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THE OFFICIAL MAGAZINE OF FORMULA 1

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+ Alonso: we assess his 2018 options

F1 POWER LIST

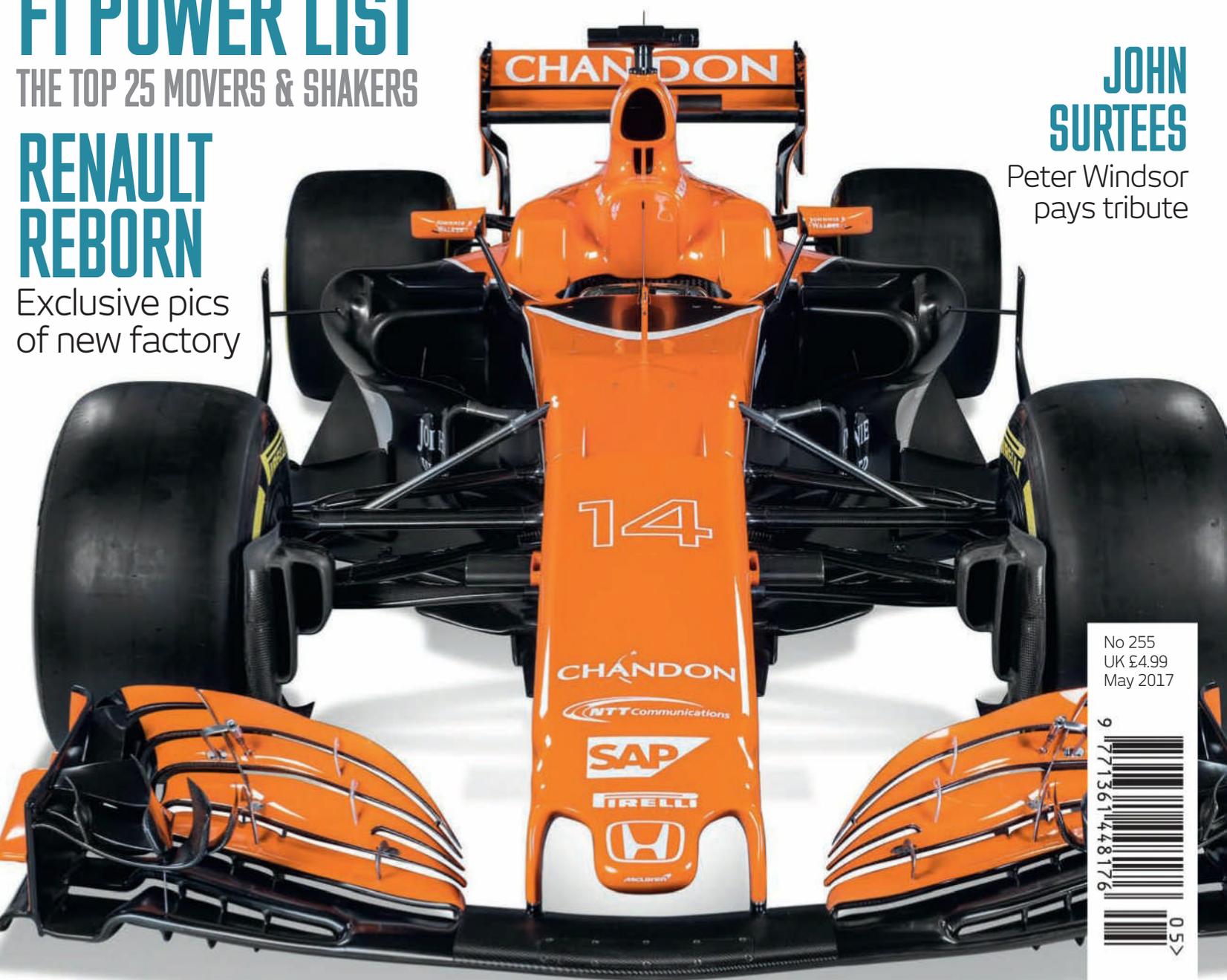
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McLAREN: MISSION IMPOSSIBLE?

Plagued by engine woes, and with a star driver who's clearly running out of patience – can McLaren still bounce back?

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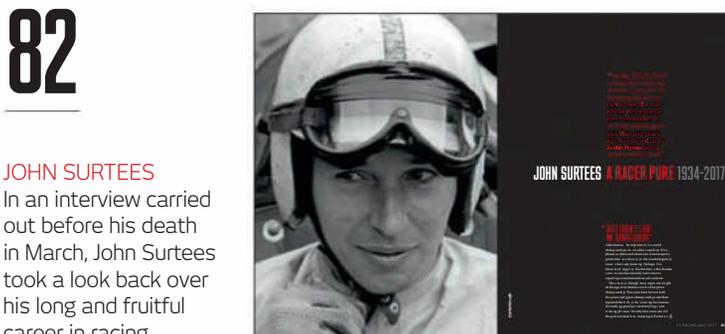
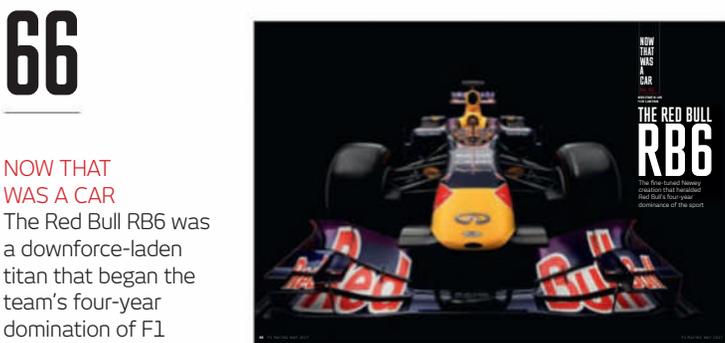
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This special interview is our tribute to the only world champion on two wheels and four, who died in March



Damien Smith

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The twin forces that drive F1

Power and grip: the dual properties upon which Formula 1 is built – in more ways than one. The threads of their influence can be traced through every issue of *F1 Racing*, and certainly at every grand prix. In Melbourne, their visceral qualities were palpable both out on the circuit and, in a very different sense, in the paddock.

On Friday morning, as a new era of F1 dawned, it was immediately and abundantly clear that the critical balance between power and grip is just where it should be for this fresh generation of grand prix car. The fatter Pirellis and wider-track chassis culminated in machines that looked not only potent and in proportion for the first time in years, but, most importantly, properly quick. Watching from the rapid left-right Turn 11/12 flick, I couldn't help but smile: 'real' F1 has returned.

The Pirellis only just gripped, mind, as Carlos Sainz flung his Toro Rosso into the apex, sparks flying as he grabbed it by the scruff. We interview Sainz on page 58, in the impressive setting of the Santiago Bernabéu Stadium – temple of his beloved Real Madrid. Carlos knows he has to make this year count if his F1 career is to take off, and his commitment was right there in that moment at T11.

Back in the paddock, Ross Brawn and marketing man Sean Bratches had a firm grip on another type of power. As you'll read on page 18, Brawn, veteran of no fewer than 20 F1 drivers' and constructors' titles spread over three decades and four teams,

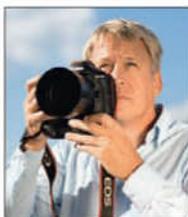
has spoken eloquently about a more sustainable and potentially brighter F1 future in his new role as the sporting head of grand prix racing. Bratches? Douglas Adams' Babel Fish would have been handy to interpret his marketing flannel – but we're sure it'll make sense to the TV and media executives to whom it is really addressed.

The following day, FIA president Jean Todt dropped in for a timely reminder of who wields the ultimate power. He and Brawn are old allies, of course, as master and employee at Ferrari in the Schumacher golden years. It's different now though. How they rub along over the coming months will keep us hooked. Will they agree how to power-share for the good of F1? There has to be more hope now that Brawn has replaced that other chap. You know, the one with the round specs and white Beatles cut. What's his name again?

You won't find it gracing our 'Power List' (p38) of the top 25 movers and shakers in F1 today. Some might feel our decision to omit Bernie Ecclestone from our running order lacks respect after his years gripping F1 by the throat. That's not the intention. Instead, our list reflects how quickly the grand prix world can change – and how power can slip in a blink, even for a toppermost of the poppermost such as Bernie. There's a new number one now.

Damien Smith
European editor-in-chief

Contributors



STEVEN TEE
The boss of LAT Images is also our man in the McLaren garage (see p50). He hasn't missed a grand prix in three decades



JUSTIN HYNES
Justin had the privilege of interviewing the late, great John Surtees, who died in March. Find out what was said on page 82



ROB WHITROW
Faced with the unenviable task of photographing a hole in the ground, Rob drove to Enstone (p70) and got creative



CHRIS MEDLAND
Known to those on social media as 'MEDLAND', Chris pitched your questions to Nico Hülkenberg this month (p76)

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A spark of hope for Max and Red Bull

Max Verstappen was probably hoping he'd qualify much higher up the grid in Melbourne than fifth. But I'm expecting Red Bull to come on strongly as the development war hots up over the course of the season.

Saturday in Oz was quite overcast, so I decided to head to the inside of Turn 6, the tight right-hander. I went there last year and remember the cars hitting a bump and throwing up a shower of sparks. As the day was quite gloomy, this was the perfect way to get some light into my track action shots.

The bright sparks fit nicely with the yellow Pirelli-branded bridge overhead and the slow shutter speed creates that blurred effect on the Red Bull.



Photographer
Lorenzo Bellanca

Where Melbourne, Australia

When 3.28pm, Saturday
25 March 2017

Details Canon EOS-1DX MkII,
300mm lens, 0.3sec @ F29 ▶





Right at the heart of the podium party

I realised the organisers were planning something special for the post-race celebrations when I spotted two enormous cannons on either side of the platform I was standing on.

I was positioned behind the row of Rolex girls and when the PA announcer Bob Constanduros gave his signal for the champagne-spraying to begin, I leaned forward and started shooting.

There was so much confetti that I was initially taking pictures blind on a motor drive, and the previous pictures in this sequence are just a sea of green.

Eventually, the ticker tape died down and I could focus on the top three spraying the champagne.



Photographer

LAT IMAGES: Steven Tee

Where Melbourne, Australia

When 5.43pm, Sunday
26 March 2017

Details Canon EOS-1DX MkII,
35mm lens, 1/1000th @ F6.3 ▶

Testing the limits of the new regulations

There was a striking new livery on show for the first time in Melbourne. Force India's sponsorship deal has led to this pink paint job, which looks fantastic out on track. And I'm a big fan of that colour scheme, since my football team, Palermo FC, play in pink and black.

I headed to the outside of Turn 12 with a long lens to capture this shot from the rear. Cars jink left here, then right through the high-speed sequence after the back straight.

What is particularly striking about this shot is that the tyres were ripping the green and yellow paint off the kerbs. You can see the white patches where the cars have run wide and damaged the kerbing.



Photographer

Lorenzo Bellanca

Where Melbourne, Australia

When 4.13pm, Friday

24 March 2017

Details Canon EOS-1DX MkII,
600mm lens, 1/1600th @ F6.3 ▶







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PETRONAS



A Sunday stroll through parc fermé

This was taken shortly after the end of the season-opening Australian GP. Race winner Sebastian Vettel has entered parc fermé, celebrated with his Ferrari team, and is now waiting for the call to head up to the podium.

I'm standing on a walkway behind the rostrum, which overlooks the top three cars. The mechanics are all in the pitlane here, waiting to see the podium celebrations. After the madness of the race there is a calm tranquillity in this image and a hint of confident swagger in Sebastian's step. It's his first race win since the 2015 Singapore GP and the start of what could be an exceptionally good year for him.



Photographer

 **LAT IMAGES:** Steven Tee

Where Melbourne, Australia

When 5.38pm, Sunday
26 March 2017

Details Canon EOS-1DX MkII,
200mm lens, 1/500th @ F4 ▶

Red five gets a high five – from the boss

Sunset in Melbourne comes just after 7pm. The Australian Grand Prix finished at around half past five, so the pitlane is awash with a lovely golden light as the sun begins to dip behind the grandstands.

I was standing on a raised photographers' platform on the pitwall, which is set up so we can shoot the podium. It was quite crowded, but the cameramen in front of me were concentrating on the Mercedes ahead of Vettel's Ferrari.

That gave me enough space to track the race winner and I just managed to capture this moment where Sebastian reaches out for a 'high five' with Ferrari's delighted team boss, Maurizio Arrivabene.



Photographer
Lorenzo Bellanca

Where Melbourne, Australia

When 5.33pm, Sunday
26 March 2017

Details Canon EOS-1DX MkII,
135mm lens, 1/1000th @ F4





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A LIFTING OF THE FOG

01 Well, one thing's for certain: this is going to be one hell of an F1 year. We've got cars that move like ground-level rocket-ships, a tantalising Vettel-vs-Hamilton (Ferrari-vs-Mercedes) title fight in prospect and potentially the mother of all power struggles between NEWFOM (aka Liberty, FOG), the FIA and the leading teams, as they shape up for a period of turf warfare over who *really* runs the sport (ie Who Gets What).

That little lot was enough to shake off any residual jet lag as F1 rocked up in Melbourne, 11,000 miles from home (for most), yet simultaneously just down the road.

There's something agreeably disorientating yet welcoming about the Australian autumn around Albert Park, off the back of a European winter. For starters, the weather is an all-too-familiar swirl between heavy rain, chill, blustery gusts and sun strong enough to peel the skin from your nose. Okay, that last bit's a shock

🔥 IN MELBOURNE, THINGS FELT SUPERFICIALLY 'BUSINESS AS USUAL', BUT BENEATH THE VENEER WAS A SWIRLING UNDERCURRENT OF RESTLESS CHANGE 🏎️



A new order began in Melbourne, as Vettel took Ferrari's first win since 2015. And that's just the start...

02

EGGS WILL BE BROKEN

A level playing field via budget caps, what's not to like? Depends if you're a 'bonus' team...

03

A LIFE WELL LIVED

The incredible story of Bruce McLaren – coming to a big screen near you

for itinerant Brits, but you get the general idea. The language is the same, but chewily accented; the currency recognisable, but morphed.

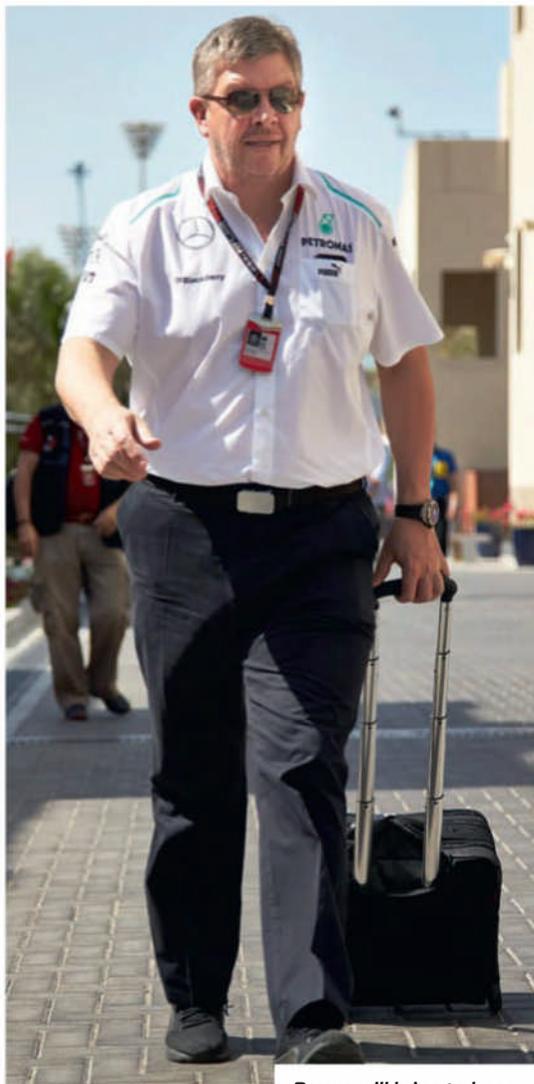
And so it was this year in Melbourne with the sport itself. Things felt superficially 'business as usual', but beneath the veneer was a swirling undercurrent of restless change. Seeing Ross Brawn striding around the paddock in an FOM shirt as its sporting MD was particularly disconcerting. His presence as a figure of calm, continuity and vast experience was reassuring, but Ross wears *team* kit, right?

Wrong, because Ross is now a poacher-turned-gamekeeper – "Yes I am," he beamed with his Sphinx-like grin – who has already started to formulate his thoughts on what future direction Formula 1 should take in terms of its on-track offering.

A new engine formula is high up the agenda for 2020, giving rise to the possibility of standardised transmissions for all competitors. Brawn will not be drawn, yet, on the specifics of engine architecture, but he acknowledged that any new power unit would have to be a true racing engine, worthy of powering the world's fastest motorsport series. It would also likely be less complex than the current hybrid V6 units built by Mercedes, Ferrari, Renault and Honda, while still remaining relevant to the requirements of manufacturer participants, each of whom sluice hundreds of millions of dollars through the sport, by way of technological and marketing investment.

Brawn also spoke with conviction about the need for a more "benign" aero package in F1, one less reliant on easily disturbed over-body aerodynamic flows. This, he ventured, might allow cars to run more closely, nose-to-tail, and facilitate more dynamic racing with a greater number of overtaking opportunities. Examples already exist, said Ross, of other 'high-aero-performance' categories such as IndyCar and the LMP1 class of the World Endurance Championship, where cars can run in close formation without catastrophic deterioration in aero efficiency.

"Over the next three to five years," he added, "we want to create a vision for an 'ultimate Formula 1'. This would



Brawn will bring to bear all his years of technical and sporting experience as a team principal to his new role as F1's MD



be one where a really competent private team would be able to win a race, but to do that means limiting resources and capability so that teams in a similar bandwidth have the same potential to win a race."

Gosh. Under-body aerodynamics; simplified engines with standardised transmissions; plucky privateers being able to take on and beat better-funded 'works' rivals. Pinch yourself and Ross might have been talking about those turn-of-the-decade seasons around 1980, when ground-effect aero, off-the-shelf Cosworth DFVs, plus Hewland gearboxes, allowed any number of small independent teams to run at the front.

So far, so good, and the knowledge that Pat Symonds, who recently retired as Williams' chief technical officer, has immediately been snapped up by NEWFOM and Brawn to begin detailed research on the next Formula 1 technical framework, is further evidence of a welcome outbreak of sanity within the corridors of power. But still, the question: *how?*

Formula 1 has never had a figure like Brawn in his current position: ie an eminent technical and sporting manager working for the commercial rights holder. That's because the championship's technical and sporting rules-'n'-regs framework has always been the bailiwick of the FIA, as F1's governing body. And the last time anyone looked, *it still is* – a point emphasised by none other than FIA President Jean Todt, also present in Melbourne.

So while the FIA and NEWFOM are playing nicely for now – an *entente cordiale* if you will – we can be certain that the famously intransigent and thick-skinned Todt will concede not a millimetre of what he considers to be FIA territory, should he feel threatened or manoeuvred.

And that's *before* we talk about money. Shall we talk about money? Do we have to? In Formula 1, with heavy heart and great reluctance, yes we do, because it's the very lifeblood of this endlessly cash-consuming pursuit.

YOU CAN'T MAKE AN OMELETTE...

It costs almost half a billion dollars to run a top-line F1 team. Five hundred million dollars a year, to fund an organisation of up to 1,000 highly specialised people, who'll collaborate to create the fastest racing cars they can. Those who drive them earn a salary of anything from \$20m per season (Fernando Alonso, Lewis Hamilton) to the relatively paltry \$500,000 of a Pascal Wehrlein.

These figures are bandied round in paddock vernacular as if they're inconsequential, but even in the lower order they are staggering sums, out of kilter with those in any other endeavour, save advanced military research or global sports franchises such as elite-level football.

So it's heartening to hear Brawn talk of 'resource restriction' and to know that the other members of ▶

02

NEWFOM – marketing head Sean Bratches and CEO Chase Carey – are seeking urgently to address both the vast cost of F1 competition and the way its income from TV deals, advertising and race fees is shared out.

Already, though, they will have encountered positions such as those articulated by Red Bull team boss Christian Horner over the Australian GP weekend, when asked if he would countenance scrapping the ‘historical’ bonus cash sums received by his team, Mercedes, McLaren and Ferrari on account of their ‘grandee’ status.

“There’s probably not a team principal in the paddock who would say they are happy to take less money,” he said. “If they are, they’re mad, so I think it’s a question of bringing the bottom up rather than the top down and hopefully that may well be achievable.”

So what Horner (and others, for he is not alone in his view) appears to be suggesting is putting *more* money into a sport that is already so awash with cash that an entirely respectable junior F1 team – Manor – went out of business at the start of this year because they couldn’t raise the estimated £100m they needed to survive. Is it any wonder that F1 can sometimes feel not so much like a beautiful travelling circus of free-spirited troubadours (though it does retain a semblance of that vibe), but more like an insane parallel universe where conventional rules do not apply and the lunatic becomes the norm?

One senior team figure recently used the following anecdote to explain the iniquitous nature of F1 team income and the ready adoption of la-la-land economics by those who benefit most. “Suppose,” he said, “it’s 1 January and there’s a knock at the door. You answer the door and a very nice man hands you £100. ‘Here’s a gift from the local landowner,’ he says. You’re delighted, shake hands and say ‘thank you very much’. Next day, same thing. A knock at the door, the gentleman is there with another £100, which you accept again. This goes on. After a month, you’re much richer and by now quite used

Top teams such as Mercedes and Red Bull have come to rely on the ‘bonus’ sums they receive – so they won’t give them up without a fight



LAT IMAGES: ZAK MAUGER; ANDY HONE; SCOTT LEPAGE

F1 CAN SOMETIMES FEEL LIKE AN INSANE PARALLEL UNIVERSE WHERE CONVENTIONAL RULES DO NOT APPLY AND THE LUNATIC BECOMES THE NORM

to getting this cash every day. You start to expect it and factor it in to your financial planning. Life is good.

“Then, on 1 January the next year, you look out of your front window and see the man knocking on your neighbour’s door and handing over the £100. You rush out and shout: ‘Hey, that’s *my* money!’ He looks at you and says: ‘No it’s not, my friend. And it never was.’”

The man at the door used to be Bernie Ecclestone; now it’s Chase Carey – and there’s a growing suspicion that if he and NEWFOM are to deliver on their stated intent of reshaping F1 into a modern, sustainable business, with lower barriers to entry, perhaps a £150m budget cap and more equal competition between teams, sometime soon he’ll have to say: “Sorry, guys, that cash ain’t yours.”

And when *that* happens it’s going to be Jack Nicholson-Joker time: “You can’t make an omelette without breaking some eggs.”

We watch and wait. ▶

F1 DIGEST THE MONTH’S BIG STORIES AT A GLANCE

06.03.17 Honda part company with engine consultant Gilles Simon

08.03.17 FIA President Jean Todt says a return to larger V10 or V12 engines “would not be tolerated by society”

14.03.17 Williams’ first F1 driver Patrick Nève dies, aged 67

14.03.17 Force India unveil new pink BWT-sponsored livery



17.03.17 Manor F1 team assets put up for auction

23.03.17 Pascal Wehrlein declared fit to race in Australia after Race of Champions injury

23.03.17 Sergio Pérez admits to crash diet ahead of Australian GP

25.03.17 Wehrlein withdraws from Australian GP and is replaced by Antonio Giovinazzi

25.03.17 Honda confirm engine talks with other teams



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MOST MODELS AVAILABLE IN PRESCRIPTION

KIWI FRUITS

03 A different kind of thunder from down under. It's more than 50 years since McLaren made their debut in Formula 1 as constructors. And it's nearly 60 since their founder, Bruce, set off from New Zealand to compete in F1. Just one year later, at the 1959 US GP, he would become the series' youngest winner, aged 22.

A dramatic and thrilling new movie of his life is due for release later this summer, and while the small gang of media granted a sneak preview screening are currently

embargoed from writing about it, suffice to say it served as a welcome reminder of what McLaren have come to mean in Formula 1, and why the team hold quite such a respected position.

It prompted reflections that this team have won in every competitive arena they have ever entered. They represent, alongside Ferrari, one of the sport's 'twin

pillars', providing both substance and foundation, as well as a tangible link with F1's rich history.

There's no pleasure in watching Fernando Alonso battling a sluggardly MCL32 around the bumps and barriers of Albert Park, dragging his reluctant machine into an improbable tenth place for much of the race. But a performance like his would doubtless have prompted a nod of acknowledgement from the founder. McLaren battled for all his adult life with a degenerative bone condition, Perthes disease, but never let pain or physical impairment restrict his ambition, and it gives nothing away to record that, post-screening, one team member not normally given to excusing their current frailties observed: "You can't help but feel a little bit proud when you see what Bruce went through and what he started."

Better days surely lie ahead. **2**

66 McLAREN BATTLED FOR ALL HIS ADULT LIFE WITH A DEGENERATIVE BONE CONDITION, PERTHES DISEASE, BUT NEVER LET PAIN OR PHYSICAL IMPAIRMENT RESTRICT HIS AMBITION **22**

A new film will be released this summer, celebrating the life of McLaren founder, Bruce McLaren

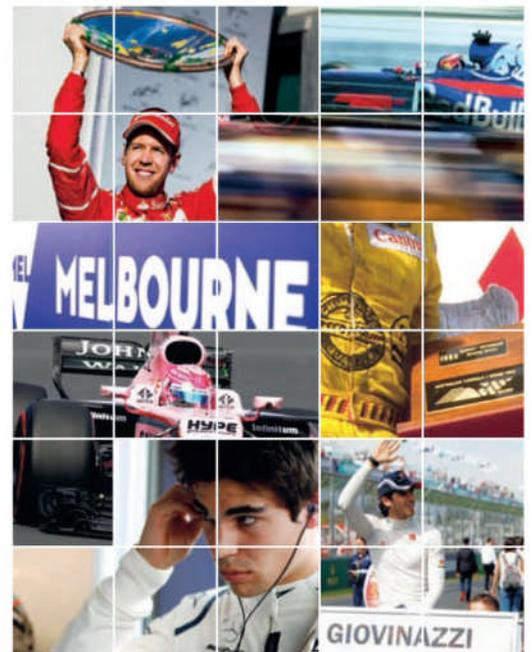


F1 MASTERMIND



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- Q1** When was the last time, prior to the 2017 Australian Grand Prix, that Sebastian Vettel led the world championship?
- Q2** What did Daniil Kvyat do in Australia this year for the first time since 2014?
- Q3** The current contract for the Australian Grand Prix runs until when?
- Q4** How many starts had Toro Rosso's drivers made between them post-Australian GP: 99, 100 or 101?
- Q5** Which actress and star of the movie *Australia* attended this year's Australian GP?
- Q6** Which driver scored his first ever world championship points in Australia?
- Q7** Despite his difficult debut, Lance Stroll managed to top at least one table during the Australian GP weekend. Which one was it?
- Q8** There were 20 pitstops this year in Australia. In 2015, only one race other than the Australian GP had fewer than this. Which one was it?
- Q9** True or false: Antonio Giovinazzi is the first Italian to race in F1 since 2011?
- Q10** Who won the first ever F1 Australian GP?



