



ventus F200

Top-notch performance slick tyre with consistency
and high mileage in dry conditions



Be one with your tyres,
and the road will be one with you

BE ONE WITH HANKOOK

OFFICIAL
PARTNER | **DTM**

Hankook Tyre UK Ltd
Unit 1 Apex Centre Lovell, Tamworth B79 7TA,
Tel: +44 (0)1827 211021

www.hankooktire.com/uk

FREE! FORMULA 1 DIARY STICKERS



FORMULA 1 2020 SEASON PREVIEW

INSIDE

THE PATH TO GREATNESS

How **Lewis** took
the hard road to
threaten **Schumi's**
incredible records

LECLERC VS VETTEL

CAN FERRARI
CONTROL
F1'S NEW
CIVIL WAR?

NEW SEASON, NEW ERA!

A fresh start for the
world's best-selling
F1 magazine



**WHY RED BULL
MOVED FAST
TO KEEP MAX**

THE INSIDE TRACK ON F1 2020'S DRIVERS, TEAMS & STORYLINES



UK
EDITION
£5.99
March
2020



RENAULT
Passion for life

New
Renault MEGANE R.S. TROPHY-R
Performance Car of the Year

BBC TopGear.com



Our award-winning limited edition offers a reduced weight teamed with a unique aerodynamic performance and a radical approach to roadholding.

Discover more at renault.co.uk/trophy-r



The official combined fuel consumption figures in mpg (l/100km) for the Renault Mégane R.S. Trophy-R are: 35.8 (8.0). The official CO₂ emissions are 180/km. WLTP figures shown are for comparability purposes; only compare figures with vehicles tested to the same technical procedures. Actual real world driving results may vary depending on factors such as weather conditions, driving styles, vehicle load or any accessories fitted after registration. WLTP is a new test used for fuel consumption and CO₂ figures, however until April 2020 the CO₂ figures are based on the outgoing (NEDC) test cycle which will be used to calculate vehicle tax on first registration. Please visit renault.co.uk/configure for WLTP figures for any selected options.



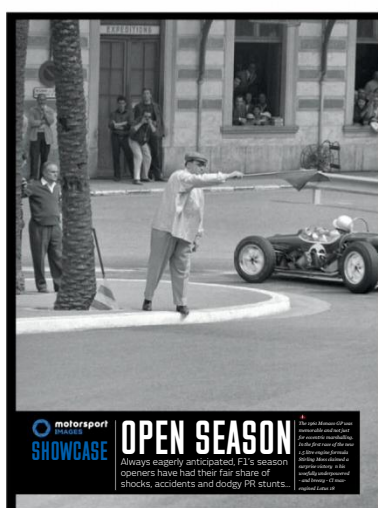
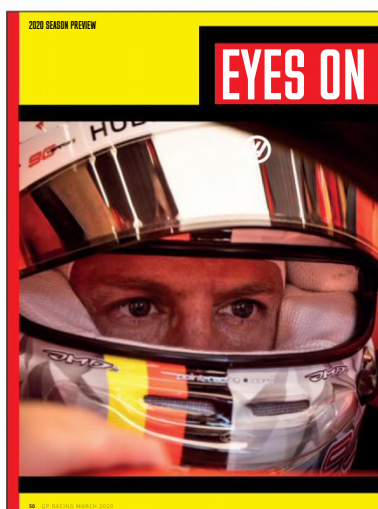
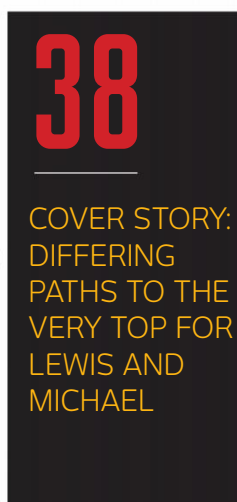
1 ETON STREET, RICHMOND,
LONDON, TW9 1AG, UK

SECTOR 1

- 4** **IGNITION**
New season, new hope and a new name...
- 8** **PARADES**
All the best images from winter testing
- 18** **F1 INSIDER**
The fallout from Chinese GP postponement
- 24** **F1 ANALYST**
Ben Edwards on the making of Carlos Sainz
- 26** **UNDER THE HOOD**
Pat Symonds says gaps will close this year

SECTOR 3

- 126** **SUBSCRIPTION**
Try three issues of GP Racing for just £3
- 128** **PREVIEWS**
A look ahead to the Australian, Bahrain and Vietnam GPs
- 134** **TRAVEL GUIDE**
Visiting the Dutch GP
- 136** **PRODUCTS**
Reviews of the best F1 gear
- 138** **FLAT CHAT**
Stuart Codling on what Valtteri Bottas must do this season



CONTENTS

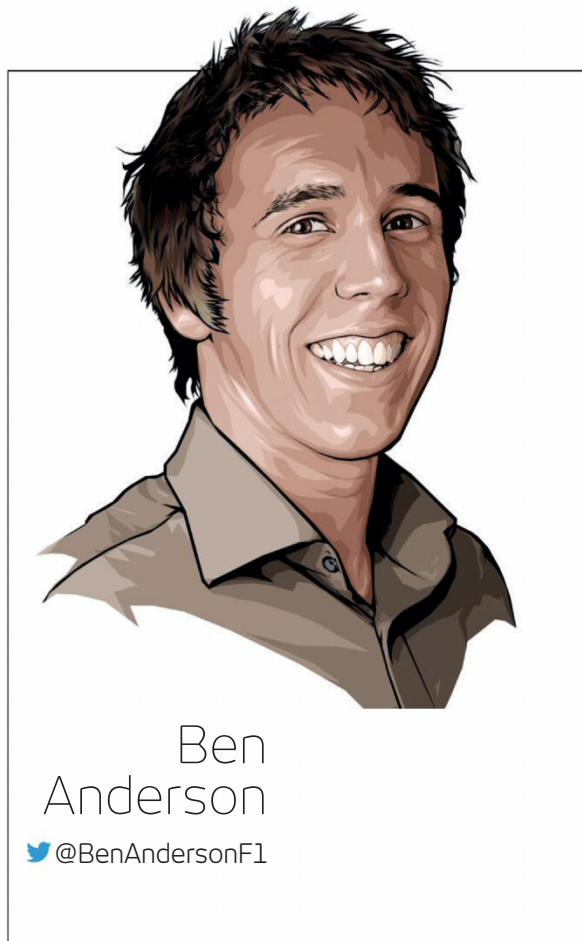
MARCH 2020

SECTOR 2

- 34** **SETTING THE SCENE**
What you can expect from a challenging new season
- 38** **HAMILTON AND SCHUMACHER**
The similarities and differences of their routes to F1 stardom
- 50** **FERRARI: THE CHALLENGES**
What the Scuderia must do to have a successful year
- 58** **ROEBUCK ON VETTEL**
What Nigel thinks awaits Seb at Ferrari this season
- 62** **MAX VERSTAPPEN**
The story behind the Red Bull star's surprise long-term deal
- 70** **IN CONVERSATION WITH**
Lando Norris: why he's moved closer to McLaren's base
- 72** **RACING POINT**
The steps the team is taking to move back up the grid
- 80** **IN CONVERSATION WITH**
Daniel Ricciardo: why he's still 100% committed to Renault
- 82** **GEORGE RUSSELL**
Williams's lead driver intends to show what he's made of in 2020
- 90** **MOTORSPORT SHOWCASE**
There's one every year so we take a look at season openers
- 98** **HAAS: A RETURN TO FORM?**
How Guenther Steiner plans on getting the team back on track
- 106** **DUTCH GP**
Why the race will succeed and deserves a place on the calendar
- 115** **TEAMS AND DRIVERS**
All you need to know about this season's teams and drivers

F1 RACING PRO

- 31** **STRAIGHT TALK**
Mark Gallagher on the raft of contracts due to end this season
- 32** **PROFILE**
Giorgio Piola, Motorsport Network's F1 technical expert



Ben
Anderson

@BenAndersonF1



New season, new hope and a new name

Welcome to the very first issue of *GP Racing*, the magazine formerly known as *F1 Racing*. That's right, we've had a facelift (see page 69 for details) and now we're roaring into the 2020s with a new name (and subscription offer, see page 126) in time for this new Formula 1 season.

And what a season we hope it will be! Ah, hope... the thing that – in clichéd football parlance – 'kills you'. Better to hold no expectations than have them dashed horribly on the rocks of reality, right?

But this is the time of year for such fancy. Will Lewis Hamilton have it all (largely) his own way again, or is *this* the season Ferrari finally gets its act together and sustains a title challenge all the way to the end? Will Red Bull-Honda come good after progressing so rapidly as a fledgling partnership?

Realistically, these are the only two directions a challenge to Mercedes will come from. The gap behind F1's 'big three' is too big for a resurgent McLaren, or its engine supplier Renault's stuttering works outfit, to bridge in one go – especially when all teams must have more than half an eye on seismic forthcoming rule changes for 2021.

It would be so typical of F1 to finally produce a barnstorming spectacle then tear everything up again, unnecessarily creating an opportunity for one clever, well-funded outfit to steal a march on the rest and bake advantage in for the foreseeable future. When did that last happen, I wonder?

The fact Toto Wolff is on record suggesting his team could be half a second off the pace next year if it doesn't judge the transition correctly is telling. It says Mercedes is already working on next season, before this one has even begun! Even Franz Tost's little team is already on an 80/20 split.

That will be the true test of Liberty Media's planned shake-up – that all teams converge and F1's perennial 'midfielders' finally have a genuine shot at competing for outright honours. In the meantime, the dread will be that the Mercedes machine just rolls on, like some giant out-of-control snowball, gathering unstoppable speed.

There were signs last year, as Ferrari flattened out the peaky performance curves of its car concept in the second half of the season while Red Bull became more competitive more often, that perhaps the relentless pace of Mercedes' winning momentum was beginning to slow.

But Mercedes dropped only 14 points from a possible 352 across the first eight races of 2019 don't forget. Those foundations of success were so solid, Mercedes barely needed to update the W10 through the second half of the season. That means while Ferrari and Red Bull were still hurling kitchen sinks at one another, Mercedes was most likely getting a big head start on its 2020 preparations.

It's enough to make your heart sink, isn't it? But I must stop this. Now is the time for hope...

Contributors



ANDREW BENSON

BBC Sport's chief F1 writer weighs up Lewis Hamilton's career against the driver he may surpass as the G.O.A.T this season (p38)



GLENN DUNBAR

Besides photographing George Russell (p82) and Guenther Steiner (p98) for us, Glenn also shot Racing Point's new livery in Austria (p72)



ROBERTO CHINCHERO

Motorsport.com Italy contributor Roberto knows Ferrari inside out. Turn to p50 for his view on the Scuderia's tough task ahead this season



BEN EDWARDS

Channel 4 F1 lead commentator Ben Edwards is our new columnist (p24). He's also pretty handy in a Formula Ford 1600...

Team principals

Editor
Ben Anderson
President, Motorsport Network
James Allen
Vice President of editorial
James Dickens

Drivers

Group managing editor
Stewart Williams
Executive editor
Stuart Codling
Art editor
Frank Foster

Pit crew

Head photographer
Steven Tee
Columnists
Pat Symonds
Mark Gallagher
Nigel Roebuck
Ben Edwards

Photo agency
Motorsport Images
Director, global client success
Sunita Davies
Production controller
Ben Webster

Advertising

UK sales manager
Ben Fullick
Editorial tel
+44 (0)20 3405 8100

Subscriptions

Email: help@asm.secureorder.co.uk
Customer hotline/back issues
0344 848 8826
Digital marketing manager
Kaye Benfield

Partners

Australia Mexico
Poland Turkey
GP Racing is published monthly in the above territories.



Circulation queries Seymour Distribution Ltd, 2 East Poultry Avenue, London EC1A 9PT. Tel: +44 (0)20 7429 4000. Fax: +44 (0)20 7429 4001. Email: info@seymour.co.uk. ISSN 2633-8157 (print) ISSN 2633-8165 (online). EAN 07713614480012. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. © 1996 Autosport Media UK

Reproduction in whole or in part of any photograph, text or illustration without written permission from the publisher is prohibited. Due care is taken to ensure that the content of *GP Racing* is fully accurate, but the publisher and printer cannot accept liability for errors and omissions. *GP Racing* is a member of the Audit Bureau of Circulations.

Thanks to Tim Bampton, Harry Bull, Emma Carden, Russell Day, Lucy Genon, Will Hings, Clarisse Hoffman, Darren Jones, Bradley Lord, James Lloyd, Vicky Lloyd, Gemma Lusty, Adam McDaid, Stuart Morrison, Charlotte Sefton, Stefanie Woerndl



IS POWERED BY

motorsport
NETWORK

maier

Carbon Fiber Watch Bands | Hand Made In *Italy*



...How Do You Make *Swiss Perfection* More Interesting?

Ask The *British* To Promote It

Have The *Germans* Organize It

Request The *Italians* To Accessorize it

Let The *Americans* Run It



+1 510 581 7602 | California | sales@charlesmaier.com | maiercorp.com



NOTHING LIKE IT.

Your time in the grandstand is over.

Stop watching and start living. Own the experience previously reserved for the few.

No rules. No boundaries. No limits. Your Rodin FZED is waiting.



RODIN
FZED
RODIN-CARS.COM

First day, final corner

Testing runs until 6pm every day so – provided the weather stays on your side – there's a variety of light to play with. Here at the final corner of the Circuit de Barcelona-Catalunya, the angle of the sun late in the afternoon helps to pick out the front of Lewis Hamilton's car as well as the colours on his crash helmet.

This is a tricky shot to get sharp in the right places because you're using a long lens (600mm) with a slow shutter speed. The aim is to have it relatively sharp in the centre, with enough of a blur at the margins to give an impression of the speed of the car – helped here by the red and white strips on the kerbs.



Photographer

Zak Mauger

Where Barcelona, Spain

When 4.12pm, Wednesday
19 February 2020

Details Canon EOS-1DX MkII,
600mm lens, 1/13th @ F32









Morning glory; what's the story?

There was consternation among the photographers as F1 called all the drivers to the grid to be filmed first thing in the morning – but we weren't allowed to capture the same shot.

Fortunately I'd been tipped off by one of the teams so I was able to position myself at one of the gaps in the fence on the pitwall. I had to work quickly but I knew the shot I had in mind. Generally – at grands prix – the drivers don't have their crash helmets with them while they're lined up for the national anthem before the race. So having them all roughly aligned here, with the focus falling in the middle, made for an unusual image.



Photographer

Glenn Dunbar

Where Barcelona, Spain

When 8.37am, Wednesday
19 February 2020

Details Canon EOS-1DX MkII,
70-200mm lens, 1/1250th @ F2.8





It's five o'clock somewhere...

As the last hour of running approaches, the gently fading late-afternoon sunlight gives an appropriately Dutch 'oranje' glow in the background as Max Verstappen negotiates the aggressive kerbs of the final chicane at Barcelona.

After the fast and flowing nature of the rest of the circuit this new section, built to slow cars down for the final corner, is a bit clunky. But Max seems to thread the RB16 through it with greater precision than his rivals.

The details in the shadows are better than I've ever seen before and I put that down to Canon's new flagship camera, the EOS-1DX MkIII.



Photographer

Andy Hone

Where Barcelona, Spain

When 4.54pm, Wednesday
19 February 2020

Details Canon EOS-1DX MkIII,
500mm lens, 1/1250th @ F5.6





A silver arrow before sunset

We were blessed by great weather throughout the opening test, something you can't say every year at Barcelona. There's a spot I really like on the inside of Turn 3 which gives you a window of opportunity late in the afternoon, as the sun falls away behind the trees, creating little pools of light on the track surface. At this point – just before they come back round onto the straight – the cars are usually in the middle of the track and not drifting out towards the kerb.

This quality of light really works nicely with the silver of the Mercedes and I was very pleased to see Lewis Hamilton take to the circuit at just the right time.



Photographer

Steven Tee

Where Barcelona, Spain

When 4.20pm, Wednesday
19 February 2020

Details Canon EOS-1DX MkII,
70-200mm lens, 1/250th @ F9





The first lap of the first day

It's very encouraging when the teams feel able to send their cars out right at the start of the first day of testing. From my viewpoint at the top of the circuit – looking back towards Turn 10 – I could hear the engines fire up at 9am. Shakedown and filming days apart, this was the first lap of the season for the RB16.

You can only do this shot first thing in the morning because the light becomes too harsh as it gets towards midday and beyond. Given the right conditions, this angle gives you a nice view of the surrounding countryside – and enables you to hide the rather unsightly built environment in which the circuit is situated.



Photographer

Steven Tee

Where Barcelona, Spain

When 9.01am, Wednesday
19 February 2020

Details Canon EOS-1DX MkII,
70-200mm lens, 1/1000th @ F9



INSIDER

PICTURES



motorsport
IMAGES

01

CORONAVIRUS WREAKS F1 CALENDAR CHAOS

CHINA SEEKS NEW DATE

01 **The Chinese Grand Prix may** have to become a two-day event – or not happen at all this year – owing to the outbreak of the COVID-19 coronavirus disease. As this edition of *GP Racing* went to press, Chinese promoter Juss Events was working with Formula 1 to find an alternative slot in the calendar after the race – scheduled for 19 April – was postponed. Questions remain regarding the new Vietnam Grand Prix, due to take place on 5 April, owing to global fears about the spread of the disease.

While not necessarily fatal unless patients have underlying health problems which render them

vulnerable, COVID-19 has a 14-day incubation period before symptoms manifest. That means travellers – particularly international ones – play an unintentionally active role in spreading it. Cases were first reported in the Chinese city of Wuhan last December. According to the Johns Hopkins University in the USA, which is maintaining a live timeline of cases worldwide, over 75,000 cases have been reported in mainland China at the time of writing, along with 16 in Vietnam and 84 in Singapore and, just recently, 132 in Italy.

Until an effective vaccine is developed, containing the spread of the disease by avoiding travel is the best option available. But that raises a problem with international events such as the Chinese GP which, like all F1 races, involves a multi-million-dollar sanctioning fee paid by the promoter to the commercial rights holder: naturally, none of the stakeholders wished to be responsible for cancelling



it and potentially becoming liable for the lost revenue.

After some to-ing and fro-ing, it was announced on 12 February that the race promoter – after ongoing discussions with the Chinese motorsport federation, the Shanghai Administration of Sports, the FIA and F1 – had requested a postponement rather than cancellation.

However, F1 CEO and chairman Chase Carey has said it would be “challenging” to find an alternative date.

“We’ve started to wrestle with contingencies, but I think once you’re into the year with dates locked, it’s a pretty full schedule,” he told *GP Racing’s* sister title *Autosport*. “We value our Chinese partners, they’ve been good partners. We’ve had good growth in China, so certainly we’d like to maintain that. The health and safety of people come first. There certainly would be challenges in fitting things into a schedule, moving other dates when they’ve had dates locked has complexities to it.”

**“WE’VE
STARTED TO
WRESTLE WITH
CONTINGENCIES,
BUT I THINK
ONCE YOU’RE
INTO THE YEAR
WITH DATES
LOCKED, IT’S
A PRETTY FULL
SCHEDULE”**
CHASE CAREY

Initial suggestions that the Chinese and Russian races could swap dates were quashed when both parties proved unwilling. Juss Events is promoting a snooker tournament that weekend. Another leftfield suggestion came from Italy, where Uberto Selvatico Estense – president of the Autodromo Enzo e Dino Ferrari – suggested that his circuit, former home of the San Marino Grand Prix, was both available and F1-homologated provided sufficient funds could be found.

That seems improbable, and indeed one of *GP Racing’s* contacts in Italy described the entire notion of running a grand prix at Imola as “a bullshit”. The circuit last hosted an F1 event in 2006 and its pit complex isn’t considered to be up to standard. Selvatico Estense has also stated that it would be impossible to pay the usual sanctioning fee – an open invitation for Liberty Media to sharpen its pencils, but one the commercial rights holder is unlikely to accept.

Even if the COVID-19 outbreak can be contained and a vaccine developed, given the compressed nature of the second half of the season there is no obvious gap into which China could slot. Calendar changes require the unanimous approval of the teams, and a proposal for China to take Abu Dhabi’s 29 November date and hold the season finale a week later proved unpopular.

GP Racing understands that another proposal currently being evaluated at the highest level is to run the Chinese Grand Prix on 22 November – between Brazil and Abu Dhabi. To enable the teams, F1 and the FIA to transport their equipment between venues the weekend schedule would be compressed to two days – Saturday and Sunday – with fewer practice sessions. Tyres and the trackside signalling systems are usually sent to China by sea freight anyway, so in most other respects this event could function like any other grand prix weekend.

RESTRICTIONS MOOTED FOR F1 MOTORHOMES

Formula 1 uses over 300 trucks to transport its goods to European races – and the support series require up to 60 further HGVs. That is set to change as F1 aims to become net carbon zero by 2030 – even if it means giving up the luxury of its increasingly opulent motorhomes.

While the teams value their hospitality enclosures – they serve the dual function of creating a space in which personnel can eat, and in which sponsors and prospects can be entertained – an element of excess has crept in over the past two decades. Now the commercial rights holder is targeting them in its drive to reduce F1’s carbon footprint.

“We all go to a grand prix and for nine races of the year ►



The sensible postponement of the Chinese Grand Prix, to try and contain the spread of the Coronavirus by limiting international travel, has given Formula 1 a logistical headache



we have motorhomes carted around by a large fleet of trucks that give the teams the facilities they need,” said F1 managing director of motorsports Ross Brawn. “For the other races they’re quite happy to use whatever’s there when they turn up. We go to overseas races, for example Baku, and you have a nice set of prefabs all laid out for you. Nobody complains and it’s all workable. Then we go to Monza and we have our gin palaces with all the trucks that are needed to transport them.

“We want to move to a motorhome or hospitality facility which could be put up with far less impact in terms of logistics and transportation than we have now.”

In essence that means fewer trucks and less diesel consumed. Brawn also suggests more freight could be moved by sea and rail – but this brings further complications. Sea freight is slower, less flexible and more prone to delay; it’s also difficult to see how it might replace air freight for intercontinental events.

F1 also plans to clamp down on teams exploiting loopholes in the technical regulations. A new governance structure is being proposed for 2021 and beyond which will do away with the present requirement for in-season rule changes to have the unanimous approval of teams.

Under the proposed system there would be 30 votes: ten for the teams, ten for F1, ten for the FIA. Immediate changes could be made given a “super majority” of 28, changes deferred to the following year would require a “simple majority” of 25. This would prevent scenarios in which one or

two teams find and exploit a loophole and are able to block moves to close it.

“We’re pushing through governance where we can make changes, with much

“ WE GO TO OVERSEAS RACES, FOR EXAMPLE BAKU, AND YOU HAVE A NICE SET OF PREFABS ALL LAID OUT FOR YOU. NOBODY COMPLAINS AND IT’S ALL WORKABLE ”

ROSS BRAWN



The number of trucks used to ferry F1 teams to the European races has grown from the relatively low-key days of the late 1990s (above) to transporting today’s huge hospitality units (right)



more short notice than at the present time.” said Brawn. “If you exploit a loophole in the future, you can be shut down the next race, which you could never do now.

“If one team stands out there with a solution that had never been conceived and had never been imagined, and destroys the whole principle of what’s trying to be done, the governance would allow, with sufficient support from the other teams, to stop it.”

**THIS
MONTH**

**GET THE WORLD’S
BEST F1 MAGAZINE
WHEREVER YOU ARE**



★ Download and read it on your PC, Mac or iPad



★ It’s identical to the print edition



★ On sale the same day as the print edition

Go to www.gpracing.com/digital-edition/

**NEXT
MONTH***

ON SALE

**APR
9**



NETFLIX

How its coverage has changed F1



RENAULT

How it plans to fight back in 2020



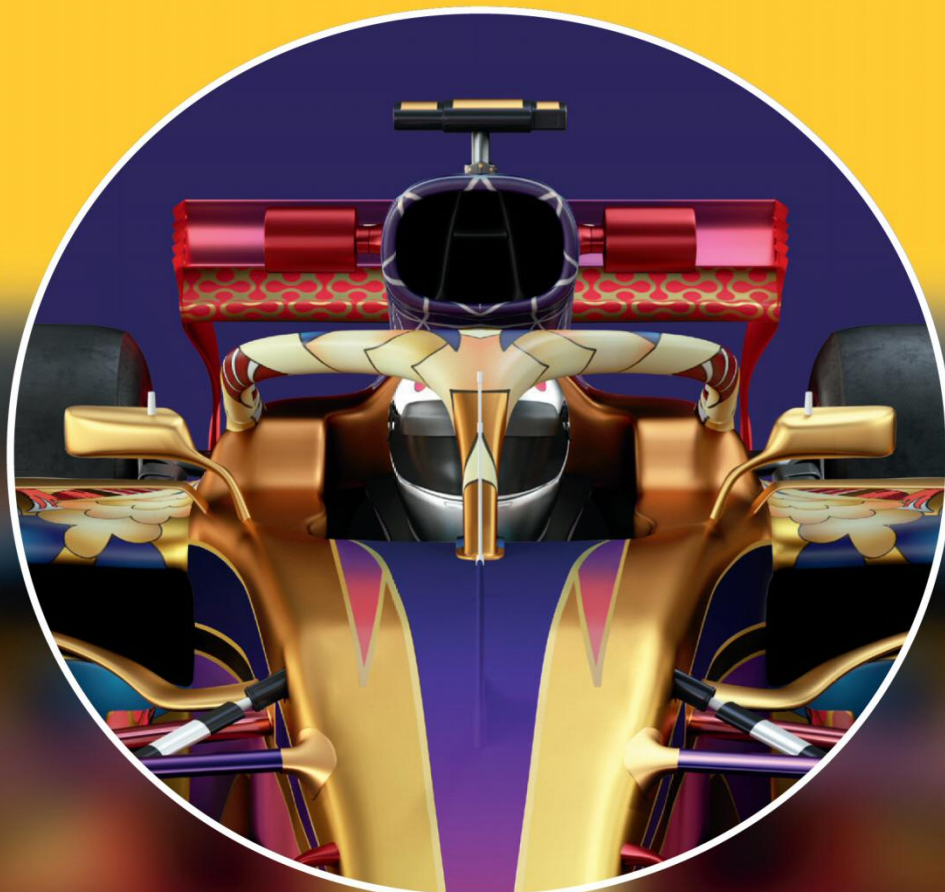
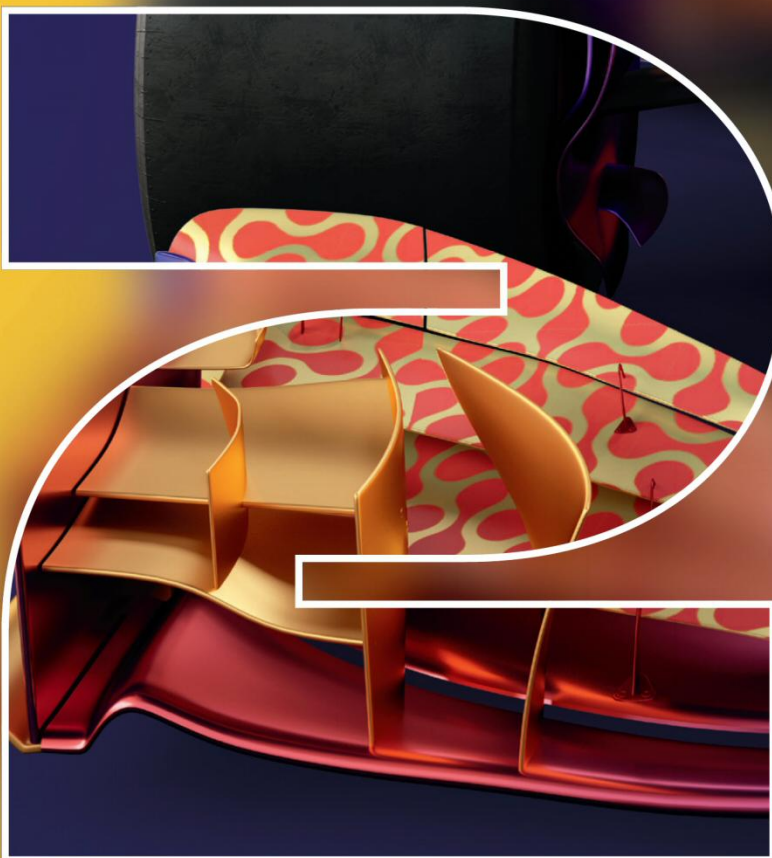
REDEMPTION

Alpha Tauri’s comeback pair

- > Now’s the time for Red Bull’s Alex Albon to shine
- > How Mercedes does business in F1
- > Now That Was A Car: Tyrrell 011
- > Reports from the Australian and Bahrain GPs

FORMULA 1
SINGAPORE AIRLINES
SINGAPORE GRAND PRIX
2020

**MARINA BAY
STREET CIRCUIT
18-20 SEPTEMBER**



**OWN THE NIGHT
IN SINGAPORE**

BOOK NOW TO ENJOY SAVINGS

WWW.SINGAPOREGP.SG



The F1 FORMULA 1 logo, F1 logo, FORMULA 1, F1, FIA FORMULA ONE WORLD CHAMPIONSHIP, SINGAPORE GRAND PRIX and related marks are trade marks of Formula One Licensing BV, a Formula 1 company. All rights reserved.

F1 BOSSES BLAST 'CRUDE' HYBRID PLANS

03

In the wake of the UK government becoming the latest to announce a ban on sales of cars with internal combustion engines, the bosses of F1's commercial rights holder have hit back against such measures. The UK ban, which will include cars with hybrid powertrains, is due to come into force in 2035.

"I've read a lot of experts, so to speak, on the environmental issue, and I think the wide majority recognise that you're going to have an array of solutions,

there's not a silver bullet," F1 CEO Chase Carey said. "Electric has become a little bit of a silver bullet. There are environmental issues around electric, there are infrastructure issues, there are cost of electric vehicle issues.

"It will be part of the answer, but I think the answer is going to be a number of things. In many

ways, a combustion engine with synthetic fuels and other types of technology and energy recapture, they will be the most important element to the solution."

Last year the commercial rights holder committed to putting more effort into publicising the effectiveness and technical leadership of F1's hybrid powertrains, which have reached over 50% thermal efficiency. Hybrid powertrains were anticipated to remain a part of F1 long into the future, and perhaps even to be carbon net-zero by 2030.

F1 will increase the bio content in its fuels from next year and has suggested that it could take a technology leadership role in the development of alternative fuels in the future. These could take the form of second-generation biofuels or synthetic fuels which are produced without hazardous elements such as sulphur.

