, C3
(race 1); C2, C3, C4 (race 2)

CAR PERFORMANCE

Downforce level High

Cooling requirement Medium

Fuel consumption 2.5kg/lap

Full throttle 66%

Top speed 199mph

Average speed 153mph

TIMETABLE RACE 1 (UK TIME)

Friday 31 July

Practice 1 11:00-12:30

Practice 2 15:00-16:30

Saturday 1 August

Practice 3 11:00-12:00

Qualifying 14:00-15:00

Sunday 2 August

Race 14:10

Live coverage Sky Sports F1
and Channel 4

TIMETABLE RACE 2 (UK TIME)

Friday 7 August

Practice 1 11:00-12:30

Practice 2 15:00-16:30

Saturday 8 August

Practice 3 11:00-12:00

Qualifying 14:00-15:00

Sunday 9 August

Race 14:10

Live coverage Sky Sports F1
Highlights Channel 4

THE WINNERS HERE...



2019

Lewis
Hamilton
Mercedes



2018

Sebastian
Vettel
Ferrari



2017

Lewis
Hamilton
Mercedes



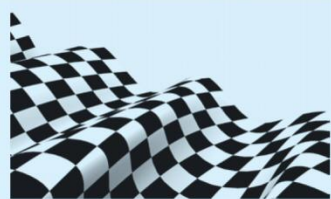
2016

Lewis
Hamilton
Mercedes



2015

Lewis
Hamilton
Mercedes



FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 6

SPAIN



14-16 August 2020
Circuit de Barcelona-Catalunya



THE MAIN EVENT

Barcelona's status as F1's testing venue of choice has long been a cause of processional races here, owing to familiarity with the circuit and the teams' vast archives of historic data. That said, the testing is predominantly conducted in late winter and the Spanish GP has traditionally taken a spring or autumn slot, so a mid-August race offers several unknowns in terms of track conditions.

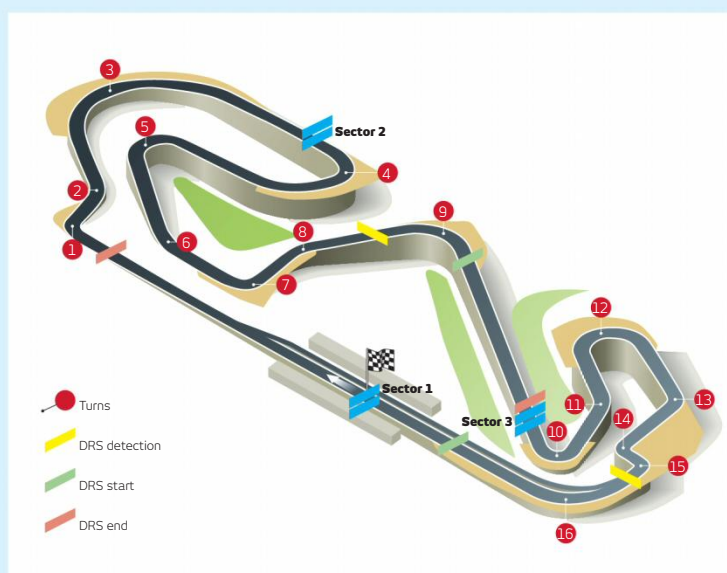
Temperatures during August are an average of 8°C higher than May, but average rainfall is greater, so eyes will be on the movements of the Jetstream. Despite this being the third race in three weeks for the second time already this season, teams may still choose Spain for any upgrades that are permitted under the new regulations.

2019 RACE RECAP

It was here Ferrari established beyond doubt that its SF90 wasn't the rocketship pre-season form had suggested it could be. Mercedes introduced a new aero package and ran comfortably to a fifth consecutive 1-2 finish.

Valtteri Bottas made the most of Mercedes' upgrade package to secure pole by 0.6s, but Lewis Hamilton beat him to the first corner and led thereafter. Ferrari's drivers tripped over themselves at Turn 1 as Sebastian Vettel flat-spotted a tyre while trying to go past Bottas, then cut back in, forcing Charles Leclerc to take evasive action. As a result, Max Verstappen slipped into third and easily held Vettel at bay while Ferrari dithered over whether to order its drivers to swap places and let Leclerc attack.