1 Brazil, 2013 2 He actually started the race 3 2023 4 99 and Vitantonio Liuzzi were the last ones 10 Keko Rosberg



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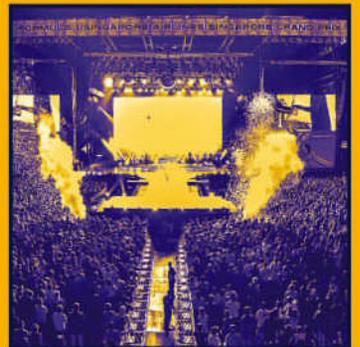


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Your guide to modern and classic F1 happenings across the globe



27-28 May
Masters Festival,
Brands Hatch



2 July
Goodwood Festival
of Speed

APRIL

16 April

> F1 Bahrain Grand Prix, Sakhir

21 April

> Historic Grand Prix Cars Association Test Day, Silverstone

28-30 April

> Donington Historic Festival, Donington Park

30 April

> F1 Russian Grand Prix, Sochi

14 May

> F1 Spanish Grand Prix, Barcelona

> HGPCA Most Historic Grand Prix, Most, Czech Republic

20-21 May

> Silverstone Historic Festival

27-28 May

> Masters Festival, Brands Hatch

28 May

> F1 Monaco Grand Prix, Monte Carlo

MAY

6 May

> Mansell Magic, Woodcote Park, Epsom
An exclusive black-tie dinner hosted by the Signature Store at the Royal Automobile Club's Epsom clubhouse. Nigel Mansell CBE – a member of the Magic Circle – will perform close magic and card tricks. 'Our Nige' became a devotee of legerdemain while recovering from his accident at the 2010 Le Mans 24 Hours. Buy tickets at: www.thesignaturestore.co.uk



JUNE

11 June

> F1 Canadian Grand Prix, Montréal

> HGPCA Grand Prix de l'Age d'Or, Dijon-Prenois

25 June

F1 Azerbaijan Grand Prix, Baku

JULY

2 July

> FIA Masters Grand Prix de France Historique, Magny-Cours, France
> Goodwood Festival of Speed, Sussex

As ever, Lord March's annual motoring jamboree will feature cars and stars past and present from the F1 world, particularly on the Saturday and Sunday. This year's theme is 'Peaks of Performance – Motorsport's Game-Changers'.



9 July

> F1 Austrian Grand Prix, Red Bull Ring, Spielberg

16 July

> F1 British Grand Prix, Silverstone

28-30 July

> Silverstone Classic
A packed weekend of racing across a multitude of disciplines, including the FIA Masters Historic F1 round and the Maserati Trophy for the HGPCA's collection of pre-1966 grand prix cars. Williams will also be celebrating the 40th anniversary of their debut with a special F1 display.

30 July

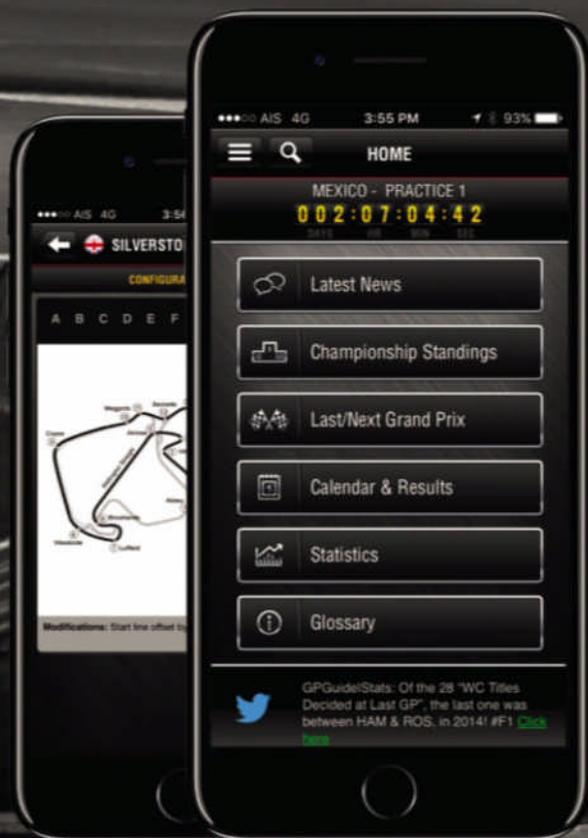
> F1 Hungarian Grand Prix, Budapest, Hungaroring



28-30 July
Silverstone Classic

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THE RACER'S EDGE

PETER WINDSOR

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JOHN SURTEES: CONSTRUCTOR. RACER. LEGEND.

Warwick Farm, Australia, 1963. We could see the grand prix cars away over there, beyond the grass and the white horse-track railings.

"There! Over there by the Lola! John Surtees! Light blue overalls, white helmet with the blue stripe! He's gesturing to his mechanic! Look! The mechanic's pouring water or something all over his back!"

"...give me those... By Jove, you're right! Yes. He's getting his mechanic to soak his overalls before he climbs into the car. It's so hot! Can't imagine how hot it'll be for the drivers. Would you like a drink, old chap..."

This was no time for water. I grabbed the binoculars again and trained them on Surtees. Now he was scuffing his boots on the Tarmac and clapping his gloved hands. The Lola, dark blue with a red stripe around the nose, sat low and svelte – tiny, even, alongside Bruce McLaren's Cooper. First one leg over the cockpit, then the other. The engine noise began to build. Two mechanics pushed the Lola forwards. It stuttered and then burst into song. I could hear the revs,



rising and falling, rising and falling. They pushed the Lola backwards again, into position. All around them the other mechanics were doing the same.

Keith Reagan at the microphone: "Two minutes, ladies and gentlemen.

Two minutes. They're clearing the grid for the Australian Grand Prix. On pole position, John Surtees in the Bowmaker Lola. Next to him, Bruce McLaren, the New Zealander. Next to him, on the outside of the front row, our own David McKay. And don't forget Jack Brabham at the back of the grid in his new car. All engines appear to have been started. One minute! The one-minute klaxon is sounding...!"

My hands sweated as I gripped the old binoculars. I edged forward. Then the crowd around stood as one. I could see nothing. I jumped up onto my seat, gaining some height.

"And the flag goes down! It's a great start by Surtees! He leads the field into Paddock Bend. Then it's McKay, Bruce McLaren and Graham Hill's up there in the Ferguson..."

It was a long, hot, dry afternoon. John Surtees led the grand prix for much of the distance but then faltered to finish second; Jack Brabham scored a momentous victory.

The remaining two events on the day's programme – for Touring Cars and then Sports

and GT cars – seemed to take an age. The crowds finally began to edge away from Warwick Farm.

"Can we go, Dad? Can we go now?"

"Come on. Not too long now. And if you see any of the drivers, don't forget to be polite..."

Ampol, Shell, BP, KLG, Total and Dunlop flags fluttered in the early evening air; white canvas awnings were still stretched across the grass paddock. The sun was low now, tinting everything gold.

A shoulder-tap. "Look, Pete – over there. Isn't that John Surtees?" I sprinted across the grass.

"Mr Surtees, could I have your autograph please?"

"Certainly," he said, smiling down at me. "Now, what's your name and how old are you?"

"I'm Peter and I'm nine years old. And today was the greatest day of my life."

"Well, that's excellent," he said, eyes sparkling. "Now you work hard at school and then one day I'll see you at another race..."

I stared at the glorious, gorgeous blue Lola. Could there be there anything more beautiful in the world?

John would return to Australia with his F5000 car for the 1971 Australian Grand Prix. Dark blue with a white arrow running from nose to cockpit. The same white-and-blue helmet, except that now it was a Bell Star, not an Everoak.

By then, I was press officer at Warwick Farm. With my buddy Colin Piper, we gravitated to John's area in the paddock, chatting with Bernie Ferrie, his mechanic, helping them with local contacts and logistics. This wasn't the John Surtees I'd seen and met at that Australian GP all those years ago; that John was etched in a different time. This John was a hero, too, however – an engineer/driver-battler who fussed about his car, his cream Nomex overalls always bearing the scars of patches of oil or smears of grease, an artisan for whom the act of driving seemed to be... almost an afterthought.

The more so when, in the years that followed, I left Australia for the wider world. I stood next to John on the pitwall, as Mike Hailwood glided towards certain victory at the 1972 South African Grand Prix with the Surtees TS9B; I stood at the back of the Surtees pit a little while later, watching John, his head down, focus on the cause of the tiny failure that had cost Mike the race.



Surtees in his own TS10 at an F2 race at Oulton Park in 1972. Surtees driver Mike Hailwood finished the season as champion

It was an engineering thing, not a driver-emotional thing. That was the John I now began to know.

“Come on. Let’s pack it up. No point in dwelling on it...”

In England, I drove my Vauxhall VX4/90 to the Surtees factory in Edenbridge one frosty morning. John wasn’t in, but it didn’t matter. I bought five Team Surtees cloth badges (white oval with a red arrow), two pairs of John Surtees driving gloves and earned myself a free Team Surtees pamphlet.

I stood back in awe as the agile Matchbox Team Surtees TS10 F2 cars ignited another part of my being. The Lola, yes; but now these TS10s. There was a simplicity of form,

an elegance of engineering, that at last seemed connected. The F1 Lola, the 1964-66 Ferraris, the Lola T70 Can-Am car, the Cooper-Maserati in

“JOHN WAS AN ARTISAN FOR WHOM THE ACT OF DRIVING SEEMED TO BE... ALMOST AN AFTERTHOUGHT”

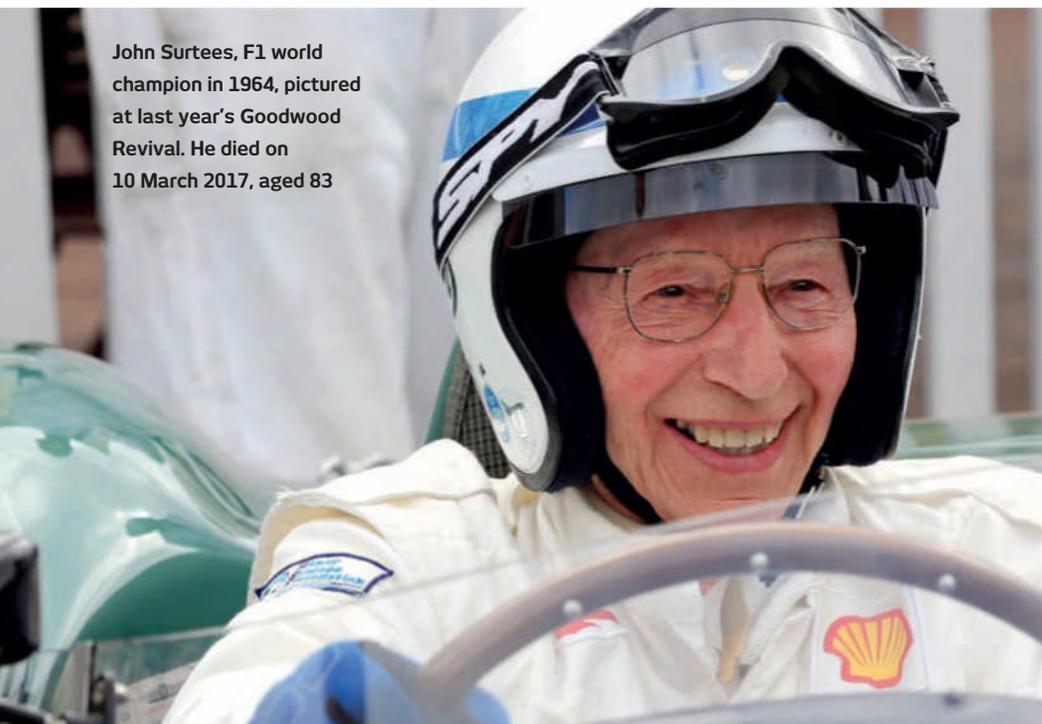
its late-’66 form, the ‘Hondola’, the first Surtees F1 cars: it was as if the flux of all their functional beauties had flowed inevitably into the TS10s.

So much so that you were lured into undervaluing the driver and the man. Until you watched him on a quick lap, leaning on the front, perfectly-balanced through Cascades at Oulton Park. And you remembered. Remembered the staggering recovery from the horrendous Mosport ’65 shunt that gave us 52 years more of John Surtees. Remembered him outpacing even Jochen Rindt at Cooper, from race one. Remembered him conquering such foes as the wet, and the Nürburgring, as if they were just low hurdles.

He’d stand at the Goodwood Revival in black motorcycling leathers, signing books, photos and posters until the last person had left. No thoughts of ‘protecting his brand’; no dark looks for the eBay-touts. Always the smile. Always the readiness to enchant the nine-year-old with the programme and the pencil.

And always with the courage that gave us those amazing years after Henry. 🍷

John Surtees, F1 world champion in 1964, pictured at last year’s Goodwood Revival. He died on 10 March 2017, aged 83





THIS F1 LIFE

PAT SYMONDS

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when most fans are looking toward the major changes in the rules to provide a shake up to the established hierarchy.

The effort teams have had to make to comply with the new regulations is immense. The unintended consequences go way beyond the debate about the effect of increased downforce on overtaking. It may appear simple to increase the width of bodywork by 200mm, but this change alone has meant the boxes that the bodywork is shipped in are larger and consequently significantly more costly to air freight. Increased tyre widths have not only required an outlay of hundreds of thousands of pounds on wider tyre blankets, but also the purchase of more powerful generators and, at many circuits, an upgrading of the electrical supply to the pits.

I mention these two examples since, with the takeover of F1 by Liberty Media, it is likely that we are about to enter a period of change that will probably lead, year on year, to substantial transformation by 2021 as the current bilateral agreements between

FOM and the teams expire. Liberty are a breath of fresh air to our sport and will, I believe, assist the FIA in bringing about considered change to both the sporting and technical regulations that will greatly enhance the popularity of our sport. That said, the challenge is immense, but with Ross Brawn guiding the changes in these areas there is a very real prospect of more competitive racing and a more sustainable business model for the teams.

Over the years, the rules governing F1 have become more numerous and more complex but many are still indeterminate. In the era of Max Mosley, I often suspected this was deliberate, since it allowed obtuse semantics to be used to steer the sport in the direction he wished. It is of course simple to both write and police a rule such as the one that determines the maximum width of the bodywork. It is far more complex to determine whether a suspension system contravenes the catch-all Article 3.15, which requires, among other things, that any specific part of the car that influences aerodynamic performance must be rigidly secured to the sprung part of the car.

These days, all parts of the suspension system affect aero performance. Long gone are the days when spring rates were chosen as part of the ride and handling equation. Today, the spring rate and non-linearity is chosen purely to obtain the required attitude of the aerodynamic platform in any given corner. This has led to some complex systems over the years. Many fans of the technical side of F1 will be aware of the ▶

AFTER TESTING, THE TRUTH IS REVEALED

Winter testing is a perverse activity.

Engineering prowess and driver skill, the very attributes that are so lauded during the rest of the season, are carefully disguised through surreptitious throttle lifts at critical times or abnormal fuel loads and engine settings. Design features of the cars are literally kept under wraps, since rules that prohibit screens and covers are not applicable during testing.

So why *do* teams put so much effort into disguising true performance? And equally, why do they then spend countless hours trying to



determine their rivals' true pace? I don't believe that any team who find themselves lower down the pecking order ups their game as a result of this analysis. They can't. They are already working to the best of their abilities. Equally, those

who feel they have an advantage don't rest on their laurels; instead they continue the relentless development programmes that add performance week by week.

The reason for all this subterfuge and analysis is, in fact, the very essence of Formula 1. It is the highly competitive nature of all those involved that drives the desire to constantly evaluate relative performance between teams and machines. What a huge shame it is, though, that those meagre eight days of testing are not opened up and made more public, particularly in a season such as 2017

As Formula 1's managing director of motorsport, Ross Brawn will guide the changes Liberty wants to make to the regulations to create greater competition and a more sustainable business model




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“VETTEL’S VICTORY WAS EXACTLY WHAT WE NEEDED TO PERSUADE US THAT THE DETERMINISTIC NATURE OF F1 HAD CHANGED FOR THE BETTER”

LAT IMAGES: ANDREW HONE; STEVE ETHERINGTON

dominated the sessions. Interestingly, they stated that they had found the good car setup that had eluded them in Barcelona, while Ferrari complained of just the opposite, having lost the balance and the performance of the car. Generally, it’s difficult to recover from

ban on front-to-rear interconnected suspension in 2014, but how many are aware of the effects of such technology and indeed, considering the wider fan base, how many actually care?

Over the winter, the FIA determined that some extremely complex systems were open to question regarding compliance with Article 3.15, and this has led to numerous clarifications being fired off from the teams to the FIA both to seek reassurance that their own systems are legal while trying to

flush out the complexities of their rivals’ designs. Such are the difficulties that Ross and his team at Liberty will face as they attempt to strike a balance between providing on-track entertainment while maintaining the mystique of F1 technology.

Arriving in Australia, many of us wondered if these rule clarifications were going to further mystify the conclusions drawn from testing, and, indeed, on Friday it seemed that Mercedes had been hiding potential performance because they

deficits exposed on a Friday, but recover Ferrari did, and qualifying, although ultimately a Hamilton benefit, was every bit as close as we had been hoping for and bodes well for the coming year.

The race only reinforced our hopes. Vettel’s victory, albeit helped by Hamilton’s tyre problems coupled with the charge from Bottas, was exactly what we needed to persuade us that the deterministic nature of F1 had changed for the better. The only worry was the overtaking problem. This was best illustrated by Hülkenberg, on ultrasoft tyres, chasing down Ocon at an average of 1.51 seconds a lap. On catching him, however, he was unable to pass in spite of his DRS-assisted 12mph speed advantage.

To be fair, Ocon responded like a veteran, pushing his car to the limit and matching Hülkenberg’s earlier lap times. This is Melbourne, though, a track notorious for the difficulty of overtaking. Let’s see what other circuits bring. **F1**



After the smoke and mirrors of winter testing, Mercedes seemed to have found a decent setup, while Ferrari had lost theirs. But then the order changed again on the day of the race...

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POWER PLAY

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“It was a perfect storm,” explained an insider. “It needed a can-do attitude, a willingness to be flexible about colour and the management courage to carry it off. That is where Vijay and Otmar [Szafrnauer, COO] have been good for us. They let us get on with things. It helped, of course, that we finished fourth last year because that enabled us to sell performance, but at more affordable rates. We don’t discount, but I believe we offer better bang for bucks than the others. It was a total team effort that pulled it off. It also helps that Vijay takes decisions without referral up the line.”

BWT had, ahem, tested the waters in motorsport sponsorship with Mercedes in DTM, and that got the company thinking about F1 as a platform for their recently introduced brand-globalisation strategy. Formula 1 is without peer in this regard, but a similar deal with any ‘big three’ team (Mercedes, Ferrari, Red Bull) – assuming team management would even dare to ‘think pink’ – would come in at roughly double the Force India rate card.

Thus BWT’s options were simple: full branding, or a few stickers only – for the same budget – elsewhere. Consider the visual impact of a pink car versus the alternative of wings and sidepods mixed up with reds or blues, or even orange and black. Realistically, if BWT wished to be highly conspicuous on the F1 grid they had to set their sights further down the field – and hence Force India came into play.

BWT completed their due diligence, and, being based near Salzburg, their management even consulted Mercedes F1 chief Toto Wolff. He was suitably positive about the team, but paddock cynicism being what it is, there have been numerous suggestions that the Austrian gleefully foresaw Force India’s Mercedes engine bills being settled via pinky envelopes, given that the annual fee roughly equals the sponsorship value.

Significantly, the Mercedes three-pointed star is conspicuous by its absence on the VJM10 – lending credence to this theory, but then, so what? Red Bull have TAG Heuer paying their engine bills and Toro Rosso are actively seeking an engine branding partner, so why can’t BWT (indirectly) cover the costs of Mercedes power by painting the cars pink?

Whatever the case, apart from infusing the 2017 grid with matte-pink, the BWT-Force India tie-up is one of the feel-good stories of the F1 pre-season, and proves that big deals *are* out there to be had.

All it takes is a dash of management courage, and 12 days’ notice. 

WHY FORCE INDIA ARE IN THE PINK

Force India boss Vijay Mallya always was a flash kind of guy, what with his ring-bedecked fingers, monster diamond-studded ear baubles and aerodynamic hairstyles. Yet, at the turn of this year, not even his wildest sense of glitz-glam could have foreseen a striking pink car bearing his initials contesting the F1 world championship (even if his partner is known, happily, as ‘Pinky’).

F1-watchers steeled themselves for the most unexpected pre-season livery change since BAR were forced to run ‘zipper’ var paint to appease their joint Lucky Strike/555 sponsors, after the FIA enforced a ban on teams running cars in different colours. Once the shock had receded, the pressing question was: “Why didn’t Force India reveal the sponsorship at their 2017 launch two weeks earlier?”

The answer is simple: negotiations between the team and BWT, an Austrian water technology company with £500m in annual revenues and employing more than 3,300 employees across the world, had not at that stage commenced in earnest. Yet, just 12 days later, cars and kit had



BWT have clad the VJM10 in this very vivid livery

visibility of all branding partners.

Thus one of F1’s funkiest-ever colour schemes rode on the back of one of the fastest-ever deals – certainly one of this magnitude, in recent times, in the world’s fastest sport. Equally astounding is that the £15m deal (before annual escalators) was completed electronically, and that the first meeting between team and BWT executives was scheduled for the Australian Grand Prix.

During Formula 1’s test fortnight in Spain, the word spreading around the paddock was that title and/or livery sponsorship deals had been consigned to history; that teams need to string two or three major deals together simply to make budget. Yet here was Force India, headed by the beleaguered team boss and with rather modest premises, so visibly bucking that trend. How did the team manage to close this deal so quickly – and in total secrecy?

been re-liveried and the deal announced to an astounded world. That ‘kit’, incidentally, includes more than 3,000 items of team clothing.

Equally, having sealed four deals during the winter – including a switch from Smirnoff vodka logos to those of Johnnie Walker whisky – there was a need to tidy up the spacing yet still provide sufficient



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"The Academy Engineers that we have working with us at Enstone are a big asset to us as we continue to strengthen our technical resource, so we are looking forward to welcoming the 2017 class."

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The INFINITI Engineering Academy is a serious project – for INFINITI Motor Company, for the Renault Sport Formula One™ Team, and for the talented students chosen to become part of the group. Both organisations have a serious desire to nurture the engineering talent of the future, and boost the quality of their respective products at the same time.

INFINITI Motor Company wants youngsters who will make its road cars better; the Renault Sport Formula One™ Team wants engineers who can make it more competitive in the high-paced world of Formula One™.

“Motorsport is becoming more functional for the automotive business,” says INFINITI Global Motorsport Director Tommaso Volpe. “We believe that in the future this connection will be stronger and stronger. That is why we created the INFINITI Engineering Academy.

“The main benefit for us is to recruit talent, but also to increase diversity in our organization. We consider ourselves a quality, global brand, and we believe in diversity. With this project, we are taking diversity into Formula One™, which is a global sport but pretty much a European industry.

“This is a unique project because the

placement these guys do is six months in automotive and six months in Formula One™. It is very difficult for students to gain access to Formula One™ and a large corporation like INFINITI. We are training the engineers of the future with this kind of dual experience.”

“It's important to be out there developing talent,” adds Abiteboul. “Formula One™ is all about talent. We talk about technology, but technology is really the result of talent. The level of technology is getting higher and higher in Formula One™ and if you want to be competitive you need to source all of this technology and level of expertise, and you can only do that if you open yourself up to the world. It's a fantastic opportunity to be on the market for new, young engineering talent, and select the best of them.”

How INFINITI bolsters Renault's F1 effort

INFINITI Motor Company and the Renault Sport Formula One™ Team have been collaborating technically since the French manufacturer returned to Formula One™ in 2016.

Apart from working together on the INFINITI Engineering Academy, the main area of collaboration between the two organisations involves developing the complex Energy Recovery Systems on current Formula One™ cars.

The Renault Sport Formula One™ Team has introduced an all-new ERS to its car for 2017, developed in conjunction with INFINITI.

“There was a natural union between INFINITI's



The INFINITI Project Black S is another great example of technological collaboration

Let's hear from the winners

William Priest

William won the original edition of the INFINITI Engineering Academy in 2014. He currently works for INFINITI Motor Company, developing new technologies for its automotive vehicles at the INFINITI European Technical Centre in Cranfield, UK. “The INFINITI Engineering Academy popped up while I was studying. I thought it was too good to be true – they can't be offering me a car, a house, six months at a Formula One™ team and six months at an automotive manufacturer! Really, the whole process is so interesting – even if you are not a winner. Just the opportunity to do it is amazing.”

Daniel Sanham

Daniel is a 2015 winner of the INFINITI Engineering Academy. He is currently finishing his university studies, but has a contract to start work with the Renault Sport Formula One™ Team in July.

“The INFINITI Engineering Academy prepared me really well, made me more confident in my abilities, and really challenged me. It wasn't just pushing paper – they put you on jobs of importance right from the start. That means when I start in Formula One, where projects come thick and fast, I will be ready to go.”

Caitlin Bunt

Caitlin is one of two female winners of the 2016 INFINITI Engineering Academy. She is currently undertaking the first six months of her placement at INFINITI, working on projects to improve the ride and handling of INFINITI's road range.

