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Models shown are on 2008 SUV Allure 1.2L PureTech 110 S & S, 3008 SUV Allure 1.2L PureTech 130 S & S with optional LED headlights, optional Grip Control*, optional Black Diamond Roof and optional Roof Bars. All-new 5008 SUV Allure 1.2L PureTech 130 S & S with optional Black Diamond Roof and optional Grip Control*. Award logos relate to the following awards: 2008 SUV won Best Small SUV in the Driver Power 2017 New Car Survey, 3008 SUV won Best SUV in the Carbuyer 2018 awards and Car of the Year in the Driver Power 2018 New Car Survey, and the all-new 5008 SUV won Best Large SUV in the What Car? Car of the Year 2018 awards.



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Anthony Rowlinson

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PINO ALLIEVI

As the Formula 1 doyen of *La Gazzetta dello Sport*, Pino has the inside scoop on all things Ferrari; see his cover feature on p36



DAMIEN SMITH

Our series covering Ferrari's history has been a big hit, but all good things come to an end. Turn to p80 as 'Damo' wraps it up



ALISTER THORPE

A regular contributor from our early days, Alister went to racing's 'Silicon Valley' this month to photograph Nick Wirth (p30)



JAMES MANN

McLaren's MP4/8 comes under James's studio lights this month (p92). James is the co-author of *The Art Of The Formula 1 Race Car*

You can't have one without the other...

Formula 1 without Ferrari: pasta without sauce; pizza without topping. Each as unthinkable and unappetising as the other.

Bernie Ecclestone knew it, hence the financial and regulatory indulgences he was prepared to grant the Scuderia. Enzo knew it too, understanding the allure and mystique of his brand and the magic spell his racers could cast upon millions across the globe.

Of course the scarlet cars needed an arena in which to perform and Formula 1 has served that purpose admirably since 1950. Arm-in-arm they've flourished, these two paramours, one to become among the world's largest sports franchises; the other regularly noted as the world's most valuable brand. Could either *really* do without the other?

Because that's what's being contemplated in F1's corridors of power as Liberty Media seek to re-frame the sport's regulatory and financial structures, with outcomes difficult to predict.

Rune-reading has been made harder by the loss of old certainties, such as the deep understanding forged over generations between Ecclestone and former Ferrari president Luca di Montezemolo. They've been replaced with Liberty's hard-ass sports-business mindset and the iron-fist-in-iron-glove ruthlessness of Fiat-Ferrari supremo Sergio Marchionne. Rarely have rock and hard place been so implacably juxtaposed.

As Pino Allievi (page 36) notes this month, the new tone of relations between leading players on both sides has lent a nervy edge to post-2020 F1 negotiations. Liberty would be fools to let slip their most lustrous bauble, but neither can they be dictated to by a mere 'player' – even the grandest one of all. Ferrari, meantime, have no doubt they're in a fight for the very soul of the sport on which their reputation is founded. Not for Maranello a dumbed-down F1 with spec parts that devalue the notion of a Ferrari machine – be that on road or track.

So when Liberty insist they are serious about reducing costs in F1 we can only note their intention and that their goal runs counter to Ferrari's wishes. Then when Marchionne insists: "There could be something even more interesting than F1," it would be naïve to take him at anything other than his word.

How Liberty would regard their prized asset without Ferrari is difficult to imagine; just as one can only guess the reaction of investors to any Ferrari withdrawal from F1's global marketing platform.

Time, then, for cool heads and silken diplomacy to prevail before we find that instead of everyone being a winner, as Liberty profess to wish, everything has in fact been lost.

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F1 Racing is published monthly in the above territories. Formula One, Formula 1 and F1 (trademarks of Formula One Licensing BV, a Formula One Group company) are used under licence

Circulation queries Seymour Distribution Ltd, 2 East Poultry Avenue, London EC1A 9PT, Tel: +44 (0)20 7429 4000. Fax: +44 (0)20 7429 4001. Email: info@seymour.co.uk. ISSN 1361-4487. EAN 07713614480012. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. Colour by Haymarket Prepress © 1996 Autosport Media UK. Reproduction in whole or in part of any photograph, text or illustration without written permission from the publisher is prohibited. Due care is taken to ensure that the content of F1 Racing is fully accurate, but the publisher and printer cannot accept liability for errors and omissions. F1 Racing is a member of the Audit Bureau of Circulations.

Thanks to Tim Bampton, Renato Bisignani, Matt Bishop, Roberto Boccafoli, Matteo Bonciani, Teresa Booker, Jess Borrell, Anna Chinello, Luca Colajanni, Olivier Fisch, Will Hings, Justin Hynes, Peter Innes, Sam Mallinson, Ruth Mathewson, Stuart Morrison, Julian Okines, Mark O'Leary, Anthony Peacock, Jennifer Seiber, Fabiana Valenti, Richard Woods, Matt Youson, and The Owl, Dorking **Special thanks to** Darren Jones, Carl Price and Bob Wayman



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Three-in-one

There's always one thing you can guarantee at the Bahrain Grand Prix, that as the cars head towards Turn 1, their titanium skid blocks will strike the Tarmac and create huge streaks of sparks – which are accentuated in the darkness.

I shot the start of the race from the exit of Turn 2 and was able to head to the inside of Turn 1 when the Virtual Safety Car was deployed for Daniel Ricciardo's stricken Red Bull.

Knowing that Lewis Hamilton was out of position, I was expecting him to perform some overtakes with DRS and he delivered, passing three cars in one move in this image.

Photographer



LAT IMAGES Steven Tee

Where Sakhir, Bahrain

When 7.36pm, Sunday
8 April 2018



Details Canon
EOS-1DX MkII,
85mm lens,
1/20th @ F20

Lovely jubbly

At every grand prix there is a platform built for 40-50 photographers to stand on so we can capture images of the drivers lifting their trophies and celebrating on the podium.

To access the platform in good time, we have a special pitlane tabard, but we still need to ensure we get our position early at the head of the queue.

The platform is quite high, so we're nearly at the same height as the podium itself and for this particular shot of Daniel Ricciardo celebrating his Chinese GP win, I decided to fit a larger 500mm lens.

By shooting with that lens, it tightens the field of view and the compression gives this nice effect with the champagne.



Photographer



LAT IMAGES: Glenn Dunbar

Where Shanghai, China

When 3.59pm, Sunday
15 April 2018

Details Canon EOS-1DX MkII,
500mm lens, 1/1000th @ F4.0









You're out of line

Although the Chinese GP is on early in the morning for European TV audiences, it's run quite late in the afternoon in Shanghai. As it was clear for race day, towards the end of the grand prix the cars head along the start/finish straight into the setting sun.

During the Safety Car period (for the debris caused by the two Toro Rossos tangling with each other) I decided to head to the last corner to capture a rear shot of the field bunched up.

I was hoping something might happen and for the Haas of Romain Grosjean it did. He struggled with getting temperature into his tyres, got sideways and so nearly took out Fernando Alonso's McLaren.



Photographer

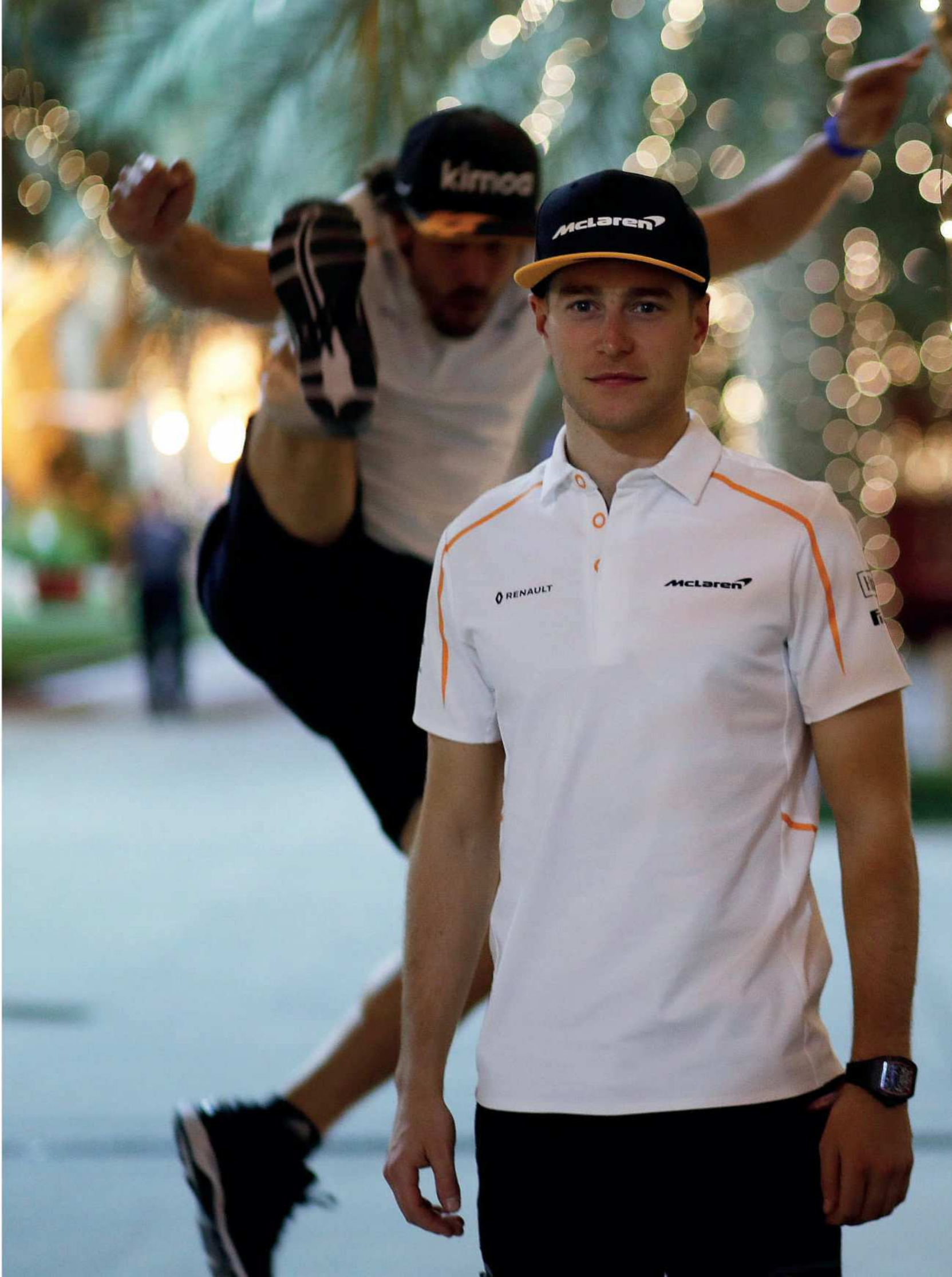


LAT IMAGES: Glenn Dunbar

Where Shanghai, China

When 3.13pm, Sunday
15 April 2018

Details Canon EOS-1DX MkII,
600mm lens, 1/1000th @ F9.0



He's behind you!

Late on Friday evening in Bahrain, I was waiting for both of the McLaren drivers to return from the drivers' briefing.

At that time of the evening the paddock had emptied and I'd framed a clean shot for each driver to pose for, accompanied by the palm trees, adorned with fairy lights.

Stoffel Vandoorne was the first to appear, so I asked him to pose for a picture. At that point, Fernando Alonso came up behind and 'photobombed' the shot with a massive flying kick.

As I showed him the pic on the back of my camera, Alonso laughed, likening it to the overhead kick Ronaldo scored that week in the Champions League game against Juventus.



Photographer



LAT IMAGES: Steven Tee

Where Sakhir, Bahrain

When 10.28pm, Friday
6 April 2018

Details Canon EOS-1DX MkII,
85mm lens, 1/320th @ F1.8



HONDA YONDER FOR RED BULL

01 Before long, Red Bull have to make a big decision: which engine they will use in Formula 1 from 2019.

They have been with Renault since 2007, and achieved four consecutive drivers' and constructors' championship doubles with their engine partner from 2010-13. But since the dawn of the hybrid era, Renault have failed to keep up with Mercedes, and latterly Ferrari, and Red Bull have been unable to keep their frustrations in check at the lack of performance.

After five years of tensions, public sniping, and only



Toro Rosso are running the Honda engine this season and performed well in Bahrain (above) but reliability for both engines is still an issue

limited success, Renault ran out of patience and told Red Bull last September that they did not want to continue supplying them after the end of 2018, when their current contract expires.

It's not as simple as that, however.

Renault also have a contract with F1 that runs until 2024. Indeed, they are the only team or engine manufacturer committed to the sport after 2020. And

that contract contains a clause that says the French company must supply Red Bull if asked.

It was negotiated at the end of 2015, when Renault were seeking to return to F1 as a constructor and former F1 boss Bernie Ecclestone was playing hardball on prize money terms, not least because Red Bull, one of his

02 WHERE, OH, WHERE WILL DAN DRIVE IN 2019?

staunchest allies, were at that point in danger of **not** having an engine, even if that was a consequence of **the** team's own actions in criticising Renault.

The clause effectively means Red Bull have a **choice** between Renault and Honda for 2019 onwards, as Mercedes and Ferrari will not countenance supplying them. It is a choice Red Bull planned for last **summer**, as part of the complicated negotiations that involved McLaren splitting with Honda and switching to **Renault**.

Renault wanted Carlos Sainz, who was contracted to Red Bull, and Red Bull wanted an option to move away from Renault. So Renault released Sainz and gave McLaren the engines that had been going to Toro Rosso. The Red Bull junior team got the Honda engines that had been McLaren's and Honda got a place to develop out of the limelight and intense scrutiny that involved supplying a grandee team with an all-time great in the cockpit.

The benefit for Red Bull was that with Renault engines in one of their cars and Honda in the other, and all data available to them about the chassis, they would be able to make a direct comparison between the two engines.

Twelve months ago, there would have been no contest. Honda were in dire trouble with reliability and performance was way down on the rest of the field. But things have improved as Honda have entered the second season of the new Mercedes-influenced engine concept they introduced in 2017.

Over the opening races of the 2018 season, it has become clear that McLaren's claims last year to have one of the best chassis and that they were being held back only by the Honda engine were wrong. The car was not as good as McLaren thought, and the engine was nowhere near as bad as they claimed.

The Honda, in fact, has looked pretty decent in the Toro Rosso. Yes, the team had disappointing and uncompetitive races in Australia and China, but in Bahrain they were impressive. Pierre Gasly qualified sixth and finished fourth – something not possible with a poor engine on a circuit that ranks highly in terms of the importance of power for lap time.

The Honda remains the engine with the least performance out of the four in F1, but engineers spoken to by *F1 Racing* say that its deficit to the Renault is now as little as 9kw (12bhp) – a lot less than the 50bhp McLaren thought it was last year.

Red Bull are also frustrated by continuing reliability problems with Renault. As of China, Daniel Ricciardo was already on his second of three permitted internal combustion engines, turbo and MGU-H and his second of two permitted energy store and control electronics.

Renault drivers Nico Hülkenberg and Carlos Sainz have also had second MGU-Hs fitted after the discovery of a bearing problem. For all, engine penalties are already an inevitability this season.

Honda, though, have also had reliability problems, and



“ I WANT TO BE WITH THE BEST CAR ”
DANIEL RICCIARDO

Both Honda and Renault plan engine upgrades for Canada. The success or failure of these could decide Red Bull's engine partner for 2019



03 FUTURE PLANS

Engines at centre of discussions for the new-look Formula 1 in 2021

are in the same position. Gasly suffered the first engine failure of the season early in the Australian Grand Prix. It was – as was often the case last year – an MGU-H problem, and it also damaged the internal combustion engine. Honda introduced a new turbo/MGU-H for Bahrain, incorporating reliability upgrades, which was fitted to both cars. So after three races, both Toro Rosso drivers had already used two of three permitted turbos and MGU-Hs, and Gasly had also used two ICEs.

Red Bull's frustration is that Renault keep having the same problems with the same parts, although the same could also be said of Honda.

When does the decision have to be made? Renault want it done by the end of May, when engine manufacturers have to tell the FIA how many teams they will supply next year. But as McLaren's decision last year was not made until September, there is almost certainly some wriggle-room in that. Red Bull will likely want to wait until at least the Canadian GP, when both companies are planning to introduce performance upgrades.

Renault's is said to be in the region of 30bhp; Honda's 40bhp. If both come true – which is often not the case of upgrades in reality – that would make the engines neck-and-neck on performance.

On balance, Red Bull seem to be swinging towards Honda. Insiders say that's the way it's going and Red Bull's attitude to each company is different: constant frustration with Renault; very much positive surprise at what they have found with Honda.

Add into the mix that there are benefits in both financial and competitive terms to being Honda's works partner rather than Renault's customer – the engine is probably free, and Red Bull can influence design decisions, neither of which are the case with Renault – and it looks very much like it will be a Red Bull Racing-Honda in 2019.

WHERE WILL DAN BE THE MAN?

02 Engines are not the only uncertainty at Red Bull for 2019. Their driver line-up is also up in the air, with Daniel Ricciardo out of contract and making no secret of the fact that he is open to offers.

There are potential openings for Ricciardo at several teams and his Chinese GP win has done his stock no harm. Mercedes have two drivers out of contract at the end of 2018; Kimi Räikkönen's Ferrari deal expires this year; Renault are interested; and so might be McLaren if Fernando Alonso were to call it a day. ▶

Ricciardo has said he “wants to be with the best car”. But which one is it – and can he get it?

Delays over Lewis Hamilton’s new Mercedes deal have set tongues wagging, despite the fact that both parties say it’s only a matter of time. But Merc F1 boss Toto Wolff has made it clear Valtteri Bottas needs to prove himself in

RICCIARDO MIGHT FANCY FERRARI BUT DO FERRARI WANT TO RISK UPSETTING THEIR INTRA-TEAM HARMONY?

the first half of the season to keep his seat, while Esteban Ocon is another serious possibility there.

And would Wolff rather have another A-list driver in case either Hamilton doesn’t sign, or if he feels any concern that his superstar’s motivation might wane?

Ricciardo might fancy Ferrari on one level – it’s

the fastest car so far this year – but do Ferrari want to risk upsetting the intra-team harmony by signing a driver who beat Sebastian Vettel at Red Bull in 2014, when the German is under contract until 2020?

Vettel is believed to have number-one status guaranteed in his contract, in which case, would Ricciardo want to go there? Or would he go for it on the basis that he would expect to beat Vettel and questions of ‘team orders’ would therefore take care of themselves?

Red Bull say they want him to stay – but is Dan concerned about it becoming Max Verstappen’s team?

Meanwhile, both McLaren and Renault would be a potential step down in competitiveness, but if Mercedes and Ferrari are not an option, do they become more appealing if Red Bull plump for Honda engines? It’s a tough call, and clearly not just Ricciardo’s...



Bottas (right) is under pressure to produce results quickly with Ocon (far right) a possible replacement at Mercedes. But would Ferrari go for Ricciardo given the mauling he gave Seb before his Ferrari move?



GLIMPSE OF THE FUTURE

03 Uncertainty over engines is not only occupying the minds of those at Red Bull, it is also central to discussions over the future of Formula 1 itself.

The sport’s governing body, the FIA, have set an end of May deadline to resolve the debate over the engine rules from the 2021 season. On 17 April, the FIA issued a statement re-iterating their desire to remove the MGU-H from 2021. This is the part of the hybrid system that recovers energy from the turbo. While it allows the ▶

F1 DIGEST THE MONTH’S BIG STORIES AT A GLANCE

30.03.18 Silverstone bosses predict laptime boost after resurfacing

04.04.18 All F1 teams apart from Ferrari commit to new eSports series

06.04.18 Liberty Media reveal six-point plan for post-2021 future

07.04.18 Russian GP promoter demands return of ‘grid girls’



10.04.18 Zak Brown becomes McLaren Racing CEO in management reshuffle



17.04.18 FIA announce 2019 changes including more fuel for ‘full power’ racing

17.04.18 Teams to assist in finding

aerodynamic solutions to improve racing

24.04.18 New clampdown on exhaust blowing announced



26.04.18 Tim Goss removed from chief technical officer (chassis) position at McLaren



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IF THERE ARE ANY PROPOSALS THAT DISTORT F1, I THINK FERRARI WILL PULL OUT

Sergio Marchionne



current F1 engines to have revolutionary levels of efficiency, it is also expensive, complex, blamed for much of the current disparity between engines, and responsible to a large extent for their muted sound.

The four engine manufacturers wrote to the FIA before the season saying they wanted to keep the MGU-H. But insiders say that when its removal was proposed by the FIA at a meeting of the strategy group of leading teams, F1 and the FIA on the 17th, no one really objected.

As such, the MGU-H is regarded as part of a negotiating position by the leading teams in the wider debate about F1 post-2021 – namely on the revenue split, cost control and technical rules (see James Allen column page 29).

F1's commercial rights holders Liberty Media made a presentation to the teams at the Bahrain GP on how they wanted to restructure the sport. This included a \$150m budget cap and a more equitable distribution of prize money between the teams as part of a desire to ensure, as it was described in an F1 statement, that "how you spend the money must be more decisive and important than how much money you spend". Among changes planned are more standard parts – on items such as gear ratios and brake ducts, believed to be of minimal importance to the public.

Reaction from the teams has been muted, not least because all had to sign a confidentiality agreement at the meeting. Mercedes F1 boss Toto Wolff described it as "a good starting point for discussions", while Ferrari chairman Sergio Marchionne said: "We are working with Liberty Media to find acceptable solutions", but repeated his threat that "if there are any proposals that distort F1, I think Ferrari will pull out" (see cover story, page 36).

Despite the confidentiality, some details have leaked out, and Ferrari are the team most affected by the proposed prize money changes. Liberty have suggested cutting the bonus they currently receive for their historic value to the sport from about \$100m to \$40m. Ferrari would receive the \$10m bonus proposed for all engine manufacturers on top of that.

The prize money split between the teams has not been revealed. But sources say the proposed new structure mirrors the current one: a prize fund split into two chunks or 'columns', one paid out in an even division between the 10 teams; the other based on performance in the previous season. However, the gaps between the teams in what is known as 'column two' are much reduced.

There is also a proposed change to the overall income split of F1. Currently, the teams receive 67.5 per cent of the pot and F1 the rest. Under the new proposal, if income is about what it is now – \$1.5bn – that split remains similar. If income goes down, the teams get a greater percentage; if it goes up, the teams' percentage is smaller.

In other words, Liberty are effectively proposing ring-fencing a ballpark figure for the teams of about what they earn in total as a body now, while Formula 1 will not only take on the risk of any drop in revenue, but also benefit more from any rise.

F1 MASTERMIND

Your chosen specialised subject: the world's greatest sport

- Q1 Who is the most recent winner of a GP: Fernando Alonso or Kimi Räikkönen?
- Q2 How many championship races has the Italian circuit of Imola held?
- Q3 Two current drivers were born in Belgium: Stoffel Vandoorne and who else?
- Q4 Lewis Hamilton finished on the podium in Australia in 2018, but when was the last time he didn't finish in the top three in Melbourne?
- Q5 Apart from Dan Gurney, what other fact links Porsche and Wesslake in Formula 1 terms?
- Q6 In which hotel car park were two GPs run in 1981 and 1982?
- Q7 Which year had a slightly different points system for drivers and constructors: 1960, 1961 or 1962?
- Q8 Which Australian has scored the most points in the Australian Grand Prix up to and including 2018: Daniel Ricciardo or Mark Webber?
- Q9 Michael Andretti managed a single podium in his short F1 career in 1993. In which race was it?
- Q10 Who is the youngest driver ever to be on pole for a Formula 1 GP?



1 Fernando Alonso (Spain 2013) 2 27 Max Verstappen
4 2014 5 They are the only manufacturers with a solitary F1
win 6 Caesar's Palace, Las Vegas 7 1961 8 Webber (38 to
Ricciardo's 34) 9 Italian GP 10 Sebastian Vettel (22) 11



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THE RACER'S EDGE

PETER WINDSOR

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The visual problem with the halo is not that it's there; the problem is what we're no longer seeing: to wit, the angle of the driver's head as he turns into a corner. For me, this is one of the fundamental elements of fast driving. You've got your Romain Grosjean and your René Arnoux, hunched slightly, leaning perceptively forwards, when they're on the limit – and you have your Nigel Mansell and your Lewis Hamilton, helmets angled fractionally back, leaning towards the apex, the masters of their domains. Helmet angles portray body language – and body language is a function of how good they are.

Peter Revson, for example, always tilted his head away from the upcoming apex. I asked him about this and he said that it was from a habit he learned on ovals, where leaning inwards decreased your peripheral vision slightly. Revson the thinker. And he was good, too.