KEY CORNER: TURN 10 This is the hardest braking area on the track since it comes at the end of a short downhill straight and is much tighter and slower than Turn 1, requiring drivers to select first gear ahead of a sharp acceleration back uphill.



RACE DATA

Venue Circuit de Barcelona-Catalunya
First GP 1991
Number of laps 66
Circuit length 2.892 miles
Longest straight 0.81 miles
Elevation change 87.9 feet
Race distance 190.825 miles
Lap record 1m 18.441s
Daniel Ricciardo (2018)
F1 races held 29
Winners from pole 21
Pirelli compounds C1, C2, C3

CAR PERFORMANCE

Downforce level High
Cooling requirement Medium
Fuel consumption 1.53kg/lap
Full throttle 64.4%
Top speed 188mph
Average speed 122mph

TIMETABLE RACE (UK TIME)

Friday 14 August
Practice 1 10:00-11:30
Practice 2 14:00-15:30
Saturday 15 August
Practice 3 11:00-12:00
Qualifying 14:00-15:00
Sunday 16 August
Race 14:10
Live coverage Sky Sports F1
Highlights Channel 4

THE WINNERS HERE...



2019
Lewis
Hamilton
Mercedes



2018
Lewis
Hamilton
Mercedes



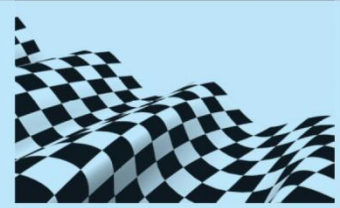
2017
Lewis
Hamilton
Mercedes



2016
Max
Verstappen
Red Bull



2015
Nico
Rosberg
Mercedes



ESSENTIALS

F1 UPGRADES

Enhance the F1 experience with the latest must-have products

DUKE + DEXTER RACING PACK

Price From £150 (footwear)

dukeanddexter.com

London-based footwear label Duke + Dexter has launched a new range in collaboration with Formula 1 legend Jenson Button, the face of its recent In Pursuit Of Adventure campaign. The Racing Pack collection features an eclectic range of styles, from loafers to sneakers to Chelsea Boots, all riffing off Jenson's famous Union flag button logo and his racing number 22. There's also a D+D Racing umbrella, flight tag and pack of foam stickers.

All Duke + Dexter footwear is designed in London and hand-made in a family-owned Sheffield workshop.



MUNCHY PLAY VROOM-VROOM PLATE

Price £14.50

munchyplay.com

GP Racing readers with young families will be acutely familiar with the many perils of mealtimes, particularly after several months of lockdown. Munchy Play's new range of playfully designed crockery aims to add an element of distracting fun and provide an incentive for little ones to eat up.

The Vroom-Vroom plate is one of three designs in the range and features a built-in racetrack. Suitable

for children aged six months and over, it's made from polypropylene, has a non-slip base, is dishwasher safe and is CE certified.

Appropriately, there's also a Formula 1 link behind the scenes: Munchy Play founder Sophia Procter worked in PR for Red Bull back in the mid-2000s.

The Vroom-Vroom plate is also available via Amazon.