All-electric powertrains emit no carbon dioxide while in use, but the electricity to charge them must be generated, and current battery technology relies on exotic materials which are difficult and expensive to source and recycle.

"I think governments need to look at the whole picture," said F1 managing director of motorsports Ross Brawn. "We need to look at the dust-to-dust carbon impact of personal transportation. Picking on a specific technology is crude. For me, as an engineer, it doesn't make sense. It should be 'this is where we are now, this is where we want to be, what's the best solution in that process?'"

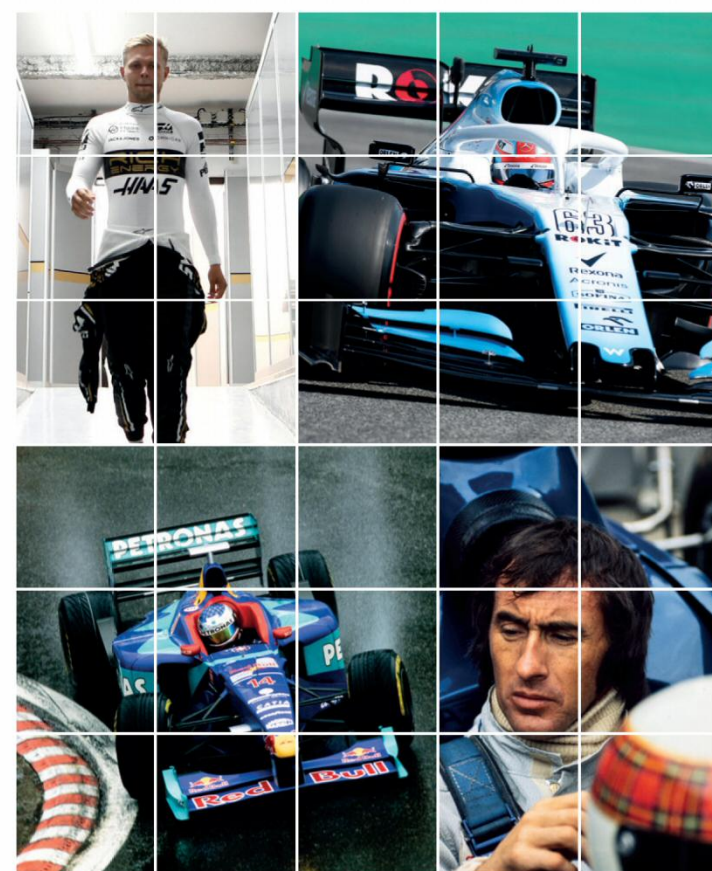


F1 CEO Chase Carey argues that a wide array of solutions to the environmental crisis will be needed, not just electric vehicles

F1 MASTERMIND

Your chosen specialised subject:
the world's greatest motorsport

- Q1** What was the highest position a Williams car ran during a grand prix in 2019?
- Q2** Three drivers have won the Hungarian Grand Prix for two different teams. Michael Schumacher and Lewis Hamilton are two but who is the third?
- Q3** How many races did Lando Norris score points in last season: nine, 11 or 13?
- Q4** When and where was the Brabham team's last win in Formula 1 and who claimed it?
- Q5** The 21 extra points for fastest laps available in 2019 were shared between Mercedes, Ferrari, Red Bull and which other team?
- Q6** In 1990 Olivier Grouillard was the last driver to race for which Italian Formula team?
- Q7** Jordan famously finished 1-2 in the 1998 Belgian GP, but who took the final podium slot?
- Q8** True or false: Antonio Giovanazzi led four laps of the Singapore GP in 2019?
- Q9** Waterway was the first corner at which former grand prix venue?
- Q10** Which was the last of Jackie Stewart's 27 F1 world championship race wins?



1 Ninth (George Russell, 2 laps in Germany) 2 Jensen Button (Honda & McLaren) 3 11 4 1985 at Paul Ricard, Nelson Piquet 5 Haas (Kevin Magnussen) 6 Osella 7 Jean Alesi (Sauber) 8 True 9 Aintree 10 1973 German GP



TOM HARTLEY JNR

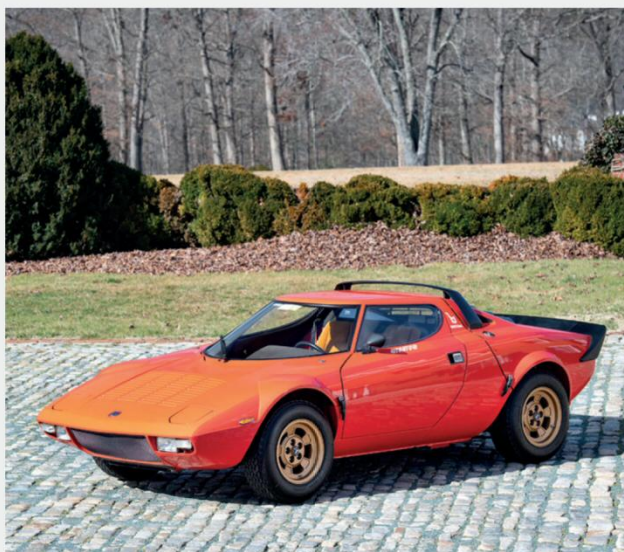
EXQUISITE CLASSIC & PERFORMANCE CARS

A HANDPICKED SELECTION OF OUR CURRENT STOCK



FERRARI 500 MONDIAL SCAGLIETTI

One of the most original sports-racing Ferraris in existence



LANCIA STRATOS HF STRADALE

An incredibly original example and only 6,585km and 3 owners from new



FERRARI DINO 246 GT

A rare 'Chairs and Flares' variant. Only 12,394 miles from new, multiple concours-winning car



FERRARI F40

A UK supplied car with only 1,201m from new, a truly exceptional example



MCLAREN P1 XP

A UK supplied P1 with great provenance and only 353 miles from new



MCLAREN SENNA

1 of only 500 examples ever produced, fantastic spec & only 1,439m from new



PORSCHE 964 RSR

One of the very best examples and benefits from extensive North American race history



FERRARI F430 CHALLENGE

A 1 owner, UK supplied example that's never been raced nor damaged, 15,000km from new



PORSCHE CARRERA GT

A Swedish car from new, complete with its original books, fantastic condition throughout



Tel: +44 (0)1283 761119 www.tomhartleyjnr.com





THE F1 ANALYST

BEN EDWARDS

[@benedwardstv](#)

PICTURES
motorsport
IMAGES

and with a fresh contract in place Sainz could be in a prime slot for a title challenge.

But other avenues do exist. His recent exploits claimed the attention of rival teams and in Autosport's 2019 Team Principals' driver rankings he was placed seventh, ahead of Daniel Ricciardo and just a few points behind Sebastian Vettel. Perhaps a drive in an established top team will appear for Carlos?

Ferrari and Red Bull have already chosen their key drivers for the next few years in Charles Leclerc and Max Verstappen respectively, but question marks surround both seats alongside them, and who knows what will happen at Mercedes?

Red Bull brought Sainz into Formula 1 in the first place and recently the junior driver programme's stalwart leader Helmut Marko dismissed any idea that it was a mistake to let him go. "He is no Verstappen," he remarked, "there's a [performance] difference between the two".

In their first season together Max outscored Carlos by 31 points, but in qualifying there was usually little to choose between them. Some errors by Carlos in wet sessions, such as crashing out in the

opening moments of Q1 in Austin, lost him vital points. He recovered to finish seventh in that race but Max capitalised on a top-ten grid position by finishing fourth, matching his best result of the year and further underlining his future-star status.

They remained team-mates for just four more races in 2016 before Max was promoted to Red Bull and took that sensational first win in Barcelona. No doubt gnashing his teeth, Sainz responded effectively, outscoring new team-mate Daniil Kvyat 42 points to four over the rest of the season. Encouraged, Red Bull kept Carlos on its books for the next two years, but he was loaned to Renault, going head-to-head with the highly rated Nico Hülkenberg.

Sainz was just over a tenth of a second slower in qualifying in 2018 on average and finished 16 points behind. But while Hülkenberg had a secure deal in place, Sainz's contract with Red Bull was up for renewal – and his Renault seat seemed destined to go to Esteban Ocon.

When McLaren came along offering a two-year deal, Sainz saw the prospect of stability and generating results from a new foundation. Meanwhile, Daniel Ricciardo surprised many by swapping Red Bull for Renault, leaving Ocon out in the cold (until now). Rather than recalling Carlos from his loan, Red Bull chose

Sainz has settled in well at McLaren and is looking to build on his first F1 podium

THE MAKING OF CARLOS SAINZ

The Sainz family has spanned the recent transition between decades in dynamic style. In Adu Dhabi Carlos snatched sixth in the Formula 1 world championship by a single point at the 2019 season finale; seven weeks later his 57-year-old father scored his third victory on the Dakar rally raid.

A potent combination of talent and professionalism is clearly hard-wired into their DNA, and the McLaren driver continues to be inspired by his dad, who was working out in a sauna at 7am each day in the build-up to competing in the desert.

The younger Sainz has focused on playing squash and on boxing to further improve his physical and mental skills, but will we ever see him emulate his father's greatest achievement in becoming a world champion?

The approaching season is a key period in answering that question. By delivering strong results Sainz will further cement his position in a team which has recovered much of its mojo. New rules and Mercedes power units for 2021 offer McLaren a great opportunity to resume position at the very top of grand prix racing,





to go with Pierre Gasly. That worked well then.... Factors beyond performance would have influenced that decision. Integration, teamwork, and cooperation all count; when Carlos and Max were team-mates at Toro Rosso those factors were lacking. Each driver wanted to swing the team in their own favour, which led to a tricky atmosphere in a tight-knit environment.

Marko felt that Carlos Sr failed to look at the situation objectively and did only what was best for his son, but Jos Verstappen was doing much the same on the other side of the garage. Red Bull presumably wanted to avoid that complicated dynamic being repeated, preferring to create a structure that would allow Max to soar.

Released from the Marko mindset and immersed at McLaren, Carlos embodied all those other factors with a vengeance. At the new car launch in 2019, he actively engaged with the press, with team personnel and new team-mate Lando Norris and that

relationship has snowballed. McLaren created a true unity last year and Sainz's contribution was fundamental. His accomplishments reached a crescendo with a superb podium in Brazil from last on the grid, and while he finished behind Gasly that day he still beat him in the final reckoning.

Sainz appears to be thriving in the McLaren stable and is clearly relishing the season ahead. Whatever happens it seems unlikely he'll go back to Red Bull in the foreseeable future and, while Ferrari could be interested if Vettel decides to pack it in, Daniel Ricciardo currently has more boxes ticked as a proven race winner and a Vettel-beater from their year together at Red Bull in 2014.

“FROM A SOLID BASE BUILT IN 2019 HE NEEDS TO DEMONSTRATE AN EXTRA EDGE OF QUALIFYING PACE AND CONTINUE THE RACE CONSISTENCY”

Would Toto Wolff go for Sainz if either Lewis Hamilton or Valtteri Bottas leave Mercedes? Or would he rather bank on George Russell whose data has been studied and admired? Sainz has to focus on the here and now, because developing both his reputation and the deep integration with McLaren will continue to push doors open.

From a solid base built in 2019 he needs to demonstrate an extra edge of qualifying pace and continue the race consistency. In doing so, he will raise his profile another notch and it may be that in dropping him, Red Bull has given Sainz greater opportunities to become a world champion outside its grasp than he would ever have had within it.



UNDER THE HOOD

PAT SYMONDS

PICTURES
motorsport
IMAGES

typewriters would eventually reproduce the works of Shakespeare, time should see a convergence toward this ultimate design.

Indeed this is the case and it's been well illustrated in the power units in recent years. In 2014 the dominance of both the Mercedes engine and its management of the complex new electrical systems that made up the hybrid system left others in its very distant wake. Five years later it may be argued that Ferrari, left behind at the start of the new formula, has not just caught up but surpassed certain aspects of the Mercedes performance.

What this means for fans is that we can expect a season where the performance gaps edge slightly closer and this promises some

extremely close racing at the front. It would be nice to think that the Mercedes/Ferrari/Red Bull triumvirate could be joined by at least one of the midfield teams, and it would be great if Williams shook off the monkey that has been on its back for the past two years.

Given stable rules, what are likely to be the technical talking points of 2020? I suspect it will be more of the same. Aerodynamically there will still be a plethora of ever more sculpted devices designed to push the front wheel wake out to avoid it having a negative impact on the downforce-producing devices further downstream on the car. As last year, this ►

WHY THE GAPS WILL CLOSE THIS YEAR

Such is the relentless pace of Formula 1 that even as the flag dropped in Abu Dhabi on 1 December 2019, senior engineers were steering their thoughts towards the first test of 2020, a mere 80 days away. The design 'freeze' for that test would be around Christmas, although many of the larger and more complex parts would be well into production by then. The monocoque, for example, would be nearing first-stage completion to allow enough time for the rigorous impact and strength tests that must be passed before the car hits the track.

Since the biggest technical changes in decades are coming in 2021, the regulators rightly decided on continuity for 2020 and as such the cars we will see this season will be evolutionary. This does bring some respite to the workload. For example the complex front wings, which take several weeks to manufacture, can generally be carried over for initial testing, giving the aerodynamicists, designers and production departments valuable time to refine a superior design for the latter part

of testing – or, if confidence is high, maybe even the Australian race.

So if we're looking at an evolutionary year, and the winter break has been so short, can we expect a change in the pecking order? Luckily for us the answer may well be yes. Stability of regulation has many advantages. For the fans the primary one is that it generally closes up the field. If one is to believe that for any set of regulations there is one supreme answer then, just as it's believed that an infinite number of monkeys set to work on

The gaps will close but the scenario of a Mercedes lapping a Williams will still be the reality





presented by



9 – 12 JULY



TICKETS & HOSPITALITY | BOOK NOW AT

GOODWOOD.COM

“IT MAY BE THAT BY AUTUMN WE SEE A LOWER LEVEL OF DEVELOPMENT FROM ALL BUT THOSE CHASING A CLOSELY FOUGHT POSITION IN THE CONSTRUCTORS’ CHAMPIONSHIP”



will focus on bulk airflow management from the front wing, assisted by various deflectors and vortex generators in the bargeboard area. The complexity of this area makes the term ‘bargeboard’ rather a misnomer these days, perhaps ‘filigree devices’ would be more apt.

On the chassis I don’t expect anything revolutionary. Various components will become outlawed at the end of 2020 for reasons of cost and policing ability, so the returns on developing these areas will be short-lived. Geometric ride-height adjustment with steer or speed will continue to be an area showing ingenuity and is transferrable to 2021, so it will continue to receive attention.

Turning to the power unit, it’s hard to believe that yet more efficiency will be found but I believe it will, even though we’re now entering the seventh year of these regulations. Unfortunately, a change to the sporting regulations for 2021 which will remove the limit on the fuel consumed during a race goes against this laudable principle. We’ll also see additional fuel being used to generate electricity for later use (when the performance gained from that electrical power exceeds the penalty for carrying the mass of the extra fuel).

Tyres remain a big talking point. The teams rejected using Pirelli’s new construction for 2020 but will still have to convert cars for testing the 18-inch wheels that will be used in 2021

Of course a major talking point in F1 is tyres and I personally felt that Pirelli was unfortunate when, at the end of last year, teams collectively rejected the developments the tyre supplier had planned. The new tyre construction was aimed at making the stress distribution in the contact patch more even; in turn, that would allow lower pressures to be run, ultimately opening the way to softer compounds. Instead, since Pirelli has to

anticipate the greater aerodynamic loadings that car developments bring year-on-year, reverting to the 2019 construction means pressures will actually be raised at many circuits. At Monza, for example, the fronts will go up 2.5psi relative to last year. While this may not seem a lot in road car terms, it’s enormous in racing: teams will need to re-learn the tyre optimisations they may have felt comfortable with last season.

The final factor that will determine the competitiveness of teams this year is how they handle the very difficult balancing act of developing the 2020 car while devoting time to the very different beast needed for 2021. On top of that, teams are having to convert cars to test the new 18” wheels, which adds another burden to the already stretched design departments.

All in all, 2020 promises some close racing. But it may be that by the autumn we see a lower level of development from all but those chasing a closely fought position in the constructors’ championship.

THE MOST INNOVATIVE AND COMPREHENSIVE PLATFORM FOR FORMULA 1 DATA & STATISTICS

DESIGNED FOR **iOS** AND **ANDROID** MOBILE & TABLET PLATFORMS



NEWS : LATEST GLOBAL FORMULA 1 NEWS
SEASON SUMMARY : EVERY SEASON SINCE 1950
WORLD CHAMPIONSHIPS : EVERY ONE SINCE 1950
DRIVERS : 980+ DETAILED PROFILES
CONSTRUCTORS : 200+ DETAILED PROFILES
GRAND PRIX : 990+ DETAILED RESULTS
CIRCUITS : 70+ DETAILED PROFILES
ENGINES : 100+ MANUFACTURER PROFILES
TYRES : 10+ MANUFACTURER PROFILES
STATISTICS : 150+ AUTO UPDATED TABLES

MOBILE.GPGUIDE.COM

GPGUIDE IS AN EXCLUSIVE PRODUCT OF RKADIA PARTNERS, LTD
 COPYRIGHT © 2019 - ALL RIGHTS RESERVED
 FORMULA ONE LICENSING BV OWNS THE FORMULA ONE TRADEMARKS



AVAILABLE IN 6 LANGUAGES





The Kyalami Grand Prix Circuit and International Convention Centre is conveniently situated in the business heart of Gauteng, South Africa between Johannesburg and Pretoria. It offers unrivalled prestige, quality and flexibility for any event.

THE GRAND PRIX CIRCUIT

The 4,522 km FIA graded circuit runs anti-clockwise and features 16 turns. Taking advantage of the naturally undulating landscape, the circuit is a challenging blend of sweeping fast sections and technical corners with excellent spectator views.

The average circuit width is 12 meters with the main straight being 15 metres in width, allowing several overtaking opportunities and exciting racing. The circuit includes 40 pit lane garages as well as a secondary circuit entry/exit at the Upper Platform.

The track can accommodate a number of activities from car and motorcycle club events to manufacturer activations and demonstrations. With outstanding conference and exhibition facilities, Kyalami is a perfect venue to combine hospitality with on-track demonstrations and is ideal for product activations and media events.

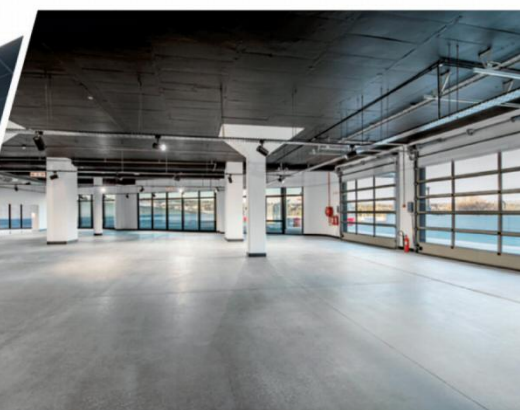
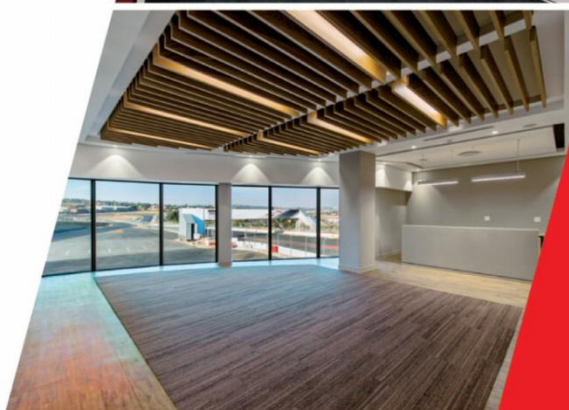
INTERNATIONAL CONVENTION CENTRE

The 17,000 m² Kyalami International Convention Centre includes modern facilities for conferencing, exhibitions, trade shows, product launches, private functions and activations.

The Convention Centre can host a multitude of events in numerous spaces ranging in size to offer flexibility to meet event needs. Kitchens featuring state-of-the-art catering equipment as well as ablutions with high quality finishes across the 3 floors of the building support all events.

There is extensive parking around the Convention Centre with multiple entry/exit points, ensuring convenient access for guests as well as access for disabled persons. Indoor areas are air-conditioned and high speed Wi-Fi access is available on request.

Kyalami also offers **two large multi-functional outdoor exhibition platforms** with a combined area of 36,000 m², a **4x4 Track** which is a technically challenging course designed for off-road vehicle driving where a driver's ability to tackle steep inclines, articulation tracks, ruts, sand traps and water can be put to the test, a **fully irrigated skidpan** which is covered with a specially formulated low friction asphalt, providing ultimate flexibility in honing driving skills or riding in a safe and controlled environment as well as a **dynamic handling circuit** with a variety of corners and gradients, which has been designed for advanced driver training.



Cnr R55 & Allandale Road, Kyalami, Midrand, Gauteng, South Africa
Tel: +27 11 466 0204 | info@kyalamigrandprixcircuit.com | www.kyalamigrandprixcircuit.com



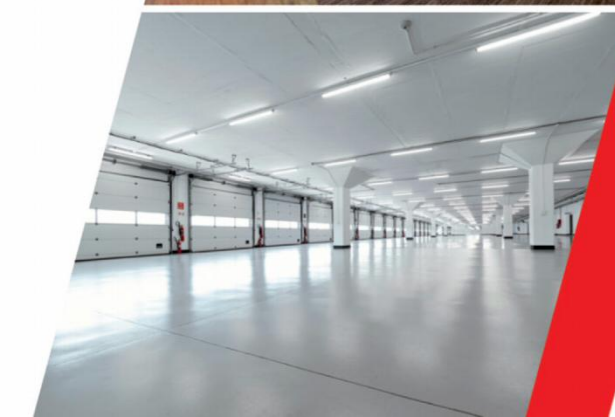
TheKyalamiGrandPrixCircuit



Kyalami_Circuit



kyalamigrandprixcircuit





STRAIGHT TALK

MARK GALLAGHER

@_markgallagher

PICTURES
motorsport
IMAGES

We know, too, that both teams need to find competitive drivers for the other half of the garage and accept assorted sacrificial mixed-tyre strategies and 'your team mate is faster than you' messages.

With Lewis Hamilton likely to renew at Mercedes on a two-year commitment with an option for a third, the dominant silverbacks of the F1 jungle are pretty well set. The rest – aside from drivers such as Esteban Ocon and George Russell – have to negotiate contracts over what remains.

Recalling the first time I was asked to review a Formula 1 driver's contract, my task was to look over the 'marketing services' including personal appearances for sponsors, PR activities and visits to hospitality suites. Another term for this could be 'things the drivers don't really want to do', so I gave these joyless commitments the once-over and turned to the page that interested me most; payment.

When you see that someone is going to be paid £500,000 by direct debit on the 15th of each month in return for racing a Formula 1 car it makes you sit back and reflect. This is a great deal of moolah and, while the risks are high, they aren't as high as they used to be.

The team's contractual obligations are usually summarised up front, including the requirement to turn up at each grand prix and provide a car that meets the rules and regulations defined by the FIA.

It's tricky for either side to contract to be 'competitive'. That is difficult to define, varies from team to team and, anyway, the driver doesn't design the car.

This is where legal terms such as 'best endeavours' or 'reasonable endeavours' can arise, the former meaning that a party has to do everything possible to achieve the desired results, the latter that you have to try a bit.

Ferrari's drivers have to sign up to a strict code of conduct, including as regards their use of social media, which may be one reason why Sebastian Vettel avoids it. Saying or doing something that may bring the team into disrepute is not something to be encouraged and such contract clauses can have unforeseen consequences.

Not too many years ago a team principal made the unfortunate mistake of signing three drivers for a grand prix, only to be accidentally copied on an email from one of his driver's managers describing him in unflattering four-letter terms.

Since the email had been circulated to a number of people, the disrepute clause was deployed and the driver duly dropped from the next race. The team principal's three-into-two dilemma was resolved.

Funny world, contracts.

2020 IS PEAK TIME FOR THE LEGAL EAGLES

An important season lies ahead and one which should keep the lawyers happy, as the Formula 1 grid deals with a tidal wave of driver negotiations thanks to so many contracts coming up for renewal.

Charles Leclerc and Max Verstappen announced

either side of the Christmas holidays that they are to remain with their teams until the end of the 2024 and 2023 seasons respectively – basically forever in F1 terms. Mark McCormack, founder of sports management giant IMG, once said if someone gave him a five-year plan he'd "toss out pages detailing years three, four and five as pure fantasy. Anyone who thinks [they] can evaluate business conditions five years from now, flunks."

Nevertheless it's done, and the post-2020 jigsaw is forming before our eyes.

We know where Ferrari and Red Bull stand.

Lewis is the only one of these three not signed up long term, but he won't be the only driver putting pen to paper in 2020

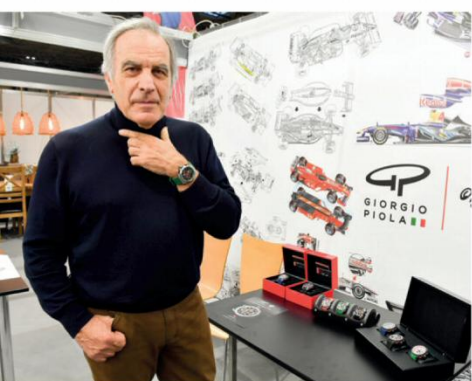


THIS MONTH

Giorgio Piola

F1 technical expert

Giorgio Piola has been spotting and exquisitely illustrating Formula 1's tech secrets for half a century. And the great thing about F1, he tells *GP Racing*, is that he's still learning new tricks every race...



CV

Born

1 November 1941, Genoa

2016

F1 technical expert,

Motorsport.com

2013-2016

Technical commentator,

Rai Sports

2011-2012

Technical

commentator, CSR

2008-2010

Technical commentator,

Sky Italia

1990-2007

Technical commentator,

Italia 1/Rai Sports

1975-2015

Technical journalist,

Gazzetta dello Sport

1970-1975

Technical journalist,

Autosprint

Last year Formula 1 reached its 1000th world championship grand prix. Amid much pageantry and retrospective brouhaha at the race in question – China – the commercial rights holder also paid tribute to the grandee storytellers of the paddock, awarding one of its newly minted celebratory precious metal coins to the journalist who had covered the most F1 races. That record belongs, indisputably, to Giorgio Piola, for whom China 2019 was his 811th working grand prix.

Drawing has been among Piola's passions from an early age. In his teens he adopted cars as his preferred subject and went to college to study engineering but, at the age of 18, having fired off a collection of his illustrations to the Italian magazine *Autosprint*, Piola received a letter that would change his life. The editor invited him to cover the Monaco Grand Prix for them and compile a technical report.

That was 1969 and, upon his return, Piola gave up his studies and has been working as a journalist and technical illustrator ever since. His work has graced the pages of newspapers, magazines and websites the world over, including *GP Racing*; we'll be charting the ongoing car development war with the help of Piola's images as part of our expanded race coverage this season.

Giorgio attributes his success and longevity to being multilingual as well as being well-connected – and providing a unique service.

"There have always been journalists and photographers but I invented a new profession," he says. "Nobody else was going to races and making detailed drawings of the cars at that time. It was my boyhood dream. I was always making drawings, in school I was very silent, and I was always training my eyes to be able to look at the teacher – so he believed I was following his lesson – while drawing. This became an important skill.

"I'm not a qualified engineer and I don't claim to be, but I'm passionate about the engineering details. I can look at a car and see immediately what is new. It's because I was training my eyes from this early age.

"At this time there was much greater access to the senior engineers. You could just walk up and chat to people like Tony Southgate, Harvey Postlethwaite, Gordon Murray, Ralph Bellamy, Patrick Head or John Barnard. For me the relationship was like they were the teacher and I was the

INTERVIEW STUART COOLING

student, and I think they respected me for that. And they knew I would never reveal information given to me in confidence.

"And the longer you stay in the sport, the more you realise that sometimes even the very good engineers

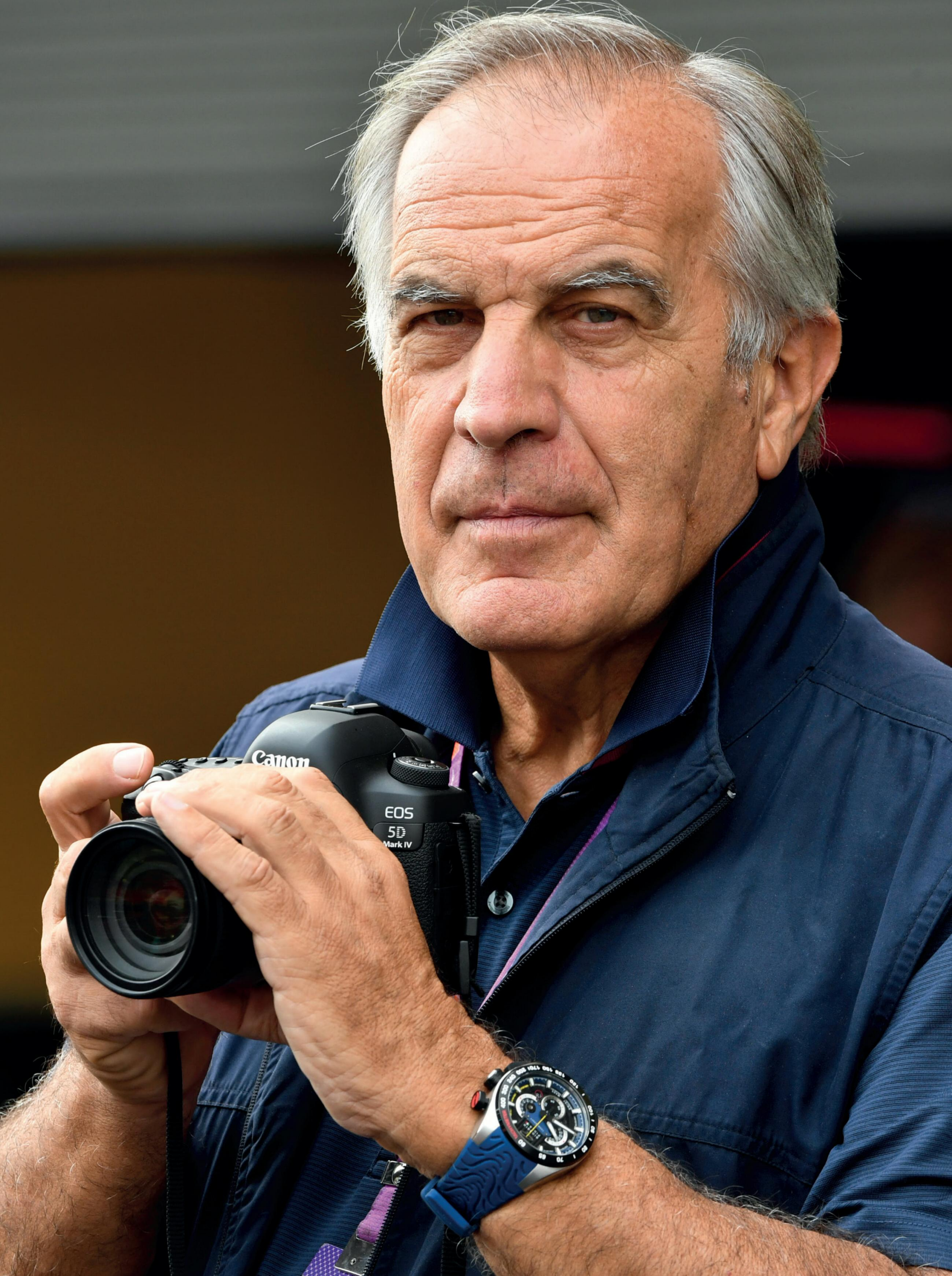
can't just look at a single component and say exactly what it's doing. This is why I'm always very suspicious of people who set themselves up as technical experts and claim they can explain everything. I remember when the Lotus 78 and 79 were racing – the first ground-effect cars – and it took a long time for people to understand that the secret was the sealing of the underfloor. Mario Andretti would say it was the differential and many people believed him.