Things were even better, naturally, before the advent of full-face helmets. Oil around the outline of the goggles spelled “RACING DRIVER”. End of story. You'd get to Reims, where the stones flew, and you'd tape up your face for protection; then it became cool to tape up the top half of the goggles, narrowing your field of vision merely for the track.

I think the 1960s produced the best looks. Graham Hill and Jim Clark would tie up huge fire-resistant face cloths with big knots around the backs of their necks and pull the bandanas right up over their noses before strapping on their Bucos. Denny Hulme, and sometimes Dan Gurney, tied the cloths only over their mouths for the bandido look.

Before face masks, you could study body language by what they did with their mouths. The photographer Michael Cooper used to recall Jim Clark miming words at him as he burst through Eau Rouge or Malmedy, suggesting that Mike move back or forwards a little for a better photo. And then there was the time that Stirling Moss, en route to victory at Monaco, actually chatted up a female spectator at the Station Hairpin, pointing to the Mirabeau Hotel and arranging a rendezvous schedule with hand and mouth signals. She was on time, too....

Before radios and headsets, engineers used to squat beside the cars and shout at the drivers between runs.

“Carlos,” Mauro Forghieri would say as you walked past the Ferrari. “I neeeeed you to try the old rear wing...” Such snippets were good starting-points for post-practice interviews.

Equally, if the driver didn't want to talk, he would hold up his hand by the side of his helmet as if to say, “Sorry? Can't hear...” and shake his head in faked annoyance.

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HIDING AWAY: BODY LANGUAGE AND THE HALO

Having banged on about the need for forward-facing cockpit protection ever since my mate Vittorio Brambilla was knocked unconscious by a flying wheel at Monza in 1978, I am of course pro-halo. As good as it feels to talk about F1

drivers being wimps, reality is different when someone gets hurt. And I've been to enough racing drivers' funerals in my time – 15 before I turned 30 – not to want to attend another.

So whenever I feel the urge to join the clamour and resist the halo I make a positive effort to think of Tom Pryce, or Markus Höttinger or Mike Spence. Then I keep my mouth shut.

That said, I'm finding that it's taking too long to get used to them. Everyone is saying “after a while you don't even notice the halos” and so initially I took that at face value. I assumed it would be the same as big air boxes or wide noses: everyone had them and they quickly blended into the scenery.



There's no doubt that head protection in F1 is a good thing, but it's a shame it has to spoil the view



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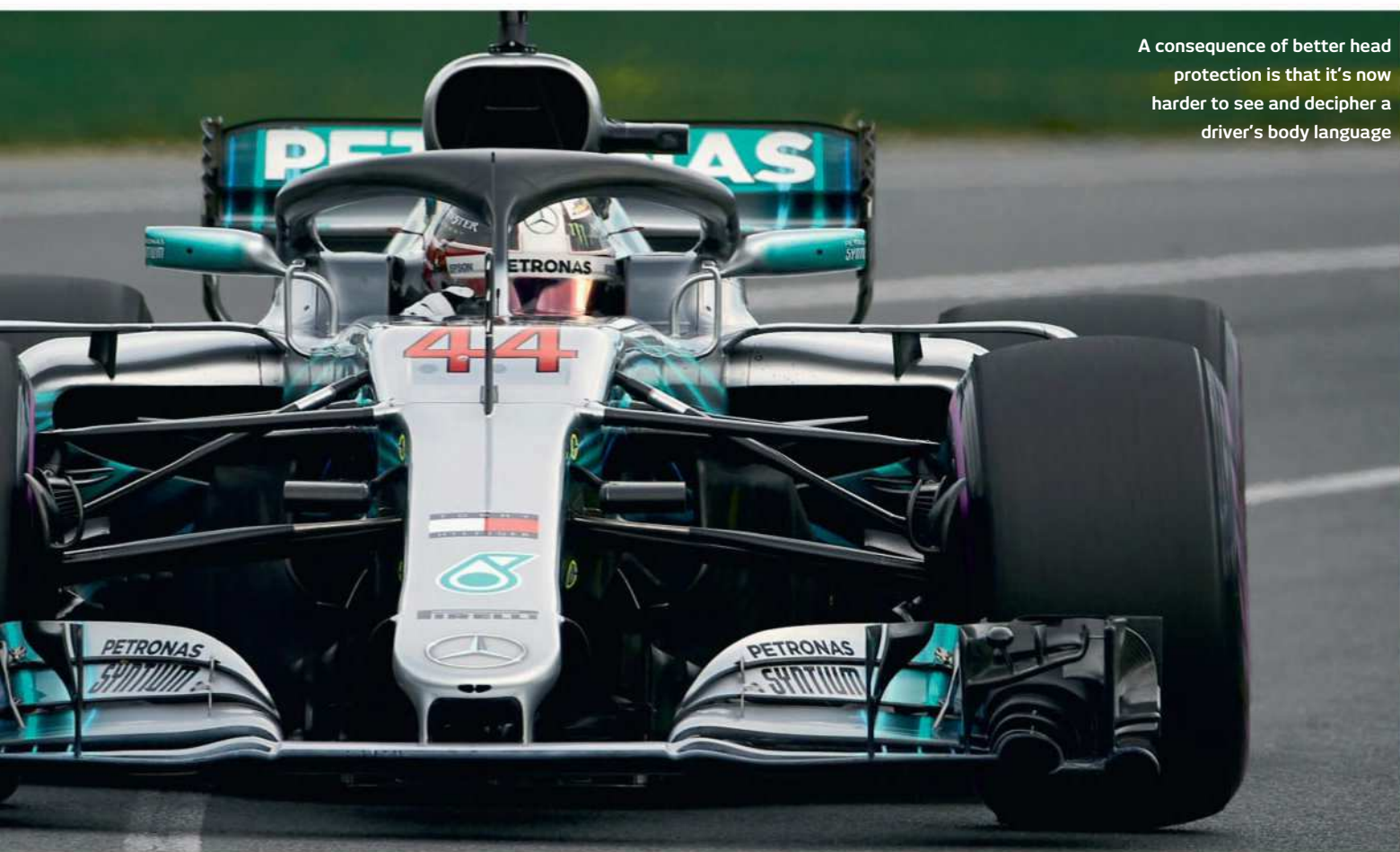
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A consequence of better head protection is that it's now harder to see and decipher a driver's body language

THE VISUAL PROBLEM WITH THE HALO IS NOT THAT IT'S THERE; THE PROBLEM IS WHAT WE'RE NO LONGER SEEING: TO WIT, THE ANGLE OF THE DRIVER'S HEAD AS HE TURNS INTO A CORNER

The halo has this to be said for it from a non-safety standpoint: on the grid, with the drivers strapped in, it's difficult for hangers-on to squat by the cockpit and talk to them. Annoying journalists with mics now have little or no chance of stealing the dreaded soundbites – and that's a good thing for the drivers, particularly as they're

now spending more time in the cars owing to the complexities of climbing in around the halo.

On the other hand, I was shocked to see that some of the F1 teams are taking advantage of the halo by custom-fitting what I can only describe as “side monitors” for the drivers' personal pleasure in the garages. This is all about trying to look

super-slick even if the car is dire on the track – and it's about the drivers believing that they need to know everything that's going on around them, even if it means that they're not focusing on the lap that has to be driven. It's about the digital age, sector by sector, overlay by overlay, regardless of the “feel” that slips through the gaps.

Anyway, the trend now is to have TV monitors on the sides of the

cockpit, flush to the halo (which has stolen the position of the traditional head-on monitor). The result is that the driver is now completely insulated from the world outside – make that hermetically sealed – which is probably good for him but lousy for everyone else.

I'm talking the garage here – a location that all well-run teams use for their “invited guests”. If there's a moment any VIP will take home with him from a GP it's when they've been standing a few feet away from the car and watched the driver's eyes as he talks to an engineer or thinks about what is happening. Those moments are beyond time and price.

No longer. Now you see stuff shrouding the place where you assume the driver sits.

And no. I don't have an answer. If it's the halo or the loss of Mike Spence I'll go for the halo every time. Somewhere, though, there should still be room for compromise – particularly in the garage.



The new side monitors restrict everyone's view of the driver when the car is in the garage



TOM HARTLEY JNR

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2002 FERRARI F2002

Race winner with Michael Schumacher and Rubens Barrichello, considered one of the greatest F1 cars of all time



1974 FERRARI 312 B3-74

The car Niki Lauda drove to his first Grand Prix victory, one of only two 312 B3-74s originally assembled by the Scuderia in Maranello



1967 BRABHAM-REPCO BT24-1

Three-time winner in 1967, including the French and Canadian Grand Prix, the car that won F1's only Grand Prix at Le Mans, nine Formula One Grand Prix starts



1977 McLAREN M26

One of only four James Hunt Grand Prix winning McLarens, the car that took Hunt to his final F1 victory at the 1977 Japanese Grand Prix, also driven by Jochen Mass and Patrick Tambay

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UNDER THE HOOD

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this while maintaining F1's position as the pinnacle of motorsport with state-of-the-art technology. While the actual figure for this cap has not been released by Formula 1, Toto Wolff has suggested it may be \$150m or just over £100m.

This may seem a lot less than is currently spent, but it may only cover operational costs and excludes, for example, drivers' salaries and marketing budgets. In this case the sum is still large since it represents something close to the total budget, drivers and marketing included, of mid-range teams such as Williams. If this is the case it might be argued that the cap is still too high but there are two factors to consider. Firstly it will indeed cap the highest

spenders and therefore eliminate some of the spend on attention to detail that yields incremental performance unattainable by the less well financed. Secondly there's no reason that the cap, once in place and proven, may not be gradually reduced.

The cost cap alone may not be the total answer, but coupled with a well-thought-out level of design prescription and standardisation, it will go a long way to meeting the high-level objectives of the sport. Many point out that regulation of it will be difficult. It will. But this isn't a reason not to do it, merely an acknowledgement that the design and monitoring of the system needs good people and process in place. The FIA and Formula 1 have already ensured that is the case.

While cost-capping may be divisive, it pales into insignificance compared with the next proposal, which is the redistribution of income. The previous commercial rights holders, having only short-term objectives, were happy to use differential income as a powerful persuader to achieve their aims. Teams that complained loudest tended to come off best until the present situation arose, whereby certain teams can obtain high income even with substandard results. When I was at Williams it always galled me that even though we beat Ferrari in 2014, we ended up with significantly less prize money than them.

Formula 1 have announced that the historical franchise and value will still be recognised, thereby leaving the door open to some form of historic bonus, but more

A BLUEPRINT FOR FORMULA 1'S UTOPIAN FUTURE

It's often said that the Friday of a grand prix weekend brings little of interest to the fans, and that it serves merely as a platform for teams to tune their machines towards nirvana in splendid semi-isolation. You wouldn't place the Friday of the 2018 Bahrain Grand Prix in that category, since before a single car turned a wheel Formula 1, the group formerly known as Formula One Management, outlined to the teams their vision for the future of the sport.

While only the teams were party to the full details of the plan that weekend, the press release from Formula 1 gives an insight into how 2021 will become a watershed for the sport. By examining the key strategic initiatives announced that day, and by considering the various comments made by stakeholders over the past few months, it's possible to get a reasonably clear picture of the direction in which the commercial rights holders would like to take the sport.

Point one concerned power units. The thoughts, opinions and arguments about how this particular part of the technical make-up of the sport should

progress have been in the public domain since last autumn. In essence the current manufacturers would like to maintain the status quo, even though the power units clearly haven't reached the parity of performance that the sport requires for less predictable race results.

Formula 1 has a different view, one that takes in the big picture – and puts entertainment at the top of the list of desirables. This dictates that fundamental change is needed in the power units to reduce costs and attract new entrants, thereby improving the sustainability of the sport as a whole, and militating against any particular group wielding the type of political power that can be detrimental to competition.

In this sphere the FIA clearly stated the seven objectives which were to guide the determination of the future engine regulations. Quite rightly one of these was that the engine should be road-relevant and be a hybrid. I say quite rightly because even with entertainment as our guiding light it's still necessary to maintain social responsibility, and the development of hybrid technology does this. Interestingly the other six objectives would be satisfied by a high-revving, normally aspirated V12.

On costs Formula 1 made the statement that *how* a team spent its money should be more decisive to its success than *how much*. If there's one sentence that stands to ensure the success of the sport than this is it. They have determined that a cost cap should be implemented that controls



The announcement in Bahrain means that 2020 should be the last year of F1 in its current format

LAT IMAGES: ANDY HONE ILLUSTRATION: BENJAMIN WACHENJE

FORMULA 1 HAS A DIFFERENT VIEW, ONE THAT TAKES IN THE BIG PICTURE – AND PUTS ENTERTAINMENT AS THE TOP OF THE LIST OF DESIRABLES

significantly they have recognised for the first time that engine suppliers can share in the revenue rather than only partaking if they own a team.

On the sporting and technical regulation changes, the commercial rights holders are calling for cars that are more raceable, meaning they should be able to follow each other more closely than is the case at present. They also recognise

that while engineering will always remain a cornerstone of the sport, the driver's skill must be a predominant factor in the car's performance. In fact they call for it to be the predominant factor, a slightly optimistic desire in so technical a sport.

Of course the commercial rights holders don't have the ability to govern the sport, but one very refreshing aspect of the new era is that they're

working closely with the FIA to resource the research necessary to understand the desires of the fans, and how they may be achieved through technical and sporting regulation changes. It's my role as chief technology officer of Formula 1 to enable my small team to help steer that research, not just in the car design but also in the

formulation of novel sporting regulations and even circuit design.

Finally the document made public in Bahrain stated that concerning governance of the sport, a simple and streamlined structure would be set up between the teams, the FIA and Formula 1. A simple sentence, but if this state could be achieved it will probably be the single most important step towards our utopian future.



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RECRUITMENT DRIVEN BY PASSION



James Allen: Risk and reward in F1



Nick Wirth: High-tech simulation outside F1



Getting the financial balance right



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NO REWARD WITHOUT RISK

Formula 1 teams know all about the balance of risk vs reward. The drivers weigh up every overtake in those terms; Verstappen's judgement veered slightly toward the 'optimistic' when he put himself in a vulnerable position going around the outside of Lewis Hamilton at the Chinese GP.

The race strategists weigh up the dynamic when plotting a strategy switch. A perfect example was Red Bull pitting both drivers under the Safety Car in China – a bold, winning move. Mercedes and Ferrari were cautious, preferring track position, but they lost their chance of victory.

And when you are building up a business like F1, there's a sweet spot of shared risk and reward to be struck between all the stakeholders. This seems to be off centre at the moment, however, as we enter the 'squeaky bum' phase of negotiations for a post-2020 Formula 1.

Liberty Media have taken a significant risk in paying \$8 billion to buy control of the sport. They believe there is untapped value in a business Bernie Ecclestone built up, but then allowed to stagnate in the final years of his reign.

Formula 1 has some circuits and some good TV contracts signed up beyond 2020, but it doesn't

STRAIGHT TALK

of that investment to come from Liberty's pot, not theirs. Not much alignment of shared risk/reward there, it would seem.

The plans for the new post-2020 F1 were unveiled to the teams over the Bahrain GP weekend – and in a very vague, top-line, sort of way to the media and public. They essentially contain a five-point plan to 'make F1 great again.' But on two points in particular the leading manufacturers are unhappy.

The narrative from Ferrari and Mercedes especially is that Liberty are making changes that impact the manufacturers on cost, though without giving them a means of earning the money back. They argue that simplifying the engines and making them louder (a Liberty goal) means those power units will need to be redesigned, at considerable cost. But those same engines must be sold to customer teams at maximum of €10m – ie at a loss to the power unit manufacturers.

On the thorny issue of F1 revenue division, Liberty propose that Ferrari's up-front payment for their historical participation (they're the so-called 'longest standing team') should

be more than halved to \$40m a year, with the sport's wider income shared more evenly. A team such as Williams, or Force India, would thus become more valuable as an asset and potential buyers would have a much more attractive risk/reward profile when considering coming into F1.

And not all the risk would be on the manufacturers' side. They would each get an additional \$10m a year for participation, under Liberty's proposals, and there is also a small sop to new manufacturers such as Porsche – and even Aston Martin – who stand on the sidelines, poised to enter.

One of the best examples of a well-structured balance between risk and reward in F1 is the Singapore Grand Prix model. This is the most professional F1 promoter set-up around, based on the Singapore government and entrepreneur Ong Beng Seng sharing the risk of hosting the Grand Prix 60-40. They share the upside in a similar ratio. If that model had been in place at all those circuits that have come and gone over the past 10 years, they'd mostly still be on the calendar and viable.

Of course, any risk/reward relationship relies on trust: drivers weighing up a risky move need to trust the other guy isn't going to drive them off the road. Any teams and manufacturers buying into Liberty's F1 vision will need to have confidence in their ability to chart a course for growth.

But at the highest levels, where the future of F1 is being negotiated, trust seems in somewhat short supply right now.

yet have its star actors signed up – the teams and drivers. The new strategy of marketing F1 on the drivers' star power is clever, because not only are they F1's greatest appeal, they ensure consistency of allure – were Ferrari and Mercedes to leave the sport, for example. Even without these two grandee teams, the drivers would still be there.

The use of the word 'marketing' in the context of F1 is also instructive; Ecclestone didn't believe in spending money on it. This approach worked well for many years and kept costs down.

But the model was disrupted by a fast-changing media landscape and the absence of a central F1 marketing department during the late Ecclestone era started to look completely anomalous.

This is one of a number of areas in which Liberty have invested. Operating costs have risen significantly as a result, but Liberty argue that investment is essential at this point to grow the sport. The powerful teams, however, would like all

Ferrari and Merc feel that putative post-2020 rules will add to their costs while reducing their earnings



THIS MONTH

Nick Wirth

President and technical director, Wirth Research

What connects motor racing to advanced architecture, military drone technology, road haulage and retail refrigeration? Having proved the virtues of using computational fluid dynamics (CFD) to design complete cars for Honda in US sportscar racing, Wirth Research struggled to do the same in the resource-restricted Formula 1 environment. But business is booming as they transfer their technology to the wider world

CV

Age 52

2011 Parts company with Virgin

2009 Designs the Virgin VR-01, the first CFD-only designed F1 car, for 2010

2009 Appointed technical director of Manor Motorsport

2005 Elected a Fellow of the Royal Academy of Engineering

2003 Founds Wirth Research

2001 RoboScience launches RoboDog, the world's first robot labrador

1999 Founds RoboScience

1996-1999 Chief designer at Benetton

1995 Winds up Simtek GP and Simtek Research

1993 Forms Simtek Grand Prix to enter 1994 F1 season

1989 Starts Simtek Research with Max Mosley

1987 Starts at March as an aerodynamicist

1987 Graduates from University College London with a first in Mechanical Engineering

F1 Racing: Virtual engineering is the common thread in your activities. How did you become so committed to it?

Nick Wirth: For 15 years with Honda, during the post-season review they'd say, "We've had a successful year but the competition are going to come back stronger – what are we going to do to ensure that we carry on winning?" And I'd say, "We need to invest more in aerodynamic research. We need to do more CFD." It ended up with us investing in CFD to a level that is far beyond what is used in F1 now.

F1R: In what way?

NW: It's simply because the rules have been written, in my opinion, in a very unfortunate way, which means that the full power of modern CFD cannot be exploited in F1 because of the regulated restriction in resources in CFD.

F1R: Why is that?

NW: Because doing CFD right is so computationally difficult to do. Doing it right is a very high grid count, compressible flow, full physics, large-eddy simulation. It's the gold standard of what we know about CFD. The top teams can use it on occasion but they can't use it every single run because of the F1 CFD rules.

F1R: What you mean by the 'gold standard'?

NW: The critical phrase is 'full physics' – aerodynamic and thermodynamic simultaneous simulation. So, F1 tyres run at about the boiling point of water, brake discs at a peak temperature of 1000°C and the water coolers inside the engine are running at maybe 120-130°C. There's all this heat transfer going on and that's critical to simulate. Warm air going down the car affects the forces on the back of the car differently to if it was cold, because it's less dense. It was only when we added all these processes into our models that they started to correlate really well to full-scale. The Honda sportscars we never took to a windtunnel. All those cars we developed in CFD only.

INTERVIEW
ANTHONY
ROWLINSON

F1R: What are the applications beyond motorsport?

NW: The defence industry is one area. For instance, Lockheed Martin asked us to come up with a concept that would enable a submarine to launch an unmanned aerial vehicle while underwater. We had to design a tube that would transform into a small aircraft in three tenths of a second and only weigh a kilo and a half, so we applied all our motorsport simulation knowledge to making this aircraft as efficient as it could be. Our propellers use 20 per cent less electrical power to generate the same thrust as the best commercial composite propellers.

We're doing a lot of work in architecture on pedestrian comfort and building loads, and we also helped Apple with the natural ventilation system on their new campus. To work out the flow structures we had to model the whole valley Cupertino is set in!

Something else we can do now, which hasn't been solvable in simulation before, affects tall buildings. You can use a windtunnel to work out how much a building sways in the wind, but you have no idea if the cladding is going to scream. We can get it so they can see those problems and engineer them out before building and we're going to present our solution to the world in Chicago on May 30.

F1R: How did you end up re-engineering the fridge?

NW: We'd worked with a number of partners, including Eddie Stobart, on the road haulage side, to re-engineer their trailers to be more aero efficient and they were typically seeing a five per cent improvement.

When talking to Marks and Spencer about their vehicle aerodynamics, they asked us to take a look at their chiller cabinets. They were good at keeping sandwiches cold but were expensive and kept the shops cold. If they put doors on it had a disastrous effect on sales. We built a model, ran a high grid count, compressible flow, full physics, large-eddy simulation – making it the most sophisticated fridge ever built – and that enabled us to understand and invent a means to control the air spill. Our retro-fit solution takes 30 seconds to fit. If every supermarket has one it will reduce the UK's overall electricity consumption by one per cent...



THIS MONTH

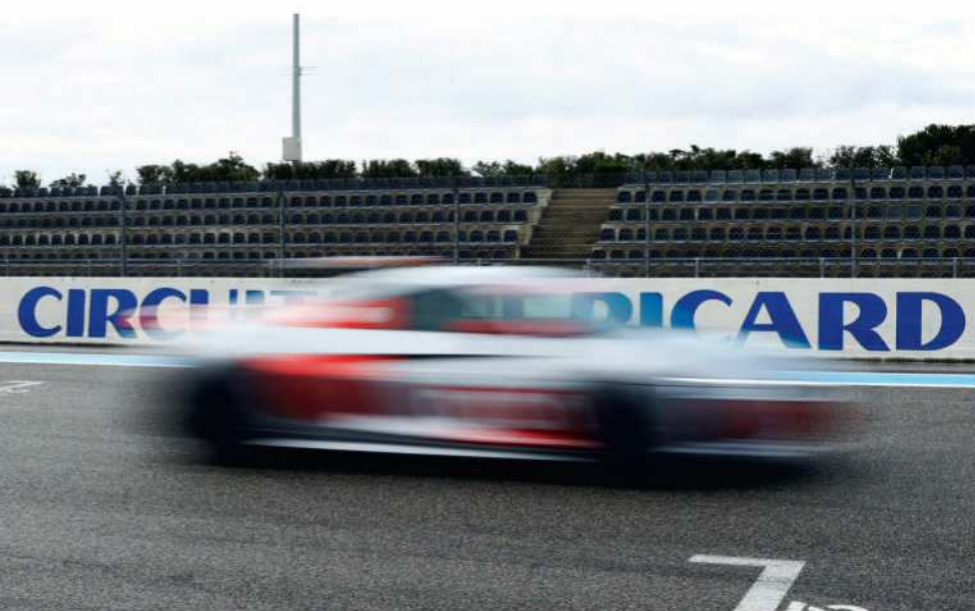
Balancing the finances of the F1 calendar

Like so many elements of Formula 1, the calendar is in a state of considerable flux at the moment.

New commercial rights holders Liberty Media entered the sport last year saying they wanted to retain the famous historic races and open F1 up to new markets. It's still too early to say whether they are going to achieve their aim.

Part of the reason for that is the complex financial equation involved in holding a grand prix. This year there are 21 on the calendar – a record equalling the 2016 season. The number has gone up from 20 last year because of the return of the French GP for the first time since 2008.

The deal was struck by Bernie Ecclestone before his departure – just as the decision by the Malaysian government to end their 20-year tenure as hosts was influenced by the sport's octogenarian impresario helpfully pointing out that they had been over-paying for the pleasure of having an F1 race.