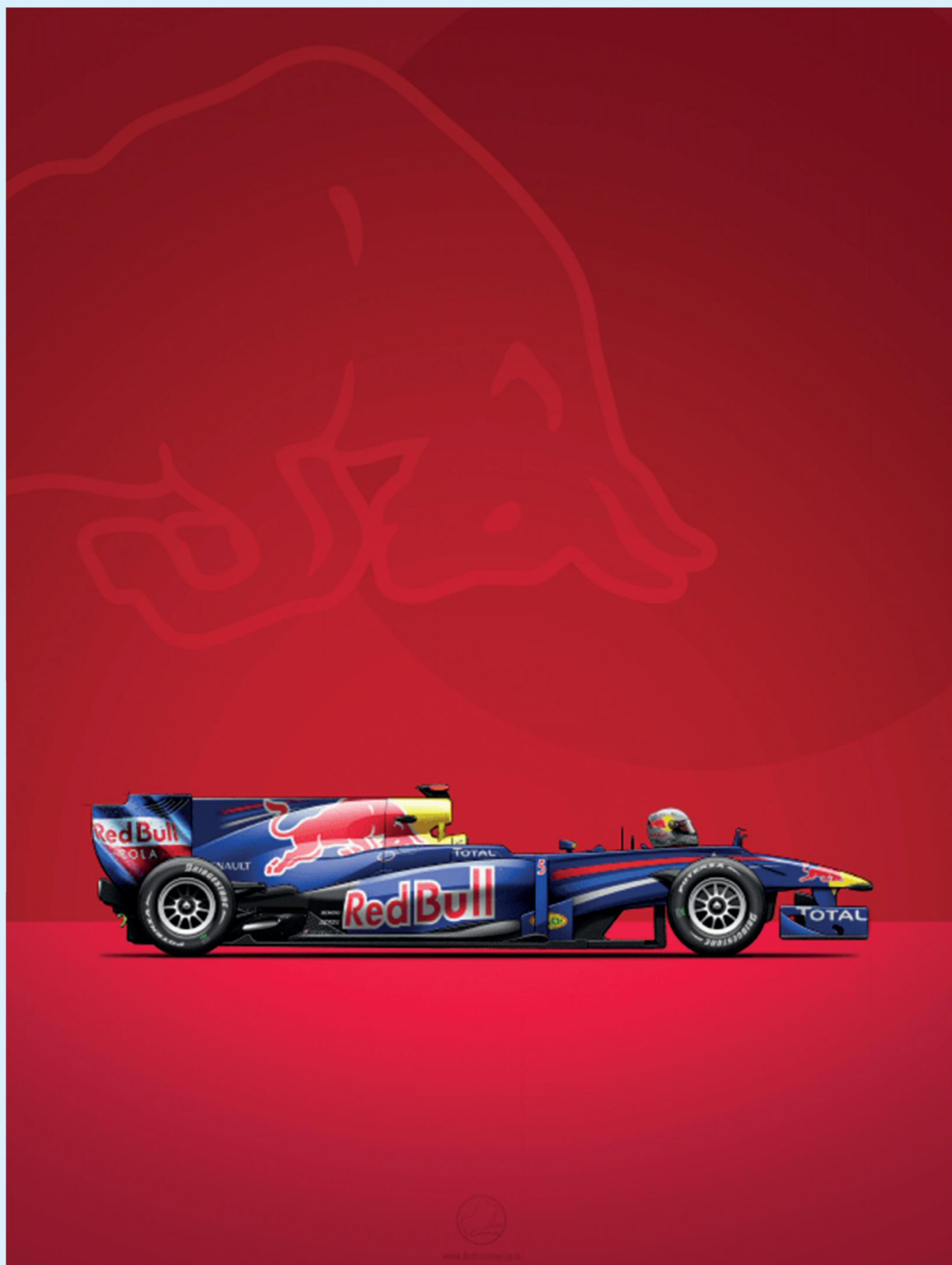


**TAG HEUER CARRERA 160 YEARS
MONTREAL LIMITED EDITION**

Price £5,550
tagheuer.com

Legendary Swiss watchmaker TAG Heuer is celebrating its 160th anniversary with a number of limited-edition timepieces in 2020. Following the Carrera 160 Years Silver Limited Edition, this second collector's item is based on the 1972 Montreal design.

Limited to 1000, the 160 Years Montreal Limited Edition uses the Calibre Heuer 02 movement, which gives a thinner case than the Calibre Heuer 01 as well as an 80-hour power reserve, up from 50 hours. On sale in late July, the watch will be available only from TAG Heuer boutiques and the company's online store.



