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Contributors



JOSHUA PAUL

What happens when you take a 104-year-old camera to an F1 GP? Lollipop Magazine's Joshua Paul did – see the results on [p56](#)



DAMIEN 'SIR' SMITH

European editor-in-chief 'Damo' is moving into the world of teaching, but before he left us, he did a great interview with René Arnoux [p80](#)



JAMES MANN

The Mercedes W03 comes under the focus of James's lense for this month's stunning Now That Was A Car feature on [p70](#)



STUART CODLING

'Codders' has been busy this month, asking Pascal Wehrlein your questions [p62](#) and stopping off at Nivelles en route to Spa [p68](#)

Two greats square up for a showdown

A fading last parp from a *tifoso's* air horn as podium streamers flutter in the Monza afternoon. Dipping sun and the bitter-sweet sensation that accompanies the end of the European F1 season.

The Italian GP seemed a stroll for Mercedes and Lewis Hamilton, and for the first time this year Hamilton leads the drivers' championship. What a title fight we have with just three points separating Lewis and Seb after 13 rounds. It's too close to call ahead of F1's Asian leg, and while Mercedes found a performance edge post-Belgian and Italian GPs, the ebb and flow between the Silver Arrows and the Scuderia looks set to continue to Abu Dhabi.

Monza was always going to be a Merc track: their Wo8 is a straight-line rocket, blessed with F1's best power unit and an aero package that seems tailored to the circuit's long straights. But fans of Vettel and Ferrari need not despair: their form this year in Melbourne, Monaco and Hungary suggests the SF70H will be strong at Marina Bay and elsewhere.

This month's cover story ([p34](#)) puts the HAM-VET wrangle under the microscope, assessing the strengths and weaknesses of both drivers, while weighing up the risks their engineers are prepared to take in the race for pace. Both Lewis and Seb know all too well the pressures of a showdown. Hamilton's 2008 title win could hardly have been more cliff-hung; two years later, Vettel went into

the final race as a long-shot title contender, to emerge as F1's youngest champ.

It'll be just as close this time around – and both men know it. "The fight will continue," said a beaming Hamilton in Monza. "I know we are going to get stronger," averred Seb, radiating elation after being feted a Ferrari hero on the podium.

Pity, then, their 'backroom boys', who will be mindful of introducing any reliability compromise: one component failure could be enough to tip the balance. As our tech columnist Pat Symonds notes: "The dichotomy between performance and reliability becomes ever more difficult to manage as the performance advantage is eroded." Mercedes have incurred gearbox penalties due to aggressive gearshift development; Ferrari will be 'pinged' for any further turbocharger change.

And what of Valtteri Bottas, whose steely drives have quashed any notion he's a Hamilton stooge? Valtteri is within sniffing distance of the top two and could yet emerge from the wings. We visited him at home in Finland ([p46](#)) and discovered an individual of rare strength and unflappability. Don't be surprised if he's in it till the end.

A prediction? Vettel for champ and Merc 'makes' winners (again). But, then, what do I know...?

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Up close and personal

The inside of La Source, Turn 1 at Spa, is probably the closest any photographer can get to the cars at any circuit we visit. This perspective is enhanced by the fisheye lens I've used here, giving a wide-angle view of the Renault of Nico Hülkenberg, which is less than a metre from where I'm standing.

To take this shot, I first panned with the leaders, Lewis Hamilton and Sebastian Vettel, and then tried to capture as much as possible after that.

It's only after the entire field had rounded the first corner that I got the chance to look at the back of my camera to see what I'd actually taken; when it's happening there is just a blur of cars rushing past.



Photographer

 LAT IMAGES: Steven Tee

Where Spa, Belgium

When 2.03pm, Sunday
27 August 2017

Details Canon EOS-1DX MkII,
Fisheye lens, 1/3200sec @ F5





Out of darkness comes light

During the second practice session on the Friday of the Belgian GP, I was shooting inside the McLaren garage. It looked as if it was about to rain, so most cars were staying in the pits. I asked Fernando Alonso's number-one mechanic, Lee Hart, whether Fernando was planning to go out again and discovered that he was.

I took my long lens and wet-weather gear and went to the top of the pitlane. As the cars enter the pits they head over a crest, so I stood there to wait for the McLaren to come into view.

There was so much rain coming down that you can see it bouncing off the track in front of the car, and being lifted back up into the air as spray.



Photographer

 **LAT IMAGES** Steven Tee

Where Spa, Belgium

When 3.21pm, Friday

25 August 2017

Details Canon EOS-1DX MkII,
600mm lens, 1/1000th @ F5.6





McLaren

14

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JOHNNIE WALKER

JOHNNIE WALKER

The view from F1's favourite corner


Before the start of the Belgian Grand Prix, I positioned myself at the bottom of the hill at Eau Rouge, with my lens facing away from the field. I wasn't even looking back up the hill to La Source to watch the pack descending towards me, I was just listening out for their approach as I remained in this position with my camera ready.

Instead of panning along with the pack, I photographed them using a high shutter speed as they swarmed past – so this shot is just one of a whole sequence of images.

Standing at one of the world's most famous corners at one of the most iconic F1 tracks with this generation of car racing past gives you a real buzz.



Photographer

 LAT IMAGES: Lorenzo Bellanca

Where Spa, Belgium

When 2.03pm, Sunday
27 August 2017

Details Canon EOS-1DX MkII,
14mm lens, 1/8000th @ F6.3





Santander

HUBLOT

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SINGHA

Santander

infor

ups





A kaleidoscope of motion


I shot the beginning of the Belgian Grand Prix from the outside of La Source, but then I had to make my way back to the pitlane to photograph TV's Guy Martin, who was part of Williams' pitstop crew, responsible for taking off the left rear during the pitstops.

On the way there, I noticed an area where Paddock Club guests stand and wondered if I could compose an image where the car is passing between them – similar to when you shoot a car on the track passing between the trees.

I've ended up with this great blur of different colours and a real feeling of speed as Nico Hülkenberg blasts down the hill out of the exit of La Source.



Photographer

 **LAT IMAGES:** Glenn Dunbar

Where Spa, Belgium

When 2.30pm, Sunday
27 August 2017

Details Canon EOS-1DX MkII,
200mm lens, 1/13th @ F16





Lewis shares the champagne

It's funny how you get used to things. Monza's unusual but brilliant podium, which extends out over the pitlane and brings the drivers that much closer to the crowd, still feels like a recent addition even though it was built ten years ago.

The challenge here, then, is to find a different angle, while bearing in mind that the drivers might not be standing where you'd like them to be. Thanks to our friends in the Formula One Group communications team, I was shooting at the same height as the podium this year – from FOG's office window, in fact.

Lewis then obliged by walking forwards to spray the champagne from just the right spot. He's a pro.



Photographer

 LAT IMAGES: Steven Tee

Where Monza, Italy

When 3.38pm, Sunday

3 September 2017

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



THE POWER OF DREAMS

01 **He is 15th in the championship**, has not won a race for four and a half years and it's hard to see when or even *if* he might win again. But there Fernando Alonso was on the Thursday before the Italian Grand Prix, underlining his status as one of Formula 1's biggest box-office draws.

In the McLaren motorhome for his regular media briefing, Alonso was swamped by journalists wanting to know the latest twists in a saga that leaves the career of arguably the greatest Formula 1 driver of the past decade hanging in the balance. Had he 'parked' the car four days before in Belgium? Had he told McLaren that if Honda



Three years into his woeful stint at McLaren, Fernando Alonso, now 36, is looking elsewhere as he considers his future

stayed as their engine supplier, he would leave? Would he go to Renault? For a man who is fundamentally a bit part in the unravelling drama of the 2017 F1 season, there was an awful lot to find out, and an awful lot of interest.

This is how it has been with Alonso for years now. The man is a walking story generator, the potent mix of his talent, charisma and status in the sport demanding attention, forcing people to take notice. And, by extension, giving McLaren and Honda a much bigger role in the narrative than they would otherwise deserve.

Wrapped up in that cocktail is the reason the team are desperate to keep him for 2018, despite the baggage he brings. It seems very likely, for example, that he unilaterally took the decision to retire his car from the Belgian Grand Prix. Lying 12th, having been passed on the straights as if he were standing still after a trademark brilliant start put him seventh on the first lap, he asked

That's when the order could be shaken up across the field, as transfer season begins in earnest

whether any rain was forecast. He was told no. A lap later, Alonso said: "Engine problem." And pulled into the pits.

In Monza, he did not even bother to deny it, offering instead what is called in the trade 'a non-denial denial': a statement that sounds like a denial, but actually is not. He merely said he was "surprised" to read reports that he might have 'parked' the car – normally a cardinal sin in F1. "It seems that people forgot that I am racing here for three years fighting for Q1s," he said, "giving my maximum at the starts, pushing the car in Hungary in Q1 uphill just to get another chance in Q2, trying to race with a broken rib in Bahrain. When I read that, I think people are not very concentrated on the real things that happen."

Bad as it looks for McLaren-Honda at the moment, ponder how much worse their performance would look without Alonso. Yes, he moans on the radio. Yes, he uses news conferences to make political points. Yes, he can be high-maintenance. But no one else available to them can offer them anything like the same performance in the car.

So will he stay at McLaren next year? He does not have many options. Williams are interested, but why jump out of the frying pan into the fire of a team struggling for car performance, even with the Mercedes engine Alonso has coveted for so long? IndyCar might be a possibility, but while he would love to race again at the Indy 500 and win it, how much enthusiasm does he really have for a full season in the States? Renault and a return to the place he won his two titles? That is the one thing on which he has given a clear answer. "No," he said in Monza. "Renault will always be in my heart. But in terms of racing, so far right now I am extremely happy here and I believe here we could have the package to win the championship. Renault have already said this week they think next year they will not be ready yet so they are honest as well."

Renault, though, could be crucial in making the decision for him. McLaren are trying desperately to get out of their Honda contract, the plan being to palm off the Hondas on Toro Rosso and take their Renault supply. As *F1 Racing* went to press it seemed on the verge of happening. Both Red Bull and Renault are keen – and so is Alonso – but Honda have been the sticking point even if, on the face of it, a switch to a team where there is less pressure, giving them the time they need to turn things around without the brutal focus that comes of being with McLaren and Alonso, looks like a win-win situation.

Meetings were held over the Italian GP weekend between senior Honda executives at their Japanese HQ and McLaren COO Jonathan Neale. In Monza, meanwhile, McLaren bosses met with their Renault opposite numbers. At the time of writing, nothing had been finalised and time was running out. All parties need a decision imminently, and it appears to be on its way.

If the switch happens, would it secure Alonso's future in F1? He says he has "absolutely not decided". He has denied that if Honda stayed with McLaren he would walk,

If you've got the winning formula, and two content drivers, why change?

McLAREN ARE TRYING TO GET OUT OF THEIR HONDA CONTRACT, THE PLAN BEING TO PALM OFF THE HONDAS ON TORO ROSSO AND TAKE THEIR RENAULT SUPPLY

saying that "you never know" whether they could make a big step over the winter, and pointing out that Ferrari did just that in 2014-15.

After the past three years, though, and at the age of 36, committing himself to even just one more year of potential pain and anguish with Honda would require a lot of faith on Alonso's part. And given Honda's poor performance since 2015, that is now in very short supply. Take the engine out of the equation and, in reality, McLaren still remain his best option. That is where he will earn the best salary and probably get the best car. The engine in the back of it will be a critical deciding factor, but it looks like it's heading the way Alonso wants.

SO WHO COULD REPLACE ALONSO?



If Alonso leaves McLaren, Toro Rosso's Carlos Sainz could take his seat. But he's already under contract for 2018 – plus Renault and Williams have an eye on him, too

What Alonso chooses to do next is key to getting the driver market moving again in the teams behind the top three. If he stays on at McLaren, it takes one seat out of the equation and narrows the options for Carlos Sainz, in whom McLaren are interested. The Toro Rosso driver is under contract to Red Bull, who took up his option in June, but he's also a contender at Renault and Williams. The same goes for Force India's Sergio Pérez and Esteban Ocon, whose future at their current team is in doubt because they keep driving into each other on track.

The latest in a series of incidents came at Spa, when Pérez squeezed Ocon into the wall on the run to Eau Rouge twice in one race, the second incident resulting in a damaged front wing for Ocon, a puncture for Pérez and the conversion of a likely ten points into two. That prompted action from the team, keen to protect their fourth place in the standings. They have banned racing ▶

in instances where one driver passing the other makes no difference to the team's points score. Force India insist they want to keep both drivers: they're keen to retain Pérez's Mexican sponsorship, and the Mercedes discount that comes with Ocon. But Pérez has to be considered a possibility to replace Jolyon Palmer at Renault – the two parties have had talks, and signing him requires no cash layout, whereas Sainz would need to be bought out of his contract. And Mercedes are unlikely to make Ocon available unless they can retain an option on him.

Williams, meanwhile, are said to be growing jaded with Felipe Massa, so there is probably an opening there. Alonso is not believed to be a realistic replacement, not least because Lawrence Stroll, billionaire father of Lance and a key investor in the team, is unlikely to relish the prospect of his boy being blown away to such an extent.

Somewhere in this mix is Pascal Wehrlein, for whom a future seat at Mercedes is, according to Toto Wolff, dependent on his performances at Sauber. Wehrlein is not an option for Williams, who need a driver over 25 for sponsorship and marketing reasons, while Force India had already chosen Ocon over Wehrlein a year ago.

OVER AT FERRARI...

03

All these drivers are fighting over the scraps left after Ferrari opted to stick with Kimi Räikkönen for another year, announcing his new contract before Spa, and just days before Seb Vettel signed a new three-year deal to stay at Maranello until the end of 2020.

Ferrari must therefore now be considered less likely to be interested in either of the Red Bull drivers once Räikkönen's contract runs out at the end of 2018, since Vettel would countenance neither. Daniel Ricciardo, who beat Vettel when they were team-mates at Red Bull in

RAIKKÖNEN'S WILLINGNESS TO ACCEPT A NUMBER-TWO DRIVER ROLE HELPS TO MAINTAIN FERRARI'S FOCUS ON VETTEL'S BID TO BECOME THE FIRST FERRARI WORLD CHAMPION SINCE 2007



LAT IMAGES: GLENN DUNBAR; ZAK MAUGER; OTHER PHOTOS: SUTTON IMAGES

Vettel is signed up with Ferrari to the end of 2020, while Räikkönen's contract has been extended by another year

2014, has already said he would not join Ferrari to be a "bridesmaid". Verstappen also has no interest in playing second fiddle to Vettel, the role Räikkönen has this year.

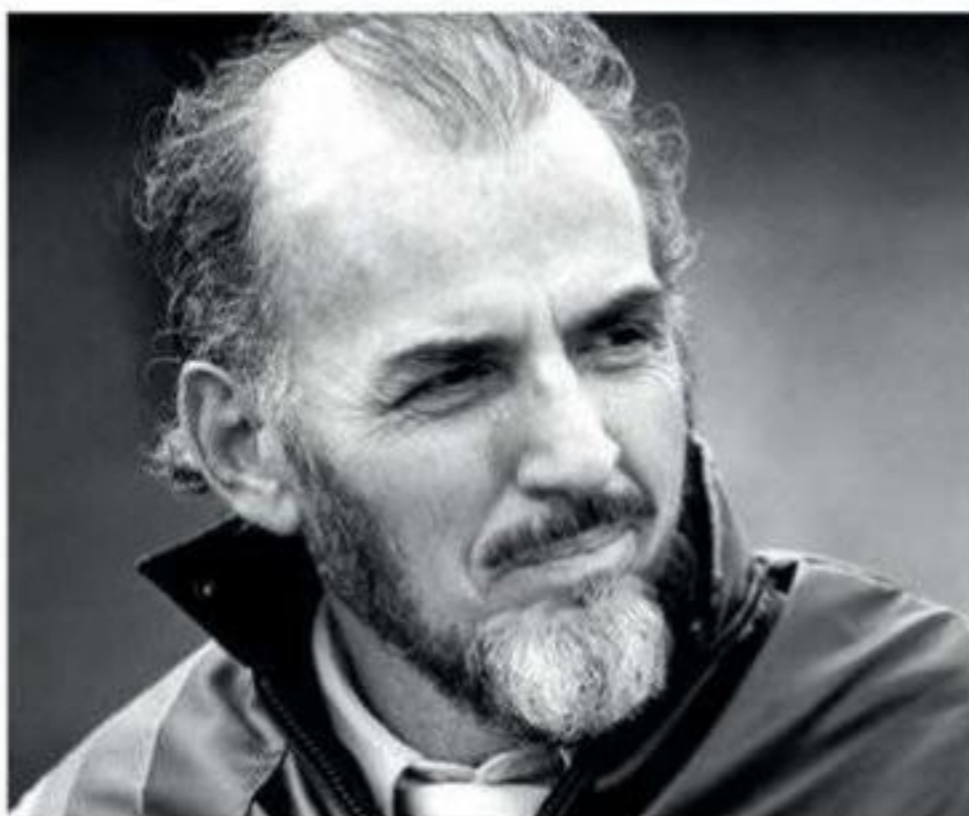
Ferrari protégé Charles Leclerc is expected to be placed at Sauber with a view to moving him to the top team in 2019. In the meantime, Räikkönen's willingness to accept a number-two driver role helps to maintain Ferrari's focus on Vettel's bid to become the first Ferrari world champion since 2007, a campaign that may have reached a pivotal point at the team's home race in Monza. ▶

F1 DIGEST THE MONTH'S BIG STORIES AT A GLANCE

15.08.17 FIA Race Director Charlie Whiting visits Argentina to evaluate Buenos Aires circuit

21.08.17 Formula 1 launches new global eSports series

22.08.17 Räikkönen is given a one-year Ferrari contract extension



23.08.17 Don Nichols, founder of the Shadow F1 team that raced in 1970s, dies aged 92

23.08.17 It's announced that Vandoorne will stay at McLaren for 2018

26.08.17 Vettel signs a new three-year contract with Ferrari



27.08.17 Force India threaten drivers with race bans after Spa crash

04.09.17 Ferrari extend Marlboro deal



AN EVENING WITH **DAMON HILL**

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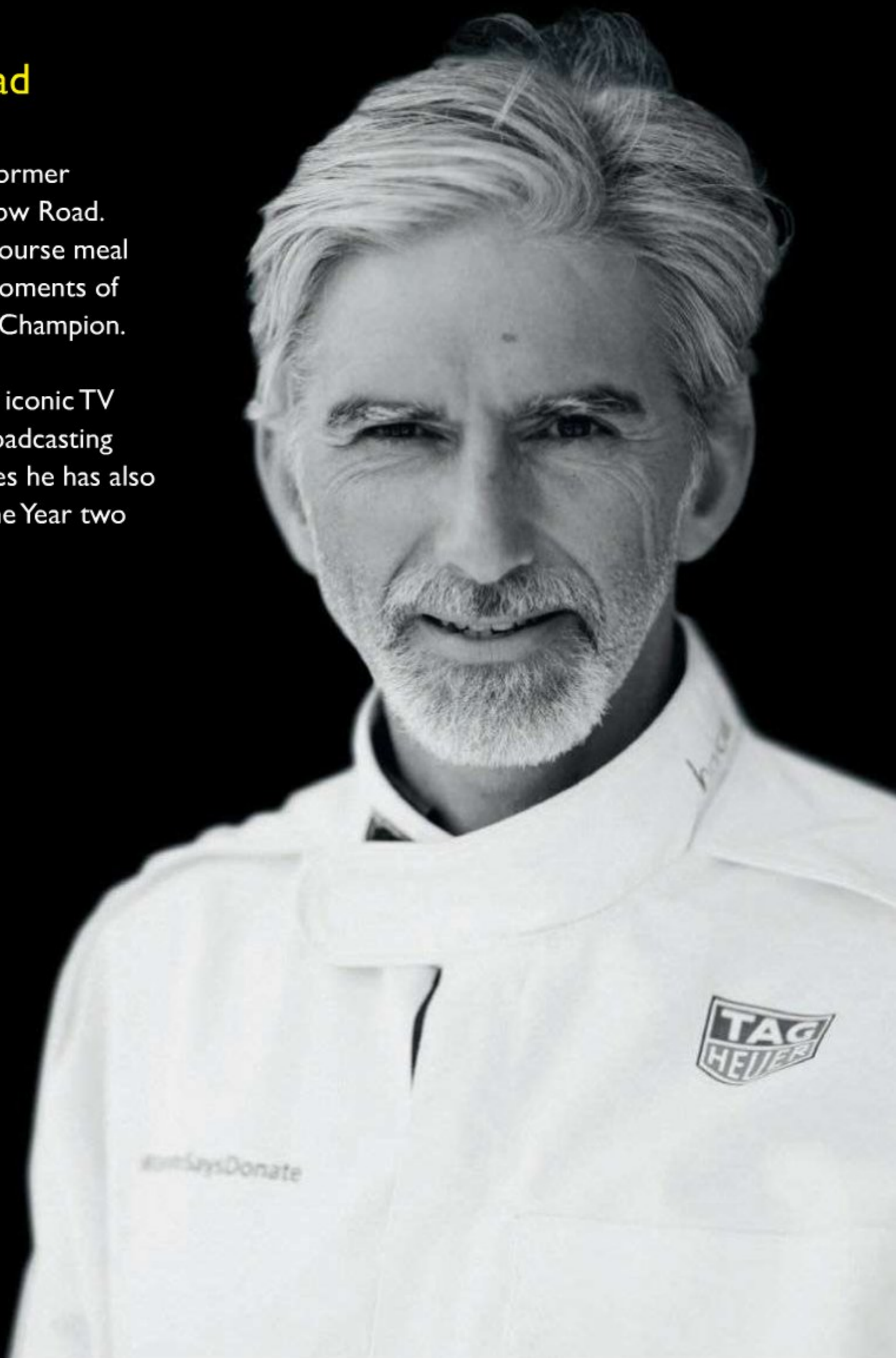
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Lewis took the title lead from Seb for the first time this season in Monza, but the advantage looks set to swing back and forth

There, Hamilton's dominant drive from pole to win made him the most successful qualifier in F1 history, breaking Michael Schumacher's record of 68 poles, and moving him into the lead of the championship for the first time in 2017.

Monza was a sobering weekend for Ferrari. In Spa, the week before, they had been surprisingly competitive on a track expected to favour Mercedes. Vettel pushed Hamilton all the way, provoking Lewis to pronounce that the Ferrari had been the faster car. At Monza, though, Ferrari were never in the game – slow in the wet in qualifying and an average of nearly 0.7s per lap off the pace in a race that Vettel ended more than half a minute behind his rival.

In Spa, Hamilton had said he was re-energised after the summer break. "I am here for blood, here to win and here to stay," he said. In Monza he spoke of the "empowering" feeling of taking the championship lead. "Earlier in the year [Vettel's lead] was 20 points or something like that so I am going to see if he can have that feeling for a while," he said.

Neither he nor Mercedes were making assumptions. Singapore casts a shadow over Mercedes, partly due to their weak performances there and partly because the Ferrari has excelled all year on low-grip, slow tracks. Hamilton said he felt the lessons of Spa and Monza "should collectively put us in a better position for Singapore", then quickly added: "But I still think Ferrari are going to be quick there."

For some weeks, Mercedes have been talking about a Ferrari win at Marina Bay being inevitable. If that happens,

Vettel will be back in the lead again. For the rest of the year, though, the advantage is likely to swing back and forth, with races decided by fine margins. Before Hamilton's victory at Monza, Wolff repeated his view that the fight would go down to the wire. At the moment, it's hard to see how it could do anything else. **1**

FOR SOME WEEKS, MERCEDES HAVE BEEN TALKING ABOUT A FERRARI WIN AT MARINA BAY BEING INEVITABLE. IF THAT HAPPENS, VETTEL WILL BE BACK IN THE LEAD AGAIN

F1 MASTERMIND

Your chosen specialised subject: the world's greatest sport

- Q1 Only two drivers have taken pole in Singapore and failed to win the race. Who are they?
- Q2 How many times did Michael and Ralf Schumacher finish a Formula 1 race in the first two positions? Four, five or seven?
- Q3 Which current driver scaled Africa's highest peak, Mount Kilimanjaro, during F1's summer break?
- Q4 When did McLaren last start a season with two new drivers: 2000, 2004 or 2007?
- Q5 Where and when did Valtteri Bottas claim his ninth and final podium for Williams?
- Q6 Who am I? I drove in F1 for Surtees, Theodore, McLaren, Ligier, Ferrari, Renault and Haas and claimed two wins during my career.
- Q7 True or false: Sergio Pérez has set more fastest laps in Formula 1 than Daniel Ricciardo?
- Q8 Who was the first driver to score more than 100 points in a season and in which year did he do it?
- Q9 Andretti, Hunt, Berger and Senna. Which driver is next in this series of Japanese GP winners?
- Q10 Who was the first British driver to finish on a Formula 1 podium and in which race was it?



1 Felipe Massa (2008) and Lewis Hamilton (2012) 2 Five 3 Jolyon Palmer 4 2007 5 Canada 2016 6 Patrick Tambay 7 False, Pérez has four; Ricciardo eight 8 Nigel Mansell, 1992 9 Alessandro Nannini 10 Reg Parnell, 1950 British GP

LAT IMAGES: CHARLES COATES; STEVEN TEE; ANDY HONE; ANDREW FERRARO.