WHO THE HELL ARE... GANDYS?

Who are they?

Gandys are a flip-flop fashion line founded by two brothers who tragically lost both parents in the tsunami that struck southeast Asia in 2004. Gandys introduced full menswear and womenswear collections in 2016. 10 per cent of the company's profits are donated to the Orphans For Orphans charitable foundation.



Where are they? Gandys achieved a scoop when they became the first sponsor to appear on the new-for-2018 halos – and in their case on the McLaren for the Australian Grand Prix.



EGGECLESTONE POINTED OUT THAT MALAYSIA HAD BEEN OVER-PAYING FOR THE PLEASURE OF HAVING A FORMULA 1 RACE



France represents one possible model whereby 'historic' races can make themselves financially viable. The race will be funded by an arrangement in which a consortium of regional bodies pay about half the annual €30m cost, with ticket sales and partnerships covering the rest.

The grand prix has been championed by Christian Estrosi, the mayor of Nice and a former racing driver, who made his case on the theoretical economic benefits of the grand prix. The initial economic impact of returning a grand prix to Le Castellet in the south of France is calculated at €38m, with the overall economic benefit to the region said to be €65m. If those sorts of calculations are accurate, the appeal of a grand prix is clear.

It's a model that might work for other races in western democracies, which cannot justify using public money to fund the entire race fee. Something similar could work for the proposed race in Miami in 2020, whereas if the much-talked-about race in Vietnam comes to fruition, that would more likely be government-funded.

But it remains to be seen whether organisers of other historic races will be able to follow the French GP path.

Liberty have made it clear they see events such as the British and German Grands Prix as intrinsic to a successful F1, but the futures of both are in doubt.

Germany's contract runs out this year. Liberty want to renew it, but face the same problem as Ecclestone before them: Hockenheim say they cannot afford to hold the race every year on the fees demanded of them, while the Nürburgring, with which Hockenheim used to share the event, have no money to hold one at all.

Then there is the UK. Silverstone's contract runs out in 2019 after the British Racing Drivers' Club exercised their option to end it. They said it was becoming unaffordable.

Liberty have said they're determined to hold a British GP but the fee Silverstone was paying was far less than most races – it will be £18.6m in 2019. That's £7m less than France are paying. So the question remains: how can Liberty and Silverstone come up with a deal?



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HOME AWAY FROM HOME

Part home, part office, entirely high-tech, this mobile living space brings a touch of the high life to the road

Every motorhome makes a statement about its owner's brand values and personality: a functional place to do business, a welcoming environment in which to host guests, a snug trackside home away from home, cossetting and insulating the occupants from weather and noise... a motorhome is all of this and more.

Created by Huslig Collective, an international design firm specializing in VIP aircraft interiors and motorhomes, and engineered and built by Schuler Fahrzeugbau GmbH, this multi-functional mobile living space can serve as a team office, hospitality suite, driver accommodation, or even a high-end residential mobile home. The welcome begins outside with a comfortable patio space, leading via an electric door (which can be securely operated with fobs or camera-controlled access) into a spacious hall currently configured with two divans and a dining table for 10; it can easily be reconfigured as a team-dining space seating 30. Serving buffet cabinets cater for guests' appetites, an entertainment centre with video game systems and a 65-inch television offer sedentary satisfaction, while behind a bar unit and moveable wall divider there is a gym space with stationary bike, treadmill, free weights, ping pong table, and another 65-inch television. LED downwash lighting

and window shades provide privacy as well as flexible control of the interior ambience.

To the right, accessed through convenient double doors, the service trailer accommodates a restaurant-style kitchen with induction cooktop, oven, exhaust fan, express dishwasher and sink. At the rear a large storage area enables catering for a crowd with multiple refrigerators and freezers, storage shelves, and a full-size washer and dryer. The service unit features its own apartment space with a divan, bed, desk and 32-inch television as well as a shower. To completely facilitate independence there are clean and waste water tanks, along with additional generator systems and a satellite uplink system. The trailer also includes a spindle lift floor in the





DETAILS

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meeting space to be rapidly reconfigured into a 160cm by 200cm sleeping area, with a 55-inch television concealed in a retractable cabinet.

Upstairs the 'Skyrise' unit extends sideways to double the width of the ground floor, encompassing a large lounge with a three-person divan, two leather Ekornes recliners with ottomans, and two single chairs. A 65-inch television set in a leather-panelled wall, luxurious throw rug over laminate flooring, combined with tall, wrap-around windows screened by motorised shades offers the soothing ambience of home. Elsewhere on the top floor you'll find a flex room which can be used for physio work or as an office space, a luxury bathroom with walk-in shower, and two spacious bedrooms with wall-mounted televisions and ample hanging space for clothes.

Behind the scenes this hydraulically self-levelling trailer unit features clean and waste water tanks and a large generator, enabling it to be fully self-supporting and self-contained with no need for ground-based hook-ups. It has a Crestron system to allow control of lighting, climate, window shades and entertainment from multiple control locations – including from iPads. The entertainment system has internet access, multiple satellite decoders, blu-ray players, Apple TV units and a streaming video server.

Currently offered for sale with three Mercedes Actros tractor units, this amazing construction is the perfect go-anywhere, do-anything team home-from-home.



rear storage area for loading containers (or even two cars).

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WHY FORMULA 1 NEEDS FERRARI...





**AND FERRARI
NEED FORMULA 1.**

Ferrari president **Sergio Marchionne** claims to be thinking the

UNTHI



Today in a meeting held at the Bahrain International Circuit, Formula 1 presented the teams and the FIA with its proposals for the future of F1 from 2021 onwards.

Chase Carey, chairman and CEO of Formula 1, said:

"Formula 1 is a sport with a rich history. We want to preserve, protect and enhance that history by unleashing F1's potential, by putting our fans at the heart of a more competitive and more exciting sport. We are driven by one desire: to create the world's leading sporting brand. Fan-centred, commercially successful, profitable for our teams, and with technological innovation at its heart."

KEY STRATEGIC INITIATIVES

Power units (PU)

- The PU must be cheaper, simpler, louder, have more power and reduce the necessity of grid penalties.
- It must remain road-relevant, hybrid, and allow manufacturers to build unique and original PUs.
- New PU rules must be attractive for new entrants and customer teams must have access to equivalent performance.

Costs

- We believe how you spend the money must be more decisive and important than how much money you spend.
- While there will be some standardised elements, car differentiation must remain a core value.
- Implement a cost cap that maintains Formula 1's position as the pinnacle of motorsport with a state-of-the-art technology.

Governance

- A simple and streamlined structure between the teams, the FIA and Formula 1.

Revenues

- The new revenue distribution criteria must be more balanced, based on meritocracy of the current performance and reward success for the teams and the Commercial Rights Holder.
- F1's unique, historical franchise and value must and will still be recognised.
- Revenue support to both cars and engine suppliers.

Sporting and technical rules & regulations

- We must make cars more raceable to increase overtaking opportunities.
- Engineering technology must remain a cornerstone, but driver's skill must be the predominant factor in the performance of the car.
- The cars must and will remain different from each other and maintain performance differentiators like aerodynamics, suspensions and PU performance. However, we believe areas not relevant to fans need to be standardised.



WORDS

PINO ALLIEVI

NKABLE.

Ferrari could pull out of Formula 1. It's not the first time such threats have emanated from Maranello, but this time Formula 1's new owners *have* to take it seriously...

WHAT IF

Sergio Marchionne means business? What if he really is thinking of leaving F1, given that in his opinion (but also that of Mercedes, Renault and perhaps Honda) neither Liberty Media nor the FIA understand that the end goal of racing at the highest level isn't just about making and selling a show, but is also about creating technology linked to the cars we drive every day?

We have to start taking this question seriously. It was in Bahrain that Liberty presented their manifesto for a post-2020 F1 to the teams behind closed doors, then outlined the bare bones of the proposals to the public via a press release (left). Maranello's response was telling. There was no comment: the advice given by Marchionne to Maurizio Arrivabene and the other Ferrari directors was to avoid expressing even the slightest opinion – unlike Mercedes' Toto Wolff, who was diplomatic but non-committal, saying: "It's a good base for discussion."

That is not without meaning; consider it an opening gambit in which Wolff is leaving himself plenty of room for future manoeuvre. From Marchionne, by contrast, there hasn't been so much as a squeak. No hints, no observations,

which is typical of the trend that began with Ferrari under his leadership of raising the shields like a Roman legion assuming the *testudo* (tortoise) formation instead of opening up, communicating, perhaps even smiling.

In reality, the Ferrari president is considering all the possible scenarios now that the plans are in the public domain, in outline if not in detail. And given that Marchionne is one of those high-profile players who always guesses the cards in his rivals' hands, he will have studied what move to make in the light of the options that will be on the table between now and June, when F1's rules for 2021 and beyond will be decided.

Is this a two-player game? Certainly. And one between similar cultures, too, because Marchionne learned his trade on the American continent. He is now taking on brains crafted by the same ideology, who share the same culture and, in the end, even the same goals. The difference is that Marchionne is really very Italian, with a degree in philosophy as well as degrees in economics and law, which makes him very sophisticated, subtle, and unpredictable whatever the negotiation he's involved in. ▶



FERRARI ACCEPT THE PRINCIPLE OF CUTTING COSTS, BUT THEY DON'T BELIEVE THAT TO ACHIEVE THAT YOU MUST INTERVENE ON ENGINES IN THE WAY LIBERTY PROPOSE

WITHDRAW – BUT TO WHERE?

Certainly when the word 'withdraw' began to proliferate a year ago, it was natural to think it was a pre-emptive tactic by Marchionne to gauge his opponent's reaction. Perhaps that is what it was. Enzo Ferrari used the same term, 'withdraw', in Formula 1's second year of life, 1951, when the rules were not to his liking. And he used it again, many times, even going so far as to build an IndyCar chassis in the mid-1980s as he railed against the governing body's policy on aerodynamics and the growing commercial power bloc of the British teams organised by Bernie Ecclestone.

Was Enzo Ferrari really thinking of quitting Formula 1 to go and race in the USA? Probably not. More realistically he was tempted by a parallel adventure: the Gustav Brunner-designed 637 IndyCar would have been run by Steve Horne's Truesports team, who won the 1986 Indy 500 with Bobby Rahal. Ferrari invested a lot in the project, even creating a supercharged 2,650cc V8 engine. And the car was duly tested at Fiorano by Michele Alboreto.

That was enough because it strengthened the threat. They didn't have long to wait for the result: after a few months, on 17 March 1987, the first Concorde Agreement was signed, which fully satisfied the grand old man's expectations. The revolutionary agreement between the teams, Ecclestone and the FIA signalled the 637's demise as a racing car, and it was placed in a corner where it sat gathering dust. Today it's on display at the Ferrari Gallery, a tribute in *rosso corsa* to Ferrari brinkmanship.

In the 1980s, IndyCar enjoyed a certain allure in Europe. Less so today, when the exploits over the Atlantic go mostly unreported, except when a driver from a particular nation suffers a devastating crash. It's now a one-make championship, with all the chassis built in Giampaolo Dallara's technological centre, and the engines are practically standardised too – all of which are characteristics that are light years away from every Maranello aim.

So where could Ferrari go if they were to slam the door in the face of Formula 1? It's hard to see them in the World Endurance Championship, whose fascination is limited to the 24 Hours of Le Mans and otherwise doesn't enjoy a

popularity on the same level as grands prix. The other options are nonexistent because the F1 of the Ecclestone era has destroyed all its rivals.

But before considering eventual and unlikely alternatives, Ferrari will do everything to turn the confrontation with Liberty Media to their own advantage, just as they did 32 years ago – both in terms of technology and economics.

ALL CARS ARE EQUAL, BUT SOME ARE MORE EQUAL THAN OTHERS

Marchionne's threat to leave concerns F1's technical future. He won't accept a formula aimed at levelling the value of the engines, and with it the creative and technological contribution of the big car-makers. Ferrari are minuscule compared with Mercedes, Renault or Honda. But ever since the 1950s, when financing themselves was truly a cause for angst, Ferrari have been responsible for their own innovations.

Enzo Ferrari was fastidious about the importance of the engine to the identity of his cars, which have been powered by internal combustion lumps in most shapes and sizes, blown and unblown, and punching with anything from two to 16 cylinders. It is a fundamental element of the brand and a Rubicon Marchionne will not cross, insisting: "Formula 1 must be free for expression, research and differentiation. To make cars that are all equal and engines that are simple and economical would mean following the path of NASCAR. Interfering with grands prix for commercial reasons is completely wrong. The noble side of F1 lies in the fact that it's a sport that's different to all the others and we can't commercialise it.

"An F1 that must take a different direction would no longer interest us and we would walk away. If they [Liberty Media] believe we're bluffing, they are playing with fire. In their position I would not risk seeing whether or not we are serious. I'm the first to admit F1's running costs are too high, but to put this right we can't take away Ferrari's DNA. Moreover, why is nothing being done straight away in favour of overtaking, which is what racing's all about and represents what the fans really want?"

Hard-hitting words, phrased unequivocally – very much in the character of the Maranello president. He is nonetheless continuing his

dialogue with Chase Carey and with the chief of Liberty Global, John Malone, with whom he goes back a long way.

Carey has explained that the goal Ferrari should share is a budget cut, while notably increasing the revenue of the business. These are incentives for which Ferrari would be forced to give up about 40 per cent of the €80 million bonus bestowed on them by Ecclestone in his era. But the money would still end up with them via a different route, together with the sum that would go to the engine manufacturers.

Ferrari could largely go along with this. Similarly it doesn't seem hard to find a solution to the veto over technical regulations that Ferrari have enjoyed since 2009. This was a privilege that was made formal – together with the famous bonus – when Luca di Montezemolo was threatening to organise an alternative championship and Ecclestone needed to bring Ferrari back into the fold. In reality, this veto is today more of a philosophical concept than a serious benefit, since it has been 'reformed' (or rather 'scaled down') in recent years.

Liberty have explained to Marchionne that if a big team like his spend €400 million for a season, while earning back a maximum of €300 million, perhaps it would be better to consider a formula that reduces the spend to €200 million, but with the prospect of winning back €400-500 million in the mid-to-long term. More to the point, F1 would finally become a business for the teams – all of them – thus guaranteeing the survival of the small teams, which are permanently on the cusp of disappearing.

Ferrari accept the principle of cutting costs, but they don't believe that to achieve that you must intervene on engines in the way Liberty propose. Maurizio Arrivabene and his engineers maintain that if you remove the MGU-H element, the power unit design cycle will have to begin again from scratch, with major economic investments that would frustrate the noble dream of spending less.

THE SHOW MUST GO ON – OR MUST IT?

So what can be done? Let's leave the engines as they are today, simplifying them wherever possible and standardising certain parts such as the batteries, where there is a deregulation ▶

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WE MUST REMEMBER THAT EVER SINCE THE START FERRARI HAVE RACED TO PROMOTE THE BRAND, NOT TO EARN MONEY

that leads to an increase in costs. There are many such areas of what's known as 'invisible technology' in which spending could be reduced. But according to Ferrari, Mercedes and Renault, the best route to this is by freezing development, as in the last V8 era. What's more, if Liberty's budget cap proposals were to be given the go-ahead, Ferrari would be forced to leave part of their race team at home – and they have no intention of doing that.

If it's perhaps true that Ferrari don't break even on their F1 activities, we must remember that ever since the start they have raced to promote the brand, not to earn money. The second- and third-division teams, by contrast, are racing for profit. There's nothing improper about that, but it's proof of how the aims of all F1's participants are very different.

So Ferrari will fight between now and June, together with their allies, to make sure the current format isn't overhauled. Marchionne is open to any form of collaboration, but without conceding too much of the blueprint for a Formula 1 that is slipping towards becoming a show at all costs, imitating American sports. He is aware of what Ferrari represent for F1 and of the incalculable damage that Liberty would sustain if they were to pull out. As Bernie Ecclestone says: "I have always considered

Ferrari to be the most important part of the F1 business. The high fees I've taken from sponsors, organisers and TV companies were linked to the presence of Ferrari. And the biggest takings have filtered down to everyone. But without Ferrari that income wouldn't have existed and Formula 1 wouldn't have been the same."

In the business world you often hear it said that no one is indispensable. Liberty repeat the line that the core of their business is the fans. Fine: but how would the millions of *tifosi* react to a championship without Ferrari, or without the company that created so many legends of this sport, along with an aura of myth? What would be the reaction of the TV stations around the world who pay millions for rights? And would the sponsors of the big circus be happy?

Marchionne knows that a championship without the red cars would be a championship devalued, and the small teams would feel the consequences. Formula 1 would immediately become something different; that's not to say the survivors couldn't give life to a spectacular and (perhaps) lucrative series of their own, but it would be something else, with no more of the universal appeal that grands prix have at the moment, without the interest of the big manufacturers and certainly with less interest from the public.


And let's not forget that, for years, young people have turned away from F1 because in the western world the social panorama has changed. European TV audiences are on the wane, along with investments from the sponsors, which now amount to just 30 per cent of team budgets.

If Ferrari were to exit stage right, it would be a disaster for everyone, including Ferrari themselves, who would have no other outlets that are so prestigious. But Marchionne has already tried to go further: "We will try to think of something similar to F1. If we look at the economic debate, considering two thirds of the current income goes to the teams and one third to Liberty Media, there are resources out there that could be earned back. If we replace the promoter and both we and the other teams put in an investment of our own, something could be done that is even more interesting..."

We're back to the same old record. Arguments that have already been heard in the past, threats of expulsion, dreams of pastures fresh – with an endpoint that could be compromise over engines ("but making power units that cost less than €15 million is impossible," booms Marchionne) and an adjustment on the financial side.

Everything else is a straightforward debate where everyone is in agreement: who wouldn't want more overtaking and a bigger influence of

the driver over the car? Who can contest the fact that more money can be made on the 'social' side?

In other words, Ferrari could well walk away from Formula 1, but it's not in the interest of Liberty to have them on the ropes – on the contrary, in fact. If anything, if the confrontation were to get really fiery, the same Ferrari could try to force Liberty out of governing Formula 1. Those would be extreme measures, but they are not impossible: Marchionne is waiting to see what happens. Could we ever conceive of the Rolling Stones without Mick Jagger? The same holds true for F1 without Ferrari, whether we like it or not. 

Pino Allievi is the F1 correspondent of La Gazzetta dello Sport

FALLEN GIANTS OF F1

In the 1970s, the idea of a Formula 1 that didn't feature Brabham, Lotus or Tyrrell was unthinkable. But they are just three examples of title-winning teams that have disappeared from the sport...

Brabham

Founded in 1960 by Jack Brabham and his Australian compatriot Ron Tauranac, Brabham won four drivers' championships and two constructors' titles during their 30 years in F1. Brabham won the title himself in 1966, with team-mate Denny Hulme winning the following year. In 1972 Brabham was bought by Bernie Ecclestone, and with renowned designer Gordon Murray the team took two more championships with Nelson Piquet (1981 and 1983). In total, Brabham started 394 GPs, winning 35 before dropping out of F1 at the end of 1992.

Lotus

Aside from Ferrari, McLaren and Williams, no team have started as many F1 races as Lotus. Colin Chapman's car firm entered F1 in 1952 and went on to dominate F1 at various points over the 1960s and '70s. In total, Lotus won seven constructors' championships and six drivers' titles with legends including Jim Clark, Emerson Fittipaldi and Mario Andretti. After disappearing in the mid-1990s, the Lotus name was revived in 2010 and ran until a legal dispute meant the name switched teams. Renault took over Enstone-based Lotus at the end of 2015.

Tyrrell

Ken Tyrrell established his team in the late 1950s and started building his own cars in 1970 – famously out of a small woodshed in leafy Surrey. The team's most successful driver was Jackie Stewart, who won all three of his drivers' championships with Tyrrell in 1969, '71 and '73. During the 1980s and early 1990s the small team were renowned for nurturing young talent, giving drivers such as Stefan Bellof and Jean Alesi their F1 debuts. Tyrrell's final year in F1 was in 1998 – 15 years after their last grand prix victory.

James Roberts

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Which of these three *pilotes* knows most about their country's proud contribution to *Formule Un*? We set Esteban Ocon, Romain Grosjean and Pierre Gasly a French F1 test to find out...

FRENCH CORRECTION

WORDS JAMES ROBERTS
PICTURES ANDY HONE & ZAK MAUGER
LAT IMAGES

Renault, Ligier, Matra, Elf, Talbot and Michelin. Paul Ricard. Magny-Cours. Reims.

Then Behra, Beltoise, Cevert, Laffite, Tambay, Pironi, Arnoux and Prost, to name but a few.

The French contribution to Formula 1 is rich and deep – indeed the very first grand prix was the French race, in 1906, and it was won by Renault.

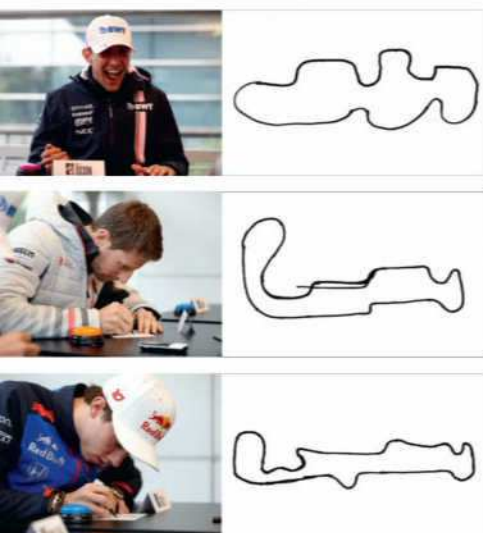
Latterly there has been a renaissance of French interest in F1, thanks largely to the full works involvement of the Renault team, but also due to a new generation of fresh French talent. There are now five Francophone drivers with F1 seats: Romain Grosjean (Haas), Esteban Ocon (Force India), Pierre Gasly (Toro Rosso), Charles Leclerc (Sauber) and Lance Stroll (Williams). Only the first three, however, race under the *Tricolore*: Leclerc is Monegasque, while Stroll is a proud Canadian. Grosjean was actually born in Switzerland but competes under a French racing licence.

So it's to RoGro, Esteban and Pierre that we pitch a clutch of 'French F1' questions, with the aim of finding out which of them is the truest standard bearer for their country. ▶





DRAWING PAUL RICARD



Amoeba? Sideways cat with indigestion? Poleaxed pine marten... or Paul Ricard?



Our quiz has a 'game show' flavour and *F1 Racing* presents each contestant with a buzzer, a sheet of paper, and a place marker. Their first challenge is to draw an outline of the configuration of the Paul Ricard circuit that will be used for this June's French GP. Since last hosting the race in 1990, Ricard was extensively renovated at the turn of the millennium, before re-opening primarily as a testing venue. Over the past decade it has held an increasing number of events and last year it was confirmed that it would once again host the French Grand Prix.

Knowledge of Paul Ricard therefore seems the perfect place to begin our quiz, but drawing its outline is a trickier proposition than might be imagined, since it can be configured in 167 alternative layouts. While Gasly and Grosjean quietly go about their sketches, very quickly they realise there are some rather dubious attempts coming from Ocon, who has made a very odd creation. Grosjean can't help but ask whether he was trying to draw Abu Dhabi instead...

"Merde. I'm not good at this," Ocon admits, and there is much mirth at his efforts. "I have a problem with the corners... and the straights!"

After their dubious recreations are finished (Gasly wins the point for the best likeness) fingers are on the buzzers for our first quick-fire round, starting with an easy pitch: *How many world championships has Alain Prost won?*

Immediately we realise our buzzers are of little use as all three men hit them and shout as loudly as possible to drown out their compatriots. "FOUR!" they all scream in unison. *Sacré bleu!* This could be a long afternoon...

Your humble quizmaster has no choice but to remind the contestants that they must use the buzzers provided. Once the rules of engagement are agreed, it's on to question two: *How many grands prix did Prost win?* Grosjean slaps his buzzer immediately... and then pauses for about six seconds to give himself time to think of an answer. Surely that's not in the rules either? Finally, he blurts out: "57?"

The Toro Rosso driver on Romain's left spots the injustice of what has just occurred. Gasly enquires hopefully: "If you give the wrong answer, do you lose a point?" Since Grosjean is currently on zero, we answer, that isn't possible... Ocon, without using his buzzer, seizes a chance to score: "44?" Gasly then reacts: "59!" *Nul points*



I'M NOT REALLY VERY GOOD AT THIS. I HAVE A PROBLEM WITH THE CORNERS... AND THE STRAIGHTS!