RED BULL RB6 PRINTS

Price €29-€39
last-corner.com

As Sebastian Vettel prepares to bid goodbye to Ferrari, French graphic artist Alex Pieussergues offers a visual nod to the beginning of Vettel's glory days: a print of the RB6 in which Seb claimed the first of his four drivers' titles. The RB6

fell short of victory in the first round of the 2010 season when a broken spark plug caused Vettel to drop out of the lead. Over the course of the season rancour developed between Vettel and team-mate Mark Webber, leading to a collision between the

two in Turkey. Arguably this feud led to the championship going down to the wire in Abu Dhabi, where Vettel won. The print features a detailed digital render of Vettel's RB6 along with his crash helmet. Two different print sizes are available.



FINISHING STRAIGHT

THE FINAL LAP

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{ FULL THROTTLE
MUSINGS WITH
STUART CODDLING }

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F1'S DOMINIC CUMMINGS MOMENT

If, like me, you're delighted to see the 2020 Formula 1 season actually get going – and especially if, unlike me, you're paid millions to be a leading light in it – you'd have to be pretty dumb to bring the whole thing to a shuddering halt again, wouldn't you? And yet the actions of a few who ought to know better are threatening to destroy the effectiveness of the incredibly thorough precautions F1 has taken in order to return to business.

While many countries emerge from lockdown status in a process accelerated by economic expediency, F1 has been prudent, careful and scientific in its approach: all personnel are to observe their separate 'bubbles', masks to be worn in the paddock at all times, COVID-19 tests for all attendees twice a week. The integrity of the bubble is paramount, because it's well-established that the virus is highly contagious and can be transmitted by carriers who aren't presenting symptoms.

In the grand scheme of F1's COVID plan,

though, face masks aren't doing the heavy lifting, as it were, of preventing contagion. They're part of a broader suite of measures and, if anything, the insistence on wearing them outside is but window dressing, lest the cameras alight on someone sans face covering. It's about being *seen* to be responsible as much as actually *being* responsible.

So while it was carelessly cavalier of Sebastian Vettel, Christian Horner and Helmut Marko to cross the bubble threshold without masks for a career pow-wow in the Red Bull motorhome *during the very first event*, it was downright ridiculous for Valtteri Bottas and Charles Leclerc to ship out back to Monaco between races,

All Formula 1 personnel have a responsibility to ensure that COVID-19 protocols are observed



risking a bursting of their respective bubbles. To Lando Norris, who flew to the UK to see a specialist about his chest pain, we might grudgingly give a pass.

Not only does this make a mockery of being seen to do the right thing, it actively increases the risk of the virus being transmitted into F1. And in getting away with little more than a slapped wrist, these individuals are setting a dangerous example. Indeed, between the Styrian and Hungarian GPs it appeared that Bottas flew the coop yet again, judging by the location tag on pictures posted to his social media feeds depicting him 'enjoying' a COVID test.

For F1 this is a Dominic Cummings moment. Cummings, you'll recall, is the British political apparatchik who took himself and his family off on a 520-mile round trip to his ancestral seat in County

Durham (even enjoying a picnic in the environs of Barnard Castle) at the height of lockdown – and avoided being summarily fired. Perhaps the lesson drawn in this case was that even the most inexcusable behaviour by prominent individuals can be survived by simply brazening it out.

Flouting the rules *and* escaping punishment sets a poor example and this was a missed opportunity for F1 and the FIA to establish clear and powerful boundaries – and deterrents. Other sports have acted with greater resolve: in cricket, the bowler Jofra Archer was dropped from the second test against the West Indies for breaching England's biosecure protocols. Complacency cannot be allowed to creep in – the news of two F1 personnel testing positive ahead of the Hungarian GP demonstrates the need for constant vigilance.

If, say, Leclerc knew that next time he fancied a knees-up with his mates in Monaco one of the consequences would be Antonio Giovinazzi racing his car, he might think again. And if Esteban Gutierrez had been in Bottas's Mercedes for the Styrian GP, would Valtteri still be a championship frontrunner? Ah – that'll be the reason for the cotton-wool treatment, then...

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*Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Data correct at April 2020.