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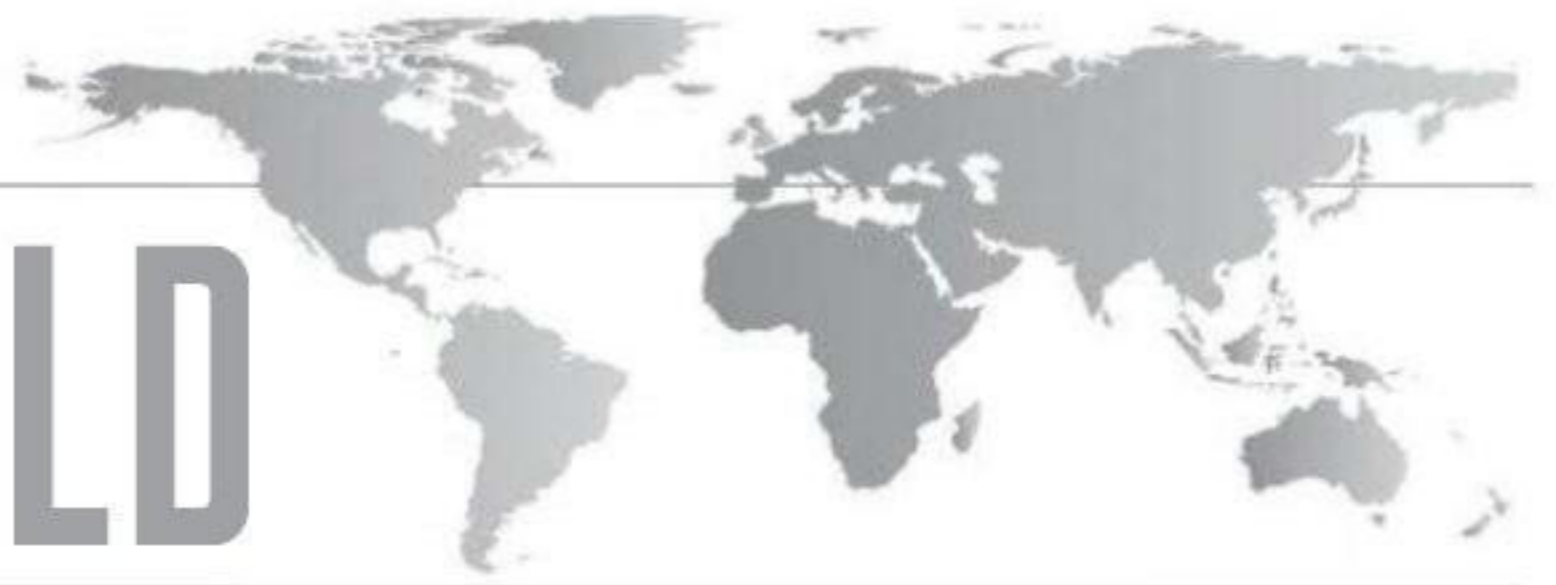
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27-29 October

> Algarve Classic Festival, Portimão, Portugal

A great way to bring the curtain down on a season of retro racing, this festival includes the last outing of the year for the Historic Grand Prix Association's eclectic multi-class format, featuring five decades of top-level single-seaters, from 1920s grand prix machinery to the multi-marque rivalries of the 1950s and the diminutive 1.5-litre screamers of the early 1960s.



26 November

F1 Abu Dhabi Grand Prix, Yas Marina

11-14 January

Autosport International Show, NEC, Birmingham

OCTOBER

1 October

> F1 Malaysian Grand Prix, Sepang International Circuit

8 October

> F1 Japanese Grand Prix, Suzuka



21-22 October

> Estoril Classic Festival, Estoril, Portugal

Last chance of the year to see on-track action featuring the FIA Masters championship for 3-litre F1 cars from 1966-85, plus a great opportunity to see curios such as the Fittipaldi F5A and Arrows A1 running competitively. This will also be the penultimate outing of 2017 for the Historic Grand Prix Association.

22 October

> F1 US Grand Prix, Circuit of The Americas



29 October

> F1 Mexican Grand Prix, Autódromo Hermanos Rodríguez

day-into-night event. See our travel guide on p102.

JANUARY

11-14 January

> Autosport International Show, NEC, Birmingham
The annual motorsport jamboree – also featuring the Performance Car Show – kicks off 2018 in style. Live action in the arena is complemented by special guests from all disciplines. Be sure to stop by the F1 Racing stand to say hello!

NOVEMBER

12 November

> F1 Brazilian Grand Prix, Interlagos

26 November

> F1 Abu Dhabi Grand Prix, Yas Marina
F1 2017 comes to a close – and, if we're lucky, it will go down to the wire again at this fascinating

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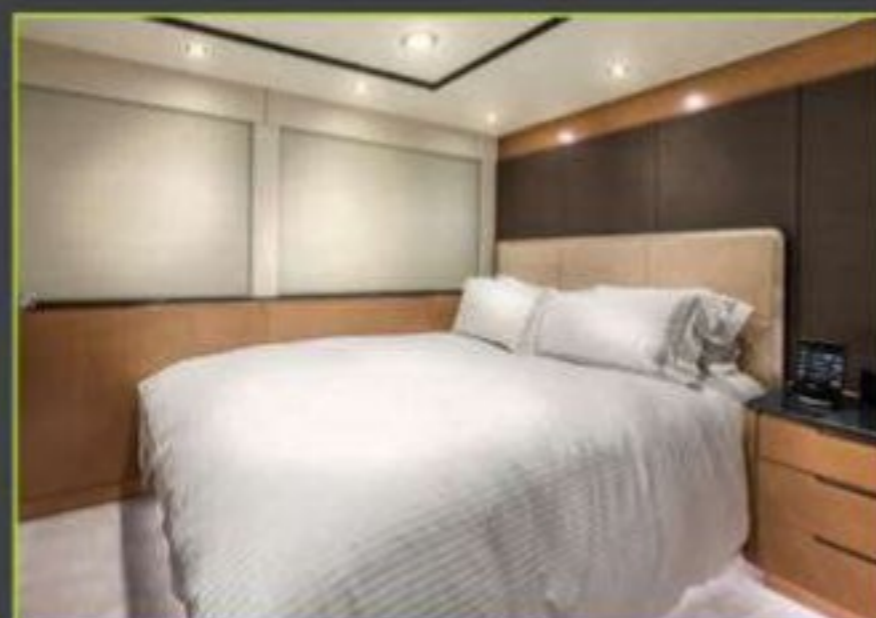
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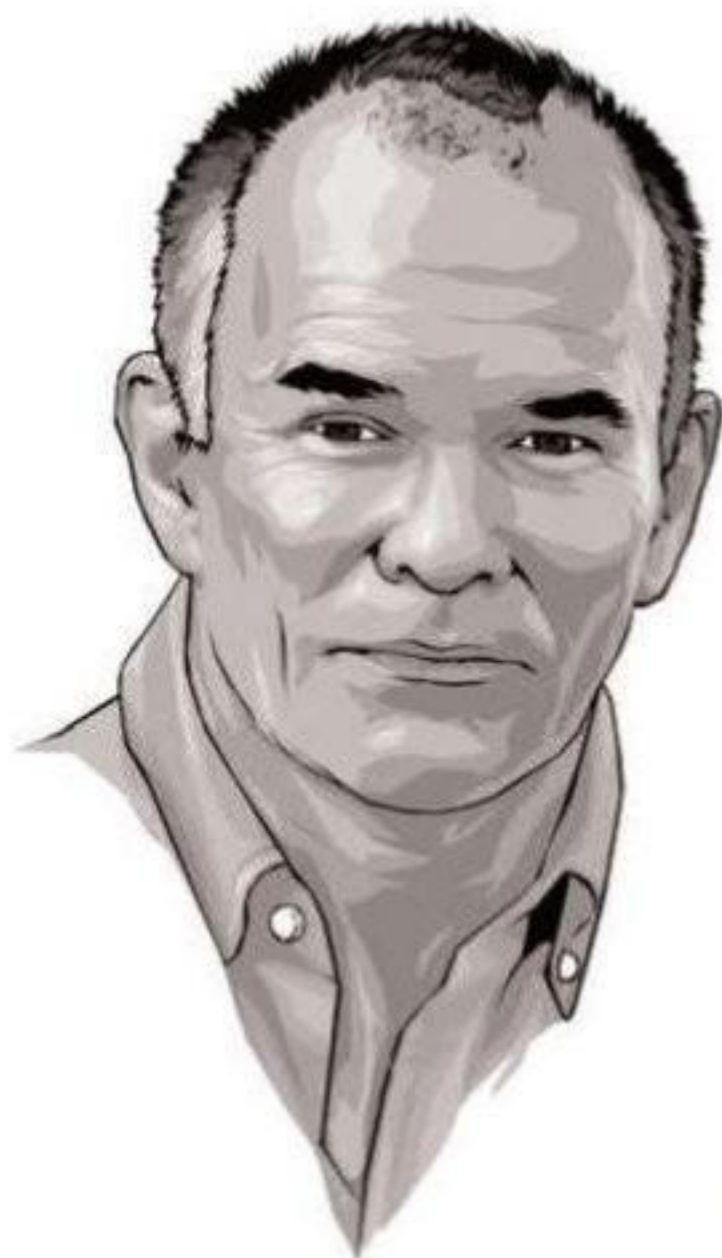


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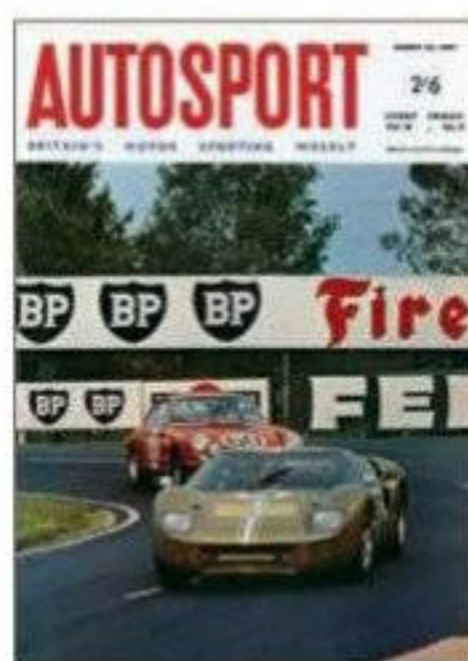
THE RACER'S EDGE

PETER WINDSOR

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SETTLING DOWN TO MY SUMMER READING LIST

What did I do in the August break? I did what I'd always wanted to do as a kid, but never could because *Autosport* wasn't sold in Australian newsagents back then. So I packed my bags, took a couple of *Autosports* from August 1967, as yet unread, and ordered myself a gin sling. Here are some highlights:



Autosport, 25 August 1967

The front cover famously features the Roger McCluskey/Frank Gardner Ford GT40 at Le Mans. I had no idea that the car was painted gold – and I'd forgotten completely

that McCluskey, a quick USAC driver (who, on 20 August 1967, finished third at Milwaukee behind Mario Andretti and Al Unser), also raced at Le Mans in June. So why don't we see Helio Castroneves or Will Power racing in Europe



These days all the drivers take a proper summer break – but that certainly wasn't the case in 1967

from time to time? The mention of Gardner also reminds me of a conversation I had with Sir John Whitmore just before he passed away earlier in 2017. He was talking about his friendship with Steve McQueen, and how it had deteriorated once Steve had sent him the script for *Le Mans*.

Sir John had told Steve that it was completely lacking in direction and could have included some of the *real* things that happened, citing, for example, Frank Gardner sleeping in his Alan Mann GT40 overnight, pre-race, to ensure none of the Shelby guys nicked his chassis set-up. Anyway, Steve never spoke to Sir John again until he rang him 13 years later, shortly before he died.

Also in this issue: an advertisement for the upcoming 28 August bank holiday meeting at Brands Hatch – an F2 extravaganza featuring Jack Brabham, John Surtees, Graham Hill, Jochen Rindt, Jackie Stewart, Pedro Rodríguez, Jean-Pierre Beltoise and Jacky Ickx. No Jim Clark,

of course (he was a UK tax exile in 1967) – and all the F1 drivers would fly to Brands Hatch direct from Mosport, where they had been at the Canadian GP the day before. No one thought twice about it.

Louis T Stanley arranged for an air ambulance to fly Ian Raby back from Zandvoort (sadly Raby would succumb to his injuries in November); Bob Anderson's fatal testing accident at Silverstone the previous week was traced to a front-suspension failure; Jean-Pierre Beltoise set a new record with his works F2 Matra-FVA up the Mont-Dore hillclimb in southern France and Juan Manuel Fangio and Stirling Moss were scheduled to make guest appearances at the weekend's Ollon-Villars hillclimb in Switzerland; there are

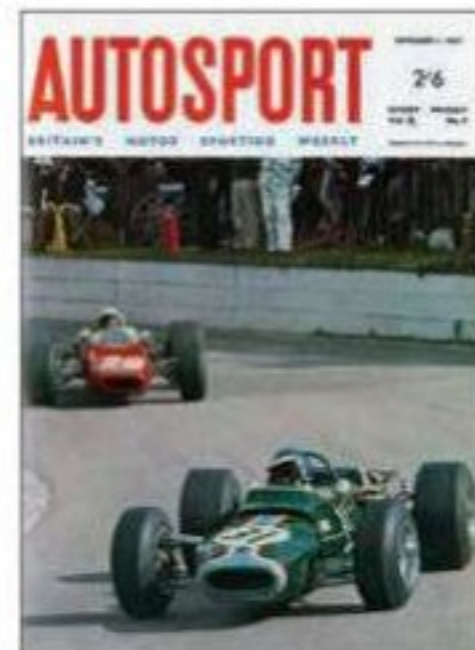
descriptions of two new McLarens – the BRM V12-powered M5A F1 car and the glorious, orange, M6A CanAm car. Jackie Oliver, who raced a Lotus Components 41B in F2 that year, as well as deputising for Jim Clark, also writes the F2 race report from Enna while competing in the same event!

Oliver refers to himself in the third person: "Oliver came out late and only managed to get in five laps before stopping with fuel pressure trouble" – and says this of Pedro Rodríguez's accident: "Beltoise and Rodríguez, fighting for second, contested the same bit of road at 145mph and Rodríguez lost control in a big way, breaking the car in half but managing to maintain second place for some distance on the seat of his pants....Ickx had to slow to avoid the two-part Protos."

Matras dominated the first five positions: Stewart, Beltoise, Ickx, Jo Schlesser and Johnny Servoz-Gavin. Alan Rees finished sixth in his Winkelmann Brabham and Roy Pike (Brabham) won the F3 race from Harry Stiller (after whom Sir Frank Williams' last black Labrador would be named in 2001).

Paul Hawkins continued his golden run, winning at Zeltweg in his GT40 with Richard Attwood finishing second in one of my favourite racing cars: a Porsche Carrera 6. Finally, Tony Goodwin, wrote the report from Schleiz in East Germany, where the F3 race was won by another of my heroes – Chris Williams, from Shere, Surrey. As was the style, Goodwin also refers to himself in the third person, and finishes his report by writing: "There is talk of an East German GP for F2 or even F1..." Sadly not.

“ THEY RACED DURING THE AUGUST BREAK IN 1967, I NOW APPRECIATED – AT CIRCUITS ALL OVER THE WORLD, TO AND FROM AIRPORTS AND ON TO OTHER TRACKS ”



Autosport,
1 September 1967

This cover features a shot of Jacky Ickx (Tyrrell Matra) leading an understeering Bruce McLaren (McLaren M4A) at the Whit Monday Crystal Palace F2 meeting. We learn that Colin Crabbe (who would in 1968-69 support Vic Elford's F1 career) was “lucky

to escape with a burned ankle and cut hand when his GT40 lost a back wheel going into Hawthorns during practice for the Group 4 race at Brands. The car hit the bank head-on at high speed and burst into flames. Crabbe scrambled out as the car came to rest with the entire bottom half of his overalls alight.”

There is also a report on the Brabham one-two at the Canadian GP by Bob MacGregor. Rain defined the race: Jim Clark should have won but stopped late with dead electrics. He got out of the Lotus 49, dried the ignition, then re-joined with a push-start. Dan Gurney drove slowly down the pitlane, hoping for new

goggles, but a mechanic missed the throw and they landed on the V12 engine...

Henri Pescarolo led a Matra one-two in the F3 race at Zandvoort, with Mike Beckwith fifth for Brabham. Simon Taylor covered the F2 Brands Hatch meeting, starting with news of the flight from Canada to England: “Just about the most dramatic thing about the 30-strong entry for the Guards International was that Brabham, Stewart, Hill, Rindt and Chris Irwin made a mad dash across the Atlantic to get to Brands by Monday morning in time for the practice session that had been laid on for them; Hulme and McLaren stayed in America to prepare for the first CanAm round.”



Brabham won the 1967 Canadian GP, then headed straight to Brands Hatch for F2

With that, it was time to put down the mags, fold the umbrella and retire to my hotel room. They *raced* during the August break in 1967, I now appreciated – at circuits all over the world, to and from airports and on to other tracks. And sometimes they never returned.

We enforce the August break today, I think, because most of Europe shuts down, everyone needs some R&R and teams like Ferrari, in any event, find it very difficult to muster-up a workforce. Back then, that was Ferrari's problem.

Today? It's our chance to put our world into perspective. And to remember that we still love this craziness we call Formula 1.

He'd retired from the 1967 Canadian GP, but Jochen Rindt came back with victory in the F2 race at Brands Hatch





THIS F1 LIFE

PAT SYMONDS

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helmet. This is because even with the constraints imposed by the HANS device, the very high loads experienced in a severe accident will lead to extreme head movements. The tubular structure itself is also of the minimum section necessary to withstand the loads imposed by a wheel striking the device at 140mph.

Such limitations should not, however, lead to F1 cars being ugly. There's no doubt that the current halo design has been established with a requirement for it to fit existing car design, rather than to be part of a holistic design, so I'd hope that in the future we can establish a much more integrated safety system. But while the current appearance leaves something to be desired, we must focus

on the positives. F1 has always been an open-wheel, open-cockpit formula. The halo provides the closest solution to enhanced safety while retaining this basic premise.

Rather than questioning the introduction of the halo into F1, we should be asking how it can be incorporated across open-cockpit formulae – the last three deaths that might have been avoided by such a device have all occurred outside of F1. It's catching on though: at the Italian GP the 2018 GP2 car was unveiled – complete with halo.

Fans always want to be able to see the drivers, though, and any form of canopy will reduce this: particularly the view from on-board cameras. You only have to watch the on-board footage from a WEC car to see how poor this can be – and remember that the screen on an LMP car is relatively thin and has nowhere near the additional frontal protection afforded by the halo.

While the wow factor of the cars' appearance is high on the list of those looking at the future of F1 as a business, it's not the only item on the agenda. Since ownership passed to Liberty Media, we've seen the beginnings of an ethos that looks at each grand prix weekend as a collection of happenings while the circus is in town, the culmination of which is the race itself. This can only be good for F1 as a whole, since this new way of thinking, which is based on the premise that provision of entertainment is the key to the growth of the sport, is what is needed to attract a new audience at a time when the choice of how to spend leisure time has never been greater. ▶

F1 MUST LOOK FORWARD: THE PAST IS HISTORY

The halo is now a fact for 2018. Yet rarely – if ever – has a feature that enhances safety caused so much controversy.

It's true that when the HANS device was introduced, some drivers found it uncomfortable – and, surprisingly, Rubens Barrichello was even given dispensation from wearing it for a race. It's also true that when the padded headrests were



introduced in response to Karl Wendlinger's injury at Monaco in 1994, the aesthetics left a lot to be desired. The Ferrari in particular looked as if someone had realised the day before the car was completed that it needed

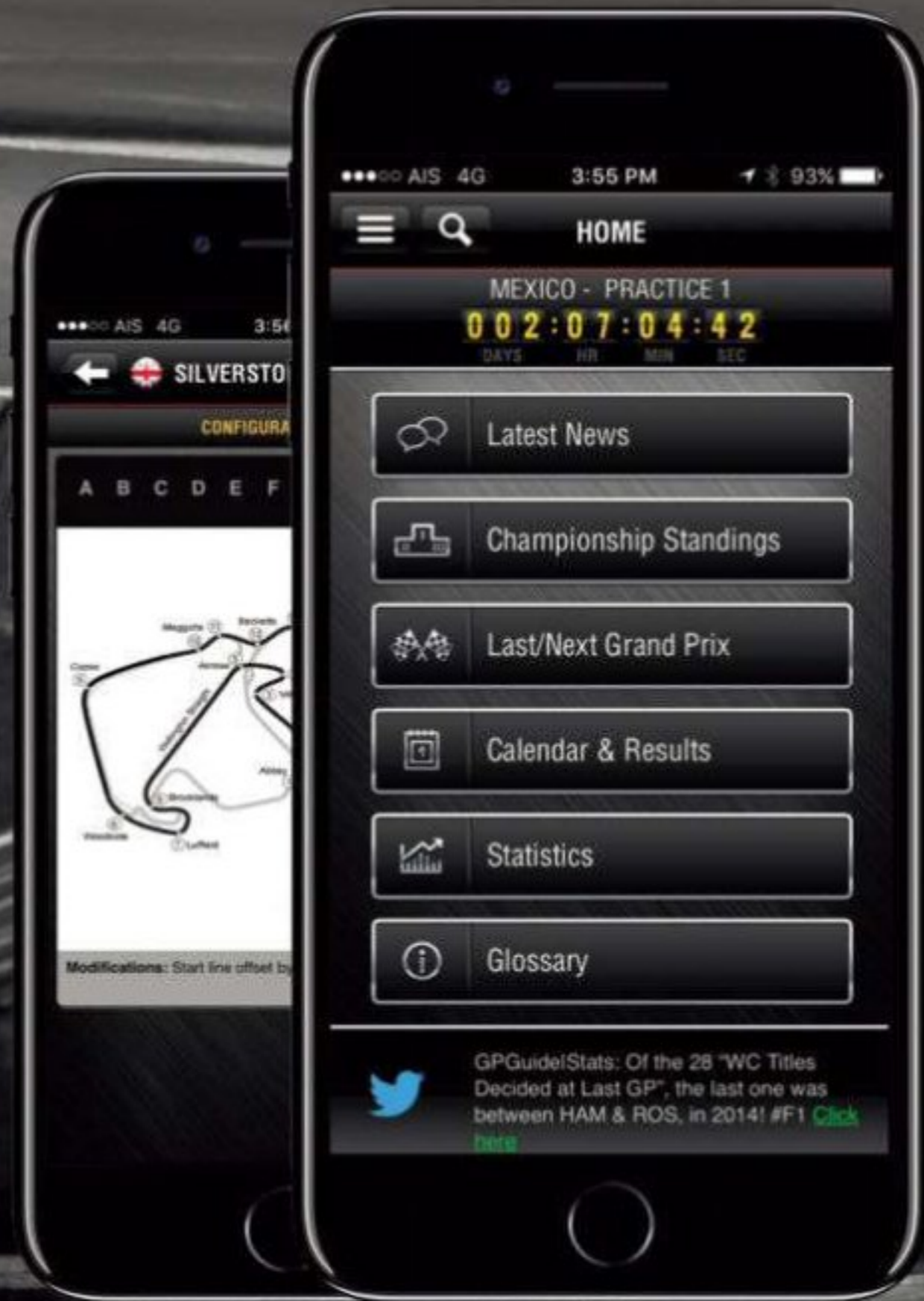
to have a headrest incorporated into the design.

The halo, unfortunately, suffers from the same problems as that early Ferrari. It simply has not yet been incorporated into the total vehicle concept. The structure itself is partially determinate. It's a fact established by the FIA after a spate of rally-car accidents that a certain amount of free space is required around the driver's

Aesthetically speaking the halo is not the perfect solution, but its design can be improved over time and it could save lives



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Fans always want to be able to see the drivers, and there's no denying that the halo will reduce their view



LAT IMAGES: MARK SUTTON; ZAK MAJGER

“ WE NEED TO USE SIMULATION TO EXERCISE NEW REGULATIONS BEFORE LETTING THEM LOOSE ON THE TRACK ”

Perhaps the greatest difficulty in trying to improve the entertainment value of the sport is ascertaining just what constitutes this elusive goal. Just as opinions on the aesthetics of the cars will be diverse, so too will be opinions as to what makes good racing. Far too often the past is viewed through rose-tinted spectacles, and yet more often changes are suggested that fail to

Tweaks to the format of grands prix could be trialled through virtually simulated races



examine the unintended consequences of such a change. We cannot reinvent the past even if, (and I personally dispute this) it is believed to be better. F1 has moved on immeasurably in terms of sheer professionalism, and, like much of modern life, it would be folly to simply wish to revert to times when things were more simple.


Never before has the sport had to compete for viewers the way it does now. There are now more dedicated sports channels broadcasting 24 hours a day than there are grands prix in a season, and technology is giving the viewer insights into aspects of other sports that could only be dreamed of a few years ago.

It's necessary now to employ evidence-based decision making, the sort beloved of engineers and scientists, to correlate the actions in a race with the perception of enjoyment that's derived from it. For example, if the chase to the line in the Azerbaijan Grand Prix had occurred mid-race,

would it have thrilled the spectators as much as it did by occurring on the last lap? Will a hard-fought battle for tenth place ever attract as much armchair punditry as a fight for the lead between two drivers or teams who are neck-and-neck in the championship? We need to use modern data-mining methods to tie these actions to

viewer ratings, and then we need to use simulation to exercise new regulations before letting them loose on the track.

It's here that the virtual racing community may offer a unique service. Many of the protagonists of simulated racing are remarkably professional, and the simulation physics that I've seen are of a very high standard. With the correlation of events in just 20 races a season a difficult thing to do, perhaps we should shift to a simulated environment and use the many virtual racers out there to give us statistically significant samples as to what may happen if, for the sake of argument, we reversed the grids or brought a new qualifying procedure into play.

We dismiss the virtual world at our peril. Everything from air-traffic control algorithms to sophisticated battles in war scenarios are tested in a virtual environment. Maybe it's time to explore the boundaries of our sport in a similar way. 

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POWER PLAY

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Next year's calendar has much the same feel to it. Any deviations, such as the demise of Malaysia and the returns of Germany and France, are Ecclestone legacies. Crucially, two of F1's greatest ills, its inequitable revenue and dysfunctional governance structures, remain on the 'to do' list. True, disenfranchised teams are now permitted to attend Strategy Group meetings, but as observers only.

Weekend formats remain, few enhancements have been made to broadcast productions, and ticket prices are still sky-high. Improvements to the sporting spectacle – an area in which there has been welcome change – are down to contentious regulations forced through by the FIA, not through Liberty's involvement.


Much has been said of 'Superbowl' takeovers of city centres; again, not much has been seen of such aspirations – not in Barcelona, Montréal or Budapest, all metro areas close to the action. Much was made of the recent Trafalgar Square parade: F1 hosted a similar road show in Regent Street back in 2004, under Bernie.

Soothsayers point out that just eight cars strutted their stuff 13-odd years ago, whereas all ten teams were present at F1 Live London in July. However, the principle remains the same, with only details varying.

The stock responses to requests for details of future plans go along the lines of: "We're working on a plan, we would rather be judged on our achievements than promises..." or "Such matters are better discussed behind closed doors..." None of which fills a fan base with enthusiasm.

Clearly Carey and co are tempering tradition and innovation, weighing up the effects of stagnation versus the risks of wholesale change. The almost imperceptible pace of change suggests they are measuring their decisions carefully, seeking a path that will let them fulfil their mandate of growing F1 (and, by extension, its revenues) without alienating F1's extant – and passionate – global fan base. A delicate balance, indeed.

Is it unrealistic to expect Liberty to impose swingeing changes on the world's most complex sport within a year of taking control? Absolutely. Would it be realistic to expect more than a sprucing up of the front door, a change of locks and repapering of interior walls in that time? I think so.

New heads of state are traditionally granted a 100-day period of grace after assuming office before the opposition, electorate and media pass judgement on their competence. Liberty have now been in F1's hot seat for thrice that, and, while the omens remain good, decisive execution seems strangely lacking. 

IT'S TIME FOR LIBERTY TO GET TO WORK

The Italian Grand Prix always has an elegiac quality, and not just because of the all-pervading sense of history woven into Monza's fabric: it's here that the curtain comes down on the European season, the team's motorhomes are packed up for their winter hibernation, and we brace ourselves for the oncoming rush of flyaway races that transport us to the season's denouement seemingly in the blink of an eye. Monza is the beginning of the end, if you like.