ESTEBAN OCON



Fingers on the buzzers; pens and paper ready – or just shout out your answers all at the same time. Quiz marshalling has never been an easy job...



to anyone – 51 is the correct answer. “Shhhhhh... I knew it!” exclaims Grosjean.

Question three: *In which year was the first ever French Grand Prix held?* Technically, this was the first time the ‘Grand Prix’ title was ever used to describe an international motor race, thanks to the 45,000 francs awarded to the winner. Known as the Grand Prix de l’ACF, it was organised in 1906 by the Automobile Club de France and run to a time-trial format on the roads around Le Mans. This is the answer we’re looking for – not the first race after the inception of the Formula 1 world championship in 1950, which that year was held on roads in the champagne region, close to Reims.

This time Ocon hits the buzzer and answers first: “Le Mans 1901.” The venue was not part of the question, but we think he deserves a point for his knowledge. Grosjean then can’t help challenging the awarding of the point. “It wasn’t Reims?” We simply ignore the interjection and reiterate what’s expected: the year the *first ever* French Grand Prix was held – and that “1901” was close to being correct.

“Nineteen-o-five, six, seven! Eight! NINE! TEN!” shouts Grosjean immediately.

Correct – 1906! One point to Romain. Esteban flounces at the injustice. “Oh come on,” he pouts in disgruntlement at the years just being shouted out in sequence. “That was *my* point!”

Without further ado, we move onto the next quiz question: *What was Bugatti driver Louis Chiron famous for doing at Monaco?* Suddenly, the Pirelli hospitality unit we’re sitting in (incidentally, the perfect neutral territory for such an exercise, so no one has a home advantage) goes oddly quiet.

Finally, Grosjean breaks the silence with: “Drinking Cognac?” Doing our best to produce a withering Jeremy Paxman-style “Nope,” we set in motion further seconds of Gallic shrugging and glances to the ceiling, perhaps in hope of divine intervention.

After a small clue, whereby your quizmaster holds his right arm aloft, Ocon has an epiphany: “He was the man who started the race with the flag. I watched the Jackie Stewart documentary from the 1970s where he talks about him rising up to his tip-toes before waving the flag.”

Excellent detail. Another point to Esteban. Grosjean then scores another for correctly ▶

Gallic shrugs all round – F1 is the easy bit. Quizzing is a very different proposition



NAME THE DRIVER



Can't quite put a name to a face? Answers are given in brackets to the right....

identifying Guy Ligier as the former French rugby player who established an F1 team in 1976, and another for knowing where Jean Alesi scored his one and only GP victory (Canada in 1995).

Now on to the picture round. For this, we present five mugshots of former French F1 racers and the first to name each one gets a point:

F1R: [shows picture of François Cevert (1)...]

Ocon: François Cevert.

F1R: [shows picture of Jean Behra (2)...]

Grosjean: *Comment s'appelle?* If you tell me, I'll know his name...

F1R: Jean Behra.

Ocon: Jean *who?*

F1R: [shows picture of Franck Montagny (3)...]

Grosjean: Montagny!

F1R: [Shows picture of Jean-Pierre Jarier (4)...]

Ocon: Jabouille?

Grosjean: Arnoux?

F1R: Jean-Pierre Jarier

F1R: [Shows picture of Didier Pironi (5)...]

Ocon: Jabouille?

F1R: He drove for Ferrari in the early 1980s...

Grosjean: [Laughing] Arnoux?

F1R: [With a sigh] Didier Pironi

F1R: [Shows picture of Olivier Panis (6) winning at Monaco...]

All: Panis, Monaco, '96!

Grosjean: In MAY!

F1R: Well done. A point each.

With this quick-fire round done, we move to the final part of our quiz – this one requiring less speed but greater clarity of thought. Each driver in turn has to convince the quizmaster with their answer: the first relating to cuisine; the second to travel; and the third the French GP itself. There is no 'correct' answer to the first question, but the most delicious-sounding French recipe each driver can provide will take the winning point.

Grosjean, we suspect, will start with an advantage; his gastronomic tendencies are renowned, and at the end of last year, he and his wife Marion published a book of their favourite recipes (a review of which can be found on page

112). Alas, Gasly suspects foul play: "C'mon we can't talk about food, he...." [Pierre points an accusatory digit at Grosjean] "... is a proper chef!"

A helpful interjection, Pierre, and for that you may enjoy the advantage of answering first. But Grosjean interrupts: "The quizmaster is English, so you need to think of something that will appeal to him, like *rosbif*!" Gasly responds: "My favourite French dish I think you will like... erm... I'm not an expert, but maybe I would say a classic French dish of snails and butter."

This is not to our taste, alas. Next up is Ocon: "Simple. Ratatouille!" Cooked any particular way, we enquire? By now Grosjean is unable to contain his desire to speak, plus there's an all-important point to steal. "Cook each ingredient separately," he announces. "So the tomato, courgette and aubergine – and mix them altogether. But this is not my dish. For you I would cook a *pot-au-feu* with beef and potatoes, carrots, leeks and onions." We've heard enough. Grosjean is leading, while Gasly has the fewest points. In the interests of competition, therefore, we snub Grosjean's culinary expertise, awarding the point to Gasly's garlic snails instead.

Romain is unperturbed and, sensing victory, generously adds to Gasly: "Still, you have more points in the F1 championship than me!"

The penultimate question is: convince the quizmaster of the best place to visit in France.: "Oh, my goodness!" Grosjean exclaims. "There are so many. When you go to Paul Ricard in the summer, make sure you visit Cassis, a fishing village nearby. Get a nice bottle of rosé wine and enjoy some sea bass from the Mediterranean."

Could that be bettered? Ocon has a go. "I suggest Normandy, where I'm from..." Grosjean interjects: "Where it rains all the time?" Back to Ocon: "The coast is very nice near Deauville, and it's a bit more British – so that should appeal. You can have nice cheese there, too." Grosjean: "You can have nice cheese *anywhere*."

Romain senses another point coming his way as Gasly takes his turn: "I'd suggest the Alps in winter. There are so many nice ski resorts to visit. It's pretty cool, fresh air and always nice."

Nope. For this one, there's no doubt Grosjean has convinced us where *F1 Racing's* accommodation will be for the return of the French GP this June. "But the south of France is too easy!" exclaims Ocon. Further debate ensues, ▶

“VISIT CASSIS, A FISHING VILLAGE. GET A NICE BOTTLE OF ROSÉ WINE AND ENJOY SEA BASS FROM THE MEDITERRANEAN”

ROMAIN GROSJEAN

”

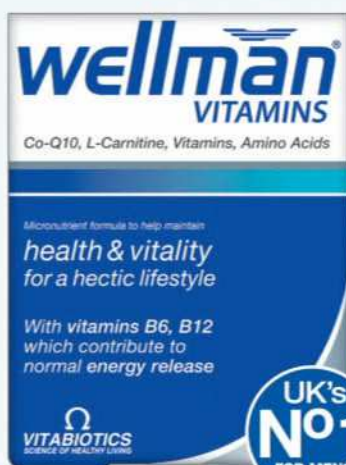
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VITABIOTICS



FRENCH VENUE STATS

Seven French circuits have hosted a Formula 1 race since 1950. They are:

1 MAGNY-COURS

(18 grands prix):
1991-2008

2 PAUL RICARD

(14 grands prix):
1971, '73, '75-'78, '80,
'82-83, '85-90, (2018)

3 REIMS

(11 grands prix):
1950-51; '53-56;
'58-61; '63, '66

4 DIJON

(five grands prix):
1974, '77, '79, '81, '84 (also
hosted the Swiss GP in 1982)

5 ROUEN

(five grands prix):
1952, '57, '62, '64, '68

6 CLERMONT-FERRAND

(four grands prix):
1965, '69-70, '72

7 LE MANS

(one grand prix):
1967



The podium: Gasly on six points, Ocon on seven – and the winner on 11 points is Grosjean, who gets a miniature addition to his trophy cabinet



“THE FRENCH GP WAS ON THE CALENDAR FOR YEARS... EVERYONE IS ENJOYING SEEING IT BACK AND WE CAN'T WAIT TO RACE

PIERRE GASLY

centring around Biarritz on the Basque coastline and a reference to nearby Pau, the town that hosted the French Grand Prix in the 1930s and which still holds F3 races to this day.

After all these discussions, it seems amazing that a country with such a rich motor racing heritage hasn't hosted a grand prix for a decade, although happily that injustice will be put right this summer. On which note, we introduce our final question: *Who can give the best reason for the return of the French GP to the F1 calendar?*

Ocon goes first: “France has a huge part to play in motorsport history: we have a lot of successful cars – in rallying and road cars too. France deserves to be back on the calendar.”

Next, Gasly: “We have many drivers who have won races in F1,” he says. “We have Renault and

it's part of our culture and the French GP was on the calendar for years but for some reason not recently. Everyone is enjoying seeing it back on the schedule and we can't wait to race.”

And the final word to Romain: “It's simple, it's because we say *grand prix* and *grand prix* is a French expression!” Grosjean's stirring closing words elicit loud cheers and whoops of joy from his compatriots, followed by much guffawing as we hand him the final point and a clear victory in the first-ever *F1 Racing French GP Quiz*.

The final score is Grosjean 11, Ocon seven, Gasly six. The prize we award Romain is a miniature F1 steering wheel. He grins and holds his trophy aloft. “*Merci*,” he says simply.

And thank *you*, La France, for your very special contribution to Formula 1. 🇫🇷

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{ YOU ASK THE QUESTIONS }

ROBERT KUBICA

Formula 1's comeback kid explains why he's fallen out of love with poker but is still in love with motor racing... and exactly what was going through his mind during *that* crash in Canada 2007

WORDS ANDREW VAN DE BURGT

PHOTOS  LAT IMAGES: GLENN DUNBAR

Known to be a man of few wasted words, but also one in whom the passion for motor racing burns brightly, Robert Kubica cuts a faintly enigmatic figure in the Melbourne paddock. He wears the trappings of the partially off-duty Formula 1 driver – team kit, not fireproofs – and yet he still remains tantalisingly outside the circle of F1's elite, in spite of the sheer focus that's gone into his rehabilitation from the accident that nearly cost him his hand – and his life.

Robert was once a keen poker player (although not any more... read on), and whatever thwarted ambitions he carries with him do not manifest themselves on his face. *F1 Racing* passes him the cards – it's a chunky pack; only Kimi Räikkönen would generate such a similarly overflowing postbag – and seemingly without thinking, he shuffles the cards. Old habits die hard.

So too, it seems, does the competitive spirit. What becomes crystal clear over the course of the next half an hour is that despite missing out on the Williams race seat he so coveted, Robert Kubica remains as competitive and committed as ever...

What do you most enjoy about being back in Formula 1?

Chris Sartor, UK

Definitely having the opportunity to drive these cars, although F1 has changed a lot compared with when I was racing. They're achieving very good lap times but in a different way. But I think for a driver, the most enjoyable part of the game is the driving.

Hi Robert, I'm incredibly proud of what you've done – you're a hero to me. Tell me, how does it feel when you see so many Polish supporters cheering you everywhere?

Michał Nieckarz, Poland

Polish fans are becoming a bigger and bigger group and more active, so it's really nice to be followed and to see them everywhere I go. There has been no one event or race, rally or testing where I have had no Polish support, so that's really great and I would like to thank them. But it's not only the Polish fans – so many people out there were cheering for me and supporting me. ▶



{YOU ASK THE QUESTIONS}

It's great to see you in a team with so much potential going forward. What are your hopes and expectations this season – for yourself and for the team?

Christopher Jackson, UK

My position is a bit different in the team. I'm not racing, so I have different goals than I would have if I was racing. I'm not fighting for points or qualifying positions, but still I have some goals for this year. Of course I would like to help the team and get involved with many things and this is a good opportunity for me to get involved in the much wider picture than I would be able to if I was racing – from the technical and engineering points of view.

Where do you keep your winner's Canadian Grand Prix trophy?

Adam Pender, UK



It's a very simple answer: I don't have it!

F1 Racing: Who's got it?

RK: BMW.

F1R: You don't have a replica or anything?

RK: No.

Do you still play poker?

Tomek Zwolinski, Poland

Not for a long time. I have good memories from Australia, but I won't even visit the poker room this year. The passion and the fun of playing it has gone.

Who is the toughest opponent you have ever encountered?

James Kruuse, Kenya

I think Lewis Hamilton. We've raced since we were very young; he's a very tough one. There are other tough guys I have been racing with – most of them from

F1 – but Lewis and I have been racing for so many years together in different categories, that's why it's him.

Why did you choose Nico Rosberg to help you last year?

Zuzanna Oskiera, Poland

I think that Nico had good experience with Formula 1 and of course he has won a world championship. He decided to stop, which I think is a decision that we have to respect and one that shows his maturity. For sure it was not easy for him. He played a very important role last year; we met up a few times and then I asked him if he would be happy to help me, and he was, and he did quite a lot to get me to where I am now.

F1R: Are you still working together now?

RK: Yes and no...



What is your favourite pizza?

Luca Romagnoli, Italy

Most of the time I would take *prosciutto funghi*.



Which circuit that's on the calendar now, but wasn't when you were last in F1, are you most looking forward to driving on?

Melodee Ghosn, USA

Definitely Baku. I will not be driving on the track there this year, but on the sim maybe! From the outside Baku looks very challenging, and normally what looks challenging on television is even more challenging when you experience it in reality.



His dream was a full-time F1 race seat, but, for now, Kubica must content himself with a test driver role for Williams

LAT IMAGES: GLENN DUNBAR; LAT ARCHIVE

You can tell us now... did you have a Ferrari contract?

Andy Groves, UK

Well, I don't know if I can tell you that... [laughs]. It's already been a few years, but still it's a delicate topic. I think it was admitted by someone from

Ferrari that we had come quite close to it. But we were probably closer than everybody thinks.

“ALL OF MY REHABILITATION, HAS BEEN QUITE COMPLICATED AND EXHAUSTING... I FOUND MAYBE I CAN DO THE SAME THINGS BUT I HAVE TO FIND A DIFFERENT WAY”

When did you realise you were ready to get back into an F1 car?

Fern Lock, UK

All of my rehabilitation, all of my journey, has been quite complicated and exhausting. I think the turning point was when I decided to stop rallying.

Then I started working on my physical aspects, and then I realised that by raising difficulties I'm having better results than expected, not only performance but from a physical point of view. And I found maybe I can do the same things but I have to find a different way. Before I was not accepting this and I was trying to do the same things in the same way as before, which was not possible or was very difficult. And then I was getting disappointed. **F1R:** You did the GP3 and Formula E tests – they're very different to rallying. How was the sensation?

RK: I tested the GP3 car mainly to understand my physical limitations. I was raising the difficulty step by step. First I was discovering performance, second I was seeing if I was able to do it, and third was about what level I can get to and stretch my body without really losing performance. It was quite a good period. It was difficult, but I had some very good surprises about my reactions and the feeling I had from my body. ▶

{YOU ASK THE QUESTIONS}

Would you like a go in the new WRC cars?

Nigel Williams, UK

Well, if I say no I will be lying!
F1R: Any opportunities there?
RK: Actually, last year I was pretty close to doing a few events. There was a possibility but there was no car, and then honestly I wanted to focus on coming back to [single-seater] racing. I didn't want to create a situation where I would try the car, and I would like it and it would put me again with some doubts about what I want to do.

How different is this hybrid power unit car compared with the cars equipped with the previous generation of engines?

Maurizio Bollini, Italy

The power unit is one of the big differences between current Formula 1 and the generation of cars when I drove before, but it's not the biggest one. It's complicated for the mechanics and the engineers and designers, but for the drivers it's not. When we had the early years with KERS it was much more complicated. Now everything is optimised. Everybody knows the system, there's so much simulation going on.



“
 IN F1 MANY PEOPLE FOCUS ON THE PURE NUMBERS. BUT IN THE END RACING CARS ARE DRIVEN BY HUMANS AND THE PERFORMANCE COMES ALSO FROM ME
 ”

How did you feel when, for the first time after a long break, you got back into an F1 car?

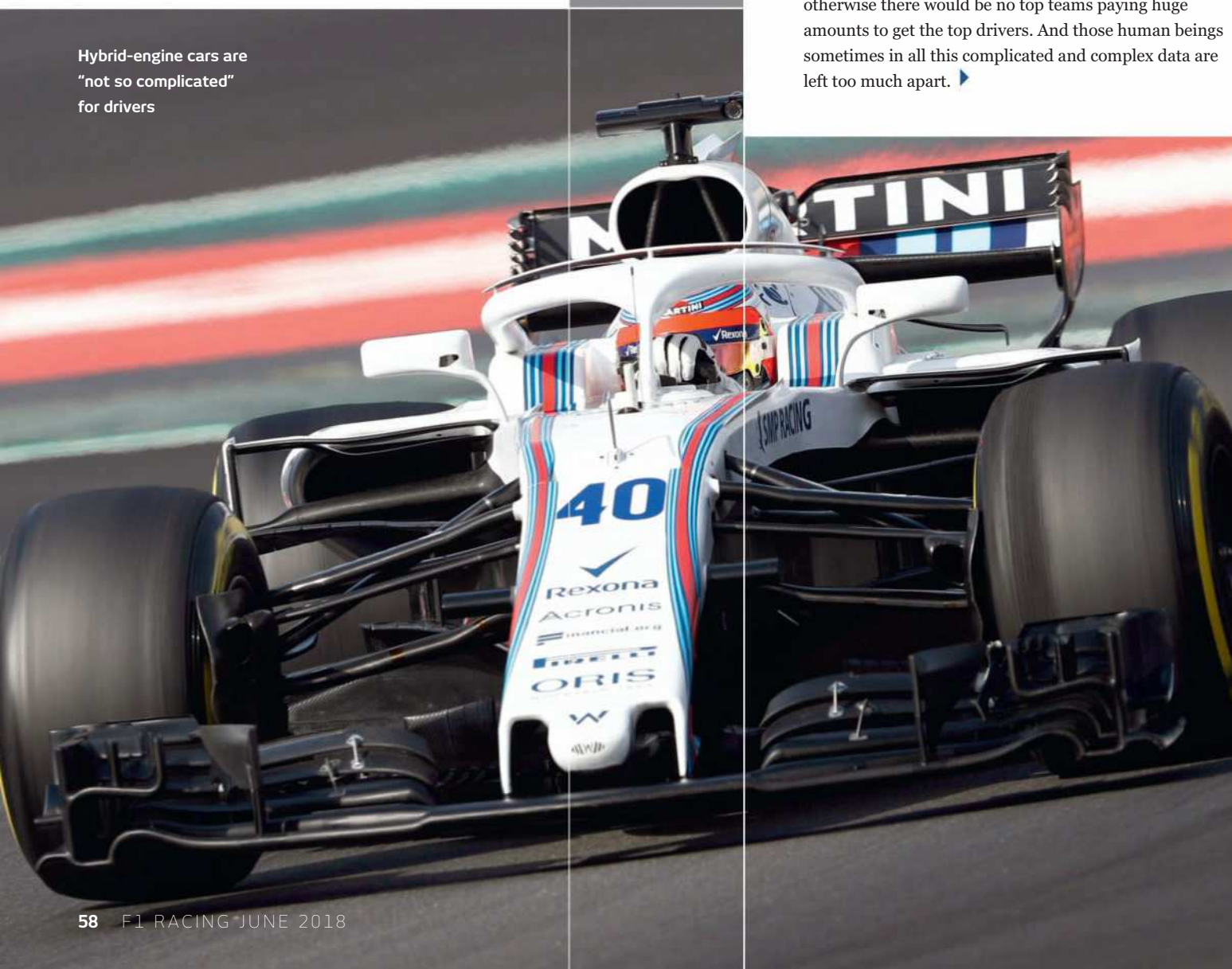
Paulina Nikodemaska, Poland

It was one of my best days, not only because I got back into an F1 car but because I realised how big is the potential of our brain. It was at Valencia, six-and-a-half years after my accident, and after a couple of laps I realised that it felt like two months. The feeling was like being back at home – one of the best feelings I've had in my life.

F1R: Have you got any interest in being on the other side – running a team, that sort of thing?

RK: First of all, I have big respect for those people and I have no experience of doing what they do. Second of all, as I say, I'm still thinking and I have the attitude of being a racing driver. I think by having those people who run the team and by having a driver who is honest and straightforward it helps to translate, and to make people understand how the driver is feeling. Formula 1 is all about performance, numbers, analysis, simulation, and many people focus a lot on the pure numbers because it's such a tough business and performance is everything. But in the end racing cars are being driven by humans and the performance comes also from me, the driver, otherwise there would be no top teams paying huge amounts to get the top drivers. And those human beings sometimes in all this complicated and complex data are left too much apart. ▶

Hybrid-engine cars are “not so complicated” for drivers





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Kubica's terrifying 143mph crash at the 2007 Canadian Grand Prix when he survived an impact of 75G



LAT IMAGES/LAT ARCHIVE

Which F1 driver was your biggest supporter during your recovery?

Yusuf Faqih, Bahrain

It's a difficult question, because in the end I did, by myself, decide to go away quite drastically from F1. It wasn't because I was hiding, it was sort of protection

for myself, even to talk to people who were there at the race weekends was giving me strange emotions, strange feelings, so I didn't have much contact during my recovery. In the beginning, for sure, a lot of people came to visit me at the hospital. Fernando Alonso was one of the first, and he was quite close to me in the beginning.

But then, as I said, people are involved in their own lives and I decided by myself not to get too involved. I was still watching F1 races. I missed it, but I realised that even the small things were giving me these feelings that made me miss it more and that is painful. So it was a strange move from my side, but I think it was necessary.

Do you still play Colin McRae Rally? What racing games do you play now?

Jagoda Tomala, Poland

I don't play *Colin McRae* now – it's quite an old game. I used to play it and spent a lot of hours with my friends. Now I use *iRacing*. It's less arcade; I have a simulator at home to train a bit.

F1R: Have you got the full set up?

RK: Yeah, but it's static. The power motor for my steering wheel for force-feedback has, I think, one of the highest loads that can be produced on the market, and I can get it up into the region of GP2, which is more than double that

“ I HAD ONLY A LITTLE PAIN ON MY ANKLE, I SAID TO THE DOCTORS ‘I’M FINE’ – AND THEY LOOKED AT ME AS IF I WAS IN SHOCK. BUT IT WAS A KIND OF MIRACLE ”

What was going through your mind when you had that big crash in Canada 2007?

Iqbal Rizal, Malaysia

Nothing really. Everything was happening very fast. I remember once I went off the track the car was launched in the air and what I could see was sky and the final row of the grandstand on the

other side of the track! In those moments, nothing goes through your mind, you just realise that probably you will be in the big shit!

And then I didn't have a clue where I stopped. I remember there was an oil leak, and the first thing I felt was the heat from the oil and then when I was extracted from the car. Then when I realised that everything was okay, and I had only a little pain on my ankle, I said to the doctors “I'm fine” – and they looked at me as if I was in shock. But it was a kind of miracle. 🙏



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WHY MONACO MATTERS

Cooked up in the late 1920s by a cigarette magnate to put the Principality on the international racing map, the Monaco Grand Prix is just as important today as it was then. So what is it that draws us back to an experience one world champion – who never won here – likened to riding a bicycle around your living room?

WORDS STUART CODLING

PICTURES  LAT IMAGES/SUTTON IMAGES/SCHLEGELMILCH





THE DRIVING CHALLENGE

“YOU HAVE TO FEEL
YOU OWN THE ROAD”

Clinging like a limpet

to a rocky hillside between two cliffs, Monaco is half the size of New York's Central Park and ranked among the least suitable venues on earth to host a motor race even when top-flight racing engines mustered little more

than 100bhp. For race founder Antony Noghès it was a matter of pride: the forerunner of the FIA had bounced the Automobile Club de Monaco's membership application because it didn't host an international event within its borders. Noghès spent weeks walking the streets to come up with a layout that would enable him to host such a race and put one over on the governing body, which he did in 1929.

The cobblestones, tramlines and gasometer are long gone, and some of the other street-track features that persisted for decades have retreated behind the barriers (“You get everything that you meet on a public road,” noted Graham Hill in 1968 after his fourth Monaco win. “Lamp posts, trees, nightclubs, houses, hotels, kerbs, gutters. It's a proper road race, in the true meaning of the term.”). But it's still intense.

“The challenge is off the scale,” says David Coulthard, twice a winner here. “There's oil, there are manhole covers. One mistake and you're in the barrier. You become incredibly tuned in to your environment. You have to feel you own the road. You have to take ownership of this space, know every inch in the same way as you know, if the power goes out in your house, how many steps it is to the door.”