"I looked at these cars [the Lotuses] and I knew instinctively – it was like an animal instinct – that it was the skirts and the underbody sealing that was creating the performance."

Piola has adapted his technique over the years as the technological tools available have developed. He still draws by hand, using his own photographs as a reference. Gone are the days, sadly, when he could stride into team garages and sketch directly from the car; now he patrols the pitlane with a digital camera and uses a scanner and a portable drawing board to produce an initial monochrome image, to which he (or his assistants at base) add colour. When you look back through the archive you'll notice a significant style change in the early 1980s when his first wife, a fashion designer, suggested using a thicker gauge of technical pen.

"Straight away I took a copy of one of my drawings and retraced it, double or even three times thicker, and it looked much more three-dimensional – it was lifting from the page. And this help came from someone who didn't know anything about racing cars. You can always learn something new.

"At every race there are at least 60 new developments or components that deserve to have a drawing. Sometimes it's just a tiny detail. And they don't always come from the top teams: four years ago Toro Rosso introduced gills on the leading edges of the rear wing endplates, and everybody – including Mercedes and Red Bull – copied them. Most of the time it's true that the top teams lead the technical innovations, but not always. If you watch Adrian Newey on the grid, you'll see he walks up and down looking at every single car. He even used to look at the Manor..."



2020

A VIEW TO A THRILL

Formula 1 celebrates its 70th anniversary with an expanded calendar and the promise of an epic scrap for the world championship. With new rules coming in 2021 there's still all to play for as the young guns take aim at Lewis Hamilton's crown...

WORDS

JAMES ROBERTS

PICTURES



motorsport
IMAGES



2020



PICTURES: JERRY ANDRE; ZAK MAUGER; ANDY HONE



F

ormula 1 hits a major milestone at the start of the new decade. It's 70 years since motor racing's top echelon became a world championship and the starter's flag dropped at Silverstone while King George VI looked on. It's appropriate for this to be

a year in which we take stock of F1's past and present, since 2021 will herald a dramatic new era for the sport, with radical technical, sporting and financial regulations arriving to shake up the order. We hurtle towards this exciting future with an unprecedented 22-race schedule [pending disruption caused by the Coronavirus outbreak in China] which kicks off in its traditional location of Melbourne, Australia on 15 March.

As the world championship reaches its 70th birthday, the arrival of two new races on the calendar act as a fine acknowledgment of F1's gilded past even as it expands into new, uncharted territories. On 3 May, the Dutch Grand Prix returns for the first time since 1985, while the city of Hanoi will host the first-ever Vietnam Grand Prix on its streets on 5 April.

The seaside circuit in Zandvoort hosted 30 world championship GPs before F1 went on hiatus in the Netherlands. To have the Dutch GP back is a testament to the huge fanbase that has mushroomed around Max Verstappen.

At just 22, the Dutch racer has already made over 100 grand prix starts from his five seasons in F1 and in January it was confirmed his deal with Red Bull-Honda will extend to the end of 2023. His supporters have already made themselves seen and heard at venues such as Spa and Austria in great numbers, but Zandvoort will unquestionably be one of the busiest circuits this season. The dunes around the historic track will become one of the biggest party venues of the year if the home hero wins the race.

After securing third in last year's championship (with three wins), Red Bull will look at 2020 as a critical season as it aims to mount a sustained challenge to both Mercedes and Ferrari.

Since the Silver Arrows have won the last six consecutive drivers' and constructors' titles it's difficult to look beyond the Brackley-based team as F1 enters its final year of the current regulations. Also, reigning champ Lewis Hamilton shows no signs of slowing down as age is clearly no hindrance to performance. His quest in 2020 is to match Michael Schumacher's seven world championships. The question is whether Valtteri Bottas can dethrone his team-mate? Bottas has established a pattern of starting the season strong, but slipping back as the year progresses – stopping that cycle will be key to any threat to Hamilton's crown from within his own team.

Aside from Bottas and Verstappen, Hamilton's biggest challenge will again come from Ferrari.



2019 was a year of false promise and missed opportunity. A run of six consecutive poles from Spa to Mexico showed the gains Ferrari had made (particularly in the power unit department), but all too often either reliability or strategic errors on Sundays gifted Mercedes victory.

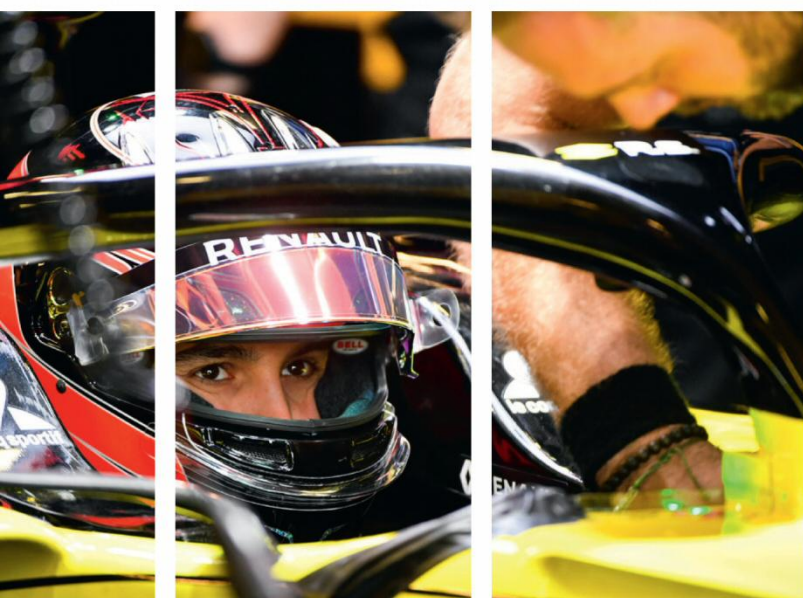
Ferrari's other cause for concern will be the in-fighting that has started to develop between its drivers. Newcomer Charles Leclerc already had a good reputation, but when he asserted his authority as early as Bahrain last year, that gave both four-time world champion Sebastian Vettel and Ferrari's management a headache.

Once Leclerc had eliminated his mistakes, particularly his tendency to overcommit early in qualifying, he was supreme in the second half of the year. Like Verstappen, over the winter he has been given a long contract extension which

PICTURES: ANDY HONE; STEVEN TEE; MARK SUTTON; SIMON GALLOWAY; ZAK MAUGER; STEVE ETHERINGTON



From the front of the grid to the back there are goals and aims for all of the drivers in 2020. For some – Verstappen, Leclerc, and Bottas – it is to get closer to Lewis Hamilton, while for others – Norris, Albon, Ocon and Latifi – it's continued improvement or making an impression. Ferrari, meanwhile, must sort out the thorny issue of tension between its two drivers



binds him to Ferrari until the end of 2024. That is a clear indication the 22-year old has become the favoured driver for the future. At the time of writing Vettel will be out of contract at the end of 2020 and has to grapple with the idea that he will no longer be the unquestioned focus of the team, despite his four titles and seniority.

How Vettel copes with Leclerc's new-found status – and speed – will be one of the major storylines that will unfold in 2020. Team boss Mattia Binotto knows that on-track clashes – such as the dramatic one in Brazil last year – will not only destabilise the team further but will gift points to Mercedes. Ferrari's title challenge will hinge on his management of his two drivers.

Behind the top three, the battle in the midfield is expected to be as close as ever given the stability in the regulations. Under the guidance

of new team principal Andreas Seidl, McLaren should continue its rise from the doldrums. At last year's French GP the team had two cars start in the top six for the first time in five years. When Carlos Sainz inherited third in Brazil, it was McLaren's first podium since 2014. Both Sainz and young hotshoe Lando Norris will be expecting more podiums in 2020.

McLaren-Renault's return to form has coincided with its engine partner's works team encountering turbulence. When Daniel Ricciardo signed his lucrative contract to move from Red Bull to the *Regie*, he was expecting more than to scrape into the top ten in the championship. He will now have to contend with the welcome return to the grid of the likeable – and quick – Esteban Ocon, one of only two driver changes for 2020. After losing his seat at Racing Point to

Lance Stroll, Ocon has been watching from the sidelines, and will be determined to prove what he is capable of as he squares up to Ricciardo.

The only rookie in 2020 is Formula 2 runner-up Nicholas Latifi. The Canadian took part in six free practice sessions for Williams last year and steps up to replace Robert Kubica, who has moved to become test driver at Alfa Romeo.

While Haas, Alfa Romeo and Racing Point all continue with the same line-ups, there's a change to the look and feel of the grid which will no doubt bedevil commentators still grappling with Sauber's recent rebrand as Alfa Romeo. Scuderia Toro Rosso has formally changed its name to Alpha Tauri, which it shares with Red Bull's fashion label. Both Pierre Gasly and Daniil Kvyat continue at the Italian team and each will be determined to continue their career renaissance. 



HAMILTON VS
SCHUMACHER:THE
PATH
TO

GREATNESS

Lewis Hamilton says he's not interested in history, and that equalling or beating Michael Schumacher's all-time record of seven world championships was never on his radar.

And yet he stands on the cusp of doing just that. Prodigiously talented drivers both, Michael and Lewis enjoy plenty of similarities – but also key differences, not least in their eventful and often controversial routes to the top...

WORDS ANDREW BENSON

At the time of writing, before the start of 2020 pre-season testing, Hamilton had not been asked about the prospect again, but when he is, his

answer will doubtless be a variation of the same.

He will talk about wanting to take one race at a time, the strength of his opposition, how long the season is, and how much effort it is going to take to win the championship again. All of which will be true. And yet, of course, he starts the season as favourite to achieve exactly that.

Hamilton and Mercedes have so dominated the hybrid era of F1 since 2014 that he has been winning an average of 10 races a year. If Hamilton keeps up that scoring rate, he will not only equal Schumacher's seven titles this year, but will become the most successful driver in F1 history, by also surpassing the German's record of 91 wins. Lewis starts the year with 84.

This is monumental stuff, deserving of contemplation and reflection. Two men. Two careers. Similar results achieved in a very different way, but with a pattern that contains remarkable similarities.

Both made an instant impact when they made their debuts in their early 20s: Schumacher by out-qualifying his Jordan team-mate Andrea ►

When Lewis Hamilton sealed his sixth world drivers' championship at last year's United States Grand Prix, he was asked what he thought about the prospect of equalling Michael Schumacher's all-time record of seven. "It is all about how you position your thought process," Hamilton said. "I have always said reaching Michael's [tally] was never a target for me. I am not really one to think of records and those kinds of things.

"I definitely thought getting anywhere near Michael was so far-fetched. And I remember having my one [championship] for a long period of time, then getting a second one. It was so far away and now it seems so close, yet it is so far away that I still can't really even comprehend.

"The challenges that we'll face in these coming months, the next season – you look at these other teams that have really been putting in some astonishing performances in the second half of the season. It's going to take another load of incredible performance and work from myself and all the people who are around me and I really don't want to have to think about it right now."

MERCEDES

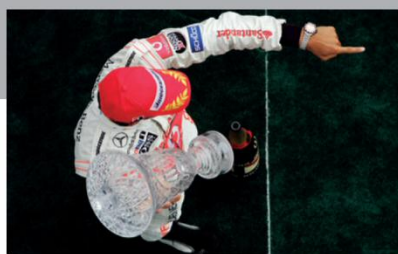




2007

AUSTRALIAN GP

Debuts for McLaren and finishes third



2007

CANADIAN GP

Claims first F1 win after six outings as Alonso's team-mate



2007

ROOKIE SEASON

Nine consecutive podium finishes, a record 109 points and equals the most wins by a rookie (four)

2008

BRAZILIAN GP

Wins championship by a single point with fifth place gained at the last corner of the last lap

2013

Surprises many by leaving McLaren and replacing Michael Schumacher at Mercedes



de Cesaris on his debut at Spa aged 22; Hamilton by passing his McLaren team-mate Fernando Alonso around the outside of the first corner in his first race in Melbourne, aged 21.

Both won a championship early: Hamilton after two full seasons; Schumacher after three. And both then suffered a fallow period before hitting their stride with one dominant team.

But there the similarities end. Schumacher won two titles before his career stalled; Hamilton just one. Schumacher moving teams precipitated his title-free period; Hamilton made his switch after suffering it for too long.

Schumacher was intimately involved in building up the team with which he ultimately dominated; Hamilton parachuted in just a year before his started, and when the building blocks were already laid, but has certainly been influential in maintaining Mercedes' thirst for continued success.

They are both great talents, with massive natural speed, but quite different drivers in quite different situations.

Schumacher almost from the start, had the number-one status in his teams bestowed upon him. Hamilton has almost never had it. He had to establish his dominance, and the few times the team stepped in to his advantage, it was nearly always when the position had already been earned.

And the biggest difference of all: Honour. Throughout his career, in moments of extreme

pressure, Schumacher hit below the belt. Yet Hamilton has built a reputation as a tough but scrupulously fair racer, who would never resort to underhand tactics.

Above all, though, they are united by their ability, their completeness, the immediacy with which they announced themselves as something special, and their impact on F1 as a sport.

In Schumacher's case, within a race, he had been prised from the grasp of Jordan and deposited at Benetton, with help from F1's impresario Bernie Ecclestone. Hamilton's talent convinced McLaren, who had nurtured him from an early age, that it was the right thing to do to put him in alongside Alonso, who arrived there having beaten Schumacher and Ferrari.

But even McLaren did not expect Hamilton to make the impact he did. Team principal Ron Dennis thought Alonso would emerge as the natural team leader while Hamilton was finding his way. But the force of Hamilton's natural ability immediately destabilised the team and led to the most seismic season in its history, in which all parties behaved in ways they would, in hindsight probably regret.

After passing Alonso in the first race of the season, Hamilton outqualified him for the first time in the third, was leading the championship by the fourth, and took his maiden win in the sixth, a performance of such dominance in Canada that it seemed to affect Alonso, who made a series of errors in that race

and finished a chastened seventh.

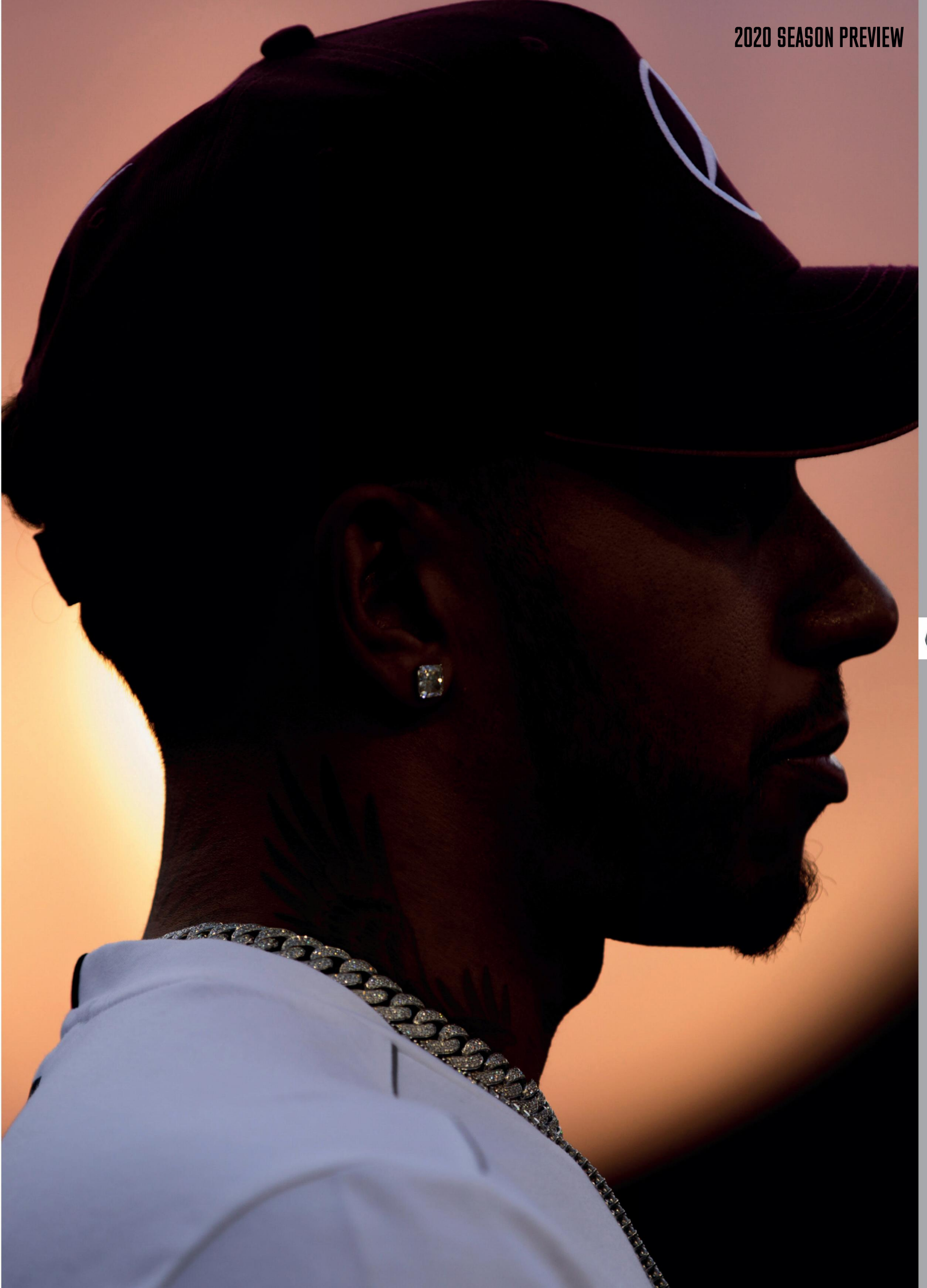
By then, it was obvious Formula 1 was witnessing the birth of a special talent, and the Italian media had taken to calling Hamilton 'Il Fenomeno' – the phenomenon.

Hamilton and Alonso were engaged in an epic scrap, and by any measure it was almost impossible to separate them. Hamilton outqualified Alonso more often than not, but Alonso was marginally faster on average qualifying lap time and ahead more often than not when both cars finished the race.

They took four wins each, and ended the year with the same number of points, Hamilton classified ahead only on results count back – he had more second places.

It was undoubtedly the best season by a rookie in F1 history and, despite the closeness of the battle, it should have ended with Hamilton as world champion. But errors by team and driver in China, where the title was his for the taking, opened the door for Ferrari's Kimi Räikkönen.

After rows through the summer, and the spy-gate hearing, for which McLaren was fined \$100m and thrown out of the constructors' championship for possessing Ferrari technical information, McLaren's relationship with Alonso was in tatters and it was obvious he would be leaving at the end of the year. In Shanghai, McLaren allowed the unnecessary ambition of ensuring Hamilton finished ahead of Alonso to distract it. ►







1994

AUSTRALIAN GP

Beats Damon Hill to win first championship in controversial fashion

1992

BELGIAN GP

Wins first race a year after his debut

1991

BELGIAN GP

Debuts for Jordan, but snapped up by Benetton after one race

1995

Wins second drivers' title with Benetton

1996

Moves to Ferrari and is joined by Benetton's Ross Brawn and Rory Byrne

2000

JAPANESE GP

Wins third drivers' title and first with Ferrari with a race to spare



Had Hamilton finished third, behind Räikkönen and Alonso, he would have been champion. But McLaren left him out too long on worn intermediate tyres in drying conditions. The rubber was down to the canvas by the time he was summoned in, and he lost the car in the pit lane, sliding agonisingly into a gravel trap, where he became stuck.

Räikkönen won the race and then, when Ferrari held team-mate Felipe Massa in the pits at the finale in Brazil just long enough for the Finn to pass him for the lead, and Hamilton struggled to seventh after a problem-afflicted race, Räikkönen snatched the title from McLaren's grasp. Hamilton's first championship would have to wait for another year. It was not as good a season as he had driven in 2007 – there were too many errors – but when Hamilton famously passed Timo Glock's Toyota at the last corner of the last lap at Interlagos, while Ferrari and Felipe Massa celebrated a title they believed to be theirs, few would have said Lewis didn't deserve it.

At that time, it seemed impossible that Hamilton would have to wait another six years to win again, such an impression had he made. But McLaren's 2009 car was a dog – although Hamilton still managed to win two races with it after a mid-season upgrade. And from 2010 McLaren was always there or thereabouts

but could rarely match the pace of Red Bull's Sebastian Vettel, who romped to four titles in a row as Hamilton watched through gritted teeth.

Even Hamilton's reputation as the fastest driver in F1 was being undermined by Vettel's blizzard of poles, and there were dark periods and controversies. 'Lie-gate' in 2009, when Lewis had to apologise for misleading stewards in Australia, on the instruction of team manager Dave Ryan, who lost his job. And then the 'Ali G' storm in Monaco 2011, when Hamilton referenced Sacha Baron Cohen's spoof character in an ill-advised attempt at a joke after the race and seemed to suggest the number of penalties he was receiving was down to racism.

As a whole, 2011 was a difficult year for Hamilton. His break-up with girlfriend Nicole Scherzinger hit him hard. He was involved in a number of incidents. And through these four years the frustration in Hamilton grew. He thought he knew he was better than Vettel, so it hurt watching the German win all those races. At the same time, Hamilton's relationship with Dennis deteriorated, and by the summer of 2012 was in a really bad place.

Mercedes grasped the opportunity. Team boss Ross Brawn and non-executive director Niki Lauda worked on Hamilton to convince him that they were in good shape for the forthcoming hybrid era and he should join them. ▶

PICTURE: RAINER SCHLEGELMILCH

MERCEDES





2001

HUNGARIAN GP

Claims fourth title with four races to spare, a record eventual winning margin of 58 points



2002

FRENCH GP

Wins fifth championship in shortest time ever with six races left, and with a new record 67-point margin

2003

JAPANESE GP

Takes sixth drivers' title, breaking Juan Manuel Fangio's record of five



By the Singapore Grand Prix, Lewis was almost completely convinced. He had a final meeting with Lauda, who made the pitch one more time. Then, when Hamilton was dominating the race, his gearbox failed (the latest in a series of reliability issues for McLaren that year) and handed victory to – you guessed it – Vettel.

After the race, Hamilton flew to Thailand to clear his head, and it was there he made the decision that would change his life. “To stay and do the easier thing didn’t really suit me,” he said. “I wanted something different and the challenge to make a car that isn’t competitive into a winner. That is just part of growing up. It’s my last step of independence, I guess. It wasn’t about Ross. It wasn’t about Niki. It was about Mercedes, a team which has not been that successful over the past couple of years.

“I know some of the greats have gone from a great car to not such a great car and have helped to develop a winning team. Michael, for instance, went from being a world champion to Ferrari. We haven’t really got any other driver in Formula 1 who is known for that. I hope that one day someone can say that about me.”

And so it has come to pass. A decision partly based on the experience of Schumacher has indeed led Hamilton to the verge of matching and potentially surpassing his achievements.

But their paths were quite different. By the time he left Benetton at the end of 1995, Schumacher was a two-time champion. The first came in circumstances as controversial as any title has ever been won in F1.

Benetton escaped punishment despite illegal driver aids being found in the car’s software, and again for tampering with a refuelling rig and causing a pit fire. Schumacher was banned for two races for ignoring the black flag at Silverstone, and was disqualified from victory in Belgium because his car’s underfloor plank was found to be too thin.

At the season climax in Adelaide, Schumacher was a point ahead of Williams driver Damon Hill. Schumacher led, but ran wide and clouted a wall, and as Hill tried to pass him at the next corner, Schumacher turned in on him. Both were out, and the title was Schumacher’s.

He won his second title in a more convincing fashion, following Benetton’s switch from Ford

to the same Renault engines as Williams. But the traumas of 1994 had given him an out – he used the claim that Benetton’s behaviour in 1994 had damaged his reputation as a reason to leave, and he signed for Ferrari for 1996.

At the time, Ferrari was seeking an end to a long and painful drought – its last drivers’ title was in 1979, its last constructors’ in 1982.

Luca di Montezemolo, sporting director during Niki Lauda’s first championship year in 1975, was installed as president in 1991. Jean Todt arrived in 1993 as team boss. Getting the best driver was next on the list, and the final two building blocks were Schumacher bringing his technical chiefs from Benetton with him – technical director Brawn and chief designer Rory Byrne.

Together, Schumacher, Todt, Brawn and Byrne set about transforming Maranello. After two near misses, including the controversy of 1997, when Schumacher again tried to take out a rival in a championship decider (and this time failed), and a broken leg in 1999, the drought finally ended in 2000.

That championship opened the floodgates, as the biggest budget, the best driver, unlimited

testing on Ferrari's own tracks and bespoke Bridgestone tyres came together to create what was, until Mercedes came along, the most effective winning machine in Formula 1 history.

Schumacher's move to Ferrari was a gamble, but one with weighted odds – he knew Brawn and Byrne would follow, and he reckoned as long as he was patient, it would work out.

For Hamilton, it was much more of a leap of faith. Mercedes had struggled since taking over Brawn at the end of 2009, and while there were rumours it would be well placed for the hybrid era, there was no way of being sure.

"Everyone was very concerned he was maybe going to a backwater, and just leaving home for the sake of it," Damon Hill says, "but he did the right thing.

"That astuteness is part of his talent and make-up as a grand prix driver. The great drivers, they won a lot because they made sure they knew the game and put themselves in the right place.

"There was a mixture of ingredients that made

him come to that conclusion. He felt he was stifled a little bit, he wasn't able to get the freedom he needed. And he created the circumstances with the opportunity of going to Mercedes of being able to dictate terms, and he couldn't have done that if he wasn't the best driver.

"The best driver, the teams will come to him, and he will say: 'OK, I'm coming but I want these conditions to perform to my best.' And Lewis's conditions were less promotional work, more time to himself to go off and do the things he does around the world.

"At times, it looked like he was a little bit distracted, and maybe he had a bit too much jet lag, because there were some races when you thought: 'Well, hang on, where's Lewis gone?' And he has to admit that was true. Sometimes he went missing and maybe his off-track lifestyle was contributing to that.

"When you look now at what he's done, you'd have to say he has provided himself with the happiness and contentment in his other life that you need in order to be able to cope with this

intense experience of being an F1 driver.

"He has taken the pressure off himself by having these other things he does and then he can turn up, jump in and win. So there's a smartness. To know yourself that well and to create the right conditions is part of the job of a sportsman, and Lewis has done that."

Hamilton left McLaren with 21 victories to his name. He has added another 63 since. Really, Hamilton should already have his seventh title and be gunning this year for number eight. The missing year was 2016, when his team-mate Nico Rosberg took it. Hamilton did not help himself with a few bad starts, and a wobbly weekend in Japan, but ultimately it was their skewed reliability records, with Hamilton disproportionately affected, which decided it, and even then Rosberg still only just beat Hamilton.

Hamilton has had the machinery, but he has also outclassed his team-mates, and humiliated Vettel when the German ought to have won the title with Ferrari in 2017 and 2018.

What makes him so good? Mercedes team boss ▶



PICTURES: RAINER SCHLEGELMILCH; STEVE ETHERINGTON; OTHER PICTURES: FIA

2014

ABU DHABI GP

Secures second title and first with Mercedes



2015

ABU DHABI GP

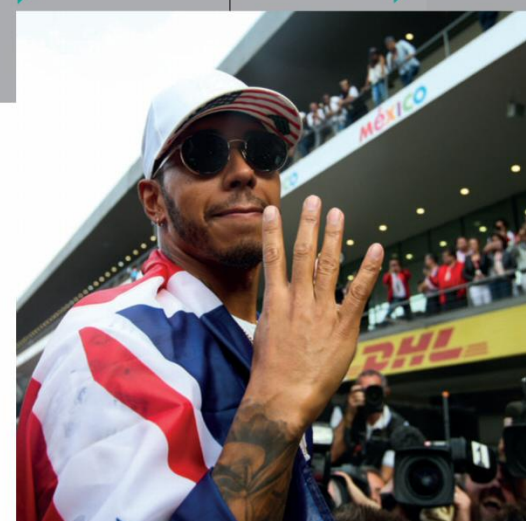
A third drivers' title is secured with 10 race wins and 11 pole positions



2017

MEXICAN GP

Fourth championship and third with Mercedes secured, with two races left



MERCEDES



2020 SEASON PREVIEW

2018

MEXICAN GP

A fifth title, in what Lewis described as his best season in F1, again with two races to spare



2019

US GP

A hat-trick of titles since 2017 puts Lewis second on the all-time list, between Schumacher on seven and Fangio on five



Toto Wolff says: “He drives cars bloody, bloody fast. It’s where talent meets big push for self-improvement all the time and that combination makes him stand out in his generation.”

Mercedes engine boss Andy Cowell adds: “His natural feel for where the grip is and his intuitive gut feeling for what is a good move and what’s a crazy move. His sportsmanship, his self-critique, his open but friendly critique of everyone around him as well, and that drive and demand for continuous improvement is infectious across the whole team.”