It was in the wake of last year's Italian Grand Prix that news broke of Liberty Media's formal offer to buy F1's commercial rights. Twelve months on, what has actually changed in F1? What have we lost? What have we gained?

Ostensibly, much has changed, particularly in terms of the cast: in Monza 2016, F1 tsar Bernie Ecclestone announced he'd been offered a three-year deal to stay at the helm. Within four months the man who built F1 into the global enterprise it is today learned that he was to take the non-job of 'chairman emeritus'. He was last seen wandering the Spielberg paddock, no entourage in sight.



Brawn, Carey and Bratches are the new faces of new-look F1. But what has actually changed?

Ecclestone was replaced by no fewer than three heads: Chase Carey as chairman/CEO, Sean Bratches as head of commercial activities, and Ross Brawn as head of sporting operations. Each created departments manned by specialists, some promoted internally, others newcomers to F1, complemented by ex-team folk (or FIA staff) recruited as their contracts lapsed.

F1's once-omnipotent paddock policeman Pasquale Lattuneddu was briefly spotted at Silverstone in civvies. The same can be said of most former members of Bernie's inner circle: seen here or there, but no longer in positions of authority, even if still with Formula One Management, F1's primary operating company.

Apart from some reshuffles and a doubling of the payroll, a slot-car set in the paddock, some zipwire rides and increased two-seater activities, what has *really* changed in F1 since the arrival of Liberty? Fundamentally the answer is: nothing.

34 COVER
STORY

THE CLASH

OF
THE





TITANS

It's a fight for the ages: triple champion Lewis Hamilton vs four-time champ Sebastian Vettel. Each has a competitive car; each is at the peak of his ability. But who will prevail? We ask a sports psychologist, a tech expert, team bosses and two hard-boiled team-mates to adjudicate

IN THE SILVER CORNER

Lewis Hamilton
Mercedes

Age: 32

Nationality: British

World titles: 3



LAT IMAGES; ANDREW HONE; CHARLES COATES

his championship battle has been ten years in the making. Remarkably, since they first burst onto the F1 scene, Lewis Hamilton and Sebastian Vettel have never properly fought head-to-head for a world title – until now.

Between them they have claimed seven convincingly earned drivers' championships, yet Hamilton and Vettel have seldom shared a racetrack while on peak form in closely matched machinery. When Hamilton won his first championship, in 2008, Vettel was busy confirming his future-star status with some storming drives for Toro Rosso, culminating in that unforgettable victory at Monza – a first for both team and driver. Vettel was promoted to the senior Red Bull team a year later, just as the Milton Keynes massive were about to hit their stride with a series of Adrian Newey-authored cars that enabled Vettel to be largely dominant over four seasons from 2010 to 2013.

Until the end of 2012, Hamilton remained at the wheel of a McLaren, which, for the most part, lacked the final edge of competitiveness needed for him to string together a title bid. He came close in 2010, only to fall out of mathematical contention at the final grand prix in Abu Dhabi. Then, in 2011, he seemed unfocused and off the

boil, and it was his McLaren team-mate, Jenson Button, who finished second to Vettel. Hamilton came back fighting and switched to Mercedes for 2013, just as they were about to emerge as the pre-eminent team of the hybrid era. He added two drivers' titles (2014 and '15) while Vettel was a frustrated bystander – first in a less competitive Red Bull, then, from 2015, a Ferrari.

Under this season's new regulations, however, Ferrari have closed the gap to Mercedes, their SF70H capable of being a pace-setter – in Vettel's hands at least. And both Seb and Lewis have been at the top of their respective games and generally neck-and-neck, prompting flashpoints such as 'biff-gate' at Baku, more of which anon.

It has made for a fascinating contest, but just as Hamilton's fights for the title with former team-mate Nico Rosberg began amicably enough, only to descend into rancour, so 2017 kicked off with our combatants seemingly on good terms. Vettel won at the season opener in Australia, then Hamilton struck back in China. At the Spanish GP they went wheel to wheel for the lead, making contact, but afterwards maintained their mutual respect. Hamilton was victorious that day, but Vettel won in Monaco, and then Lewis fought back with a win in Canada.

Then came Baku.

Here, previously hidden tensions revealed themselves, as Vettel, feeling that he had been brake-tested, side-swiped Hamilton. Vettel's composure has cracked before, usually in the form of tirades over the team radio, but rarely has he exercised that frustration physically. The events of the race also tested Hamilton's composure, for while Vettel was penalised and ultimately finished fourth, Hamilton had to stop for a loose headrest to be re-fixed, consigning him to fifth. How much will temperament play a part as we race towards the season's end?

At the next round in Austria, Hamilton discovered he would take a five-place grid drop for a new gearbox. Mercedes admitted that in their quest to keep up the development race with Ferrari, they had been more aggressive with their engineering solutions – and, as a result, had suffered with reliability. Could this year's title race yet be decided by mechanical failings?

Other factors will doubtless come into play. How, for example, will both teams manage their drivers as the championship nears its conclusion? What role will their team-mates play? On the evidence of Monaco and Hungary, Ferrari are clearly putting their weight behind

MIND GAMES

Clyde Brolin, author of *In the Zone: How Champions Think and Win Big*, gives his view on the psychological battle between the two rivals

Vettel; Mercedes, though, have committed to equal treatment. When Bottas let Hamilton past in Hungary for a tilt at the Ferraris, Lewis honourably returned that position at the final corner, even though it cost him three points.

What effect could that have on the outcome? How will each driver react to team strategy? How do you manage Vettel or Hamilton in a showdown? Will one beat the other? What weaknesses can they exploit? We asked team bosses Christian Horner and Paddy Lowe, who oversaw all of both protagonists' titles; Vettel and Hamilton's team-mates, Daniel Ricciardo and Nico Rosberg; and sports psychology author Clyde Brolin, who looks at their mental make-up. We also asked F1 tech guru Pat Symonds to analyse the machinery at the pair's disposal.

We've waited a long time for this 20-round fight between Hamilton and Vettel. After ten rounds, only one point separated them. Now there are seven to go. Who will prevail?

With seven titles between them, Lewis Hamilton and Seb Vettel are the undisputed big-hitters of modern F1. Yes, most of the glory arrived during dominant periods for their teams. But, at their imperious best, each has become well acquainted with sport's ultimate sensation of peak performance 'in the zone' – flying around the world's tracks with effortless grace.

Once anyone samples this sporting nirvana, they invariably crave the return of the fast track. The only problem is that this 'zone' isn't available on tap. Now, as Lewis and Seb finally go head-to-head in similar machinery, every weekend it's clear whose head really is ahead. When they take it in turns to go missing, out come the monosyllabic answers. No wonder the friendly facade is beginning to fray.

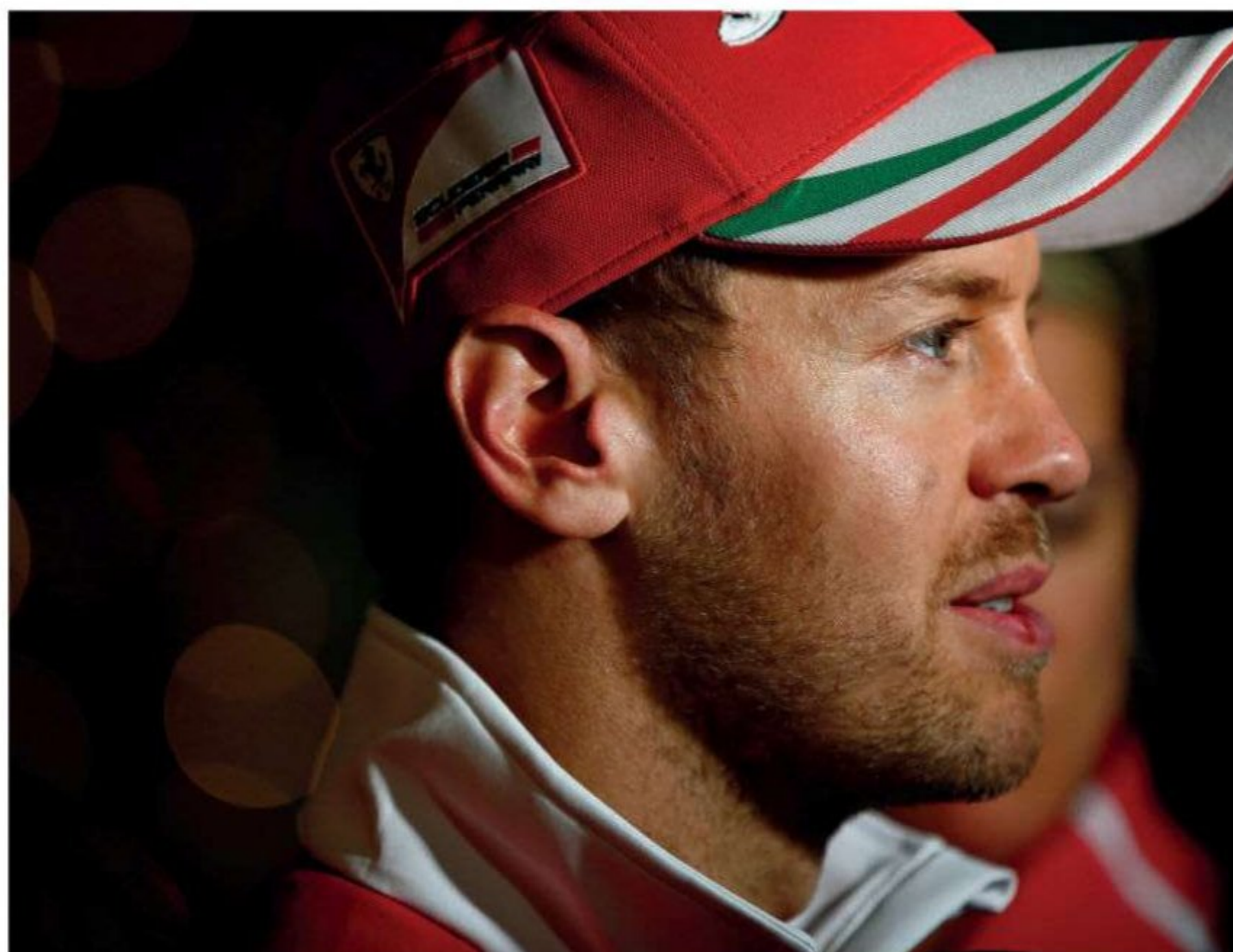
First came Vettel's Baku road rage, then Hamilton's apparent own goal: missing F1 Live London to 'mentally prepare' for Silverstone. It worked, but only because the ensuing critical

scrutiny piled on the sort of pressure that motivates him and allows him to thrive.

We can expect the mind games to intensify, so is either racer a *bona fide* head master? Not according to mind coach Don MacPherson, who has worked with champions in every sporting arena – from pro tennis to F1.

"I like both Hamilton and Vettel for the way they're driven to be winners," he says. "But the moment there's real pressure, the clear thinking goes out of the window. We hear Lewis on the radio getting breathless: "What's going on? Come on, talk to me..." then "Shut up, don't talk to me!" That's a sign anxiety is taking over and it can lead to poor decisions.

"Vettel does that, too, and he's vulnerable to red mist when he doesn't get his way, as in Baku. I'd give him the slight edge for his steely resolve, but neither would make my all-time top ten for mental strength. They don't come near Jackie Stewart and Michael Schumacher – or Fangio, ▶



IN THE RED CORNER

Sebastian Vettel
Ferrari

Age: 30

Nationality: German

World titles: 4

MAN AND MACHINE

Former Renault and Williams technical chief

Pat Symonds weighs the strengths of the Ferrari SF70H against those of the Mercedes F1 W08

Moss and Brabham. Even today, Alonso is number one – and I'd put Bottas ahead, too.”

Stewart once famously cast his own doubts over Hamilton's mind management, yet Hamilton insists he won't use specialist coaching. When I recently asked Lewis how far he'd grown mentally, he insisted the difference since his F1 debut was 'night and day'; his Hungarian GP 'deal' with Bottas was notably mature. But Nico Rosberg's 2016 success – founded on mental training – suggests Lewis might just be missing a trick that could help take him head and shoulders above the rest.



Mutual respect was abundant in the early races of 2017. But then came Baku...

For the first time in quite a few years we're seeing the battle for the drivers' title contested between two different chassis. The advantage has ebbed and flowed, and the correlation between circuit and car characteristics to results achieved has not been particularly clear.

Toto Wolf has described the Mercedes W08 as “a bit of a diva” – an appropriate simile for a car that was so dominant in qualifying in Azerbaijan and Britain, yet distinctly second rate in Monaco, Russia and Hungary.

While it's generally accepted that the Mercedes power unit's qualifying modes are superior to those of Ferrari, it is only qualifying that gives an unobscured picture of performance. So, to compare the strengths and weakness of the two cars, I've examined the correlation between the best qualifying times of the two chassis at each race (irrespective of driver) and the primary factors of engine power, downforce,

mechanical grip, tyre energy and aerodynamic efficiency ranked for each circuit. The results are interesting because they show that the Mercedes gains more superiority from a good lift-to-drag ratio than it does from outright power, even if power is a close second.

On circuits requiring ultimate downforce, such as Hungary and Spain, Ferrari show a small advantage, but their greatest strength appears on those circuits where mechanical grip is at a premium and tyre energies are high. Unfortunately none of the correlation coefficients in my analysis are particularly high, and, since it's a multi-variable analysis, combinations of factors can disguise the extremes.

Above all, while it's possible to push the 2017 Pirelli tyres harder than was the case last year, they are still by no means easy to use, and prevent simulation appears to get Ferrari closer to the mark than it does Mercedes.



WHEN TITANS CLASHED

Mika Häkkinen vs Michael Schumacher

Between 1998 and 2000, this pair shared 34 of 49 GP victories – 17 apiece for McLaren and Ferrari. It's always said that Schumacher feared Häkkinen more than any rival, and on pure one-lap pace the Finn probably had the edge. Twenty-five poles to Schumacher's 15 over that same period suggests as much (although Schumacher missed six races in '99 with a broken leg). Mika took back-to-back titles in '98 and '99, before Schumacher ended Ferrari's 21-year drivers' title drought in 2000.



CAN SEB WIN?

Red Bull team boss **Christian Horner** reveals that Vettel's attention to detail and work ethic could give him the edge if the title goes down to the wire



Mercedes have sometimes used information gathered on Friday as a path to a successful Saturday, while at other times they've struggled for single-lap performance in the afternoon.

Rule clarifications have undoubtedly affected both teams; oil-burning restrictions have hit both, while the ruling on front-suspension systems at the beginning of the year perhaps hurt Mercedes more. But the battle is close and Mercedes are having to push harder than ever, as evinced by their aggressive gearshift strategy in pursuit of performance, which has led to grid penalties for gearbox changes.

Indeed, reliability may yet play an important part in the championship outcome, for although Ferrari themselves are feeling confident, the fact that they fitted their fourth and final turbocharger as early as Spain does not bode well. The dichotomy between performance and reliability becomes ever more difficult to manage as the performance advantage is eroded.

Sebastian wears his heart on his sleeve and he is involved in a very intense battle. He sees an opportunity to be a champion again this year, and he knows he's going to need to have everything going his way against Mercedes to achieve that. He has zero filter between what he thinks and what he says – or even what he does, sometimes, and that's the great side of him. But it can get him in hot water as well.

He always was very expressive at Red Bull when things weren't going his way, but things went his way more often than not. He won 39 grands prix here and four consecutive championships and he was at an early stage of his career, developing as a driver and from a boy into a young man. He's been in the business ten years and obviously people evolve and change.

Ferrari are an emotional team, and the Latin atmosphere fuels Seb's own emotion. That's not to say it's a bad thing, but it shows he's human and how hungry he is to achieve his goal. He is a

very focused individual and he handled pressure at Red Bull extremely well. It was almost as if the more pressure there was, the better he would respond to it – particularly towards the business end of a championship. He was remarkably strong in his head and in his approach.

Generally, when you got to the flyaway races, you knew that if you were within a sniff of the championship he'd deliver. His approach, his application, his attention to detail and his work ethic were what enabled him to win those four world titles. Two of them – 2010 and 2012 – went down to the wire. In 2012, remember, he'd won only one race in Europe, but then he won four on the bounce from Singapore onwards. ▶



WHEN TITANS CLASHED

Alain Prost vs Ayrton Senna

The most intense duel in F1 history peaked over three unforgettable seasons between 1988 and '90. For the first two, they were McLaren team-mates, cleaning up in 25 of the 32 grands prix, Senna winning 14 times to Prost's 11. With a title apiece, Prost quit for Ferrari, but the tension hit new heights – especially when Senna ruthlessly drove his rival off the road at the Suzuka season climax in 1990. They were enemies, but a deep mutual respect was the foundation of their ferocious war.



LAT IMAGES: STEVE ETHRINGTON

WHEN TITANS CLASHED

Jackie Stewart vs Emerson Fittipaldi

Five titles in six years marks the dominance of these two hirsute warriors of the early 1970s. Stewart was already a champion when young Fittipaldi burst onto the F1 scene with Lotus in 1970. Two years later, armed with the JPS 72D, Emmo became F1's then-youngest champ, aged 25. The climax of their rivalry followed as Stewart turned the title tables in what was to be his final season. Fifteen wins over 27 races in 1972-73 was their eventual tally, Stewart claiming nine victories to Fittipaldi's eight.



CAN LEWIS WIN?

Paddy Lowe helped guide Lewis to a first title at McLaren and two more at Mercedes. He reckons that when the pressure's really on, Lewis delivers



Lewis is a special driver and everyone sees that. History will place him among the best drivers of all time – and he's not finished yet. What's outstanding about him is his racecraft. He is incredibly good at racing. He has such a natural feel for car placement, so normally comes out best in any competition within the race.

He also has a good feel for the limit, and while he's a tough racer he doesn't go over the line. His sportsmanship is never in question and that's special. I used to say to both Nico and Lewis, during recent periods of dominance at Mercedes, that sportsmanship is the most important thing because people will remember you for how you did it, not for what you did.

Sebastian seems to have a good understanding of sportsmanship as well, but in a straight head-to-head I think Lewis is the better racer. So if that's the competition, I think Lewis will win.

In Lewis's first year at McLaren, 2007, he kept overtaking people and I remember a bit of

a mood against him for that. I understood, because racing drivers think that if somebody overtakes you then they are by definition insane, and if they hold you up they're an idiot. Lewis was pulling off fantastic passes on great drivers and it pissed them off; it was such a blow for them – so there was a bit of that in his first year.

Towards the end of a title battle Lewis comes alive. It's a strength because he may relax a bit too much when he's not under pressure or *thinks* he's not under pressure. But when the pressure comes and he needs get the job done, that's when he does it. He becomes massively more focused. Not tense: he just goes out there and delivers.

So many times when he's in a bad place he just comes back and wins three races on the bounce. We saw it last year when he realised one or two races too late that he really needed to pull it out. But he was completely dominant at the end of the season after Singapore. And that's scary sign of what you're trying to compete against.



WILL SEB LOSE?

Daniel Ricciardo was Vettel's Red Bull team-mate, beating him by 71 points over 2014. He explains why Vettel's main strength is also a weakness

When Sebastian has confidence in the car and the package, he normally takes it where it needs to go. When I arrived at Red Bull for 2014 there wasn't anything in his driving technique that I felt I had to adopt. There were a few things I hadn't seen before, though. He would overlap a little on the braking and the throttle to balance the car, and that was interesting because it hadn't been a technique used at Toro Rosso. I think it had been quite powerful for Red Bull during the blown-exhaust era, and he'd carried it over. That was interesting.

The big strength for Seb, which can also be his weakness, was out of the car. He has a huge amount of passion for racing. He invests a hell of a lot of time in what he does, sometimes too much. He dedicates a lot of his life to this sport and he's passionate about getting it to work how he wants it to work.

He's pretty intense about these things. When we were team-mates, he would take his engineers

aside and have lots of private meetings with them on top of the standard briefings – trying to figure everything out in fine detail. That sort of thing can be a strength, but I also think you can overanalyse. I think he left them scratching their heads a lot of the time. I know I thought it was really nice when I knew he'd put in a truly massive amount of effort but I'd still beaten him – that would really piss him off!

It obviously works well for him, though, and he took it much further than just his small group of dedicated engineers. Seb would organise team dinners and stuff like that. He was very much into the camaraderie, and pretty conscious of having everyone together and supporting him. Not at all in a selfish way, rather in a smart way and respectful to everyone in the team. Hell, he used to send Christmas presents. In fact, he still sends me a Christmas card now. Some of this stuff makes me think I don't do enough – but also I think he probably does a bit too much.

WILL LEWIS LOSE?

In 2016 the title went to the wire. **Nico Rosberg** beat his team-mate then called it a day. Here he explains how he built up a mental edge over Lewis

When I lost the 2015 title to Lewis at the US GP in Austin, it was tough. I'd put my whole life into winning on the racetrack and trying to be the best in the world – so when you suffer a loss like that, it's hard to take. But it's thanks to that loss that I'm now champion, because I fought through the dark moments and came out with motivation I didn't even know I had.

Of course Lewis is one of the best drivers out there: his level is extremely high, he's great at racing wheel-to-wheel and he's very smart. So to compete with him I knew I had to give it everything, starting with reorganising my private life to ensure it took away the least possible energy and let me focus 100 per cent on the job.

I've always explored the mental side of sport – because we train our bodies flat-out, yet we don't do much for our minds. I thought it must still be possible to find that bit extra on the mental side, so I really ramped it up last year and found a way of working intensely with a mental trainer. ▶

My main focus was on meditation, which is a word that is often misinterpreted. In my case it was about concentration practice and learning to control your mind. You can't switch off negative emotions but you can change the way you react to them. If you're aware, you can slow them down and move your mind towards more positive thoughts. I worked on this for 20 minutes every morning and evening and it was beneficial – both for my racing and my life as a whole throughout the year.

Even so, the most intense feeling I ever had in a race was during those last four laps in Abu Dhabi, because my childhood dream was on the line and I didn't know whether it would work out until the very last corner. The intensity and adrenaline were unbelievable, and in my mind I lost the championship twice in those four laps.

LAT IMAGES, ANDREW HONE; CHARLES COATES; STEVE ETHERINGTON.





That may sound far from calm... but maybe it would have been even more extreme if I hadn't done all the work on my mind. It might just have stopped me making a tiny mistake that would have been the difference between winning and losing the world championship – who knows?

CONCLUSION

After a thrilling 'first half' to the 2017 season, hopes are high that F1 fans will be treated to more of the same throughout its remainder. As always, the teams' development race is likely to be the most dominant factor in determining the outcome of both titles.

Both drivers have proven their mettle in close championship showdowns (they don't get much squeakier than those in 2008 or 2010) and both teams are of unquestionable pedigree. And each has shown commendable bouncebackability, just as his rival seemed to have established an edge.

It might seem like a cop-out, but, at the time of writing, the outcome of the 2017 drivers' world championship is too close to call. Will Kimi Räikkönen acting as Vettel's tail gunner – à la Hungary – be enough give Seb the edge? Or will Mercedes' technical superiority – proved over the past three seasons – be decisive?

With bated breath, we watch and wait. 🏁



1 Standing next to the airline for the wheelgun is Aidan Carvell, rear jack man for Stoffel Vandoorne's McLaren. He wheels his jack under the rear of the MCL32 to lift it up so the tyres can be changed.

2 An FIA scrutineer is allocated to each team garage with the primary purpose of checking tyre temperatures and scanning the barcodes on the Pirelli rubber to monitor the allocation of tyres.

3 This structure is taken by McLaren to every GP. It provides lighting and power for the tyre-warming blankets and contains fans, compressed airlines, radio communication technology and garage cameras.

4 Vandoorne uses this touch-screen TV to switch between world feed, timing screen and circuit GPS. In the pitlane is number one mechanic, Fabien Warner, who will tell him when it's safe to exit the garage.

5 Based at the centre console, Vandoorne's race engineer Tom Stallard is monitoring the telemetry coming from the car, while staying in communication with his fellow engineers and the pitwall.

THE VIEW FROM WITHIN

McLaren's garage is a hive of activity at a race weekend. But who does what?

WORDS JAMES ROBERTS

PICTURE LAT IMAGES: STEVEN TEE



6 All the activity at the front of the garage is being carefully monitored by Yusuke Hasegawa, the head of Honda's Formula 1 engine project.

7 Fernando Alonso's race engineer Mark Temple mirrors Stallard's role, and keeps a dialogue with the team's strategists and mission control back at the McLaren Technology Centre in Woking.

8 Kneeling at Alonso's front-left wheel is his chassis mechanic, Lee Hart. Hart is responsible for belting Alonso in and disconnecting his car from the overhead module before it leaves the garage.

9 Alonso's personal trainer Fabrizio Borra is on standby to hand over water, a cooling fan or helmet and gloves as required.


10 This green cover is placed over the rear wing to serve a dual purpose. It protects the rear jack man from the heat, as well as limiting the fumes coming out of the exhaust.



FINNS CAN ONLY GET BETTER

As calm out of the cockpit as he is within it, this man is a true product of his Finnish hometown – as Anthony Peacock learned on a visit to Nastola for the Valtteri Bottas Duathlon

WORDS ANTHONY PEACOCK

PICTURES  LAT IMAGES: GLENN DUNBAR



Above: competitors (including the man himself – vest number 77) tackle the running stage at the inaugural Valtteri Bottas Duathlon

There's a long main road stretching far into the distance, so similar to many others in Finland – dead straight, with just the occasional logging truck to overtake – lined by the ubiquitous pine trees, brooding lakes and little red log cabins: a Sibelius symphony framed within an archetypal landscape. The sun is setting and there's not a soul to be seen: during the Finnish summer, 8pm is

appointed sauna time. Everything stops in a haze of steam and quiet contemplation.

But turn off the main road and approach the seemingly deserted town of Nastola (population, 14,000) and a few incongruous aspects will grab your attention. First, a goth-like man with a ponytail driving a beaten-up Lada that's at least ten years older than he is. With the amount of smoke it's producing, he doesn't need to go home for a sauna. Finland is of course renowned as the spiritual home of heavy metal, counting Impaled Nazarene, Apocalyptica and Children of Bodom among its most famous exports. And this maestro of the moshpit proves that we've now penetrated the true hinterland of Finland: the very essence of this fabled country of lakes, vodka, pine and *sisu*. The places that most casual visitors don't see.

That's surprising enough, but the next sight that rolls into view is the Pujalahti Olympic Training Centre: a rambling complex of buildings, running tracks and stadiums in the middle of... well, nowhere. It's also the headquarters of the first-ever Valtteri

Bottas Duathlon, because Nastola is Valtteri's hometown: the place that defined the childhood and then adulthood of the Mercedes star.