Winning here marks drivers out as special. Even some champions (notably Nelson Piquet and James Hunt, who retired immediately after failing to finish here in 1979) have not succeeded. Other more middling talents – Olivier Panis, Jarno Trulli, Jean-Pierre Beltoise – excelled here on the day.

“Physically and psychologically the whole race was working on millimetres and details,” says Mika Häkkinen of his 1998 Monaco win, which he views as his crowning achievement. “Every lap the circuit was changing: we had yellow flags, oil flags... All the time there was something and it required incredible concentration all the way through.” ▶



Kerb your enthusiasm: Max Verstappen proves David Coulthard's theory that “you have to know every inch” at Monaco





Schumacher kisses the barriers in 2012. He would have set pole, but for a penalty carried over from the previous race



Great wheels of fire: the iconic image of Stefan Johansson's Ferrari at the 1985 Monaco Grand Prix





Being a tax-free

environment with a shortage of real estate, Monaco is constantly remaking itself in the image of its present residents. The common denominator is wealth.

"We had a very good time boating around the various

beaches during the day," wrote the society columnist, Taki, of a sunny day in 1960 spent in the company of the Hollywood actress Janet Leigh. "Dancing in Monte Carlo in the evening, Monaco being not only Russian- and vulgarian-free back then, but also looking like Ruritania-sur-mer rather than Las Vegas-on-the-sea."

Change may not have universal appeal, but commerce and its boldest exponents are drawn here like the proverbial moths to a flame. Monaco, traditionally, is where teams lavishly entertain sponsors and do deals.

"It's still the most colourful, glamorous and exciting location we visit," says Sir Jackie Stewart. "Chairmen, CEOs and presidents of major auto companies and financial service providers have been coming here since 1929. It's got the best of everything. Prince Rainier and Princess Grace brought glamour and colour to this little Principality, and Prince Albert has developed that."

It's certainly the only race that features a floating hospitality unit, Red Bull's notion of their own status far exceeding the amount of space actually available in the paddock. But Monaco now has competition.

"Other destinations are equally significant from a commercial standpoint, such as the US GP and Singapore, because they are important markets," says McLaren CEO Zak Brown, Formula 1's pre-eminent sponsor-roper in his previous career as head of marketing agency JMI. "But Monaco, as a brand, represents what F1 stands for more than any other grand prix because of the glamour, the prestige, the history. Our hospitality is sold out this year. And it's tough to get into hotels and restaurants – it's busier than ever."

"Things *have* changed to the extent that the days of CEOs wanting to be seen flying into Nice by private jet and then helicoptering over to Monaco to get on a 300-foot yacht are over. That used to be totally cool, totally acceptable, but these days more discretion is expected." ▶

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COLOURFUL,
GLAMOROUS
LOCATION”

THE WHEEL OF FORTUNE

“THIS GUY IS
@@
CRAZY”



Above: Aftermath of a huge startline shunt between Patrese's Alfa Romeo and Piquet's Brabham on the pit straight in 1985

Not for nothing is Monaco synonymous with gambling. In the mid 19th century the enterprising Prince Charles III made the best of a poor hand – he'd had to trade ownership of neighbouring Menton and Roquebrune, Monaco's chief sources of

income, for independence from France. So he opened a casino in which one could play roulette, a game banned in France, initiating Monaco's transformation from backwater state to the playground of the wealthy.

Chance and opportunism have played a part in the outcome of the Monaco Grand Prix from its earliest days. In the first world championship grand prix held there, in 1950, gusting wind sent waves over the parapet and onto the track at Tabac, leaving a pool of water that race leader Juan Manuel Fangio negotiated cleanly – the following drivers less so. Fangio won by a lap. And just two years ago Red Bull threw away certain victory for Daniel Ricciardo by muddling their tyre sets in the crowded pitlane.

While the narrow layout *can* make for processional racing, and does render pole vital, the unexpected is never far away. In 1992 runaway leader Nigel Mansell suffered a puncture, and the resultant pitstop left him behind arch-rival Ayrton Senna, who duly 'parked the bus' at every corner for the rest of the race. Four years on, Olivier Panis took an unlikely win after a misfire in qualifying consigned him to 14th on the grid. "I went to the mechanics and said, 'We can still finish on the podium,'" he recalls. "I saw the looks from them that said 'This guy is nice, but he's fucking crazy.'"

Rain obligingly made the race chaotic, as it had for Jean-Pierre Beltoise in 1972. Panis was one of only three drivers running at the finish, but he earned this victory through a combination of pitting at just the right moment, overtaking when he had to – nudging Eddie Irvine's Ferrari in the process – and holding his nerve when his fuel ran low at the end, carefully short-shifting while ignoring his engineer's increasingly shrill calls to pit for a splash-and-dash.

You can't rely on rain, though; despite the perception that Monaco is often wet, only twice in the past ten years have the heavens opened during the race itself. ▶

Right: it's only rained here twice in the past ten years. But when it does, it's a true test of a driver's mettle, as Valtteri Bottas discovers in 2014



PHOTO: PETER J FOX



Tales of the unexpected:
Olivier Panis confounds
even his own mechanics
to win the 1996 race
from 14th on the grid

DANGER STALKS THE STREETS

“I WENT PAST THE FIRE SEVERAL TIMES”

The Monaco Grand Prix is the slowest of the year but remains one of the most hazardous of all – this in spite of average speeds not having increased as much as at other venues: Sebastian Vettel won last year’s race at an average speed of 92.65mph, whereas

in 1950, albeit on a slightly different layout, Juan Manuel Fangio averaged 61.33mph.

Mistakes in Monaco are less perilous than they once were, but only through hard-learned health and safety lessons. Among the most ghastly was Lorenzo Bandini’s death in 1967, when he clipped the guardrail at the chicane with his left-rear and spun into the straw bales, which were all that separated the track from the quayside and the iron mooring bollards. Nearby spectators related that they could hear Bandini’s screams above the engine noise of passing cars as his inverted Ferrari and the straw bales caught fire, fanned by the blades of the TV helicopter hovering lecherously above. And the race carried on. “I went past the fire several times,” said Bandini’s team-mate Chris Amon, “and it never occurred to me that Lorenzo could still be in it.”

The marshals are now better trained – for months beforehand they run specialist drills in righting inverted cars as well as fire-fighting – and the entire circuit is bounded by high-tech barriers. There’s no room for complacency, as Karl Wendlinger’s near-fatal 1994 shunt at the scene of Bandini’s death amply proved.

Nowadays it’s the game of chance the drivers play with the barriers that causes the majority of shunts, large and small. Better safety provisions mean the consequences are less severe than in years gone by: in 1991 Alex Caffi hooked a right-rear into the barrier at the Swimming Pool and was left sitting in a pile of carbon fibre. Last year Stoffel Vandoorne nerfed his right-front against the apex barrier there in Q2 and hit the barriers – but still raced the same car the next day. When Caffi crashed, both ends of the Swimming Pool were blind-entry corners. Now they’re open chicanes. Some say this has had a detrimental effect on the challenge of Monaco – others, perhaps more wisely, point out that the barriers are there to be kissed.

“Michael [Schumacher] would scuff every tyre on a qualifying lap,” says Ross Brawn, “because that was the shortest and fastest way round...” 🏁

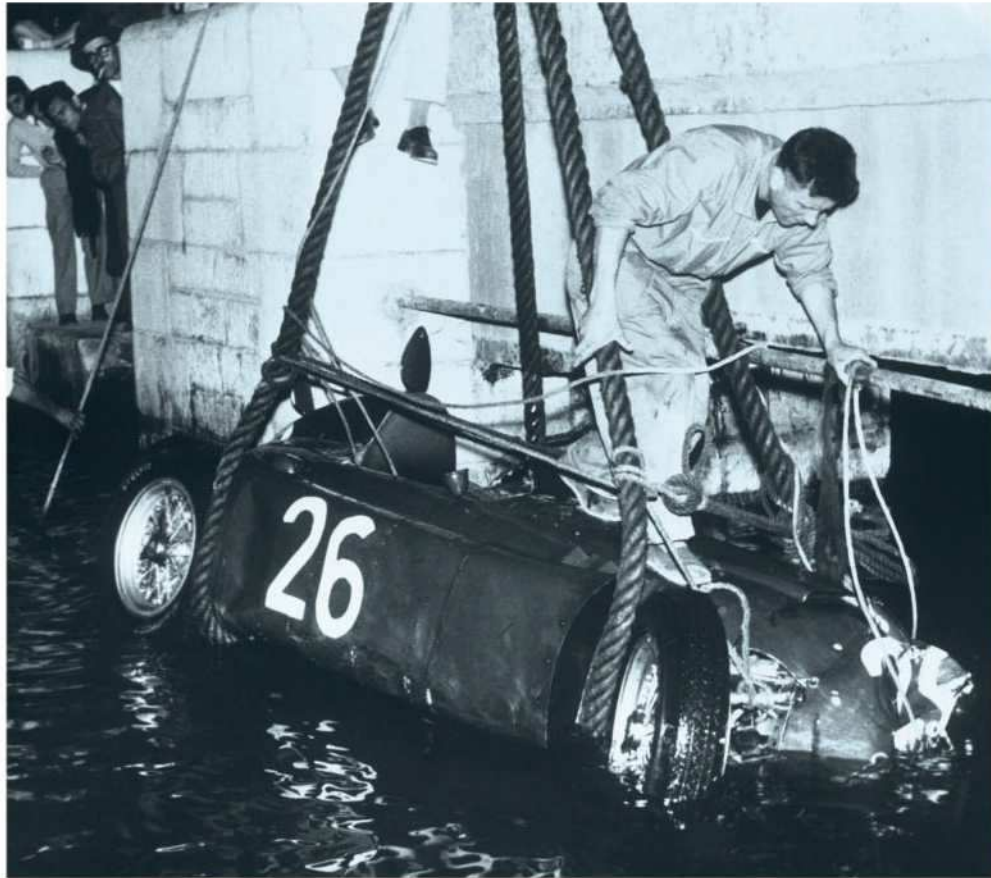
Below: in 1995, David Coulthard’s Williams tangles with both Ferraris on the opening lap, resulting in a restart



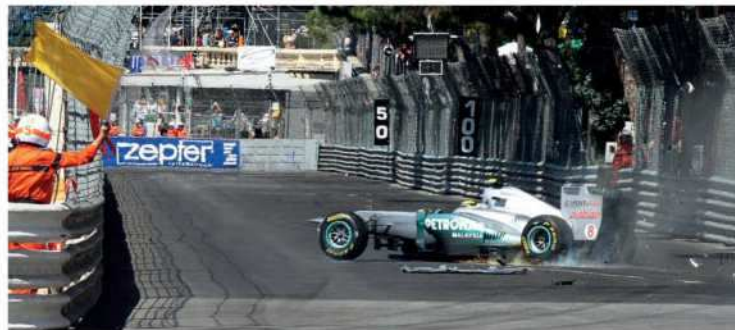


Right: Ascari burst dramatically through the barriers to land his Lancia in the harbour in the 1955 grand prix

Left: a lucky escape as Max Verstappen shatters his Red Bull's nose in the 2016 GP



Below: Nico Rosberg, crashes out on the exit of the Swimming Pool in 2011 during practice



Left: after evading a massive shunt at Tabac in 1950, Fangio managed to escape the chaos to go on and win the race

WORDS
JAMES ROBERTS
PORTRAIT
LAT IMAGES
LORENZO BELLANCA

A MAN FOR ALL SEASONS

Over the course of a grand prix weekend, Pirelli's racing manager **Mario Isola** oversees the Italian tyre company's F1 operations. But when he's back home in Milan, he moonlights as a volunteer ambulance driver...



CV MARIO ISOLA

Age 48

Born Milan, Italy

2016-18

Head of car racing, Pirelli

2011-16

Racing manager, Pirelli

2006-10

Rally manager, Pirelli (and amateur rally driver)

2003-04

Pirelli project leader for Maserati MC12 tyres

2000-02

Pirelli GT trackside engineer

1998

Pirelli snow tyre designer

1996

Joins Pirelli as a test driver for road-car products

1989

Starts volunteering as an ambulance driver

Like many cultured Europeans of a certain age, Mario Isola, 48, exudes urbane charm: think grey cashmere sweater and neat coiffure. The man responsible for Pirelli's F1 operations invites us into the sanctuary of the tyre supplier's motorhome and orders an espresso, keen to explain his work not only in Formula 1, but also on the streets of his home city. He's been with Pirelli for 22 years – his whole working life – which has taken him from designing tyres for road cars to a role in the FIA World Rally Championship. Then, at the beginning of last season, he took over from Paul Hembery and now handles Pirelli's day-to-day trackside operations in F1.

Isola's passion for racing began when he was just 11 years old. He spotted an advert in the back of a magazine for a cheap kart, and badgered his father to buy it for him. He demonstrated a decent turn of speed, so his father upgraded his kart and began to act as his mechanic. Racing in northern Italy, Isola came up against future F1 driver Max Papis and sportscar racer Christian Pescatori. "When I was at a tyre test in the US some years ago," Isola recalls, "Papis came up to me and said: 'Your face is not new to me, where did we meet?' I reminded him we raced together when we were 15 and he remembered. Now we stay in touch to this day."

After ten years of karting ("I was not quick enough to be a champion") Isola hung up his helmet and completed his compulsory year's national service, before studying mechanical engineering in Milan. Once qualified, he applied for a job designing Pirelli's tyres – but was offered another role altogether. "They wanted me to be a test driver for their road tyres," says Isola. "I thought it was a joke, but apparently one of their testers had just resigned. I went to their test track so they could see my skills behind the wheel. But they said


nothing at the time. I didn't think I was very good. Two weeks later they gave me the job."

Isola happily knuckled down to ragging cars around a test track to evaluate prototype tyres for their comfort and speed. He progressed from testing Pirelli's products to designing them, working on a range of snow tyres for road cars. But his passion for motorsport still burned, and he eventually steered himself into the racing department. His first line of work was designing tyres for the FIA GT Championship, which brought him into contact with one of the engineering legends of the sport: Giorgio Ascanelli, formerly Ayrton Senna's engineer at McLaren, later, from 2007 to 2012, technical director at Toro Rosso. But in the early 2000s, Ascanelli was overseeing Maserati's MC12 sportscar project, which ran on Pirelli rubber designed by Isola. "I learned a lot in those years working with Giorgio," Isola maintains. "He was tough sometimes, but had a lot of experience and we won the championship together."

At the end of their association with sportscars, Pirelli switched to rallying, becoming sole tyre supplier to the FIA World Rally Championship from 2008-10. They then developed tyres for the GP3 series as a precursor to becoming sole supplier for GP2 and F1 from 2011, following the departure of Bridgestone. So now, Isola's day job encompasses all aspects of Pirelli's F1 operation – but that doesn't mean he puts his feet up once he returns home from a grand prix. Instead he works night shifts as a volunteer ambulance driver. It's a job he's been doing for nearly three decades.

"Over the years I've become passionate about the work," he says. "The more time I spent driving the ambulance, the more I realised it's a job that needs specific training. You have four medics, plus the injured person and family members, so you are responsible for the safety of up to seven people and you need to be very fluid with your driving, otherwise you can cause additional damage to the patient. You have to respect the traffic laws – if you kill someone because you don't respect the traffic lights, you are responsible – but obviously in an emergency you still have to be quick. An ambulance is heavy, there is equipment on board, so you need to understand the weight and how to brake and corner in the best possible way."

With all this in mind, Isola designed a course to train ambulance drivers that is now used by 100 instructors across the Lombardy region of Italy, and up to 5,000 drivers have come through the programme. "People with a normal day job are obliged to volunteer to drive one night shift a week," he explains. "And at weekends 90 per cent of the ambulance service are volunteers. We start at 7pm and finish at five in the morning. There's enough time afterwards to go home, take a shower and go to work."

So the next time you're in Milan and see a flashing blue light whizzing past, take a moment to think of the volunteers who help out with this crucial service, even when they have hectic day jobs – such as running Pirelli's F1 tyre operation. 





HOW TO BUILD A HALO

It's strong enough to support the weight of two African elephants, deflect a suitcase travelling at 140mph... and, hopefully, save lives. What makes motor racing's latest safety device so tough?

WORDS MARC CUTLER



IT ALL STARTS WITH TITANIUM

– and plenty of it.

“We had to buy about ten tonnes of high-strength titanium within one-and-a-half months, and receive it all in time and in perfect condition,” says Steffen Zacharias of Germany’s CP Autosport, one of the three manufacturers chosen by the FIA to be official suppliers of the new halo safety device.

‘High strength’ means Grade 5 titanium, which is used extensively in the aerospace industry owing to its near-optimal balance between structural stiffness and weight. But this comes at a cost, and not just in terms of expenditure on raw materials: titanium is a difficult and demanding material with which to work, which is why so few manufacturers made it through the tendering process.

“We have a long history in motorsport, having been involved since the 1990s, but we have an even longer background in aerospace materials and fabrication,”

says Zacharias. “We’ve been building titanium parts for aerospace and for outer

space – for the EU’s Ariane rocket programme – and this background is where we come from and it’s how we ended up in Formula 1.”

This experience put CP on pole when it came to producing the halo prototype for FIA testing. Alongside the UK’s SSTT and Italy’s V System, CP were tasked with building a prototype within 6.5 weeks to be tested at the UK’s Cranfield Technical Centre in October 2017. They were the first company to pass the test and have been chosen by nine of the ten F1 teams to supply halos this season – although some teams have purchased devices from all three companies.

It helps that CP’s manufacturing facility was ideally suited to the task. “You need state-of-the-art machining parts to do the pre-machining and the post-welding final machining,” explains Zacharias. “You need a welding chamber in a closed atmosphere for the welding process, and you need the supply chain for the material.”

One of the key challenges with titanium is that it has to be heat-treated to achieve optimal strength *before* you start working it. CP generally receive forged blocks that have been pre-treated to an individual specification to help withstand the loads the finished device will face.

“We’ve been given a challenging load case to which the halo should perform in the physical test,” says Zacharias. “One thing to give a part function is the geometry, but when it comes to welding and metallurgy the heat-treatment process is one of the key drivers. With the heat treatment you set up the physical strengths of the part in combination with the geometry.”

The next step is to pre-machine and gun-drill the tubes that will be welded together. The halo itself is built from five different parts. The half-ring at the top is made from two quarters of the circle. Then there are the two end pieces that attach to the back of the car and the centre pillar in front of the driver. The welding process is performed in a closed chamber to prevent any foreign objects contaminating – and therefore weakening – the joints. The whole device then undergoes further heat treatment for additional strengthening before it’s sent for testing.

“The challenge is in forming the tube in this titanium Grade 5 condition without weakening it,” says Zacharias. “And then having the heat

treatment in the right setup. Heat treatment is one of the technical tricks you need to bring in to make the parts work as they’re supposed to.”

Only the reference production device is tested to destruction at Cranfield. Each subsequent device is made from an exact process sheet that is approved by the Global Institute for Motor Sport Safety, the FIA’s safety research partner. But every device is geometry-checked, weight-checked and undergoes non-destructive testing, including x-rays and crack benchmarks.

“We do these in-house,” says Zacharias.

“Coming from the aerospace industry, we have a very intense testing area, including physical test benches and life-cycle testing. All our parts are tested in-house by certified people to an aerospace standard.”

The x-ray test involves an approved engineer screening all of the welding seams, and this is followed by a dye-penetration test to check for any cracks in the material. Then an ultrasonic probe ascertains whether the wall-thickness of the tube is the same at every point. No area is left unchecked. ▶

CP Autosport weld their halos in a closed atmosphere to avoid any external contamination that could weaken the joints



The forged block of titanium is milled into the halo’s five component parts before undergoing further heat-treatment cycles to add strength



Once complete, the halo is manually shot-cleaned to create an abrasive surface that makes it easier for teams to attach any aerodynamic parts that are permitted by the FIA. This does not modify the strength of the material or put any stress on the parts.

All of these steps are essential to producing such a high-performance device. The halo has to withstand 125kN of force (equivalent to 12 tonnes in weight) from above for five seconds without a failure to any part of the survival cell or the mountings. It must also withstand forces of 125kN from the side. Without question, it's now the strongest element on an F1 car.

"It's been a task to bring it all together," says Zacharias. "We've been producing titanium structures for years, but to bring it all together – the machining, the gun-drilling of the material to produce a tube with such wall thickness, the welding process and geometry from all five parts coming together, and the heat-treatment process – to meet this precise window of technical function, that was the main task. Each field

"WE USUALLY PRODUCE PARTS THAT ARE UNDERNEATH THE CAR AND COVERED UP BY CARBON FIBRE. TO BE ABLE TO SHOW A PHYSICAL PART THAT'S VISIBLE TO THE PUBLIC REALLY MAKES US PROUD"

itself was like what we've been used to, but to nail it down in 6.5 weeks was the hardest task."

It helped that the F1 teams were fully supportive at every step of the way. "I've been in this business now for almost 20 years and I've never experienced such an open-door philosophy from the teams," admits Zacharias. "Every door has been opened." Clearly the teams have been doing everything they can to help integrate the halo into the design of their cars. Although one priority during development was to minimise weight, it was inevitable – given the impact-resistance demands – that the halo would add bulk to the chassis. Each one weighs 7kg, which in itself isn't a great deal, and yet it's 7kg that wasn't previously positioned so high on the car.


"Adopting it has been a significant challenge," says Mercedes technical director James Allison. "It's several kilograms of titanium that needs to be put on the car, and all of the changes that we needed to do to accommodate it had to be made so that the overall car would still stay below the weight limit."

And although the halo functions *like* a bolt-on device, to achieve maximum effectiveness it has to be fitted to a chassis specifically designed to accept the kind of loads it might transmit. Allison explains: "We had to strengthen the chassis so that it would take roughly the weight of a double-decker bus sitting on top of the halo to make sure it's strong enough to withstand the type of event it's designed to protect the driver's head against."

That's why each team has bought several halos, some from all three suppliers, to evaluate during the design process. As always in F1, the

pursuit of the perfect package is an unceasing whirl of marginal gains.

By the end of March, CP were expecting to have produced and shipped 100 halos. Not only are they supplying nine of the ten F1 teams, they are also supplying the F2 and Formula E championships, which are then distributing to their teams. F2 is adopting the halo this year, while Formula E will feature it on the Gen2 car that makes its debut next season. Other series will follow. And this level of visibility will represent a new world for a company such as CP.

"We have 200 people working here and we usually produce parts that are underneath the car and covered up by carbon fibre," says Zacharias. "So to be able to show a physical part that's more visible to the public means our employees can say: 'This is what we've been working on, and this is what drives me to stay longer to fulfil my job and overcome obstacles that others may be stopped by.' So yeah, that really makes us proud." 

First published in the FIA's AUTO magazine



Every halo is made from a process sheet that is approved by the Global Institute for Motor Sport Safety, the FIA's safety research partner



CP Autosport are supplying nine of F1's ten teams in F1 with halos, although some teams have also bought halos from SSTT and V System

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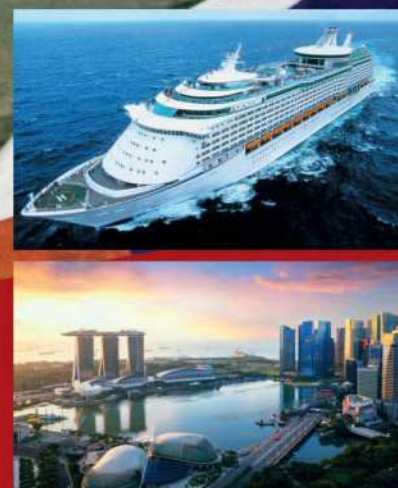
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THE SIX ERAS
OF FERRARI
CHAPTER 6
2005-PRESENT

WORDS DAMIEN SMITH
PHOTOS  LAT IMAGES

FALLING BACK TO EARTH

All empires fall. Interference from above shattered Jean Todt's superteam, put the brakes on Ferrari's serial championship domination, and once again left them chasing dreams





SEBASTIAN VETTEL WOULD PROPERLY CHERISH A WORLD CHAMPIONSHIP WON IN A FERRARI.



THE END OF AN ERA

Michael Schumacher had rewarded the Scuderia amply for building a team around him, bringing them an unprecedented five world titles. But by 2006, Luca di Montezemolo had an eye to the succession and cut short Michael's competitive prime, replacing him with Kimi Räikkönen.