Mercedes technical director James Allison has worked with Schumacher, Hamilton, Vettel and Alonso. Allison told the BBC in 2018 that he thought Hamilton was “the quickest” of the four. ▶



PICTURES: STEVEN TEE, MARK SUTTON

Between them Hamilton and Schumacher have won 13 drivers’ titles and 175 races



2004

BELGIAN GP

Record seventh drivers’ title



2004

Claims a record 13 wins in a season



2006

CHINESE GP

Takes 91st (and last) career win



ESTABLISHED
OVER
45
YEARS

TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS



14 McLAREN P1 VAT QUALIFYING
Supernova Silver With Carbon Black Alcantara
5,600m
£1,100,000



14 PORSCHE 918 SPYDER WEISSACH PACKAGE
PTS Pearlescent White With Garnet Red Leather
6,000m
£1,095,000



11 FERRARI 599 GTO LHD
Grigio Silverstone With Rosso Tessuto
3,500m
£409,950



15 FERRARI 458 SPECIALE
Bianco Avus With Nero & Giallo Alcantara
3,900m
£284,950



16 LAMBORGHINI AVENTADOR LP 750-4 SUPERVELOCE
Verde Ithaca With Nero & Verde Alcantara
1,900m
£269,950



66 NOBLE M600 COUPE
Dark Red Metallic With Quilted Dark Grey Alcantara
4,900m
£179,950



17 ROLLS ROYCE WRAITH 6.6
Salmanca Blue & Jubilee Silver With Seashell Hide
4,000m
£164,950



14 FERRARI F12 BERLINETTA
Grigio Titanio Metallic With Nero Hide
12,000m
£159,950



53 FERRARI 360 CHALLENGE STRADALE F1
Bianco Avus With Blue Alcantara
12,000m
£159,950



17 DODGE VIPER ACR EXTREME
Viper White With Black Leather & Alcantara
7,000m
£134,950



18 PORSCHE 911 CARRERA 4 GTS CABRIOLET
Jet Black Metallic With Black Leather
14,000m
£89,950



62 MERCEDES-BENZ C63 AMG BLACK SERIES
Obsidian Black With Black Leather
21,000m
£85,000

OVER 60 SUPERCARS IN OUR INVENTORY

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: +44 (0)1283 762762

Email: info@tomhartley.com

www.tomhartley.com

Follow us:  @TomHartleyCars

 tomhartleycars

SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-8PM

2020 SEASON PREVIEW

2012
MONACO GP
68th career
pole



2012
EUROPEAN GP
Record 155th
career podium



2012
GERMAN GP
Record 77th
fastest lap



2012
BRAZILIAN GP
1566th career
point



2019
ABU DHABI GP
Record 88th
career pole



2019
ABU DHABI GP
84th career
win



2019
ABU DHABI GP
47th career
fastest lap

2019
ABU DHABI GP
Record 3431
career points



PICTURES: RAINER SCHLEGELMILCH; STEVEN TEE

2020 could be the year that Lewis equals Michael's seven titles and beats his win record



He added: "Michael has the greatest number of championships and until that is broken he has the record. But if I were to say out of the amazingly good drivers I have been lucky enough to work with across my career, if they all had to be in a super-team fighting it out every year, my guess – and it's only a guess – is that Lewis would end up on top. Maybe not every season, but if they kept coming back every year to do battle in some sort of Valhalla-type confrontation, more often than not it would be Lewis wearing the crown at the end of the year."

The identity of the greatest driver in F1 history always will be a matter of personal opinion. But this could be the year Hamilton, statistically at least, moves his name to the top of the pile.

Back in Austin, the man himself said: "I don't want to build up the idea of trying to get to seven. I've got to enjoy right now. Tomorrow is not a given. We should all try to make sure you enjoy each day because one day you're here and one day you're not."

"I am not trying to think about the end of next year or 2021. I believe I have the ability to continue to grow and to do more with this team and within F1. That would be the target but time will tell." 

Andrew Benson is BBC Sport's chief F1 writer



- › Walked out of school at 11 years old, never to return
- › A millionaire by the time he was 17
- › Lost it all age 19
- › Fought his way back
- › Now at age 58, the world's most successful supercar dealer – 'The Dealmaker' – with a business empire worth over £200 million
- › How did Tom Hartley do it?

PRE-ORDER YOUR COPY TODAY



EYES ON



THE PRIZE



Permanently under siege from the antsy Italian media and struggling to contain tensions between four-time champion **Sebastian Vettel** and rising star **Charles Leclerc**, Ferrari faces a challenging season ahead

WORDS ROBERTO CHINCHERO
 **motorsport**
IMAGES

ALL THE FORMULA 1 TEAMS, and especially the top ones, face the challenge of engaging on two fronts this season: with the championship that's about to begin, and with the massive task that is the 2021 car project. It's likely that in each factory there will be two discrete working groups as resources are juggled, but for the frontrunners there will be nothing less than maximum effort to secure both the drivers' and constructors' titles. In the case of Ferrari, a team that hasn't won either championship since 2008, to return to the top is the absolute goal, and in 2020 the route is clear: nothing will be left on the table until the last chequered flag. It's likely to become brutal. ►

FERRARI



TOTAL CONFIDENCE IN BINOTTO?

THE SEASON THAT'S ABOUT to get under way in Melbourne will be hugely important for the Scuderia, an embattled organisation that remains on the hunt for answers which will not only affect the technical area. Team principal Mattia Binotto spoke several times last year about it being a “young team”, not so much on account of the seniority – or lack thereof – of the team members, but because the restructuring processes of the past few years have left many of them “young” in their respective roles. Binotto himself is relatively new to the role of managing an entire team rather than a technical department within it; therefore this a team which needs to be integrated and to learn in order to manage the stress of an entire season.

In the past, politics can, and have, come into play. But right now, confidence in Binotto isn't even a matter of discussion so far as CEO Louis Camilleri is concerned, and there have been no signs of nervousness from the Turin headquarters of FCA group. In short, Binotto seems to have a relatively calm season in prospect, one in which he can play all the possible cards for Ferrari's return to a role as world title contender.

The imperative to maintain stability hasn't prevented the team from making important and potentially far-reaching decisions about its future, though. The extension of Charles Leclerc's contract until the end of 2024 will be the hard foundation around which Ferrari is building its future. It was a decision made on the basis of results, and a 2019 season in which Leclerc confirmed he deserved to be elevated to a frontline role after just one learning year at Alfa Romeo, *and* that he has everything he needs to become Ferrari's top driver. Leclerc's



Leclerc showed in 2019 he deserves a seat at the top table. Those performances ultimately landed him a long-term Ferrari contract



Avoiding damaging conflict between Vettel and Leclerc will be crucial if Ferrari is going to succeed this season

performance last season was good news for Ferrari but, as so often before in F1, it meant the team had to review its hierarchies in terms of driver status – and these processes are never easy.

McLaren experienced similar problems in 2007, when it paired rookie Lewis Hamilton with sitting champion Fernando Alonso. The tension generated during that season ended with a schism between the drivers, and Alonso leaving the team before the end of his contract. Ferrari tried to avoid this (and there were many parallels, including the fact that Vettel still has a year left on his contract) and it was clearly understood at the Singapore GP last September, when the team created the perfect conditions for Vettel's return to victory lane, hoping that it would help him recover psychologically after a period in which Leclerc had won in Spa and Monza while Vettel made mistakes. After years of easy management (the last problem between two Ferrari drivers had occurred at Hockenheim in 2010, when Alonso demanded that Felipe Massa be ordered to let him past) Ferrari found itself having to manage a change of hierarchy. The most difficult moment came in Brazil, when Vettel precipitated a collision between the two Ferraris; the team's most senior management then had to make a decision, for the present and for the future, and they duly made it: make no mistake, Leclerc's contract extension is also, in effect, a promotion. ▶

PICTURES: MARK SUTTON; ZAK MAUGER



With total backing from his superiors Mattia Binotto will be doing his utmost to return Ferrari to championship glory



FERRARI

VETTEL HAS EIGHT RACES TO DEFINE HIS FUTURE

THE QUESTION NOW IS: what will happen to Vettel? The answer must be delivered by Vettel himself, but he will have to lick the stamp within the first eight races of the new season. In Maranello the team management will decide the identity of the driver who will sit alongside Leclerc from 2021 onwards no later than June. If Vettel has an excellent start to the season, and can confirm he is as fast or even faster than Leclerc, then he can sit at the negotiating table and ask for an extension of the current status (and salary). But the opposite is also possible: if we see again the fragile, accident-prone Vettel, and hear yet more talk about the car not suiting his driving style, then Ferrari is likely to open the bidding with a salary reduction and the contractual enshrining of Seb in a support role for Leclerc.

The alternative is the end of his relationship with Ferrari after six seasons, and the end of his project to emulate the success of Michael

It's make-or-break time for Vettel if he wants to remain top dog at Ferrari

Schumacher. Should this scenario eventuate it will have a significant bearing on Vettel's approach within the team during the second half of the season; whether or not he is the one deciding that this is his last season in red, he is hardly likely to respect team orders.

This hypothetical scenario takes for granted that Leclerc will be able to confirm himself in the first-driver role, but there's nothing today that suggests this won't happen. Obviously the track will issue its own verdicts, and at the moment Ferrari is waiting for that before making decisions.

Maranello's policy on first and second drivers is still unclear. Normally having very defined roles is an advantage when a team is sure it has a car capable of fighting for the world championship. But if a team is still labouring to reduce a performance gap to its frontrunning rivals, the engineers cannot count on the feedback from two top drivers who may be working against one another. If Maranello's decision is to replace Vettel, the names to contact have long been known: Valtteri Bottas, Daniel Ricciardo, Antonio Giovinazzi or Carlos Sainz.

FERRARI NEEDS TO SHARPEN ITS OWN AXE



AT THE END OF THE 2019 SEASON

Mattia Binotto was clear about the strengths and weaknesses of the SF90 project, and on what the 2020 car goals will be. In Maranello the engineers have been working for many months to look for the downforce that was absent at critical periods during the 2019 season. Last year it was clear the lack of downforce penalised not only the lap times on the more technical tracks, but also had a negative effect on tyre management which led to underperformance in races. According to Binotto, this hasn't meant a total rethink – the development of the concepts introduced in 2019 will continue – but the goal is to maximise the number of tracks on which it's possible to fight for victory, even at the cost of sacrificing top speed, which was the weapon Ferrari relied upon last season.

The increased downforce target announced by Binotto will be most anxiously awaited by Vettel, whose confidence was sapped by the flighty rear end of the SF90. Without a stable and well-planted rear axle he is unable to give his best, and he only got that with the upgrade package applied in Singapore. This season he will need it from the very start.

Downforce alone, though, won't make a winning car. A last step forward will be required in terms of power-unit reliability, considering that last season Leclerc had to use a fourth ICE unit as well as losing victory in the second round to a cylinder problem. An efficient and productive in-season development programme will also be necessary, for this is a weapon which has made the difference in the last few championship run-ins – and almost always in favour of Mercedes. Ferrari cannot afford to lose momentum with upgrades which don't work, and Binotto is known to have pushed very hard to ensure the team gets it right more often.

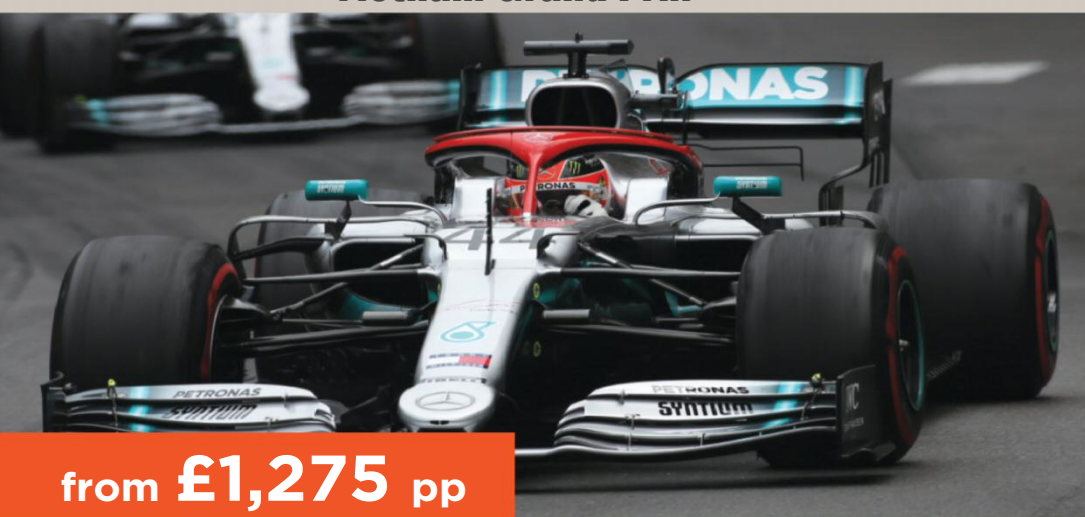
In Maranello massive investment has gone into the simulator to improve the correlation between virtual research and the track. On more than one occasion last season, Ferrari



PICTURES: JOE PORTLOCK; MARK SUTTON

NEW FOR 2020 - VIETNAM GRAND PRIX

4 Night's La Dolce Vita Hotel Vietnam Grand Prix



from **£1,275** pp

Including Flights, Airport Transfers & Hotel
2 Day 10.5 Grandstand Tickets & Transfers
Travel Dates 01 - 07 Apr 2020 • Based on 2 people sharing

13 Day Vietnam Grand Prix Tour Ho Chi Minh City - Hanoi - Hoi An



from **£2,090** pp

Including Flights, Airport Transfers & Hotel
3 Day 10.5 Grandstand Tickets & Transfers
Travel Dates 30 Mar - 11 Apr 2020 • Based on 2 people sharing

11 Day Vietnam Grand Prix Tour and Lan Ha Bay Ho Chi Minh City - Hanoi - Lan Ha Bay



from **£1,710** pp

Including Flights, Airport Transfers & Hotel
3 Day 10.5 Grandstand Tickets & Transfers
Travel Dates 30 Mar - 09 Apr 2020 • Based on 2 people sharing

13 Day Vietnam Grand Prix Tour Ho Chi Minh City - Hanoi - Siem Reap (Cambodia)



from **£2,020** pp

Including Flights, Airport Transfers & Hotel
3 Day 10.5 Grandstand Tickets & Transfers
Travel Dates 30 Mar - 11 Apr 2020 • Based on 2 people sharing

Terms & Conditions

Prices stated are per person, based on sharing a twin/double room and include return flights; correct at the time of publishing and are subject to availability/change; inclusive of all taxes & charges.

NO ROOM FOR COMPLACENCY

engineers had to work hard on Friday evenings to optimise or even revise a setup that hadn't matched expectations in the early free practice sessions, losing precious preparation time for qualifying and the race. Mercedes, which had a more thorough understanding of its car concept and a better-correlated simulator, wasted less time firefighting. To challenge such a well-drilled organisation for the championship will require Ferrari to operate on a similar plane, and nobody knows this better than Binotto.

THERE WAS A LONG PERIOD of radio silence over the winter, and as testing season approached the few rumblings coming from Maranello seemed more negative than positive. This appears to signal a more prudent approach than this time last year, when the expectations of the engineers proved to be overly optimistic. Ferrari later admitted that it thought the SF90's performance in testing, where it was consistently quickest until Mercedes arrived with a more definitive car spec in the final days, meant it would be around three



Reggio Emilia's Teatro Municipale hosted the launch of what Ferrari hopes will be the car that ends its title drought

PICTURES: FERRARI

tenths of a second faster per lap. The events of Melbourne torpedoed that assumption.

This year the few rumours emanating from the factory about the new car suggest the aero "numbers" don't fully satisfy the project managers – a situation that seems the opposite of the overconfidence that prevailed 12 months ago. It's difficult to determine whether this is a deliberate tactic – to under-promise and then over-deliver – or if progress really isn't in line with the targets.

There have also been some rumours of a

development project which had to be terminated late, and a race against time to get to Melbourne with all the definitive parts ready to be installed on the car. At the time of writing, the pre-season tests are yet to happen; it may be that we have to wait for Australia to get all the answers.

Despite the rumours, there are many people in the paddock who believe we're on the eve of the most competitive season of the hybrid era, and that Ferrari will be in the game to the end. We've believed that and been disappointed before. But this time that faith may be rewarded...

BEEF REGISTRATIONS

THE ULTIMATE REGISTRATION COMPANY

Dateless numbers wanted!



2 GP

www.beefregistrations.co.uk

£85,000

JAG 3R

www.beefregistrations.co.uk

£10,000

700 A

www.beefregistrations.co.uk

£16,900

68 LD

www.beefregistrations.co.uk

£8,500

LEX15E

www.beefregistrations.co.uk

£5,000

TJP 2I

www.beefregistrations.co.uk

£6,500

CC 18

www.beefregistrations.co.uk

£30,000

RH 17

www.beefregistrations.co.uk

£25,800

10 BCS

www.beefregistrations.co.uk

£6,800

A 6000

www.beefregistrations.co.uk

£12,500

7 GJP

www.beefregistrations.co.uk

£15,000

LOC IK

www.beefregistrations.co.uk

£6,800

12 PAG

www.beefregistrations.co.uk

£6,200

2 RTL

www.beefregistrations.co.uk

£15,900

MRW3IIS

www.beefregistrations.co.uk

£5,900

4 GJP

www.beefregistrations.co.uk

£15,000

TA 33

www.beefregistrations.co.uk

£10,000

LI54 MAY

www.beefregistrations.co.uk

£6,400

LEM 9

www.beefregistrations.co.uk

£6,500

50MC

www.beefregistrations.co.uk

£12,000

6 CDP

www.beefregistrations.co.uk

£7,400

6000 T

www.beefregistrations.co.uk

£10,000

900 GH

www.beefregistrations.co.uk

£6,800

CJ 4

www.beefregistrations.co.uk

£59,000

LI54 COX

www.beefregistrations.co.uk

£6,400

12 MTP

www.beefregistrations.co.uk

£6,400

67LN

www.beefregistrations.co.uk

£8,500

PCT 5

www.beefregistrations.co.uk

£7,000

3 GJP

www.beefregistrations.co.uk

£15,000

8 CBW

www.beefregistrations.co.uk

£6,500

D 98

www.beefregistrations.co.uk

£31,000

GJP 7

www.beefregistrations.co.uk

£15,000

MGM 12

www.beefregistrations.co.uk

£6,500

9I NS

www.beefregistrations.co.uk

£14,900

8 BHS

www.beefregistrations.co.uk

£6,700

Tel: 01455 882885

www.beefregistrations.co.uk



PICTURE: STEVEN TEE



FERRARI



YESTERDAY'S MAN?

Once a dominant force in Formula 1, Sebastian Vettel ended last season in the shadow of his young team-mate Charles Leclerc. **Nigel Roebuck** ponders whether number-two status awaits the four-time champ...

PICTURES  **motorsport**
IMAGES

CHATting TO ANTHONY DAVIDSON at Daytona back in 2013, I asked him for his thoughts on the coming Formula 1 season. He didn't hesitate: "Sebastian Vettel will win his fourth world championship – I'd bet my house on it, and why? Because the rules haven't changed, which means you can still have a blown diffuser – Adrian Newey is the master of designing it, and Vettel's the master of driving it.

"If we were talking a year from now, when the rules change hugely, I wouldn't have a clue about the season to come, but for now I think there's no way Vettel and Red Bull will lose..."

Davidson was spot on. Although Sebastian won only four times in the first half of the season, after the summer break he never lost a race, reeling off nine on the trot, a string of faraway grands prix seemingly blurring into

one triumphal procession. "We need to remember the good times, boys," he radioed in as he put the Red Bull into a series of victory donuts in India. "It won't always be like this..."

And it wasn't. In 2014, when the hybrid engines arrived and the blown diffuser disappeared, Vettel didn't win a race – and what made it worse was that Daniel Ricciardo, his new team-mate, put three on the board.

Throughout that year Sebastian was in a resolutely bad mood, missing no opportunity to stress his dislike of the new, heavier cars, the hybrid engines that powered them, and the Pirelli tyres on which all were required to run.

Before the season began, Mark Webber, his erstwhile team-mate and sometimes bitter rival, told me he doubted Vettel was in this for the long haul. "He's got his championships early, going to have a kid early, ►



Faced with the challenge posed by an ultra-competitive team-mate in Charles Leclerc, Vettel's demeanour at the track has changed



PICTURES: HASAN BRATIC; MARK SUTTON; SIMON GALLOWAY



Mistakes, such as this crash into Verstappen at Silverstone, have become more frequent

and I think he'll retire early – probably a blast in the red car, then sayonara.”

About the red car, anyway, Webber was on the mark. By August Vettel had made arrangements to move to Maranello, for so long the province of his idol, Michael Schumacher.

“I never understood Seb's awful season, when Ricciardo arrived,” says Martin Brundle. “He'd just won four championships, for God's sake! He kept on about how he hated the hybrid cars – but when he got to Ferrari he was immediately on the pace, and I've always wondered if he went slowly in 2014 because he needed to trigger his Red Bull exit clause. Whatever, he had to leave, because another year like that with Danny Ricc, and his value would have been nothing...”

Like every new Ferrari driver, Vettel began with the highest of hopes. He won in Malaysia, his second race with the team, but only two more victories followed in 2015, and it wasn't long before he began to understand the frustrations that had driven Fernando Alonso out. Five seasons have produced only 14 wins, assuredly far short of what he expected.

It must be said, however, that there would have been more had Seb not become prone to making mistakes under pressure, a trait far more evident than in his earlier years. Most disastrous of all was understeering off the

road at Hockenheim in 2018, when leading his home grand prix, but there have been many others, too.

“I think,” says Brundle, “that Vettel's judgement in wheel-to-wheel combat has gone, and that's critical. He's always operated on a pretty highly strung level, but these days his default mood is to get angry, forever moaning about backmarkers, and so on, and that's sad. I remember when he'd turn up with a rucksack, smiling, ready to go – I *adored* him in those days.”

Me, too. I think of Barcelona in 2007, when the BMW press officer said to me, “Come and have breakfast tomorrow with my new schoolboy...” I did, and was charmed. Sebastian, 19 but looking nearer 12, was the team's test driver, and if he was thrilled to be on the verge of a Formula 1 career, so also he delighted in telling me of his love of British comedies like Monty Python and Fawlty Towers. Even more unexpected was his fascination with motorsport history.

This is not your typical 21st century Formula 1 driver. A deeply private man, he keeps his professional and family lives well apart, and – wisely, in my opinion – doesn't want to know about any form of social media.

In recent years, though, Vettel's demeanour at the race track has indeed changed. Although still genial much of the time, quite often he is sullen and

“I THINK THAT VETTEL’S JUDGEMENT IN WHEEL-TO-WHEEL COMBAT HAS GONE, AND THAT’S CRITICAL. HE’S ALWAYS OPERATED ON A PRETTY HIGHLY STRUNG LEVEL, BUT THESE DAYS HIS DEFAULT MOOD IS TO GET ANGRY, AND THAT’S SAD. I REMEMBER WHEN HE’D TURN UP WITH A RUCKSACK, SMILING, READY TO GO – I ADORED HIM IN THOSE DAYS”

MARTIN BRUNDLE



unsmiling, disappointed by Ferraris invariably not quite on the pace of Mercedes, and perhaps dismayed by the errors of judgement which have crept into his driving, as at Monza last year, or Silverstone where he clattered into Max Verstappen.

“Seb’s Achilles Heel,” says David Coulthard, “is that he’s still got that ‘throwing toys out of the pram’ behaviour. He definitely has a problem with that – and Baku in 2017, when he nudged into Hamilton during the Safety Car period, was a case in point.

“Pushed to his raw racing instincts, Vettel is emotional and reactive. You could say that those characteristics are what has made him great, but equally they’ve been a weakness throughout his career – remember his reaction after the coming-together with Webber in Turkey? He blamed Mark, but it was his fault, and it was the same at the start in Singapore in 2017, when he took out [Kimi] Räikkönen and Verstappen, as well as himself. He’ll never, ever, admit that he was at fault – in that respect, he’s very like Michael...”

Of late, too, there has been pressure from his team-mate. For four years Räikkönen was in the other Ferrari, and that was fine: the two men got along well, and Kimi was no longer quick enough to be other than an occasional threat. Not surprisingly, Vettel fought strenuously to keep him in the team,

but in 2019 Charles Leclerc arrived, immediately – expectedly – proving an entirely different proposition. In Bahrain, only his second race, he dominated until engine problems intervened.

Usually Leclerc was the quicker Ferrari driver, although Vettel looked his old self in Montreal, where he took pole and held off Hamilton to the flag, despite a brief off, only to be robbed of victory by a stewards’ penalty which most felt unjust. For a time thereafter he seemed thoroughly detuned, although there was a late season resurgence, and he won – perhaps fortuitously – in Singapore.

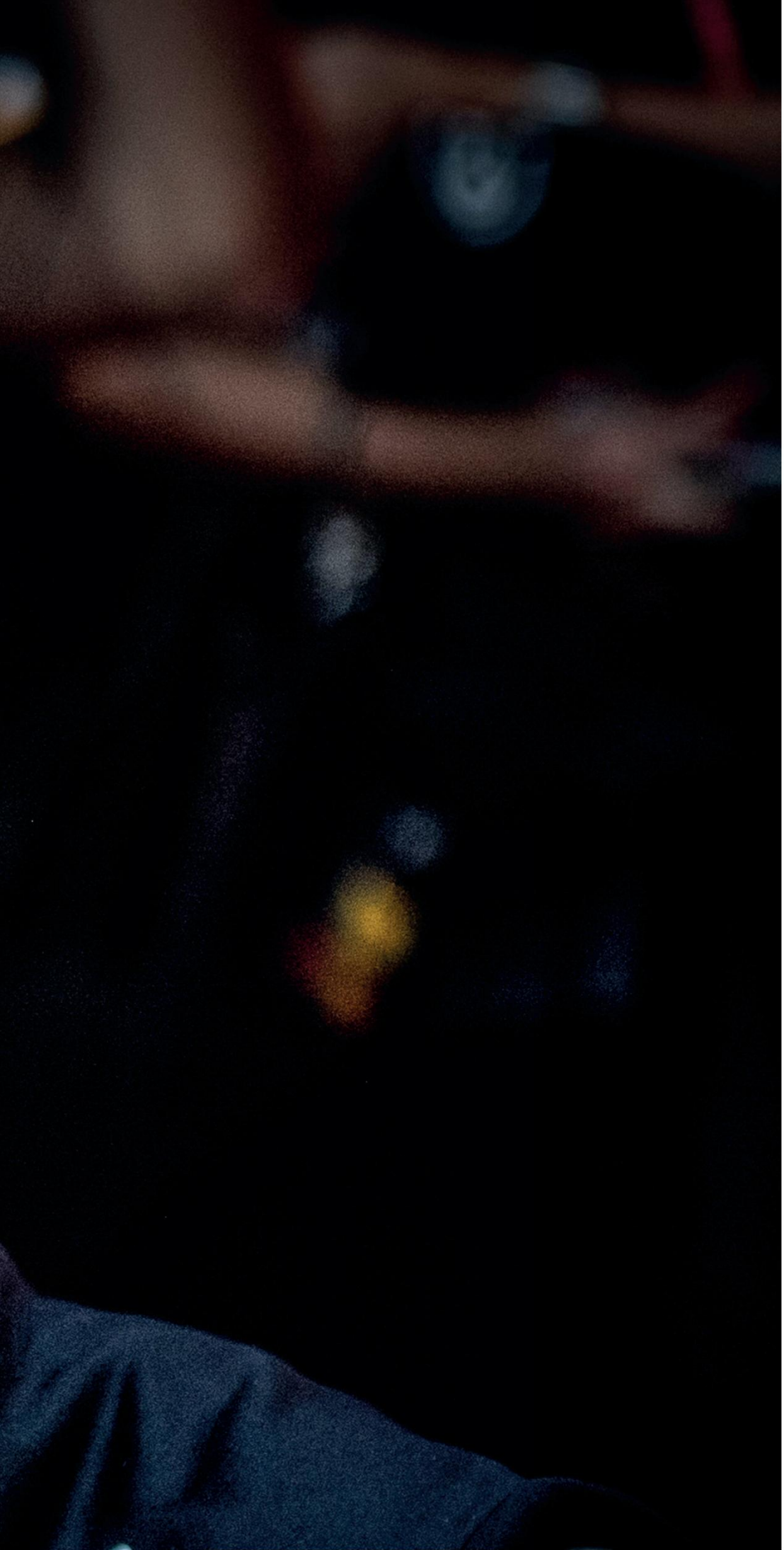
Now, though, Sebastian faces an uncertain future, for while his Ferrari contract has but one season to run, Leclerc’s has recently been renewed – carrying him to the end of 2024 and removing any doubts as to where the team’s emphasis now lies.

One hopes that Vettel will rise to the challenge, get himself back to something like the blinding form we saw for so long in his Red Bull days, but that seems unlikely. Beyond question he has been a great driver, albeit not in the ‘all time’ category for which he once seemed destined, and there will still be occasional days in the sun, but probably – sadly – Brundle is right: “It would be foolish to write Seb off, but I do believe his best is behind him.” 

FERRARI







SIGNED, SEALED AND READY TO DELIVER

Max Verstappen and Red Bull surprised everyone by committing pen to paper on a lucrative new contract before any 2020 F1 cars turned a wheel. Here, we get to grips with exactly why both parties took the sting out of F1's annual driver-market 'silly season' well before the actual racing began

WORDS BEN ANDERSON

PICTURES  **motorsport
IMAGES** AND RED BULL CONTENT POOL

“I AM VERY HAPPY AT THE MOMENT WHERE I AM BECAUSE I think it's a very exciting project.

Everybody is looking in the same direction, everybody wants the same thing – everybody wants to win, everybody in the team are winners. You can feel that mentality is there. I think the team is definitely coming on very strong.”

When Max Verstappen spoke these words to us in late August, 2019, it seemed like the sort of carefully considered banality you would expect any contracted Formula 1 driver to say about their current team. At the time, speculation Max would refuse to see out the final year of his Red Bull contract and make a sensational switch to Mercedes had just been quashed by Toto Wolff's decision to retain Valtteri Bottas and farm Esteban Ocon out to Renault. Max would be staying put after all.

Red Bull had been on this rodeo before, of course, offering Verstappen a highly lucrative contract – understood to have made ▶



him then the third-highest-paid driver in F1 – at the back end of 2017 to ward off supposed interest from Mercedes. The late Niki Lauda even poked fun at fellow Austrian Helmut Marko in a subsequent TV interview, suggesting playfully that Red Bull had rushed into agreeing new terms out of fear of losing Verstappen, even though Mercedes had “never offered him a contract” and “never talked to him about money”.

The arrangement made back then was effectively a one-year contract extension, tying Verstappen down until the end of 2020 – performance clauses notwithstanding. Given the uncertainty surrounding F1’s 2021 future at that time, it made sense not to go beyond this point. Heading into 2020, with F1’s future direction now set and teams negotiating new commercial terms with Liberty Media, we expected Max Verstappen to once again play a major role in F1’s perennial driver market ‘silly season’.