You don't have to spend much time here to understand why. In the same way that some people resemble their dogs, Valtteri is a true product of Nastola. It's a pragmatic, friendly and unpretentious place, in the shadow of Lahti, the bigger city next door, of which, since last year, it's now officially part. Yet there's still an intriguing individual quirkiness to the town, exemplified by the Lada-driving metal fan, as well as the remarkably high number of kebab shops, not to mention the town's hosting of the European Goalball Championships: a competition for blind athletes, which involves a ball with bells attached to it.

Nastola exudes calm and tranquillity, in part thanks to its lake, whose lapping waters and stunning sunsets define the gentle rhythm of life here. Valtteri still keeps a summer house by the lake near his hometown, like so many other Finns. In fact, he still keeps much of his whole life there – one of the reasons why it's hard to find a more grounded Formula 1 driver.

"When I miss Finland, this is the place I miss the most," he points out, indicating a seemingly endless expanse of lake and forest. "All my friends were here and most of them still are. And my family still lives round here too."

With no family background in motorsport and a modest upbringing, it's "a bit crazy" that he could feasibly end the year as Formula 1 world champion, a scenario that would have been unthinkable even a year ago. But Valtteri has adapted himself to the situation with the implacable calm that comes with his nationality.

If you thought that the first part of his season was impressive – a podium in his first race with Mercedes, pole position in his third, a win in his fourth – the second part of the season will only get better, according to the man himself. It's logical enough, if you look at the tightening angle of his learning curve.

"The first half was with a totally new team for me: so many things to learn, new people to know, new car to understand," he recalls. "Now I've got my first win and first pole, I know I can do it. I just want more."

Although taking Nico Rosberg's place at Mercedes was Formula 1's winning lottery ticket, it's easy to underestimate the difficulty that ►



**“LIKE WITH WILLIAMS, IF YOU’VE HAD MANY YEARS OF STRUGGLES,
IT’S DIFFICULT TO KEEP UP THE MENTALITY AND THE WINNING SPIRIT.
WHEN YOU GO TO MERCEDES, NOTHING IS SATISFACTORY APART
FROM WINNING. FOR ME, THAT WAS THE BIGGEST THING”**





Valtteri faced when stepping into the reigning world champion's race boots. After all, he didn't even know he was going there until shortly before he rocked up at Brackley to have his seat fitting: another surreal chapter in the otherwise remarkably normal life of Valtteri Bottas. He had, you'll recall, been announced as a Williams driver for 2017, alongside Lance Stroll, with Felipe Massa set to retire. That was before Rosberg's bombshell announcement.

At Mercedes, he found that everything was cranked up a notch: the knife-edge performance of the car – described as a “bit of a diva” even by team boss Toto Wolff – the professionalism and resources of the team itself and, of course, the relentless media attention. It takes a lot of *sisu* [a Finnish character trait that roughly translates as ‘dauntless stoicism’] to soak up that pressure.

“Obviously, like with Williams, if you've had many years of struggles, it's difficult to keep up the mentality and the winning spirit,” he says. “But when you go to Mercedes, nothing is satisfactory apart from winning. For me, that was the biggest thing.”

Then there's the pressure of having a multiple world champion team-mate who is not only the biggest personality in the sport, but who also has a reputation for developing fractious relationships with some of his colleagues. That's not been Valtteri's own experience, although it's fair to say that they don't spend all their spare time hanging out together. In fact, it's hard to envisage two team-mates with such diametrically opposed personalities, which may, of course, be the key to their successful working relationship. In any case, Valtteri's not one to judge. He sees the person and not the perception.

“Lewis is a normal human being as we all are,” says Bottas. “He's massively talented and quick, so he's definitely a good team-mate for me. From the very beginning there's always been good respect; he's a nice guy. We agreed together before the season started that we were not going to play any games. I was definitely up for that.” ▶



Powering through the second stage of the duathlon: a 20km mountain-bike course



Bottas talks tactics with F1 Racing's Anthony Peacock

“THERE’S NO BIG PLAN: I JUST WANT TO WIN AS MANY RACES AS POSSIBLE. OF COURSE, IF IT DOES COME TO THE LAST RACE, I WOULD MUCH RATHER BE LEADING THE CHAMPIONSHIP THAN THIRD”

And while the race that Valtteri will remember most from 2017 was Russia, where he took his first win (“that was a really big deal for me”), perhaps the most significant grand prix was one that he didn’t win: Hungary.

There, of course, Bottas let Hamilton past to attack Ferrari’s Kimi Räikkönen, on the premise that Hamilton would hand back the podium spot if he failed to get past. Although it was a risky manoeuvre and he gave away three points in the championship, Hamilton honoured the deal on the final corner of the final lap. It was an act of sportsmanship that underlined the genuinely equal opportunity that Valtteri has been given to fight for the title this year, and blew away the view, which some people still unfairly hold, that Bottas was drafted in as a non-controversial support act for Hamilton. But even Valtteri didn’t quite expect the instant karma in Budapest. Not many people did.

“It was unfortunate that there became a bigger gap between myself and Lewis than I wanted

after I let him past,” points out Valtteri. “I was struggling with the pace and with backmarkers: I was losing a bit more time than Lewis. Given that Verstappen was so close behind me, I wasn’t 100 per cent sure if Lewis was going to give it back or not. But he did as he’d promised, which I really respect. I told him after the race that not every team-mate would do that.”

Even Mercedes team principal Toto Wolff has been surprised by how smoothly the relationship has developed. “Where Valtteri has exceeded our expectations – and both of them have, actually – is in how they work together,” says Wolff. “They get on with each other and respect each other, on track and even more off track. The personal relationship between Valtteri and Lewis is totally different to what it was between Nico and Lewis.”

Will that remain the case as the championship screw turns tighter? Many have smugly pointed out that Hungary could prove to be a move Hamilton comes to regret if he loses the title by fewer than three points. But what if it ends up being Valtteri who wins the title by less than three points, perhaps even from Sebastian Vettel, if Hamilton has a poor finish to the season?

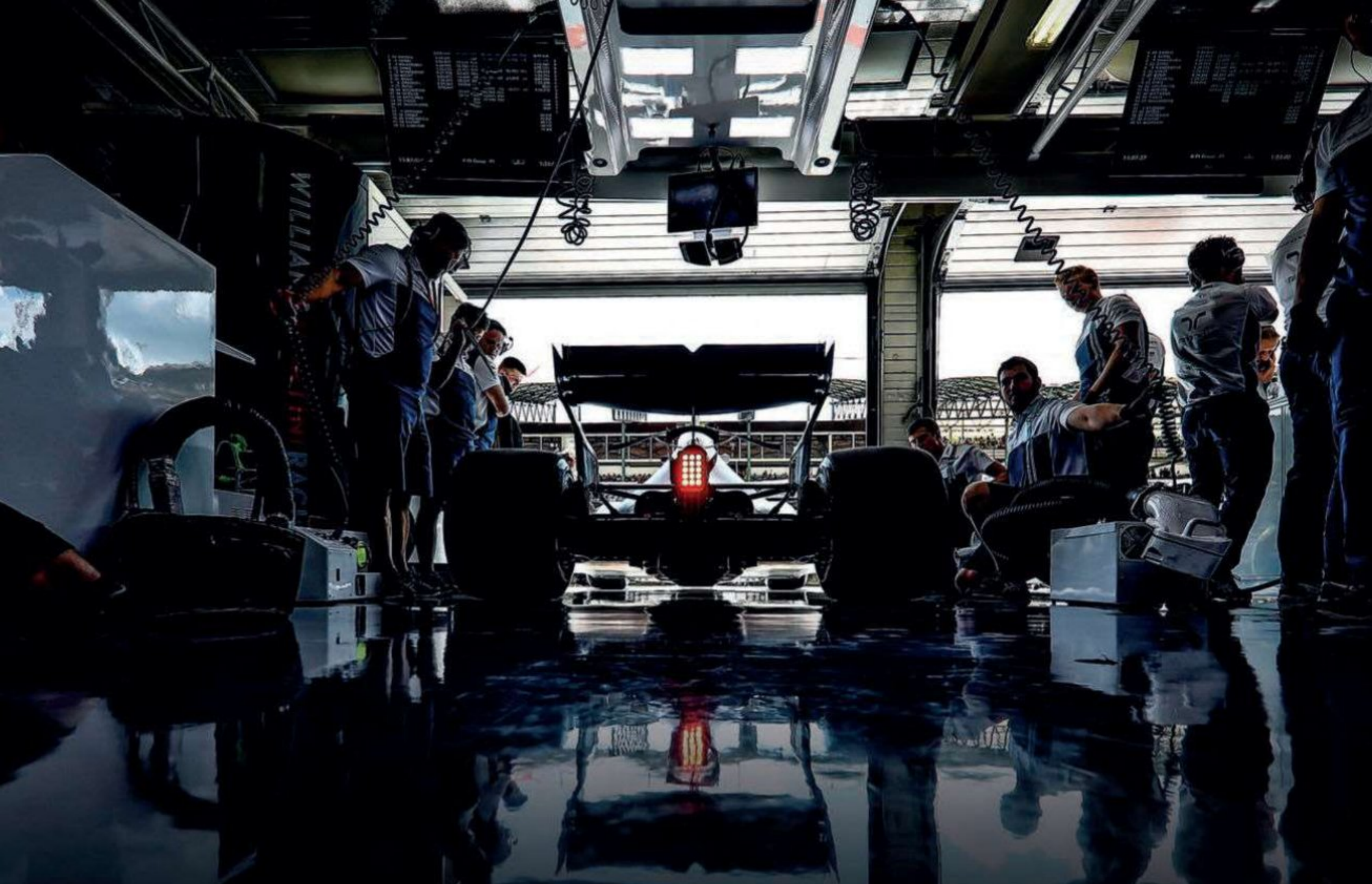
It’s a scenario that few people have considered, but Valtteri prefers it that way. “I don’t mind at all that Lewis and Seb are getting more attention, I always like to be more in the background anyway and talk less,” he insists.

In one sentence, Valtteri summarises what he’s all about. It was ten years ago now that another Finn, Kimi Räikkönen, who is less verbal even than Valtteri, won the world championship, pretty much without anyone expecting it. He entered the final race of 2007 in Brazil lying third in the title standings, before his rivals began to self-destruct. He’s still Finland’s – and Ferrari’s – last world champion.

And just over 20 years ago, Alain Prost won the 1986 championship at the last race, having been the driver that nobody saw coming, with all the attention focused on the Williams-Honda, which was far quicker than anything else.

“You know, I don’t think about those things too much,” reflects Valtteri. “There’s no big plan: I just want to win as many races as possible. Of course, if it does come to the last race, I would much rather be leading the championship than staying in third. So, no special tactics of coming from the back or anything like that.”

It’s an invigoratingly uncomplicated approach to the business of racing, which, of course, is ▶



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RECRUITMENT DRIVEN BY PASSION





another neat reflection of Valtteri himself. He's not one to surround himself with glamorous associates: there are no celebrity pals; one of his key sponsors is a company that makes cranes; and probably the best-known product that bears his name is a burger from a tiny roadside café.

The Lahdekioski (essentially an overgrown kiosk, as the name suggests) sits on the outskirts of Nastola, catering mainly for students and truck drivers. It used to sponsor Valtteri back in the early days. He hasn't forgotten, and is proud to endorse the Bottas burger, an artery-hardening concoction that would make any Formula 1 trainer recoil: it features a beef patty, melted cheese, fried onions and plenty of burger sauce. Just look for the hand-written sign at the top of the menu stuck to the wall, which advertises the Lahdekioski's most famous product. Along with "Valtteri's paddock lunch" – constituents unknown.

To be fair, Valtteri doesn't indulge in a Bottas burger very often these days, but he does drop in to visit the place from time to time, occasionally adding to the collection of Bottas memorabilia that's spreading its way across the walls. Think of this as Nastola's answer to the Cavallino restaurant in Maranello.

What the Lahdekioski lacks in gastronomic flair, it more than makes up for in charm and authenticity. And in a sport that often trades on artifice, where things are seldom quite as they seem, authenticity is one of the few commodities that money cannot buy. Although Valtteri isn't yet confirmed for next year at Mercedes, there's no game-playing on that front either. He knows what he wants and what he has to offer. Take it or leave it. And why would either team or driver look elsewhere anyway? "Honestly, I haven't considered a plan B," Valtteri says. "I just want to be with this team for a long time." Maybe, even, as a world champion.

By now you'll have worked out that the fact he doesn't talk much about the world title is no reflection on his inner self-belief. "Abu Dhabi is still many races away and I definitely feel that I'm in the title fight," he announces. "I'm also definitely expecting a better second half to



Top left: introducing the 'Bottas burger' cooked to order by the Lahdekioski – one of his earliest sponsors. Below: At the finish line with his wife, Olympic swimmer Emilia Pikkarainen



the season from my side than the first one. I'm going to fight for the championship and give it everything I've got, because now there is the opportunity, which, for me, is the first time. So, I'm going to go for it."

Growing up in this small town, watching Mika Häkkinen on TV in the 1990s with his dad before they trekked off to the local kart circuit, has taught Valtteri one very important lesson. "Follow your dreams," he concludes. "In the end, no dream is too big." 🏆

VALTTERI'S NEWEST CHALLENGE: HIS VERY OWN CHARITY DUATHLON

Let's set the record straight about one thing. Valtteri Bottas decided to host a duathlon (with running and cycling) rather than a triathlon, in his home town, only because it was easier to get more people to enter – it definitely wasn't because he was scared of being beaten by his wife, Olympic swimmer Emilia Pikkarainen.

"No, no, that's not the reason at all!" he says, laughing. "In any case, there's no secret: I know I would have lost by miles!"

The challenge is a formidable one, involving a 5km run, followed by 20km of mountain biking, and finally another 3km run – this final stretch along an up-and-down course through the forests close to the Olympic Training Centre. The main event was preceded by a family duathlon, with the length cut down to just 8km.

"I've been planning on doing an event like this for quite a while now because I love doing sports myself," explains Valtteri. "So, I want to hold this event every year and make it bigger so that everyone can join in: it's such a fantastic thing and it's very healthy, obviously."

In the end, Valtteri finished 11th with a time of 1hr 25m, the top places being filled by professional athletes, including the winner – Markus Vuorela. Valtteri's race engineer Tony Ross also competed, finishing 31st, as well as a few other members of the Mercedes team.

The event has a charitable focus, with the Valtteri Bottas Duathlon donating €10,000 to the Starlight Foundation, which grants the wishes of seriously ill children.





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This is F1 as you've never seen it before: through the lens of a 104-year-old camera...

SHOOTING THE PAST

KODAK 320TXP

IN THE PURSUIT OF PERFECTION,

WORDS
JAMES
ROBERTS

PICTURES
JOSHUA
PAUL

a photographer constantly strives for the crispest, sharpest image possible. So it's a touch ironic that US photographer Joshua Paul's story begins with Blur. In May 2013, Paul travelled to Barcelona to photograph the band at a music festival, but, as a long-time fan of Formula 1, he learned that the gig was being held on the same weekend as the Spanish Grand Prix.

He applied for accreditation and, to his surprise, was granted an F1 press pass. Much of his previous work had involved landscape photography in exotic locations, such as Mozambique and the Amazon, for adventure travel magazines. He chose to apply those same techniques – wide angle, low to the horizon – to photograph F1 cars trackside.

Before he knew it, the Californian-born New Yorker was regularly attending grands prix, and subsequently launched a lavish, picture-led F1 magazine called *Lollipop*. "I didn't realise how close you could actually get when I started," ▶



says Paul. "I wondered why particular sorts of pictures were taken in F1 and now understand that there are many great photographers in the sport, but they are often shooting for their clients and sponsors. They take sharp images so that the logos are clear. I didn't have that prerequisite, so I wondered what I could do differently."

In 2001, Paul shot the aftermath of 9/11 for *The New York Times* using a vintage camera. His 1913 Graflex was a gift from a fine-art photographer who had taught him at art school.

"My teacher was shooting the downfall of America – pictures of decline and decay in moody black and white – and he gave me this old Graflex camera," says Paul. "He told me not to worry about shutter speed or focus, but to find my own voice with this camera. So I travelled to the Czech Republic and shot Prague in the snow. Suddenly, figures were black silhouettes and the

"THERE ARE MANY GREAT PHOTOGRAPHERS IN THE SPORT, BUT THEY ARE OFTEN SHOOTING FOR THEIR CLIENTS AND SPONSORS. THEY TAKE SHARP IMAGES SO THAT THE LOGOS ARE CLEAR. I DIDN'T HAVE THAT PREREQUISITE, SO I WONDERED WHAT I COULD DO DIFFERENTLY"

castles were outlines in a haze. Things start to look different, as the camera deconstructs the world as we know it: colourful, modern Prague looked like wartime."

Paul decided to bring the same period effect to F1, so he dusted down the old wood and leather camera and took it to Monaco. It attracted a few curious looks from fellow photographers in the high-tech press room, as Paul hid himself under an eight-inch black sheet at his desk, ensuring no light would leak onto the film as he changed the old plates in the back of the 104-year-old camera.

A modern digital Canon EOS 1-DX can take 18 frames a second, and its motordrive sequences enable F1 photographers to take thousands of images every weekend. Paul has just ten plates available for his Graflex, permitting two shots per plate. It means he's restricted to taking just 20 images a weekend. And he doesn't know if the picture will be any good until he returns home. ▶

LAT IMAGES: LORENZO BELLANCA
INSETS



The ancient Graflex transforms shapes into silhouettes, lending a hazy quality to the background and creating an atmosphere reminiscent of a bygone era



This shot of Valtteri Bottas in Montréal includes a blotch of leaked light and distortion at the car's rear. But its authenticity makes it one of Paul's favourite photographs





LAT IMAGES: LORENZO BELLANCA
INSETS

OLD vs NEW CAMERAS COMPARED



GRAFLEX

Date

1913

Weight

8lb (approx)

Format

Film SLR

4-inch x 5-inch

Speed

One frame per minute

Dimensions (H, W, D)

10 x 10 x 12 inches

Lenses

Two in use



CANON EOS 1-DX

Date

2017

Weight

8lb (approx –
depending on lens)

Format

Digital SLR 35mm

Speed

18 frames per second

Dimensions (H, W, D)

4 x 5 x 2 inches

Lenses

As required

“When you shoot in digital, you want to enhance it by changing the colours, brightness or contrast,” explains Paul. “But you can’t do that with this one. When you get the film developed and sit at the light box, the anticipation is amazing. Everything you see is genuine.”

Earlier this year, Paul took a shot of Valtteri Bottas leaving the pits in his Mercedes during FP2 in Montréal. He used some old film he had stumbled across in the Czech Republic that was half the price of Kodak. The grain structure was uneven, so it gave the picture an even older feel than usual. Plus there is a blotch of white on the right edge where light had leaked into the film.


“If that was a commercial shot, it would have been thrown away, but, as it is, it’s one of my favourites,” says Paul. “The car’s rear wheel appears as an oval because of the brass lens, which distorts the perspective. It’s sharp at the

“THE WAY THE CAMERA PICKS UP THE SILHOUETTE SHAPE OF THE CAR IMMEDIATELY TAKES YOU BACK TO A BYGONE AGE, WHICH I HOPE EVOKES SOME OF THE HERITAGE OF THE SPORT – AND THAT’S WHAT I PLAN TO CONTINUE TO DO”

centre but the focus falls off towards the edges. It skews the wheel in this case. The other difficult thing when panning is that when you look down the lens, everything is in reverse. So you have to look at the car to pan, not through the camera. So technically, using this twists my brain. With each shot I have to load the film holders, remove the slide and rewind the shutter to the right speed. It’s cumbersome and not designed to travel the world shooting fast-paced F1.”

The reaction from teams and drivers has been positive. Some mechanics are particularly curious about the Graflex’s technicalities – and they have been more than happy to help with repairs.

“The plan wasn’t to shoot racing action, but the way this camera picks up the silhouette shape of the car immediately takes you back to a bygone age, which I hope evokes some of the heritage of the sport – and that’s what I plan to continue to do.

“And I never did get to see Blur...” 

You can find Joshua Paul’s work on Instagram. Search for @lollipopmagazine

{ YOU ASK THE QUESTIONS }

PASCAL WEHRLEIN

The Sauber racer is often somewhat misunderstood. But this Q&A reveals a young man who's not as serious as he first appears – there's much more to him than just a sharp haircut...

WORDS STUART COOLING

PHOTOS  LAT IMAGES: LORENZO BELLANCA

Does Pascal Wehrlein have an image problem? We ask only because a good many of the questions that came in from our Global Fan Community this month were rather scathing. The impression we gleaned was that some of you think that the 22-year-old Mercedes prodigy is guilty of taking himself a bit too seriously.

He can certainly be quite intense, but, in our experience, Pascal is as good humoured outside the cockpit as he's fiercely competitive within it. Word reaches us, for instance, that he once pranked a former team-mate during a photoshoot with some Bluetooth headphones by hijacking the connection with an, ahem, adult movie soundtrack. Indeed, as he bounds up the stairs now, to the curiously empty top deck of the Sauber motorhome, he has a twinkle in his eye and mischief on his mind...

As a long-time reader of this magazine, I fondly recall the time the editor told Ralf Schumacher to "eff off". Did you ever feel like doing the same thing?

Armin Stahel, USA

No, I think you're all really nice. [He examines the question again and realises he's misread it] Wait! The editor? To Ralf he said this? **F1 Racing:** It was a long time ago, but Ralf could be rather difficult. If memory serves, the actual phrase was: "Off you fuck."

PW: Well, that's different! No, only joking. In my first year in DTM Ralf helped me a lot. He'd just retired from racing and was working with Mercedes in a supporting role. Before that, I'd just done a season in Formula 3 and two years in ADAC, so I didn't have much experience. He was helpful to me and my team-mate, Daniel Juncadella.

What would you say is your favourite sport outside of motorsport?

William Choi, UK

Football. I loved playing football: I played in a team until I was 18. My focus is only on motorsport now because I could get injured. ▶



Sauber F1 Team

Sauber F1 Team

{ YOU ASK THE QUESTIONS }

F1R: How good were you at football? I ask only because Nico Hülkenberg loves playing tennis, but he admits he's not that good at it.

PW: Ha ha! Nice – can you write that please? [He hoots with laughter before composing himself again.] I think I'm pretty good. Not good enough to be a professional, but I've scored a few goals...

Do you have concerns about being treated differently to Marcus Ericsson now that team boss Monisha Kaltenborn has left?

Peter Diamond, UK

So there *are* some serious questions here! Well, Peter, I hope not. I have heard many of those comments and rumours, and it's not very nice to read things like this, so I really hope it isn't the case.

As a driver with the Manor team, how did it feel when the team were in trouble and your future was uncertain?

Cian McLeod, Ireland

Honestly, I never thought too much about *my* future, because I'm in a lucky position with Mercedes and have been since 2012. I didn't know what I was doing until February this year,

but there has always been a plan B. Obviously you want to know what you're doing, whether it's going to be Formula 1 or something else, and my target is to remain in F1 and win races one day. But the other people in the team had less certainty even than that, which was very sad. It was not a good situation at all.

Who cuts your hair?

Robert McAndrew, USA

F1R: We actually had at least five questions on this subject, so your

hair must have struck a chord with our readers!

PW: [Unable to stop laughing.] It's not the first time that I'm hearing this. In Germany someone said my hair made me look like a criminal – what's the word? Like a mugshot? Actually, a friend of mine cuts it for me.



“ SAUBER ARE A STEP UP FROM WHERE I WAS, BECAUSE MANOR WERE A VERY SMALL TEAM



MAYBE YOU CAN'T SEE IT IN THE RESULTS BUT WE'RE HEADING IN THE RIGHT DIRECTION ”

This has been a challenging season. What do you feel you have learned from your experience with Sauber?

Jackie Heffer, UK



I've been learning a lot – it's only my second season so there is still plenty to learn, even though I've done everything once. The first year was just a baseline. For me, Sauber are a step up from where I was before, because Manor were a very small team. Sauber have a windtunnel and more resources, and maybe you can't see it at the moment in the results – although I've scored more points already than I did last year – but we're heading in the right direction. And like I said, I'm still learning, getting faster and making fewer mistakes.

What thoughts went through your mind when you ended up upside down in the barrier at Monaco this year?

Sam Rodriguez, USA

My first thought was that I wanted to be the right way up again! I was trying to push against the barrier to turn it back over, but I couldn't because the car was stuck in the barrier. Then I was

looking at the wheels, because while the fuel tank in an F1 car is very strong, we'd done around 50 laps and the brakes were very hot. Without the air cooling them they could catch fire. I saw some smoke, and I was thinking, "Come on, marshals!" And then they were there.



Why do you think you were overlooked by Force India for this season, and has this changed the way you approach your job?