“Everything I've been involved in has been incredible. I am honored to be one of the first female winners of the Academy. There aren't enough female engineers who are visible to up-and-coming engineers in motorsport. I plan to use this opportunity to reach out to young engineers around the world.”



Previous winners of the INFINITI Engineering Academy stress how important the experience has been to them

strategy in marketing, and the needs of Renault for the future, because of all there is to be done – on the engine side with this new ERS, or on the chassis side with the major recruitment process going on in Enstone,” explains Abiteboul. “It’s exciting, because we can add a lot of expertise that we cannot create internally.”

INFINITI has embedded engineers into the Renault Sport Formula One™ Team’s base of engine operations in Viry-Châtillon as part of the collaboration, and as well as bringing its own expertise to bear on the Formula One™ car, also takes lessons and applies them to its range of luxury vehicles.

“The idea is to develop the ERS technology in Formula One™ and transfer back this experience into our core business,” says Volpe. “The two technologies are similar, though of course the system we produce in automotive is different in terms of design and production. But there are lots of areas you can learn from each other.

“In fact, the recent unveiling of our Project Black S further demonstrates the depth of the technical collaboration between INFINITI and the Renault Sport Formula One™ Team and is a great example of our motorsport-inspired technological objectives.

“Our technical partnership with the Renault Sport Formula One™ Team helps us make these daring steps forward, where we can take our hybrid technology developed for the road and closely examine it through the lens of the most advanced motorsport in the world.”

How to apply for the 2017 INFINITI Engineering Academy

Applications are now open for the 2017 edition of the INFINITI Engineering Academy. This unique recruitment program will offer seven young engineers a 12-month placement with INFINITI and the Renault Sport Formula One™ Team.

Engineering students can apply now at academy.infiniti.com



“ WE’RE ALL ON THAT HAMSTER WHEEL OF **MORE MONEY, MORE RECOGNITION, MORE**



PHOTOS: SHUTTERSTOCK

POWER

-TOTO WOLFF
16 FEBRUARY 2017

Power is everything in F1. Here, we present our top 25 most influential figures who shape grand prix racing today

Formula 1 in early 2017 suddenly looks very different – off the track as well as on it. While the faster, wider cars pound around the race circuits of the world at incredible speeds not seen for years, the political landscape has also changed dramatically.

Bernie Ecclestone held sway at the top for nearly 40 years, and anyone who wanted to push in a different direction had to be sure they knew what they were doing, and that they had the leverage to see it through. But now Ecclestone has gone, shunted off to a chairman emeritus role, and effectively been told not to speak unless spoken to.

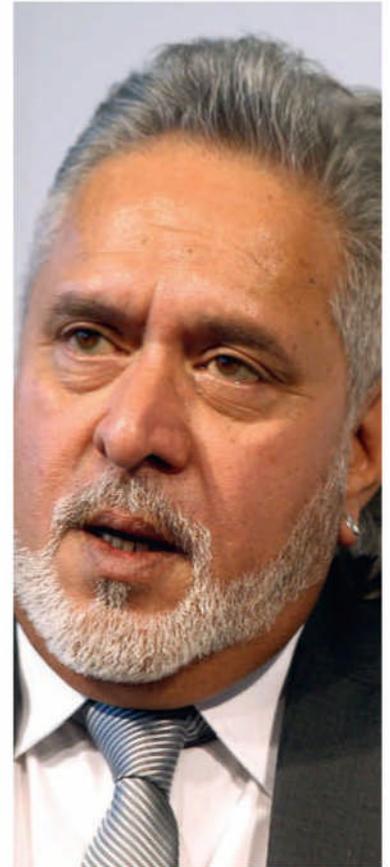
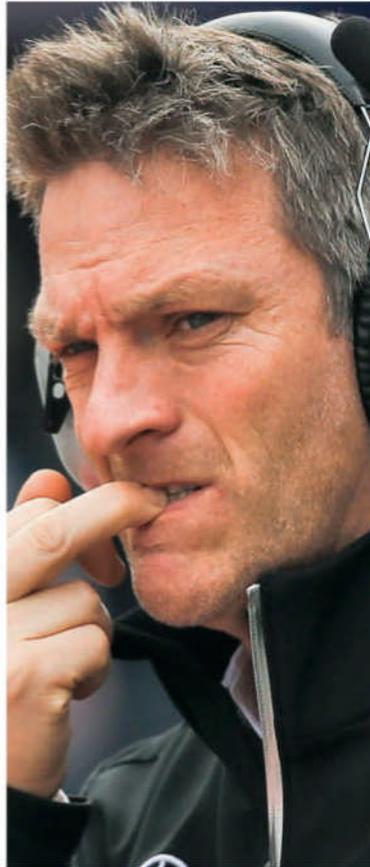
The past has gone. To be replaced by... what, exactly?

F1 is now owned by a media company, not a private equity group. It is run by a businessman with 30 years' experience in American broadcasting, not a former car dealer who spent his professional life flying by the seat of his pants and making up the rules as he went along. But how will Chase Carey differ from Ecclestone as a chief executive? And how will he handle the competing interests and egos who pull the strings up and down the paddock? And, crucially, who are these people, what are they like, where does their power come from and what do they want to do with it?

Who, in short, *really* makes the decisions in F1? Are Mercedes and Ferrari really in control, as Ecclestone used to claim from time to time? Is the FIA as powerless as it seems, with Jean Todt as president? What will Red Bull do post-Ecclestone?

F1 Racing's team consulted senior figures, kicked around the names that came up – the same ones repeatedly – and compiled a list of the people who will share and shape the future of F1. This is it. ▶

LAT IMAGES: GLENN DUNBAR, SAM BLOXHAM. OTHER PHOTOS: LORENZO BELLANCA; SUTTON IMAGES



25 Alex Wurz

A man of many jobs

Most will remember Wurz from his racing career, with Benetton, McLaren and Williams in F1, and as a two-time winner of the Le Mans 24 Hours. Now 'retired' he has increasing under-the-radar influence in F1 as chairman of the Grand Prix Drivers' Association, an adviser to the board of Williams, a commentator for Austrian TV, performance director of the FIA young driver academy, and through his circuit design business.

Wurz is deliberately discreet about it, but his influence at Williams, in particular, is profound – he was largely responsible for attracting Paddy Lowe to the team as its new engineering boss. Intelligent, affable and astute, Wurz appears destined for a major F1 role in the near future.

24 James Allison

Mercedes' new tech chief

It says a lot for Allison that Toto Wolff was trying to tempt him away from Ferrari even before the relationship with Maranello began to unravel in the summer of 2016. Now installed as Mercedes' technical director, it falls to the 49-year-old son of RAF Air Chief Marshal Sir John Allison – and a keen amateur pilot himself – to keep Mercedes headed in the right direction.

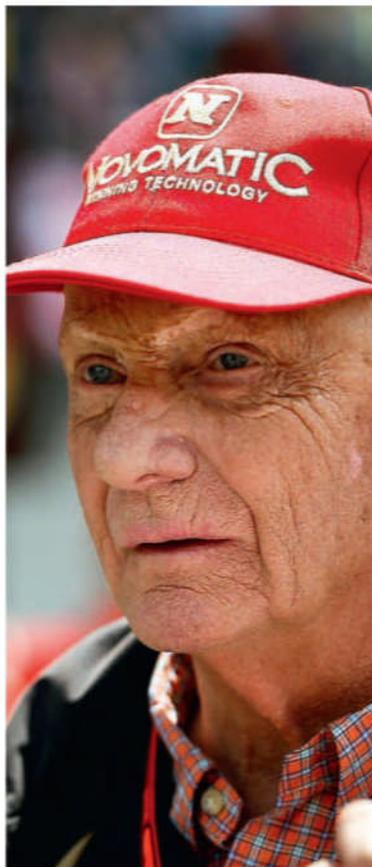
Allison's CV is impressive: a senior aerodynamicist at Ferrari through the dominant Schumacher era and deputy technical director at Renault during Alonso's two titles, he turned Lotus into race-winners before re-joining Ferrari. He is regarded as F1's pre-eminent aero design leader after Adrian Newey.

23 Vijay Mallya

Billionaire team owner

Due to legal complications relating to the collapse of his former airline, Kingfisher, Mallya is currently unable to travel outside the UK. But his Force India team are F1's giant-killers. It's a feat all the more remarkable because co-owner Subrata Roy, head of the Sahara Group, is himself in prison due to business irregularities.

Mallya continues to protest his innocence while presiding over a team who deliver more bang for buck than any other. Some expect it either all to come crashing down or for Mallya to sell – perhaps to the Mexicans who back Sergio Pérez – but he keeps on going. And as a member of the F1 Strategy Group, F1 Commission and the FIA World Motorsport Council, he wields significant influence.



22

Niki Lauda

Mercedes adviser and F1 legend

Lauda is famed for his achievements in F1 – not just three world titles and 25 GP wins, but also his incredible comeback from the 1976 accident that left him so badly burned he was given the last rites. Now, he has reinvented himself as a senior insider in his role as non-executive chairman of and 10 per cent shareholder in the Mercedes F1 team.

After a chequered managerial career at Ferrari and Jaguar, Lauda's appointment at Mercedes raised a few eyebrows, but he has no executive authority – that lies with Toto Wolff – and he is effectively a kind of idiosyncratic roving adviser. His friendship with Bernie Ecclestone helped Mercedes secure their current lucrative prize-money deal and he remains admired for his willingness to speak his mind – no matter what anyone thinks.



21

Max Verstappen

Teen sensation with a stellar future

Can a 19-year-old with one grand prix win under his belt *really* be the 21st most influential person in F1? It's a measure of the impact Verstappen has had since his debut, aged 17. Already F1's youngest race winner, few would bet against his breaking Sebastian Vettel's record as the youngest champion.

So why all the hype? Just take a look at Brazil 2016: a breathtaking drive for the ages that drew comparisons with Ayrton Senna and the sort of performance that makes people forget he was soundly beaten by team-mate Daniel Ricciardo over the season. Expect Verstappen to be a major player for the next decade and beyond: Red Bull have him tied up until late 2019, but the big teams all have their eyes on him. He'll surely end up as a Mercedes or Ferrari driver sooner or later.



20

Adrian Newey

F1's pre-eminent designer

Now 58, Red Bull's gangly, geeky genius remains F1's biggest engineering star. The man behind era-defining cars at Williams, McLaren and Red Bull has a talent for racing-car design unmatched by anyone in the sport's history. It's not just that Newey can 'see' the airflow and is persistent in pursuing design avenues he knows will pay off even if they are problematic at first. He also has a rare grasp of all-round performance engineering built in from his hands-on early career.

Newey's passion for F1 started to wane a few years ago, but a spell playing with America's Cup yachts and the new Aston Martin/Red Bull hypercar, plus the introduction of new rules for 2017, re-energised him. Mercedes are rightly wary of what he can achieve. ▶

LAT IMAGES: STEVEN TEE; GLENN DUNBAR; HONE; OTHER PHOTOS: SUTTON IMAGES



19

Claire Williams

Deputy-head of a dynasty

Of founder Sir Frank Williams' three children, it is his daughter Claire who has taken on the running of the Williams F1 team. She does so with relaxed warmth and humanity and has built up a strong team around her – with managing director Mike O'Driscoll, formerly of Jaguar Cars, running the business, Alex Wurz working behind the scenes and tech ace Paddy Lowe recently arrived from Mercedes to oversee the engineering side of the Williams Group.

The key challenge for Williams so far has been finding money, hence the arrival of Lance Stroll – and billionaire father Lawrence – this season. Managing the Strolls' inevitable demands will be her next big test, but the much-needed cash injection means we could see great things from this historic team.

18

Andy Cowell

Mercedes' engine architect

There is no one secret to the success Mercedes have enjoyed over the past three years, and certainly no one single person responsible. But any list of the most influential figures involved in those three title doubles has to have the managing director of Mercedes AMG High Performance Powertrains somewhere near the top. The turbo hybrid V6 engine produced at HPP's Brixworth factory will go down in history as one of the great racing powerplants, redefining what is possible from an internal combustion engine with a revolution in terms of thermal efficiency.

Cowell's relaxed but focused leadership style permeates the group, and matches the atmosphere of the Formula 1 team in general. A little over two years ago, Ferrari came close to tempting him away. Mercedes must have breathed a huge sigh of relief when he turned them down in the end.

17

Christian Horner

Red Bull team principal

Christian Horner established his strength in F1 through a simple methodology: he tied his political allegiance to Bernie Ecclestone and his competitive one to Adrian Newey. For a while, as head of F1's most successful team, he was immensely influential. But the change in engine formula undermined his power just as it did his team's competitiveness, and the departure of Ecclestone raises unanswered questions about how Horner will align himself now.

Sidelined by the joint forces of Mercedes and Ferrari, he sounded for a time like a man railing against the future, trying to turn back the clock. But he is a smart operator, a savvy manipulator of the media – and a force to be reckoned with.



16 Fernando Alonso

Ageing matador of the tracks

He turns 36 this summer, is driving for a team who seem lost at sea, and his contract runs out at the end of the year. Yet there has been no dimming of Fernando Alonso's driving skills nor his ambition, and he remains one of the biggest of the big beasts in the paddock.

One of only two true superstars in the sport, Alonso's record, charisma and the respect with which he is regarded, ensure he remains a major influence. When he speaks, people listen – and not just because his news conferences are consistently the most engaging. Smart, aloof and eloquent, there is always meaning and thought behind his words. And on track he remains the gold standard.



15 Zak Brown

McLaren's new mover and shaker

For a long time, Brown was known as the paddock's pre-eminent sponsor-finder. As head of marketing agencies Chime and JMI, he brought names such as Martini, Rolex and Johnnie Walker to Formula 1 in recent years. And as the new executive director at McLaren, he has to weave similar magic for the team he now runs.

But the job is much bigger than that. McLaren are struggling, and under the new executive board of Bahrain's Sheikh Mohamed and Mansour Ojeh, following the ousting of Ron Dennis, it's Brown's responsibility to sort those problems out. Those close to him say he's a whirlwind of energy and drive – both much-needed qualities when it comes to turning McLaren around.



14 Charlie Whiting

The man who *really* runs F1

Where would F1 be without Charlie Whiting? He writes the rules, oversees their imposition, looks after safety and is basically the boss of every grand prix weekend. He orchestrates the running of the on-track sessions, and when he's not doing that he plays host to a never-ending conveyor belt of senior figures with questions about... well, just about anything. And he's done this for nearly 30 years, while remaining relaxed and approachable.

A former chief mechanic for Bernie Ecclestone's Brabham team, Whiting is the ultimate poacher-turned-gamekeeper. He will be 65 this year and there have been continuing rumours that he'll soon step down. It will take someone very special to replace him if he does. ▶

LAT IMAGES: SAM BLOXHAM; ANDREW FERRARO. OTHER PHOTOS: SUITON IMAGES; ALEX GRIFFITHS



13 Sacha Woodward-Hill

Bernie's legal eagle is still on board

There have been many signs that new F1 owners Liberty Media are smart and switched on, and one of their best decisions has been to retain Bernie Ecclestone's former chief lawyer.

Woodward-Hill was Ecclestone's most trusted aide for 20 years and knows more about the deals and contracts that hold F1 together than anyone other than its former impresario. So who better to have as your chief legal officer (her new title under Liberty)?

F1's new owners have grand plans to make changes, but they need a firm grasp of where F1 is now to move it forward: Woodward-Hill provides it.



12 Sean Bratches

Liberty's top marketing man

F1 chairman Chase Carey wants the sport to be better at promoting itself globally and to grow its audience, and it's Bratches who will implement that. Little known in the UK, Bratches made his reputation at US sports TV network ESPN, where Carey says he "built one of the truly great franchises in sport".

Bratches' profile on the press release announcing his appointment was revealing. It said he oversaw ESPN's "advertising and sponsor sales and content licensing, as well as the research and analytics, marketing, consumer products and events marketing divisions... HDTV, broadband, video-on-demand, subscription video-on-demand, interactive television, pay-per-view, Spanish-language, and sports syndication products". There's F1's brave new world right there.



11 Carlos Ghosn

Renault boss and F1 sceptic

It is something of a paradox that a man with no real passion for F1 (some say he is lukewarm on its value to a car-maker) also happens to lead the manufacturer that is committed to the sport for the longest period. Not only have Renault been involved in Formula 1 in one form or another since 1977, but their current contract runs until 2024, while everyone else is committed only until 2020.

Ghosn has a powerful influence: F1 probably wouldn't have its turbo hybrid engines had it not been for his insistence. And he was instrumental in fending off Bernie Ecclestone's attempts to kill the hybrid formula. No agreement on the next engine formula will be possible without him.



10

Helmut Marko

The power behind Red Bull's throne

A former racer, whose career came to an end when an accident caused him to lose the sight in one eye, Helmut Marko is the *de facto* boss of Red Bull in Formula 1. He does not run the team and is not its public face – that's Christian Horner's job. Instead, as the right-hand man of Red Bull's publicity-shy owner Dietrich Mateschitz, Marko is the power behind the throne – and the man who controls the destiny of Red Bull's drivers.

Forthright and outspoken, and not afraid to stick his oar in, he is not popular with Red Bull's opponents. Which is as good an indication of the power he holds as anything.



9

Sheikh Salman bin Hamad bin Isa Al Khalifa

Bahraini heir apparent

Bahrain's crown prince effectively co-owns McLaren and bolsters the income of Formula 1 by hosting one of its richest races. What's more, the Middle Eastern vote was key in getting Jean Todt elected as president of governing body the FIA.

Worldly-wise, with a degree from Washington DC University and a Masters from Cambridge, Sheikh Salman is not hands-on at McLaren, which is 50 per cent owned by Mumtalakat, the investment arm of the Kingdom of Bahrain. That role falls to his cousin Sheikh Mohamed. Nor is he directly involved in the FIA World Motor Sport Council – that role lies with his younger brother, Sheikh Abdullah. But as heir to the Bahraini throne, he is the senior figure overall.



8

Lewis Hamilton

Superstar from Stevenage

The fastest driver in the world and the sport's biggest star, triple champion Lewis Hamilton is the only person in Formula 1 who actually transcends it. The son of a former British Rail IT expert, Hamilton has risen from a council house in Stevenage to global fame, mixing with pop stars and movie legends and counting several of them among his friends.

With 4.2m Twitter followers, he massively outstrips his colleagues' appeal – Fernando Alonso is next with 2.4m followers – and that only heightens an influence that would anyway be huge given his monumental talent. He has deliberately changed his image over the years to become a tattooed, edgy 'street' superstar, and now has major fashion brands clamouring for his endorsement. ▶

LAT IMAGES: SAM BLOXHAM. OTHER PHOTOS: LORENZO BELLANCA; SUTTON IMAGES



7

Ross Brawn

F1's future is in his hands

One of the most successful engineering leaders in F1 history has re-emerged from a sabbatical as F1's managing director of motorsports – the man charged with creating a new F1 fit for the next decade amid a changing media and sporting landscape. It's a big job, but as he won seven world titles with Benetton and Ferrari, another with his own team and then set Mercedes on their current course, it's hard to think of anyone better qualified.

Brawn has signposted his general direction – he wants a “purer and simpler” F1. The DRS overtaking aid is definitely in his sights, as is a car design that facilitates racing. His toughest task is likely to be a new engine formula post-2020 and squaring the circle of something that satisfies the demands of the manufacturers for road-relevance and efficiency and those of the many fans who want a more satisfying noise.



6

Toto Wolff

Merc team boss and arch-politician

He's charming, friendly and open with the media – up to a point – but there is a streak of ruthlessness behind the smile. And that was evidenced by his effective sacking over the winter of Paddy Lowe, the man who has led design as Mercedes dominated F1.

As head of Mercedes motorsport, Toto Wolff is not only the boss of F1's most successful team, he also wields major influence as engine supplier to two others. Williams and Force India are both Strategy Group members, and are unlikely to vote against the interests of the company that provides them with the cheapest and best engine in F1. As Mercedes' representative, Wolff's job is to wield the political power.



5

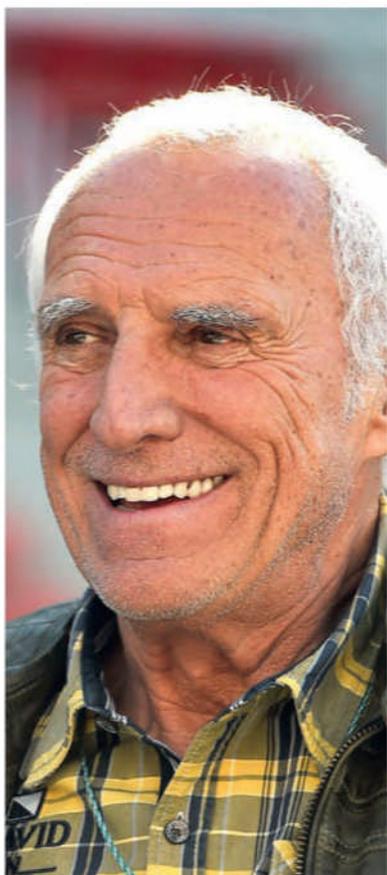
Jean Todt

The FIA's Mosley antidote

A starker contrast with his predecessor as FIA president it would be hard to find. Where Max Mosley was all hands-on Machiavellian manipulator, Todt takes a *laissez-faire* approach to F1, by and large. He seems more interested in pursuing his agenda in road safety – hence the numerous pictures of himself and film-star wife Michelle Yeoh with various politicians around the world.

Todt's reluctance to get involved in F1 matters frustrates many in the sport: he could have forced through the 'halo' head-protection system, but didn't; he wanted Pirelli out in favour of Michelin, but chose to bow to Bernie Ecclestone.

Why? The explanation appears to be that Todt favours collegiate decision-making and hates conflict. The one time he did get involved, it was a catastrophic misjudgement, involving the farcical change to the qualifying format in 2016. Even so, his re-election seems assured later this year.



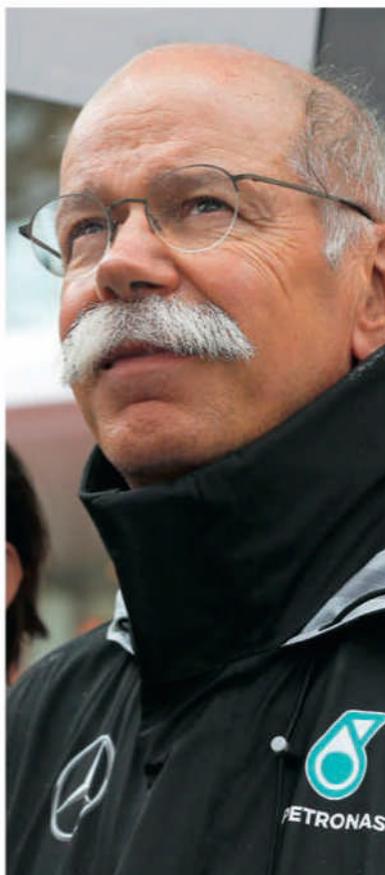
4

Dietrich Mateschitz

Red Bull's elusive founder

The co-owner of Red Bull for many years formed a powerful alliance with Bernie Ecclestone, who repaid the Austrian for the billions he spends on F1 with his two teams and all the publicity he gives the sport by effectively supporting his agenda.

Now Ecclestone has gone, it will be interesting to see how Mateschitz responds. Taking part is no longer good enough – he wants Red Bull to win. Mercedes' domination has made that difficult and their power has prevented moves – backed by Mateschitz – to scrap turbo hybrid engines. In other sports, Red Bull's *modus operandi* is often to own the playing field and the rules. In F1 Mateschitz can't have either. So will he stick around post-2020?



3

Dieter Zetsche

The (second) best moustache in F1

The chairman of Mercedes' parent company Daimler AG since 2006, Dieter Zetsche matches new F1 boss Chase Carey for luxuriant facial foliage and rivals him for power. If Zetsche pulled the plug on Mercedes' F1 involvement, it would cost the sport a champion team, an engine supplier of 24 years' involvement, and the kudos of one of the biggest names in the automotive world.

Through industry-based alliances with Fiat-Chrysler and Renault-Nissan, Zetsche works arm-in-arm with Ferrari's Sergio Marchionne and Renault's Carlos Ghosn to protect their interests in F1. It says much for his leverage that he is the senior partner. In short, whatever F1 decides post-2020, it will need Zetsche's buy-in.



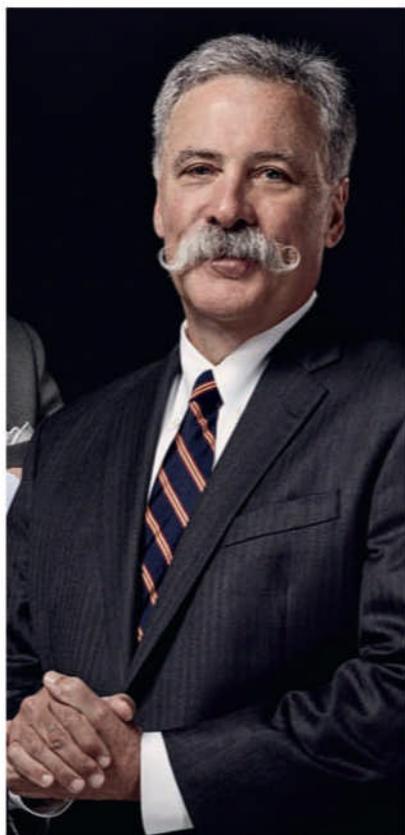
2

Sergio Marchionne

Tamer of Prancing Horses

Ferrari's current president is a very different animal from his predecessor. Luca di Montezemolo was an aristocrat for whom flamboyance, ostentatiousness and self-regard were ingrained. Sergio Marchionne is a tough-talking Italian-Canadian with a New York brogue, famous for his salty language. Where di Montezemolo was all *bella figura*, Marchionne favours a pullover and slacks – hence his nickname, the “jumpered assassin”.

He's a hard-nosed businessman who won't put up with any nonsense. His directness and aggression in meetings of team owners make him a mainstay of paddock gossip. He's hinted he will retire by the end of 2018, and before then, his biggest task is to deal with the expected attempts by Liberty Media to cut Ferrari's \$100m historic bonus pay-out. ▶



1

Chase Carey

The new face of F1.