Except this time he and Red Bull caught everyone on the hop by announcing in early January that they’d agreed another contract extension, set to keep Max where he is until at least the end of 2023. In an instant, one of the major potential storylines of 2020 – would Max stay or go – was shut down.

The timing seemed highly unusual, on all sides. Why now? Why not leave this business until the summer, when you have a better idea of whether this year’s promises have been kept or broken, whether your current team is in good shape for the forthcoming major 2021 rule changes, and what other opportunities may be available if you feel the need to jump ship? Max has eschewed all of that, despite wielding serious power in the driver market ever since he burst onto the scene at the end of 2014, after Red Bull promised him immediate graduation from F3 to F1 to beat Mercedes to his signature.

With the new season fast approaching, Max addressed the media at a special press event at Red Bull’s London HQ near Covent Garden, organised in advance of winter testing. There he spoke again of how comfortable he feels in this team, that doing this deal now “takes away any doubt” and prevents any potential awkwardness emerging once the season is up and running. Put simply, he doesn’t need the distraction. Again, he emphasised his contentment with the environment around him, and the hunger for

success he perceives in Red Bull’s people.

For Red Bull, the upsides are obvious: the team has locked down one of F1’s three biggest current talents to a long-term contract, mitigating the risk of exposure to Max having his head turned in the coming months by potential suitors. Ferrari tied Charles Leclerc down until the end of 2024 not long before Red Bull announced Max’s new contract; Lewis Hamilton is widely tipped to sign an extension with Mercedes but, should those talks break down irrevocably for whatever reason, you can bet Verstappen’s name would have been at the top of Toto Wolff’s shopping list.

Red Bull team boss Christian Horner spoke of the “energy that injected to the whole factory” when the staff returned to work after Christmas to news of Verstappen’s fresh commitment, and how it would allow his team to focus on beating Ferrari and Mercedes without the potential distraction of speculation about Max’s future.

“There was a desire from both sides to get the deal done early,” says Horner when quizzed separately by *GP Racing* about the timing of the announcement. “There was a confidence level in both sides: Max believes very much in the environment we’ve created and the people that we have within the team.

“Max and his management team have always been very straightforward and easy to deal with. The upside to it was just getting that speculation out of the way early, and going into the year with everybody knowing this is a longer-term project than just the 12-month scenario – particularly [with] the big rule change coming in 2021 as well.

“Max really believes in the team; we very much believe in him. That extension was very, very straightforward. It’s one of the most straightforward [negotiations] I’ve ever had – in a relatively short time frame. It took everybody by surprise, but it was an early good, New Year surprise and bonus for everybody, and it just puts more injection [of momentum] into it – that Max believes in us, we believe in ourselves, that we can really take this fight, hopefully, to Mercedes.”

Horner says Red Bull was “not really” ever that concerned Max would have his head turned by rival outfits, and that this new deal leaves Lewis Hamilton as “the last of the primary drivers to be out of contract” at the time of writing.

“THERE WAS A DESIRE FROM BOTH SIDES TO GET THE DEAL DONE EARLY. THERE WAS A CONFIDENCE LEVEL IN BOTH SIDES: MAX BELIEVES VERY MUCH IN THE ENVIRONMENT WE’VE CREATED AND THE PEOPLE THAT WE HAVE WITHIN THE TEAM”

CHRISTIAN HORNER



Verstappen is perennially linked to Mercedes, of course, but recent comments from Toto Wolff about his team's future commitment to F1, coupled with a major new sponsor deal with Ineos that runs well beyond 2021, all point to Lewis remaining in post – even if the precise details still need to be hammered out. Toto has pledged to make this negotiation his “number one priority”.

“His [Hamilton's] options are now somewhat limited,” adds Horner. “Does that put him in a stronger position with Mercedes or Mercedes in a strong position? Who knows? It's none of our business. [I'm just] glad that we're not in that scenario.”

Although Wolff is a long-term admirer of Max's driving, and an old friend of Max's father and co-manager Jos, there is also some doubt Toto would want to pair Verstappen with Lewis and risk re-igniting the sorts of fireworks that made managing Mercedes so stressful when 2016 world champion Nico Rosberg was at the team. It would be a lot of fun for F1 fans, but probably not so much for Toto...

“Financially, it will be very difficult as well,” says Jos when *GP Racing* checks in with the former Benetton, Tyrrell and Arrows F1 driver to find out more about why the Verstappen clan has chosen to nail its colours so emphatically to the Red Bull mast. “The outside world would have loved that, but... probably it is not a good idea...”

Jos reveals that Max had a clause in his previous contract that “has to do with position” in the world championship, which kept his son at Red Bull for 2020 at least. We can safely assume this was triggered when Max entered last season's August summer break sitting inside the top three in the standings.

“But then I must say Max always wanted to stay,” Jos adds. “He has a very good feeling with the team. I think this is the *most* important thing. Max also has the last word on [the] decision. But he feels very comfortable with Red Bull – he's settling in very well. Also the first year when [Daniel] Ricciardo left, I think Max took it on very well. The car was difficult to drive but Max could manage it – and also the way he handled things, he's getting more and more professional.

“But then, he always had a good feeling. ►



**“IT DOESN'T SAY
IF YOU GO TO
ANOTHER TEAM
THAT YOU'RE
GOING TO WIN,
BECAUSE MAYBE
RED BULL IS
GONNA CREATE
SOMETHING VERY
SPECIAL. ALL IN
ALL, THAT'S WHY
WE DECIDED
TO STAY”**

JOS VERSTAPPEN

He's very close with Helmut [Marko] – Helmut likes him, Max likes Helmut – it's always been like that. Helmut is a big fan of Max. I think he is the kind of driver Helmut likes. Also, the way Max is – straightforward – I think Helmut is a bit like that.

“During the end of the year we were discussing the options – you want to be in a top team [Ferrari, Mercedes or Red Bull], we were not thinking about the others. The position Max has in the team where he is now, to create that somewhere else I think takes a couple of years. Red Bull has shown that it can do it [win championships] and now with the rules [staying] the same this year it will be a very important year for them. And also with Honda... Max and Honda really work [well] together. And I think it's a bit like, you know, he wants to show them that he can do it with Red Bull and Honda, together.

“Maybe there were some options in another team,” Jos continues. “But I think the time is not there yet. With the rule change for 2021 I think it's a gamble. It doesn't say if you go to another team that you're going to win, because maybe Red Bull is gonna create something very special.

All in all, that's why we decided to stay.”

In terms of reading the market, Jos also thinks Hamilton “will continue two more years with Mercedes”, which naturally limits Max's options when you consider Leclerc's own new long-term contract with Ferrari and the fact Max is on record saying “you shouldn't have two potential number ones driving next to each other”. He and Red Bull already know the pitfalls of this approach, from the explosive start to Verstappen's final season paired with Ricciardo in 2018...

Talk of Ricciardo is apt. The Australian made a highly lucrative decision to leave Red Bull for Renault at the end of 2018. Information pertaining to a recent legal dispute with his former manager Glenn Beavis, now settled out of court, suggests Ricciardo is earning more than £20million per year at the French team. Verstappen's new contract was reported as being worth \$16million per season (£12.4million), but Jos says that figure is “not correct”.

“I tell you Max is very, very well paid – top two, top three,” Jos says. “The Ricciardo deal is less than us... It's definitely good. Max is very ▶





Select Motor Racing.com



MOTORSPORT TRAVEL, RACE TICKETS, HOSPITALITY

Travel the World with our Escorted Tours and UK Travel Team



ESCORTED TOUR PACKAGES TO ALL FORMULA ONE EVENTS

By Air with Airport and Circuit Transfers with extended holiday options, Holiday Coach Tours, Team Factory Tours, Select VIP F1 Track Experiences and F1 Testing Team Packages.

TRAVEL PACKAGES TO MOTOR RACING EVENTS

Endurance Racing: ♦ Le Mans 24hr ♦ WEC Spa 6hr & Fuji ♦ Blancpain Spa 24hr
♦ WEC 1000km - Sebring 12hr ♦ Indy 500 & Daytona 500 & Rolex 24hr

Historic Racing: ♦ Mille Miglia ♦ Spa Classic ♦ Goodwood Festival of Speed
♦ Goodwood Revival ♦ Monaco Historic ♦ Le Mans Classic



Call your UK Travel Team on +44 (0) 1451 833 721
or email us at enquiry@selectmotorracing.com



**“WE CAN STAY
UNTIL 2023 –
THAT’S IMPORTANT
AND WE HOPE THAT
HONDA IS GOING TO
CONTINUE – AND
MAYBE WITH THIS
DEAL IT GIVES
THEM ALSO THE
TRUST AND THE
FAITH TO CONTINUE
UNTIL THAT POINT.
IT WILL HELP, I
THINK. HONDA GAVE
AN INTERVIEW
[ABOUT] HOW
MUCH THEY LIKE
MAX, AND I THINK
THAT ONLY HELPS
TO KEEP THEM
WITH RED BULL”**

JOS VERSTAPPEN



highly rated by Helmut. Max is for sure a top-paid driver.”

Maybe not as well paid as Lewis...

“I don’t know how much Lewis gets.”

Reports put Hamilton’s figure at around £40million per season.

“OK... I only can tell you we have done well...”

The other interesting element of Max’s deal is that it runs two seasons beyond Honda’s presently confirmed commitment to F1. The Verstappens are sworn to secrecy on whether Max has a clause in his new contract that allows him to leave Red Bull if Honda walks away from F1, though some parts of the media have reported this to be the case.

“We agreed not to talk about it,” says Jos.

“We know what it is in there and that’s important between us and the team.”

However, Jos does hint at the possibility Max’s fresh commitment to the Red Bull-Honda project may help persuade any wavering Honda executives, given the deep developing respect the Japanese manufacturer holds for Verstappen’s key role in making Honda successful again in F1.

“We can stay until 2023 – that’s important,” Jos explains. “And we hope that Honda is going to continue – and maybe with this deal it gives them also the trust and the faith to continue until that point. It will help, I think. Honda gave an interview [about] how much they like Max, and I think that only helps to keep them with Red Bull.”

Red Bull is naturally looking towards a title challenge this season, after a promising first campaign paired with Honda in 2019. The team started slowly last year but is better prepared heading into 2020, and winter running on Honda’s Sakura engine dynos has given everyone further encouragement.

Of course, it’s easy to be optimistic when the first qualifying session of the season has yet to deal a cold hard blow of reality to everyone’s competitive dreams, but Verstappen signing on the dotted line so early, and for so long, is a genuine statement of belief in the future of the Red Bull-Honda project and what Horner calls the “phenomenal turnaround” Honda has made since splitting with McLaren.

The pressure will surely come if the 2020 package is not within the two-tenths-of-a-second margin Max has identified as a deficit he can work with against Mercedes and Ferrari – but at least all parties can now focus on their work without the looming distraction of mid-season contract negotiations.

“There’s no point doing that during the season because it only makes life harder,” Jos adds. “As soon as a driver leaves the team, or when they think they’re gonna leave, they’re hiding things... Now it’s all there [the open commitment] to keep working hard together. This is good. We are in a fantastic place. Max is happy. And this is the most important thing.” 



A NEW SEASON, A NEW ERA!

F1 Racing is changing its name.

Dear Reader,

F1 Racing takes great pride in striving to bring you the very best coverage from inside Formula 1.

That has been our mission since the magazine was founded, almost 25 years ago, and remains so as we enter this new decade, with a new name: *GP Racing*.

This is an important step for us to take, one that is absolutely necessary to bolster the magazine's future and safeguard its independence.

It also represents an exciting opportunity: to forge into the 2020s with new freedom to enhance the magazine's digital and social media presence, with fresh focus on our central mission and renewed commitment to publishing a quality printed product containing the best independent F1 coverage we can deliver.

We hope you like the name, and thank you for your continued support.

The GP Racing team



IN CONVERSATION WITH

WORDS STUART COOLING
PORTRAIT McLAREN

LANDO NORRIS

McLaren's young prodigy was an impressive rookie in 2019, but didn't win universal admiration for his laidback attitude and sense of humour. This year, he's going to tone down the larking about and show what he's really made of. Lando's even eschewed the trappings of Monaco and moved closer to the team's Woking HQ. Look out for him locally – he still doesn't mind the attention...

You said you were going to be a bit less jokey as we go into 2020. How is your personality going to change and how is that going to affect your racing going into the new season?

It won't affect my personality at all. I'll still be who I am. I'll still have fun, make jokes and do what I do. But there's times when things can get portrayed quite differently from what I know. A lot of people see me make jokes and whatever and therefore they turn and put a lot of blame for mistakes on me having fun, and seeing me look like I'm not focused compared with other drivers. I don't want me being portrayed in that way basically, but I'm not gonna change a lot. It's just small things here and there.

How much of a problem have you had with internet trolls on social media? One assumes it's par for the course for any athlete of stature, but how do you deal with that?

It depends. I would say 90% of the time it doesn't affect me at all and I find it just quite a good laugh to see what people can come up with. But there's times when you see things that kind of play on your mind a bit. I wouldn't say it's affected me in a good or bad way. It's quite different being in the paddock from what people see on TV and on social media, so it's just trying to get the balance right. Most of the time it's a good laugh.

What's it been like for you transitioning from a driver whose race weekend job is to take a spec chassis and make the most out of it, to a driver who obviously has to make the most out of the car during a race weekend, but also has a very profound voice in the ongoing development of that car?

It is a very big change. In F2 and F3, you're very limited in what you can change – roll bars and

wing levels and so on. When you get to F1 it's a very different story. Every weekend there's normally a new iteration of some part or another which will affect certain things, so you always needs to keep in mind how things are going to develop into the future. A lot of the stuff I say leads everyone in a direction, so you have to be quite careful, look at the bigger picture and how the whole package will improve rather than one specific thing. At the beginning, I was shy to say anything too much, because I didn't want to lead anyone in the wrong direction. But as I went through the season, especially towards the end, I was more confident. Also, the time and effort you have to put into self-improvement is one of the biggest changes.

How important is it to close the points gap to [team-mate] Carlos [Sainz] this year?

Not that much to be honest. We both had bad races last year and missed opportunities. But after reviewing everything, there was a lot more points on my side which were lost down to reliability and problems and strategy mistakes than on Carlos's side. That's not because anything is biased, it's just how it goes

sometimes. And I'm not saying that all the points gap to Carlos was because of that – some of it was because of me not doing good enough and being wise enough in strategic calls and so on. But it's not something I'm worried about. Once you take into account how everything could and should have gone, it looks worse than it was.

We know you like to lead quite a low-key life away from the track. Have you had to change the way you go about things since moving up to Formula 1 from Formula 2?

A little bit, but not really. You get the odd face every now and then that's staring at you at dinner. You're just try to eat and you notice somebody watching you – it's a bit weird. But I don't mind it. Of course, I get noticed a little bit more, [but] I'm not Lewis Hamilton and I don't get stopped wherever I go. I'm at the point where I still think it's quite cool; I don't think I'm at the point yet where I need to hide from people.

Alex Albon has moved out to Monaco – have you got any plans to follow him?

No, it's more beneficial for me to live here [in the UK]. I have moved closer to McLaren. I now live... I timed it the other day, it took me 3m20s to get from here [MTC] to my new place. That's driving within the speed limit! I was living in Guildford before, 25 minutes or so [away]. I like everything how it is now. If I move to Monaco I won't enjoy things at all, I don't think. I'm still not, truthfully, compared with the other drivers, earning the amount at which it will be more beneficial than maybe the enjoyment loss of not being able to go to London with friends and doing a lot of things that you can do here compared with Monaco. My enjoyment takes over everything else at the moment, which is more crucial for how I want to be and how I want to live life.

**“I LIKE EVERYTHING
HOW IT IS NOW.
IF I MOVE TO
MONACO I WON'T
ENJOY THINGS AT ALL,
I DON'T THINK”**







RACING UP THE MOUNTAIN

This season is Year Zero for Racing Point, a team that's come back from the brink of financial collapse and is brimming with confidence under its new owners. But it's a hard road back up to 'best of the rest' status...

WORDS STUART COOLING PICTURES  **motorsport**
IMAGES GLENN DUNBAR

W

hen *GP Racing* first learned of Racing Point's plans to photograph its new car livery at an Austrian mountain lake location, our thoughts naturally turned to the film *Fitzcarraldo*, the plot of which revolves around a man's doomed attempt to physically haul a paddle-steamer over a steep and forested hill from one Peruvian river to another. In a case of life imitating art, stories abound of this troubled production: several extras died during filming, a labourer is claimed to have amputated his own foot with a chainsaw after being bitten by a poisonous snake, angry locals burned down the set, and director Werner Herzog later confessed to plotting to murder lead actor Klaus Kinski.

Similarly, Racing Point's journey has not been without pain since founder Eddie Jordan sold the outfit to a Russian steel magnate – the first of several eccentric owners – in 2004. Investment has been sporadic at best but the team has become rightly acclaimed for punching above its weight and, in the hybrid era, it rose to 'best of the rest' status behind the leading trio of Mercedes, Ferrari and Red Bull. The last owners' financial

problems put paid to that; Lawrence Stroll's consortium rescued the assets and personnel but had to start again from zero points in the dying races of the 2018 season, and last year's car was a belt-and-braces job because lack of funds had strangled its early development.

This mountainous launch, besides serving as a visual metaphor for what the team hopes to achieve, represents a bolder, more confident start to what will be its last season as Racing Point before it rebrands as Aston Martin in 2021. Water company BWT replaces SportPesa as title sponsor and has pledged to drill a new well in Gambia (as part of a wider clean-water project there) every time the team finishes in the points.

"We wanted to make a big splash," says team principal Otmar Szafnauer. "Taking title

sponsorship is a big step for BWT so that's why we're doing it here [BWT is based in nearby Mondsee]. And you know, finishing seventh last year, we *do* have a mountain to climb – but we're up for the challenge. Everything that I've heard about the new car [a Mercedes 'clone' that, when unveiled in Spain, looked very different to the predecessor employed for this photoshoot], how it's been coming along, has been pleasing and we've got a lot of hope. I think the midfield is going to be tough again. But we're up for the fight and, at the end of it, not to try to predict anything, we'd hope to be at the top of the midfield."

Over its many previous incarnations, this is a team which has mastered the art of making a little go along way. It has one of F1's least ostentatious factories – the canteen, for instance, ►

"FINISHING SEVENTH LAST YEAR, WE *DO* HAVE A MOUNTAIN TO CLIMB – BUT WE'RE UP FOR THE CHALLENGE"

OTMAR SZAFNAUER



**Just 33 men
have achieved
the accolade
of Formula One
World Champion.**



For the first time, these heroes have been brought together
in a stunning photographic portrayal of the poise,
skill and winning mindset that separates the fast
from the furious, the elite from the talented.



From legendary Formula One correspondent Maurice Hamilton
and featuring previously unpublished photographs, quotes from
the sport's icons and Maurice's historic interviews with F1's lost
heroes, this is a stunning tribute to the most ferocious of sports and
the incredible sportsmen who drive in the pursuit of greatness.

AVAILABLE NOW FROM ALL GOOD BOOKSHOPS AND ONLINE



“WHEN THE REGULATIONS DON’T CHANGE, THE BIG TEAMS HAVE FOUND THE GAINS EARLY ON WHILE WE FIND THE GAINS LATER. THAT MEANS WE HAVE AN OPPORTUNITY NOW TO CATCH UP” OTMAR SZAFNAUER

is in a Portakabin. That is set to change in the coming months as a new facility takes shape on neighbouring land. There have also been several strategic hires in the technical department.

But adding people and infrastructure doesn’t guarantee success. Renault has invested heavily in staff and facilities at its Enstone base and, although it finished fourth in the constructors’ championship in 2018, in 2019 it fell away again rather than achieving its goal of consolidating fourth and getting substantially closer to the top three on raw pace. The comparison is significant because Otmar says “closing the gap to the top three” is one of Racing Point’s targets this season.

“It’s not an easy thing to do,” he says. “Over the winter you’ve got two forces to deal with, really. One is the fact that those guys [the top three] still have the biggest amount of resource and have the infrastructure in place to out-develop us. But the other force, which is in our favour, is that the regulations aren’t changing. Usually when those don’t change, the big teams have found the gains early on while we find the gains later. That means we have an opportunity now to catch up. But it’s

still hard when they [Mercedes] have 1100 people and we have 465. Are we twice as smart? No...”

But several other teams, such as Renault and McLaren, have been in flux over the past few seasons, with restructure after restructure. What Racing Point does have in its favour is a settled technical team – a remarkable achievement given how close the whole operation came to going bust before the Stroll consortium’s takeover. It’s a credit to Szafnauer and technical director Andy Green’s powers of persuasion that so many talented engineers stayed loyal when other teams swooped in to pick at the carcass.

“That [continuity] helps,” says Szafnauer. “We’ve added some senior personnel from other teams. When Lawrence and the consortium took over we were at 405 people. We’ve added 60 and some of them were to help the development cycle happen quicker – the faster you put parts on the car and analyse them, the sooner you get an idea of what the next thing is. Speeding that process up was a key ambition. And we’ve added senior technical people who bring their own ideas and creativity about how to make the car go faster.

“So we’ve grown, but I still think we’re the second smallest.”

The effects of that investment are showing already. Green describes the RP20 car as “entirely new” and designed “from scratch... which is very exciting, because the team hasn’t been in a position to do this in a very long time.”

Before it can continue raising its engineering headcount though, Racing Point faces the additional burden this season of organising a factory move – all the while balancing in-season development with the shift to 2021 research. The new building won’t just be a change of scene, it represents a change in culture for a team which has traditionally outsourced its production.

Tight finances under the previous ownership often caused bottlenecks in development since outside suppliers would naturally refuse to undertake further work until outstanding bills were paid. That manifested itself in aero research missing steps because new components never made it to the autoclave, let alone the racetrack. Building more components in-house could – *should* – yield a better development trajectory.

“We want to control our own destiny in terms of the timing of putting things on the car,” says Szafnauer. “Getting everyone under one roof is also important in terms of communication – if you communicate better you make fewer mistakes and things happen quicker. We’ll have the simulator in there, all the designers, the machine ▶



GUARANTEED WINNER EVERY WEEK.

ADAM MESSER WINS RANGE ROVER SPORT HST + £20K CASH



*RANGE ROVER SPORT P400E PICTURED

WIN YOUR DREAM CAR!

£31 MILLION WORTH OF PRIZES WON SO FAR
TICKETS FROM JUST 85p

ENTER NOW AT BOTB.com



DARREN GODSON
BENTLEY CONT. GT W12 + £20K



CRAIG VRETTOS
NISSAN GT-R RECARO + £20K



CHRIS PHILLIPS
LAMBO HURACAN EVO + £20K



GLYN COTTON
PORSCHE 911 CARRERA 4 GTS + £20K

shop. And we'll have more space for more people. All those efficiencies will be built in to the new facility, plus R&D will be expanded, to allow for pushing the boundaries of the design a little more.

"We set ourselves the goal of moving to the new factory without disrupting the technical team," Otmar adds. "It's a big year with the new rules coming. We're going to have to stop developing this car at some point and turn our eyes to 2021 while building the new factory. It's a recipe for disaster unless you manage that change with the goal of zero disruption in mind."

One thing you won't find on the new campus is a windtunnel. Racing Point is now using Mercedes', having abandoned its own in favour of the Toyota tunnel in Cologne back in 2015. Conducting research in another country brought inconvenience and extra costs, as well as adding inertia to the design process. When the shift to the Mercedes tunnel was announced, naturally the conspiracy theorists prognosticated this was a precursor to Racing Point in effect becoming a Mercedes 'B-team'. The team is already fielding queries to this effect following the launch of its 2020 car, with Green describing it as 'Haas MkII'. Given Racing Point's investment in new facilities and personnel, that seems unlikely longer term. Szafnauer also dismisses it, suggesting the

arrangement with Mercedes is no different to Racing Point's use of the Toyota facility.

"We and McLaren used the Cologne tunnel," he says. "And our cars are totally different. We put our own model in there, collect our own data on our own computers and we walk away."

The identity of the team is also due a makeover. In January, Lawrence Stroll became chairman of Aston Martin after leading another consortium of businessmen – including JCB founder Anthony Bamford – in a £500million rescue of the troubled prestige car maker. At that point the company was worth a quarter of what its market valuation had been when it floated in 2018. So, like Racing Point, which will be renamed Aston Martin Racing next season, it has something of a mountain to climb to recapture past glories.

Being attached to a prestige name ought to help the team access a new strata of premium brands as potential sponsors, but on-track performance

has to roughly align with the image. F1's midfield scrap was vicious last year and is likely to be more so this season, given stability in the technical rules. What Racing Point needs is for both drivers to finish in the top ten at every race.

"The team has never been in this position before [having an all-new car], so I'd say that this is the best base that we've had for many years," says Sergio Pérez. He has a proven aptitude for bagging whatever points are on the table at any grand prix – Szafnauer says he's "at the peak of his career" – but the contribution of the team's other driver is less certain. Lance Stroll urgently needs to improve his qualifying performances to give himself less to do in the races.

Perhaps it's apt that the son of the team's saviour has a critical role to play in its ongoing prosperity. Here's hoping – at the risk of labouring the mountain metaphors to breaking point – that it's not an uphill struggle. 

"IT'S A BIG YEAR WITH THE NEW RULES COMING. WE'RE GOING TO HAVE TO STOP DEVELOPING THIS CAR AT SOME POINT AND TURN OUR EYES TO 2021 WHILE BUILDING THE NEW FACTORY. IT'S A RECIPE FOR DISASTER UNLESS YOU MANAGE THAT CHANGE WITH THE GOAL OF ZERO DISRUPTION IN MIND" OTMAR SZAFNAUER



ULTRA CONFIDENCE

INTRODUCING ULTRA-HARD CRYSTAL SERUM PROTECTION



HARD LAYER
PROTECTS
AGAINST ABRASION
& CHEMICALS



PROFESSIONAL FINISH
THE FIRST
10H PAINT
PROTECTION



THE BEST AVAILABLE
PRODUCT
PERFORMANCE
& FINISH



9 YEAR GUARANTEE

LEADING THE WAY IN AUTOMOTIVE DETAILING TECHNOLOGY

Crystal Serum Ultra is the best paint protection available, it keeps your car looking glossy and new, prolonging the life of your paintworks perfect finish. The molecular structure of the hard top layer is exceptionally chemical resistant. Crystal Serum Ultra can withstand even the strongest wash chemicals and bird droppings.

GTECHNIQ
SMART SURFACE SCIENCE

ONLY AVAILABLE FROM GTECHNIQ ACCREDITED DETAILERS



service.gtechniq.com



IN CONVERSATION WITH

WORDS STUART COOLING
PORTRAIT RENAULT

DANIEL RIGGIARDO

Renault's Aussie star will be out of contract after 2020 so is likely to be hot property on the driver market as this season unfolds, but here he explains why he remains "100%" committed to his current team and that he believes he will get to swill champagne from the inside of his black and yellow boot before too long...

With the experience of last year, what would you say you've learned and how has that informed your preparations this season?

Just being in a familiar environment, it's made [me]... I'm going to say the word relaxed, but not in a lazy way. I haven't been kind of running around like a headless chook, trying to have meetings with my engineer and trying to understand each other's lingo and remember each other's names and all these sort of things. I've established relationships.

Was there a process of getting your feet under the table before introducing ideas for change?

After Melbourne last year, I remember sending Cyril [Abiteboul, team boss] quite a long email with a whole list of things that we can do better, but it's not going to turn around in one day or one week – we have to put things in place. This year, I want to come to the table with a plan of action – just be a bit more intelligent about the way I bring things to them, and sometimes taking action and initiative myself.

How do you set your targets for this year? Alain Prost says the team suffered a bit from that previously: 'this year we will score podiums, and then this year we want to be winning' so do you go in with a clear target to be fourth again and at the front of the midfield, or is it a bit more fluid?

It's important to set targets. A team target is to get back to fourth. But you need to be fluid, and you need to adapt – positive or negative. I feel even last year, I came into the team and there was still quite a few moving parts – personnel coming in and out, some parts of the factory were still under construction. I feel this year my place is more concrete. OK, Esteban [Ocon]'s new but he did have an existing relationship with the team, Pat [Fry]'s come in, [but] I do feel over the course of the next month, six weeks, there will be

a feeling of real stability. I feel there's going to be more actual progress instead of 'this is changing so in six months or so it will be better'.

A lot of changes at Enstone but it seems the car you'll be driving will be very similar to last year's...

I think that's where you have to probably just recognise the sport and the level of competition you're dealing with. Things take time. And I think having, let's say, an evolution of a 2019 car is the smartest way for us to make progress. Everyone wants the miracle, but we're not in a position to do that, realistically. It's been a long time since the team won, so that formula needs to be built up with a proper foundation. I trust this process; I think it's the smartest way to do it. Will it give us a win in Melbourne? No, probably not. But I don't think the crazy approach would give us a win in Melbourne either.

How do you see the relationship with Esteban panning out? He had a fairly fraught time at his previous team [Force India] and there was a famous radio quote from you about 'I don't like the look of his face'...

[Laughs] I think that was in Budapest! I was quite angry after FP2 I think...

And also he's French in a French team as well, so there's a bit of a nationality thing there.

Are there any ground rules that you're going to try to lay down?

I don't want to lay any rules down from day one, because I think already that will create a tension – like you're anticipating something. When I joined Red Bull, Mark [Webber] and [Sebastian] Vettel came to blows a few times, so a lot of people were like 'are you going to have blows with Vettel?' But the way I saw it, Mark and Vettel had their own relationship, that's not my relationship, so I need to establish something. I need to create something for myself with Ocon. I'm prepared for competition, but I'm not prepared for fun and games. If down the track fun and games appear, then I'll deal with it. I'm certainly coming in with open mind and positivity. I think it's our best intention to try to get this team in a good place before they start losing energy focused on managing us.

You're one of the last top-line drivers out of contract at the end of this season, and it's easy to imagine a scenario where Mercedes, Ferrari and Red Bull are all interested in you. Do you see this as an important year for your career? The next commitment you make is quite significant to test your ambition to become world champion.

It is. I don't have anything written down with Renault beyond this year, but I'm 100% committed to making this work. I haven't thought about scenarios yet of being somewhere else. I do feel like last year was a bit of an unknown. But I do feel this year there is much more in place to get this thing on the right track, and to tick some of the boxes that I thought we would tick when I signed the contract. I do believe there is a 'shoey' in here somewhere in a yellow car. I do believe that, so I'm certainly all-in to make those things come to fruition.