Anna Hunt, UK

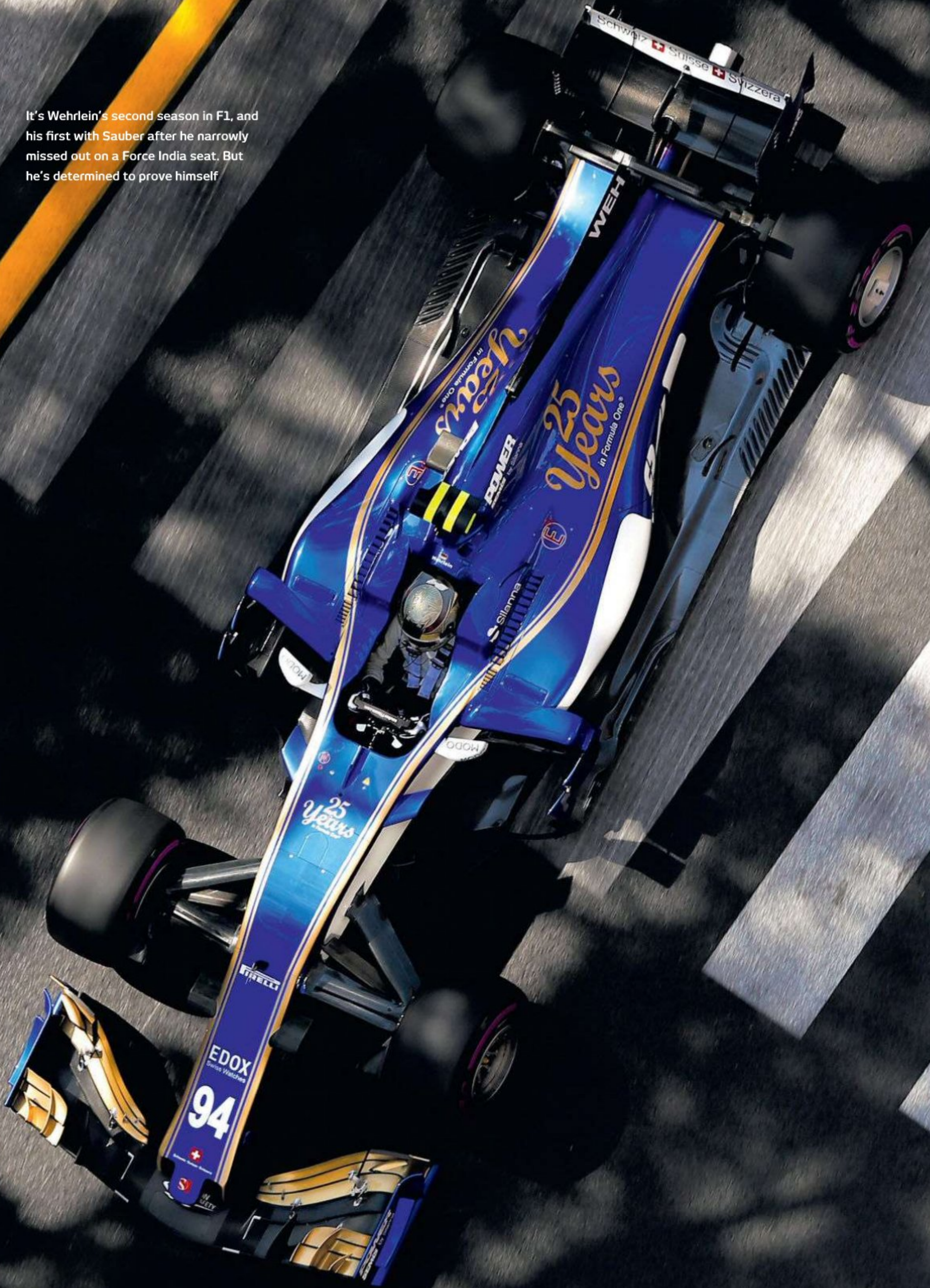
[We feel a twinge of guilt at including this question because Pascal now looks like a kicked puppy, and he ruminates for a long time before answering]

Ah, Anna, please ask Force

India this. Has it changed my

approach? My approach has always been to extract the maximum from what I have, and to do the best job I can. In our current situation we aren't likely to finish in the points every race, but if I finish a race and we haven't got a result because of something that I've done wrong, if I've made mistakes or not been fast enough, then I'm not happy. That's how I get the maximum out of myself and that will never change. You have to be ambitious, and only be happy if everything is perfect. ▶

It's Wehrlein's second season in F1, and his first with Sauber after he narrowly missed out on a Force India seat. But he's determined to prove himself



{ YOU ASK THE QUESTIONS }

F1R: You're starting to sound like Ron Dennis...

PW: No! I mean, I'm a happy guy generally. But you have to really focus in Formula 1. Maybe sometimes I'm not smiling enough, but that's just because I'm focusing on the job. It's like being two people in a way.

F1R: It's a good thing we got the happy one today!

PW: Ha ha! But if we were making this interview just before qualifying, maybe it would be different...

What's the most exciting race you've ever driven in?

Peter Dalton, Australia

Oh, it was definitely Formula 3 in Macau. I loved that circuit and the atmosphere there. That was a crazy weekend – not just my race, but the whole event. It was unbelievable to see motorbikes racing around there.

Who do you see as your biggest rival?

Steve Wrench, UK

This is a very difficult question. How can I compare myself with someone who isn't driving for the same team, in the same car? Certainly the one guy you always have to beat is your team-mate, because that's what's expected of you, but I get along with Marcus quite well. So I see him as a competitor rather than a *rival*.

Would you ever choose to fly the Mauritius flag in your F1 career?

Kieran Vince-Clark, UK

Yes and no. I'm German, I was born and grew up in Germany, so that's my home country. But then, of course, I have a second side because my mother is from Mauritius, and I'm really proud of that. So I do have the flag of Mauritius on my helmet. Everyone knows about my second side – maybe because I don't look like a typical German.

Being a champion already in the DTM, do you think you could beat Lewis Hamilton if Mercedes put you in a seat beside him?

Andres Prieto, Colombia

Ah, we have so many good questions, so let's... [he pretends to put the question card straight into the 'used' pile] That's a really difficult one to answer. Well, as I said before, you always want to beat your own team-mate, so if we *were* on the same team... but to beat Lewis is not easy. If I were his team-mate then I would try as hard as I could.



“ MAYBE SOMETIMES I'M NOT SMILING ENOUGH, BUT THAT'S JUST BECAUSE I'M FOCUSING ON THE JOB ”

What do you think about Robert Kubica's recent F1 tests and his possible return?

Pawel Rozwadowski, Poland

I kind of feel... well, the injury that I had [Wehrlein crashed at the Race of Champions in January, broke three vertebrae and missed the first two races of 2017] was nowhere close to the

one he had. But I know how hard it is to have an injury and fight back, and the effort he's put in over the past few years must have been massive.

When you're recovering, it's never happening fast enough. Time is your biggest enemy. Every morning you wake up and you hope. 'Is it going to be better today? Can I move more? Is the pain less?' And you do that *every day*. Sometimes it isn't better, it's worse.

For me it was just ten weeks of that. For him it has been six years. So I really hope, after everything he's been through, that he can come back to Formula 1. 🏁



{ YOU ASK THE QUESTIONS }

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



WORDS STUART COOLING

PICTURES  LAT IMAGES: ALASTAIR STALEY

DEATH OF A CIRCUIT

Seventy miles west of Spa-Francorchamps lie the crumbling remnants of the circuit that once aspired to snatch its crown. *F1 Racing* took a road trip to the former Belgian GP venue of Nivelles-Baulers to see it before it disappears for good...



Main straight



Turn 6



Turn 7

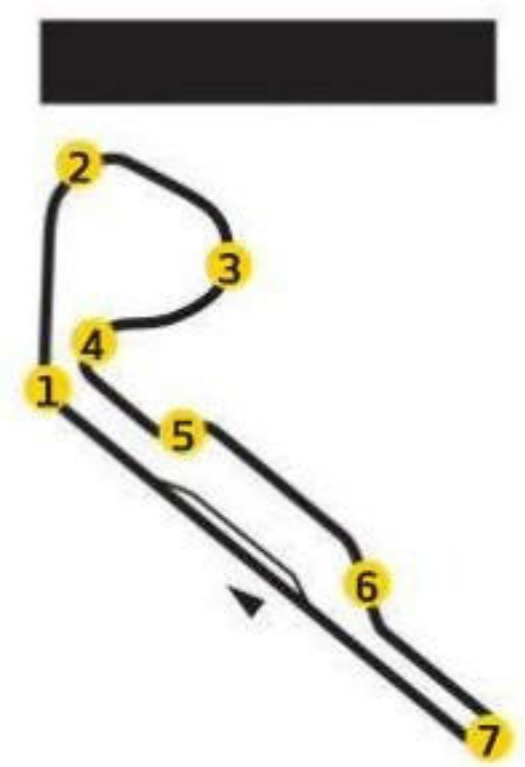


The 1972 and 1974 Belgian GPs were crucial wins for Emerson Fittipaldi on his way to championship glory, but today the expanse of Walloon countryside where they took place is better remembered for a different battle: Wellington's victory over Napoleon, a few miles up the road, in 1815.

The passing years have not been kind to Nivelles-Baulers, the circuit that once formed part of a lofty plan to split the hosting of the Belgian GP between the Flemish (represented by Zolder) and Wallonian parts of the country on alternate years, in place of safety-compromised Spa-Francorchamps.

Derided from the off as an unchallenging substitute for Spa, Nivelles-Baulers met its – ahem – Waterloo when the money ran out within three years of it opening its gates. The owners had already failed to acquire enough land to deliver the full extent of celebrated track designer John Hugenholtz's vision, and the circuit's slide into bankruptcy sealed the deal.

Safety improvements made Spa an acceptable venue again, F1 never looked back, and, after closing in 1981 Nivelles-Baulers began to return to nature. Over the past two decades the footprint of the 2.3-mile circuit has been converted into the perimeter road of a new industrial estate, with construction spoil dumped on the rest to dissuade illegal racing. Beyond this lies a tree-lined hinterland of litter. Soon the last vestiges of the old asphalt will be gone, and with it the last links to an interesting cul-de-sac in Formula 1 history. 



The layout as raced on in the 1970s. It was much derided for being featureless, bland and unchallenging

Look on my works, ye Mighty, and despair: once heralded as the new Spa, Nivelles-Baulers is now sadly abandoned, and a mixture of scrub and industrial land

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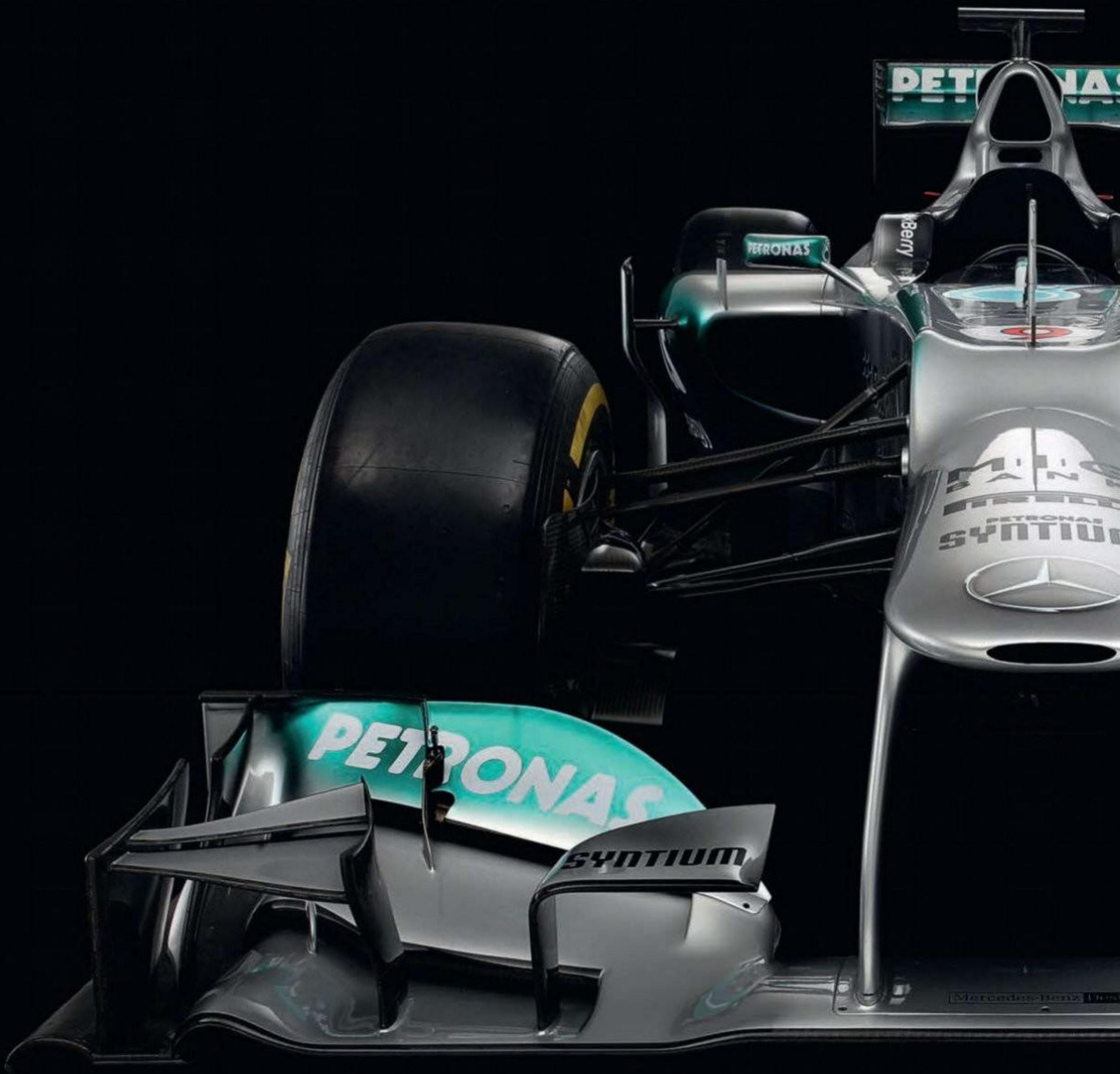


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NOW
THAT
WAS
A
CAR

No. 62

WORDS STEWART WILLIAMS
PICTURES JAMES MANN

THE MERCEDES W03

The first of the new-era
Silver Arrows to hit its target



Mercedes returned to Formula 1 in 2010 after a 55-year break, to high hopes all round. They took over the champion Brawn GP team and lured seven-time world champion Michael Schumacher out of retirement to join the talented Nico Rosberg. Now all they needed was a car to make them winners again.

In truth, this long-awaited comeback didn't bear fruit straight away, with only three podiums for Rosberg in 2010 and none at all in 2011. Despite their hugely experienced staff and the advantage of having their own engine plant in nearby Brixworth, it was time to step performances up a notch.

Taking advantage of a relatively stable set of regulations, 2012's Mercedes F1 W03 was largely based on the previous car, the MGP W02. There were, however, two significant regulatory changes that *did* affect the 2012 cars. The first of these was a ban on blown diffusers, and the second, which would profoundly alter the look of the cars, was a change to the maximum height of the front bodywork. The latter resulted in the distinctive stepped-nose designs of nearly all of the cars, and Mercedes' take on this was to feature two bumps on either side of the front of the monocoque to create smoother airflow over the centreline of the car.

Team principal Ross Brawn was confident that the W03 was just what was needed. "Last year, we produced a very bold car," he admitted. "Although its more radical elements didn't always deliver the results we had hoped for, the experience we gained has been invaluable to the design of the 2012 car."

NOW THAT WAS A CAR

No. 62



THE MERCEDES W03

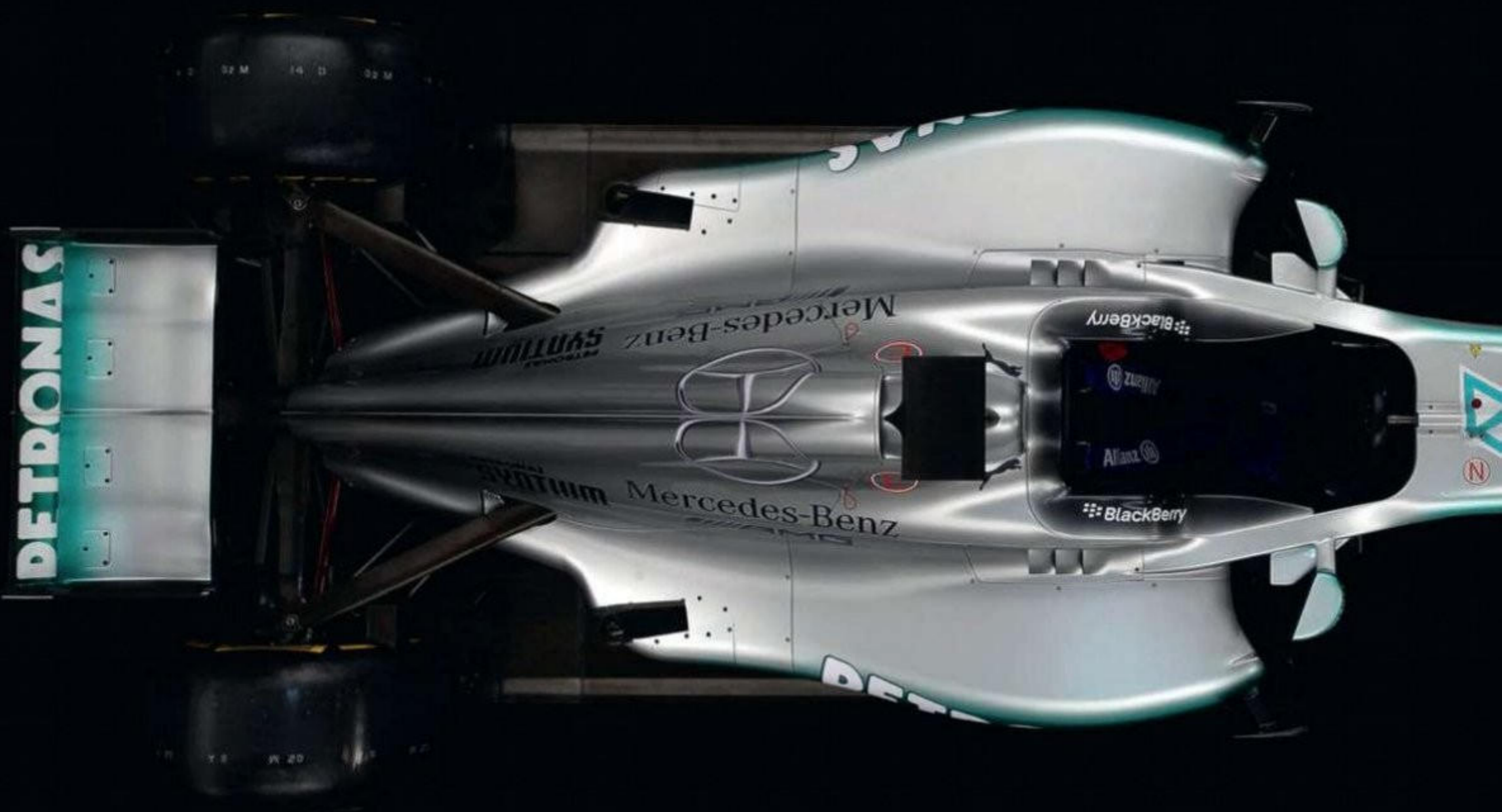
The F1 W03 is also a more integrated package, which reflects the ever-strengthening ties between our technical teams in Brackley and Brixworth, and is taking the next step forward in terms of on-track performance."

Nico Rosberg echoed this sentiment, saying: "Everyone is motivated to get going, to improve the car, improve the team and get closer to the front. That is what we all want and there is a great drive to achieve that. Of course, podiums would be great. The target is to move forward as a team though – that's what is important, and we are going to do that."

Mercedes deliberately chose not to take the W03 to the first pre-season test at Jerez, to allow more time to develop the car. However, the team did test a tweak here and there on their 2011 car, which threatened to overshadow the start of the season. Their double-DRS (drag reduction system) was one of these. When activated by a driver, two apertures were created in the rear-wing endplates and the high-pressure air captured was fed through two pipes in the endplates and back to the front wing. Air exited through small slots beneath the front-wing elements with the purpose of stalling the front wing.

The team were adamant that their system was legal, but Lotus and Red Bull believed otherwise, since the device was activated by the driver. The dispute rumbled on until the double-DRS was finally declared legal on the Thursday before the season opener in Australia.

The device did not have the kind of immediate effect that rival teams had been worrying about. Although Schumacher and Rosberg qualified fourth and seventh, and ran as high as third and fourth early in the race, Schumacher retired with



a gearbox problem and Rosberg limped home in 12th after a late-race puncture. And at the second race in Malaysia, Schumacher started P3 but stumbled home in P10, collecting the team's first point in chaotic monsoon conditions.

So to China. The weekend started well for Mercedes when the FIA dismissed an official protest from Lotus over the double-DRS, and then in qualifying Rosberg set an early time of 1min 35.121s with six minutes left. Then, still with two minutes to go, he got out of his car, confident that this lap would be enough. And so it proved. Team-mate Michael Schumacher and McLaren's Lewis

Hamilton were more than 0.5s adrift and a one-three became an all-Mercedes front row when Hamilton was hit with a five-place grid penalty for a gearbox change.

“MERCEDES DELIBERATELY CHOSE NOT TO TAKE THE W03 TO THE FIRST PRE-SEASON TEST AT JEREZ, TO ALLOW MORE TIME TO DEVELOP THE CAR”



RACE RECORD

Starts 40
Retirements 23
Wins 1
Poles 1
Fastest laps 3
Other podiums 2
Points 142



SPECIFICATION

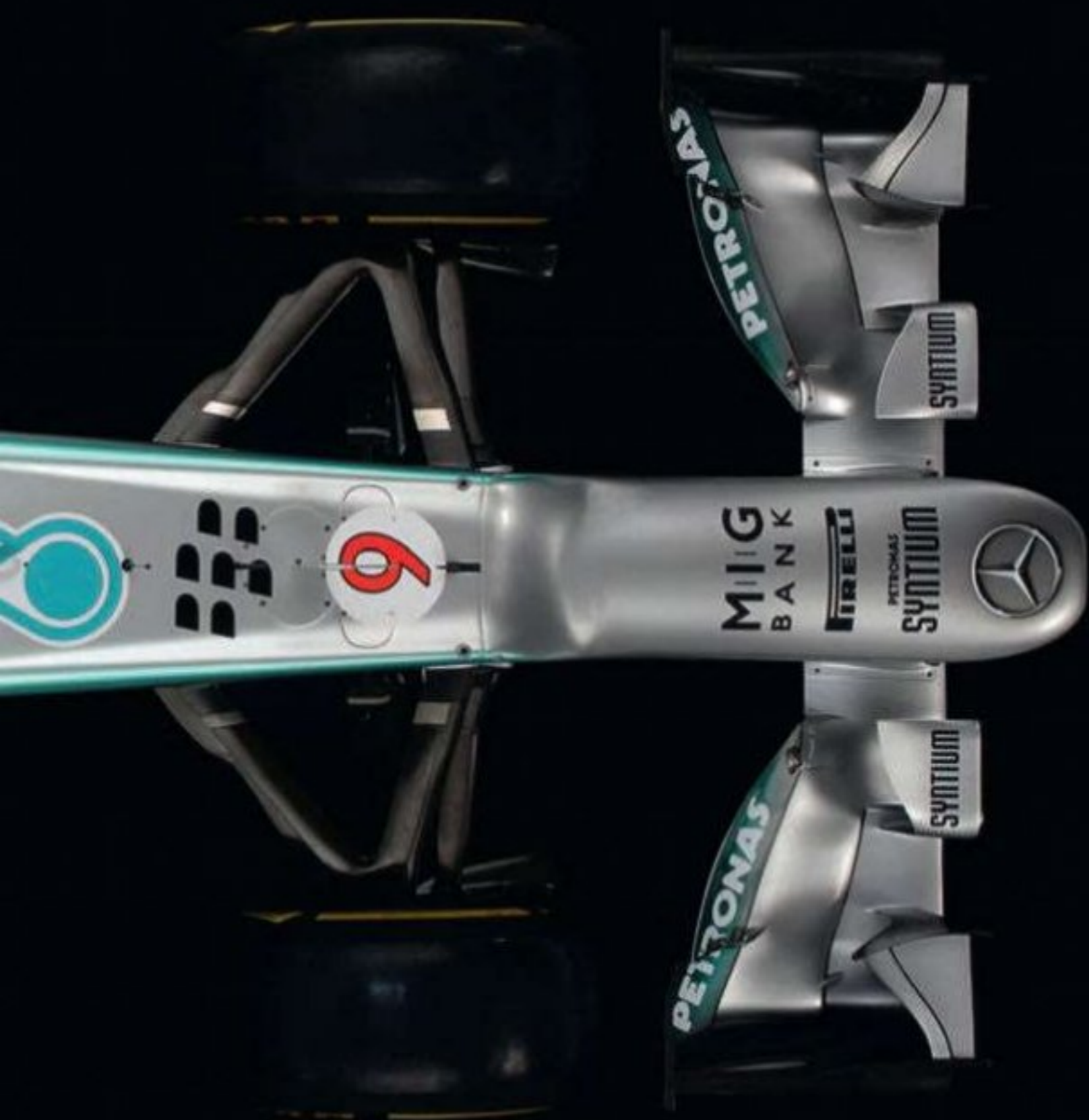
Chassis Moulded carbon-fibre and honeycomb composite monocoque
Front suspension Wishbones and pushrod-activated torsion springs and rockers
Rear suspension Wishbones and pullrod-activated torsion springs and rockers
Engine Mercedes-Benz FO108Z (V8 – 90°)
Engine capacity 2,400cc
Gearbox Xtrac 7-speed semi automatic sequential
Tyres Pirelli
Weight 640kg (inc driver)
Notable drivers
 Michael Schumacher, Nico Rosberg

This was Rosberg's first pole position in his 111 grand prix starts, and it was Mercedes' first since 1955. Even so, the expectation was that the Silver Arrows would struggle here, just as they had in the first two races, on Pirelli rubber. During the early laps of the race, Rosberg managed to extend a four-second lead over his team-mate. Then, when Schumacher's race was ended by an incorrectly fitted front-right wheel on his first pitstop, Jenson Button's McLaren was the main threat to Rosberg's maiden victory. A textbook two-stop strategy ensured that Rosberg stayed well ahead and he took the chequered flag over 20 seconds clear of Button.

Rosberg was naturally elated after the race, if a little surprised. "It is an unbelievable feeling. I am very cool, very happy and very excited," said Rosberg. "It's been a long time coming for me and the team. We knew we had a good chance to be in the front but we didn't expect to be that fast. Thanks to the whole team for working very hard, and for improving the setup. I was struggling in the first two races with race pace but here it came good. It's been the perfect weekend."

This turned out to be the high point for the W03. Rosberg managed second place in Monaco and Schumacher finished third in Valencia – his only podium finish during his second stint in Formula 1. After that, the results started to tail off. The controversial double-DRS had added little in terms of performance and was dropped at the final race in Brazil, in the knowledge that it would be banned for 2013.

But that sole victory foreshadowed the crushing domination to come. In the meantime, the Mercedes F1 W03 had made dreams come true, and returned a great name to the winner's circle for the first time in more than half a century. 🏆





Peter
Mabon

MY DREAM JOB

No.5



WORDS STUART COOLING

PORTRAIT  LAT IMAGES: LORENZO BELLANCA

Pirelli F1
trackside
engineer

CV

Peter Mabon
Age: 49

2011

F1 trackside engineer,
Pirelli

1995-2011

Trackside tyre fitter,
later development and
applications engineer
(in Formula Ford,
Formula Vauxhall Junior,
Formula 3 and Formula
3000), then FIA Formula
2 tyre development
engineer, Avon Tyres

1993-95

Truckie, Brian
Morrison Kawasaki
(World Superbike
Championship and
British Superbike
Championship)

To hear the torrent of technical jargon spouted about Formula 1 tyres, you'd be forgiven for assuming that anyone involved in designing, building and operating F1 rubber must be the proverbial egghead, armed with a phenomenal list of academic qualifications. So it might surprise you to learn that the man who advises the Mercedes team on tyre choice left school at 16 and came to F1 via a circuitous route that included stints as a delivery driver and a Formula Ford racer.

"My interest in racing came through a friend of my dad's [Sandy Watson, a stalwart of the Scottish motorsport scene], who had a Clubmans car," he explains. "I used to go round and polish it. In the school holidays I'd go down to Donington Park and Oulton Park and help out. So I started at a low level: it's all been about being in the right place at the right time.

"I don't really have anything in terms of qualifications unless you count one of my proudest achievements: my Scania Economy Driving certificate! I enjoyed school, just not any of the subjects. I liked the debating society and playing rugby, but as for the rest of it, I missed the point of being there."