Of all the drivers racing on the 2018 grid, he'd get it more than any of them. To join the canon; to add to his Red Bull haul with F1's greatest team and equal Fangio's title tally of five; to follow in the wheel tracks of his friend and countryman Michael Schumacher; and to achieve what Fernando Alonso failed to pull off in five seasons. How satisfying for a man who carries the Prancing Horse shield into battle with heartfelt pride. He'd wear that title well.

But the big question must dwell somewhere in his psyche: like Alonso, the man fêted by so many (and surely to Vettel's annoyance) as the most complete F1 driver of the modern era, is Seb destined to miss out too? Or could he still be the man to gloriously rescue the Scuderia from a title slump all too familiar from decades past? This year, we might be about to find out.

It's been 11 years since Kimi Räikkönen took the crown from Alonso and wonder-rookie Lewis Hamilton in their tumultuous season together at McLaren in 2007. Since then the Finn has faded, been paid *not* to drive for Ferrari, been paid more to return... and is still there in the other car, despite fading again.

In the midst of Kimi's puzzling career, the made-in-heaven match of Alonso and Ferrari rocketed into life in 2010... only to tumble to terra firma in the wake of anticlimactic near-misses and groan-inducing team mistakes. Vettel was the vanquisher then, but now finds himself in near-identical circumstances, against Hamilton and Mercedes' silver dream machines.

Back in Maranello, Jean Todt's record-smashing reign petered out once Schumacher's glorious era had passed, and even Midas-gilded president Luca di Montezemolo – saviour of two Ferrari generations – lost his touch, to be replaced by a flinty industrialist whose taste for comfortable knitwear belies his growing reputation for cold-eyed steel in the boardroom.

In recent times, Sergio Marchionne has more than once threatened what was once unthinkable: to pull Ferrari from F1. Sure, Enzo Ferrari said the same, on more than one occasion when it suited him. But with Marchionne, one senses he'd really do it – without a moment's regret. Grand prix racing was once Ferrari's *raison d'être*. But in 2018 is that still the case?

Strange times – but then that's not just true for Ferrari. Rewind to 2005 and the picture was so much more familiar. Schumacher had obliterated the previous campaign for his fifth title in a row and, at a fighting-fit 36, there seemed little to suggest he wouldn't march on and claim more. One hundred grand prix victories? It was surely just a matter of time.

Then Bridgestone, dependable tyre supplier and complicit partner in Ferrari's awesome run of success, got it wrong. The new rule banning mid-race tyre changes, rain notwithstanding, had





EARLY PROMISE

Kimi came from nowhere to snatch the 2007 driver's title for Ferrari, while contenders Alonso and Hamilton were locked in civil war at McLaren. The relationship between Ferrari and the Finn has been complicated to say the least, but he remains their most recent champion.



"IT'S 11 YEARS SINCE KIMI TOOK THE CROWN. SINCE THEN HE HAS FADED, BEEN PAID NOT TO DRIVE FOR FERRARI, BEEN PAID MORE TO RETURN... AND IS STILL THERE"

the desired effect in shaking up F1 and ending what had become a scarlet monotony. While French rival Michelin made rubber that proved both durable and consistent, Bridgestone's was neither. Renault vs McLaren, Alonso vs Räikkönen – that was the refreshing script of what turned out to be a great season. Mostly.

Indianapolis was the giant blot that would stain the history books. Here it was Michelin who got it wrong. Their failure to provide tyres that teams could trust in the banked final turn led to grand prix racing's greatest debacle, as just six Bridgestone runners took the start, to a cacophony of boos from a furious public. And in the sceptical US of all countries.

To make matters worse, Todt's refusal to consider anything beyond the selfish interests of the Scuderia kicked in once again. Ferrari's part in refusing to compromise on the addition of a chicane to Turn 13 should never be forgotten. Yes, Michelin screwed up, but between them, the FIA and Ferrari could have led F1 through this nightmare with grace. Instead, they chose

wilful intransigence and the horror story played out to its pathetic conclusion. To the world, Schumacher's victory – having almost barged team-mate Rubens Barrichello off the track after a pitstop – was beyond meaningless. To Todt, his man had ten points and was back in title contention. Nothing else mattered.

In the name of safety, tyre changes were reintroduced the next season, leaving 2005 as a diverting anomaly all these years later. As the new 2.4-litre V8 era began, Ferrari bounced back – only to find Renault, Alonso and Michelin more than ready to defend their hard-won titles. Alonso's battle and ultimate defeat of Schumacher was monumental that year, a season of high-stakes drama. In Monaco, there was Schumacher's 'parking manoeuvre' at Rascasse, when he purposely nosed his Ferrari into the barrier to thwart Alonso's qualifying lap. Yet another foul to further stain a blemished legacy. Then at Hockenheim, politics threatened to sour a classic season when Renault were thrown into turmoil over the supposed illegality of their

clever mass damper system. The FIA stewards approved it – only for the governing body to appeal against their own employees' decision!

Meanwhile, over at Ferrari, the superteam that had blown through the record books and seemingly broken the age-old boom-bust cycle was beginning to crumble. Tensions between di Montezemolo and Todt were drawn tight. Once he'd brought in Schumacher, Ross Brawn and Rory Byrne, it's arguable that Todt's main contribution to the years of sustained glory had been holding the team together – and pushing back against di Montezemolo's disruptive influence. But the dynamics were changing.

Mindful of Schumacher's age and a perceptible need for a succession plan, di Montezemolo signed Räikkönen. Todt was furious – but powerless to protect his beloved ace. At Monza, Schumacher announced his retirement at season's end. Speculation was rife that he'd effectively been pushed. His inability to find contentment after F1, the painful flirtation with superbikes and his return with Mercedes in 2010 ▶



UNFULFILLED DREAMS

Alonso was held to be the world's most complete F1 driver when he moved to Ferrari in 2010, seemingly forging a match made in heaven. But calamitous team errors eroded his patience, and after a string of near-misses (he was runner-up three times), he left in 2014.

“ALONSO WAS HEROIC IN FERRARI THAT FAILED TO MATCH HIS TALENT. THEN SLOWLY, THE DREAM PARTNERSHIP SOURED”



clarifies only how even Ferrari's most successful F1 driver could succumb to Maranello's machinations. Schumacher meekly accepted an ambassadorial role for the time being.

In his wake, the glue binding the superteam dissolved. Without Michael, Brawn chose to go fishing in 2007, while Todt began to lay the groundwork for amiable Stefano Domenicali to succeed him. Both had so much more to offer F1 – but no longer under the Modena-yellow shield that had defined them. For a while, it seemed their creation would rumble on in their absence. Räikkönen's title smash-and-grab in 2007 vindicated di Montezemolo's meddling, although Räikkönen's raid would never have

come off had it not been for McLaren's Alonso vs Hamilton civil war, which was mismanaged so spectacularly badly by Ron Dennis. This was also the year of 'Spygate', when disaffected mechanic Nigel Stepney passed Ferrari technical drawings to McLaren's Mike Coughlan.

Thereafter, Brazilian journeyman Felipe Massa took centre stage as Räikkönen failed to convincingly defend his title. How Massa came a Timo Glock away from becoming 2008 world champion is, ten years on, the stuff of legend. His dignity in the wake of Lewis Hamilton's skin-of-the-teeth first title has defined this true gentleman of F1 – happily so, given how dark his story turned the following year.

Massa's freak head injury from an errant spring thrown from Rubens Barrichello's Brawn in Hungary spawned advances in helmet design, but effectively ended Massa's frontline career. His return in 2010 for the start of four more seasons in a Ferrari was an admirable victory in its own special way – but he'd never win another grand prix. This was Alonso's team now.

Even before his mid-decade title double, Alonso was touted as the most likely successor to Schumacher. It took longer than expected – the stormy year with McLaren in '07, then two wound-licking seasons back at Renault – but eventually he found his way to Maranello. His air of superiority, the intelligence, the racecraft,



CHASING IMMORTALITY

As a passionate devotee of Formula 1 heritage, a world championship scored with the Scuderia would mean everything to Sebastian Vettel, as he goes head-to-head with Lewis Hamilton in 2018 to see which of them can be the first to five.



the political nous... he was made to lead the reds. And how close he came to Ferrari immortality.

Recalcitrant Räikkönen was shuffled off with a year left on his contract – at great Ferrari expense – to go rallying; then Alonso dazzled on his debut. Like Fangio, Andretti, Mansell and, yes, Kimi before him, he won on his Ferrari debut. The title soon seemed to be within his grasp. At the final race, Abu Dhabi, he held an eight-point lead and qualified third. Then Ferrari's spectacular strategy own-goal dropped him behind Renault's Vitaly Petrov. On a track purpose-built for F1 showdowns such as this, the Ferrari had no chance to pass – and the title slipped to Red Bull's Vettel, who led the points for the first time (and the time when it mattered most) only when he crossed the line to win.

Somehow that crushing defeat set the tone for Alonso's time at Ferrari. He was title runner-up twice more in subsequent years and was heroic in cars that failed to match his talent. Then slowly, the dream partnership soured. His patience spent, Alonso and Ferrari split in a cloud of

dust-ups in 2014. Given how his surprise return to McLaren has turned out, you might think he should have taken more deep breaths, counted to ten and stayed put. In reality, there was no way back from the brink for this Latin firebrand.

With four consecutive titles and little more to gain at Red Bull, Vettel's switch for 2015 made sense. It's strange and surely unfair that the perception of a quadruple champion should be so tepid – but a title in red would warm the legacy nicely. So many before him have paid the price for chasing Ferrari immortality. But that only makes it more desirable. This year, as he and Hamilton go head-to-head in a bid to match Fangio and reach five, Vettel will do all it takes (and probably more) to join the anointed.

Meanwhile, what of Ferrari themselves? Do they still matter as they always have? This mysticism, this magic, caught the wind with Ascari, Fangio, Hawthorn and Hill, and gathered strength like a hurricane through the decades. The future? It was always in doubt. But *Il Passione* drove Enzo's army. For staff loyal to

Maranello and Italy's devoted *tifosi* little has changed. The same is not true of the boardroom.

For all his faults, di Montezemolo was a direct link to Enzo's Ferrari. He understood the past and was a part of it. Marchionne? He is blown by a different wind that might – *just might* – puff the world's most famous automotive brand on to a wholly different course. But would it matter? Marchionne's Ferrari can sometimes be hard to love. Then again, the same was said of Lauda's Ferrari 40 years ago, and certainly of Schumacher's team of more recent times. Now, thanks to Todt and Brawn, of all people, an F1 without Ferrari is conceivable – and in some respects, perhaps preferable without Ferrari's unfair power of veto over rule changes.

But what are we saying? How much duller and less colourful would grand prix racing be without the reds? The thread to Ascari's Ferrari, and even further back to Nuvolari's, is thin. But all the time it holds. The drama, the histrionics, the glories... and the failures. This is Ferrari. And we wouldn't be without them. 

NIGEL ROEBUCK'S GRAND PRIX GREATS

IN TODAY'S ULTRA-SPECIALISED

world, many of his Formula 1 colleagues have looked askance at Fernando Alonso's decision to compete last year in the Indianapolis 500, and now in the World Endurance Championship. Alonso is untypical of his generation in regarding a weekend without a race as a weekend lost, but in times past there were many like that, and none more so than Jo Siffert.

If Stirling Moss naturally remained Rob Walker's favourite among those who drove for his private team, 'Seppi' was next up, and Walker loved to talk about him.

After Moss's career-ending accident in 1962, Rob's team continued, with Maurice Trintignant, then Jo Bonnier, but the spark was gone: "They were competent enough, but after all those years with Stirling – incomparably the best – it was a bit flat, really..."

In the meantime Siffert, born in Fribourg, Switzerland, was trying to make his way in the sport. From a very poor family, he was a natural wheeler-dealer, which served him well in his chosen career. After two years in F1, first with Scuderia Filipinetti, then with his own shoestring outfit, he was seconded into the Walker team in late 1964.

Although Seppi had won the Syracuse Grand Prix in 1963, more significant by far was his victory the year after, at ultra-fast Enna, for a few feet behind him was Jim Clark, no less. In 1965 they put on a repeat performance – with the same result.

Siffert may have been driving for Walker ostensibly as number two to Bonnier, but invariably he outpaced him. "Bonnier didn't like that," Rob recalled, "and suggested that for '66 we revert to just one car. 'I quite agree with you,' I said, 'and it's Siffert...'"

Now the new 3-litre F1 was under way, and for the next couple of seasons Seppi drove Walker's under-powered Cooper-Maserati. For 1968, though, Rob bought a Lotus 49, complete with the newly dominant Cosworth DFV.

It was all Siffert could dream of, but it began disastrously. Shortly before the car's debut, at the Race of Champions, it was taken to Brands Hatch for a shakedown, and on a greasy track Seppi was caught out by the 'light switch' power delivery of the early DFV. The car was destroyed, and in his mortification the laconic driver made himself a badge, which he pinned to his jacket. 'Merde

alors,' it said. Swallowing hard, Walker ordered another 49, and back at Brands, in July, Siffert more than made amends, winning the British Grand Prix after a race-long duel with Chris Amon's Ferrari. It was the only home victory for Rob's team, and he counted it his favourite.

In today's world, competing only 20 times a year, Seppi would have been at a loss. For him, a typical season meant F2, sports cars and CanAm, as well as the grand prix schedule, and in this he was similar to Pedro Rodriguez, with whom history tends to bracket him.

For most of their careers the pair excelled particularly in sports cars, and they became team mates in 1970 when John Wyer's team took over the running of the factory Porsches.

Team manager David Yorke, formerly of Vanwall, remembered Siffert with great fondness. "For Seppi a typical day's testing meant driving all morning, then sinking two platefuls of goulash at lunchtime, washed down with a couple of steins of beer, then driving again all afternoon.

"He was *extraordinarily* single-minded. I remember once when Redman came in to hand over to him earlier than expected – Seppi wasn't even in the pit, but somewhere out the back. When he realised Brian was in, he ran to jump over the pit counter, caught his foot on it, and went sprawling on the road. His knees were torn to pieces, but he never gave them a glance – just hurled himself into the cockpit, and was gone! Amazing bloke..."

By now Siffert had regretfully parted ways with Walker to drive for the newly formed March team. Earlier he had turned down Ferrari, which would have meant severing his ties with Porsche, and that was out of the question.

The season with March, though, was disappointing, and Siffert left to join BRM – as team mate to Rodriguez, already established there. If both continued to have success with Porsche, in F1 Seppi was somewhat in Pedro's shadow, but everything changed in July when the Mexican was killed in an Interserie race at the Norisring. Siffert, stricken by the news, rose magnificently to the occasion at Silverstone the following weekend,

qualifying on the front row and running second to Stewart until electrical problems intervened. At the Osterreirching, though, came his day of days: from pole he was peerless, leading all the way.

At the last grand prix of the year, Watkins Glen, Seppi finished second to Francois Cevert, and – happily remarried, a new BRM

JO SIFFERT

The fighting spirit
of Formula 1



Siffert rose to the occasion after the death of team-mate Rodriguez, leading the 1971 Austrian GP from lights to flag



contract signed – all seemed right with his life. That said, he was tired after a tumultuous season: a late addition to the schedule, the Victory Race at Brands Hatch, would be his 41st race of 1971.

Sunday, October 24, was about as sublime as an autumn day may be, but Siffert, on pole, made a bad start, and it was his team mate Peter Gethin who took the lead. After 14 laps Seppi was up to fourth, but suddenly we became aware of silence, then dense black smoke on the far side of the circuit.

On the run down to Hawthorns, Siffert's BRM had abruptly pitched left into the bank, somersaulted over a marshals' post, and exploded. If there was any mercy that day, it was that the driver knew nothing of the fire.

At his funeral in Fribourg more than 50,000 lined the streets as the coffin was borne past on the back of a Porsche 917. A while later someone at Marlboro conceived the idea of an award, in recognition of 'fighting spirit', to be presented to a driver after each grand prix. Appropriately, it was named for Jo Siffert.

THIS MONTH

BUTTON TO MAKE HISTORIC BOW

Jenson Button will follow the lead of David Coulthard by going historic racing this summer and will race at both the Le Mans Classic in July and the Goodwood Revival in September.

In an arrangement with leading historic race team JD Classics, Button will race a Group C Jaguar XJR-9 at Le Mans and a 1960s sports car at Goodwood. A seat in the team's lightweight Jaguar E-type for the two-driver TT race at Goodwood seems probable.

The XJR-9 is chassis 688, a car built by Tom Walkinshaw Racing in 1988 to replace that year's Le Mans-winning car. In July of that season chassis 688 finished third at Brno, driven by Johnny Dumfries and Jan Lammers, and in September was second in the Spa 1000km with Dumfries, Lammers and Martin Brundle.

Derek Hood, the founder JD Classics, commented: "It's an absolute pleasure for us to have Jenson

racing with us. We're sponsors of both events because we believe they deliver some of the best historic motor sport action on the calendar – having Jenson racing at both just goes to show why."

Button has never raced on the Goodwood circuit before, though he has been a regular at the Festival of Speed in the grounds of Goodwood House. He will also be racing at Le Mans for the first time.

The life of double World Champion Jim Clark was honoured during a moving commemoration at Donington Park on Saturday 7 April when as many as 500 people gathered on the start line.

The Historic Sports Car Club's opening race meeting of the season fell exactly 50 years from the day when Clark died in a Formula 2 accident at Hockenheim.

Drivers, team members, marshals, officials and



Button's historic racing debut will be in the XJR-9 that was second at Spa in 1998 (above right)

“

BUTTON HAS NEVER RACED ON THE GOODWOOD CIRCUIT, THOUGH HE'S BEEN A REGULAR AT THE FESTIVAL OF SPEED. HE'LL ALSO BE RACING AT LE MANS FOR THE FIRST TIME

”

spectators went to the grid to show their respect, where the moving sound of bagpipes was the lead in to a minute's silence for one of Britain's greatest drivers.

At the head of the grid was the Lotus 18 grand prix car now owned by John Chisholm. Chassis 372 is an ex-works car and was used by Clark to score his first major single-seater win at Brands Hatch in the summer of 1960.

It has taken ex-pat New Zealander Warren Briggs 40 years to complete his McLaren circle, but this summer he will race a Formula 1 McLaren M29C after working on the initial build of the M29.

Fresh in the UK in 1978, Briggs worked at McLaren and then went on to race extensively, most recently in Ford Mustangs. He always hankered for an M29 and now has M29-2 as raced by Patrick Tambay and John Watson in period. "The car is fantastic, I feel very privileged to be able to own it let alone race it," said Briggs.



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THE MAIN EVENT

Brands Hatch welcomes back the sights and sounds of Formula 1 with the FIA Historic F1 Championship

It is now more than 30 years since Brands Hatch hosted the British Grand Prix for the 12th and final time and it is now abundantly clear that modern Formula 1 cars will never again feature at the spectacular Kent venue.

However, once a year cars from the glory days race on the iconic full Grand Prix circuit, when the Masters FIA Historic F1 Championship headlines the Masters Historic Festival on May 26/27.

The championship is only open to 3-litre cars from 1966-1985 so this means that the wooded grand prix loop will echo to the sound of Cosworth DFV engines, as the clock is turned back to the days when Jo Siffert, Jochen Rindt, Emerson Fittipaldi, Jody Scheckter, Alan Jones and Niki Lauda all won at Brands with a DFV singing away behind their back. By the time Nigel Mansell won the final British GP at Brands Hatch in 1986, his Williams was powered by a Honda turbo.

Appropriately, it is now 50 years since Siffert, at the wheel of Rob Walker's privately entered Lotus 49, took the first DFV victory at Brands. This is a meeting that demands a walk out into the woods for a chance to see and hear these cars at Pilgrims Drop, Hawthorns, Westfield, Stirlings and Dingle Dell.

After qualifying on Saturday morning, the Historic Formula 1 cars race at 15.30 on Saturday and then again at 14.55 on Sunday.



Formula 1 machinery from yesteryear will do battle on the Brands Hatch GP circuit over the late May Bank Holiday

HISTORIC RACING AND AUCTION CALENDAR

- May 11:** The Monaco Sales (Bonhams)
- May 11-13:** Grand Prix de Monaco Historique
- May 12:** Monaco Auction (RM Sotheby's)
- May 12:** Legende et Passion Monaco Auction (Coys)
- May 25-27:** Historic Grand Prix Cars Association races, Charade (France)
- May 26-27:** Masters FIA Historic F1 Championship, Brands Hatch
- June 5:** Classics and Motor Sport Hall of Fame Auction (H&H)
- June 22-24:** Masters FIA Historic F1 Championship, Most (Czech Republic)
- June 30-July 1:** Historic GP Cars Association races, Brands Hatch
- July 5-8:** Historic F1 races at British Grand Prix, Silverstone
- July 11-13:** Goodwood Festival of Speed
- July 19:** Silverstone Classic Race Car Sale (Silverstone Auctions)
- July 19:** BRDC Benevolent Fund Memorabilia (Silverstone Auctions)
- July 21-22:** Silverstone Classic Sale (Silverstone Auctions)
- July 20-22:** Masters FIA Historic F1 Championship, Silverstone Classic
- July 20-22:** Historic Grand Prix Cars Association races, Silverstone Classic
- July 28-29:** Shelsley Walsh Classic Nostalgia: F1 through the ages
- August 3-5:** Copenhagen Historic Grand Prix
- August 10-12:** Masters FIA Historic F1, Nürburgring Oldtimer Grand Prix



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WORDS DAMIEN SMITH
PICTURES JAMES MANN

THE MCLAREN MP4/8

Senna's final race winner
and the tool for perhaps his
finest Formula 1 victory

In 1993, Alain Prost won his fourth world championship in what turned out to be his final season in Formula 1, driving the most sophisticated grand prix car yet seen. And still Ayrton Senna managed to steal his thunder.

The great Brazilian bitched and moaned about his unarguable underdog status at a weakened McLaren, but simultaneously revelled in it – especially on the (several) occasions when he embarrassed Prost, who had the enviable power of Adrian Newey-era Williams and Renault at his fingertips. Said to be a beaten man before a wheel of the season had turned, Senna clearly enjoyed himself immensely on several occasions during '93, in what turned out to be not only his final season, but also his last full year on earth.

The Senna shenanigans kept us all hooked, but they also overshadowed an incontrovertible truth: the McLaren MP4/8 might have lacked the firepower of the wondrous Williams FW15C, but it was still a great F1 car. It was also a stunner and one that only looks better with each passing year.

Designer Neil Oatley has every justification to be proud of this car. He and his team only discovered in November 1992 that engine partners Honda were pulling the plug on F1. In response, McLaren boss Ron Dennis did all he could to secure a supply of pace-setting Renault V10s, but when he came up short the solution for '93 had to be Ford's HB V8. Except

NOW THAT WAS A CAR

No. 67



Benetton had the 'works' deal. McLaren would be a paying customer, using a spec one step behind the V8s in the B193s.

Quite a comedown for proud Dennis and his once-dominant team but Oatley and co responded by boxing clever. They couldn't have the most powerful car on the grid, but it would still be quick on its feet.

MP4/8 featured new electronic systems and software to improve chassis control, data acquisition and telemetry, plus a new lightweight electronic control panel in the cockpit – all made by McLaren Group subsidiary TAG Electronics. Mated to a great chassis, with improved active suspension and traction control systems at least a match for Williams', this was proof of McLaren's strength in depth.

As the team toiled that winter, Senna sulked in Brazil. Without his beloved Honda or a Renault V10 behind him, and with nemesis Prost now in a Williams, he threatened to stay at home. The will-he-won't-he saga began.

When he returned to test the new car, he was surprised to find a nimble machine with great handling. With a shorter wheelbase than the Williams and an engine that was still competitive, the MP4/8 had the ingredients to shine on tighter circuits. Senna knew he had something he could work with.

Still, he kept Dennis and McLaren's sponsors hanging on a chain. How much was contrivance to remind the world of his



power remains open to conjecture even now, but his initial insistence on a race-by-race deal at \$1 million a time certainly ensured column inches. As usual, Senna and McLaren were the story of the season – even if a fourth title was out of their reach. Although they didn't exactly keep to this script early on.

Prost won the season opener in South Africa, but Senna hit back brilliantly on home turf in a wet-dry Interlagos thriller. Then came Donington Park.

Circuit owner Tom Wheatcroft twisted Bernie Ecclestone's arm for a race, and a surprise (one-off) European GP was his reward. The April date inevitably meant heavy rain (and heavy losses for Wheatcroft thanks to reduced gate receipts), but the recipe cooked up one of the most memorable races of the era – and a gold standard Senna masterclass. How he carved past four cars on the first lap to lead and utterly dominated both the conditions and the race, while Prost and team-mate Damon Hill flailed in his wake, is the stuff of F1 legend.