It is hard to imagine two more different businessmen than F1's old boss and its new one. Bernie Ecclestone was the son of a trawlerman; a car dealer who cut his teeth in East London and who, no matter how rich he became, has never seemed very far away from the mean streets on which he built his initial wealth.

Chase Carey is a graduate of Colgate University, a private liberal arts college in New York, and Harvard Business School; a man who has lived a life of east-coast respectability and privilege. Anyone who has met Carey or seen his interviews since he took over as F1's chairman and chief executive officer could not fail to have reached the conclusion that he is a highly impressive and accomplished man, with a far-reaching vision for the future of the sport he has been put in charge of, and the wherewithal and nous to make it happen.

Carey has made it clear that he wants to preside over a very different F1 to the one run by Ecclestone. He wants a collegiate approach to decision-making, not an adversarial one. He seeks planning and organisation, not on-the-hoof decision-

making. He wants a strategy in place before considering tactics to implement it.

After years of dealing with Ecclestone's divide-and-conquer method, his malice, vindictiveness and threats, many of the big beasts of F1 almost certainly welcome his replacement. But if any of them think Carey is likely to be a pushover, they had better think again. As one insider put it: "You don't spend 20 years as one of Rupert Murdoch's key lieutenants without being a hard m*****."

Carey is expertly qualified for his new role. As chief executive of Fox he nailed the \$1.6bn NFL rights deal that made the cable network a major player in American sports broadcasting. At NewsCorp subsidiary DirecTV, he added a million new subscribers a year, which brought him to the attention of Liberty Media, who bought DirecTV in 2006. Since then, he has been president of Murdoch's NewsCorp, then COO and then president of 21st Century Fox.

If anyone can unite the ferocious members of the 'Piranha Club' to build F1 a brighter future, it is surely Carey.





Honourable mentions...

Any list such as this will generate controversy as much for the names it leaves out as the ones it includes. In this case, the most glaring omission is the man who might have been number one had we been writing this time last year: Bernie Ecclestone. How times have changed for the 86-year-old. One minute lord of all he surveyed; the next moment his influence eradicated in one fell swoop.

Of the drivers, the obvious omission is four-time champion Sebastian Vettel. His reputation has taken a bit of a battering over the past few years as first Daniel Ricciardo beat him in 2014 and then Kimi Räikkönen almost matched him towards the second half of last year. Ricciardo – who also might have made the list – went as far as to say last year that “Seb was lucky” to be at Red Bull when he was. But the quadruple champion, still not even 30, could yet find himself in a Mercedes next year.

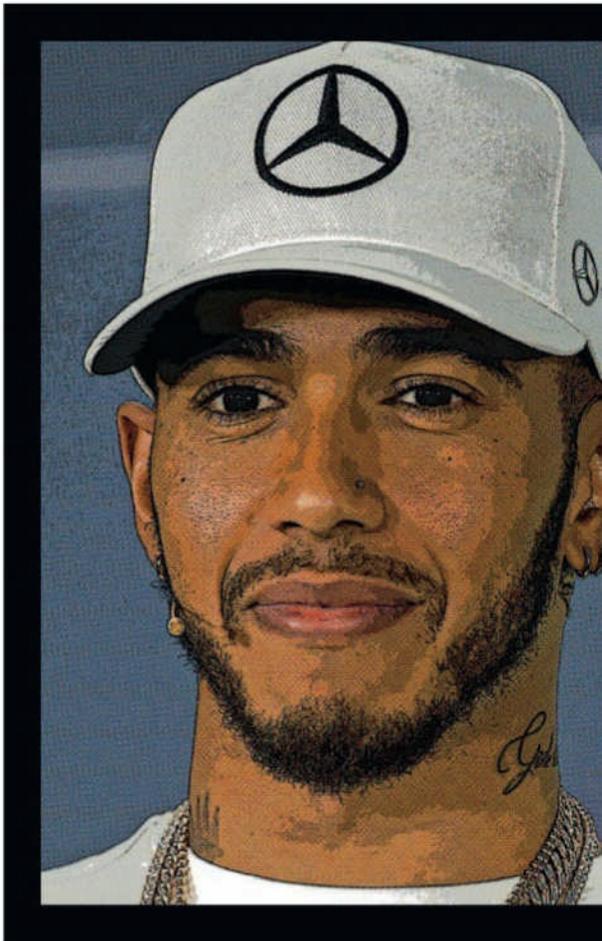
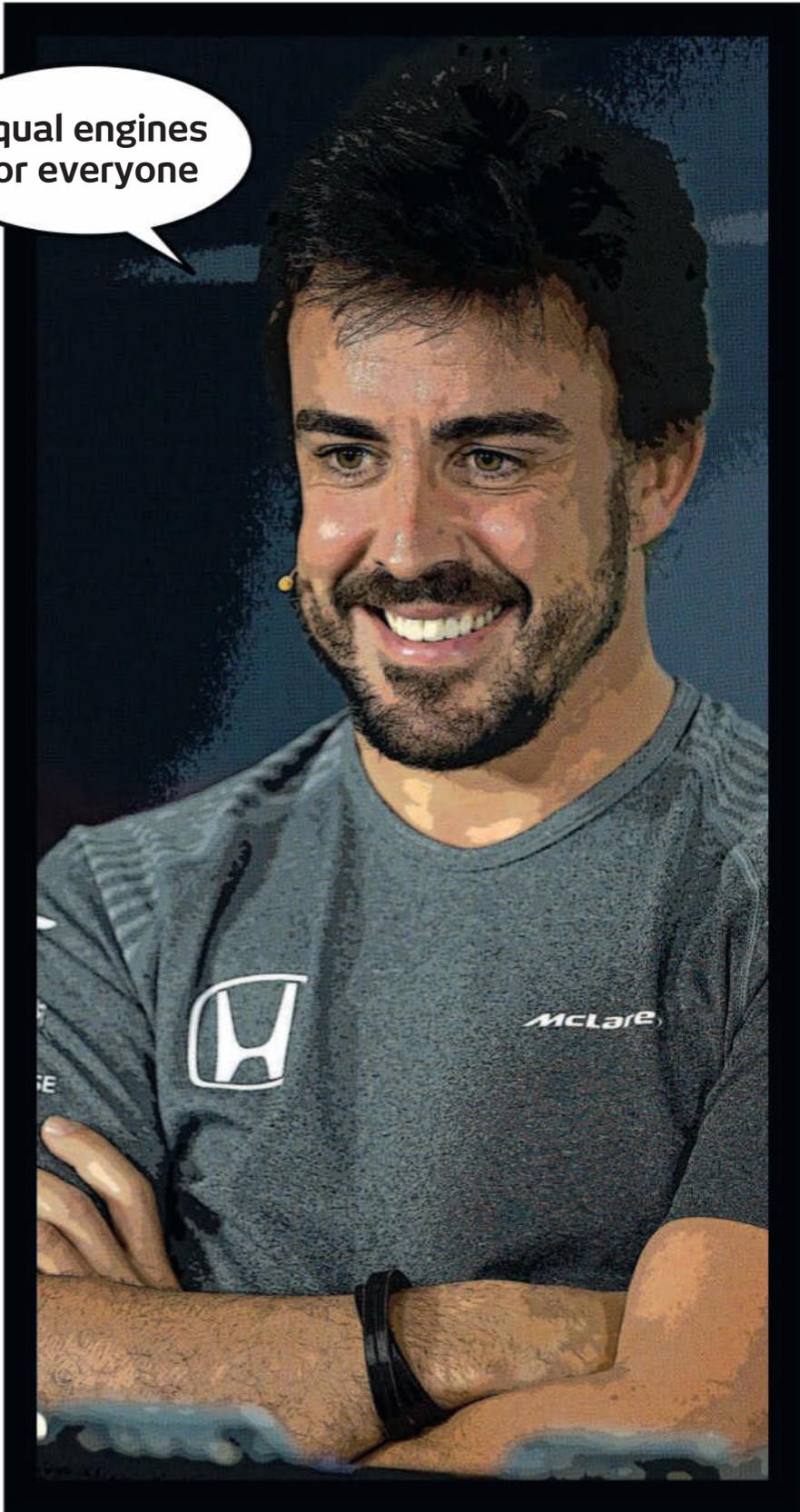
At Williams are three people who nearly made the list: managing director Mike O’Driscoll; new engineering chief Paddy Lowe, who has steered the Mercedes ship very successfully over the past three years; and a new arrival, Lawrence Stroll, the Canadian billionaire whose son, Lance, is driving for Williams this year. Stroll is directly responsible for the investment of upwards of £40m in the team in the past two years. He is not a shareholder. Yet. But he soon could be, and his influence is likely only to increase.

There are more. But those mentioned here are the people who will do most to shape F1 in the next few years, a period critical to its future success. 

PHOTOS: SHUTTERSTOCK; ALEX GRIFFITHS

FERNANDO ALONSO IS QUIZZED ON HIS WISH LIST FOR A BRIGHTER FORMULA 1 FUTURE...

Equal engines for everyone



**DANIEL RICCIARDO
INTERRUPTS...**



Not electric,
mate



...only kidding?



And definitely
not Honda!

...only kidding

McLAREN & HONDA MISSION: IMPOSSIBLE?

By year three of the big reunion, they should be recreating the era of Prost and Senna. Instead, these celebrated partners are on their knees – and their greatest asset, Fernando Alonso, is on the brink. Can it all still be saved?

For how much longer will the great matador hold his patience, in the wake of such leaden disappointment? Honda's woeful winter testing form signalled all too clearly that the two-time world champion and McLaren are seemingly consigned to yet another season of midfield mediocrity. This reborn and once-glorious partnership is in its third year. Alonso should be challenging for that grail of a third title by now.

Instead, McLaren's hierarchy are walking on eggshells in the hope they can persuade him to stay beyond 2017, the final year of his contract. At this rate he might not make the end



of the season, never mind the next. He is a huge asset, still an F1 colossus at the age of 35, his winless streak dating back to 2013 an irrelevance in the context of the inferior machinery he has had to live with during the long years since.

But what is there to keep him at McLaren? Honda's hybrid-era V6 campaign has been little short of a shambles, and the dashing of high hopes that a Merc-style split turbo and compressor concept would change the sorry story in '17 must make Alonso wonder whether the partnership is doomed. 'Mission: Impossible'? It just might be.

FRIDAY 24 MARCH, MELBOURNE, FREE PRACTICE

As a new F1 era dawns, McLaren get off to a brighter start than anyone could have hoped for. Alonso manages 37 laps and Vandoorne 47 over the two sessions, a total of 84 – and a vast improvement on pre-season tests dogged by unreliability. Alonso's best time puts him 12th in the second session and he's six tenths faster than his team-mate – but he's still 2.3 seconds off Lewis Hamilton's benchmark. You can't have everything. ▶

"The relationship with Honda is very healthy," maintains executive director Zak Brown in the Albert Park paddock on Friday evening. "I've been to Japan twice since starting my new role. We're in daily contact, we have a long-term contract, they are motivated to help get us to where we need to be."

But rumours are rife: McLaren have asked the question and approached Mercedes. Could they 'rest' Honda (for now, or even permanently) and switch to a Merc PU supply freed up by Manor Racing's demise? Inconceivable, on face value. There are 100 million reasons to rule out such drastic action, plus a cast-iron ten-year contract to be bought off. Then there's the technical challenge of a mid-season engine swap, far beyond the widening of a cockpit for broad-shouldered Nigel Mansell all those years ago. It would be eye-wateringly expensive – but without such action, will Alonso walk?

The tall order might be possible. On the money question, McLaren are still without a title sponsor, but they could probably find the funds if push comes to (greater) shove. The team is part-owned by a country, after all, and a mightily rich one at that. Shareholder Bahrain Mumtalakat Holding Company is the financial arm of the kingdom, and perhaps

Brown, still in his honeymoon period at the team and merely the inheritor of this mess rather than the perpetrator, has the gift-of-the-gab skills to make a convincing case to his paymasters.

In practical terms, such a switch would present a monumental engineering challenge,

but standardised mounting points and minimum weights were introduced with this hybrid V6 formula. 'Heavily revised' would barely cover the description of a Merc-powered, B-spec MCL32 – but in theory it can be done.

Brown is careful with his words on Friday in Oz. "We're very open with Honda, we're working with Honda on this," he says. "We're working with them to be competitive as quickly as possible and then we'll work towards the ultimate goal of winning the world championship."

So how are Honda reacting to this nightmare? "They are increasing their resources – and it's a well-financed programme," says Brown. "They are working much more closely with us; it's brought us closer together. They are open-minded to solutions, so we're powering through it together."

Alonso is keeping the pressure on. A top 12 in practice is better than expected, but Fernando won't settle for such meagre consolation. "Everybody is working day and night to improve the situation," he says. "We brought a lot of new parts for the car here. But there are rule changes, a golden chance to catch Mercedes. It's the third year in terms of the engine project, so we have to be much higher up. Last year we were fighting for Q3 regularly. In 50 per cent of the races we made it, and in the other 50 per cent we were very close, so not being in the top five or six this year is not a reaction at all."

SATURDAY 25 MARCH, MELBOURNE, QUALIFYING

"Okay, Fernando, we are through to Q2," says his race engineer, Mark Temple. "Now we just need some rain," says an underwhelmed Alonso. He quits the fray at the end of the middle session in 13th, 0.3 seconds off tenth-placed Carlos Sainz. Vandoorne manages only one lap in Q1 after a fuel-flow problem and is 18th.

The Mercedes switch is still very much on the agenda on Saturday evening – at least as far as we, the media, are concerned. "Rumours are rumours," stonewalls team manager Eric Boullier at McLaren's post-qualifying 'meet the team' session, while Honda F1 engine chief Yusuke Hasegawa appears to spend most of the occasion failing to understand what he's being asked. It's cringingly embarrassing.

Again, Alonso has the look of a man who'd rather be anywhere than stuck in front of us lot. Where's his head at? "Well, as I said in testing I expect a big change in the team, a big reaction," he says. "We will not be 13th all season – or I will not be 13th all season."

His breaking point is surely approaching.

Let's look beyond the current crisis for a moment. Right now, there's little evidence to suggest Honda have what it takes to provide Alonso with a race-winning engine, never mind a championship winner. But would a customer Mercedes engine be enough to save the season?

Beyond toughing it out with Honda, it's the only solution – but not necessarily for the long term. "People can win races with a customer engine, but ultimately, to dominate, which is what our desire is, you probably need to be a works team," reckons Zak Brown.

Then again, Red Bull won four titles on the trot as a Renault customer, and continue to thrive today with the same relationship. Why couldn't McLaren?

And consider for a moment Brawn GP back in 2009. Their late deal to run Mercedes V8s paid off in unimaginable fashion – with a little help from their infamously trick double diffuser – when they claimed a shock title double with Jenson Button. The team formerly under Honda's ownership had been left high and dry when the underperforming Japanese manufacturer pulled the plug in the wake of the global financial crisis. It was McLaren's then-chief, Martin Whitmarsh, who triggered the idea that Brawn could run a Mercedes engine, in an admirably altruistic spirit.

The irony is, of course, that had he not stepped in, Brawn GP would never have existed, the team would have folded, Mercedes would have had nothing to buy at the end of that season – and McLaren might have retained their status as the three-pointed star's works entry. Had the relationship lasted, the three titles in the hybrid V6 era could have been theirs...

Sliding doors.

Back in this universe, an alternative manufacturer deal is out of the question right now, because in the framework of the current rules no one else wants to know. BMW, Audi, Toyota... they have no interest in spending the sums it would require to

“I EXPECT A BIG CHANGE IN THE TEAM, A BIG REACTION. WE WILL NOT BE 13TH ALL SEASON – OR I WILL NOT BE 13TH ALL SEASON”

WHEN ALONSO SAYS "WE WILL NOT BE 13TH ALL SEASON – OR I WILL NOT BE 13TH ALL SEASON," WHAT MIGHT HE HAVE IN MIND?

Retirement

He'll be 36 this year and while he's still in his prime, it's possible, after another season of uncompetitive travail, he might cry "Enough!" and disappear into the sunset. Such is his rage to win, though, this seems unlikely, so...

With Valtteri Bottas on a one-year contract with Mercedes, there's a chance of a seat alongside Hamilton for 2018. But would Mercedes risk destabilising a complementary pairing, built around a sometimes tempestuous superstar? Alonso-Hamilton was explosive at McLaren; Merc are unlikely to go there, however much fans would love to see it.

Mercedes

develop a programme. And anyway, there would be little point in starting again now: yet another new engine formula is on the horizon, from 2021.

In the wake of the Australian GP, Ross Brawn, in his new role as FOM's sporting MD, was due to meet with manufacturers to discuss requirements for the next generation of F1 engine. "What the future power unit looks like is right at the top of the agenda for Liberty," suggests Brown.

Earlier in the day, Brawn had pointed out that as much as the current engines are "fantastic pieces of engineering" they are "very expensive and complicated". Budget caps are on his agenda and he faces the considerable challenge of drawing up a more sustainable power formula that will offer the performance of a real racing engine, but also attract the interest of the world's car manufacturers.

A new partnership forged by Brown would let him stamp his mark on McLaren. But perhaps he could take it a step further. Rather than McLaren-BMW or McLaren-Audi, how about McLaren-McLaren?

Britain's Ferrari. That has to be the ambition for a company responsible for creating a truly fantastic range of road cars over the past decade. A McLaren 720S is just as desirable – perhaps even more so – than a Ferrari 488. Who would have believed that after the false start of the MP4-12C back in 2009? The success of McLaren Automotive is a phenomenal achievement and one that outstrips the F1 team in pretty much every way.

In that context, you might even question whether McLaren needs F1 to thrive. Can we imagine the company without F1 at its heart? The answer has to be a resounding no. As is the case with Ferrari, it's inconceivable. F1 is why both companies exist.

Back in the 1960s BRM built their own engines as well as chassis, but didn't make road cars; Lotus made iconic road cars and briefly built engines in the 1970s – and both have a claim to the mantle of

Britain's Ferrari. But now McLaren have a stronger one. They design their own supercar engines, built by specialist firm Ricardo in Shoreham on the south coast of England. Could – and should – McLaren set a target to power their own F1 cars in the future and complete the Ferrari parallel?

It makes no financial sense with the current breed of exotically expensive hybrids, and Brown gives the idea short shrift when *F1 Racing* raises the suggestion for the next generation of powerplant, too. But he does state that the new engine should be "less expensive. I don't have a real strong view on how many cylinders it should have, but I do think the formula is too expensive. When you look at IndyCar, they supply an engine programme for a year for \$1.2m – and we're well north of that. I'm not sure a really expensive engine puts on a better show for the fans. It costs us too much to go racing, not just in the power-unit department, but as a whole. We're a supporter of bringing budgets down.

"I think having a Cosworth or an Ilmor supplying an engine would also be healthy for the sport, and I think that is something that will probably happen in the new world." And if Cosworth and Ilmor could manage it, why not McLaren? ▶

Ferrari

A red return seems unthinkable after five often brilliant but ultimately fruitless seasons with the Scuderia from 2010-14. But Räikkönen is out of contract at the end of 2017 so, in theory, there's a vacancy. Vettel-Alonso, however, would be almost as incendiary as Alonso-Hamilton, and Ferrari are averse to having two bulls in one field. So it's a long shot.

One for the romantics. A giddy return to the team with which he won back-to-back titles in 2005-06 and with whom he enjoyed further success in 2008-9? It's an option, but one Alonso would likely consider only if Renault start to show front-running pace before the end of this year.

Renault

Williams

Alonso was loosely linked with Williams in 2014, when the rebooted team started to show front-line pace. At the time, tech director Pat Symonds said: "we're not ready for Alonso" and with Williams still restructuring, that probably hasn't changed.

Red Bull

A non-starter. This team is built around home-grown talent and has no need for a political animal in their ranks. Team boss Christian Horner has dismissed 'the Alonso option' publicly and privately in recent years.

Le Mans

It's a stated Alonso ambition, and he's a big fan of the great race. Only Porsche and Toyota are worthy of his talents, but since they're committed only to 2018 and '19 respectively, is this really an option?

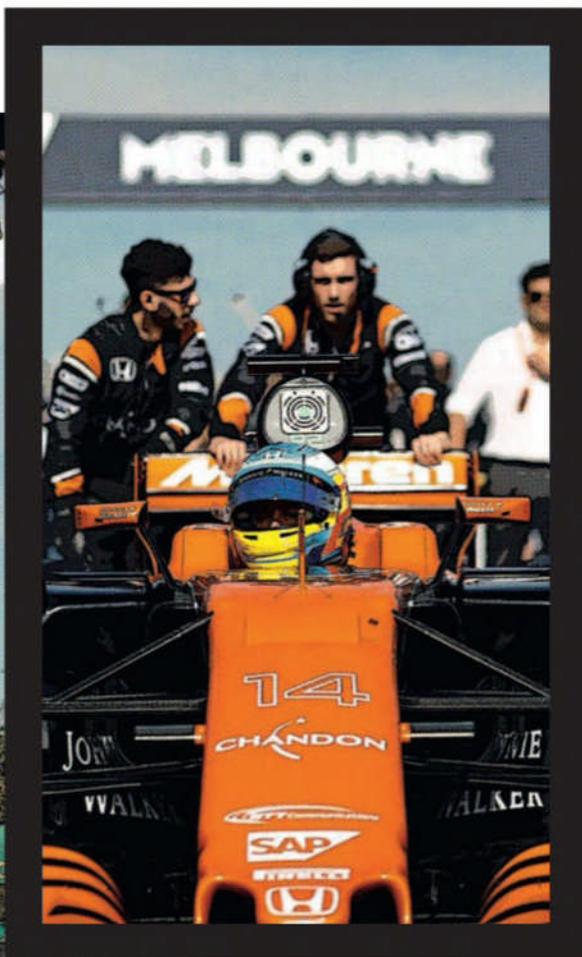
McLaren

Only if Honda come good.



**ALONSO, BEING ALONSO, OUTDROVE THE MCL32
IN AUSTRALIA, RUNNING AS HIGH AS TENTH
BEFORE RETIRING WITH POSSIBLE FLOOR DAMAGE**





**SO WILL HONDA'S
PROMISED ENGINE
UPGRADE ALLOW
ALONSO TO
REALLY COMPETE?**



TO BE CONTINUED...

SUNDAY 26 MARCH, MELBOURNE, RACE

Promoted one place to 12th on the grid by Daniel Ricciardo's pre-race woes, Alonso drives "probably the best race of my life" to run in tenth for most of the Australian GP, only for Esteban Ocon's Force India and Nico Hülkenberg's Renault to finally swamp him seven laps from home. He then pulls in with suspected floor damage. Vandoorne does make it to the finish – in 13th, the final classified finisher and two laps down.

Alonso makes up a place at Hülkenberg's expense at the start, then moves into the points from lap 14 when Romain Grosjean's Haas expires. *F1 Racing* watches the race from the quick Turn 11/12 left-right flick, and during an afternoon in which most cars run in dull isolation, the orange McLaren and Ocon's pink Force India are noticeable exceptions. Ocon is glued to Alonso's tail all the way to lap 50. Okay, so it's clearly tough to pass in this new generation of F1 car, especially on a narrow, bumpy, parkland track – but Fernando is faultless. With lap times that vary by only a few tenths, Ocon barely gets a sniff, until late in the race Hülkenberg closes on both.

Even the mighty Alonso has to cede in the end, although not without a final flourish of resistance, and with tenth place gone he pulls in with that problem. A point has been lost, but in reality it has been made. Alonso has managed only the 17th fastest lap of the race, 3.5s off Kimi Räikkönen's benchmark in a car he claims is 30kph down on power on the straights – but he has carried it far higher than it deserves.

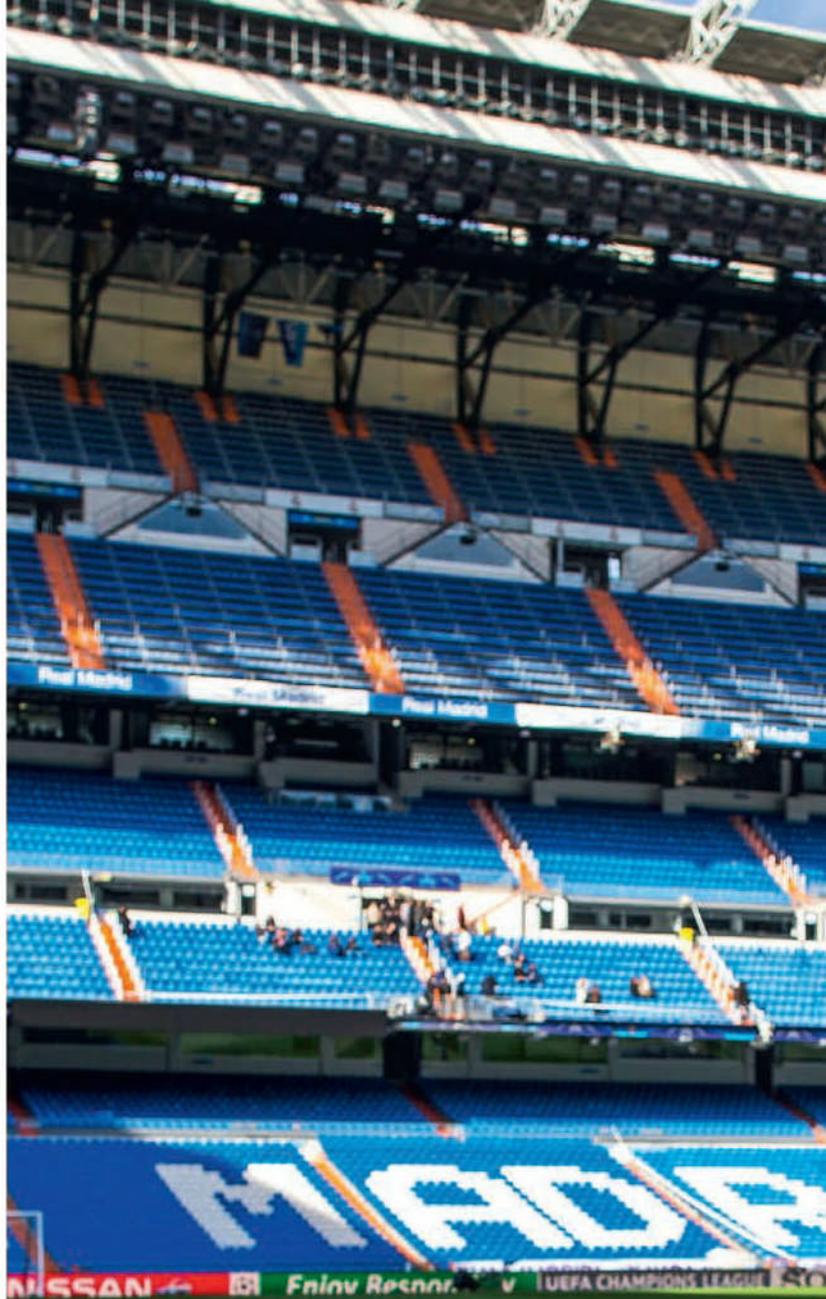
This is exactly why they love Alonso at McLaren – and why the team are desperate to keep him. What a performance that was in Albert Park. His best race ever? There are a fair few from happier days that would top it. The uncharitable might suggest talking up one's own drive isn't a bad idea when one wants to remind the market that one is ready and available for offers... but still, this was certainly special.