Mabon's departure from the education system coincided with the death of the traditional industries of mining and fishing in his native Fife in the early '80s. Having enrolled on a course in media studies, he switched to a Youth Training Scheme placement with retailer John Menzies. Then came the delivery job, and a racing epiphany courtesy of a relative who bought him a session at Knockhill circuit's racing school.

"I'd grown up around racing," he says. "Knockhill is only half an hour from where I grew up in Burntisland. I bought a second-hand Formula Ford car just for fun. I ended up

doing not so badly. In my second season I was runner-up in the Scottish Junior Championship – the winner was Louis Di Resta, Paul's dad. I did the Formula Ford Festival that year in someone else's car, and Louis was upset when I was a second lap faster than him around Brands Hatch."

Several photos from Peter's racing career are still out there. The most dramatic was taken at Silverstone's Copse in 1993, and shows his car airborne and upside down after he clipped the inside kerb. "It's on the Facebook page 'Heroes of Formula Ford', so apparently I'm a hero!" he says. "Unfortunately for flying, not for driving. Dario Franchitti came to see me in the medical centre afterwards – he was doing Formula Vauxhall Lotus – and said, 'If I ever have an accident like that, then that's it for me.' But look at all the smashes he's had since!"

By that time, Formula Ford was making the transition to Zetec engines, ushering in an era of declining affordability. Mabon took his leave and presently found a new way of getting his motor-racing fix: he moved to Wiltshire and started working for Avon tyres, where he stayed for 15 years.

"I started as a tyre fitter and worked my way up. It took time because I kept upsetting people. I was buried in the factory on shift work, and it was only a second job instructing at Castle Combe that kept me sane. It was a bit like *Flashdance*..."

With a change of management came promotion to a trackside engineering role, and it's this experience that he's brought to bear for Pirelli since joining them at the start of their F1 programme, working with Toro Rosso and then Red Bull before Mercedes. He's now based in Didcot, Pirelli's UK hub, where he and nine other trackside engineers – one for each team – pool data with senior management and advise on the selection of tyre compounds for the coming races.

Trackside, he monitors tyre performance, degradation and wear to help Mercedes formulate the optimum tyre strategy. "I usually get the figures right by punching in all my experience," he says. "The teams like that because they spend millions on computers to calculate things like this, and then an oik like me comes along and gets quite close to the right answer.

"If I'd applied myself I'd have saved a good 20 years," he laughs. "But then Ross Brawn didn't go to university, did he?"





BACK FOR ANOTHER SHOT

Felipe Massa thought he'd waved goodbye to F1 for good at the end of 2016, but he's been given a last chance to have another crack at the sport he loves. We join him as he indulges his passion for a very different sport at Chelsea's training ground in Surrey

WORDS

JAMES ROBERTS

PICTURES

CHARLIE CROWHURST/

GETTY IMAGES/CSM



FOR MOST BRAZILIANS,

football is almost a religion in itself. Last summer, as Felipe Massa contemplated his impending retirement, *F1 Racing* asked him whether he would prefer to be Formula 1 world champion, or the winning scorer for Brazil in a World Cup final. It was a question freighted with what-might-have-beens, since Massa was champion-elect for a few fleeting moments in the final grand prix of 2008.

Weighing his answer carefully, Massa replied that F1 is his first love and the world title would always come first... but, like the rest of Brazil, he adores his national team and club football. We left it at that, imagining that since he was about



to cruise off into the sunset, we'd never get a chance to put his footballing acumen to the test.

And yet here we are, thanks to Massa's decision to un-retire from F1 and a tie-up with Premier League champions Chelsea, engineered by Williams' sponsors Rexona – better known in the UK as antiperspirant brand Sure. Most drivers greet the prospect of partner appearances with a sigh, moving to impatient tetchiness as their interest wanes (unless the activity involves driving). It's then they need to be reminded who pays the bills. No need for that today, though.

Chelsea's training ground occupies countless well-manicured pitches in leafy Cobham, just inside the M25 and a stone's throw from London Heathrow. This morning the cloud base is low, the sky slate-grey – and it's raining. But that doesn't perturb Massa. Wearing his Williams cap and overalls, and having bought his own lurid turquoise football boots, he's having great fun dribbling with a ball, doing keepie-uppies and slamming shots into the net. He can't keep still.

We're travelling in the slipstream of a few skits that the sponsors are filming for marketing purposes. The first is a penalty shoot-out between Massa and the Chelsea number ten,

Belgian Eden Hazard. Then the footballer attempts a wheel change on a Williams show car before the pair pose for pictures.

We last interviewed Felipe in his São Paulo apartment on the eve of what was set to be his final home race. There he showed us the memorabilia he'd collected over the years, as well as his damaged crash helmet from the 2009 Hungarian GP accident that nearly killed him. Not long after that he put his plans for a quiet life on hold and, in the intervening months, has proved himself as quick as ever, reinvigorated by the new generation of F1 car and clearly relishing the chance to extend his career.

"I'm really happy with this year, the rules, and what I'm doing in the car, I really enjoy it," he says, foot still tapping away in anticipation of kicking a ball again. "Plus I see the team working hard on the technical development of the chassis. The mentality is better and I'm sure we can push on with development throughout the season."

As Williams entered their 40th year, their technical team were heavily involved in the transfer market ahead of the new season. Pat Symonds (chief technical officer) and Jason Somerville (head of aero) departed for pastures new, to be replaced by Paddy Lowe and Dirk de Beer (from Mercedes and Ferrari respectively).

"Paddy was exactly what Williams needed to pull all the areas together to bring the right mentality to the team," says Felipe. "And Dirk de Beer brings a lot of experience on the aero side, which is not only good for now, but for building for the future. We have other good people, such as Rob Smedley [head of vehicle performance], who has a top mentality. So, I'm really motivated from now to the end of the year and also in terms of preparing for next year to improve the car."

In the early races of this season, Massa had accrued all of Williams' points, while his rookie

“
WHEN I FIRST MET
LANCE HE WAS SEVEN
YEARS OLD, THE AGE MY
SON IS NOW, AND NOW
HE'S MY TEAM-MATE.
IT'S PAINFUL FOR ME
ACTUALLY, BUT I HAVE A
GOOD RELATIONSHIP WITH
HIM AND HIS FAMILY. I'M
HERE TO HELP AND IT'S
A PLEASURE FOR ME TO
PASS ON EVERYTHING
THAT I CAN

”



The worlds of football and F1 collide as Massa displays that Brazilian flair for the beautiful game, and Eden Hazard, Chelsea's midfield star, helps change a wheel on an F1 car, courtesy of the sport's fastest pitcrew, Williams

team-mate Lance Stroll kept scoring own goals as he struggled to adapt to the 2017-spec F1 machinery. Finally Stroll collected his first points in Canada, then took a memorable podium finish in Baku a fortnight later.

Before that, Massa had spoken of his own struggles as a rookie. Cast your mind back to 2002 when, aged 21, he made his debut with Sauber but was then dropped to the bench to spend a year as a Ferrari test driver, before returning to a race seat with Sauber again in 2004.

During those early years, Massa was mentored by Michael Schumacher, and says he is paying that favour forward by trying to help Lance Stroll now. "I'm trying to do everything I can for him," he says. "When I first met him he was seven years old, the age my son is now, and now he's my team-mate. It's quite painful for me, but I have a good relationship with him and his dad [Lawrence]. It's a pleasure for me to do anything I can for him with so many things.

"He's a good talent, yet the most important thing for him to learn is the tyres, which is not so easy. With many young drivers, they struggle with how to use the tyres in the right way, and how to keep them consistent in the race without destroying them. He will get there. He just needs to get some experience and to finish more races without any problems. I'm here to help and it's a pleasure for me to pass on everything that I can."

And yet the problems that Stroll has been having with the tyres are actually something that Felipe has revelled in, since he's felt more at home driving with this year's rubber.

"Yes, you can push harder now in the race compared with last year. Last season we were driving like grandmothers; this year we are driving like *drivers*. But trying to understand the downforce, particularly when you are coming from a different category, especially F3 in Lance's case, understanding the downforce is different. And you need a little bit of time."

We've reached full-time with Felipe, and he swaps shirts with Hazard for the cameras. As they perch on the sidepod of the Williams show car, there's a loud crack and a hairline fracture appears – much to the shock of the Chelsea player. "You can replace this?" asks a concerned Hazard. "It's an old car," Felipe reassures him. "And you can replace every component."

Hazard clambers into the cockpit of the Williams, grabs the steering wheel and makes "vroooooom" noises, like a child who's been left on a coin-operated ride outside a supermarket. "I can't see much of the road!" he says. "That's because there's no seat," Massa replies, laughing.

At the end of last season there was no seat for Felipe Massa at Williams, but, through a twist of fate, he's been given a second chance. The goal is to win again – but can he manage it before the final whistle is blown on his F1 career? 🏆

THE LONG INTERVIEW

With scorching pace over one lap, René Arnoux blazed a trail through Formula 1 at Renault and Ferrari.

His duel with Gilles Villeneuve at Dijon in 1979 is the stuff of legend, as are his later years at Ligier – for rather different reasons. Happily for us, he’s as cheerful and cheeky now as he ever was. And when it comes to his old foe Alain Prost, the frost is clearly yet to thaw

THIS IS RENÉ
ARNOUX

INTERVIEW DAMIEN SMITH
PORTRAITS DREW GIBSON



Renault

RENAULT

ARN

Renault



That impish smile, the twinkle in his eyes: little René Arnoux was always a character – and as French as the Eiffel Tower. He fills his retro Renault overalls snugly these days, but hey, he's 69 and he's lived well since his days as the *enfant terrible* of *la Régie* during their first super-powered Formula 1 bloom. He looks great, and, as we discover over the course of a glorious hour, he's fantastic company, too.

For those who remember only the notorious tail-end blocker in the blue Ligier at the end of the 1980s, it's vital to wind back further to when turbos first ruled the earth. Over one lap, Arnoux was perhaps the fastest and most spectacular of a golden French generation that included Jean-Pierre Jabouille, Didier Pironi, Jacques Laffite, Patrick Depailler, Patrick Tambay and his arch-nemesis Alain Prost. There were only seven wins from his 149 grand prix starts (four for Renault, three for Ferrari) but his qualifying record is more telling. His 18 pole positions are a match for Mario Andretti's, eclipse Jackie Stewart's tally, and are the most set by any F1 driver without a championship to his name. That unfortunate status might have been wiped, too, had Renault wound back their lust for power, but grenading turbos cost both driver and constructor too many victories in those cavalier wild-west races of the early '80s.

Today, he is in deepest Oxfordshire paying what is his first visit to Renault's Enstone F1 factory. This morning he's driven the company's turbo trail-blazing first, the RS01, into a workshop to a rapturous welcome from



To celebrate Renault's 40th anniversary, Arnoux pays his first ever visit to the team's Enstone factory where he is reunited with his old turbo RS01

the staff, many of whom (but by no means all) are too young to have witnessed his pomp. On the near horizon is the Goodwood Festival of Speed and further celebrations of Renault's 40th anniversary in F1. But for now, and for the first time, he's all ours. In the team's local pub, after a burger that's barely touched the pan, he reflects on a colourful career that is best remembered for a race in which he finished third.

F1 Racing: What made you fall in love with this sport?

René Arnoux: I burn with passion for motor racing. I have two passions: motor racing and technology. We are in the middle of a high-technology era in F1 and it's really interesting.

F1R: Did it start when you were young?

RA: Now it is normal, but I started in a kart at eight years old. Karting is the best way to begin because you are close to the road and in the middle. When I started in 1973 in Formula Renault I won in my first year. Afterwards I went to Super Renault because Formula 3 was dead. I won the European championship in '75, then did Formula 2 for two years.

F2 was really exciting and the competition was a big war between Hans Stuck, Keke Rosberg, Jacques Laffite, Didier Pironi, Patrick Tambay and Eddie Cheever. The racing was spectacular and a lot of F1 team managers wanted to see the races. I tried to win the European championship in '76; I was close. There was a big war between Jean-Pierre Jabouille and me, and I lost the title at Hockenheim by one point. Jabouille had Michel Leclère, but [René's Ecurie Elf team-mate] Patrick Tambay didn't help me with a tow. I was between Jabouille and Leclère and I led the race, but I knew at the end I'd lose.

F1R: You made up for it in '77. And you stepped up to F1 with the same constructor with whom you'd conquered F2.

RA: Yes, I went to F1 with Martini for '78, which was bad. A big disaster. We didn't test the car, we didn't have any experience, we broke a lot of engines. Then I had a call from John Surtees. He said: "René, you must drive for me in Canada and at Watkins Glen." I had nothing at this time, so I said okay. It was a good experience for me. The Martini was impossible, but I understood that only after I had driven the Surtees.

F1R: And then your big break followed with Renault.

RA: After those two races I wait, I wait, I wait – because Renault were not sure about running two cars in 1979. John said: "I would be happy if you stay with me for the next season." After some time he asked me what I'd decided. I said I'd had no answer from Renault. I had a 50 per cent chance to drive for a big team, so I waited. John understood because he'd been a driver before he was a constructor. Christmas passed, then it was January – no answer. Eventually John said: "I give you one week and then you must say yes or no." It was a bad moment! I waited for two or three weeks, in my house in the middle of the country near Nevers. I received a call late at night and it was Gérard Larrousse [Renault team manager and former driver]. He said: "René, are you sitting very well? You are in the team." This was really fantastic.



At Renault we started with a new turbo engine. The team was small but strong and I spent four fantastic years there. To develop the car and the tyres with Michelin, was very nice.

F1R: You had a fantastic record in qualifying. Can you describe what it was like in those days, with full boost, heading out for a qualifying run?

RA: It was really exciting. Also, you had qualifying tyres and an engine with more horsepower. You could take 1.5s off your lap time. In those four years, each season you'd get 50-60bhp more from the turbocharger. It was incredible. When I stopped with Renault at the end of 1982 we had maybe 850bhp, and everyone was going in this direction with this type of engine. At the start everybody said the engine is shit, it doesn't work. Later, everyone was quiet. The development was fantastic.

Only one thing, and it's easy to say now: we worked too much on the power and not enough on the reliability of the engine – and we lost a lot of grands prix.

F1R: Yes, you could have been champion in 1980.

RA: With just 20bhp less we'd have found the reliability and won just the same. But it was exciting. And I like to make a pole position. For one lap only, you ask everything of your car and everything of yourself. But after, you must prepare to race.

“

DIJON, I'VE SAID BEFORE, WAS ONLY POSSIBLE BETWEEN GILLES AND ME BECAUSE HE WAS MY BEST FRIEND IN F1 AND I WAS HIS

”

Now it's time to move on to the big one: his famous wheel-banging duel with Gilles Villeneuve at the 1979 French GP...

F1R: We have to ask you about Dijon.

RA: Dijon, I've said before, was only possible between Gilles and me because he was my best friend in F1 and I was his. I had a lot of respect for him, and he had a lot for me. It was dangerous at that speed and Dijon was narrow, it was not easy. He had a big problem with the tyres and I had a problem with the fuel pressure. And I knew I had this difficulty, but I tried to finish second and not third. Dijon has a big bend at the top of the circuit and my engine would stop for two seconds, then ▶

THE LONG INTERVIEW



come back again! At the flag the difference was too big to pass, even with the turbocharger. I try, I try, I try, but...

A lot of people still speak to me about Dijon, even though it was 38 years ago. Someone stopped me in Paris recently and said it was the best duel in F1. "Do you want to see it on my phone?" he asked. I replied: "No, I know it very well!" I wanted to know how old he was. He said 22!

F1R: What a great memory that must be for you!

RA: Dijon was a very good day for everybody because it was the first race Renault had won in F1 after Le Mans in 1978. I was very happy for Renault for their first victory, and Gilles and me were on top of the podium also. Everyone remembers that duel. Somebody asked me recently: "Who won that race, you or Villeneuve?" It was neither – it was Jabouille.

Time to move on to the Prost years. Within his reflections, he makes mention of perhaps his most famous win – and surely France's greatest moment in F1 history. In 1982, Arnoux led a French one-two-three-four at Paul Ricard, beating Prost and the Ferraris of Pironi and Tambay. There was controversy, however. Arnoux had been expected to give up the win for his team-mate, but had stubbornly ignored the order. He remains unrepentant: quelle surprise.

F1R: Would it be fair to say that life at Renault became more difficult for you when Alain Prost joined the team for 1981? Did that change anything?

RA: Maybe for Prost – not for me. First, we had the same contract: there was no number one and number two. Second, at this time we had a lot of development of the car. During the winter we'd be going to Brazil, Argentina, Paul Ricard – sometimes for ten days. For one driver it would be a lot to do: tyres, suspension, engine, turbo, aerodynamics. And to move forwards you must have two very good drivers, so I was happy about that. But when you are at the same level there are things you have to accept. When I was driving in F1, there were 26 cars on the grid – and I had 25 enemies. Not 24... 25 of them.

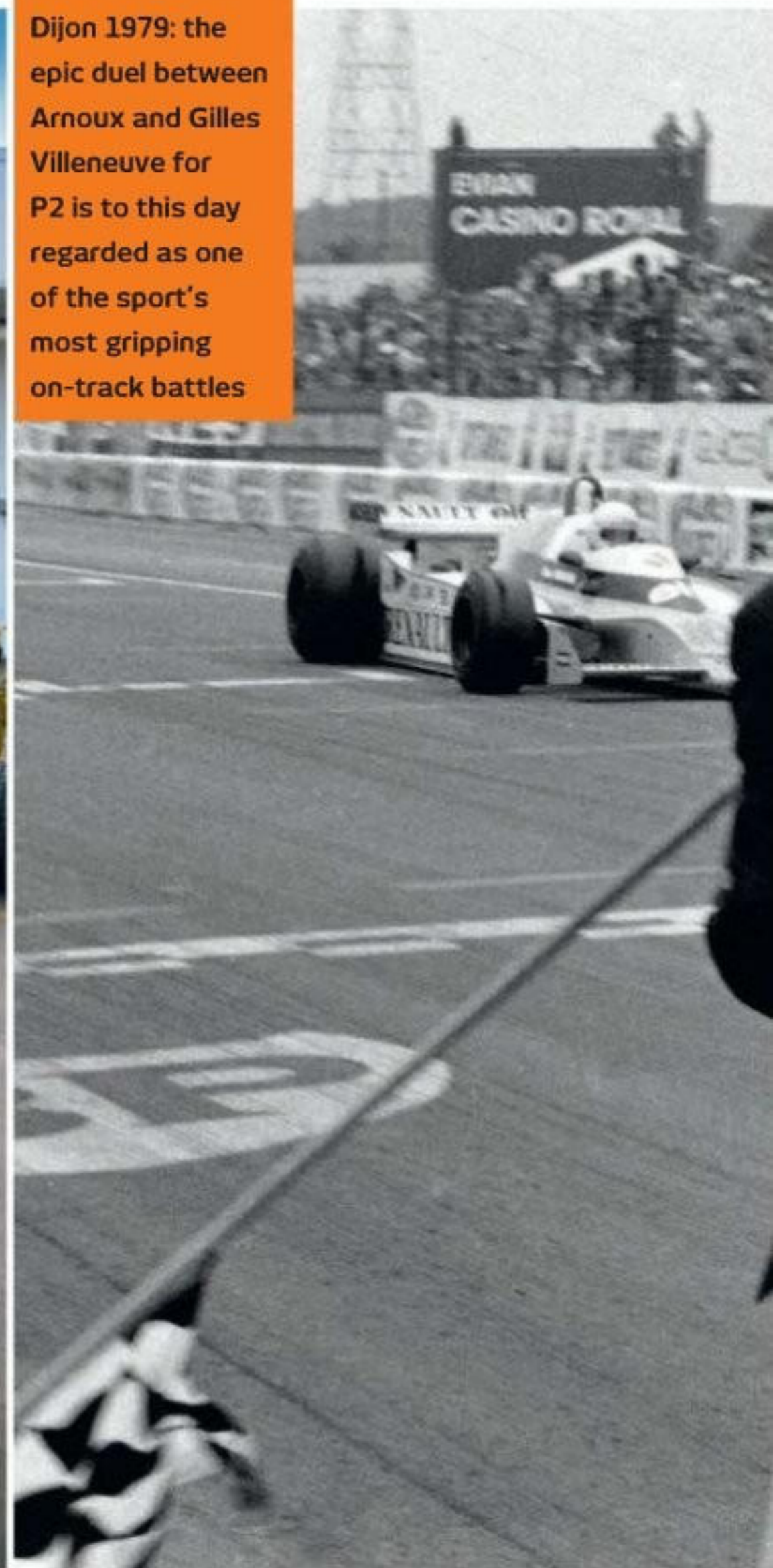
F1R: How was your relationship with Alain?

RA: I tell you, it wasn't any better with Jabouille. Maybe it was possible for me to have a better relationship with Prost. I won at Paul Ricard in 1982 and he was not happy. Everyone else at Renault was happy. The manager of Renault – not Renault Sport, the whole company – Gérard Larrousse, Bernard Dudot [legendary engine boss], they were all happy. After the race, the big man at Renault said: "René, we have a private plane here and you go directly with me to Paris." The same day, Bernard Hinault won the Tour de France with a Renault-Elf-Gitane bicycle and we make a disaster on the Champs-Élysées: a big party, which finished the next morning!

People said: "Why did you not give your place to Prost?" Why? Because I had the same contract, I was not the second driver, I had the same possibility to win the race. Crazy. And at this time we are in the middle of the world championship, not at the end. That is very important.

THEN

Dijon 1979: the epic duel between Arnoux and Gilles Villeneuve for P2 is to this day regarded as one of the sport's most gripping on-track battles



NOW

Those overalls might not be such a loose fit these days but, now a sprightly 69, Arnoux still exudes his trademark charm and humour

F1R: So why did you leave Renault at the end of 1982?

RA: It was a difficult decision because I had a contract with Renault if I wanted it. I had a fantastic time with everybody there – everybody. But at the end of June I went to Maranello because I was told: "Mr Ferrari wants to speak with you." And it was a really nice lunch, just Enzo and me. No lawyer or manager, I go by myself – and he was very happy about that. We discussed everything and I decided to go to Ferrari. You know, everyone wants to drive for Ferrari, and it was my dream. But it was not easy – I cried when I left Renault. And I won at Monza '82, which was incredible. Only one thing: after 20 laps I have the fire in my ass – there was fuel in my seat! We were on the limit with the fuel and I thought I might not finish. But I did, and I stopped the car on the track. I was on the podium, with Tambay and Andretti [both Ferrari], and I came back to Paris with Larrousse and he showed me a newspaper. There was a big photo. The newspaper wrote: "Three Ferrari drivers on the podium!" Ha, ha!

F1R: Your first year with Ferrari in 1983 was good...



“
SOMEBODY ASKED ME: ‘WHO WON THE RACE, YOU OR VILLENEUVE?’ IT WAS NEITHER – IT WAS JABOUILLE
”

RA: Yes, the car was very strong and I had an opportunity to win the championship. At the last race in South Africa, Nelson Piquet, Prost and me, we had a chance [although by this time René was an outside bet], but I knew at Kyalami that my car would not be competitive. I lost two races that season. I was leading in Detroit and I had a stupid problem – an electrical failure – and I lost the race in Austria also [he doesn't mention that Prost passed him to take the win!] – and so I lost the championship.

F1R: And then 1984 was a tough year...

RA: The car was very difficult to drive. I was with Tambay in 1983 and the next year I was with Michele Alboreto, who was a very nice person, one of the best I've known in my life. But the car was not competitive; it was very difficult to adjust the chassis and find a good balance.

Now onto another sensitive subject. Arnoux split with Ferrari early in 1985, after finishing fourth at the Brazilian Grand Prix. The reason for his departure has never been confirmed,

although rumours about his conduct and lifestyle at the time have always been rife. How will he respond? Let's find out...

F1R: It all ended abruptly, early in 1985, after Brazil. Why?

RA: Nobody knows that – ha, ha, ha! I'll tell you only one thing. After Brazil I had a problem with somebody, I go to see Enzo and... I wasn't really disappointed because the car was not in a good position. But I don't understand why. Michele, everything was good for him [Alboreto would challenge Prost's McLaren for the championship], but for me it wasn't good. I wanted someone to explain. It was very difficult under braking, to turn, I had too much power that I couldn't use, I wasn't confident in the chassis. I am a man of principle.

F1R: You've never gone into details – and you never will?

RA: No! A lot of people in Italy have asked me, ha ha! But Ferrari was a good experience, especially in 1983. And I had so many very nice lunches with Mr Ferrari... When he started out, he sold cars for the road to pay for cars on the circuit. He had no sponsors and that was how it was for a long time. I had ▶



a lot of respect for this. He was a nice person. Everybody said the opposite because of the black glasses and so on – but that was bullshit. And it was a nice life.

F1R: You chose to wait and come back fresh in 1986 with Ligier. Had you needed a break?

RA: Yep. I think sometimes it is necessary. Not a long break like Michael Schumacher, though. For me, Michael's break [from when he left Ferrari in 2006 to his return with Mercedes in 2010] was too long. You know, when you stop you have nothing in your head and you are very clean – everybody said after Ferrari it was a disaster for me, but I was very happy. And I arrived in '86 with Ligier and a good car with a Renault turbocharged engine. Renault were very strong at this time. Poh! In qualifying it was amazing. We had 1,500bhp. In the race we had 1,200bhp, then we had the button to give 100bhp more to pass another car. Ha ha! It was incredible.

Only one thing: we had Pirelli tyres. In those days we had 16 grands prix. For five of the races the Pirellis were good, and for the rest they were a disaster. Then for 1987 Ligier signed a contract with Alfa Romeo. It was a big, big disaster! It was impossible to make two laps.

F1R: You were quite vocal about that at the time.

RA: Yes, I spoke in my interviews about the reality and exactly what would happen if we continued. So instead we had a BMW Megatron engine. Very difficult to drive. Then we decided to

Arnoux returned to F1 in 1986 with Ligier (above). He enjoyed the car's phenomenally powerful Renault engine, but it was in his later years here that he picked up a reputation for blocking faster cars



have a normally aspirated engine [from 1988], first with Judd, then Ford Cosworth. I had one very good race in Canada [he finished fifth in '89], then I said to Ligier: "At the end of this year, I will hang up my helmet and my overalls. I stop the F1."

Once more it's time to raise a tricky subject with this colourful man. They don't make F1 drivers like this any more. Some would say that's just as well, but we don't agree!

F1R: You did have a reputation at the end of your career for not being easy to pass when you were being lapped. What do you have to say to your critics?

RA: It's a good quality! [Cue much laughter all round] I know a lot of drivers like that.

F1R: But did you ignore blue flags?