“I DON'T HAVE ANYTHING WRITTEN DOWN WITH RENAULT BEYOND THIS YEAR, BUT I'M 100% COMMITTED TO MAKING THIS WORK”





Master of the house



Russell poses with the race-winning Williams FW25, a car that was campaigned by one of his favourite drivers, Juan Pablo Montoya

Alan Jones.
Keke Rosberg.
Nigel Mansell.
Juan Pablo Montoya.
Williams loves a hard-charging driver and, after a year of flying under the radar, **George Russell** (he's a big Montoya fan, by the way) is determined to enter the team's pantheon of go-getters...

WORDS STUART COOLING

PICTURES GLENN DUNBAR



Williams likes to keep its past tidily separated from its present. Past glories – plus a few historic mis-steps – live in the Conference Centre, a short walk from the bustling hive of industry that is the Formula 1 facility. Once a factory itself, home to the touring car and sportscar programmes of the late 1990s, it now serves as a peaceful repose for engineering marvels, including a Le Mans 24 Hours winner as well as several championship-winning F1 cars.

The exhibit George Russell makes a beeline for, though, contains a spread of close-but-no-cigar machinery from the early 2000s, a period of hairy-chested V10-powered ground-pounders tamed only occasionally by traction control. Guided by Juan Pablo Montoya and Ralf Schumacher, the Williams-BMWs of the day came up short against the might of Michael Schumacher and Ferrari. While the racing was one-sided, several lap records still stand from 2004, the peak of the screaming V10 era. Like most drivers of his age, Russell regards Michael as indubitably the greatest of all time, but he cites Montoya among his favourites – so much so that when the current crop of drivers was invited to adopt special helmet designs to mark F1's 1000th world championship grand prix ▶



Refreshed and raring to go, Russell knows that he has new responsibilities in 2020 as the team's most experienced driver

last year, Russell chose a design that was half his, half Montoya's.

And there's no problem with posing by one of Montoya's old cars for pictures, despite the BMW roundel on the nose. George may be Mercedes-affiliated but this Williams gig is *his* gig. He earned the seat not just through on-track performance – becoming Formula 2 champion in 2018 – but also by pushing every other button he could to secure it, even sending the team bigwigs a PowerPoint presentation to sell himself. That's perhaps a less bravura way of announcing himself to a team that traditionally favours shut-up-and-drive characters (Montoya, for instance, caught the eye of Sir Frank Williams by overtaking several rivals on the grass in an F3000 race at Hockenheim), but it's entirely appropriate for a driver who blends a cerebral approach off the track with a relentless, controlled aggression on it.

You could be forgiven for missing this, though, because he spent his rookie season toiling at the back of the grid in the undercooked FW42, without a single point to show for his efforts. It was a bruising F1 baptism and George spent the winter taking stock.

"I've had a good amount of time off," he says. "And it's probably the first time I've wanted or needed some time off. When you're in Formula 2 or GP3 and you're doing 12 races a year you just want to keep going. But when you get to F1 and it's over 20 races a year, and you've got all the marketing commitments that go with it, and you've got to stay fit for the duration, you get to the end and feel a bit puffed out.

"Plus, I had an additional ten days in Abu Dhabi after

the season doing tests, so by the end of that I thought that I ought to have at least a couple of weeks off – and I spent it at home with my family! I didn't fancy getting on another plane or going to another hotel. My holiday was staying at home..."

Time away from the F1 milieu has enabled him to reflect, review and identify a new perspective on the events of the past 12 months – vital in his new role as *de facto* team leader, given that new team-mate Nicholas Latifi has but a handful of F1 test days and practice sessions to speak of. It will be Russell who bears the brunt of responsibility for getting the most out of the car over a race weekend; we're speaking ahead of testing, before the FW43 has turned a wheel, but whether or not it represents a significant improvement over its predecessor, maximising its potential will be vital for Russell's career development.

"You can get in such a rhythm during the season that you sometimes miss some bits and bobs," he says. "Coming back into the factory at the start of this year I was really seeing how we as a team could have improved. Last year was really great for me, in a sense, because I could go out and try a lot of things. There wasn't a huge amount of pressure from my side. It was a bizarre situation to be at the back, fighting for nothing week in, week out, but I took that situation and turned it into a positive. I could take the time to develop as a driver.

"Having spent two and a half years watching Lewis [Hamilton] from within [the Mercedes organisation] I knew I had to improve to get to that level. I was constantly challenging myself, finding ways to become a faster driver. Understanding how ►

"IT WAS A BIZARRE SITUATION TO BE AT THE BACK, FIGHTING FOR NOTHING WEEK IN, WEEK OUT, BUT I TOOK THAT SITUATION AND TURNED IT INTO A POSITIVE. I COULD TAKE THE TIME TO DEVELOP AS A DRIVER"



WILLIAMS



to get the most out of the tyres, the car, the setup, all the steering wheel settings. There's so many things you can adjust during the lap – diff settings, brake calibration, brake balance, engine braking – and you have to work out how you want it mapped, how you want to use it, and Lewis excels in these areas. Firstly, he's an amazing driver. Secondly, he's understood how to get the most out of the car, making the most of all these tools – and using it to his advantage.”

Another consequence of being the team's senior driver is that Russell now must be the most responsible hands-on voice in terms of directing development, a role that requires an element of diplomacy – or at least an understanding of when to use the carrot or the stick as motivational levers. That's not something you tend to learn on the way up the single-seater ladder when your race weekends revolve around maximising the potential of a spec chassis.

“Coming into F1 I knew the driver had a big role within the team but I never quite appreciated how much influence they have – or the weight their comments have,” George explains. “From an engineering side, 700 people work at Williams and at least 300 of those are listening to every word we say and making decisions based on those comments. If you don't say things clearly, if you lead them down the



wrong path, it can have a dramatic effect.

“Ultimately I'd say the car outweighs the driver's speed more – that's very clear these days – but the whole package is important because the driver has influence on the direction of development and the frame of mind everybody is in. Sometimes, when things aren't going right, it can get very intense in a debrief, and you can say one or two things in slightly the wrong tone of voice and suddenly you've pissed off 60 people. They're going to come into work on Monday thinking 'What am I doing this for?' If you say that thing slightly differently, they'll come in motivated and ready to go for it.”

In this regard, Russell has also benefitted from several seasons dovetailing his junior single-seater campaigns with a test-and-development role at Mercedes, enabling him to see up close how Lewis Hamilton operates. Few current F1 drivers have understood and embraced the driver's power as figurehead and motivational

guru quite like Lewis. Even when he won the world championship in Mexico two seasons ago, he devoted a portion of his press conference to describing how he was pushing the engineers to bring forward developments for the next car.

“You've seen it a lot with the greats over the years,” adds Russell. “I think Michael [Schumacher] was very much a driver who really got the most out of a team. Definitely Lewis too. You can tell with some of his comments that he's passing a motivational message back to the factory and that's huge, because it doesn't matter how talented these designers are, everybody has to work together and bond and gel. And they've got to be happy and enjoy what they're doing.

“I've learned through last year. I've always tried to be as constructive as possible. Sometimes you come in frustrated and you say something snappy, and afterwards you think, 'Well, that was sort of unnecessary.' And it has a negative effect on the team. I learned to reel my emotions in a bit because there's a much bigger picture. You've got to keep everybody raring to go and giving their best. In the end, I get a faster car.” ►

“HAVING SPENT TWO AND A HALF YEARS WATCHING LEWIS [HAMILTON] FROM WITHIN [THE MERCEDES ORGANISATION] I KNEW I HAD TO IMPROVE TO GET TO THAT LEVEL. I WAS CONSTANTLY CHALLENGING MYSELF, FINDING WAYS TO BECOME A FASTER DRIVER”



There's no Road to Happiness Happiness is the Road



TERRE DI CANOSSA

10th Edition

April 16th - 19th 2020

MODENA CENTO ORE

20th Anniversary

June 2nd - 7th 2020



STELLA ALPINA

June 26th - 28th 2020

RALLYE OF ENCHANTMENT

July 2020



FALL RALLYE NEW ENGLAND

October 2020

ARABIAN ROADS

November 2020



CANOSSA GRAND TOURS

April - November 2020

www.canossa.com



THE WILLIAMS YOUTH CLUB

While George Russell feels he arguably spent too much time in the simulator last year, the sim continues to play a vital role in supporting the team's efforts to get the most out of the car.

Williams already had W Series champion **Jamie Chadwick** on the books as a development driver, juggling a trackside role on race weekends with simulator work, but has boosted its arsenal of young talent.

Macau F3 Grand Prix winner **Dan Ticktum** – the 2017 McLaren Autosport BRDC Award winner – joined the Williams Driver Academy

and will race in F2. Despite the roller coaster nature of his career – he was dropped from Red Bull's young driver programme mid-way through his Super Formula season last year – Ticktum has not only won races, he's spent three seasons as a part-time sim jockey for Red Bull.

F2 race winner **Jack Aitken** arrived at Williams as reserve driver on the eve of the season after leaving Renault's young driver programme. As part of that he was Renault's official test and reserve driver for the past two seasons. At Williams he'll be the backbone of the

sim effort between race weekends while joining the trackside team at grands prix, where he'll run the F1 car in at least one practice session.

Additionally, Williams has made **Roy Nissany** its official test driver for 2020. Nissany is the son of Israeli businessman Chanoch Nissany, a hobbyist who famously drove in practice for Minardi at the 2005 Hungarian GP. Roy tested for Williams in Abu Dhabi last year and this season a rookie test, three FP1 sessions and a sim programme await, plus a return to F2 after a year out recovering from a wrist injury.

George also – tacitly – acknowledges that perhaps he was trying *too* hard last year to be across all aspects of his own and the team's performance. With a year of experience he's looking to dial down how much energy he expends in certain areas so he can channel it towards activities that yield greater results. There will be fewer days in the simulator, for instance – Williams now has three other young drivers on the books for that (see sidebar).

"I've changed how I prepare with the team," Russell says. "I had the philosophy last year that I had to do as much as possible and make sure no stone was left unturned. I didn't know what to expect, or what was required of a driver in terms of time at the factory or whatever. Now I know what's required."

It's not a case of just doing more training. With a 22-race calendar in prospect (China's 'postponement' notwithstanding) and further expansion to come in future years, avoiding burn-out will become a key skill in a driver's toolbox. Russell says, "It's about being efficient: more isn't always better."

When it comes to physical training, maybe. But regardless of how the FW43 performs this season, we reckon there's more to come from George Russell. Better? For sure. We expect great things from a young man who already has the hallmarks of the Williams greats of yesteryear. 



Jamie Chadwick



Dan Ticktum



Jack Aitken



Roy Nissany

Don't get caught out the morning after



One in five drink drive prosecutions happen the morning after†, many unaware they still have alcohol left in their system after a few drinks the night before. AlcoSense quickly and accurately shows your blood alcohol level, so you know when you're clear.

The Telegraph

"a fresh level of accuracy in consumer breath testing"^B



elite 3

£69.99

- Successor to the multi award-winning AlcoSense Elite 1 and 2
- Premium semi-conductor sensor
- Reads up to twice English limit
- Don't drive alert when close to English, Irish or Scottish drink drive limit
- Accurate to +/-0.20%BAC



excel

£119.99

- Uses a 64mm² version of exactly the same fuel cell sensor used in several Police breathalysers
- Adjustable don't drive alert to any limit world-wide
- Full colour screen and easy to use interface
- Multi award-winning



Next day delivery available online, or buy in-store



alcoSense
ALCOHOL BREATHALYSER

Order securely at **alcosense.co.uk** or call **0800 195 0088**

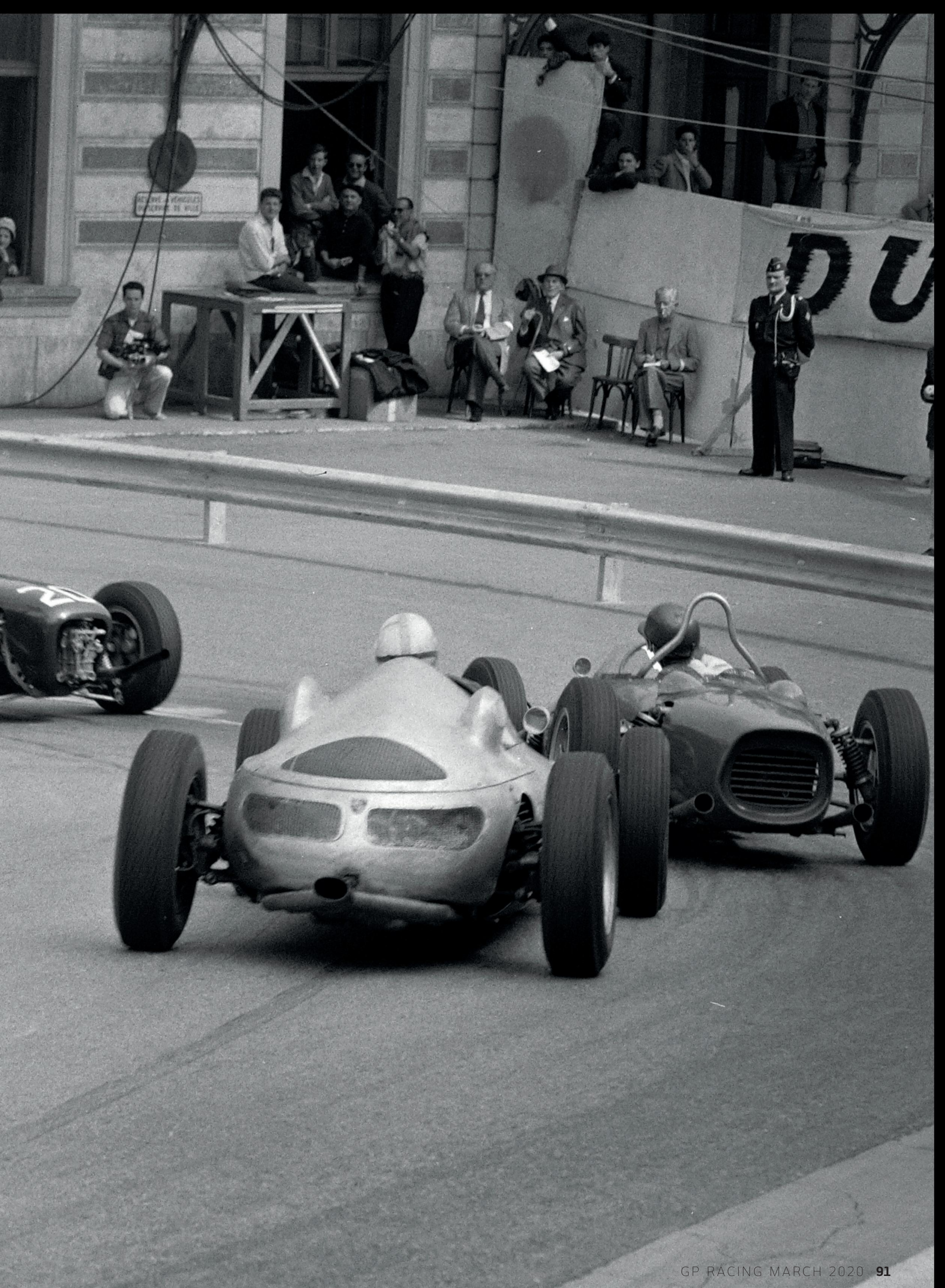


 **motorsport**
IMAGES
SHOWCASE

OPEN SEASON

Always eagerly anticipated, F1's season openers have had their fair share of shocks, accidents and dodgy PR stunts...

 The 1961 Monaco GP was memorable and not just for eccentric marshalling. In the first race of the new 1.5 litre engine formula Stirling Moss claimed a surprise victory in his woefully underpowered - and breezy - Climax-engined Lotus 18



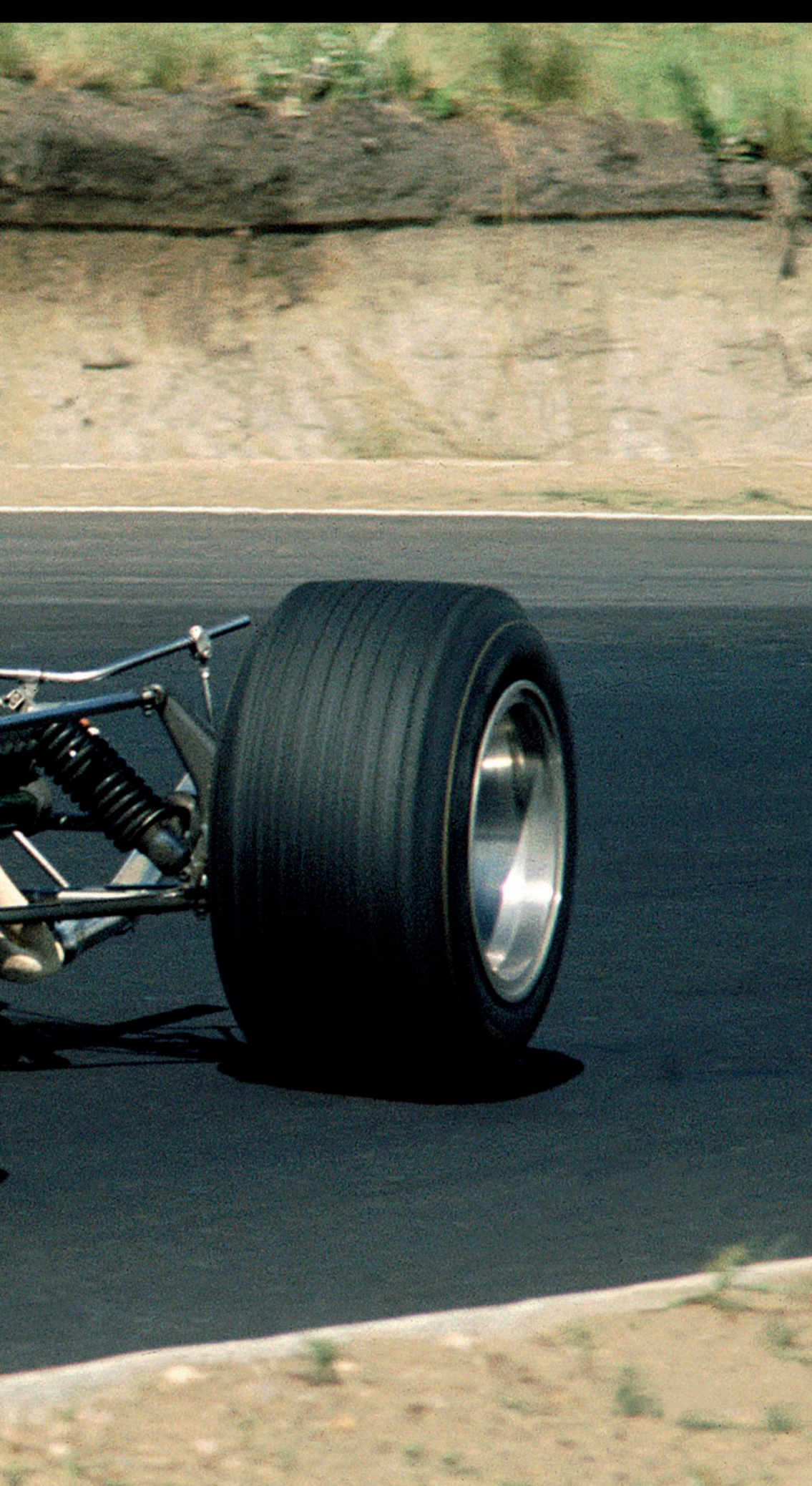


▲ The 1968 season kicked off on New Year's Day at Kyalami with the next race not scheduled until 12 May. Sadly, South Africa turned out to be the scene of Jim Clark's last F1 victory as he would perish in an F2 race at Hockenheim on 7 April



◀ Ayrton Senna was in demand at the end of 1983 but it was with the unfashionable Toleman team that he would make his F1 debut at the first race of 1984. And where better for the Brazilian to start his glittering career but on home soil...

▶ Controversy reigned in 1998 when, with three laps left, David Coulthard let McLaren team-mate Mika Häkkinen through to win. The duo had made a pre-race pact that the leader into the first corner should take the victory if possible



▲ Silverstone, 1950. The start of a new season and a new championship. Here the drivers are presented to King George VI, Princess Elizabeth and Lord Mountbatten. It is the only time a reigning British monarch has attended the race



▲ This was the ATS team's reaction to a potential strike by drivers at the 1982 South African GP. The Grand Prix Drivers' Association was angry about new superlicence rules but, eventually, a compromise was reached and the race went ahead



▲ A fresh-faced Sebastian Vettel has fun on the beach ahead of the first race of 2009 in Australia. The German had swapped Toro Rosso for Red Bull over the winter and obviously liked his new car so much he made one from sand



◀ Jenson Button celebrates his fairytale victory for Brawn at the 2009 Australian GP with father John. Three weeks earlier the team, rescued from the ashes of Honda, had finally confirmed it would be in Melbourne...

▲ As has become traditional, the drivers lined up for the 'first day at school' photograph ahead of last season's Australian GP. And for the second year running, it was the same 20 drivers who posed for the end-of-season one in Abu Dhabi

▶ As first races go the debut of Walter Wolf Racing in Formula 1 wasn't too shabby. At the 1977 opener in Argentina Jody Scheckter, driving the Harvey Postlethwaite-designed WR1, qualified 11th but claimed an unexpected victory





◀ The 1981 US GP West was never supposed to be a season opener but when South Africa was stripped of world championship status and the Argentine GP moved to April, the honour passed to the Long Beach event

▶ 1966 was another season that started in Monte Carlo. Apart from being the first race for the new 3-litre formula, it was also used for filming some scenes for the movie 'Grand Prix', hence Jackie Stewart's strange helmet set-up



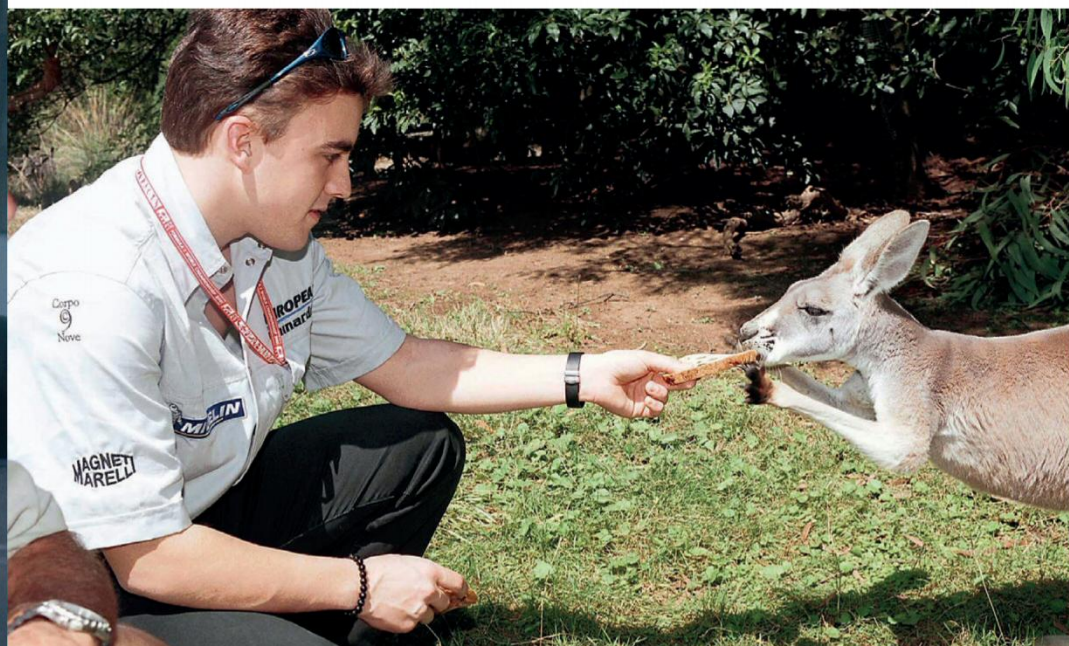
▶ Niki Lauda (1) pulls away from polesitter James Hunt (11) in the first round of the 1976 season, at Brazil's Interlagos circuit. It was the opening salvo of a titanic championship battle that was so good they made a film of it





◀ The 1990 US GP at Phoenix was moved to a March slot from June to avoid the Arizona summer, so the heat was provided by Jean Alesi (Tyrrell) and Ayrton Senna (McLaren), in an enthralling battle for victory that Senna won

▼ Another one of those 'what were they thinking?' moments as Fernando Alonso – the new kid on the block and about to make his F1 debut with Minardi – tries to get cute with a kangaroo ahead of the 2001 Australian GP



▼ Kimi Räikkönen (Lotus E21) was a comfortable winner of the 2013 Australian GP thanks to a superior two-stop strategy, but the standout from this event is that it's the last time a car other than a Mercedes, Ferrari or Red Bull won a race



◀ It was a dream start to Mark Webber's F1 career when, on home soil in 2002, the Australian dragged a Minardi from 18th on the grid to a hugely popular fifth, scoring two points. They were his and the team's only points all year





▲ The first-race shunt that everyone remembers. It's the third corner of the first Australian GP at Albert Park in 1996 and Martin Brundle's Jordan takes off. Brundle emerged unscathed and argued his way into the spare car for the restart



◀ Monte Carlo was the venue for the season opener for the first time in 1959 and, during a break in proceedings, Prince Rainier and Princess Grace took to the track for a blast in their 1956 Rolls-Royce Silver Cloud...

▼ Since 1996 Bahrain is the only other venue apart from Australia to host the season opener. It has had the honour twice, in 2006 and 2010 (pictured), and was due to be the first on the calendar in 2011 until civil unrest forced cancellation



MR FIXIT



Guenter Steiner comes from a world championship rallying background, so knows a thing or two about tackling tricky problems with head-on pragmatism. Tool in hand, he explains how he'll get the Haas team firing on all cylinders again after a trying 12 months

WORDS

BEN ANDERSON

PORTRAITS

GLENN DUNBAR



motorsport
IMAGES



GUENTHER STEINER

wields a torque wrench rather like you would expect a lumberjack to handle an axe. In short, with total, natural ease. Big metal tools are simply second nature to a man who spent his formative motorsport years fixing battered World Rally cars and then engineering Colin McRae and Carlos Sainz Sr to WRC success.

Steiner knows cars from the ground up, and he also knows a thing or two about handling big personalities: Sainz and McRae, then Niki Lauda and Eddie Irvine, as part of Jaguar's F1 works team of the early noughties. Shrinking violets they were none. Looking for a no-nonsense, take-no-prisoners leader for your Formula 1 team? You could do a lot worse...

That said, last season could not have gone much worse for Haas. After three seasons of overachievement and progress, Haas avoided tumbling to the bottom of F1's pile only because of the shambles that overwhelmed Williams. The Haas VF-19 amassed fewer points than any of its predecessors. It was sporadically fast, but terribly inconsistent – unable to prevent the Pirelli tyres from immediately overheating into oblivion in races. Aerodynamic upgrades made no difference, such that Haas finished 2019 with the car in the specification it began in. That must have been, well, a 'wrench' for all concerned.

And the trouble didn't end there. There was the very public, and frankly embarrassing, saga with title sponsor Rich Energy and its mercurial mouthpiece William Storey, plus the team's drivers – Romain Grosjean and Kevin Magnussen – repeatedly colliding, despite explicit instructions not to. Had Guenther been holding that torque wrench during a crunch meeting after the British Grand Prix at Silverstone, well, the nuts he would likely have used it on hardly bear thinking about... As the man himself puts it, "I know when I'm angry, I'm not a nice person."

"When you are on a downward spiral everything gets more difficult," Guenther says, reflecting on the various travails and lessons of Haas's worst season so far in F1. "Last year we didn't help ourselves with the drivers colliding when we had chances to make points.

"I think it's a consequence of once something goes bad it goes bad properly.

"The Rich Energy case had nothing to do with what our car was, but for sure it's a distraction. How big it was for me personally? At some stage I realised I could not do anything about it anyway, because I was in the hands of 'can he find more money or not?' That was more living a situation and to get the best out of it with the least bad publicity for anybody.

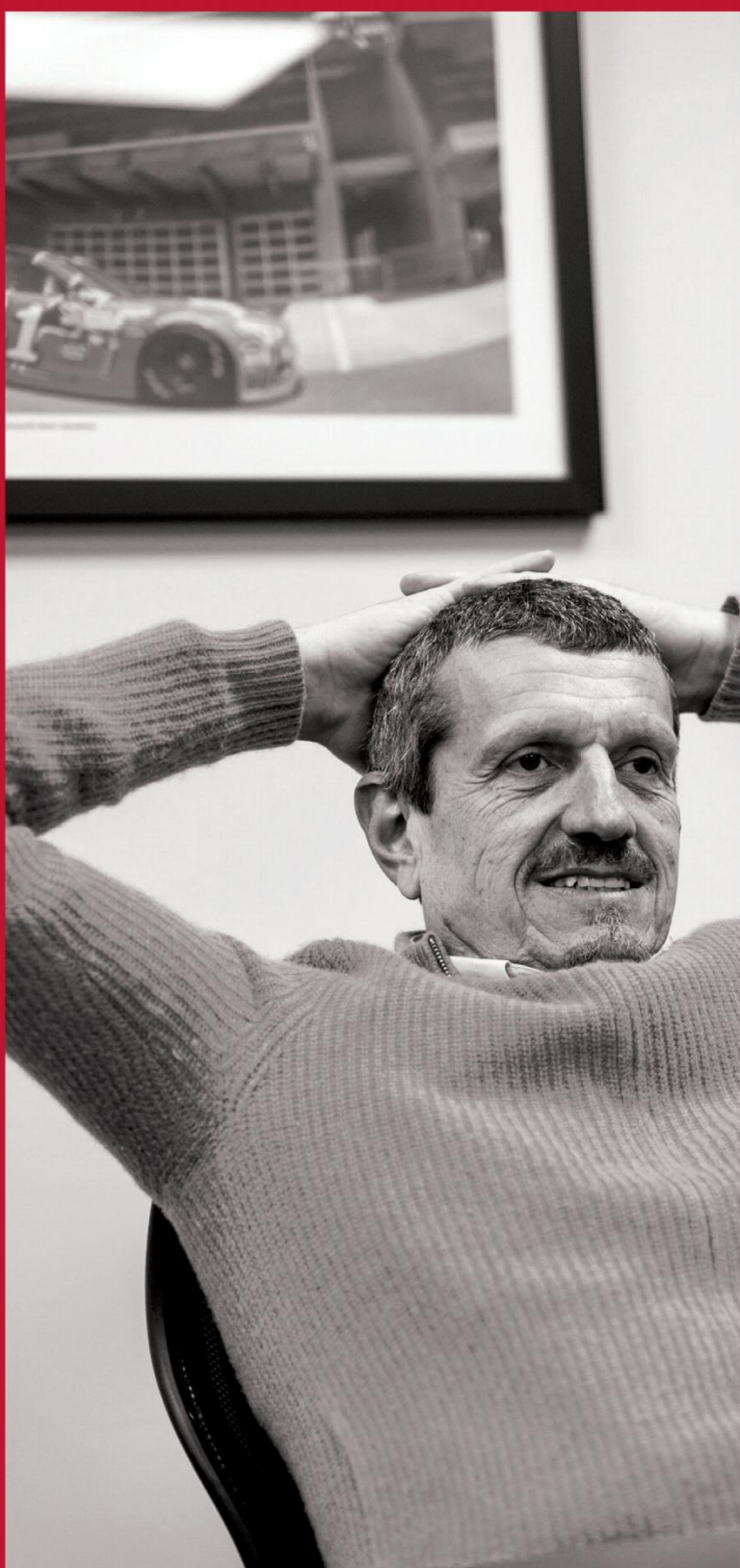
"It consumed some energy, but actually not a lot. The performance of the car was more consuming, and the worst thing was this up and down [from qualifying to race] – that consumes you pretty badly."