Buried in the midfield he might have been, but to anyone watching closely it was a performance that blazed in lights his defiant warrior spirit. In the paddock he looks dead-eyed and bored, but there's a well of latent fury below the surface – and he unlocks it in the best way possible once the helmet is on.

Back at that FIA press conference earlier in the week, Hamilton had paid a warm and unprompted tribute to the man beside him – the rival he respects far beyond any other. "We need this guy to have a good car so he can get up there and fight with us as well – before his time's up," said Lewis. "We got a hint that it's another couple of years [away] at least, so that's good. I feel we're yet to see the best of Fernando. The sport needs that and he deserves to be able to show that."

But can McLaren ever offer him what he needs to get back to where he once belonged? The answer to that question rides on Honda's vital upgraded engine, coming soon at a race yet to be specified. This will represent the reaction Alonso is looking for – and if there's not a marked improvement, 'Mission: Impossible' it will be.

Right now, it's hard to believe Honda can make the leap. You sense the team know what they must do; whether it's mid-season or at its end, it's surely just a matter of time. 🏁



THE REAL

WORDS
STUART COOLING
PICTURES
LORENZO BELLANCA

DEAL

Some say he's an F1 *galáctico* in waiting. On a dream trip to Real Madrid's imposing Santiago Bernabéu stadium, **Carlos Sainz** is wide awake to the reality that now he has to prove it



Getting to grips with his home team's silverware – including their most recently acquired Champions League trophy

CRUISING BELOW THE RADAR IN HIS STEALTH-BLACK GOLF GTI, SUNGLASSES PRESSED INTO PLACE, CARLOS SAINZ PURRS PAST THE MORASS OF TOURISTS AND TICKET TOUTS ORBITING THE SANTIAGO BERNABÉU STADIUM WITHOUT ATTRACTING A SECOND GLANCE.

The vast 81,000-seater edifice casts a long and chilly shadow on an early spring morning, and those hustling within that shade have too many other things on their mind – for the most part, buying or selling tickets for tonight's Champions' League match – to notice a VW with scuffed alloys turning left into the car park and pausing briefly for interrogation by a security guard.

Today, indeed, Carlos is but one of many supplicants coming to worship at this shrine to money-no-object international football.

But for a quirk of fate, Carlos might have been the son of a footballer. Sainz Sr caught the attention of Real Madrid's talent scouts in his teens and was called up for a trial, but by then he was already on course for a career behind the wheel. Football – and Real Madrid in particular – remains a passion for the Sainz family, *padre e hijo*, and today's behind-the-scenes tour at the stadium has been wangled expertly by Carlos's recently appointed manager, Carlos Oñoro, who also happens to be a cousin. Family, you get the impression, is a very important element of the Sainz setup (coincidentally, Carlos's performance coach, also present today, is Rupert Manwaring, son of the veteran Brabham-Lotus-Tyrrell-BAR F1 team manager also known as Rupert).

"I grew up on the outskirts of Madrid, but everything here is pretty close," says Carlos. "I can drive here [the Bernabéu] from my house in 20 minutes. Maybe 30 or 40 on a football day..."

It is perhaps telling that Carlos doesn't live in Monaco, instead splitting his time between Madrid, Toro Rosso's factory in Faenza, and London, where he maintains a flat in Chelsea as a local base for when he's using the Red Bull simulator in Milton Keynes. The fast rail link to London has pushed up property prices in MK to the extent that you may as well live in the capital, he reckons, even though he doesn't have much of a network of friends and family there.

"I don't know if I could live in Monaco," he says. "There's not much... disconnection from F1. Danny Ricciardo says he sees Max Verstappen

every day in the gym! So although when I'm in my flat in London I don't really know anybody there, I've still got my manager, who's also my cousin, my trainer – and my girlfriend comes to visit me as well. It's actually quite nice when you get back from a race to do absolutely nothing for a day. Then, little by little, you get back into the routine. If I get a weekend off and I can be in Spain and play a game of golf, perfect. If not, well, nobody recognises me in London, so it can be a calmer place than Madrid."

From the vastness of the subterranean car park, which is substantial enough to swallow both team buses and the sort of vehicles driven by those who earn millions of Euros per year to kick a football around, we're ushered through a succession of neatly appointed concrete corridors into the heart of the stadium. Our number gradually increases to accommodate PR handlers, loitering at a polite distance, and a small camera crew. This is a sport with such an enormous global following that a team of Real Madrid's standing have their own TV channel.

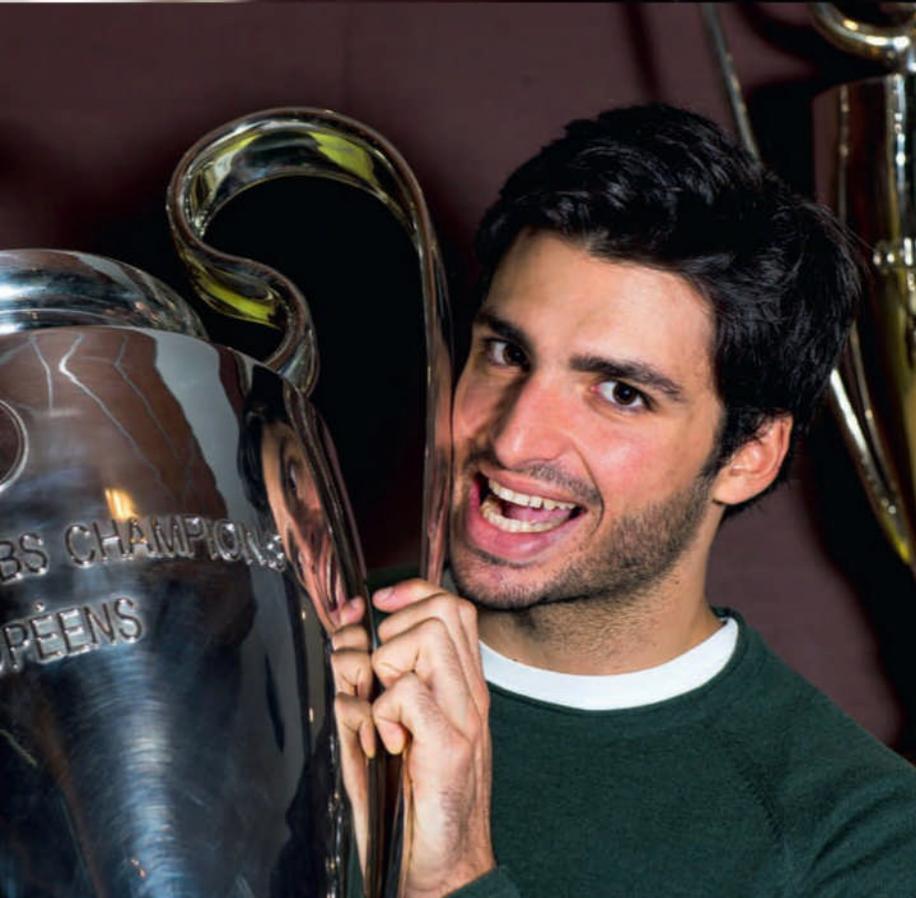
We're shown into the home changing room, the inner sanctum, where Carlos is delighted to be standing amongst the neatly piled kit of this milieu's hero figures: Ronaldo, Rodríguez, Bale, Pepe, et al. The shoe rack is home to a veritable rainbow of boots. To one side, near the showers, Jacuzzi and plunge pool, is a whiteboard – currently blank – on which manager Zinedine Zidane will, in a few hours, adumbrate tonight's tactics. Carlos is handed a replica shirt bearing the name of team captain Sergio Ramos and eagerly slips it over his head to pose for pictures.

"That's it," says Manwaring. "He'll want to wear that all day now."

We adjourn to the side of the pitch, where the hallowed turf is being rolled and marked out. The stadium has grown upwards rather than outwards over the years as new layers of seating have been added, giving it the feel of a gladiatorial arena. The atmosphere on match day must be both imposing and electrifying. Carlos and his father have seats here and come as often as they can, travel permitting; Sainz Sr has still not quite retired from motorsport, although his travel schedule isn't quite as intensive as it was in the past. Carlos recalls teaching himself to slide a little electric car around while his father was off on the world rally circuit; that era not only gave him an insight into car control, but also the sacrifices required to win a championship.

"There are some videos of me sliding this battery car when I wasn't even three years old," he says. "The most interesting part is that my dad was never home then, he was away maybe





FF

THERE ARE ONE OR TWO THINGS I KNOW I NEED TO IMPROVE, AND, FROM THERE ON, THE AIM IS TO KEEP ENJOYING IT. **BECAUSE I AM ENJOYING EVERY MOMENT IN F1**



300 days a year so he couldn't teach me how to do it. I was trying to learn by myself – donuts, sliding, the Scandinavian flick. When he got back he was impressed that I had all this inside me.

“There were fewer rallies than there are GPs, but testing was free so they did it all the time. They'd go to a rally location two weeks early to learn the stages. To win took a lot of dedication.”

Carlos must excuse himself for a pre-lunch strength training session with Manwaring. Like all his rivals, Carlos has had to add some muscle bulk, mostly around the neck and shoulders, during the off-season in anticipation of this year's cars being considerably more physically demanding. The transformative effects of all this iron-pumping has perhaps been exaggerated, since none of the drivers emerged from the winter with a neck like Henry Rollins in his pomp, and later, over lunch back at the Bernabéu, *F1 Racing* asks Carlos if he's had to make any changes in his outlook, beyond the gym, this being a pivotal season in his career.

“Mentally, for me, it's one year more – I want to keep performing the way I did in 2016. There ▶



SERGIO RAMOS

4

SERGIO

VARANE

5

VARANE

SERGIO RAMOS

4

Fly Emirates

Fly Emirates

SIAMO

On top of the world: Sainz is delighted to don a replica shirt, bearing the name of Real Madrid captain, Sergio Ramos



FF

**IMAGINE MY POSITION...
WHEN THEY PROMOTED
MAX IT WAS DIFFICULT
TO TAKE IN. AS TOUGH AS
IT WAS FOR Kvyat TO GO
DOWN, IT WAS TOUGH FOR
ME TO BE OVERLOOKED**



are one or two things I know I need to improve, and, from there on, the aim is to keep enjoying it. Because I *am* enjoying every moment in F1.

"I haven't changed my approach since 2014. The previous year was tough – I didn't win GP3, and Daniil Kvyat got promoted to F1 while I had to go to World Series. At that point I changed many things in my preparation and mentality, and I won World Series. Since then I've followed the same methods, the same way of behaving on- and off-track. It's worked really well.

"Last year was just... strange things *stopped* happening to me. I always give the example of Russia [the fourth race of last season] – a piece of front wing from Kvyat's car, after he crashed into Vettel, went into my sidepod, and I lost 100bhp and 30 points of downforce. There's nothing you can do when that happens. Then from Barcelona on the system kicked in, and people could see the real Carlos Sainz that maybe they hadn't seen in 2015 because of the reliability problems and the issues we had in the team."

This is perhaps an oblique allusion to some key personnel changes, believed to have been

instigated at the behest of Helmut Marko, Red Bull's influential minister-without-portfolio, between Sochi and Barcelona last year. It was rumoured at the time that relations between the two sides of the Toro Rosso garage had fallen into shambolic dysfunction, and along with the much-publicised swapping of Max Verstappen and Kvyat, Verstappen's chief race engineer Xevi Pujolar was shown the door and former Manor boss John Booth installed as race director.

"This was a time of the year that people thought would be very easy for me – they thought Kvyat had been let down by Red Bull so it would be very easy to beat him. But – I've always thought I'm good at this, at least good enough to try to be the champion. So when they promoted Max it was difficult to take in. As tough as it was for Kvyat to go down, it was tough for me to be overlooked.

"All of this just two weeks before my home grand prix, where I expected a lot of media attention. But then... I had the best performance of my F1 career – the best qualifying, the best start, I was in P3 on the first lap and ahead of the Ferraris for six laps. It was like I was saying to Red Bull: 'Okay, maybe you were right, because Max won, but I'm here whenever you need me.'"

Results generally followed an upward curve after that, in spite of Toro Rosso using an old-spec Ferrari engine, and Carlos's performances drew the attention of other teams – including Williams. It's telling that when *F1 Racing* spoke to senior Williams engineer Rob Smedley in connection with the Lance Stroll story last issue, Carlos's name sprang unprompted to Rob's lips when he listed the current F1 drivers he believed had impressive mental agility as well as great speed when driving at the limit.

This season, then, is crucial to Carlos's career development. No driver has done more than three seasons with Toro Rosso, and this is his third. The Red Bull young driver programme is fundamentally an up-or-out mechanism, unsentimentally presided over by the aforementioned Marko, and while you could make a compelling argument that Carlos is too good to fire, there may not be a vacancy for him to fill at the senior team next season.

"This is an important year," he admits, "not just for me, but for all 20 of us because so many are out of contract at the end of the season. A fourth year in Toro Rosso is not normal because the statistics say so. But I'm not worried; the way I see it, previous seasons don't count – what matters is how you did in the last race.

"I see this year as a big opportunity. And I'm ready for it." 🍎



MAX VERSTAPPEN

F1's youngest race winner on putting himself forward for a Mercedes drive, keeping his peers afraid of him – and never, ever taking it easy...

Last year you won your first race, the Spanish GP, but you had some other fantastic results – such as Brazil, where you finished third. Have you had any time to reflect on what you achieved?

To be honest, I haven't thought about it too much because I prefer to look forwards. But I was very happy with that race in Brazil – and the victory in Barcelona; that will always be something special. Yeah, I enjoyed it, and I learned a lot as well. I came into a new team in the middle of the season and that's not the easiest thing to do, but I think I handled it pretty well.

Were there any races where you felt like you still had a few things to learn?

There are always races where you can do better. And that's also good, because you learn from those things as well, and it keeps you motivated to do better afterwards.

Any in particular that you're thinking of?

The race after Barcelona, Monaco, didn't go to plan, but I tried to learn from the positives and the negatives of the weekend. When I go back there this year, I'll try to change my approach.

When Nico Rosberg left Mercedes at the end of 2016, you were funny on Twitter, saying things like: "Toto, are you ready to give me a call?"

Yeah, I have a good relationship with Toto. He's a very nice person. I'm very happy where I am, and that's why it was a joke because everybody was making fun of it and it looked like everybody was trying to take the seat. But I'm very happy. You have to be loyal; Red Bull gave me the opportunity to get into Formula 1 and they promoted me up to Red Bull Racing, and we

have a long-term contract as well. So, like I said, I'm happy where I am and hopefully we can take up the fight this year.

Some people have said, perhaps unfairly, that you're too aggressive on track. Charlie Whiting brought in the 'Max Verstappen Rule' [which stopped the driver ahead from moving across in the braking zone] – how do you feel about that?

To be honest, I was just trying to do the best I could. This year they'll let us race a lot more openly, because I think people agreed that penalising drivers excessively is not the right way for the sport to go. I always focus on myself, and even if they change rules for me, personally, it doesn't really bother me.

Do you think other drivers are afraid of you?

I wouldn't say they're *afraid*. I think at the end of the day, you always believe in yourself and you try to do the best possible job. I mean, of course, every driver has that thing where you

know who you can fight hard or who you have to be a bit more careful with.

Who do you most enjoy racing against?

I always like to race against the more skilful drivers; that's always more fun. It's because they have more experience, they've been in a lot of battles before, so normally it should be more difficult to 'pass them easily'. It's more tricky.

Where do you think you got your speed from? Is it something you can practise or is it something you are born with?

Of course you need the talent, and luckily I got that from my parents. And then I had the right guidance since I was very young, from my dad. He has basically taught me a lot about how to behave as a professional and we practise a lot on becoming a better driver. Because talent alone is not enough to get to Formula 1. I think all those combinations have worked together.

You seem completely unafraid of Formula 1 – you won a grand prix in your second season. It's been quite a meteoric rise...

Ever since I was in karting, my dad always told me: "You have to be as fast as you can straight away, within five laps." And I always applied that to formula cars as well, and I tried to adapt as soon as I could, because there isn't much time. Maybe other dads tell their children: "Ah, just take it easy, get comfortable..." No. Don't take it easy. Just try to go as fast as you can, because you don't have time. You have to adapt very quickly. I think that my dad's advice has helped me a lot since I was very young, preparing to be on it straight away. 🏎️

"MY DAD ALWAYS TOLD ME: 'YOU HAVE TO BE AS FAST AS YOU CAN STRAIGHT AWAY, WITHIN FIVE LAPS'... I THINK THAT HAS HELPED ME A LOT, PREPARING TO BE ON IT STRAIGHT AWAY"





NOW
THAT
WAS
A
CAR

No. 60

WORDS STEWART WILLIAMS
PICTURES JAMES MANN

THE RED BULL RB6

The fine-tuned Newey creation that heralded Red Bull's four-year dominance of the sport

During periods of regulatory stability, each new Formula 1 car tends to be a simple evolution of its predecessor. The Red Bull RB5 was the quickest machine in the second half of 2009, so the RB6 was naturally very similar. But there were two crucial differences.

The first stemmed from the ban on in-race refuelling for 2010. A much larger fuel tank, with a capacity of around 220 litres (compared to 90 litres in 2009), resulted in an increased wheelbase. And as Red Bull's technical director Adrian Newey explained at the car's launch, its influence was felt everywhere: "There's more to it than simply putting a bigger fuel tank in the car," he said. "It puts more load on the brakes, so the cooling has to cope with that. You also have to consider the effect that extra fuel will have on tyre degradation early in the race and if there's anything we should change mechanically to cope with that."

The second major change was that the RB5 hadn't been penned with a double diffuser, so the team had been forced to retro-fit one to respond to the success of Brawn BGP 001. Things were very different over the winter of 2009/10, and

NOW THAT WAS A CAR

No. 60

Red Bull put a huge amount of focus on designing this specific area of the car. So much so, that the team ended up choosing to miss the first pre-season test at Valencia to give themselves an extra week working on the car in the factory.

When the RB6 was tested for the first time at Jerez, it was powered, like the RB5, by a Renault RS27 engine. But this had been by no means a given. The team had chased a deal to switch to Mercedes engines, only to have the move blocked by Mercedes partner McLaren, who were able to veto any expansion of supply by the manufacturer.

By the third pre-season test, the car was proving to be seriously fast, with Mark Webber and Sebastian Vettel both topping the timesheets for a day. There now lay ahead the very real prospect of a first Red Bull title. Pole position for Vettel at the season-opener in Bahrain added to that optimism.

Vettel missed out on the win when his pace was eroded by a spark plug problem; he limped home in fourth, with Webber eighth. Yet the true speed of the RB6 was never in question, and Newey admitted the car was a titan. "It was probably the car with the most downforce in the history of F1," he said, "more even than the legendary spoiler cars of the 1980s. We



measured up to 5.5G of lateral acceleration. It could go flat-out through Copse at Silverstone, and on the sharp bend on the back straight at Barcelona [Camps].”

The drivers put this speed to good use, and a Red Bull set pole for each of the first seven races. Yet they won only three of them, tripping over themselves repeatedly. In Turkey, Vettel crashed into Webber while attempting to steal his lead, handing victory to McLaren’s Lewis Hamilton. Webber then flipped after contact with Heikki Kovalainen in Valencia, and Silverstone was marred by intra-team feuding when Vettel was given both of the updated front wings brought to the race. A furious Webber went on to win, famously remarking “Not bad for a number two driver!” as he crossed the line.

By Brazil the pair had won four races apiece, and Vettel’s victory at Interlagos handed Red Bull the constructors’ championship. Yet had they used team orders there to allow Webber the 25 points instead of Vettel, the deficit to championship leader Alonso would have been a solitary point going into the season finale, rather than eight. Despite Vettel’s prodigious qualifying speed, for most of the year Webber had seemed the more likely champion and he held a seven-point lead over his team-mate prior to Abu Dhabi, where Vettel’s tenth pole of the year seemed an irrelevance, with Alonso third on the grid and Webber fifth.

Vettel was leading at the start, but a first-lap Safety Car precipitated early stops for both Alonso and Webber, which crucially left them behind Vitaly Petrov. Petrov, among others, had pitted at the end of lap 1, and from lap 18 until the end of the race the pair were stuck behind his Renault, since he had no need to stop again. And as the race played out and they were staring at seventh and eighth, it became increasingly clear that the championship was Vettel’s to lose.

The 21-year-old, who had never led the standings before Abu Dhabi, didn’t panic and took a relatively straightforward win, even if he was somewhat unaware of what was going on behind him. The nervousness was all on the pitwall, as Vettel revealed afterwards. “To be honest I didn’t know anything until I passed the chequered flag,” he said. “The last ten laps I was wondering, as my race engineer every lap was trying to

“RED BULL HAD CHASED A DEAL TO SWITCH TO MERCEDES ENGINES, ONLY TO HAVE THE MOVE BLOCKED BY MCLAREN”



RED BULL RB6



RACE RECORD

Starts 38
Retirements 5
Wins 9
Poles 15
Fastest laps 6
Other podiums 11
Points 498

SPECIFICATION

Chassis Carbon fibre/honeycomb monocoque
Front suspension Carbon-composite double wishbones with springs, anti-roll bar and push-rod actuated-torsion Multimatic dampers
Rear suspension As front suspension, but with pull-rod actuated dampers
Engine Renault RS27 – 2010 90° V8
Engine capacity 2,400cc
Gearbox 7-speed semi-automatic
Tyres Bridgestone
Weight 620kg
Notable drivers Sebastian Vettel, Mark Webber

give some advice and trying to help me carry the car home. I was thinking: ‘Why is this guy nervous? We must be in a bloody good position.’ Then he comes on the radio and screams at me that we have won the World Championship.”

Red Bull’s massive investment in Formula 1 had finally paid off. It was the start of a golden period for the team based in Milton Keynes but funded by Austria, and Vettel and Newey would be at the centre of it. 📌

REBUILDING RENAULT

WORDS
STUART CODLING
PICTURES
ROBERT WHITROW

Renault are a work in progress – and that also applies to their UK HQ in Enstone. We paid a visit to see the foundations being laid for their next championship bid

‘Team Enstone’ was once F1 industry shorthand for making a little go a long way. Under various owners (Toleman, Benetton, Renault and Lotus) they snagged four drivers’ titles and three constructors’ championships on a modest spend, underpinned by the agile minds of a core group of talented engineers. That was until the money started to run out.

Starved of sponsorship, owners Genii Capital ceased investment in 2015, and those engineering brains began to look elsewhere. Lights went out across the factory: departing staff were not replaced; CFD software licences not kept up to date; and contractors took legal action as their bills went unpaid.

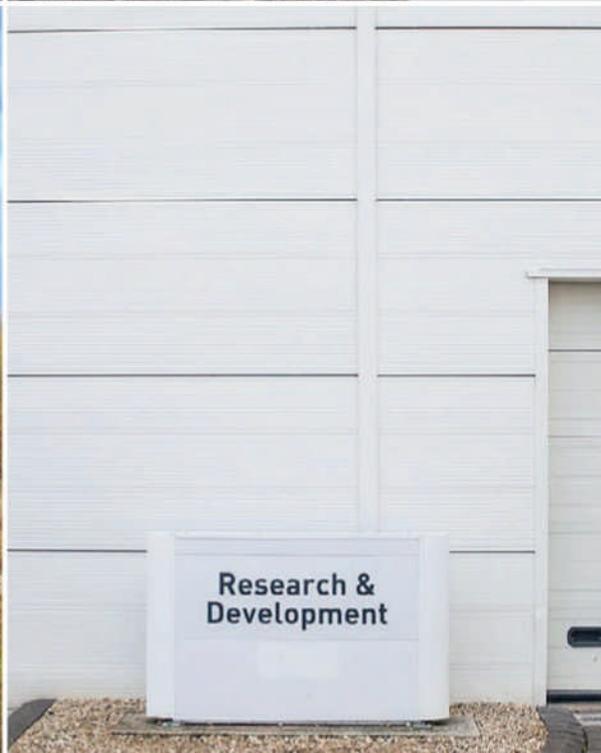
When Renault re-bought the team in 2015 it was in a woeful state, so they set about adding resource, recruiting staff, and embarking on an extensive building programme. As *F1 Racing* arrives for a site visit, winter is yet to withdraw its icy grasp from this quiet corner of Oxfordshire countryside, yet part of the factory extension

is already complete and another section under way.

Left: the smart new reception area as it will look when works (right) are finished. As things stand, planning inspectors have found it hard even to locate the reception

Out of this sea of mud, concrete and steel may come Renault’s salvation, though it means dropping the lean-operation ethos that has held sway since Flavio Briatore ruled the roost. The last major infrastructure project here, the 1,000m² underground CFD facility, built in 2008 for \$50m and housing what was once one of the world’s 50 most powerful computers, was a far-sighted punt at a time when other teams were spending even greater amounts on second windtunnels. ▶





“We looked at where F1 is going as an industry, having analysed Mercedes and Red Bull,” says MD Cyril Abiteboul. “Red Bull is the model. What makes them strong is their manufacturing capacity; the speed at which they bring innovation to the track is best in class.”

To that end, much of the new factory is given over to activities that in previous years were outsourced. Part of the new complex houses paint booths: yes, even the final coat used to be applied off-site. Closer to the gates a pair of holes in a concrete foundation will soon accommodate up to two state-of-the-art CNC machines.