RA: No. This reputation arrived when I was driving a car that was not competitive – it didn't exist with Renault and Ferrari. Sometimes I was really disappointed if I made a mistake when I was driving for Ligier. My car was uncompetitive and I didn't always see the guy suddenly arriving from the back. It's true I'm not happy with these mistakes. I gained nothing. But when the big bend arrives, you must turn also...

F1R: Did the criticism from the likes of James Hunt on the BBC commentary bother you at all?

RA: No. To criticise is very easy. The only thing is, I'm really sorry if I made a mistake and a driver tried to pass me and I didn't see him. I am sorry about that, sure.

This story shouldn't finish on such a sour note. Let's move on.

F1R: You had a great career in a great era of F1. Which of the drivers you raced against did you respect the most?

RA: Ayrton Senna was sitting near me on a flight to Australia one year. I liked the man. Intelligent person – and very quick. For me, Ayrton made some pole positions purely because he was a very strong driver, even in a car that didn't have that possibility. People said he was crazy, like me, but he wasn't crazy. He made some mistakes, but not a lot.

F1R: What are you most proud of?

RA: I gave everything to the teams I drove for. And I had a high respect for all the mechanics, not only the team at the track but at the factory, too. I said this morning at the Renault factory: I exist because people like you exist. I have a factory now and build pieces for watch companies, and I have nearly 300 people. I spend a lot of time there. The value of the factory is not the machines; it's the men and women who work them.

F1R: What's your relationship with Alain like now?

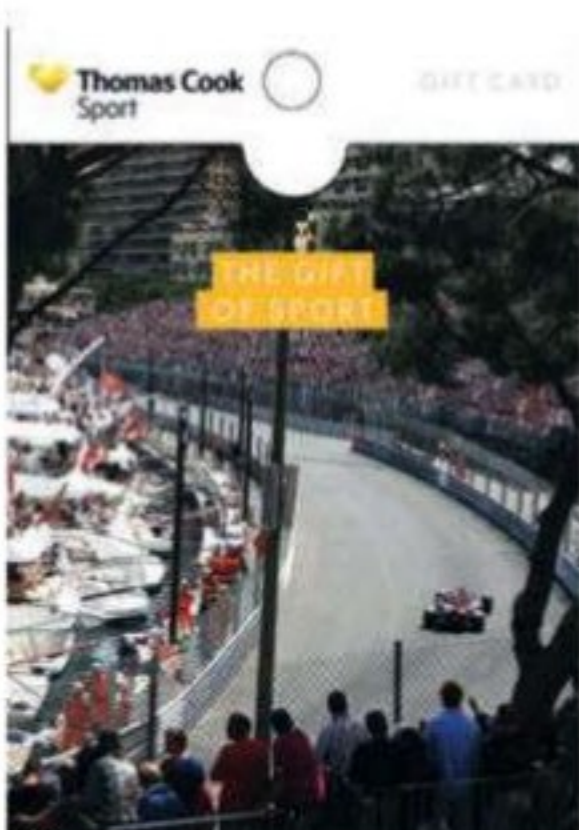
RA: [This prompts a massive Gallic shrug] Hello, bye-bye. That's it. We have a lot of people in the world, I don't have any time to lose... I don't want to criticise Alain. For me, Alain had a very strong career, big results... that's all. 🇫🇷

“ IN QUALIFYING IT WAS AMAZING. YOU HAD 1,500BHP. IN THE RACE WE HAD 1,200BHP, THEN YOU HAD THE BUTTON TO GIVE 100BHP MORE. IT WAS INCREDIBLE ”

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FELIPE MASSA Made (up) in Chelsea: footie keepy-uppy with F1's cheeky chappy
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FINISHING STRAIGHT



Fernando Alonso is stuck in a car that isn't worthy of his huge talents. Can McLaren-Honda turn things around?

LAT IMAGES: STEVEN TEE; SAM BLOXHAM; ANDY HONE

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to Abbey, and when we got there he asked if he could go and sit by the railings to carry on watching.

A few days later I asked what he thought of the day. He responded: "The quiet cars were boring, but the loud ones were brilliant!" Disappointing for me and F1 that the spectacle is not as it was, but at least F1's V6 hybrid engines have created another F2 fan.

Paul Everitt
By email

The future's already here

Having seen Renault's F1 2027 concept car at Silverstone, you've got to admit that it doesn't look all that much out of place.

The design has a current look, yet reflects how rules may be shaped in the future thanks to its closed cockpit and retractable rear wing. The feeling that F1 should remain open-wheel is removed and thus negates the divisive halo debate.

Whether such a vision would ever come to fruition is moot, but from an aesthetic point of view, it's got to be worth consideration when such matters come up for discussion.

Michael Brierley
Manchester, UK

The greatest shame of all

I have been a lover of F1 since 1960 and have seen all the greats, with the exception of Fangio, and Fernando Alonso is definitely within the pantheon of those greats.

Aside from all the (mostly preventable) deaths over the years, the greatest tragedy of this sport is the continued failure to provide Alonso with the tools he needs to demonstrate his greatness. I will never forget the awe I felt when he passed Michael Schumacher around the outside of 130R. Skill and *cojones* to the nth degree.

Shame on you, Honda. Shame on you, McLaren – Bruce would be embarrassed to have his name associated with such a fiasco.

Frederick Gasoi
Montréal, Canada

Honesty's the best policy

I've been a long-time follower of F1 and a subscriber to this magazine for a number of years, so I would just like to congratulate *F1 Racing* and Robert Kubica for one of the most honest interviews I have read in a long time.

In an era in which we have had to accept that the F1 driver of today is overly PR-trained, it was refreshing to read the honesty with which Robert spoke about his emotions at stepping back in an F1 car for the first time since his horrific accident.

After a successful in-season driver test, let's hope it's not too long before we see Robert racing head to head with the PR specialists for the podium.

Matt Barr
By email

A fan is born (sort of)

I took my seven-year-old son, Ollie, to see his first live F1 at Silverstone for the British GP qualifying. He was excited to see what I've been spending so much time watching on TV since he's been alive.

I saw my first race at Silverstone in 1992 and remember literally taking a step backwards as Michael Schumacher turned in to Copse during 1998 qualifying. I thought Ollie would love it, too.

He spent qualifying rolling down the grass banking behind Vale, so I assumed he'd not been bitten by the bug. We set off back to the car, but stopped by the start/finish straight as the F2 cars were lining up, and I convinced him to watch for a while. Once the cars started their engines, he said: "Wow!" We walked round

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NEXT MONTH



NICO ROSBERG
What's he been up to since retiring?



F1 eSPORTS
Why F1 is embracing the virtual world



VANDOORNE
A spin with Stoffel in a McLaren 570GT

ON SALE

OCT 19

- > F1 experience: what's it like to be driven around Spa?
- > Behind the scenes at racewear producers Alpinestars
- > Williams new boy Lance Stroll answers YOUR questions
- > Now *that* was a car: Shadow's first F1 car, the DN1



LEWIS BAGS YET ANOTHER RECORD

After matching Michael Schumacher's pole record, a hard-fought win took Hamilton closer to the title



Twenty-five years after Michael Schumacher's breakthrough victory at Spa-Francorchamps, Lewis Hamilton equalled the seven-time champion's mighty tally of 68 pole positions, before driving to yet another win under colossal pressure from Sebastian Vettel in the final quarter of the race.

Hamilton still has some way to go to surpass Schumacher's 91 victories, but he was certainly on impressive form, beating last year's pole time by 4.2s, and soaking up the pressure after a Safety-Car period eliminated the advantage he'd built over the opening portion of the race.

QUALIFYING

Hamilton was peerless in Q3. Fastest through all three sectors, he set a new track record in the process. While Vettel matched him in the final

sector – thanks to a tow from Kimi Räikkönen – he was already just over 0.2s down before entering it. That was good enough for P2, though, since Valtteri Bottas left 0.4s on the table in the middle sector on his fastest lap and was ultimately half a second off his team-mate. Bottas missed the front row, but held onto third place on account of Räikkönen making a mistake on his final run and abandoning the lap in favour of giving Vettel a tow.

Red Bull had tried a low-drag setup on Daniel Ricciardo's car during Friday practice in an attempt to reach a higher top speed, but found it was too greatly offset by diminished cornering performance – something that Ricciardo likened to driving a Formula 3 car. They rowed back on the changes overnight, but Ricciardo still trailed team-mate Max Verstappen by just over 0.4s in Q3.

Nico Hülkenberg was best-of-the-rest in seventh place behind Verstappen and Ricciardo and ahead of the Force Indias of Sergio Pérez and Esteban Ocon, a combustible duo who qualified a little over a tenth of a second apart.

"It's a special day, definitely," said Hamilton. "I knew it [equalling Schumacher's record] was on the horizon and I knew at some stage I'd get that 68th pole, but I really hadn't thought about it very much. I didn't apply pressure, I was like, 'It could come soon, it could take a long time,' but now, being here, it's an unusual place to be. I remember coming here in 1996, my first grand prix, watching Michael come by out of Turn 1 and the engine just

“ VETTEL HARRIED HAMILTON TO LES COMBES, LEWIS KEEPING AHEAD ONLY BECAUSE OF HIS EXQUISITE FEEL FOR THE BOUNDARIES OF GRIP UNDER BRAKING ”

shook my rib cage – it was incredible. And that was when my love for the sport took another step."

RACE

Hamilton made a slightly better getaway than Vettel, but the Ferrari maintained second place into La Source ahead of Bottas, Räikkönen, Verstappen and Ricciardo. Hülkenberg was slow off the line and lost out to both the Force Indias and Fernando Alonso, who rocketed past all three of them.

An outside line into La Source enabled Hülkenberg to claw back the loss to the Force Indias and get alongside them on the run down to Eau Rouge, but Pérez and Ocon were locked in their own battle. A charitable interpretation of what happened next would be to say that Hülkenberg's presence on the left forced Pérez to edge right, leaving Ocon committed to a diminishing gap – banging his left-hand wheels with Pérez and rubbing the right-hand ones against the wall. This scenario would be revisited later on, when it would have a significant impact on the outcome of the race.

Hamilton coolly held on to the lead up front from Vettel, Bottas, Räikkönen, Verstappen and Ricciardo. Hülkenberg and Alonso duelled for seventh until the McLaren started to go backwards and then dropped out entirely. Verstappen lost power and brought his Red Bull to a halt on the Kemmel Straight on lap 8, bringing out double-waved yellow flags that Räikkönen was later judged to have ignored, earning himself a ten-

RESULTS ROUND **12**

SPA-FRANCORCHAMPS / 27.08.17 / 44 LAPS



Clockwise from left: The Force India crash on lap 29 brings out the Safety Car; the field pits with Ferrari coming out on ultrasofts and Mercedes on softs; Lewis uses all his skills to hold on and take the win



LAT IMAGES; ZAK MAUGER; LORENZO BELLANCA; STEVEN TEE; SAM BLOXHAM.

second stop-go penalty – but only after he became the last of the leading group to pit, on lap 15. This dropped him to seventh place, but events in the second half of the race would fall in his favour.

Räikkönen passed Ocon and Hülkenberg to move into fifth, while Ricciardo, having inherited fourth from his team-mate but having also lost touch with the leading trio during his opening stint on ultrasofts, found his second set of tyres more to his liking and stabilised the gap to the leaders.

When the two Force Indias collided again on the run down to Eau Rouge on lap 29 – Ocon would later accuse his team-mate of trying to kill him – enough detritus was left on the track for Race Control to deploy the Safety Car. Hamilton, whose comfortable lead was eliminated at a stroke, described it as “a BS call”.

Most of the field pitted, and both Ferraris took on the new set of ultrasofts available to them on account of having made only one run during Q2. Hamilton and Bottas, on the only tyres available to them (softs) were therefore vulnerable. On the restart, Vettel harried Hamilton all the way to Les Combes, Lewis keeping ahead only because of his exquisite feel for the boundaries of grip under braking. Bottas, though, lost out to both Ricciardo and Räikkönen, who went either side of him.

Over the remaining tense 11 laps of the race, Vettel gave chase. However, Hamilton’s greater consistency enabled him to stay out of DRS range, stringing the gap out to 1.7s on the final lap, and then crossing the finishing line 2.3 seconds to the good.



1st	Lewis Hamilton Mercedes	1h 24m 42.820s
2nd	Sebastian Vettel Ferrari	+2.358s
3rd	Daniel Ricciardo Red Bull	+10.791s
4th	Kimi Räikkönen Ferrari	+14.471s
5th	Valtteri Bottas Mercedes	+16.456s
6th	Nico Hülkenberg Renault	+28.087s
7th	Romain Grosjean Haas	+31.553s
8th	Felipe Massa Williams	+36.649s
9th	Esteban Ocon Force India	+38.154s
10th	Carlos Sainz Toro Rosso	+39.447s
11th	Lance Stroll Williams	+48.999s
12th	Daniil Kvyat Toro Rosso	+49.940s
13th	Jolyon Palmer Renault	+53.239s
14th	Stoffel Vandoorne McLaren	+57.078s
15th	Kevin Magnussen Haas*	+67.262s
16th	Marcus Ericsson Sauber	+69.711s
17th	Sergio Pérez Force India	+2 laps/damage

Retirements

Fernando Alonso McLaren	25 laps – engine
Max Verstappen Red Bull	7 laps – engine
Pascal Wehrlein Sauber	2 laps – suspension

*Includes five-second penalty for forcing another driver off the track

FASTEST LAP



Sebastian Vettel,
1min 46.577s on lap 41

FASTEST PITSTOP



Lewis Hamilton,
22.037s (entry to exit)

TYRE COMPOUNDS USED



Ultrasoft Supersoft Soft Inter Wet

CLIMATE



Sunny

AIR TEMP

25°C

TRACK TEMP

37°C

DRIVERS' STANDINGS

1 Vettel	220pts	11 Massa	27pts
2 Hamilton	213pts	12 Grosjean	24pts
3 Bottas	179pts	13 Stroll	18pts
4 Ricciardo	132pts	14 Magnussen	11pts
5 Räikkönen	128pts	15 Alonso	10pts
6 Verstappen	67pts	16 Wehrlein	5pts
7 Pérez	56pts	17 Kvyat	4pts
8 Ocon	47pts	18 Vandoorne	1pts
9 Sainz	36pts	Palmer, Ericsson, di Resta	0pts
10 Hülkenberg	34pts	Giovinazzi, Button	0pts

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FERRARI FAIL ON HOME TURF

Despite Seb's valiant efforts, it was Lewis who took both victory and the championship lead at Monza



This was a bitter blow for Ferrari. At their home race, in their 70th anniversary year, they were well and truly beaten at Monza. And to cap it all, in this tight world championship contest, Lewis Hamilton wrestled away the points lead from Sebastian Vettel for the first time this season.

On the very first lap, Hamilton had driven off into the distance. He stayed there and was swiftly joined by his team-mate, Valtteri Bottas, to secure an emphatic one-two for Mercedes.

Standing on the podium overlooking the sea of Ferrari fans and flags afterwards, Hamilton was all too aware of what he'd achieved in his rivals' backyard, but he certainly didn't mind too much when he was booed by the partisan crowd. "I'm happy to play the villain," he said, smiling.

QUALIFYING

When Hamilton crossed the finish line to set a new all-time record with his 69th pole position, he punched the air with delight. He was thrilled after putting in a brilliant lap at the end of the session, in unseasonably wet conditions, a full 1.148 seconds from his nearest competitor, Max Verstappen, and 2.279s ahead of Bottas.

There had already been a lengthy stoppage of two-and-a-half hours during the Saturday afternoon session as heavy rain drenched the royal park. It had been wet all morning and despite qualifying getting under way as normal at 2pm, just five minutes into the session it was red-flagged when Romain Grosjean crashed his Haas on the start/finish straight.

Moments before, Grosjean had been on the radio to his engineer, complaining about the atrocious conditions: "I can't see where I'm going, it's too dangerous!" he exclaimed.

Then the long wait began. More rain fell, then hopes rose as it started to ease – only for it to fall even more heavily. The organisers had no choice but to delay proceedings until the weather cleared.

Finally, we got under way again at 4.40pm, but entering Q3, the rain once again started to intensify. That didn't trouble the fearless youngsters, as first Max Verstappen, then Esteban Ocon began setting the pace and they were joined in the mix by Williams' Lance Stroll. But the chance of having a shock pole-setter was dashed by Lewis Hamilton. In a performance that Mercedes technical director James Allison described as "imperious", Hamilton destroyed the opposition with his final run. It was a lap that deserved to break Michael Schumacher's all-time pole record.

RACE

As the pack charged towards the Rettifilo, Hamilton neatly edged ahead of Lance Stroll's Williams and comfortably rounded the first corner in the lead. Within four laps he was accompanied by Bottas, who had also made light work of passing Räikkönen, Stroll and Ocon. But he wasn't the only driver on the move.

“HORNER BELIEVED RED BULL WERE THE SECOND QUICKEST IN THE RACE, BUT CONCEDED MERCEDES WERE 'IN A CLASS OF THEIR OWN'”

The Red Bulls looked mighty in the wet on Saturday, but were thwarted by their lowly starting positions. Verstappen (who originally qualified P2) started 13th, while Ricciardo, who was third on Saturday, started 16th owing to grid penalties.

On the third lap, Verstappen, who had already made up five positions, challenged Williams' Felipe Massa for seventh place. As the pair rounded the Rettifilo chicane together, they made contact – the right front of Max's RBR striking the Williams. The result was a puncture and Verstappen sank to the tail of the field as he pitted for fresh rubber.

Red Bull team boss Christian Horner rued Verstappen's bad luck and suggested that if he hadn't had the problem, he would have secured a podium finish. As it was, he finished P10.

RESULTS ROUND **13**

MONZA / 03.09.17 / 53 LAPS



Top: Hamilton converts his 69th pole into the lead at Turn 1. Far left: Verstappen suffers a puncture on lap 3. By lap 5, Bottas has edged ahead to P2 to follow his team-mate



Ricciardo overtakes Räikkönen for fourth place with an impressive late-braking manoeuvre at Turn 1

"It's a racer's instinct to make as much progress as possible," said Horner. "And he was unlucky as the puncture effectively destroyed his race. Still it's race 13, he was 13th on the grid, sitting in the RB13. So if you believe in superstition... I'm just happy he didn't finish 13th."

The star of the race, though, was his Red Bull team-mate Daniel Ricciardo. He made slight contact with Grosjean's front wing at the first chicane on the opening lap, but from there ran a clean, trouble-free race. He picked off a car on each lap to rise from 16th to P9 by lap 7. He then made up another four places between laps 16 and 21 as the supersoft runners ahead of him pitted. When it came to making his own stop – the third-fastest at 2.2s – Ricciardo was in a net fifth place.

After overtaking both Kevin Magnussen and Sergio Pérez into Variante della Roggia, Ricciardo's best pass came on lap 40. He braked late and deep into the Turn 1 chicane to pinch P4 from Kimi Räikkönen. Next in his sights was the second Ferrari and since he was on the softer tyre, he began lapping a second quicker than Vettel ahead of him. With five laps to go he was just 5.8s behind, but the chase was in vain. Vettel held on to third.

Horner believed Red Bull were the second quickest in the race, but conceded Mercedes were "in a class of their own." It had looked easy, but Singapore is next, a track where Mercedes tend to struggle. This title battle will continue to ebb and flow, but Ferrari will come back fighting.



1st	Lewis Hamilton	Mercedes	1h 15m 32.312s
2nd	Valtteri Bottas	Mercedes	+4.471s
3rd	Sebastian Vettel	Ferrari	+36.317s
4th	Daniel Ricciardo	Red Bull	+40.335s
5th	Kimi Räikkönen	Ferrari	+60.082s
6th	Esteban Ocon	Force India	+71.528s
7th	Lance Stroll	Williams	+74.156s
8th	Felipe Massa	Williams	+74.834s
9th	Sergio Pérez	Force India	+75.276s
10th	Max Verstappen	Red Bull	+1 lap
11th	Kevin Magnussen	Haas	+1 lap
12th	Daniil Kvyat	Toro Rosso	+1 lap
13th	Nico Hülkenberg	Renault	+1 lap
14th	Carlos Sainz	Toro Rosso	+1 lap
15th	Romain Grosjean	Haas	+1 lap
16th	Pascal Wehrlein	Sauber	+2 laps
17th	Fernando Alonso	McLaren	+3 laps/gearbox
18th	Marcus Ericsson	Sauber	+4 laps/accident

Retirements

Stoffel Vandoorne	McLaren	33 laps – power unit
Jolyon Palmer	Renault	29 laps – transmission

FASTEST LAP



Daniel Ricciardo, 1min 23.361s on lap 49

FASTEST PITSTOP



Lewis Hamilton, 23.725s (entry to exit)

TYRE COMPOUNDS USED



Supersoft Soft Medium Inter Wet

CLIMATE

Sunny

AIR TEMP

26°C

TRACK TEMP

39°C

DRIVERS' STANDINGS

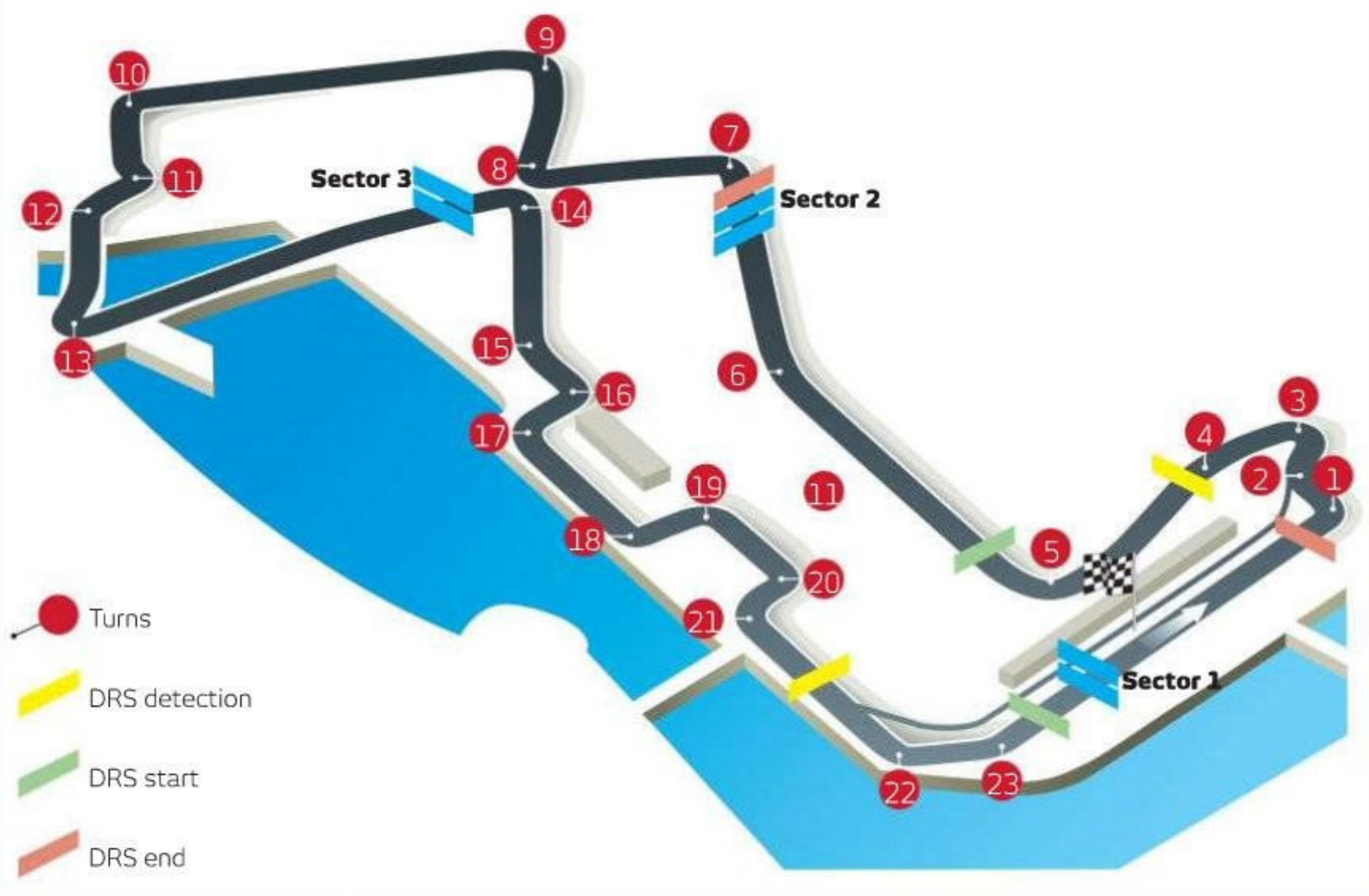
1	Hamilton	238pts	11	Massa	31pts
2	Vettel	235pts	12	Stroll	24pts
3	Bottas	197pts	13	Grosjean	24pts
4	Ricciardo	144pts	14	Magnussen	11pts
5	Räikkönen	138pts	15	Alonso	10pts
6	Verstappen	68pts	16	Wehrlein	5pts
7	Pérez	58pts	17	Kvyat	4pts
8	Ocon	55pts	18	Vandoorne	1pt
9	Sainz	36pts	Palmer, Ericsson, Giovinazzi		
10	Hülkenberg	34pts	Di Resta, Button 0pts		

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FINISHING STRAIGHT

THE SINGAPORE GP

LAT IMAGES: ANDREW FERRARO; STEVEN TEE; CHARLES COATES; GLENN DUNBAR; ILLUSTRATIONS: ALAN ELDRIDGE.



RACE DATA

Circuit name Marina Bay Street Circuit
First GP 2008
Number of laps 61
Circuit length 3.147 miles
Race distance 191.897 miles
Lap record 1m 47.187s
 Daniel Ricciardo (2016)
F1 races held 9
Winners from pole 7
Tyres Ultrasoft, supersoft, soft

TV TIMETABLE (UK TIME)

Friday 15 September
Practice 1 11:00-12:30
Practice 2 14:30-16:00
Saturday 16 September
Practice 3 11:00-12:00
Qualifying 14:00-15:00
Sunday 17 September
Race 13:00
Live coverage Channel 4 & Sky Sports F1

THE MAIN EVENT



Marina Bay astonished everyone who turned up to its debut race in 2008 when they saw the circuit lit up like the proverbial Christmas tree. It was beyond spectacular – and had an atmosphere that subsequent imitator night races have more-or-less completely failed to replicate.

Nine years on, it remains the most intense driver challenge on the F1 calendar. The sapping heat and humidity are problematic; so too are the 23 corners of vicious kerbs, low grip and unhelpfully situated bumps, all keen to throw the unwary or plain unlucky into the omnipresent walls. These they have to survive for the full two hours. Last year's Singapore Grand Prix was the quickest ever, at a sprightly 1hr 55m 48.950s. The race has twice been stopped on the clock in the last five seasons.