After such impressive linear progress from 2016-18, including through the major aerodynamic rule changes of 2017, it was surprising to see Haas struggle with the relatively minor tweaks enforced ahead of last season. It's no secret that Haas does F1 in a very different way to its rivals: buying as much technology from Ferrari as possible and outsourcing most of the other work to keep the core team as lean as possible. It seemed to be working well until last year's hiccup, so was this a case of the lean, mean outsourcing machine finally coming a cropper? Steiner thinks the reality is more nuanced.

"I think there are two elements," he says. "First is obviously the resources. I think it's a little bit experience-wise as well. Except me, everybody's pretty young here! And a lot of the guys are not young in age only, but also in their jobs, in their responsibility. The experience was missing to have been in this situation before, and our reaction wasn't correct.

"That has nothing to do with the [business] model except that we are a new team. I think if we'd been more experienced we would have scratched our heads more after [the] Barcelona upgrade [didn't work] instead of believing in the good news that the car is quick. We should have reacted more thoroughly and focused on our problem in Barcelona."

The problem Steiner refers to is that "the development didn't work," he says with a ►

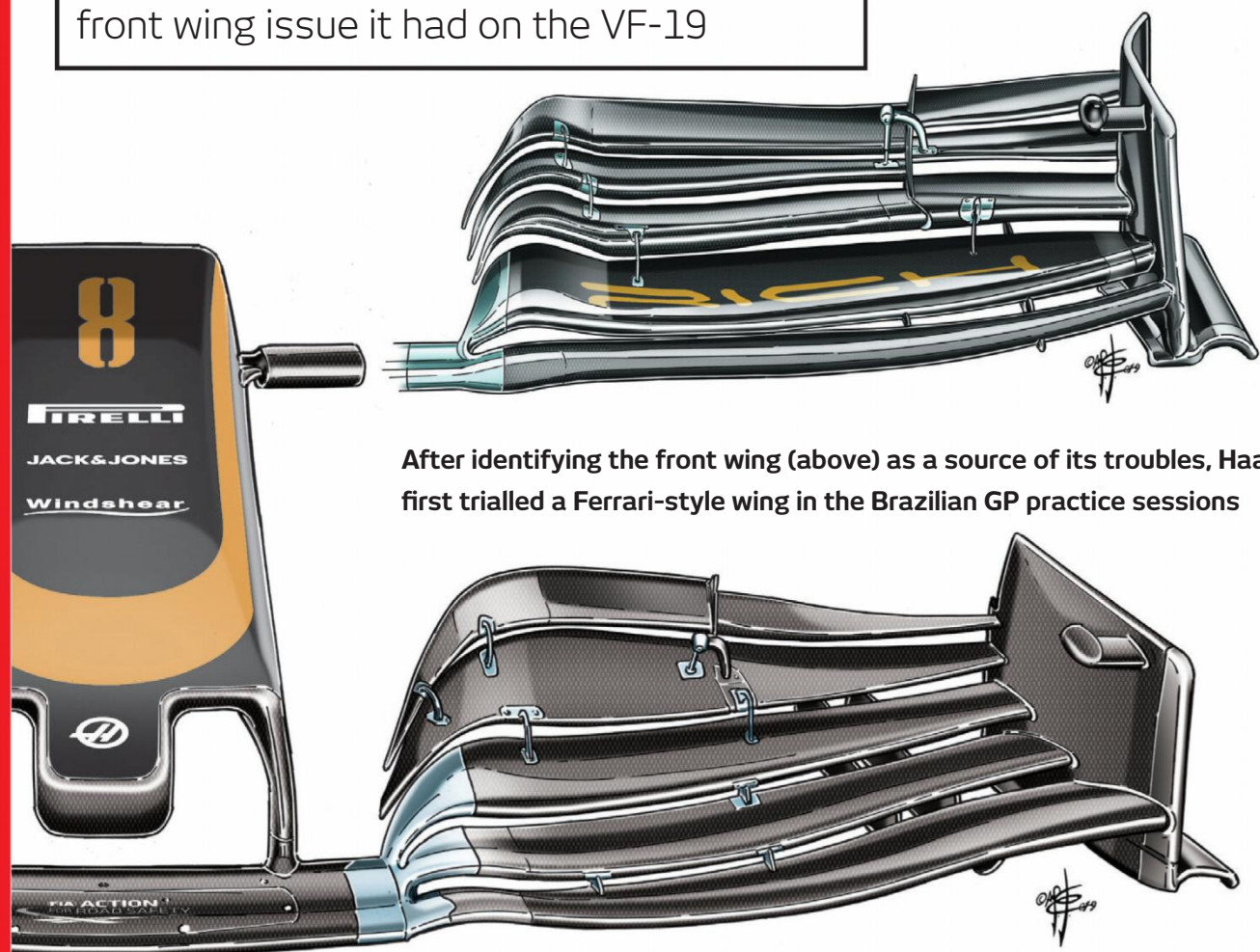


“THE EXPERIENCE WAS MISSING TO HAVE BEEN IN THIS SITUATION BEFORE, AND OUR REACTION WASN’T CORRECT. THAT HAD NOTHING TO DO WITH THE [BUSINESS] MODEL”

WINGING IT NO MORE

WORDS
JAKE BOXALL-LEGGEILLUSTRATIONS
GIORGIO PIOLA

Haas will be anxious to avoid the damaging front wing issue it had on the VF-19



After identifying the front wing (above) as a source of its troubles, Haas first trialled a Ferrari-style wing in the Brazilian GP practice sessions

Haas will beware false promise at the start of the 2020 season, following a chastening experience for its technical team last year.

If pre-season testing form was to be believed, Haas seemed set to build on the steady progress of 2016-18, but just two rounds into the 2019 campaign, the VF-19's fundamental issues were unmasked. Subsequent upgrades aiming to alleviate those woes unusually only compounded the team's misery.

Crucially, neither Romain Grosjean nor Kevin Magnussen could keep the Pirelli tyres

within their working range for a sustained length of time. In an all-or-nothing qualifying lap, the two were quite comfortable in pushing for Q3. In race trim, the pair could hang on for a handful of laps before plummeting down the order and falling out of the points.

Haas threw everything at the car to solve this conundrum, but to no avail. The upgrades brought to race five, in Spain, if anything took the team further away from its Melbourne high-water mark. By Silverstone, the team had elected to revert Grosjean's car to full Australia-spec. A further upgrade for Hockenheim failed

to make a positive impact.

Haas had some serious soul-searching to do. Its car proved incredibly reactive to temperature; in hotter climes the drivers struggled massively, but with sudden temperature drops they immediately had a deeper pot of performance to dip into.

Ultimately, the team suspected a fundamental issue with the front wing designed to the new regulations. The team trialled a Ferrari-inspired modification in Brazilian GP free practice (the penultimate round of last season) – hoping to plot a better course for this year's VF-20.

bluntness his torque wrench would be proud of. "The car in Barcelona [testing] and Australia was pretty good – and for a car which had [effectively] no upgrades to go into Q3 two races from the end cannot be a bad car – I think where we went wrong, and we know where we went wrong, and I don't want to go into the detail where it went wrong, is with the upgrades. We had a lot of upgrades, but they *all* didn't work.

"Not only they didn't work, you get confused. We had the first upgrade in Barcelona [round five], which was pretty big, and Romain was very unhappy with the behaviour of the car. But we got into Q3 so it's like 'you don't like it but the car is quick so let's go down that avenue'. We should have reacted earlier, but it was very strange things happening."

Steiner admits the team spent too much time focusing on its historic weakness of failing to understand and correctly manipulate the sensitive Pirelli tyres. Once Haas realised the problem was fundamentally aerodynamic rather than mechanical, it was too late to have any discernible impact on the 2019 season.

In many ways Haas endured the opposite problem to Williams, which designed a poor car behind schedule but at least made progress through the season; the Haas was fundamentally a sound design, but it didn't go anywhere.

"It's paranoia instead of looking a little bit wider and seeing what it is that doesn't make the tyre work," Steiner adds. "Once we got a little more clarity, half the season was over. In the races we never could score points, because we just couldn't keep the tyres together – we overheated them, basically, and we started to slide and once that vicious circle starts you are slower and slower.

"We started just before the summer break to look into what's actually happening, and make sure as much as possible it doesn't happen for the next year. The upgrades for after the break were already signed off. If you start to develop something at the summer break you're not getting it to the track until the end of the season. We had a few parts which we tested to get data, but ►

Haas added a new range of turning vanes in Spain and innovative endplates in Hockenheim, but neither could fix the VF-19's problems





“You Can’t Drive Money” - Jerry Seinfeld



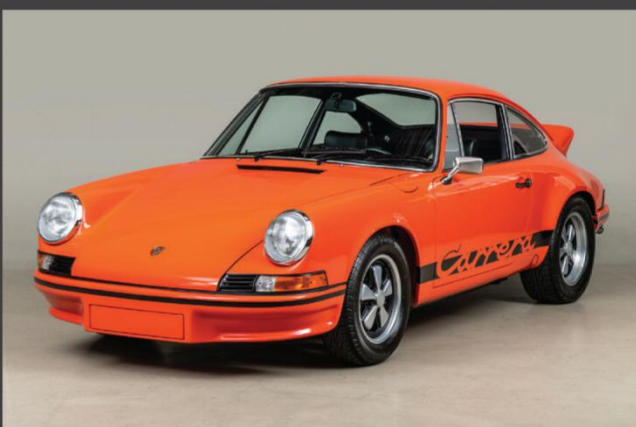
2017 Ford GT “Heritage Edition”
The 25th example of the newest Ford GT, owned by Chip Ganassi. \$50,000 “Heritage” limited edition that honors the first GT40 that won the 24 Hours of Le Mans. \$10,000 Titanium exhaust option.



1953 Porsche 356 Coupe “Pre A”
Multiple award-winning restoration. Gmund award at Porsche Parade 2018 with 299.8 points. California car for most of its history. Matching numbers 1500cc engine. Large collection of receipts.



1994 Nissan Skyline GT-R V-Spec II
Pristine, 100% stock and completely unmodified. One of approx. 1,306 produced. V-Spec edition created to celebrate Nissan Group A racing wins. 21,947 miles, 5-speed manual transmission.



1973 Porsche 911 Carrera RS
Numbers matching, 100-point nut-and-bolt concours quality restoration example. 1,477 miles since restoration in 2009. Has books, Porsche Certificate of Authenticity, tools, compressor and service documents.



1980 BMW M1 E26
Single family ownership since new! BMW’s first mid-engined sports car, 22,760 miles, **very original car**. Recent major mechanical service and preservation restoration by Canepa. Has BMW tool roll kit, medical kit and spare.



1969 Ford Mustang Mach I
No-expense spared “restomod” by Canepa. Original Cobra Jet 428 engine upgraded to 490hp, 517lbs/ft torque. Tremec 5-speed manual trans, modern suspension/brake systems. Vintage Air A/C system.

Want to learn more?

To find more pictures and information on our inventory above and to see the rest of our collector vehicles for sale, please visit our website at canepa.com or give us a call at 00.1.831.430.9940.

4900 Scotts Valley Drive, Scotts Valley, CA 95066

nothing else, then we just started to do this year's car – and hopefully it will be better.”

It would be easy after such a trying time to overreact at managerial level – seek a scapegoat, enact a reshuffle of personnel, hire and fire key technical and engineering staff in pursuit of better. But Steiner has instead opted for stability. There has been no bloodletting behind the scenes, Guenther preferring instead to allow his young squad to learn from its mistakes.

He's applied similar mercy to his driver line-up, giving Grosjean and Magnussen the benefit of the doubt despite their needless and costly collisions – most notably at Silverstone, where both cars ran in different specifications to gather crucial data on those aerodynamic flaws but collided on lap one...

“At first you think they don't listen; don't *want* to listen, then you give them the benefit of the doubt that they just did something stupid,” Steiner explains. “I understand them both because they both, even in a difficult situation like this, want to show more and try to get points for their own sake, so they run harder.

“I don't think there is a black or white answer. I think it was circumstances involved there as well – that they were always in the wrong place at the wrong time, together. Did they not want to listen? Maybe that as well – show ‘I'm the number one here’ you know? But I don't think there was intention from their side. In the back of their minds maybe it was there, but they didn't go in to the race to run each other off.

“They didn't want to be confronting me, because I know when I'm angry I'm not a nice person. They said they didn't want a scenario like Silverstone where they were sitting in front of me like schoolchildren – and I don't want that either. It doesn't make me happy if I go off the handle.”

Alternative options – particularly Renault reject Nico Hülkenberg – were suggested, but Steiner ultimately resisted change. While

“I'M ACTUALLY VERY PROUD OF HOW THEY WERE LAST YEAR, EVEN IF WE HAD A DIFFICULT SITUATION. THEY KEPT THEIR HEADS HIGH, NOBODY GAVE UP AND I THINK, HAVING A BAD SEASON, THEY GOT A LOT MORE CONFIDENCE IN THEMSELVES”

Magnussen already had a contract, Grosjean was on shakier ground. It was his leadership in identifying the fundamental problem with Haas's Barcelona upgrade package that strengthened his case to remain.

“Changing a driver or drivers is also like giving them some blame as well, which I think isn't fair,” explains Steiner. “The performance of the car is nothing to do with them. Sometimes change is good because you start a new dynamic, but you can start something new and then get lost in that. [And I've got] more important things to do. I cannot spend [extra] time with a new driver. I've got my hands full already.”

Steiner's approach is to be hands-off with his drivers in any case, learned from working with the contrasting and demanding personalities of Messrs Sainz (“I've never met anybody like him – he's unbelievable”), McRae and Irvine.

“I never was afraid of any of these big stars,” Steiner says. “I think having been exposed to these characters for sure helped me to deal with it a lot better. I don't try to be too involved in managing them [the drivers], because I'm a big believer in if you are at this level in a sport, if you need nursing from me I've got the wrong guy.

“I've got a good relationship with them, but I

don't speak with them on a daily basis. A lot of people speak with their drivers twice, three times a week. I let people get on with it, and when there is something to talk [about], we talk. Characters like Carlos, Colin and Eddie helped me to get a lot more confident in dealing with these kinds of people. They were very demanding.”

And so is Steiner. This season he will demand better from his team – a better car, better performance and a better reaction if things go wrong.

“The challenge is always to try to do the best and limit the mistakes you make,” he adds. “You will make mistakes, and have ways out of it when you do a wrong decision. Not finding

excuses for it, looking reality in the eye.

“That for maybe 2019 is one of the things we didn't do well, when we had this issue with the Barcelona upgrade we were not tough enough on ourselves – we believed in our own propaganda. I would not blame it on complacency, it was just a strange reaction to a strange problem – having a car that was very temperamental.

“I hope [this year] to be back fighting for points at each race. What comes out then we don't know because I don't know how strong the other ones are – but as long as you can go into a race and know after lap 20 you won't be 15th, that will be already a success.

“What I expect from the team – I'm actually very proud of how they were last year, even if we had a difficult situation. They kept their heads high, nobody gave up, they were always there, worked hard, were diligent, always tried to do their best and I think having a bad season they got a lot more confidence in themselves.

“I kept telling them: ‘guys, you did it last year [2018], you haven't gone stupid overnight, we can come back’. They believe in that, and that's the most important thing for me. We just need to keep on being motivated, work hard, and we will get back to where we were.” 



Fuel Your Passion for Speed



motorsport.tv

HEROES

A FILM BY **MANISH PANDEY**

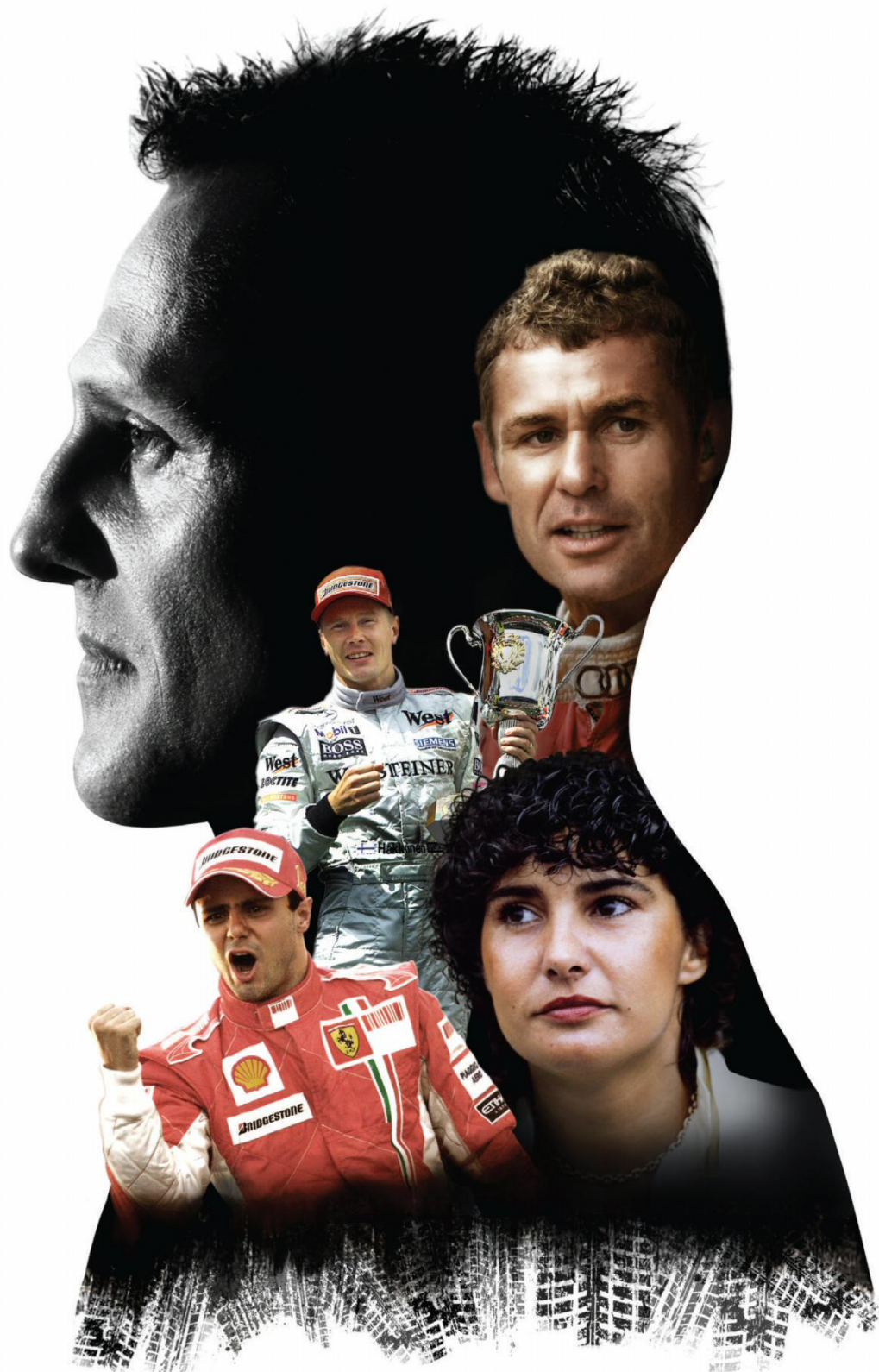
Four Voices
Five Drivers
One Journey

MOTORSPORT NETWORK PRESENTS IN ASSOCIATION WITH JIVA FILM EDITORS NICK HUTCHINS CHRISTOPHER M. ARMSTRONG
EXECUTIVE PRODUCERS CRISTIANO SOUZA JAMES ALLEN YURA V. BARABASH PRODUCED BY MARK HARVEY MANISH PANDEY WRITTEN AND DIRECTED BY MANISH PANDEY
© 2019 MOTORSPORT NETWORK. All rights reserved.

Heroes: available on Motorsport.tv



motorsport.tv/join



Plus:

5000+ hours on demand videos

1000+ livestream events per year

125+ racing series covered

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

24h
LE MANS

LE MANS
ESPORTS SERIES

AUTOBACS
G
SUPER GT

SRO
GT
WORLD

DUKE

Download on the
App Store

GET IT ON
Google Play

Chromecast

apple tv

firetv

Roku

androidtv

ZANDI

An aerial photograph of the Zandvoort race track in the Netherlands. The track is a dark asphalt circuit with several turns, bordered by a concrete wall and a gravel runoff area. The surrounding landscape is a mix of green grass and brown, sandy dunes. In the background, a city skyline is visible under a hazy, overcast sky. The word 'ZANDI' is superimposed in large, bold, white capital letters across the center of the image.



The seaside circuit of Zandvoort's bold return as a grand prix venue is as unlikely as it is welcome. **Damien Smith** explains why it was – and potentially will be again – a firm F1 favourite



OLD-SCHOOL.

That's the compound adjective that crops up time and again when racing people describe Zandvoort, no longer the former home of the Dutch Grand Prix but, from 3 May and against all the odds, once again a contemporary Formula 1 venue – for the first time in 35 years.

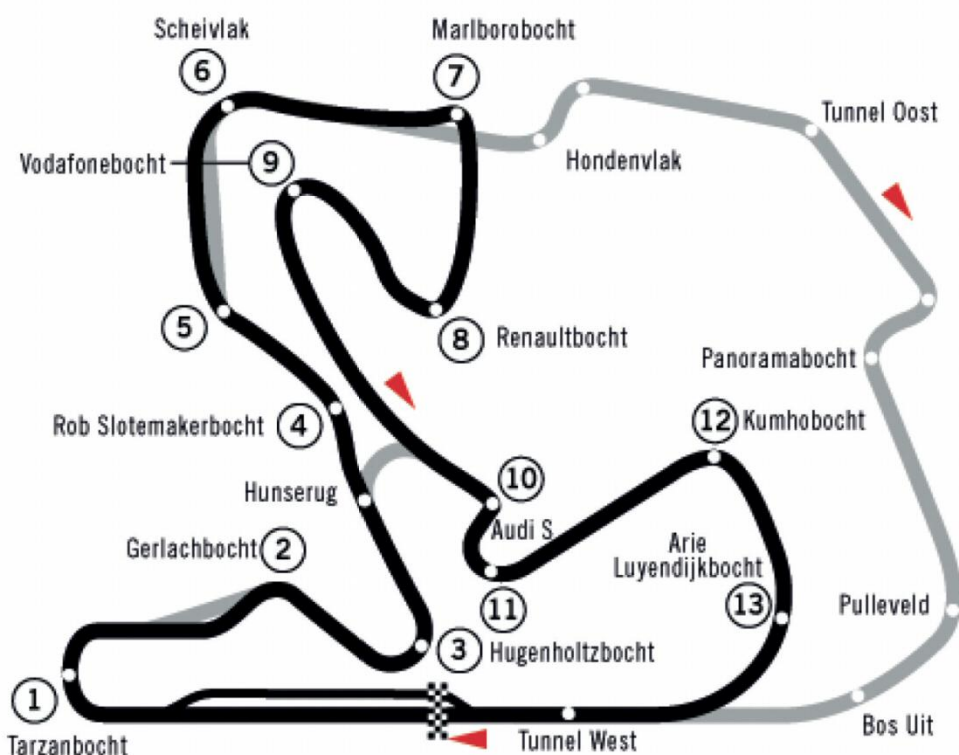
The comparison to the other calendar addition for 2020, a new hybrid street circuit in Hanoi (see sidebar), could not be more stark. Vietnam? Really? Why on earth...? But Zandvoort: orange-hued Max Verstappen mania, a rich motorsport heritage stretching back to 1939, slap-bang in Formula 1's European heartland. Yes, that makes more sense. It is, as they say, *old-school*.

Except, from the air-brushed perfection by which modern F1 tends to live by, Zandvoort is surely not only old-school but sorely outdated. Like Brands Hatch, which hosted its last grand prix a year after the Dutch track's 1985 sign-off, the circuit in the sand dunes on Holland's North Sea coast has been viewed as a relic of the past, at least as far as F1 is concerned. Too cramped, too rough around the edges, too dangerous – until the 'Max factor' apparently convinced F1 to turn back time. Zandvoort is now set for the most hotly anticipated return since Doc Brown and Marty McFly started messing around with DeLoreans.

"It's something that no one could ever have imagined," says Mark Koense, Dutch journalist, broadcaster, and author of the definitive historical tome 'Grand Prix Zandvoort'. "Since 1985, we thought it would take a miracle to have the grand prix back. And that miracle happened, in the shape of Max Verstappen."

At 22 and already preparing for his sixth F1 season, the half-Dutch, half-Belgian sensation is a once-in-a-lifetime hero. He is the reason Zandvoort is back on the menu – to his own surprise as much as anyone's. More specifically, it's the 'orange army' that follows Verstappen around the world which has actually triggered this resurrection, and the rise in TV interest doesn't hurt either. The most recent figures reveal The Netherlands has the F1's fifth largest cumulative TV audience, behind Brazil, Germany, Italy and the UK, in a country with a population of only 17 million.

"I can understand F1, particularly the American management, being mesmerised by seeing all these Dutch fans and thinking out loud that we should have a grand prix in their country," says Koense. "But it's a very small country and to pull this off in such a short time, at a track that needed such a major overhaul... I'm amazed it's going to happen. And it looks like it will be one hell of a track, too, which is very good because



that's exactly what Zandvoort used to be."

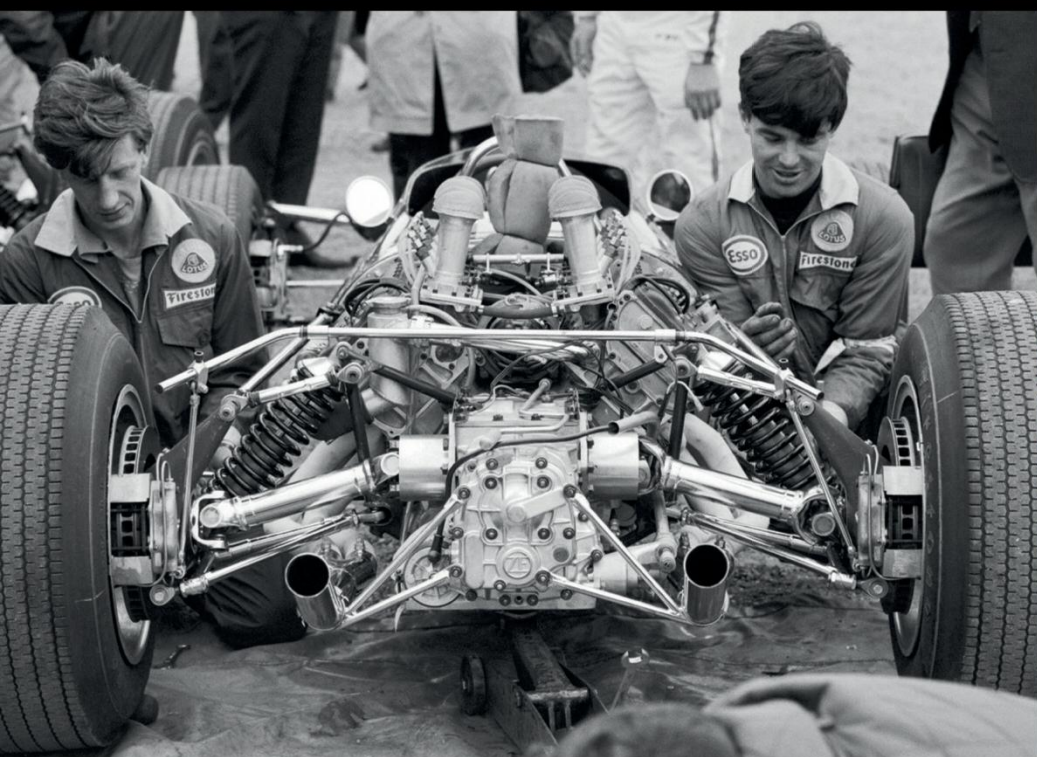
It sure did. The fast, sweeping circuit through the sand dunes was an F1 staple through most of four decades, and one that drivers relished each summer. The groundwork was laid pre-war with a street race in the town itself, just before northern Europe was consumed by the horror of Blitzkrieg. In the midst of devastated Holland's recovery in 1948, a track was created from roads laid in the dunes during the Occupation. Thai aristocrat Prince Birabongse Bhanudej Bhanubandh – better known on race entries as the slightly more low-key 'B Bira' – was a suitably exotic first winner, in a Maserati 4CL. By 1952, Zandvoort was established as an F1 world championship venue and would host 30 races in the following 33 seasons.

The highlights? Take your pick from this lot: Jo Bonnier finally ending BRM's agonising wait for a breakthrough win in 1959; Jim Clark's hat-trick between 1963 and 1965, followed by that seismic debut victory for the Ford DFV V8 – the engine that would change F1 forever – in 1967; then there's James Hunt's valiant defeat of Niki Lauda and Ferrari for Hesketh's 'Hooray Henrys' in 1975; 'crazy diamond' Gilles Villeneuve heroically (or stupidly, depending on your quota of soul) dragging the deranged left rear wheel of his Ferrari 312 T4 around nine-tenths of a lap in 1979; and Lauda's swansong win for McLaren in 1985 as 'old' Zandvoort's curtain fell.