“This will be finished by the end of March,” says facilities manager Martin Cummings. “A five-axis CNC machine is seven metres tall and needs nine metres of clearance for us to get it inside and install it, plus it needs to be isolated from the rest of the building because you’ve got the dynamic load moving around. So they have a separate foundation, decoupled from the floor.”

“We have one on order. It made sense to future-proof the facility by making room for two in case we need another. We’ve designed the layout so the first machine can run while we install another.”

A complex new air-recirculating system will keep the building at a constant 21°C, critical for maintaining fine engineering tolerances given metal’s propensity to expand and contract in changing temperatures. Insourcing rather than outsourcing will reduce the team’s carbon footprint, reckons Cummings, but the business reason isn’t to save money. In fact, insourcing can be less cost-effective because the machines won’t necessarily run all the time.

“It is pragmatism, but it’s not about cost-efficiency,” says Abiteboul. “For the best cost-efficiency ratio, you don’t insource everything because the level of utilisation is low. We’re want performance. To bring evolution to the track quickly, as soon as the concept is ready you

The first phase of building has been finished, with further works due for completion in September 2017





“TO BRING EVOLUTION TO THE TRACK QUICKLY, AS SOON AS THE CONCEPT IS READY YOU NEED THE CAPACITY TO REACT – WHICH MEANS HAVING EQUIPMENT ON SITE” CYRIL ABITEBOUL

need the capacity to react – which means having equipment on site and not being dependent on a supplier. We have to accept the economic efficiency will be lower as we increase our capacity to perform in the medium- to long-term.

“We can halve the time it takes to bring a component from initial design to being fitted. We’ve been exposed to the Red Bull model for years, and it’s been painful because lead times in the chassis and engine worlds are so different. That explains the difficulties we had in 2014-15 [when the partnership nearly dissolved], but it was instructive when it came to transposing the best elements of the Red Bull model to ours.”

When Renault collected the keys to Enstone, the headcount was down to 475. Mercedes, Red Bull and McLaren number around 750, though Abiteboul says: “We’re not aiming to match that figure but we want to get close enough to fight them.” The physical limitations of the Enstone site gives Renault an effective cap of 650.

In comparison with the glittering ziggurat of the McLaren Technology Centre, Renault F1’s present digs lack charm and utility. Its internal layout is undefined, with a reception that’s little more than a vestibule facing the car park.

“What’s now an earth bank is what we’re calling ‘front of house east’ – we’re extending to create around 840m² more space over two floors,” says Cummings. “It will house laboratories and office space but will be open-plan from front to back, and in the centre will be a 24-seat operations room. The reception will be 2020 rather than 1990s – the planning inspectors commented that when they visited they could never see where the reception is.

“We hope to get permission soon and are aiming for completion in September. There will also be an improvement to welfare facilities.

Currently we’ve got a 100-seater canteen, and we’re expanding it to 160. It will be a much nicer environment; at the moment it’s quite noisy.

In spite of being a brownfield site, bounded by farmland, the factory is subject both to rigorous planning controls and the protective sentiments of the local community, who might regard additional development and the traffic it brings as a pox on their expensively obtained rural idyll.

Renault’s approach is to build in phases, taking small steps that plot an agile route through the planning process. But that still requires ongoing efforts to engage with the local community, performing traffic assessments and being seen to be a good neighbour. It’s the nature of the business that if a truck rumbles by at 40mph in a 30mph zone, residents naturally assume a connection with the local race team.

Planning requirements dictate that Renault audit where staff live and how they commute. Most journeys are by car. “We’re not close to railway stations or bus routes, but we don’t make a net impact and there’s still massive capacity on the roads around here,” says Cummings. “A lot of people cycle in, especially during the summer.”

The expansion may not open the way to a huge growth in staff but it will make Enstone a more pleasant place. Recruiting the most talented staff hasn’t always been easy, and not just because of the perception of turbulence at the top. Other teams have been able to offer a better environment with more up-to-date facilities.

Once work is complete, Renault hope to double the capacity of the design office and merge the CFD and aero departments. CFD has already moved to be replaced by PR and marketing, who now enjoy an easterly view over a landscaped area that’s temporarily home to a pile of rocks displaced by building work. These will be crushed and used for landscaping elsewhere, obviating HGV movements.

The end date is still months away, though long into the design cycle of Renault’s 2018 car. Abiteboul insists that the “competitive roadmap” calls for podiums in that season, and for the team to be fighting for titles in 2020.

“The car that will be developed for 2018 will reflect the restructure,” he says. “But there will always be room for improvement in developing the 2018 car in-season and looking towards 2019. The first year of assessment of what we’re doing will be 2018. But there will be no excuse for not making a substantial step in 2017.”

If internal disciplinary measures *are* required, there’s a pile of rocks out there to break... 📌

GO FIGURE

We take a numerical look at Renault's 40-year relationship with Formula 1

4

Renault are the fourth team that Nico Hülkenberg has driven for in F1, after Williams, Force India and Sauber

TWENTY- ONE YEARS

The amount of time Renault have been F1 constructors: 1977-1985, 2002-2011, 2016-2017

1899

The year Renault's parent company was founded

520

The number of people who work on Renault's F1 project

3

British drivers have raced for Renault: Derek Warwick, Jenson Button and Jolyon Palmer

1,865

Laps completed by Renault and Renault/Tag Heuer engines in pre-season testing

22

different drivers have set pole while driving Renault-powered cars

1 OUT OF 6

The number of victories Renault managed to score in 1982 from their front-row lockouts

24

Renault won the Le Mans 24 Hours once, in 1978, with Jean-Pierre Jausaud and future F1 driver, Didier Pironi

576

GPs have started with direct Renault chassis and/or engine involvement

8

laps were raced by François Hesnault, in a camera-car Renault, at the 1985 German GP. It was the last time a third car was entered in an F1 race

48.5%

of Renault's wins as a constructor were achieved by Fernando Alonso

SEVEN

championships have been won by teams based at Enstone, Renault's chassis facility: four drivers' titles (Michael Schumacher, 1994 -95 and Fernando Alonso, 2005-06) and three constructors' titles (Benetton in 1995 and Renault in 2005-06)

64-50

The comparative number of F1 wins by Williams and Red Bull, using Renault-badged engines

FOUR HUNDRED AND NINE MILES

The distance from Renault F1's Viry-Châtillon engine base to Paul Ricard, where their home race will be in 2018. Spa (203 miles) and Silverstone (279) are both closer

{ YOU ASK THE QUESTIONS }

NICO

Renault's new boy faces your questions this month. He suits yellow and is happy with his new choice of team, but reveals a passion for an alternative sporting life he would have relished had destiny dictated a different path

HÜLKENBERG

WORDS CHRIS MEDLAND

PHOTOS  LAT IMAGES: GLENN DUNBAR

While *F1 Racing* – and the rest of the world's media – can move from motorhome to motorhome, freely accessing each team as and when required, for drivers it's a different story. At circuits they tend to stick to their own well-trodden route between team hospitality, engineering trucks and the back of the garage.

For Nico Hülkenberg, that walk takes place in new surroundings this year, following his switch from Force India to Renault. If his short trip to the yellow-and-black trucks for his photoshoot at a sun-kissed Circuit de Barcelona-Catalunya is anything to go by, it has brought with it increased interest as he pauses for numerous photos and autographs.

On the way back to the hospitality unit, Hülkenberg is untroubled by those same fans, on account of being immersed deep in conversation with a Renault engineer about the location of his car. But once he sits down inside, the pile of question cards awaiting him from *F1 Racing* readers suggests his recent switch of teams and career to date have piqued considerable interest...

You have driven on many different tracks during your career. Which track – not necessarily in F1 – is your favourite?

Michael Ewert,
Denmark

I have to say, my favourite is still Monaco. It's just got something about it that you can't take away. Racing there, with that scenery, is amazing, but also there's the thrill of going out with your car and knowing you are going to be so close to the wall, pushing the limit. It's really thrilling. Monaco

is just unique, and, for me, it's a quite unbeatable track.

F1R: Do you think it will be even better with the new cars?

NH: Yeah, the buzz will be even greater because the corner speeds are also going to be a lot faster and we're going to feel like we're flying there.

Why did you choose to move to Renault?

Hass Monsoor,
Australia

After many years with one team, I felt I needed a change of scenery. As nice as it was, and as much as I like Force India still, sometimes

in the professional world you need to take on a new challenge. I think I was very much at that point last year. ▶



RENAULT
SPORT



NICO HÜLKENBERG

And on top of that, coming fourth with Force India was just a hell of a thing. I think that for this moment it was the peak for them, and to go beyond that and try to get even closer to the front will be quite tough for them. Here, I think there will be better opportunities for that.

Are you somewhat annoyed that you signed the Renault deal so early? After all, you possibly could have held out and secured a Mercedes race seat...

Nicolaus Koretzky, Germany

Well, I disagree to be honest. There were three months between signing the Renault deal and Nico Rosberg retiring. How could anyone have possibly foreseen that he was going to retire just days after winning the world championship? I think it would have been completely stupid and nonsensical to wait. And on

top of that, I'm totally happy with what I've decided about coming here with a manufacturer team. Obviously we're not Mercedes yet and we're not as good as they are, but I like the challenge that I'm facing and the responsibility to take this team back to where they should be.

What was your motivation for leaving Force India?

Ali Mayos, USA

Because we're going to be great in one year's time, that's why. And they're going to give me a car that allows me to show what I can do.

What is your favourite comedy show? It can be German or English...

James Brooker, UK

To be honest I'm not a big show guy, I don't watch shows that much, I'm more into movies.

Comedies, okay, I have a German

friend who runs a show called *Circus HalliGalli* which is quite popular in Germany. They're going to stop it now, but it's two guys who are a bit nuts and it's quite fun.

F1R: And a favourite comedy film?

NH: Yeah, that's also German, it's called *Männerherzen* – 'Men's Hearts' – and it's hilarious.

What is the strangest gift that you have received from a fan?

Laura Anderson, UK

That would have to be a wedding proposal from an Indonesian girl who liked me a little bit too much I think! It was on a DVD she sent me,

and she introduced her family, her town and everything. That was quite intense!

F1R: What did you say?

NH: I said nothing.

F1R: Well, now's your chance to respond! Is that a no?

NH: I didn't respond.

What road cars do you own?

Antonio Hewitt, UK

I don't own all that many fancy ones, to be honest. The only one that I gifted to myself, after winning Le Mans with Porsche,

was a GT3 RS. It's a great sports car, just unbelievable on track, fantastic handling, and great fun. It has an

YOU ASK THE QUESTIONS

aspirated engine, which I like a lot, I'm not the biggest turbo fan... actually, I can't say that now! But that one basically, and now, as a Renault driver, I have a Renault company car: a Mégane G.

F1R: If you're honest, do you prefer the Porsche?

NH: Er, yes.

Hi Nico, I was at Interlagos in 2010 and was there when you took your first pole for Williams. Tell us about your emotions that day.

Eusebio Sachser, Brazil

It came very unexpectedly, to be honest. That qualifying was very peculiar, wasn't it? It started off wet in Q1 and dried out throughout. By the end of Q3, it was just about okay to go out on slicks but it was still very damp

in most places. It was quite tricky and risky at the same time but everyone went to slicks so my engineer told me: 'You've got to come in; we need to put slicks on.'

I left the pitlane and drove like a nutter trying to get temperature in those tyres and find grip. My natural driving style came out well, being really aggressive, pushing on the fronts and rears, which enabled me to have good temperature and grip. The second to last lap would have set pole, but I went for another not knowing anything about it. My engineer didn't tell me: he kept quiet and let me focus. I was all-in on that lap and I hit it perfectly, which is hard in those sorts of circumstances. I remember each lap was getting a bit drier, so each lap you could push a bit more: on one corner you could, and another one not so much, and you just had to adapt and learn quickly. But that lap was pretty sensational.

Does your Renault contract give you any freedom to do other races like Le Mans or Bathurst?

Mark Roberts, UK

To be honest I don't think so. I haven't touched on that subject too much with Renault because my mind is not on doing other projects, my mind is fully focused on doing this, here, right now,

with them. That's why I haven't even touched base with them on that, because I don't want to go there for now, this year or next year. We will see what happens after that, but for the moment it's not an option.

Your former GP2 boss and Renault team principal Frédéric Vasseur has left. Were you surprised? How will this affect development of the team?

Andrzej Chrystyniak, Poland

Yes, I was surprised about that. Perhaps I saw it coming a little bit sooner than people in other teams because I knew that there was some friction, but I didn't expect it to happen so soon, let's say. I think he was and could have been a great asset to this team and to the Renault story,

but sometimes when there are problems it's better to do something, better to change something, and then get on with your business rather than to end up in a situation where people are perhaps not all working together in the same direction. We will manage.

“ I GOT A WEDDING PROPOSAL FROM A FAN WHO LIKED ME A LITTLE BIT TOO MUCH! ”



IT WAS ON A DVD AND SHE INTRODUCED HER FAMILY, HER TOWN AND EVERYTHING. THAT WAS QUITE INTENSE!

”

How competitive should Renault be in 2017, and are you expecting to beat the Force Indias?

James Potter, UK

I'd very much like to think and hope that this year we can make the midfield. I'm quite certain that Renault will have a better year than they did last year

[laughs] – I think that's safe for me to say! It depends where Force India turn out. At the moment they still have homework to do, but it would give me great pleasure to beat them, to be honest, and we will try to do that.

Which driver would you most trust if you ever wanted to share a secret and why?

A R King, UK

Never trust a driver, that's what I'd say!

F1R: You don't have any close friends on the grid?

NH: I wouldn't call them close

friends. More buddies. I was running in Monaco the other day and bumped into Nico Rosberg and then we ran together for a while. I played tennis with Daniil Kvyat last Sunday. It happens every now and then. We get on well, we're buddies – but it's not like your mates from school.

What is your favourite hobby outside of Formula 1?

Bayley Graham,
New Zealand

It's definitely tennis. Playing tennis is a lot of fun. On top of that it's good training for what we do in the cars, so it's a win-win situation. I just really like the

sport and it's different to F1. Tennis is about the athlete and the racquet and losing or winning is in his power and discretion. That's probably why I like it, because here you're always more or less limited to your car and your tool, whereas tennis is a sport where it's really you and yourself. Had I discovered tennis earlier in my life I think I could have seen myself also going down that route because I have some talent and would have liked that. It's just you, and the determination and hard work that you put in dictates whether you can reach success. Of course, there are other hurdles, but not as many as in F1.

What sort of reaction did you get from your fellow F1 drivers after winning Le Mans?

Benjamin Greig, UK

I got a lot of positive feedback and a lot of congratulatory messages from all of them. Most of them really thought it was a cool story and they all congratulated me.

F1R: Did you get anything from Fernando?

NH: Yeah he spoke to me, he asked me a lot of things about it afterwards! The weekend after, I remember, he was quite curious about the whole Le Mans thing and I think he wants to do it himself some day.



Hi Nico, when we were racing together in the German F3 Cup, we had a chat in Salzburg when you asked me about my goal to get to Formula 1. Do you remember? Ciao!

Luca Iannaccone, Italy

I remember this guy! I remember his name. I don't remember this particular chat to be honest.



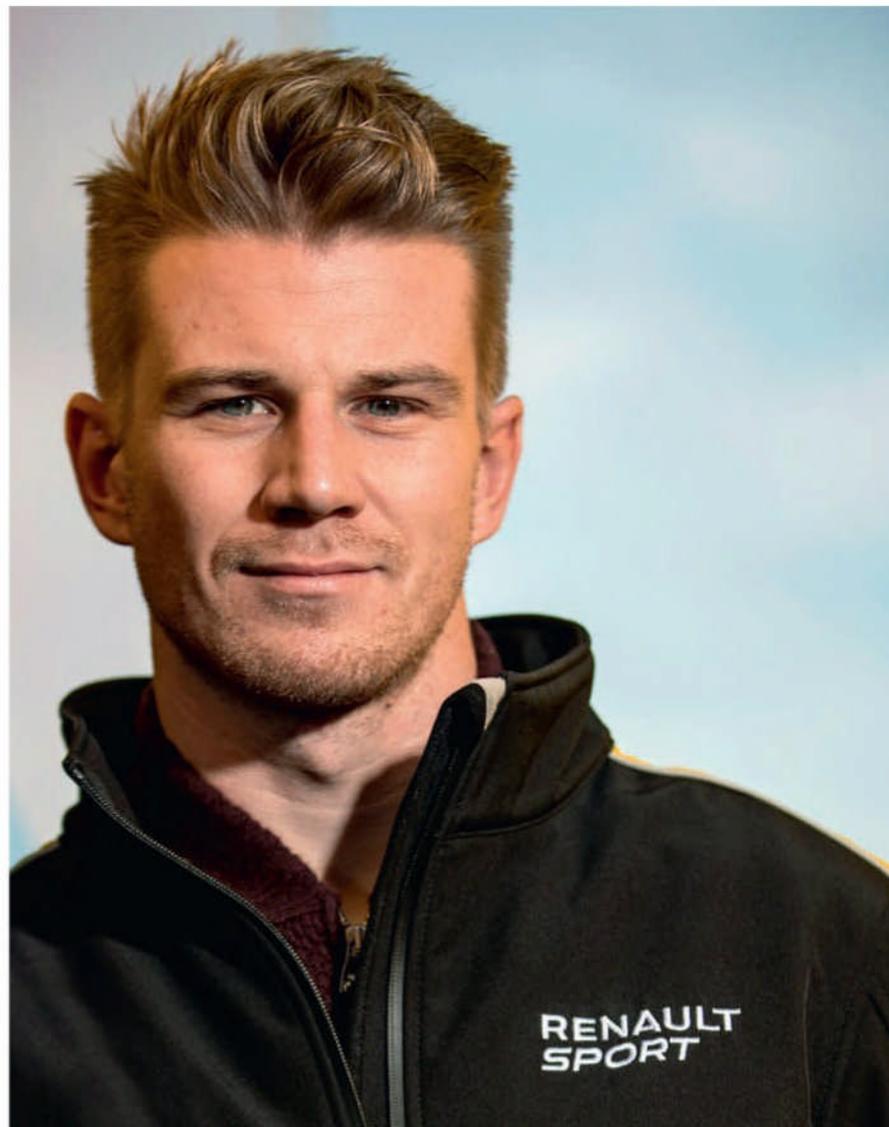
Will you still make time to come and visit the fans at the Woodlands campsite at Silverstone?

Hayley Stanway, UK

I don't know, it depends if Renault make me go there...

Andy Stobart, Renault press officer: If you want to, we can make it happen. If it's really muddy we've got the yellow wellies.

NH: Hayley, put your request to Andy Stobart at Renault and he'll sort it out for you! 🇮🇹



YOU ASK THE QUESTIONS

Next month, Esteban Ocon is in the hotseat. For your chance to ask him a question, sign up at: f1racing.com/global-fan-community



FINGER LICKIN' GOOD

Don't be fooled by the KFC stickers on his GP2 car.
Antonio Giovinazzi's rise to the role of Ferrari Formula 1 reserve was fed by talent, not fast food

WORDS MARCUS SIMMONS PORTRAIT XPB IMAGES

Far from the heartland of Italian motorsport in the country's industrial north is the picture-postcard town of Martina Franca, in Puglia. Nestling in the 'heel' of Italy, the region's speciality is olive oil, but now something more dramatic is stirring, for Martina Franca has a driver in the Ferrari F1 team.

Those who attended grands prix in 2016 may recall new Ferrari reserve Antonio Giovinazzi as the swashbuckling rookie and master overtaker in the supporting GP2 Series who very nearly won the title, only to be denied by his Prema Racing teammate, Red Bull reserve Pierre Gasly, at the last gasp. They may also recall the KFC logos on his car – and herein lies the tale of a driver who has gone against conventional wisdom by making it onto the books of F1's most famous team purely on his talent.

Papa Giovinazzi, the very friendly Vito, manages a freight company – a job that couldn't provide the funds to take his boy far in karting. "My dad did a great job to find sponsors, and then in 2006 I won my first Italian championship in Minikarts," explains Antonio. "In 2007 I signed a contract with Top Kart. It was like a free drive; without them, the budget would have been impossible."

In 2010, aged 16, Giovinazzi went to the Vallelunga circuit near Rome to be assessed for his car-racing licence: "The teachers saw I was fast, so they tried to put me in this Formula Abarth race at Varano." He finished second on his debut, drawing the attention of every team, "but after that it was just impossible to continue. Many teams called me for 2011, but it was impossible for my family to find the budget they wanted. So we did one more year in karting."

This was when Giovinazzi met a young Indonesian named Sean Gelael, whose ex-rally-driving father, Ricardo, is a flamboyant and hugely successful businessman, owner of a chain of supermarkets and the KFC franchise in Jakarta. The Gelael family decided to take care of Giovinazzi's career, bringing him to live with them in Indonesia for 2012, and race

with his new buddy Sean in the Formula Pilota China series for Abarth cars. Giovinazzi won the title with Eurasia Motorsport, and team boss Mark Goddard compared him favourably to Daniel Ricciardo, whom Goddard had run at an identical stage in his career.

Giovinazzi moved to England in 2013 and enjoyed success in Formula 3. "I would say I'm lucky because what I've done with Ricardo is special," he says. "Sean is like a brother, and Ricardo a second father. I will never forget the opportunity he gave me."

By the end of 2015, Giovinazzi had an eye on a career in the DTM German touring car series. He came close to joining Audi, "but they had contracts with other drivers, and so they couldn't take me". Up stepped Gelael Sr again, facilitating a deal with Prema for GP2 that has brought Giovinazzi to F1.

"After the Italian GP, Ferrari called me," explains Giovinazzi, "and then everything went in a good way."

Until February, Giovinazzi's only driving work with Ferrari had been on the simulator: "It was better to start there and see when I was ready for the real car," he says. But the dream became a reality on 2 February when he took to the Fiorano track for two days in the 2015 Ferrari. Then another boost: he replaced the injured Pascal Wehrlein at the Sauber-Ferrari line-up for the first pre-season test at the Circuit de Catalunya.

There was further surprise on the Saturday morning of the Australian Grand Prix when Wehrlein declared himself unfit and Giovinazzi was thrust into his GP debut with Sauber. On his first visit to Albert Park he impressed, narrowly missing Q2 and making the full race distance with a 12th-place finish.

Back in 2010, Giovinazzi had a try-out for the Ferrari Driver Academy but needed to find money if he wanted to continue the programme. Just over six years on, a corner of Puglia is celebrating the triumph of a normal guy in a rich sport, and hoping their favourite son accomplishes the next step of lining up on the Formula 1 grid in a Ferrari. 📍

CV

ANTONIO GIOVINAZZI

Born 14 December 1993

From Martina Franca, Italy

2017 Test for Ferrari and Sauber in pre-season; makes F1 debut with Sauber in Australia after replacing unfit Pascal Wehrlein

2016 Second in GP2 with five wins; two races in World Endurance; one in European Le Mans; third in Asian Le Mans

2015 Second in FIA F3 European Championship (Carlin) with six wins; first in Masters of F3; fourth in Macau Grand Prix; two races in DTM

2014 Sixth in European F3 with two wins

2013 Second in British F3 (Double R) with two wins; 17th in FIA F3 European Championship

2012 First in Formula Pilota China with six wins; one round of European Formula Abarth

2010 One event in Formula Abarth (Euronova Racing)

2006-11 Karting



The late John Surtees' unique distinction as a world champion on motorcycles and in cars spoke of a man whose very essence was competition. In an interview he gave less than two years ago, he opened up to **Justin Hynes** about a remarkable career

JOHN SURTEES **A RACER PURE** 1934-2017

“THEY DIDN'T LIKE ME BEING QUICK”

John Surtees: the only man to win world championships on two wheels and four. It's a phrase so often used about one of motorsport's greats that, as a descriptor, the words frequently cease to have any meaning. Perhaps it's a function of longevity, the fact that in the decades since, no one has remotely come close to repeating so monumental an achievement.

The statistics, though, have imperious weight. At the age of 22 Surtees won his first 500cc championship. Two years later he won both the 500cc and 350cc championships and then repeated the trick in the following two seasons. He made 49 grand prix motorcycling starts, winning 38 times. On only four occasions did the podium elude him. Jumping to Formula 1 ▶



Surtees moved from 500cc motorcycle racing (top) to a drive in a Cooper (above), before taking up an offer to join Colin Chapman's Lotus, alongside Jim Clark (right)

cars there were 111 starts, six wins, 24 podiums and the 1964 championship. It beggars belief. Yet as Surtees was always happy to relate, with a mischievous glint, it was all by chance.

"It started in 1959," he said. "The idea of driving a car had been planted by Mike Hawthorn days before he was killed [in January 1959]. We were all together at a dinner, and out of the blue Reg Parnell came up and said: 'Come to Goodwood, test this car.' That was the Aston Martin DBR1. As it happened I was free.

"I went to see John Cooper because I decided that when I wasn't motorcycle racing, I would do

extra racing in a car. I went to buy a Formula 2 Cooper Climax, but John had arranged for Ken Tyrrell to be there and he said: 'I've entered you in Goodwood. I've spoken to the RAC, they'll watch you in practice, and if you're any good they'll issue you with a licence.' That was it."

No fanfare, no complex contractual wrangles, just a straight-up case of challenge – could Surtees compete on four wheels – and response – yes, he could. The recollection serves as a snapshot of Surtees' view of racing as a world where the obviously best solution was the one to take; of often black-and-white absolutes. With

hindsight he would admit that his inability to see shades of grey sometimes led to turbulence. First, though, was the thrill of the new. Surtees made his F1 debut at Monaco in May 1960.

"The world championship scene on four wheels was very different because I knew no one," said Surtees. "So the big problem was that I hadn't served any form of apprenticeship to know the people on or off the track. As a driver or rider you need to make instant assessments of how you deal with someone. I didn't know the ones you could take liberties with, the ones you had to be careful with and the ones you could trust. That was a learning curve."

If Surtees was unsure of his rivals, they were equally mystified and in some cases resentful of an unproven rookie thrown in at the top.

"Generally, it was fine. They were top people actually – Graham Hill and a few others had a soft spot for motorcycles. I fell foul of Jo Bonnier, though. A bit of frustration came in the race in Belgium where I ran into the back of him. Some people who weren't at the top of the grid didn't like this new boy coming in and racing at the top. They didn't like me being quick."