Kicking off the final tranche of flyaways, this is a great venue for the beginning of the end. In a tense season, drama is magnified and every decision scrutinised as it all grows more real under the glare of the floodlights.

CLASSIC RACE: 2008





The phrase 'instant classic' is grossly overused, but the first race on the Marina Bay Street Circuit fits the bill and instantly made the Singapore Grand Prix a keystone of the F1 calendar. Fernando Alonso took an underdog victory, Renault's first in nearly two years, which was later tainted by the 'Crashgate' race-fixing controversy.

Race leader Felipe Massa had blown his chance to take the title lead, leaving his box with the fuel hose still attached in a catastrophic case of premature evacuation.

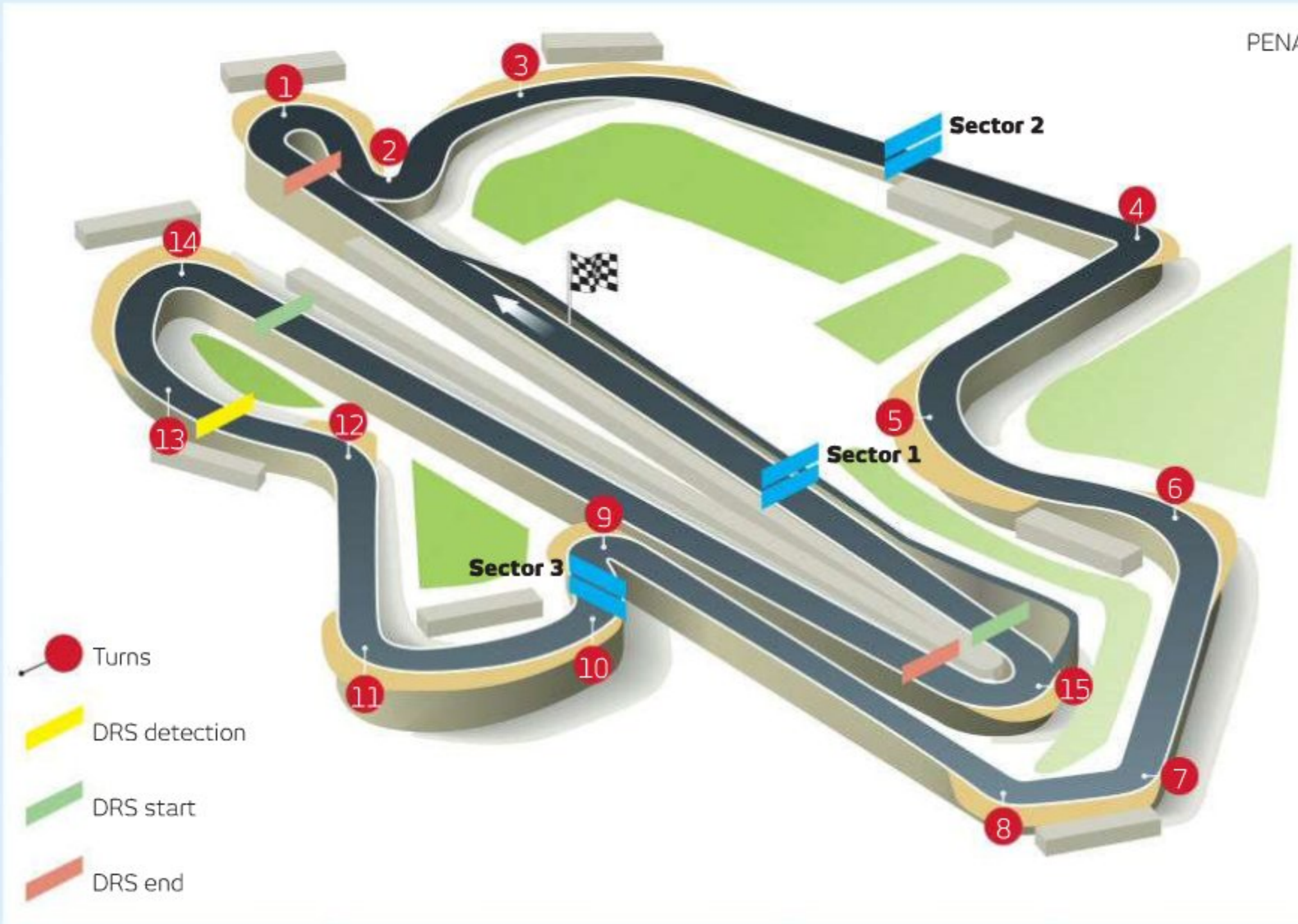


The race produced spectacle, drama and controversy – all conducted against a dazzling backdrop, the likes of which F1 had never seen before.

THE LAST FIVE WINNERS HERE...

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

THE MALAYSIAN GP



RACE DATA

Circuit name Sepang International Circuit
First GP 1999
Number of laps 56
Circuit length 3.444 miles
Race distance 192.879 miles
Lap record 1m 34.223s
 Juan Pablo Montoya (2004)
F1 races held 18
Winners from pole: 9
Tyres Supersoft, soft, medium

TIMETABLE (UK TIME)

Friday 29 September
Practice 1 04:00-05:30
Practice 2 08:00-09:30
Saturday 30 September
Practice 3 07:00-08:00
Qualifying 10:00-11:00
Sunday 1 October
Race 08:00
Live coverage Channel 4 & Sky Sports F1

THE MAIN EVENT

Making its debut in 1999, the Malaysian Grand Prix was a forerunner for the shape of 21st-century F1. It kick-started F1's Asian diaspora, becoming the first country to secure a grand prix without really having any particular motorsport heritage to hang it off. However, this 19th season of racing on the outskirts of Kuala Lumpur will probably be the last – although its legacy will remain.

Sepang has tended to be a circuit that delivers a good race rather than a great one. Traction onto and pace along the two long straights dominate, and the heavy stops into the Turn 1-2 complex and the signature final corner hairpin offer plenty of overtaking opportunities. But Sepang also has variety, with a twisting, high-speed middle sector that prevents it being a tropical Monza.

Add in tyre-wrecking track temperatures above 60°C and binary weather forecasts of rain now or rain later, and Sepang generally provides something to hold the interest.



CLASSIC RACE: 2012

The weather radar doesn't really work in the tropics. Rather than arriving in clouds or fronts, the rain develops directly over the circuit. You know it's coming: what you don't know is when or how much. The 2012 Malaysian Grand Prix was a classic example: not the dull slog on a permanently awash circuit, but a race of variable track conditions with showers real and imagined.

Fernando Alonso won a topsy-turvy race for Ferrari, but the star of the show was Sergio Pérez, negotiating nuanced conditions with confidence, hunting down Alonso and teasing the prospect of a first-ever win for Real Sauber. It didn't happen... but for a few moments it was nice to dream.



THE LAST FIVE WINNERS HERE...



2016
 Daniel Ricciardo
 Red Bull



2015
 Sebastian Vettel
 Ferrari



2014
 Lewis Hamilton
 Mercedes



2013
 Sebastian Vettel
 Red Bull



2012
 Fernando Alonso
 Ferrari



FINISHING STRAIGHT

THE JAPANESE GP

LAT IMAGES: ANDREW HONE; LORENZO BELLANCA; ILLUSTRATION: ALAN ELDRIDGE



RACE DATA

Circuit name Suzuka International Racing Course
First GP 1987
Number of laps 53
Circuit length 3.608 miles
Race distance 191.054 miles
Lap record 1m 31.540s
 Kimi Räikkönen (2005)
F1 races held 28
Winners from pole 13
Tyres Supersoft, soft, medium

TV TIMETABLE (UK TIME)

Friday 6 October
Practice 1 02:00-03:30
Practice 2 06:00-07:30
Saturday 7 October
Practice 3 04:00-05:00
Qualifying 07:00-8:00
Sunday 8 October
Race 06:00
Live coverage Sky Sports F1
Highlights Channel 4

THE MAIN EVENT



Suzuka is perhaps the most complete race track in F1. As you'd expect from a circuit designed as a test track, the Beast in the East demands a bit of everything: fast changes of direction in the first sector; precise low-speed performance in the second; and high speeds in the third. It causes the sort of setup dilemmas guaranteed to bring engineers out in a cold sweat.

It doesn't have a signature corner, and therein lies its appeal: they're *all* signature corners, tripping off the tongue with the familiarity of the ages: Dunlop, Degner, Spoon, The Hairpin, 130R. Howsoever the cars change from era to era, there is always a sequence at Suzuka ready-made to extract the maximum from them – and there is no finer sight than watching a Formula 1 car hurl itself through the Suzuka Esses.

The track can, however, play second fiddle to the fans. The enthusiasm, goodwill and inexplicable hats all combine to make Suzuka very special.

CLASSIC RACE: 2005

This was the race in which the unstoppable force of Kimi Räikkönen took on the immovable object of reality and gave it a very hard shove. Out of the 28 grands prix that have been held at Suzuka, in 27 of them no one has won from further back than sixth. Yet somehow Kimi managed to win from 17th, defying the odds, shredding the opposition and executing a millimetre-perfect pass on Giancarlo Fisichella to take the lead on the last lap. The Iceman delivereth.



THE LAST FIVE WINNERS HERE...

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

Unique Collection

FORMULA 1 "Road" 1996

£125,000



This unique car is a brand new Carbon Fibre Formula car and is also fully road legal. It has covered only 30 shakedown miles and passed all the stringent government road traffic act tests and is currently MOT tested, taxed and ready to go. Conceived and built by Lola design engineer along with other professional engineers from the world of Formula 1, Le Mans and fully qualified professionals from the top table in race car design and assembly. The silencing system can be removed in two stages should you wish. Powered by a turbo charged Cosworth DFY unit. The turbo can be adjusted for a lot more power should you wish for that extra exhilaration. The gearbox is a 5 speed manual G50 unit. Complete with a letter of confirmation from Lola detailing parts used during construction. I have full build and technical data with this remarkable car. I am 70 years old 5' 11" and 14.5 stone and can drive this but anyone larger might need to lose a bit of weight. The Lola stickers can be removed for Ferrari or any other PR promotion without damage to the coachwork if needed. You could never build this car for this price. There will never be another one and this is it!!!

Can be viewed in North Hertfordshire

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F1 STATISTICS

FINISHING STRAIGHT

60

FIGURE

Ahead of its final GP, we take a numerical look at Sepang

FOUR

The record for the number of wins at the Malaysian Grand Prix, which is held by Sebastian Vettel



7

YEARS

The amount of time between Fernando Alonso's first ever win at Sepang in 2005, and his most recent victory at the circuit in 2012

179

MILES

The distance between Sepang and Marina Bay in Singapore – the shortest distance between GPs in 2017

8.6

MILLION

The increase in Malaysia's population since the first race here in 1999

31

 laps were completed in 2009's wet race. Half points were awarded

3

Safety Car periods in 2016 – that's as many as in the previous 17 races put together

7TH

The best finish in a GP by Malaysia's only F1 racer, Alex Yoong, in Australia, in 2002

927 METRES

The total length of Sepang's back straight

5 DAYS

after being disqualified from his first-place finish in 1999, Ferrari's Eddie Irvine was re-instated and he became the first winner of the Malaysian Grand Prix



FIFTY PER CENT

of the 18 GPs held at Sepang have been won from pole

ONE

Jolyon Palmer's first (and so far only) championship point was scored at the Malaysian GP last season

LAT IMAGES: CHARLES COATES. OTHER PHOTOS: SHUTTERSTOCK

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* Advance tickets available until midday Thursday 28 September. Postage fee applies. Calls will cost 7p per minute plus your telephone company's access charge.



YAS MARINA CIRCUIT

Abu Dhabi, United Arab Emirates; 24-26 November 2017



The dazzling Yas Marina circuit

LAT IMAGES; STEVEN TEE; OTHER PHOTOS: SHUTTERSTOCK

WHY VISIT?

If you love F1 and want to escape the cold European winter, book a trip to Abu Dhabi for this November's GP. There's every chance that 2017's thrilling world championship fight between Sebastian Vettel and Lewis Hamilton will go right down to the wire, and the showdown could take place at the 20th and final race on this year's calendar at the Yas Marina circuit.

While this isn't one of the most challenging tracks for the drivers, the venue's facilities and the spectacular location – not to mention the guaranteed good weather – make the Abu Dhabi Grand Prix a race well worth visiting.

Abu Dhabi and Dubai are both located on the Gulf Coast, about an hour apart by car. This is a booming region, noted for its grand and spectacular modern architecture. If you're keen to watch Formula 1 somewhere further afield than Europe, but you just can't quite face the long flights to the Americas or Asia, then a seven-hour overnight flight to the Middle East is a good option.

Plus, as spectacular venues go, Yas Marina is one of the best. It looks incredible as the sun sets and the racing continues into the desert night under floodlights.

WHAT TO SEE

Sheikh Zayed Grand Mosque, Abu Dhabi

Abu Dhabi's key site of Muslim worship is an incredible feat of architecture. Completed in 2007, the dazzling white \$500million building covers 32 acres, has 82 domes, and receives 41,000 visitors during Eid alone. It's been voted the world's number two favourite landmark for two years running on TripAdvisor.

Ferrari World, Abu Dhabi

No self-respecting Formula 1 fan would pass up the chance to visit the world's only Ferrari-branded theme park. Here you can ride Formula



Burj Khalifa



Sheikh Zayed Grand Mosque



Dubai Miracle Garden



Ferrari World

FAST FACTS

Currency £1 = AED4.8

Timezone GMT +4

Plug type Type C, D & G

Weather 26°C / sunny

Flight time London Heathrow to Abu Dhabi 7hrs 15mins

The Dubai Mall

The world's largest mall (by total area) is accessible by metro or car from Abu Dhabi. It contains more than a thousand shops and also features restaurants, a zoo, an aquarium, the SEGA theme park, a 22-screen cinema, and a second theme park just for kids.

Dubai Miracle Garden

The world's largest natural flower garden has more than 100 million planted flowers. Closed during the summer due to high temperatures, it will be open again when grand prix visitors arrive in November. The site has recently been extended to include a butterfly garden.

Desert Tours

Widely available in both Abu Dhabi and Dubai, these evening tours let visitors experience the sheer scale and beauty of the Arabian Desert, by dune buggy, 4x4 or even by camel.

Rossa, the world's fastest roller coaster, which reaches speeds of 150mph. You can also try your hand at the flight simulators, get behind the wheel of Ferraris, and watch live-action shows.

Burj Khalifa, Dubai

This skyscraper, opened in 2010, is currently the world's tallest structure, dominating the Dubai cityscape and standing over half a mile tall. It has 57 elevators, a record-breaking 211 floors, and an observation deck that is open to the public, offering spectacular views of this modern and dynamic new-world city.

THOMAS COOK SPORT BREAK DETAILS

GP ticket and four-night hotel-only breaks from £699pp*

YOUR BOOKING INCLUDES:

- A great choice of hotel accommodation, with breakfast provided daily
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- Return race-day circuit transfers
- Access to after-race concerts
- A merchandise pack including a bag, sun cream, poncho, pen, earplugs, ticket wallet and lanyard
- Service charges and taxes

WHERE TO STAY

Pullman Jumeirah Lakes Towers, Dubai

With its central location, this hotel is a great option for discerning travellers. Its five restaurants and bars include an al fresco shisha lounge, design-led tapestry lounge Amarillo, live jazz brunches and a traditional Italian restaurant. There's also a fully equipped gym and outdoor swimming pool.

JA Ocean View Hotel, Dubai

This family hotel is set in a bustling district on 'The Walk, Jumeirah Beach Residence' – the city's famous seaside promenade. Each of its comfortable rooms offers a magnificent sea view and a spacious balcony. There are extensive spa facilities, including a temperature-controlled swimming pool deck, plus a dedicated children's splash pool and plenty of fun activities at the CoolZone kids' club.

Hilton Garden Inn Mall of the Emirates, Dubai

A new hotel, just metres away from one of the largest shopping malls in the world, with downtown Dubai, the iconic Burj Khalifa and the Dubai Mall only a 15-minute drive away. In the hotel itself, you can unwind in the temperature-controlled outdoor infinity pool and accompanying kids' pool or take the free shuttle bus to the nearby public beach.

**Pricing correct at time of press*

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F1 UPGRADES

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Love 'em or hate 'em, emojis are a big deal in 2017. In May, Fernando Alonso became the first F1 driver to create a series of emoticons that can be added to text messages. Lewis Hamilton's appeared in the iTunes store in July.

For Hamilton fans, this package offers more than 200 stickers, expressions and emojis, which can be used in conjunction with various messenger apps, such as WhatsApp, Snapchat, Facebook and Twitter.



WILLIAMS 40TH ANNIVERSARY LIMITED EDITION

Oris

Price From £2,745

www.oris.ch

To celebrate Williams' 40 years in Formula 1, Swiss manufacturer Oris have created a limited-edition run of 1,000 timepieces.

This 40mm stainless steel watch is based on Oris's Chronoris model, their first chronograph, which was originally designed in the 1970s. Its styling includes a number of nods to the Williams Formula 1 team,

whom Oris have been sponsoring since 2003. The central chronograph second hand and minute scale have both been designed in Williams blue, while the back of the watch has been embossed with the Williams logo.

Two versions of the watch are available, with the choice of either a brown leather or black rubber strap (£2,745) or a metal bracelet (£2,979). The timepiece is presented in a special leather pouch, with an additional strap-changing tool and an anti-static watch-cleaning cloth.



FERRARI RED & BLACK FRAGRANCE 75ML

Price £14.99

www.perfumeholding.com

Last month this page featured an iPhone case that dispenses Ferrari cologne. The two types of scent available are Ferrari Red and Ferrari Black, each of which comes in a 75ml bottle and is available in the UK from The Perfume Shop, Superdrug and Boots.

According to Ferrari, Black features woody notes, softened by vanilla with the intensity of crystal musk; Red, on the other hand, offers fresh and zingy notes of Amalfi lemon, mint and lavender, with a floral heart of jasmine, geranium and orris, enhanced by nutmeg, sandalwood and moss.





CARS 3: DRIVEN TO WIN

PS4, Xbox One

& Nintendo Switch

Price £49.99

lol.disney.com/cars-3-game

To tie in with the cinematic release of the new Pixar animation film *Cars 3*, Disney have unveiled a family-friendly arcade game for consoles.

You can race online or in split-screen mode with up to four players, and can choose from as many as 20 different characters from the film franchise, including old favourites Lightning McQueen and Mater, plus

new cars Jackson Storm and Cruz Ramirez.

Twenty different fictional tracks are available across 13 locations and can be used in up to six different game modes. They include a stunt showcase, a best-lap challenge and a battle race where players can gain power-ups and fire them at the opposition.

This game is much more along the lines of *Mario Kart* rather than *Gran Turismo*, but given the steering precision required on a joypad controller, this is one that's perhaps better suited to older children.

THE OFFICIAL JAMES HUNT CHRONOGRAPH

Price £599

www.omologatowatches.com

Another commemorative watch, this one is limited to a run of just 750 and has been launched to celebrate 70 years since the birth of 1976 champion James Hunt.

The watch is endorsed by James's son, Freddie Hunt,

and is available with either a leather strap or a nylon/leather-bonded bracelet.

Both models feature a matt-black dial with the colours of Hunt's helmet (red, blue and yellow on black) running across the face.

Omologato were founded in 2015 and their collections include a number of other motorsport-themed timepieces.



FERRARI SF70H

1:8 SCALE

Price £4,575

www.amalgamcollection.com

Over the first six months of the year, the model makers at Amalgam have worked in conjunction with Ferrari to create this lovingly detailed

replica of 2017's title-challenging SF70H.

Following 2,500 hours of development, this 1:8 scale collectors' item is now available in either Sebastian Vettel or Kimi Räikkönen versions. Made from carbon fibre and stainless steel, these 2017 models have

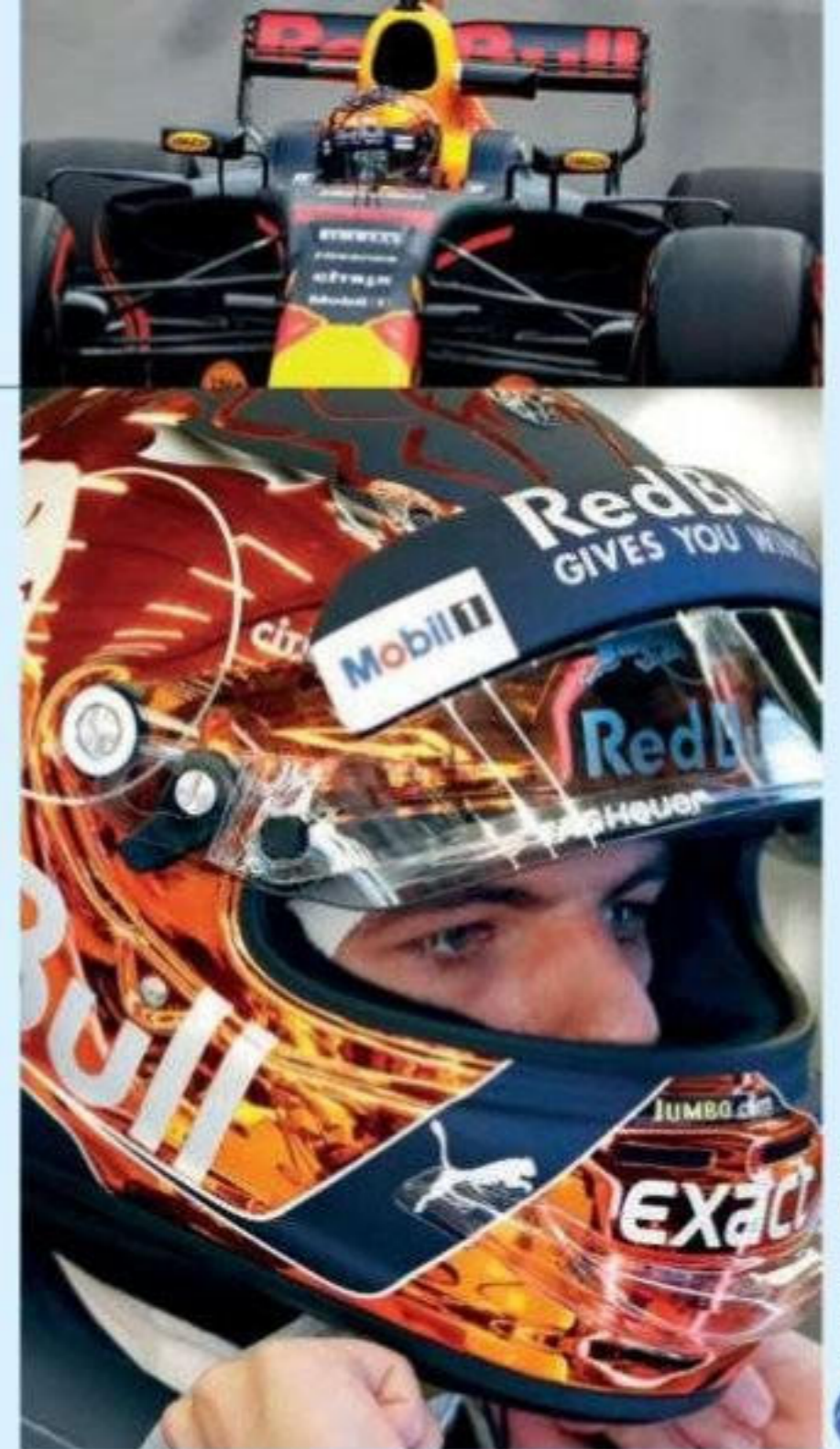
undergone strict scrutiny from both the design and engineering teams at Maranello to ensure complete accuracy.

The 1:8 model measures 413mm in length, with 1:4 and 1:18 scale models currently in production for release later this year.



MAX VERSTAPPEN ME AND MY LID

In the first part of a new series, Red Bull's Dutch star explains why he went for all-over orange at this year's Belgian Grand Prix



LAT IMAGES; GLENN DUNBAR; OTHER PHOTOS: RED BULL



This was a special design just for the Belgian Grand Prix and I hope everyone liked it. I've used a bit of orange on my helmet design in the past, certainly on last year's, but you couldn't really see a lot of it. There wasn't enough to make the design visible from the trackside, so I decided

to make this version *fully* orange since we'd got so many Dutch fans coming to Spa this year.

I chose a chrome finish, which is cool because you see a reflection in it. It gives a nice effect, and it works well with the branding because it looks like the Orange Edition Red Bull can.

The finishing touch is the lion [a recurrent element in heraldic symbols in the Low Countries, including the coat of arms of the Kingdom of the Netherlands] on the top, which is something I've started including in the design this year. I think it looks really good!

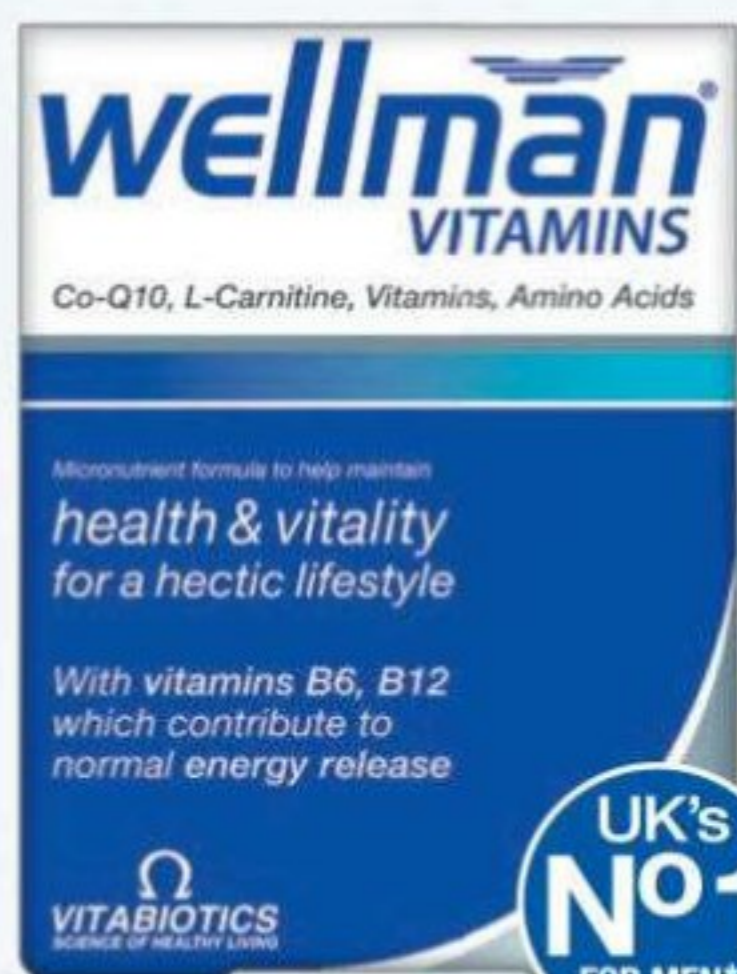
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