Prost attempted to shrug off the humiliation with wins at Imola and Barcelona, then Senna added a record sixth Monaco GP to his tally in May. But thereafter it became tougher to sustain the challenge, as Williams and Prost hit their stride. Niggling unreliability hardly helped.

Still, Senna remained the story – especially when he landed the coveted Williams drive for '94, essentially forcing Prost into retirement. Alain had no interest in facing down Senna in the same team again after their two explosive seasons together at McLaren.

Meanwhile, Michael Andretti had also learned what it was like to be teamed with (and against) Senna at McLaren, although the American's problems were partly of his own making. After his brilliance in Indycars, he was expected to do just fine in F1, but new testing restrictions limited his seat time, and early rounds in the rain didn't help.

But sympathy ran short when Andretti insisted on commuting from the States. Did he really want this? By September, and despite a Monza podium, McLaren had seen enough. Michael was replaced by test driver Mika Häkkinen – who promptly outqualified Senna first time out at Estoril.

That weekend Prost announced his retirement and won a deserved fourth title. After that Senna stole the limelight, winning at Suzuka and then memorably at the Adelaide finale. Now Prost was suddenly an ex-rival, Senna acknowledged his old enemy with warmth and grace on the podium. In the context of all that had gone before – and the tragedy that was to come in May '94 – this was a special moment.

“SENNA AND McLAREN WERE THE STORY OF THE SEASON, EVEN IF A FOURTH TITLE WAS OUT OF REACH”



RACE RECORD

Starts	32
Wins	5
Poles	0
Fastest laps	1
Other podiums	4
Points	84

SPECIFICATION

Chassis	Carbon fibre and honeycomb composite structure
Front & rear suspension	Double wishbones, pushrod, inboard spring/damper/actuator
Wheelbase	2845mm
Engine	Ford HBD7 V8
Engine capacity	3494cc
Power	680bhp
Gearbox	McLaren transverse six-speed semi-automatic
Tyres	Goodyear
Weight	505kg
Notable drivers	Ayrton Senna, Michael Andretti, Mika Häkkinen



As for McLaren, during '93 they had tested a B-spec MP4/8 fitted with Lamborghini's Chrysler-badged V12. Senna and Häkkinen were impressed, but the alliance went no further. Dennis then made an ill-fated deal with Peugeot for '94.

After Adelaide, little did we know that McLaren wouldn't win again for four years – and Senna had scored his final victory. The MP4/8 had already proven itself over the course of a dramatic season that included one of the great wet-weather races of all time. But for the significance of its final race alone, this car will always be special. 📌

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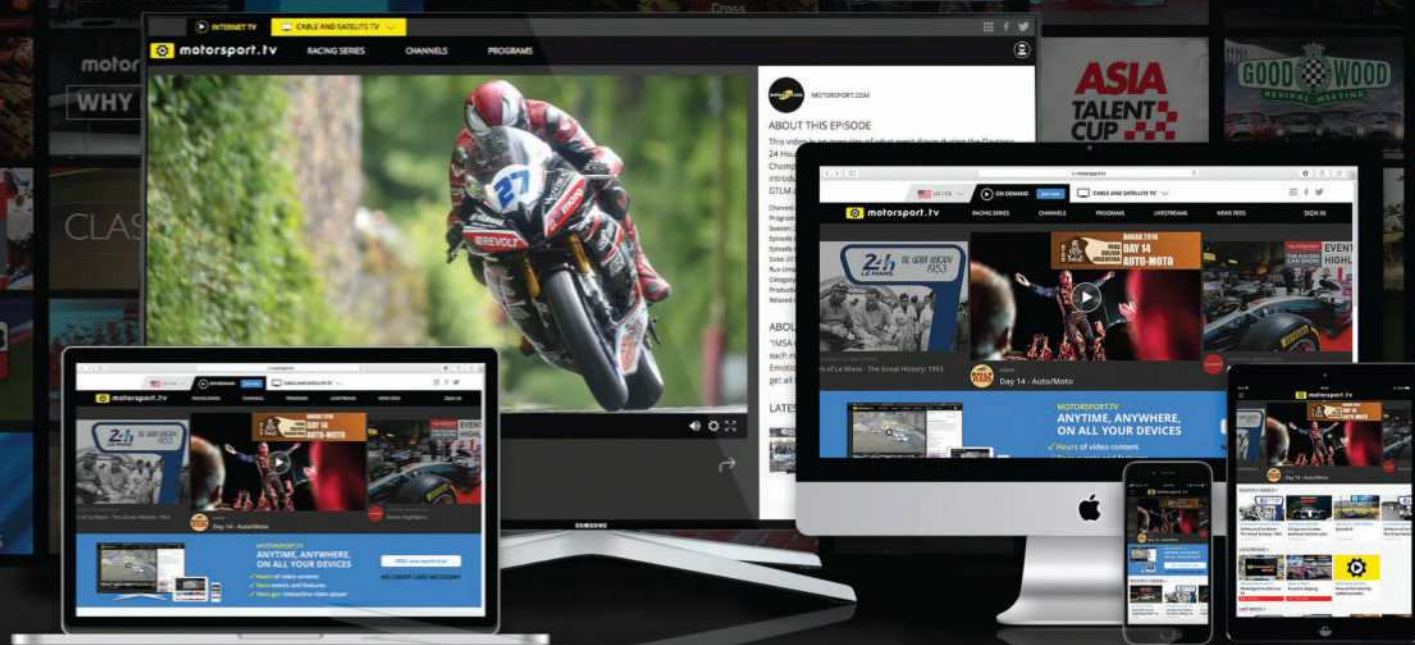
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FINISHING STRAIGHT



Did Max Verstappen's pass on Sebastian Vettel – which spun the Ferrari around – merit greater punishment?

Louder lauding

Liberty should be lauded for their blueprint over the future of F1. It is clear about the need to make the sport sustainable going forward, in turn keeping existing teams in business and hopefully encouraging new ones to join.

However, if anything, the Bahrain and Chinese Grands Prix showed that we don't always need the introduction of cost cutting and/or standardised parts in order to mix up the action and provide an exciting race.

It is pure performance and variations on strategy which do that alone, and that is what separates the best from the rest.

The whole essence of F1 is the challenge of man and machine against their rivals in a bid to be

the quickest. It is the job of others to catch up and pass them.

Results achieved by Toro Rosso and Haas show that the so-called smaller teams can compete. The results are just reward for their performance, and if these are achieved by said teams having customer cars or engine manufacturer support then so be it.

Let's therefore concentrate on the real issue, which is the need to provide a more equitable distribution of prize money.

Michael Brierley
Stalybridge, UK

China: out of hand

Wow, what a great race in China. Overtaking aplenty and a totally unexpected winner. The only black mark was the poor standard of



driving by Max Verstappen. His lack of respect and common sense is frankly unacceptable.

His attempt to pass Lewis ended up with him going halfway to downtown Shanghai. As for his banzai attempt to pass Seb, it was absurd to say the least.

Since he caused the collision (not for the first time) he should have got points on his racing licence. What does he actually get?

Further cog-itations

The words kettle, pot and black came to mind when I read Adrian Townsend's letter (Inbox, May).

McLaren have two racers, Ferrari have one racer plus one sacrificial lamb. Formula 1 without Ferrari – what a great idea. Give their money to the poor and let's have fairer competition with proper racers.

Andrew Forsyth
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- Bottas takes a drive to collect the Bandini Trophy
- How Kevin Magnussen is rebuilding his career at Haas
- Now That Was A Car: Alfa Romeo 158/159
- Wolff & Neubauer: being a Merc boss 60 years apart



RACE DEBRIEF BAHRAIN GP

FINISHING STRAIGHT

VETTEL HITS THE HIGH NOTE

Gearbox woes for Hamilton handed the momentum to Ferrari and they took full advantage in the desert with Vettel on song to make it two out of two

Vettel's 51st pole had been the result, he said, of a better front-end feel and the completion of a race distance in Australia that granted deeper insights into his chassis' behaviour. There was substance to his sentiment: Vettel's 1m 27.958s was the only tour in the 27s.

Räikkönen, who'd been quick throughout the session and held provisional pole until Seb's final flyer, mumbled about "traffic" and ended up one-and-a-half tenths shy of Vettel.

Valtteri Bottas led the Mercedes charge, happily shunt-free after his Melbourne qualifying misdemeanour, with a 1m 28.124s almost a tenth clear of Hamilton's 1m 28.220s best.

Lewis would be further hindered by a five-place grid penalty incurred after a pre-race gearbox change. So a Ferrari front row with the Mercs third and ninth... who'd have predicted that?

ANOTHER LAP MIGHT HAVE BEEN ENOUGH FOR BOTTAS; ANOTHER FIVE WOULD HAVE BROUGHT A STAMPEDING HAMILTON INTO THE VICTORY FIGHT

No surprise to see Dan Ricciardo next up in fifth, though 0.178s from Hamilton and half a second from pole. MIA, though, after a Q1 shunt on the exit of Turn 2, was Max Verstappen. He would start P15.

Ricciardo would, though, enjoy the presence of another Red Bull-liveried car alongside: the Toro Rosso of Pierre Gasly, powered by Honda. Yep, the same Honda who were dissed then dumped by McLaren. Bitter, that, for McLaren, who were the slowest Q2 runners.

Kevin Magnussen underlined the strength of the Haas chassis, with P7, both Renaults made the top 10 – Hulk P8, Sainz P10 – and there was relief for Force India as Esteban Ocon secured P9.

How quickly a mood can change in Formula 1.

From despair to hope; from fatalistic resignation to renewed fascination.

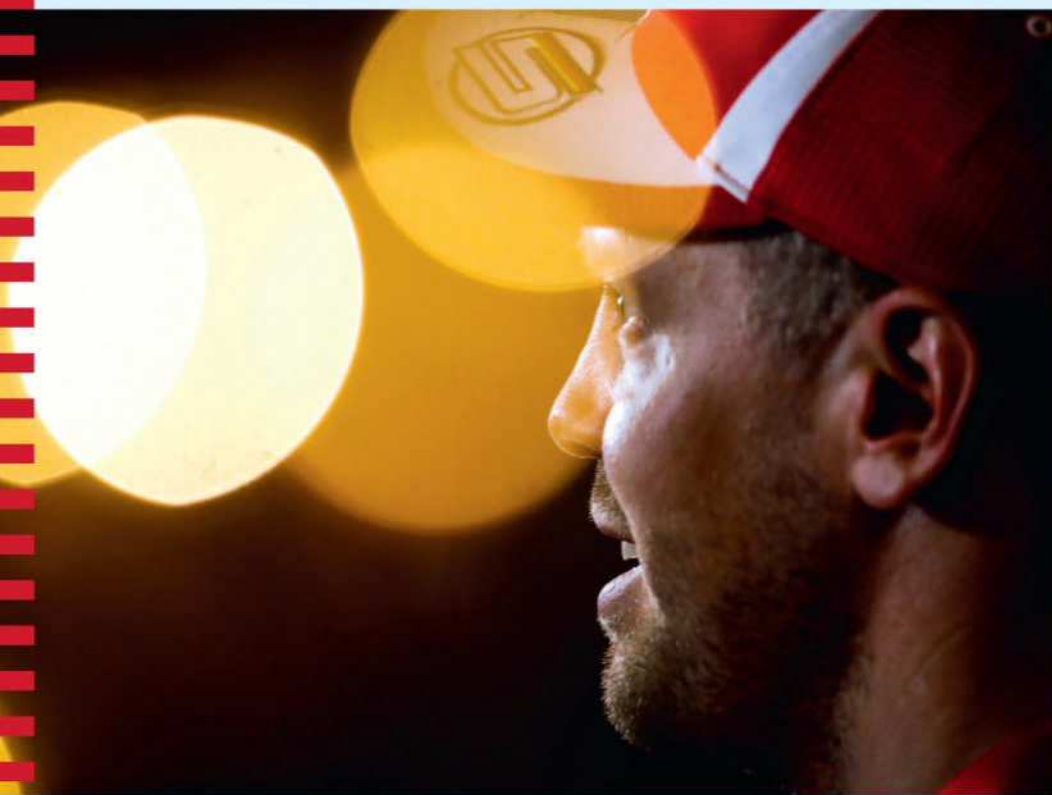
Amid the shifting sands of a desert kingdom, F1 came to realise that maybe – despite the coldest fears born of Mercedes dominance in winter testing – we'll have closely fought races this year and a championship battle to relish.

QUALIFYING

A Ferrari front-row lockout in Bahrain: what sorcery was this? Could it be that the paddock presence

of Bernie Ecclestone, that ghost of F1 past, on the very weekend that Liberty Media revealed an outline of their plans for the sport's future direction, had been enough to conjure his always-favourite red cars to P1 and P2?

No, alas, the truth was rather more prosaic. Mercedes' W09 had encountered a tendency to overheat its tyres, while the Ferrari SF71-H, though still not as 'dialled' as either Seb Vettel or Kimi Räikkönen might wish, was nonetheless proving to be a wieldy machine in which both drivers were beginning to feel more confident.



BAHRAIN INTERNATIONAL CIRCUIT / 08.04.18 / 57 LAPS



Seb made the best of pole for win number two (above, left & below). Lewis (above, centre) had no answer while Kimi's woes were in the pits (above)

to command and control from pole and – just – contain the challenge of a Bottas-driven Mercedes.

His final advantage was a scant 0.7s after 57 laps on a chancy supersoft-soft strategy. By Pirelli's own modelling Vettel had pushed his second set at least eight laps beyond their useful life; had it been Hamilton chasing him down, not the less aggressive Bottas, surely Lewis would have made more of any late opportunity.

Bottas's last victory shot came into Turn 1 on the final lap. With DRS deployed, he feinted inside into the right-hander, but half-heartedly. He was neither committed enough to make the pass, nor was his line sufficiently optimised for the perfect exit that might have allowed him to out-drag the Ferrari.

Vettel, breathless and on spent rubber, was off the hook and able to hang on for a famous, tense and stunningly mature win.

Bottas's second was a boost after Australia, not least because he outpaced Hamilton in qualifying. But the thought lingers that a Ricciardo or an Ocon, both tipped as possible 2019 Merc drivers, would have made more of any last-gasp victory lunge.

Another lap might have been enough for Bottas; another five would have brought a stampeding Hamilton into the victory fight.

The result left Vettel with a perfect '50' at the

top of the drivers' table, as the first Ferrari driver since Michael Schumacher in 2004 to have won the first two races of the season.

The trio were in a race of their own at the head of the field, after Räikkönen had been eliminated during his second pitstop. Confusion over the switch of the left-rear soft to a supersoft left the wheel unchanged as he was released and an unfortunate Ferrari mechanic with a broken leg.

Red Bull were also out of the equation. Max Verstappen did for himself with a too-bold lap two move on Hamilton that resulted in a clash of his left-rear with Lewis's front wing. Result: puncture, a broken driveshaft and retirement. Ricciardo, meanwhile, was also out on the same lap having suffered a total electrical failure. "This sport can rip your heart out sometimes," he said.

The toll was all to the advantage of the remarkable Gasly. In only his seventh race, the 2016 GP2 champ delivered brilliantly on the promise of his P5 starting position for fourth.

Magnussen eased Haas's Melbourne woes with fifth, while the combative Fernando Alonso was seventh. The oft-lamented Marcus Ericsson was a deft, single-stopping ninth for Sauber.

Quite a race then, all-in-all. It looks like being quite a championship.

RESULTS ROUND 2



1st	Sebastian Vettel	Ferrari	1h 32m 01.940s
2nd	Valtteri Bottas	Mercedes	+0.699s
3rd	Lewis Hamilton	Mercedes	+6.512s
4th	Pierre Gasly	Toro Rosso	+62.234s
5th	Kevin Magnussen	Haas	+75.046s
6th	Nico Hülkenberg	Renault	+99.024s
7th	Fernando Alonso	McLaren	+1 lap
8th	Stoffel Vandoorne	McLaren	+1 lap
9th	Marcus Ericsson	Sauber	+1 lap
10th	Esteban Ocon	Force India	+1 lap
11th	Carlos Sainz	Renault	+1 lap
12th	Charles Leclerc	Sauber	+1 lap
13th	Romain Grosjean	Haas	+1 lap
14th	Lance Stroll	Williams	+1 lap
15th	Sergiy Sirotkin	Williams	+1 lap
16th	Sergio Pérez	Force India	+1 lap*
17th	Brendon Hartley	Toro Rosso	+1 lap**

Retirements

Kimi Räikkönen Ferrari 35 laps – incorrect compounds

Max Verstappen Red Bull 3 laps – accident damage

Daniel Ricciardo Red Bull 1 lap – electrics

Includes 30-sec penalty for overtaking on formation lap **failing to re-establish start order

FASTEST LAP



Valtteri Bottas,
1min 33.740s on lap 22

FASTEST PITSTOP



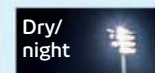
Lewis Hamilton,
24.302s (entry to exit)

TYRE COMPOUNDS USED



Supersoft Soft Medium Inter Wet

CLIMATE



AIR TEMP

28°C

TRACK TEMP

33°C

DRIVERS' STANDINGS

1 Vettel	50pts	11 Vandoorne	6pts
2 Hamilton	33pts	12 Ericsson	2pts
3 Bottas	22pts	13 Sainz	1pt
4 Alonso	16pts	14 Ocon	1pt
5 Räikkönen	15pts	15 Pérez	0pts
6 Hülkenberg	14pts	16 Leclerc	0pts
7 Ricciardo	12pts	17 Grosjean	0pts
8 Gasly	12pts	18 Stroll	0pts
9 Magnussen	10pts	19 Hartley	0pts
10 Verstappen	8pts	20 Sirotkin	0pts



RACE DEBRIEF CHINESE GP

FINISHING STRAIGHT

DAN DARES, MAX'S 'MARE

Quick thinking enabled Red Bull to mug Ferrari and Mercedes for victory in Shanghai, but Max Verstappen managed to spin his shot away...



The Shanghai crowd cheered with delight as the victorious Daniel Ricciardo held his soggy boot aloft and took great joy in swigging the sweet taste of his race-winning champagne.

In contrast the two Finns either side of him, Valtteri Bottas and Kimi Räikkönen, looked glum. Eyeing Ricciardo's boot with suspicion, they reached for their champagne bottles and drowned their sorrows before spraying the fizz.

Ricciardo handed his 'shoey' to his number one mechanic Chris Gent, who also savoured the

spoils. His appearance on the podium was an acknowledgement of the brilliant work the Red Bull mechanics had done in enabling Ricciardo to qualify in the first place – and then executing two rapid-fire pitstops that helped win the race.

QUALIFYING

Throughout Friday practice, the long-run pace of the Ferrari, Mercedes and Red Bull was so close that it was almost impossible to tell who had the advantage. But one thing was clear: the qualifying

simulations of the two Ferraris were clearly faster, so it was no surprise they locked out the front-row of the grid on Saturday.

Räikkönen lit up the timing screens on his final run in Q3, setting 'purple' times in both the first and second sectors. Pole position was surely his. But team-mate Vettel was faster down the back straight and aced the final few corners of the Shanghai lap to snatch pole position. It was likened to a tennis champion who, when faced with a break point, volleys back to serve the winner.

Behind the Ferraris and Mercedes (Bottas ahead of Lewis Hamilton) came the two Red Bulls of Max Verstappen and Ricciardo. For the latter, it was touch and go whether he would make it at all.

After a turbo failure in practice, the Red Bull crew scrambled to fit a new power unit, completing the job with just four minutes and 40 seconds of Q1 remaining. Ricciardo left the garage knowing he would have just one flying lap to avoid elimination, embarking upon it with a minute left on the clock.

"Daniel was pretty calm," said his race engineer Simon Rennie. "I'd told him to mentally prepare for the possibility that he might only get one shot at it. He was ready though: very calm and prepared to deliver when it mattered. That said, he was obviously keen to get on with it because he had a massive drift coming out of the garage."

RACE

If Ricciardo was appreciative of the hard work of his mechanics on Saturday, come race day he had his strategists to thank in helping him claim victory in the Chinese Grand Prix. In the early stages of the

“IT WAS A THOROUGHLY DESERVED AND SUPERBLY EXECUTED WIN, A PERFECT EXAMPLE OF MAXIMISING EVERY OPPORTUNITY. AFTERWARDS RICCIARDO COULDN'T HIDE HIS DELIGHT”

race, Vettel led from Bottas and Verstappen, but at the pitstop cycle, Bottas was able to 'undercut' Vettel and emerge ahead.

Ferrari decided to – in effect – sacrifice Räikkönen's race by keeping him out so he could back Bottas into the clutches of Vettel. But this strategic play was out-manoeuvred by Red Bull when the Safety Car made a surprise appearance at just over half-distance.

Heading into the hairpin, Pierre Gasly crashed into the back of his team-mate Brendon Hartley,



Ricciardo was surgically precise passing cars to win the race, while Verstappen flunked out – hitting Vettel and earning himself a penalty



sending shards of Toro Rosso carbon fibre onto the racing line. The team had asked their drivers to swap positions at T14 and Gasly assumed it would be under braking, rather than on the exit.

The debris called for the deployment of the Safety Car. The leaders, Vettel and Bottas, had already passed the pitlane entrance, but Red Bull were able to call both their drivers in – and they were just far enough apart for the crew to service both drivers without delaying Ricciardo, who was second man in. It was that speedy strategic decision that won Red Bull the race.

“With Daniel we decided to go more aggressive and try a two-stop race anyway because he was sixth and had the most to gain,” said RBR team boss Christian Horner. “The guys had already done a phenomenal job in doing a double stack at the first stop and when the Safety Car came out we said, ‘right, let’s do it again.’”

“Max was further up the road than Daniel, but we got them both in, turned around and none of the leading pack elected to do that. So we were on

the better tyre for the last 23 laps of the grand prix compared with the guys who had done about 13 laps on theirs. That enabled us at the restart to get into them pretty quickly.”

At this stage it was Verstappen who had the best shot at the win, but when he came up to try to overtake Hamilton – around the outside of Turn 7 – he ran out of road and that’s when Ricciardo passed his team-mate. Later Max hit Vettel, earning a ten-second time penalty.

There were no such dramas for Ricciardo. He fought his way past Räikkönen, Hamilton, Vettel and race leader Bottas to secure the win. He did so with his trademark late-braking (and clean) overtakes. It was a thoroughly deserved and superbly executed win, a perfect example of maximising every opportunity.

Ricciardo couldn’t hide his delight. He was asked after the race what his reaction would have been if someone had told him in winter testing he would win a race before Mercedes this year. His response: “Holy testicle Tuesday!”



1st	Daniel Ricciardo	Red Bull	1h 35m 36.380s
2nd	Valtteri Bottas	Mercedes	+8.894s
3rd	Kimi Räikkönen	Ferrari	+9.637s
4th	Lewis Hamilton	Mercedes	+16.985s
5th	Max Verstappen	Red Bull	+20.436s*
6th	Nico Hülkenberg	Renault	+21.052s
7th	Fernando Alonso	McLaren	+30.639s
8th	Sebastian Vettel	Ferrari	+35.286s
9th	Carlos Sainz	Renault	+35.793s
10th	Kevin Magnussen	Haas	+39.594s
11th	Esteban Ocon	Force India	+44.050s
12th	Sergio Pérez	Force India	+44.725s
13th	Stoffel Vandoorne	McLaren	+49.373s
14th	Lance Stroll	Williams	+55.490s
15th	Sergey Sirotkin	Williams	+58.241s
16th	Marcus Ericsson	Sauber	+62.604s
17th	Romain Grosjean	Haas	+65.296s
18th	Pierre Gasly	Toro Rosso	+66.330s*
19th	Charles Leclerc	Sauber	+82.575s
20th	Brendon Hartley	Toro Rosso +5 laps - gearbox	

*Includes 10-sec penalty for causing a collision

FASTEST LAP



Daniel Ricciardo,
1min 35.785s on lap 55

FASTEST PITSTOP



Valtteri Bottas,
22.097s (entry to exit)

TYRE COMPOUNDS USED



Ultrasoft



Soft



Medium

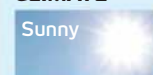


Inter



Wet

CLIMATE



AIR TEMP

19°C

TRACK TEMP

39°C

DRIVERS' STANDINGS

1 Vettel	54pts	11 Vandoorne	6pts
2 Hamilton	45pts	12 Sainz	3pts
3 Bottas	40pts	13 Ericsson	2pts
4 Ricciardo	37pts	14 Ocon	1pt
5 Räikkönen	30pts	15 Pérez	0pts
6 Alonso	22pts	16 Leclerc	0pts
7 Hülkenberg	22pts	17 Hartley	0pts
8 Verstappen	18pts	18 Stroll	0pts
9 Gasly	12pts	19 Grosjean	0pts
10 Magnussen	11pts	20 Sirotkin	0pts



RACE DEBRIEF AZERBAIJAN GP

FINISHING STRAIGHT

LUCKY LEWIS BAGS BAKU

Valtteri Bottas drove the perfect race in Azerbaijan to snatch certain victory from Sebastian Vettel... until a chance impact with on-track debris



As darkness fell on Baku a forlorn-looking Mercedes sat in the Azerbaijan pitlane. A red plastic bag draped over its right-rear wheel covered the evidence of the puncture that had afflicted Valtteri Bottas just three laps from victory.