Resentment, from one quarter in particular, came to a head at the end of the campaign, when Surtees admits emotion got the better of him.

"After the Tasman Series, Colin Chapman said: 'John, I've decided I want you to lead the team,' and told me I had my choice of team-mate. I respected [Lotus team-mate] Innes Ireland as a driver, but I wanted Jimmy Clark. I'd fallen foul of Innes when I first came into the team because he resented this new boy getting the same car as him. Jimmy and me gelled a little better."

On the face of it, it appeared straightforward, but Surtees hadn't reckoned on the reaction of Ireland. "I had this call from Paris, and Innes said: 'You've stolen my drive. I've got a contract, which is firm.' I told him: 'Look, come back and see Colin and everything will be fine.' We went back and Colin said, 'It's all set Innes, you're fixed up to drive the same cars with BRP [British Racing Partnership]', but Innes wasn't having it."

The wrangling was too much for Surtees. "I loved racing, the coming together between man and machine. I liked Colin very much but I'd come in for some stick and it was taking away that pleasure, so I walked away. Did I regret it? Later, yes. Maybe I should have been more like Ayrton Senna with regard to which car I sat in."



On his way to a maiden Formula 1 win with Ferrari at the Nürburgring in 1963; and with Enzo Ferrari in 1964 (below)

NEW BEGINNINGS AT FERRARI

Walking away from Lotus almost took the 26-year-old Surtees straight into the arms of Ferrari. But, again, he turned away and would spend two years if not in the F1 wilderness, then certainly at its fringes, racing for privateer Reg Parnell. And then, in an uncharacteristic move, Ferrari came knocking ahead of the 1963 season.

“I went to see Enzo in his office. Ferrari’s right-hand man Franco Gozzi was there and his secretary Valerio Stradi, and they said it was a new beginning. [Designer] Carlo Chiti had gone and they wanted to start afresh. They wanted me to come there, be number one driver and do the testing of all the cars. It was a new team at Ferrari. [Designer] Mauro Forghieri was there, Franco Rocchi was sort of the chief project engineer, responsible largely for the engines. There was some depth there.”

It wasn’t enough, though. Ferrari’s strategy of running both sportscar and F1 programmes stretched resources to breaking point, and while the team’s 250P sportscar was a huge success, the tweaked 156, which the team raced in F1, struggled. At the season-opener in Monaco, Surtees raced to fourth and claimed fastest lap, but at the next round in Spa he failed to finish. The Dutch Grand Prix yielded a podium finish but then momentum began to ebb.

“The V6 in that car was a good little engine,” says Surtees. “Probably to get its maximum potential you needed to rev it a little higher but that wasn’t safe. However, before the German Grand Prix we did some development work, largely because Le Mans was over. They finally gave their attention to F1.”

Surtees took the improved car to the Nürburgring and, despite its deficiencies, managed to qualify in second, behind Jim Clark’s Lotus 25. When Clark’s car developed a misfire Surtees saw his chance. He seized the lead and gradually powered away to score his maiden F1 win and Ferrari’s first since 1961.

For 1964, Surtees was given a new machine – the V8-powered, 1.5-litre 158. Once again, though, there were teething problems. From the season’s first four races he managed just one finish – a second place at Zandvoort. Instead, it was Clark, Hill and American Dan Gurney who



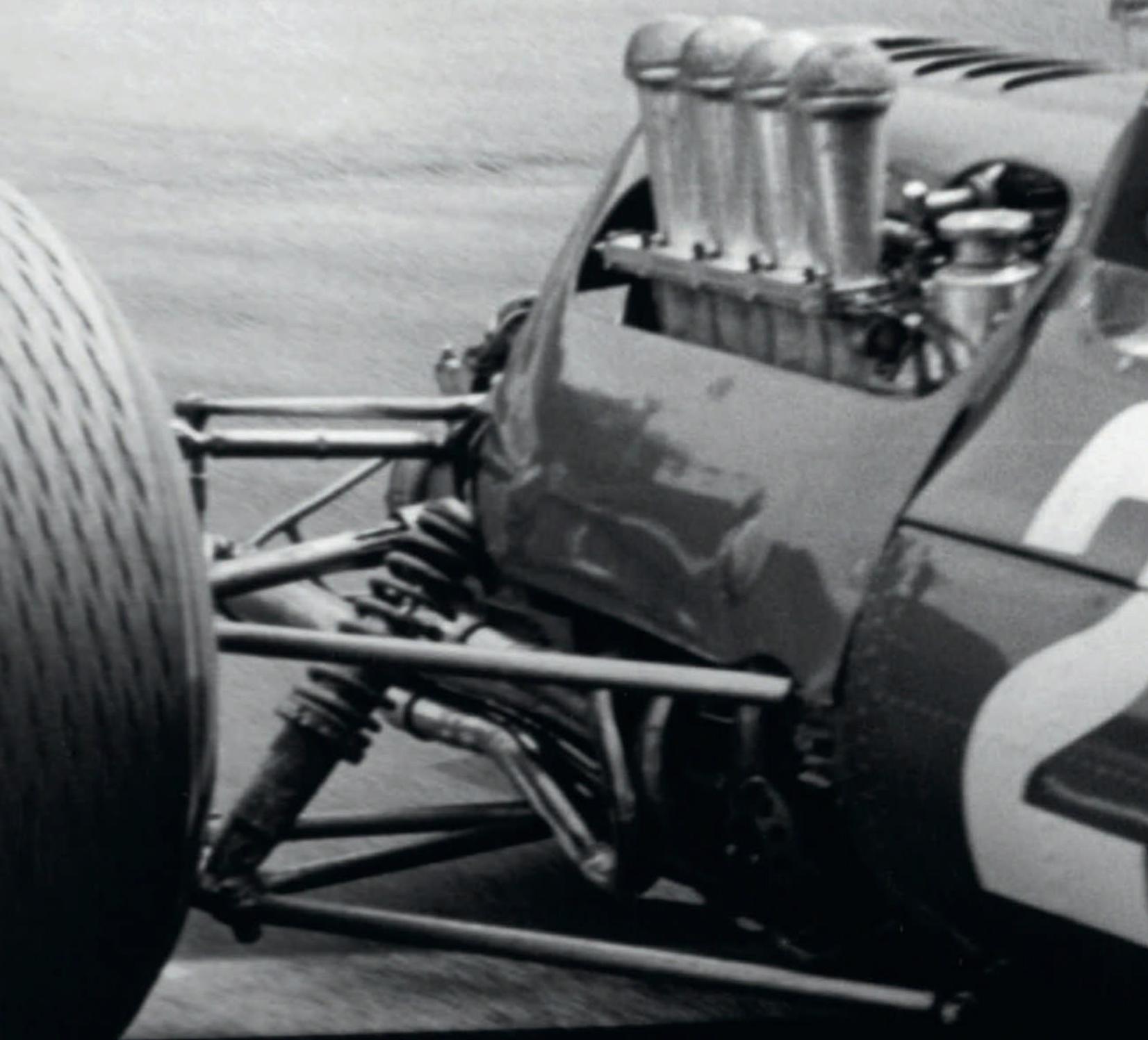
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“THE OLD MAN SAID TO ME BEFORE HE DIED: ‘JOHN, WE MUST REMEMBER THE GOOD TIMES AND NOT THE MISTAKES’”

took the spoils, with Clark taking three wins from the first five events.

“The season was typically topsy-turvy Ferrari,” Surtees recalled. “Enzo Ferrari had some major things on his mind. There had been a potential takeover by Ford and he turned it down. It didn’t go down well and Ford basically said: ‘If we can’t buy you, we’ll beat you.’ They started throwing money at building sportscars and the Le Mans cars [the GT40]. Then there was a Fiat deal happening on the side.

“At the time, I didn’t really appreciate how difficult it must have been,” he adds. “When ▶



someone has started something and it's their company... Well, it wasn't until I had my own team that I understood some of the stresses the Old Man must have been under."

Development of the new 158 only began in earnest after Le Mans but by the time the championship reached the final round, in Mexico, Surtees was embroiled in a three-way fight for the title. Hill led with 39 points, while Surtees was on 34, two clear of Clark. The mathematics of how each could win were complex, but Surtees went into the race knowing he could be sure of the title only if he finished

second or better. He also went to Mexico City knowing that the 158's V8 engine might suffer in the high-altitude surrounds of the circuit, the Magdalena Mixhuca, later to be rechristened the Autódromo Hermanos Rodríguez.

Starting in fourth and hampered by a misfire, Surtees soon dropped back to 13th, and was forced to watch as pole-setter Clark raced into a solid lead. Hill, meanwhile, recovered from an early problem to battle Surtees' team-mate Lorenzo Bandini for third.

The race began to come back to Surtees on lap 31 when Bandini collided with Hill, damaging the

BRM's exhaust. Down on power, Hill began to fade from the picture.

Clark, in the lead, was still in control of the title, however – until the penultimate lap. "I'd had a lot of bad luck in the previous races but this time it was Jimmy's turn. He had a problem with his engine and he dropped back."

Surtees, in third, still needed to finish second to take the title. Frantic instructions from the pitwall to Bandini saw the Italian let Surtees past to finish behind the winner, Gurney, and as champion – the first and still the only man to do so on two and four wheels. ▶

Surtees on his way to third place at the 1965 French Grand Prix in the Ferrari 158



BOULEVARD OF BROKEN DREAMS

Half a century on, Surtees was matter-of-fact about the achievement. "It was very satisfying," he says. "It would have been nice to win the race, but I was happy for Dan, because I rated him very highly. He had his ups and downs, in life as well as racing, but he was a damn good driver."

Surtees would go on to take more wins, but just one would come with the team he'd taken to victory in one of the sport's tightest

championship finales. Within two years his relationship with Ferrari had soured: a life-threatening accident midway through 1965 led to a long lay-off and when he returned, political machinations saw Surtees quit in dramatic style following a controversial 1966 Le Mans outing.

"A little clique had developed in my absence; there was a bit of jockeying for position and certain people wanted to make the most of my being out the way," Surtees recalled, not without bitterness. "It was deeply upsetting. I had come back from my accident, I had moved to Italy. Enzo had said, 'I want you here more; here's

a flat for you.' I started to move in, but there was also this situation going and it wasn't helped by my fellow countryman, Mike Parkes."

It came to a head at Le Mans. Team manager Eugenio Dragoni left Surtees off the roster for the two cars entered, handing Ludovico Scarfiotti, nephew of Fiat chief Gianni Agnelli, the lead of one car alongside Parkes, and put Jean Guichet and Lorenzo Bandini in the second. As legend has it, Dragoni's excuse was that Surtees' injuries made him unfit for an endurance race. Incensed, Surtees walked out.

"For a long time I felt real anger about the way it ended with Ferrari," Surtees recalled. "Not with the Old Man, because I thought he had been manipulated, but the situation and about what we'd lost, because we had potentially two or three titles there, but we chucked them away."

Later, Surtees and Ferrari repaired the rift but despite the rapprochement, the pain of missed opportunity still appeared to hurt Surtees almost half a century later. "The Old Man put things right when he said to me shortly before he died: 'John, we must remember the good times and not the mistakes.'" Surtees said. "We talked about a lot of situations. But rather like that decision back with Chapman, I was perhaps a bit hasty in looking at things in such a black and white way. Perhaps I shouldn't have... but I was leading the championship."

Surtees finished the '66 season at the wheel of a Cooper-Maserati, winning the season's final race, and then in 1967 a new challenge arrived, with the fledgling Honda team, though the project was not without its difficulties.

"We were carrying 400lb! It was ridiculous. I had tested the Lola Indianapolis car that had been built for 1966. But I had to concentrate entirely on Ferrari. So I suggested they put Graham Hill in the car and he won Indy with it. I said: 'Why don't you team up with Lola because I think that if you put your heads together we can come up with an interim car.' I spoke to [Lola designer] Eric Broadley and he said yes. That became the 'Hondola'. We finished it just before Monza and in a fairly eventful race it won."

The next season was far from satisfying, culminating in the death of Jo Schlesser at the French GP after Surtees refused to drive a car he believed was flawed. Honda's first F1 adventure ended, but building up their racing programme opened another avenue for Surtees.



After sustaining terrible injuries at Mosport in 1965 (left), Surtees was forced out of Ferrari, and went on to win races with Honda (bottom) and Cooper (below)



GOING IT ALONE

“That was a horrific year, on and off the track, and at the end I thought, ‘I won’t be beholden to this, we’ll do it ourselves,’” said Surtees.

“We bought a McLaren, modified it, put it in team colours, and nearly got points in South Africa. Then for the British GP, we built the TS7.”

Though Surtees’ spell as a manufacturer would end in failure, with the team being forced to fold in 1978, it was a period he looked back on fondly.

“I hadn’t intended to be a constructor. Perhaps as ‘John Surtees racing driver’ I should have turned round and gone back to Colin, or even Enzo, and said: ‘Right, let’s pick up where we left off’, but I chose this little team instead.

“For three years we made a go of it. The period through to 1972, building a Formula 2 car and winning the European Championship, winning the Gold Cup at Imola, the Japanese GP at Fuji in Formula 2 with the little TS10. And then the second year in Formula 2 when we came second in the championship with Jochen Mass. That’s where things started to go wrong. In ’74 we thought we had a big sponsor lined up and invested in a new factory in Edenbridge. We got in extra engines and the sponsorship failed. We never moved into the new factory; we couldn’t keep the engines. And we struggled to get satisfaction in court. I called it a day in 1978.”

Was it, in the end, a relief?

“It’s sad because you hate to go out like that. I was determined to make sure we didn’t leave anybody unpaid. It took two years, but we did it.

“I turned my mind off then. I was so upset. I went back to the garage, dug out all my old bike bits and I put bikes together. I rode in motorcycle classic events in New Zealand and Australia, just turning my mind off.”

Surtees would return to the cockpit in later years, demonstrating a multitude of racing machinery right up until the year before his death, but the burning desire to compete was never extinguished.

“I think the biggest thing I learned about myself is the competitive spirit that exists within me both on and off the track,” he says. “The motivation has always come from within and my pure enthusiasm. That has perhaps been my downfall – making slightly irrational decisions



Surtees set up his own team in 1970, entering various formulae for nine seasons, with Carlos Pace setting P3 in F1 at the 1973 Austrian GP (above)

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“THE BIGGEST THING I LEARNED ABOUT MYSELF IS THE COMPETITIVE SPIRIT THAT EXISTS WITHIN ME ON AND OFF THE TRACK”

– but I’ve been lucky to work with and compete against some really fantastic people.”

It was a spark struck 60 years previously in a corner of the Welsh Valleys, a moment, Surtees recalled, of sublime communion.

“It goes back to the first race I won. Having built up the Vincent motorcycle, the Grey Flash, I went to that circuit in Aberdare and struck up a communication with the bike and we became as one. It talked to me and I talked to it and from then on I was on a winning streak, purely because of that relationship with a piece of machinery I’d created. Now that’s important.”

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FINISHING STRAIGHT

LAT IMAGES: SAM BLOXHAM; GLENN DUNBAR; ANDREW HONE



Vettel's Australian GP victory felt like a flashback to his Red Bull years – but it was also a breath of fresh air

A change to the old order

I was profoundly surprised to experience a sense of delight when Sebastian Vettel was first across the finishing line at the Australian Grand Prix. During his years of outright domination in the Red Bull, winning week in, week out, I would have welcomed the prospect of never again seeing him on the top step of a grand prix podium. It's strange how continued success can so quickly become tedious.

Equally, while I wasn't unduly troubled by the sight of Lewis Hamilton losing, I was pleased to note that he appeared to accept defeat with considerably more grace than in recent years. Perhaps it was because his new team-mate offers slightly less of a challenge to his supremacy within Mercedes.

In the long run, though, I feel we do need Valtteri Bottas to keep Hamilton honest – and also, over at Ferrari, for Kimi Räikkönen to do something other than phone in his performance from some distant shore. Otherwise, we're back to a two-horse race again, albeit one in which each horse and rider is garbed in a different hue.

If the two Finns don't buck up their ideas – and Räikkönen is long past whatever prime he enjoyed, so I don't hold out much hope – I imagine both of them will be facing team orders sooner or later.

Arnold Buncombe

By email

Patience will be rewarded

Sometimes I wonder if many so-called F1 fans genuinely do

love the sport. After an Australian Grand Prix that was, admittedly, interesting rather than electrifying, it was a pity to hear both fans and commentators complaining about the lack of action and demanding instant changes.

Surely it is knee-jerk reactions to perceived problems that have caused so much trouble in recent years? Albert Park is a track on which it's notoriously difficult to overtake, and everybody (apart from Esteban Ocon) knows it.

So why has everyone taken the Australian Grand Prix as evidence that there is a problem that must be fixed? How about waiting for a few more races and then reaching a measured conclusion? As surely as eggs don't bounce, this is what Ross Brawn will be doing as he

draws up his strategy for the future of Formula 1.

Perhaps, for everyone's sake, we should try to be more like Ross.

Colin Parsons

London, UK

F1 coverage should be free

Hopefully, one of Liberty Media's first jobs will be to sort out the problem that I think the pay-to-view F1 coverage is creating.

It is downright ridiculous, for example, that the first race of the new season was, in the United Kingdom at least, available only on pay TV. This is a huge own goal as far as I am concerned, especially in this of all seasons.

This move is surely pushing potential new viewers away because they most likely don't want to pay a ridiculous amount of money to watch something that they cannot sample first.

Liberty should make more of the GPs free to watch and make the first race available for everyone. It's the season opener, after all, and people want to see the new cars in action. In the end it's F1 that loses out.

Ethan Goodman-Ancell

By email

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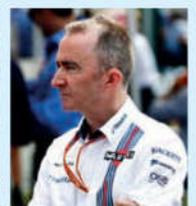
SEB VETTEL

Why he's not yet considered a great



IN THE PINK

The story behind Force India's livery



PADDY LOWE

On going back to his roots at Williams

ON SALE

MAY 11

- > Force India's Esteban Ocon answers your questions
- > Cosworth DFV: the engine that revolutionised Formula 1
- > We visit the venue for the 2018 French GP – Paul Ricard
- > Romain Grosjean takes a trip around Shanghai



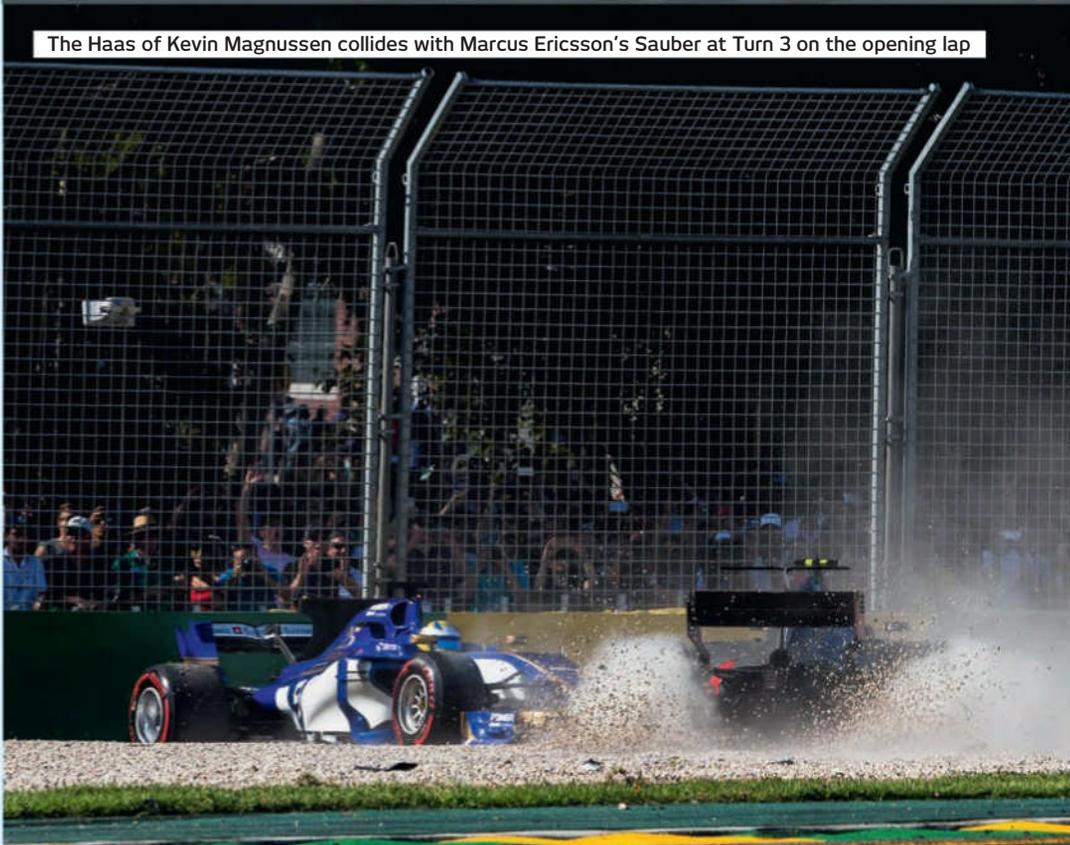
RACE DEBRIEF

FINISHING STRAIGHT

THE AUSTRALIAN GP



Lewis Hamilton leads away from pole, ahead of the Ferraris of Sebastian Vettel and Kimi Räikkönen



The Haas of Kevin Magnussen collides with Marcus Ericsson's Sauber at Turn 3 on the opening lap



Vettel sticks close to Hamilton's lead Mercedes in the early stages

LAT IMAGES: STEVEN TEE; SAM BLOXHAM; ZAK MAUGER; ANDY HONE

F1 WORLD CHAMPIONSHIP ROUND



LAP

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LAP 1

After an aborted start and an additional parade lap, Hamilton leads the first lap from the Ferraris of Vettel and Räikkönen

LAP 13

Hamilton leads Vettel by just 1.83s as he approaches his first pitstop

LAP 14

Grosjean is first to retire, pitting his Haas with a water leak

LAP 17

Hamilton makes an early stop, while Palmer retires with brake problems

LAP 22

Ericsson retires

LAP 23

Vettel pits from the lead and rejoins ahead of both Verstappen and Hamilton

LAP 26

Ricciardo retires with fuel-pressure problems

LAP 34

Kvyat is the last of the cars to stop for tyres

LAP 40

Vettel leads from Hamilton, Bottas, Räikkönen, Verstappen and Massa. The second Williams of rookie Stroll is out of the race

LAP 47

Kevin Magnussen retires the second Haas with suspension failure

LAP 51

Alonso loses two positions and tenth place to Ocon and Hülkenberg, and is forced to retire with a damaged floor

THE STORY OF THE RACE

LAP 58

Vettel wins ahead of Hamilton and Bottas

PITSTOP SUMMARY

Driver	Start	Pit 1	Pit 2	Pit 3
Vettel	Ultrasoft	Soft	-	-
Hamilton	Ultrasoft	Soft	-	-
Bottas	Ultrasoft	Soft	-	-
Räikkönen	Ultrasoft	Soft	-	-
Verstappen	Ultrasoft	Supersoft	-	-
Massa	Ultrasoft	Supersoft	-	-
Pérez	Ultrasoft	Soft	-	-
Sainz	Ultrasoft	Soft	-	-
Kvyat	Ultrasoft	Supersoft	Ultrasoft	-
Ocon	Ultrasoft	Soft	-	-
Hülkenberg	Ultrasoft	Soft	Ultrasoft	-
Giovinazzi	Soft	Supersoft	-	-
Vandoorne	Ultrasoft	Soft	-	-
Alonso	Ultrasoft	Supersoft	-	-
Magnussen	Soft	Supersoft	Ultrasoft	-
Stroll	Supersoft	Ultrasoft	Ultrasoft	-
Ricciardo	Ultrasoft	-	-	-
Ericsson	Supersoft	-	-	-
Palmer	Soft	-	-	-
Grosjean	Ultrasoft	-	-	-



Hamilton pits his Mercedes for soft rubber on lap 17, after complaining he was struggling to find grip on his ultrasofts



After crashing in qualifying, home hero Daniel Ricciardo has a troubled race, retiring on lap 26 with fuel-pressure problems



Vettel pits from the lead on lap 23, six laps after Hamilton, and emerges ahead of both him and Verstappen



Vettel's 43rd victory is the first time that Ferrari have led the constructors' standings since the 2012 Japanese GP



Vettel's win at 2017's season-opener was the first for Ferrari since the 2015 Singapore Grand Prix

RACE RESULT (AFTER 57 LAPS)

1st	Sebastian Vettel	Ferrari	1h 24m 11.672s
2nd	Lewis Hamilton	Mercedes	+9.975s
3rd	Valtteri Bottas	Mercedes	+11.250s
4th	Kimi Räikkönen	Ferrari	+22.393s
5th	Max Verstappen	Red Bull	+28.827s
6th	Felipe Massa	Williams	+83.386s
7th	Sergio Pérez	Force India	+1 lap
8th	Carlos Sainz	Toro Rosso	+1 lap
9th	Daniil Kvyat	Toro Rosso	+1 lap
10th	Esteban Ocon	Force India	+1 lap
11th	Nico Hülkenberg	Renault	+1 lap
12th	Antonio Giovinazzi	Sauber	+2 laps
13th	Stoffel Vandoorne	McLaren	+2 laps

Retirements

Fernando Alonso	McLaren	50 laps – floor damage
Kevin Magnussen	Haas	46 laps – puncture
Lance Stroll	Williams	40 laps – brakes
Daniel Ricciardo	Red Bull	25 laps – power unit
Marcus Ericsson	Sauber	21 laps – collision
Jolyon Palmer	Renault	15 laps – brakes
Romain Grosjean	Haas	13 laps – water leak

CONSTRUCTORS' STANDINGS

1st	Ferrari	37pts	6th	Toro Rosso	6pts
2nd	Mercedes	33pts	7th	Renault	0pts
3rd	Red Bull	10pts	8th	Sauber	0pts
4th	Williams	8pts	9th	McLaren	0pts
5th	Force India	7pts	10th	Haas	0pts

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FASTEST LAP



Kimi Räikkönen, 1min 26.538s on lap 56

FASTEST PITSTOP



Valtteri Bottas, 21.440s (entry to exit)

TYRE COMPOUNDS USED



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THE BIG DEBATE



FINISHING STRAIGHT



LAT IMAGES: STEVEN TEE; GLENN DUNBAR

DO WE MISS NICO ROSBERG & JENSON BUTTON?