Bottas was all set to head a Mercedes 1-2 but, as he crossed the line to start lap 49 of a chaotic Azerbaijan Grand Prix, a piece of debris bit into his tyre and forced him into retirement – gifting the win to his team-mate Lewis Hamilton.

Sebastian Vettel had led for most of the race but lost out to Bottas during a late Safety Car – deployed so marshals could clear up after the

two Red Bulls hit each other. Then Vettel threw away his final shot at victory by locking his wheels during a bold move to try to reclaim the lead from Bottas. Not for the first time, chaos reigned on the streets of Baku.

QUALIFYING

Kimi Räikkönen's weekend was defined by his failure to secure pole. Though he has been performing with more distinction this season than in those immediately past, he was undone by a small mistake in his final Q3 run: after going quickest of all in the first two sectors he

overcooked his approach to the final turn, *just* kept his car out of the wall, then fishtailed under traction as he overcompensated for his error. That handed Vettel his third pole of the year and consigned Kimi to sixth on the grid.

"I was on a good lap, but just got sideways," said Räikkönen. "It was the worst place to make a mistake because you are losing time all the way to the finish line – pretty shitty ending."

Vettel started ahead of the two Mercedes of Hamilton and Bottas, who only just lost out to his team-mate. It was a similar story for the two Red Bulls behind as Daniel Ricciardo edged ahead of Max Verstappen by less than a tenth of a second.

The most significant drama in qualifying came in Q1 when the two Toro Rossos avoided an almighty shunt. Pierre Gasly was on a hot lap coming up quickly behind Brendon Hartley, running slowly with a puncture. After a late change of direction, Gasly narrowly avoided cannoning into the rear of his team-mate. It was very close and something Gasly described as "the scariest moment of my career", adding, "I could already see myself in the air."

RACE

The leaders made a clean fist of the start as Vettel led Hamilton, Bottas, Ricciardo and Verstappen into the narrower section behind Azerbaijan's imposing seat of government. But the funnel effect caught out several drivers behind as Räikkönen lost out to Force India's Esteban Ocon and then collided with him as he attempted to repass at Turn 3, an impact that sent Ocon into the wall.

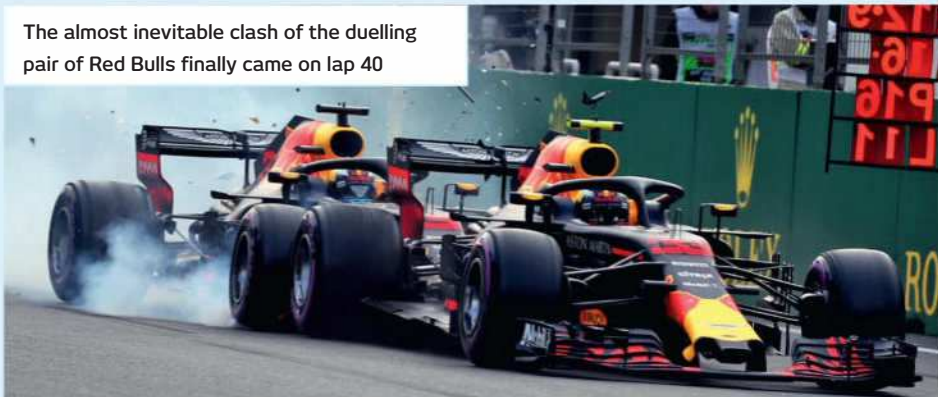
Further back, Sergio Perez's Force India took a whack up the rear from the Williams of Sergey Sirotkin, who then tangled with Fernando Alonso's McLaren and Nico Hülkenberg's Renault as they ran three abreast. The resultant Safety Car deployment enabled Räikkönen, Perez and Alonso to limp back to the pits for repairs without losing a lap, opening the way for them to recover to positions that seemed unlikely at this stage of the race.

Racing resumed on lap five, and as the leading trio stretched away the Red Bulls fell victim to Carlos Sainz's hypersoft-shod Renault and began fighting with each other. Verstappen stole fifth but Ricciardo eventually fought back and made a move stick, banging wheels in the process. "Close, hard and fair racing," was how team principal Christian Horner described this. But disaster was to follow...

Like Mercedes and Ferrari, Red Bull's strategy was to go as long as possible into the race on the supersoft tyres with a view to putting on the more fragile hypersofts later. Hamilton was unable to do that after a change in wind direction prompted him to lock up his wheels and flat-spot them badly enough to require a change on lap 21,

BAKU CITY CIRCUIT / 29.04.18 / 51 LAPS

The almost inevitable clash of the duelling pair of Red Bulls finally came on lap 40



Hamilton, third behind Bottas and Vettel at the restart, took advantage of the late drama



Bottas was cruelly robbed of victory when he ran over debris with only three laps left



VETTEL THREW AWAY HIS FINAL SHOT AT VICTORY BY LOCKING HIS WHEELS DURING A BOLD MOVE TO TRY TO RECLAIM THE LEAD FROM BOTTAS. CHAOS REIGNED ON THE STREETS OF BAKU

committing him to softs that he struggled to bring up to operating temperature. But despite their internecine duel the Red Bulls held out until lap 37, when Ricciardo came in followed by Verstappen – who was able to pick up DRS from a backmarker on his in-lap and emerge in the lead.

On lap 40, the seemingly inevitable came to pass and the two Red Bulls collided at Turn 1, and although it was Ricciardo who hit the back of Verstappen the stewards later apportioned blame equally. The second appearance of the Safety Car worked beautifully for Mercedes, who brought Bottas in for ultrasofts and sent him out ahead of

Vettel, much to the four-time champ's chagrin.

When Romain Grosjean lost control of his Haas while warming his tyres the caution period had to be extended, leaving just four racing laps at the finish. In desperation, Vettel tried to reclaim the lead at Turn 1 but locked up and went wide; Bottas looked assured for the win.

But when Bottas ran over debris on the main straight (a possible legacy of Kevin Magnussen swerving into Pierre Gasly at the restart) his tyre shredded, enabling Hamilton to inherit victory ahead of Räikkönen, while Perez mugged Vettel to claim his first podium since Baku 2016.

RESULTS ROUND 4



1st	Lewis Hamilton	Mercedes	1h 43m 44.291s
2nd	Kimi Räikkönen	Ferrari	+2.460s
3rd	Sergio Pérez	Force India	+4.024s
4th	Sebastian Vettel	Ferrari	+5.329s
5th	Carlos Sainz	Renault	+7.515s
6th	Charles Leclerc	Sauber	+9.158s
7th	Fernando Alonso	McLaren	+10.931s
8th	Lance Stroll	Williams	+12.546s
9th	Stoffel Vandoorne	McLaren	+14.152s
10th	Brendon Hartley	Toro Rosso	+18.030s
11th	Marcus Ericsson	Sauber	+18.512s
12th	Pierre Gasly	Toro Rosso	+24.720s
13th	Kevin Magnussen	Haas	+40.663s*
14th	Valtteri Bottas	Mercedes	+3 laps - puncture

Retirements

Romain Grosjean	Haas	42 laps - accident
Max Verstappen	Red Bull	39 laps - collision
Daniel Ricciardo	Red Bull	39 laps - collision
Nico Hülkenberg	Renault	10 laps - accident
Esteban Ocon	Force India	0 laps - collision
Sergey Sirotkin	Williams	0 laps - collision

*Includes 10-sec penalty for causing a collision

FASTEST LAP



Valtteri Bottas,
1min 45.149s on lap 37

FASTEST PITSTOP



Lance Stroll,
19.737s (entry to exit)

TYRE COMPOUNDS USED



Ultrasoft Supersoft Soft Inter Wet

CLIMATE

Cloudy

AIR TEMP

17°C

TRACK TEMP

28°C

DRIVERS' STANDINGS

1 Hamilton	70pts	11 Gasly	12pts
2 Vettel	66pts	12 Magnussen	11pts
3 Räikkönen	48pts	13 Leclerc	8pts
4 Bottas	40pts	14 Vandoorne	6pts
5 Ricciardo	37pts	15 Stroll	4pts
6 Alonso	28pts	16 Ericsson	2pts
7 Hülkenberg	22pts	17 Ocon	1pt
8 Verstappen	18pts	18 Hartley	1pt
9 Pérez	15pts	19 Grosjean	0pts
10 Sainz	13pts	20 Sirotkin	0pts



FINISHING STRAIGHT

THE SPANISH GP



RACE DATA

Circuit name Circuit de Barcelona-Catalunya
First GP 1991
Number of laps 66
Circuit length 2.89 miles
Race distance 190.82 miles
Lap record 1m21.670s
Kimi Räikkönen (2008)
F1 races held 27
Winners from pole 20
Tyres Supersoft, soft, medium

TIMETABLE (UK TIME)

Friday 11 May
Practice 1 10:00-11:30
Practice 2 14:00-15:30
Saturday 12 May
Practice 3 11:00-12:00
Qualifying 14:00-15:00
Sunday 13 May
Race 14:10
Live coverage Sky Sports F1
Highlights Channel 4

THE MAIN EVENT



A fixture on the F1 calendar since 1991 as well as a popular test venue, Barcelona can trace its involvement in the sport back to the early days of the world championship. In 1951 and '54 the season ended with a street race in Pedralbes and the Montjuïc circuit hosted the Spanish GP four times between 1969 and 1975.

Fine weather and great views – there are grandstands at most corners, especially the high-speed ones – make it a popular venue for fans across Europe and there is always good home support for Fernando Alonso and Carlos Sainz. The circuit has many old-school corners with gravel traps and grass still featuring along the borders, such as the hairpin at Turn 5 and the fast left-right at Turn 7/8.

Owing to the vast quantities of test data accrued from Barcelona, teams usually have little difficulty optimising performance – with mixed benefits, since although it means the cars operate at or near their theoretical maximum, it also militates against overtaking.

CLASSIC RACE: 2009



Brawn opted for a split strategy approach in Spain, with championship leader Jenson Button pencilled in for a two-stop race, and an extra visit planned for team-mate Rubens Barrichello.

Button claimed pole but Barrichello, naturally on a lighter fuel load, led Button and Red Bull's Sebastian Vettel into the fast right-hander of Turn 1.

However, Barrichello was unable to build a big enough gap to Button to make the three-stop work, which allowed Button back in front for his fourth win of the season and a healthy 14-point championship lead.

THE WINNERS HERE...



2017
Lewis Hamilton
Mercedes



2016
Max Verstappen
Red Bull



2015
Nico Rosberg
Mercedes



2014
Lewis Hamilton
Mercedes



2013
Fernando Alonso
Ferrari

THE MONACO GP

LAT IMAGES - ZAK MAUGER; LAT ARCHIVE; ILLUSTRATION: ALAN ELDRIDGE



RACE DATA

Circuit name Circuit de Monaco
First GP 1950
Number of laps 78
Circuit length 2.07 miles
Race distance 161.73 miles
Lap record 1m14.820s
 Sergio Perez (2017)
F1 races held 64
Winners from pole 28
Tyres Pirelli, ultrasoft, supersoft

TIMETABLE (UK TIME)

Thursday 24 May
Practice 1 10:00-11:30
Practice 2 14:00-15:30
Saturday 26 May
Practice 3 11:00-12:00
Qualifying 14:00-15:00
Sunday 27 May
Race 14:10
Live coverage Sky Sports F1, Channel 4

THE MAIN EVENT

You can't escape the glamour in Monaco. Everywhere you turn you see stunning boats, mountainous scenery, and when Formula 1 comes to town, even more beautiful cars.

The circuit can only hold 37,000 fans, but since local businesses remain open throughout the weekend you will quickly find it hard to move around without having to duck-and-dive through crowds of people. Although Monaco traditionally basks in the Mediterranean sun, it's not unknown for the race to be hit by rain or squally showers.

The track itself has only had small modifications from its original layout, partly to keep up with F1's safety standards but largely because of the changing topography of Monaco.

Track position has always been critical here on the narrow and menacing streets, and arguably even more with the present generation of ultra-wide high-downforce chassis. Opportunities to overtake around the narrow circuit have become even more rare, which may lead to some frustrated drivers after the race.



CLASSIC RACE: 1996

The 1996 event was the very definition of a race of attrition. Just three cars were classified as Oliver Panis took a surprising victory in his Ligier from 14th on the grid.

Heavy rain fell just before the start, making the conditions extremely slippery. Midway through the race only 11 cars remained and as it entered the closing stages Eddie Irvine (Ferrari) crashed at Turn 7, and was then collected by Mika Salo (Tyrrell) and Mika Häkkinen (McLaren), taking all three out of the race.



The three cars to take the chequered flag were led by Panis – who drove superbly – followed by David Coulthard (McLaren) in second and Johnny Herbert (Sauber).

THE WINNERS HERE...



2017
Sebastian Vettel
Ferrari



2016
Lewis Hamilton
Mercedes



2015
Nico Rosberg
Mercedes



2014
Nico Rosberg
Mercedes



2013
Nico Rosberg
Mercedes

FINISHING STRAIGHT

THE CANADIAN GP



RACE DATA

Circuit name

Circuit Gilles Villeneuve

First grand prix 1978

Number of laps 70

Circuit length 2.71 miles

Race distance 189.69 miles

Lap record 1m 13.622s

Rubens Barrichello (2004)

F1 races held 38

Winners from pole 18

Tyres Hypersoft, ultrasoft, supersoft

TIMETABLE (UK TIME)

Friday 8 June

Practice 1 14:00-15:30

Practice 2 18:00-19:30

Saturday 9 June

Practice 3 15:00-16:00

Qualifying 18:00-19:00

Sunday 10 June

Race 18:10-19:00

Live coverage Sky Sports F1

Highlights Channel 4

THE MAIN EVENT



In 1978 Quebec replaced Ontario as the Canadian GP swapped the swooping topography of Mosport for the built environment of Montréal. The new venue was originally called the Circuit Ile Notre-Dame before it was renamed in 1982 after the tragic death of local hero Gilles Villeneuve.

In effect a street circuit without the buildings, the track has been through only the mildest of changes over its F1 history. The long straights and tight chicanes provide drivers with plenty of overtaking opportunities

The track is also famous for its final corner, bordered by the 'Wall of Champions', where drivers of the calibre of Michael Schumacher, Damon Hill and Jacques Villeneuve have all shunted ignominiously in previous years.

This is a forward-thinking event in many ways: fans arrive exclusively by public transport, and despite the circuit's proximity to the city centre it causes no disruption to business – even though more than 100,000 people make their way to the island over the course of the weekend.

CLASSIC RACE: 2008

An emergent BMW Sauber team got their first-ever victory – and one-two finish – courtesy of Robert Kubica, the first Polish driver to win in Formula 1.

A year after a terrifying shunt at this very circuit, Kubica seized his chance after Lewis Hamilton drove into the back of Kimi Räikkönen at the pit exit. Hamilton had been leading from Räikkönen as the two pitted, but the Ferrari crew got their man out first. Then Lewis added his own error to the mix, failing to see the red light as Kimi slowed for it.

Kubica lost out to team-mate Nick Heidfeld in the pits but then swept by at Turn 1 and left Heidfeld in his wake and pushed on to win.



THE WINNERS HERE...



2017

Lewis
Hamilton
Mercedes

2016

Lewis
Hamilton
Mercedes

2015

Lewis
Hamilton
Mercedes

2014

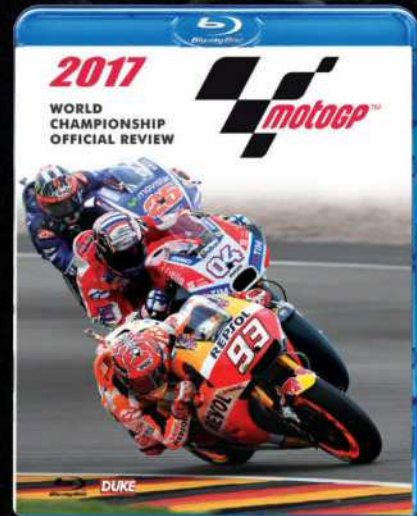
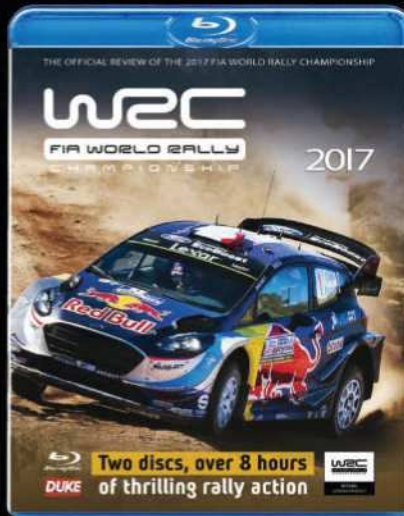
Daniel
Ricciardo
Red Bull

2013

Sebastian
Vettel
Red Bull



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THE GERMAN GRAND PRIX

Hockenheim, Germany, 20-22 July 2018



A big crowd is hoped for at the Hockenheimring



WHY VISIT?

The German Grand Prix makes a welcome return to the Formula 1 calendar this year after a season 'on hiatus'. Once hosted on alternate years at the Nürburgring and Hockenheim, it has become a biennial event owing to the owners of the Nürburgring being unable to strike an affordable deal with the sport's rights holders.

That's a shame because the rise of Max Verstappen has prompted a surge in travelling fans from Holland, creating an atmosphere to rival that of the glory days of Michael Schumacher, when German fans packed these venues to the rafters. Expect the 'Orange Army'

to be in full voice at Hockenheim this summer.

The circuit is a short journey south from Frankfurt and its major international airport, and for visiting fans is a pleasingly brief commute from Heidelberg, a picturesque small city on the Neckar River. This area of southwest Germany is delightfully bucolic and laid back, and criss-crossed with cycle paths.

Heidelberg is well known for its university, which has a vibrant social scene, and is blessed with iconic landmarks such as the castle and the Church of the Holy Spirit, as well as fascinating baroque and renaissance architecture.

WHAT TO SEE

Carl Theodor Old Bridge

For one of the best views in Heidelberg, and perhaps in the whole of Germany, you must visit the Alte Brücke (Old Bridge). You'll be able to take in the Heidelberg Castle in all its glory as well as the famous Neckar River. The bridge is crafted from beautiful red bricks and affords a spectacular photo opportunity, with mountains on one side and the old city on the other.

Heidelberg Castle

History records that a castle has stood on this site since the 13th century, though the passage



Carl Theodor Old Bridge



Heidelberg Castle



Alstadt Old Town



Market Square

FAST FACTS

Currency £1 = €1.1 Euro

Timezone BST+1

Plug Type C

Weather 26C / sunny

Flight time London to Frankfurt 1hr 35 mins
or Manchester to Frankfurt 1hr 50mins

and cobbled streets will make you feel like you have been transported back in time and you can pick up gifts in the locally owned shops or grab food in one of the many tiny eateries. When the sun sets, the real romance of the city begins to shine through in the moonlight.

Studentenkarzer

The Studentenkarzer gives a stark insight into education and punishment between 1778-1914. The walls are enriched with graffiti and art, all created by its former occupants, who were misbehaving students...

Market Square

A real hive of activity; take a walk through the bustling Market Square to get a feel for the rich and vibrant heritage of Heidelberg. There are plenty of restaurants and bars to visit, and you can lose hours going from place to place along the main road.

Alstadt Old Town and Old Square

The oldest part of the city is also arguably one of the most beautiful and extends along the riverside for over a mile. The colourful buildings

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- Service charges and taxes

Optional extras (at a fee):

- Ticket upgrades
- Qualifying day (Saturday) return circuit transfers

WHERE TO STAY

NH Heidelberg

Set in the peaceful district of Bergheim, minutes from the centre of Heidelberg, the four-star NH Heidelberg is a great option. This former brewery offers stand-out accommodation with an on-site spa, gym, restaurant and bar – perfect if you don't want to stray too far from the hotel.

Holiday Inn Express Heidelberg

Located right in the heart of Heidelberg, the Holiday Inn Express Heidelberg has the perfect contrast between busy and quiet. The comfortable rooms come with blackout shades and breakfast is included. The hotel also has free WiFi, on-site parking, a bar and restaurant.

Hotel ibis Heidelberg

The Hotel ibis Heidelberg provides cost-effective accommodation right next to the main train station with comfortable rooms and superb transport links. All of the main attractions are within easy reach and this is great hotel for those with a sense of adventure who are keen to explore.

**pricing correct at time of press*

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FINISHING STRAIGHT

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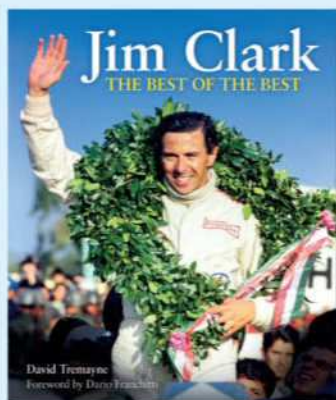
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JIM CLARK THE BEST OF THE BEST

Author David Tremayne

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As Dario Franchitti writes in the foreword, the fact it is now several generations since two-time world champion Jim Clark died only adds to the mysticism surrounding him.

So David Tremayne's success in capturing the sheer diversity and achievements of Clark's career means *Jim Clark: The Best of the Best* leads the way in ensuring his reputation lives on.

When the book tackles his fatal crash, the abiding sentiment is just how numb people were to learn of Clark's death – making for a chilling few pages. But for the remainder, the accident is only peripheral which makes for an immersive, upbeat read.

Above all, it's a celebration of a much-loved and world-beating icon.



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These beautiful prints will sit perfectly on either your office or sitting room walls and are available in a range of either contemporary or classic designs. Created by French artist Alex Pieussergues, they are available in a wide selection of

formats and sizes and are printed on high quality German 308gsm paper.

The collection of illustrations available include classic F1 cars from Ferrari, Lotus, Renault and McLaren amongst others, as well as machines from the world of rallying and sportscars. There are also limited edition prints signed by the artist.

Prices start at around £40 plus P&P for an unframed A3-sized print.

CUISINE AND CONFIDENCES

Price £26

Authors Marion and Romain Grosjean

www.romaingrosjeanstore.com

Haas F1 driver Romain Grosjean developed a passion for cooking when he needed to lose weight when going from GP2 to his first, short-lived, F1 stint. Then after Renault dropped him at the end of 2009, he used his catering skills to help process his career reboot.

Now, thanks to his journalist and TV presenter wife, Marion, there is a book dedicated to the French driver's personal cuisine. *Marion and Romain Grosjean – Cuisine and Confidences* is told through the former's voice and is, without doubt, a fascinating insight into their family life.

There are few tales from the motorsport



sphere, but in an era of safe, PR-spun stories, the anecdotes feel refreshingly honest. There are 46 recipes in total – only six suitable for vegetarians – but it is decidedly different, and all the better for it.







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FINISHING STRAIGHT

NELSON PIQUET ME AND MY LID

Even if the inspiration behind it has been long forgotten, the simple design of Nelson Piquet's helmet remained basically unchanged



MAIN PICTURES: MACOLM GRIFFITHS. OTHER PICTURES: LAT ARCHIVE



It's such a long time ago that I don't really remember how the design came to me. It was just something I drew myself.

As a kid I played a lot of tennis, and my parents sent me to America to be coached and learn English. That also helped when I started in

motor racing, because I worked at the Brazilian Grand Prix as a translator, and it was through that I met a lot of people.

My parents didn't want me to do motor racing so instead of racing under my own name [Souto Maior] I raced under my mother's [maiden]

name and wrote it as 'Piket'. The shapes on the helmet are a bit like those on a tennis ball and it was only the sponsors and some of the colours changed down the years I raced in Formula 1. At first I had the name 'Piket' written on the side. Then they found out of course...

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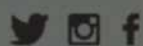


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