I'M SURPRISING MYSELF HERE: I never expected to type the words 'I miss Nico Rosberg.' And I wouldn't be doing it now, if it wasn't for one key thing: he's the current Formula 1 world champion and that means he should be on the grid.

As a neutral journalist, my opinion of Nico never mattered, so I kept it to myself. But for the purposes of this new feature, I'll 'fess up: I thought he was uninspiring. And then to quit just a week after achieving his life's dream and to walk away from one of the greatest teams in Formula 1 history – what a cop-out. I was disappointed in him.

Still, he remains a worthy world champion and, in the context of what he achieved last year, he's a loss to the sport. In Lewis Hamilton, Rosberg took on and beat one of the fastest racing drivers we've ever seen – and he's also clearly a good and decent man.

Past champions, such as James Hunt, have stated that they drove better once they'd won a title. I'd have been fascinated to see what effect winning the title would have had on Rosberg in 2017. Sure, taking on and beating Hamilton in the same team must be exhausting – but if he'd done it once, why couldn't he have done it again, riding on the wave of such a confidence boost?

It's a shame we'll never see the full picture and find out exactly what Nico was really made of. Quitting suggests to me the answer to that is 'not very much' – which is probably unfair.

As for Jenson Button, he's missed because there's a dearth of big characters in Formula 1 – and I still think he had a couple of years left in him in terms of decent form. It would be a stretch to say Button was an F1 'great', but he was something of an artist: fast, smooth, combative. And so easy to like out of the car, too. He is certainly F1's loss.

Then again, given the ongoing state of McLaren-Honda's unhappy partnership I'd be surprised if he's had a moment's regret.

Agree with Damien? Have your say:

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YES

They are a pair of champions who still had much to offer



Damien Smith
European editor-in-chief

NO

They (and we) both knew that their time in F1 was up



Anthony Rowlinson
Editorial director

of their convictions. They have made way for young guns such as Stoffel Vandoorne, Antonio Giovinazzi and Lance Stroll, who have their own stories to write. F1 is no place for competitors who sense a dimming of the fire in their belly, so props to Button and Rosberg for acknowledging their instinct and letting us remember them at their best. 🍷

Agree with Anthony? Have your say:

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THIS IS HOW MUCH I missed Nico Rosberg and Jenson Button over the Australian GP weekend: as I watched Lewis Hamilton set pole in his Mercedes on Saturday, I thought I was looking at the reigning champion. As I watched Seb Vettel win with aggression and panache on Sunday, I was transported back five years to a time when all he had to do was turn up to win. With these two peaking, a natural order seemed to be in place. Bluntly, I came to the conclusion that I missed JB and Nico not at all.

This is no comment on the characters of these two fine champions, for Nico has one of the brightest minds ever to have existed within the F1 driver bubble, and his sharp wits are a loss. Button, meanwhile, is one of those Labrador-like guys who more often than not brought the sunshine with him and delivered any number of feel-good stories over the years.

But both, for different reasons, were ready to leave at the end of 2016, and if their respective Twitter outputs are anything to go by, they're happier for it. Button's feed is now 'Triathlon World' as he pursues his competitive ambitions in a different arena; Rosberg's is deliriously domesticated as he posts shots of cosy Sunday mornings, feet up, watching the race from his sofa, wife and daughter nestling alongside him.

These men, both with long and distinguished F1 careers, were ready for something new and I salute them for having the courage

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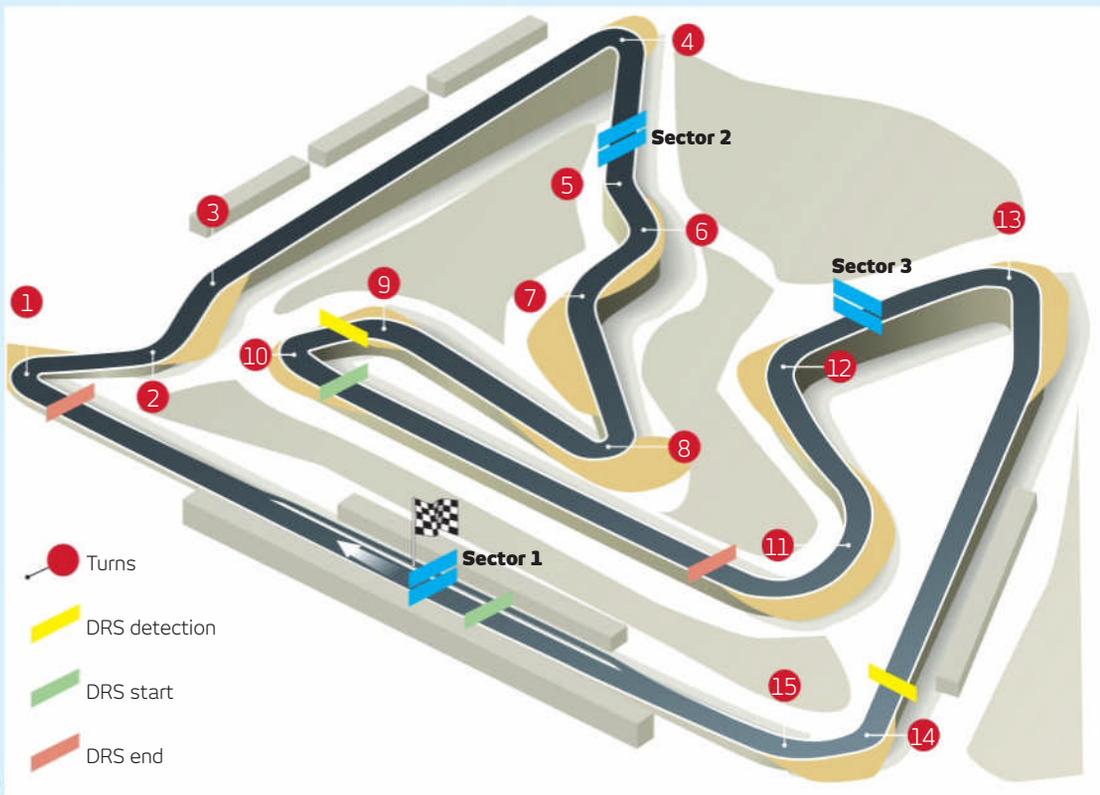
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FINISHING STRAIGHT

THE BAHRAIN GP

LAT IMAGES: STEVE EATHERINGTON; GLENN DUNBAR; ILLUSTRATION: ALAN ELDREDGE



RACE DATA

- Circuit name** Bahrain International Circuit
- First GP** 2004
- Number of laps** 57
- Circuit length** 3.363 miles
- Race distance** 191.53 miles
- Lap record** 1:31.447
Pedro de la Rosa (2005)
- F1 races held** 12
- Winners from pole** 5
- Tyres** Supersoft, soft, medium

TV TIMETABLE (UK TIME)

- Friday 14 April**
- Practice 1** 12:00-13:30
- Practice 2** 16:00-17:30
- Saturday 15 April**
- Practice 3** 13:00-14:00
- Qualifying** 16:00-17:00
- Sunday 16 April**
- Race** 16:00
- Live coverage** Sky Sports F1 and Channel 4

THE MAIN EVENT

Even though the Bahrain International Circuit was built in the middle of the desert, on an island kingdom in the Arabian Gulf, it does have a bit of character. The paddock is one of the best in Formula 1, the track is technically tricky, and since 2014 the race has been held under floodlights, which makes it more of a spectacle.

The key features of the circuit are the many 'traction events' – engineer-speak for the acceleration zones out of slow corners. This puts additional strain on the rear tyres and, in combination with the difficult, late-apex Turns 9 and 10 sequence, the inevitable front-locking means drivers really have to look after their tyres. Meanwhile, the slow corners offer the bonus of plentiful overtaking opportunities.

In recent years, the Bahraini organisers have worked hard to improve the image of the event following the violent political unrest that led to the cancellation of the 2011 race.



CLASSIC RACE: 2014

To mark the tenth anniversary of the Bahrain GP – which was also the 900th world championship grand prix – the 2014 event was held under



floodlights. It was a classic, with all the focus on a thrilling race-long battle between the two Mercedes team-mates, Lewis Hamilton and Nico Rosberg.

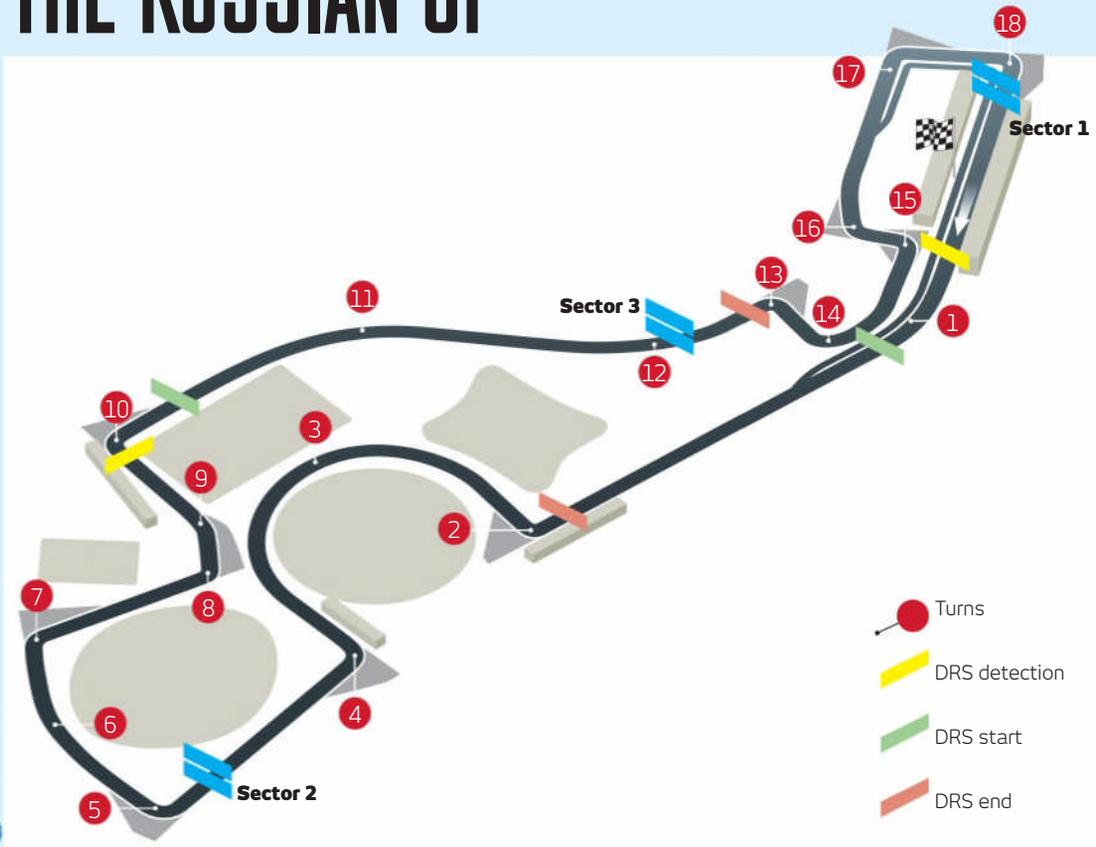
Twice they ran wheel-to-wheel, re-passing each other in a series of combative overtakes while somehow avoiding contact. When the Safety Car appeared following a shunt involving Lotus's Pastor Maldonado that caused Esteban Gutiérrez's Sauber to flip, it closed up the leaders for yet another on-track duel with Hamilton ultimately emerging victorious.

THE LAST FIVE WINNERS HERE...

2016	2015	2014	2013	2012
Nico Rosberg Mercedes	Lewis Hamilton Mercedes	Lewis Hamilton Mercedes	Sebastian Vettel Red Bull	Sebastian Vettel Red Bull

THE RUSSIAN GP

LAT IMAGES: ZAK MAUGER; STEVE ETHERINGTON; ANDY HONE; ILLUSTRATION: ALAN ELDRIIDGE



RACE DATA

- Circuit name**
Sochi Autodrom
- First GP** 2014
- Number of laps** 53
- Circuit length** 3.634 miles
- Race distance** 192.467 miles
- Lap record** 1:39.094
Nico Rosberg (2016)
- F1 races held** 3
- Winners from pole** 2
- Tyres** Ultrasoft, supersoft, soft

THE MAIN EVENT



This will be the fourth staging of the Russian Grand Prix, which is held close to the Black Sea resort of Sochi. The track is actually in Adler, right on the southern tip of Russia next to the border with Georgia. It was the site of the 2014 Winter Olympics and the 3.6-mile circuit winds its way around the four main stadiums built for the Games.

The surrounding infrastructure is very modern. A new railway line connects Sochi and Adler with Krasnaya Polyana, the resort where the Olympic skiing events were held, and teams and media all stay in apartment blocks built for the competing athletes in 2014. It's a pet project of Russian president Vladimir Putin who wants to encourage tourism.

The track itself has many low- and medium-speed corners. However, with this season's new, faster cars, expect the very long, high-speed Turn 3 to be a real handful this year. 🚗

CLASSIC RACE: 2015

In contrast to the inaugural Russian GP, the second race here, in 2015, featured plenty of incidents. Lewis Hamilton inherited the win early on when his Mercedes team-mate Nico Rosberg was forced to retire with a sticking throttle. Hamilton was joined on the podium by Sebastian Vettel and Force India's Sergio Pérez.

Pérez had inherited third place on the last lap of the race after an on-track clash between the two Finnish drivers. Ferrari's Kimi Räikkönen had attempted to pass the Williams of Valtteri Bottas and the pair made contact, forcing Bottas to retire. Kimi duly received a post-race penalty.



THE LAST THREE WINNERS HERE...

2016	2015	2014
Nico Rosberg	Lewis Hamilton	Lewis Hamilton
Mercedes	Mercedes	Mercedes

TV TIMETABLE (UK TIME)

- Friday 28 April**
- Practice 1** 09:00-10:30
- Practice 2** 13:00-14:30
- Saturday 29 April**
- Practice 3** 10:00-11:00
- Qualifying** 13:00-14:00
- Sunday 30 April**
- Race** 13:00
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THE MALAYSIAN GP

Sepang, Malaysia, 29 September-1 October 2017



PHOTOS: SHUTTERSTOCK

WHY VISIT?

If you love hot weather, Asian food and cheap ticket prices, then the Malaysian Grand Prix is the race for you. Don't hang about, this event could drop off the F1 calendar after 2018, so now's the time to start planning your trip.

While the grand prix at Sepang has suffered a little in the shadow of its impressive near-neighbour, Singapore, the Malaysian event is one of the most enjoyable on the calendar – and great value for visiting spectators.

Nearby Kuala Lumpur is a clean, bustling, modern city with great places to eat and plenty to see and do. There is a fast train between the airport (KLIA) and KL Sentral Station, which takes 28 minutes and costs MYR100 return (£18), so you can easily stay in downtown KL and commute to the Sepang International Circuit each day.



The busy riverside suburb of Putrajaya is a great place to stay

WHAT TO SEE

No visit to KL is complete without seeing the iconic 451.9-metre tall Petronas Towers and accompanying shopping mall. Book in advance online if you want to use the elevator to visit the skybridge and observation deck.

Don't miss the night market at Petaling Street or, during the day, the quieter Central Market, which sells souvenirs and local handicrafts. Also try to visit the beautiful, colonial buildings in the old town. Merdeka Square is surrounded by monuments and museums, such as the Sultan Abdul Samad building and St Mary's Cathedral.



The Petronas Towers are the world's tallest twin towers, and a major attraction in KL

If you have more time, head to the Batu Caves to view their ornate shrines and temples. The direct train from Sentral takes 25 minutes and costs around £2 each way.

The city has a host of wonderful food markets. Jalan Alor offers a range of tasty Chinese food, while Brickfields in KL's Sentral district specialises in Indian cuisine. For high-end dining, try restaurants such as Nobu, SkyBar or Celestial Court at the Sheraton. Good bars to visit include Chaze, Lou Shang, Tate and Laundry. 📍



WHERE TO STAY

Hotel Meliá

Kuala Lumpur



This very reasonably priced hotel costs from £53 per night and is located in the Golden Triangle commercial area of downtown Kuala Lumpur. It's opposite Imbi monorail station, giving easy access to Sentral and the airport. Be warned: KL traffic is heavy and the journey to Sepang can take up to 90 minutes during rush hour.

Grand Lexis

Port Dickson



With rooms from £100 a night, the Grand Lexis enjoys a coastal setting, overlooking the Strait of Malacca.

Hotel Méridien

Putrajaya



From £110 per night, the new Meridien in the buzzing suburb of Putrajaya sits next to a huge mall that's filled with shops and restaurants. It's a half-hour drive from the Sepang track.

FAST FACTS

GP tickets prices range from £35 for general admission to £360 for the main grandstand

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🕒 GMT +8

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✈️ A return flight, in economy, the week of the race, from London Heathrow to Kuala Lumpur (direct) on Malaysia Airlines, costs around £480

F1 UPGRADES

Enhance the F1 experience with the latest must-have products

**THE CARLTON SPORTS GUIDE
FORMULA ONE 2017**

Author Bruce Jones

Price £14.99

www.carltonbooks.co.uk

This is the 21st edition of the annual guide to the F1 season, written by former *Autosport* editor Bruce Jones. Looking back over the key stories from the past season, this title also previews the new year. There's a detailed overview of every driver, team and all 20 of the 2017 grand prix circuits.

There isn't anything new for a hardcore F1 fan to glean from this book, since it's aimed more at those with a passing interest in the sport, and the driver profiles reflect their entire careers to date, rather than detailed insight into their 2017 form. But if you're a stickler for collecting review and preview books on F1, then this is a must-have for your bookshelf.



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Sebastian Vettel / Kimi Räikkönen

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Last year's Ferrari SF16-H has been painstakingly recreated in various sizes for pride of place in your office or home. These superb hand-made models are developed using 3D printing, and detailed work is carried out from CAD data supplied by Ferrari themselves.

To capture every detail of the car, Amalgam's team of skilled craftsmen have spent approximately 250 hours of precision work to create each replica. The 1:8th scale model is 620mm in length while the smaller, less expensive 1:12th scale model is 413mm long.

FORMULA 1 CAR BY CAR 1960-69



Peter Higham

**FORMULA 1 CAR
BY CAR 1960-69**

Author Peter Higham

Price £50

www.evropublishing.com

This is the first book in a decade-by-decade series, covering the history of the F1 world championship (the 1950s book will come later) through the cars and teams that raced them. Higham's authoritative text is

accompanied by an amazing 630 photos showing every car that raced in grands prix between 1960 and 1969.

This was a period when privateers and small teams entered F1 in high numbers. It was also an era of rapid technological development, and it's noticeable how the shape and look of the cars at the start of the book are so very different to those towards the end.

Enthusiasts will be aware of Higham's authority and the exhaustive research he's put into his previous works, such as the three-volume *World Encyclopaedia of Racing Drivers* and *The International Motor Racing Guide*. He's applied the same attention to detail and extensive historical study in this tome – and we look forward to collecting future volumes.



GIORGIO PIOLA T-SHIRT

March 721 X-Ray / Ferrari SF15-T
Magnify Limited Edition ©

Price £28.12

www.motorstore.com

Acclaimed technical illustrator Giorgio Piola has been covering F1 since the late 1960s, and his detailed drawings have now been reproduced as a limited-edition range of 500 T-shirts.

There is a cutaway illustration 'X-ray' of the March 721, which Piola created in 1972, and a magnified image of the Ferrari SF15-T. Each T-shirt is 100 per cent cotton.



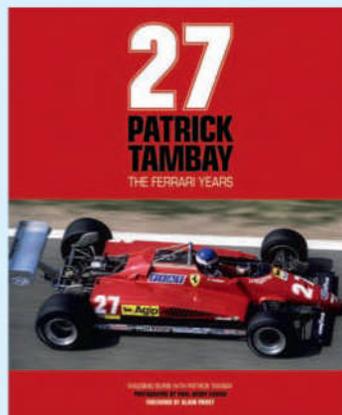
**27 PATRICK TAMBAY:
THE FERRARI YEARS**

Author Massimo Burbi
& Patrick Tambay

Photography Paul-Henri Cahier

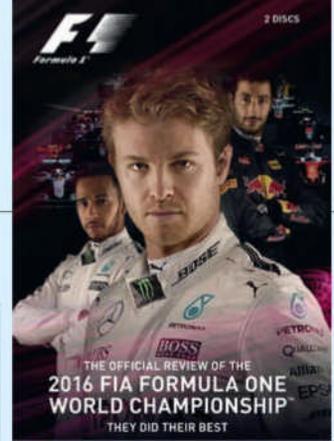
Price £60

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Told over 27 chapters, and featuring more than 200 lavish photographs, this is the story of Patrick Tambay's two years driving the number 27 Ferrari over the course of the 1982-83 seasons. The French racer took over the drive following the death of his friend, Gilles Villeneuve, at Zolder in 1982, and the book details his experiences of a steep learning curve during those years.

The foreword from Alain Prost, who himself raced with the 27 Ferrari in 1991, sums up this title neatly: "It's an emotional roller coaster of a story about two years that changed Patrick's career – and his entire life."



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This annual season review DVD, split over two discs, runs to over five hours of Formula 1 footage. Regular collectors of these sets will be familiar with the formulaic review of each race of the 2016 season, from the Australian GP to Abu Dhabi.

With commentary from Ben Edwards, the look, presentation and package of each race is of the high standard you'd expect, interspersed with a little bit of previously unseen footage and further analysis. There are a few additional bonus features and a very comprehensive report on pre-season testing.

As a full review of the season, it's all here... well, nearly all here. The disastrous elimination qualifying barely gets a mention. Although perhaps the less said about that, the better.

THE AUTOSPORT PODCAST

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From our sister title *Autosport*, this podcast is an audio accompaniment to the world's leading authority on motorsport. The first episode of 2017 is an *F1 Racing* special, featuring a fascinating round-table discussion with Pat Symonds, Martin Brundle and Peter Windsor. An abridged version of the interview featured in our April issue, but you can hear the whole 78-minute chat by subscribing to 'The Autosport Podcast' on iTunes. The second one features *Autosport's* journos previewing 2017, with more episodes to come over the year.





Hawthorn (16), hunched forward at the wheel, pushes past Fangio (18) to take an epic first win

LAT IMAGES

GOLDEN BOY PUTS FANGIO IN SHADE

Mike Hawthorn became Britain's first champion in 1958. But as **Peter Windsor** recounts, five years earlier he scored his greatest victory – in a straight fight with the Maestro

Mike Hawthorn again glanced to his right. Juan Manuel Fangio, head down, huge, bare forearms relaxed on the wheel, edged his Maserati ahead. No matter. Mike would continue the routine on this long run from the tight right-hander at Muizon.

Fangio duly pulled in front, heating up the air and throwing gravel. Mike, already hunched forward in the cockpit of his Ferrari 500 to minimise frontal area, tried to wriggle even lower as he eased back on the throttle. The golden-brown champagne fields of Reims flashed past on either side, the telegraph poles on this new section of the straight a mere blur in his peripheral.

If only he knew what was going on behind! He'd yet to see a pit signal from Ferrari and could therefore only guess: where were González, Ascari, Bonetto, Villorresi and Farina?

Mike extinguished the thoughts almost as quickly as they came. The Thillois

hairpin was fast approaching. It was time to dive-bomb Fangio. Again.

Right on cue, Mike floored the throttle, darted out of the tow, seized the inside and hit the Ferrari's drum brakes, pumping them once, just to be sure. The little car jinked then settled as Mike downshifted neatly towards the first-gear apex.

A TACTICAL MASTERCLASS

Mike accelerated onto the long pit straight, eyeing the massive grandstand on the left and the pits complex on the right. Second... third... As he glanced in his mirrors he noticed that a small gap had suddenly opened up between himself and the Master in the Maser. Could Fangio have locked a brake? It seemed unlikely. But could it...? Could it...?

And so it hit him: he, Mike Hawthorn, in only his second season of Formula 1, and his first with Ferrari, *could* win this

race. He would take the gamble; he would do the opposite of what Fangio might expect.

He would race Fangio wheel-to-wheel around the final lap of the French Grand Prix, but when they reached the RN31, the final, ultra-fast back straight between Soissons and Reims, he would call the great man's bluff. Fangio would be expecting Mike to try to be second into Thillois to take the slipstream run towards the line; Fangio would probably brake early for the hairpin, obliging Mike to do the same...

Mike eyed the slowest part of Thillois from a long way back and braked deeply into it, with impeccable timing. He was leading by a length as he headed towards the finish-line – but had the gamble paid off?

The chequered flag was flying! He had it! He had won the French Grand Prix! And, yes, he had been absolutely correct: Fangio *had* been nursing his gears in the closing stages and had been using only second for Thillois. Had Mike hung back in the traditional way, he might have lost.

Mike was mobbed by the throng in the late afternoon after that two-and-three-quarter-hour duel, his green jacket, bow tie and blond locks signifying the birth of a dazzling new era. Despite winning the world championship five years later, Mike Hawthorn was savouring a moment the like of which he would never feel again. 🏆

1953 THAT WAS THEN...

MOTORING

The AC Ace (forerunner of the Cobra), Chevrolet Corvette, Healey 100, FJ Holden and Porsche 550 Spyder all made their debuts

BOOKS

Ian Fleming published his first Bond novel, *Casino Royale*

WAR

The Korean War ended in July after three years of fighting

POLITICS

Dwight Eisenhower was inaugurated as 34th president of the United States

FILM

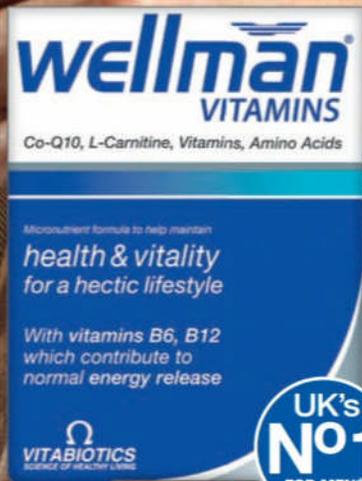
Frank Sinatra re-ignited his career with an Oscar-winning performance in *From Here to Eternity*

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