The lowlights? All too obvious... brewery heir Piers Courage losing his life in 1970 in Frank Williams's de Tomaso; marshals and officials watching Roger Williamson die in his burning March in 1973, as David Purley ►

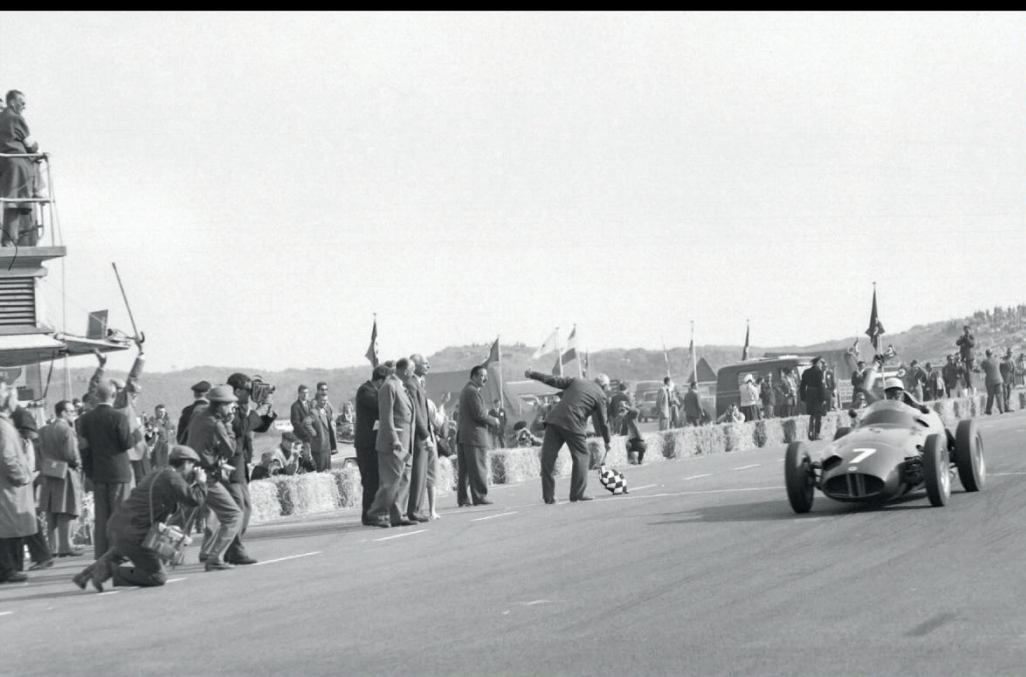
"IT'S SOMETHING THAT NO ONE COULD EVER HAVE IMAGINED. SINCE 1985, WE THOUGHT IT WOULD TAKE A MIRACLE TO HAVE THE GRAND PRIX BACK. AND THAT MIRACLE HAPPENED, IN THE SHAPE OF MAX VERSTAPPEN

MARK KOENSE



Zandvoort's rich history includes a hat-trick of victories for Jim Clark in 1963 (above), 1964 and 1965. It was also the scene of the winning debut of the Ford Cosworth DFV V8 engine (top, left), in the back of Clark's Lotus 49. And who can forget James Hunt and Hesketh's popular victory ahead of Niki Lauda and Ferrari in 1975 (top, right)?

2020 SEASON PREVIEW



Jo Bonnier finally ended BRM's agonising wait for a breakthrough win when he triumphed in the Dutch Grand Prix in 1959 (top, left).

20 years later, after the rear-left Michelin on his Ferrari 312 T4 exploded (above), Gilles Villeneuve dragged his battered and disintegrating car around the remaining nine-tenths of a lap at high speed. Niki Lauda's swansong F1 win was for McLaren in 1985 as Zandvoort's curtain came down for what most people thought would be the final time



desperately fought in vain to save him (Purley's bravery earned the ex-marine the George Medal – but he'd have preferred some help); in earlier times, Dan Gurney coming to terms with the death of a spectator in 1960 after his BRM's brakes failed at Tarzan, the hairy-chested, hard-braking, 180-degree first turn; then in later years, Derek Daly's Tyrrell taking flight at the same corner – Daly miraculously escaped with a cut leg. Zandvoort was never for the faint of heart.

John Watson was one of the many who loved it. "I enjoyed Zandvoort very much because it had the essence of road circuits," says the former Penske, Brabham and McLaren driver, who raced in ten Zandvoort grands prix between 1974 and 1983. "There weren't many concessions to what would be described today as track limits. I'm trying to think of any vestige of run-off. I'd describe it as old-school.

"What I enjoyed about Zandvoort is that once you went out into the sand dunes you had a sequence of quick corners. Eventually they did introduce a chicane at the back of the circuit to slow us down because the speeds were increasing, particularly with the turbo cars. But it was a circuit that was a challenge and you had to be precise."

Even in the context of hairy F1 circuits of the 1970s and '80s, Zandvoort required particular focus. "It was certainly on the more dangerous side," agrees 'Wattie', as the five-time F1 winner is universally known. "Once you got out into the country, that sequence of lefts and rights through the dunes was flat in a Cosworth-engined car with 490-500hp. What that will be like this year with double that horsepower, albeit with a lot more weight... A lot of the current drivers will have raced there in Formula 3, but still they will be shocked at just how demanding the circuit might prove in F1, even in its revised configuration. It will be unforgiving."

Wattie has happy memories of the place – mostly. "In 1976 in particular, coming off the back of my win in Austria [for Penske], we were pretty competitive," he recalls, "and as the race unfolded it turned into a battle between James [Hunt] and myself. I was all over him everywhere, except on the straight, and he was clever and skilled enough to maintain that position. Then I had a gearbox failure."

But his final race at Zandvoort delivered his best Dutch result. "1983 was McLaren's first race with the TAG turbo... so Ron Dennis naturally gave it to Niki [Lauda]!" he says, still with an edge. "I had the little Cosworth car, but in that configuration that year it was as sweet as a nut. I think I got on the podium [he did: third behind René Arnoux and Patrick Tambay], but got no fucking thanks from Ron..."

Other memories include a Daly-style brake failure at Tarzan in 1980. "Derek's one was bigger than mine, for which I'm eternally grateful" Watson

says. "Arnoux had a similar crash [in 1982, caused by front suspension failure]. It was a long start/finish straight in those days and we were doing 170-175mph. A sticking throttle or total brake failure was always in the back of my mind. Either one was going to be pretty dire because you had little space to do anything about it. I would assume, despite the reduction in the length of the straight, a modern F1 car will be doing about 190mph there."

The modern, relatively short 2.64-mile, 14-corner Zandvoort was created long after the grand prix engines were silenced by financial strife in the mid-1980s, and the second half of the old lap was covered by holiday homes. Wattie, who has driven around the 'new' track in an A1GP single-seater and commentated at GT races, is a little dismissive. "The circuit has lost a lot of the challenges that made it a great race track," he says. "What they've got in its place is a three-quarter version."

Then again, the first half of the lap is largely unchanged from the original 1948 layout. Koense, predictably, is more upbeat. He says the "new track will be pretty daunting" and still captures the spirit of the old Zandvoort.

"After the start/finish, Tarzan and Gerlacht, the Hugenholtz hairpin will be only more exciting because it will now be banked, which will catapult you up to Hunserug," he describes. "That remains the same, then there's the always daunting bit to Scheivlak, which is really fast. It's comparable to the fastest bits of the Nürburgring or Clermont-Ferrand in the old days. Until 1973 [when the chicane was added] the rest was flat out, but we now have the new section. It's still a nice layout, shaped by the dunes as it always was. And the banked final curve will bring a whole new dimension."

Ah, the banked final curve. Named after Holland's double Indianapolis 500 winner Arie Luyendyk, this is the feature that has really captured attention. Overtaking was never easy at Zandvoort and in later years mostly limited to late-braking dives into Tarzan, where even Alain Prost could get it wrong – in 1983, his Renault famously slithered into Nelson Piquet and nerfed the Brabham off.

Passing is even tougher on the revised Zandvoort, but between them, race organisers and F1 engineers have come up with a novel (and hopefully effective) solution: build in a heavily banked final turn which can be taken flat as a DRS zone, thus effectively lengthening the start/finish straight and making a pass into Tarzan more realistic. At least, that's the theory.

"Everything about this project is brave given the lack of time," says Koense (the deal for Zandvoort's return was only agreed last May). "Time is always a pressure: the Max Verstappen hype is at its peak, so if it's going to happen it's got to happen now; also, you only have so much time to gain a place on the calendar because other races are vying for a place as well.

On top of that you decide to build a challenging corner, in more ways ►

“ THAT SEQUENCE OF LEFTS AND RIGHTS THROUGH THE DUNES WAS FLAT IN A COSWORTH-ENGINED CAR WITH 490-500HP. WHAT THAT WILL BE LIKE THIS YEAR WITH DOUBLE THAT HORSEPOWER... A LOT OF THE CURRENT DRIVERS WILL HAVE RACED THERE IN FORMULA 3, BUT STILL THEY WILL BE SHOCKED AT JUST HOW DEMANDING THE CIRCUIT MIGHT PROVE IN F1, EVEN IN ITS REVISED CONFIGURATION. IT WILL BE UNFORGIVING ”

JOHN WATSON

2020 SEASON PREVIEW



than one: for the drivers, but also to actually build. The banking is 18 degrees. The old Monza banking [last used by F1 in 1961] was 21 degrees, so it's close to that. It will be quite a sight."

The banked corners at Luyendyk and Hugenholtz – the latter named after Zandvoort's old circuit manager, John Hugenholtz, who also designed Suzuka – will be the signature changes to Zandvoort. Revisions to the rest of the circuit appear to be minimal. The Hugenholtz tweaks are part of a move to open up more room in the paddock area, which is far smaller than F1 has become used to in this modern 'Tilke-drome' era.

"They are not changing Zandvoort dramatically," says Koense. "It's being done in a creative way. You won't feel like you've just walked into the paddock in Bahrain. It's down to earth, purposeful and thus less expensive." Keeping that old-school spirit alive while still fulfilling the high demands of F1 is the trick – particularly without a government-backed, limitless budget.

The finance for the project has been raised through a combination of proactive partners, including top construction company VolkerWessels, which is carrying out the circuit renovations, plus F1 and race sponsors, and significant ticket sales for a race that was always likely to be a sell-out. "They have sold a lot of tickets, which is still a lucrative thing to do," says Koense. "That's 300,000 tickets in total, because they want to have 100,000 on each day – and there are almost no tickets to be found already."

But what about transporting those large crowds in and out of Zandvoort, which has limited access routes, without creating horrible congestion? It's often a problem at 'heritage' tracks built years ago in rural settings, as the example of Paul Ricard highlighted when the French GP returned to the calendar in 2018. Here, the Dutch have come up with another clever solution – and one that is at the centre of their national identity.

"One of the largest bicycle manufacturers in Holland is involved," says Koense. "They are going to give everybody a bike to cycle to the track from new, huge car parks, which are situated a few kilometres from the circuit. This is another example of original thinking, some of it out of necessity.

They are also building a new railway station to transport many more people within each hour from Amsterdam [about 30 minutes away] to Zandvoort. The bicycle idea is also a way to promote Holland, because that is what we are famous for. We are a cycling country. The image of thousands of people heading to a grand prix on bicycles is a good one."

Koense was involved in the racing festivals that also played a part in the grand prix return, and at which Verstappen and his Red Bull teammates put on F1 demonstrations. "One year we invited [Red Bull driver development boss] Helmut Marko," Koense says. "He couldn't believe it. He said 'we run a GP at the Red Bull Ring and we have to fight to sell tickets. Here, a guy drives around in a car for a few demonstration laps and there are 100,000 people for two days'. Such people go back and tell the rest about it at the next grand prix. That's how the ball started rolling."

That ball will keep rolling for at least three years, hopefully for five and maybe more, if circuit co-owner Bernhard van Oranje and his energetic team can pull off a feat once considered impossible. Would it have happened were Bernie Ecclestone still at F1's helm? Unlikely. Under Liberty Media, there seems to be a renewed understanding that simply waiting for the highest bidder is not the best way for F1 to decide where to race. Tradition, and a recognition that races should be held in countries where real fans want them, suddenly matters again.

"We're excited to grow this sport in new markets like Vietnam but it is important to continue to build the foundation of the sport in Europe, which is the home of F1," said F1 chief executive officer Chase Carey when the new Dutch GP deal was announced. "It's where it was built. So to go back to Zandvoort, which has such a rich history, is very important to us."

That should mean F1's next target must be to restore another 'grandee' grand prix. The nation that gave us Mercedes-Benz and remains Europe's automotive powerhouse is only second to Brazil on that TV audience list, but is currently without a race. This calendar is brighter for Zandvoort's return, but it won't be complete until a German GP is back on the schedule beside it. 

OTHER PICTURES: VIETNAM GP



VIETNAM: THE NEW INDIA OR SINGAPORE?

Turkey, India, South Korea: all nations with little or no motor racing culture but which invested heavily in shiny, new GP venues, hosted F1 briefly – then dropped off the map with little hope of a return. Turkey's track was at least a decent one, but they are all

now footnotes in F1 history.

Will Vietnam's new 3.48-mile, 23-turn circuit in culturally rich Hanoi join them – or can it become established like the street tracks in Singapore and Baku as a beacon for how F1 can work in new regions? We're on

the edge of our seats.

The reason F1 is attracted to Vietnam, which is slated for a race on 5 April unless the Coronavirus intervenes, is simple. In the past 30 years, political and economic stability has turned a country most associated



The success of Max Verstappen and the huge following he has from his 'orange army' have been the major factors in the return of the Dutch GP



with a ravaging war into a genuine financial player in south-east Asia. Here's a potentially huge new market for F1 to tap into – just as there was in South Korea and India, in fact. As for Vietnam, investing in F1 helps boost that perception change.

It already boasts a burgeoning reputation as a tourists' gem, and attracting a major sport with a global following should accelerate that growth – while distancing it further from those ugly old associations perpetrated by Hollywood.

The track itself is a joint effort by Tilke and F1's own engineers, drawing on inspiration from well-established venues, as Austin's Circuit of the Americas did so successfully. On paper, it looks promising, while the first pictures of

the pits complex are of a predictably imposing structure. Two-thirds street track, one-third permanent circuit, everything about Hanoi's grand prix is the antithesis of Zandvoort. We know which one we're looking forward to the most...

GET MORE

of the motorsport you (and we) love

UNLIMITED ACCESS

to the world's best motorsport journalism

SMART INSIGHT

published daily

BREAKING NEWS

as it happens

ALL THE TEAMS

all the drivers, all the controversies

SUBSCRIBE NOW

Autosport.com/plus

F1 2020

THE TEAMS AND DRIVERS

THE SEASON AHEAD

Round 1 AUSTRALIAN GRAND PRIX

Albert Park
March 13-15

Round 2 BAHRAIN GRAND PRIX

Bahrain International Circuit
March 20-22

Round 3 VIETNAM GRAND PRIX

Hanoi Street Circuit
April 3-5

Postponed CHINESE GRAND PRIX

Shanghai Circuit
Date to be arranged

Round 4 DUTCH GRAND PRIX

Circuit Zandvoort
May 1-3

Round 5 SPANISH GRAND PRIX

Circuit de Barcelona
-Catalunya May 8-10

Round 6 MONACO GRAND PRIX

Monaco
May 21-24

Round 7 AZERBAIJAN GRAND PRIX

Baku City Circuit
June 5-7

Round 8 CANADIAN GRAND PRIX

Circuit Gilles Villeneuve
June 12-14

Round 9 FRENCH GRAND PRIX

Circuit Paul Ricard
June 26-28

Round 10 AUSTRIAN GRAND PRIX

Red Bull Ring
July 3-5

Round 11 BRITISH GRAND PRIX

Silverstone
July 17-19

Round 12 HUNGARIAN GRAND PRIX

Hungaroring
July 31-August 2

Round 13 BELGIAN GRAND PRIX

Spa-Francorchamps
August 28-30

Round 14 ITALIAN GRAND PRIX

Monza
September 4-6

Round 15 SINGAPORE GRAND PRIX

Marina Bay Circuit
September 18-20

Round 16 RUSSIAN GRAND PRIX

Sochi Autodrom
September 25-27

Round 17 JAPANESE GRAND PRIX

Suzuka Circuit
October 9-11

Round 18 UNITED STATES GRAND PRIX

Circuit of the Americas
October 23-25

Round 19 MEXICAN GRAND PRIX

Autódromo Hermanos Rodríguez
October 31-November 1

Round 20 BRAZILIAN GRAND PRIX

Autódromo José Carlos Pace
November 13-15

Round 21 ABU DHABI GRAND PRIX

Yas Marina Circuit
November 27-29



Lewis Hamilton

Age	35
Debut	Australia
	2007
Starts	250
Wins	84
Podiums	67
Titles	6

After Lewis Hamilton won his sixth world championship in Austin last year he reflected on his career and spoke of creating a "masterpiece". He added it wasn't quite finished and there were still more "pieces of the puzzle to add". While the metaphor could do with some refinement, one of those pieces would be a seventh world title, to equal the record set by the great Michael Schumacher. Not only is Hamilton on the verge of matching that feat but he has time on his side to eclipse it too. And like the greatest athletes, he just keeps getting better.

GP RACING VERDICT

There's a chance Hamilton might strike bad luck, or a run of mechanical failures, but it's unlikely. He starts as favourite to win again.



Valtteri Bottas

Age	30
Debut	Australia
	2013
Starts	139
Wins	7
Podiums	38
Best season	2nd (2019)

If you imagine a 100 metre sprint, in Formula 1 terms, Valtteri Bottas will blast out of the blocks first and convince everyone he's going to secure gold. But then, as the battle nears the halfway stage, he'll start to stutter because he's used up his firepower in the early stages of the race. Finally, he'll coast across the line 'trailing by a distance'. That has been the story of Bottas at Mercedes. We thought 'Bottas 2.0' had arrived when he dominated last year's season-opener in Australia, but then his results slipped away by degrees.

GP RACING VERDICT

If he can avoid the mid-season stutter – he might have a chance of depriving Hamilton and striking gold.



TEAM STATS

2019 RESULTS

Position	1st
Points	739
Wins/podiums	15/17
Poles	10
Fastest laps	9

LAST 5 YEARS

2019	1st
2018	1st
2017	1st
2016	1st
2015	1st

TEAM DETAILS

Bases Brackley and Brixworth, UK

Chassis

F1 W11 EQ

Power unit

Mercedes M11 EQ

Team principal

Toto Wolff

Technical director

James Allison

TEAM HISTORY

Debut	France
	1954
Races started	210
Wins	102
Poles	111
Fastest laps	75
Points	5,251.14
Drivers' titles	8
Constructors' titles	6

KEY MERCEDES STATS

SIX

consecutive drivers' and constructors' titles – a new record



5,112

constructors' points scored in the past decade
696 laps led by the W10 last year



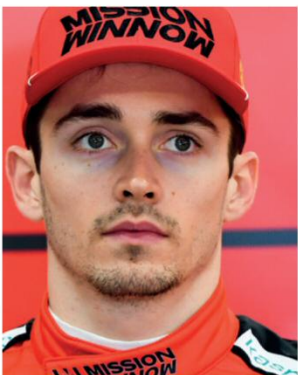
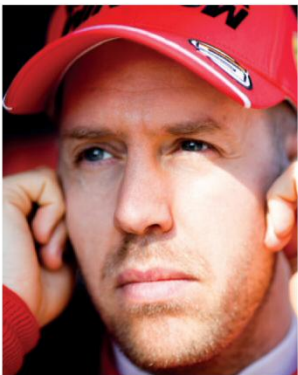
Sebastian Vettel

Age	32
Debut	USA 2007
Starts	240
Wins	53
Podiums	67
Titles	4

Sebastian Vettel is a complex soul. The private Seb is a thoughtful family man who shuns social media and takes great pleasure from the simple things in life. He also has a great passion and knowledge for the history of F1. Sometimes the serene Seb is in the cockpit and he appears totally in command. Then there are other occasions when he puts a crash helmet over his head and becomes a different animal: someone who isn't afraid to disobey team orders or criticise race control, or get involved in wheel-to-wheel contact with his team mate. Which Seb will we see in 2020?

GP RACING VERDICT

Vettel has to fight his inner demons if he is to succeed at Ferrari. He needs to clear his mind and start afresh.



Charles Leclerc

Age	22
Debut	Australia 2018
Starts	42
Wins	2
Podiums	8
Best season	4th (2019)

It's not easy having a four-time world champion as a team-mate – but Charles Leclerc made it look like child's play at times last year. He emerged as a threat to Vettel immediately – and should have won race two in Bahrain until he suffered a power unit problem. But mistakes and pressure hampered Leclerc's first half of the season. Then he found a groove on Saturdays and outqualified Seb nine times in a row. There were fractious moments between the pair which Mattia Binotto needs to control if the red cars are to mount a title challenge.

GP RACING VERDICT

Having tied Leclerc to a long-term deal, Ferrari seems to be putting its weight behind him – he now has to regularly beat Vettel to be *de facto* number one.



TEAM STATS

2019 RESULTS

Position	2nd
Points	504
Wins/podiums	3/16
Poles	9
Fastest laps	6

LAST 5 YEARS

2019	2nd
2018	2nd
2017	2nd
2016	3rd
2015	2nd

TEAM DETAILS

Base	Maranello, Italy
Chassis	SF1000
Power unit	Ferrari 065
Team principal	Mattia Binotto
Technical director	Simone Resta

TEAM HISTORY

Debut	Monaco 1950
Races started	991
Wins	238
Poles	228
Fastest laps	254
Points	9,159.27
Drivers' titles	15
Constructors' titles	16

KEY FERRARI STATS

14

Ferrari wins for Vettel

SEVEN

POLES FOR
LECLERC IN 2019,
MORE THAN ANY
OTHER DRIVER

1,637

days between Vettel's first and latest Ferrari win



2020 SEASON PREVIEW



Max Verstappen

Age	22
Debut	Australia
	2015
Starts	102
Wins	8
Podiums	23
Best season	3rd (2019)

Is this the year Red Bull gives Max Verstappen a car that can genuinely challenge for the world championship? Up until now, its chassis have been typically strong on certain types of high-downforce circuits, such as Hungary, but weak on power circuits where a premium is put on straight-line speed (think Spa or Monza). But as Honda reaches parity with its engine rivals, the Milton Keynes outfit should be in a position to challenge. Verstappen has been rewarded with a new long-term deal, so the path is set for Red Bull to return to the top.

GP RACING VERDICT

Although he remains a hard, exciting racer, Max has lost some of the over-exuberance which made him an incident-magnet.



Alexander Albon

Age	23
Debut	Australia
	2019
Starts	21
Best result	4th
Podiums	0
Best season	8th (2019)

Spend time in the company of Alex Albon and you will discover one of the nicest drivers on the grid. But his happy-go-lucky attitude belies a steely determination to succeed. It hasn't been an easy journey for Albon to get to F1, but when he arrived at Toro Rosso last year he made an immediate impact, and was quickly promoted to the Red Bull seat during the summer break the the expense of Pierre Gasly. The honeymoon is over for the London-born Thai racer and now it is time to measure up against Verstappen, who is one of the standout performers on the grid.

GP RACING VERDICT

If Albon can stay out of trouble and be a strategic wingman to scoop points and help Max, he'll have no fear of losing his seat.



TEAM STATS

2019 RESULTS

Position	3rd
Points	417
Wins/podiums	3/6
Poles	2
Fastest laps	5

LAST 5 YEARS

2019	3rd
2018	3rd
2017	3rd
2016	2nd
2015	4th

TEAM DETAILS

Base	Milton Keynes, UK
Chassis	RB16
Power unit	Honda RA620H
Team principal	Christian Horner
Technical director	Adrian Newey

TEAM HISTORY

Debut	Australia
	2005
Races started	286
Wins	62
Poles	62
Fastest laps	65
Points	4,724.5
Drivers' titles	4
Constructors' titles	4

KEY RED BULL STATS

109
races
led in F1

ONE HUNDRED
AND EIGHT
OTHER F1
PODIUMS FOR
RED BULL

1.82s

fastest ever pitstop, set by Red Bull in Brazil 2019





Carlos Sainz

Age	25
Debut	Australia
	2015
Starts	102
Best result	3rd
Podiums	1
Best season	6th (2019)

Last year Sainz was one of the stars of the midfield and clearly relished the comfort of having a two-year contract in his pocket. It meant he didn't have to look over his shoulder for the first time in his career, and that allowed him to flourish on the track. Sainz is an intelligent, strategic racer who has a clear understanding of what he needs to perform. He was probably surprised by his rookie team-mate's speed last year, especially in qualifying, and needs to ensure Norris's growing popularity doesn't turn Sainz into a support act.

GP RACING VERDICT

If McLaren's return to form continues, the podium Sainz took in Brazil last season (after the stewards disqualified Lewis Hamilton) should be the first of many.



Lando Norris

Age	20
Debut	Australia
	2019
Starts	21
Best result	6th
Podiums	0
Best season	11th (2019)

Norris was one of the surprises of 2019. As one of three rookies who had graduated from Formula 2, he made an immediate impact on his debut, making Q3 at his first attempt in Australia. By the Austrian GP, mid-season, he was qualifying as high as fifth on the grid and, more importantly, was quicker than his highly regarded team-mate Sainz. Norris has admitted that he was perhaps too jokey in his first year, but he's still only 20. If anything he was a breath of fresh air in Formula 1's often stuffy environment.

GP RACING VERDICT

The goal for Norris this season is to put team-mate Sainz under more pressure in qualifying, and also to score more consistently in races.



TEAM STATS

2019 RESULTS

Position	4th
Points	145
Wins/podiums	0/1
Poles	0
Fastest laps	0

LAST 5 YEARS

2019	4th
2018	6th
2017	9th
2016	6th
2015	9th

TEAM DETAILS

Base	Woking, UK
Chassis	MCL35
Power unit	Renault E-Tech 20
Team principal	Andreas Seidl
Technical director	James Key

TEAM HISTORY

Debut	Monaco
	1966
Races started	863
Wins	182
Poles	155
Fastest laps	154
Points	5,671.5
Drivers' titles	12
Constructors' titles	8

KEY McLAREN STATS

13

points finishes for Sainz last year

LANDO NORRIS SPENT **670 LAPS** RUNNING IN THE TOP 10 DURING 2019

2,072

days between McLaren's last two podiums



Daniel Ricciardo

Age	30
Debut	Great Britain
	2011
Starts	171
Wins	7
Podiums	22
Best season	3rd (2014, 2016)

2019 was a sobering year for Ricciardo. After Renault finished fourth in the 2018 constructors' championship, he was hoping his switch would coincide with the French team closing the gap to the top three. Instead it slipped down the pecking order. The former Red Bull man was 12th in the standings with four races to go before a late rise to ninth. Since it took a while to adapt his style to the Renault, frustration led to mistakes and scrappy on-track indiscretions in France and Mexico. But there's no doubt Ricciardo is still a class act.

GP RACING VERDICT

Ricciardo has got to prevent his new French team-mate from being the chosen one at the team. Beating him on track should help his cause.



Esteban Ocon

Age	23
Debut	Belgium
	2016
Starts	50
Best result	5th
Podiums	0
Best season	8th (2017)

In some ways this is a heart-warming story of redemption. Cast your minds back to the end of 2018 and Esteban Ocon had been displaced from his Racing Point seat after investment in the team arrived from Lance Stroll's father Lawrence. Ocon occupied the sidelines in a supporting role with Mercedes (whose boss, Toto Wolff, has long been one of Ocon's admirers and has been looking after his career) last year. An opportunity to return to the cockpit has arrived at Renault and you can expect the quick and determined Ocon to seize the chance.

GP RACING VERDICT

After a year as a sim jockey, Ocon will be a little rusty. But his biggest help at this corporate French team is his nationality. Expect him to use that to his advantage.



TEAM STATS

2019 RESULTS

Position	5th
Points	91
Wins/podiums	0/0
Poles	0
Fastest laps	0

LAST 5 YEARS

2019	5th
2018	4th
2017	6th
2016	9th
2015*	6th

*as Lotus

TEAM DETAILS

Bases Enstone, UK
& Viry, France

Chassis
R.S.20

Power unit
Renault E-Tech 20

Team principal
Cyril Abiteboul

Technical director
Pat Fry

TEAM HISTORY

Debut	Britain
	1977
Races started	383
Wins	35
Poles	51
Fastest laps	31
Points	1,596
Drivers' titles	2
Constructors' titles	2

KEY RENAULT STATS

11
years since Renault's
last pole

**NINETEEN
THOUSAND
CAD DRAWINGS
TO DESIGN
THE R.S.20**

14,500
components on the Renault F1 car



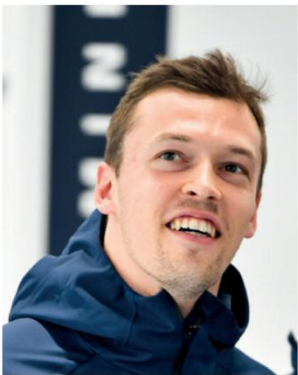
Daniil Kvyat

Age	25
Debut	Australia 2014
Starts	93
Best result	2nd
Podiums	3
Best season	7th (2015)

Just as he was expecting his first child with Kelly Piquet (daughter of three-time world champion Nelson), Kvyat was also putting in one of the best drives of his career. In a chaotic 2019 German GP, Kvyat made a slick-tyre gamble work and he took a well-earned podium. However, it was team-mate Alex Albon who also impressed in that race (but was out-foxed late on) and, according to Red Bull’s bosses, did enough to warrant a promotion. That must have been tough for Kvyat to take, but he’s been here many times before...

GP RACING VERDICT

It would be unfair to describe Kvyat as a journeyman, but it’s difficult to see how he’s going to break back into Red Bull unless Albon’s form suddenly drops.



Pierre Gasly

Age	24
Debut	Malaysia 2017
Starts	47
Best result	2nd
Podiums	1
Best season	7th (2019)

It was something of a shock for Gasly to be unceremoniously dropped during the mid-season break last year. But Red Bull boss Christian Horner had already admitted that Gasly’s promotion to the senior team had perhaps been premature. Early on, Gasly appeared to flounder in the Red Bull. Not only did he have to contend with the ultra-quick Max Verstappen on the other side of the garage, but the characteristics of the car didn’t work for him. Once Gasly returned to Toro Rosso he was instantly more comfortable and competitive.

GP RACING VERDICT

An impressive second in Brazil at the end of last year proved Gasly is a talent – can he keep his head when things aren’t going his way?



TEAM STATS

2019 RESULTS

Position	6th
Points	85
Wins/podiums	0/2
Poles	0
Fastest laps	0

*as Toro Rosso

LAST 5 YEARS

2019*	6th
2018*	9th
2017*	7th
2016*	7th
2015*	7th

*as Toro Rosso

TEAM DETAILS

Base	Faenza, Italy
Chassis	AT01
Power unit	Honda RA620H
Team principal	Franz Tost
Technical director	Jody Egginton

TEAM HISTORY

Debut	Australia 2020
Races started	0
Wins	0
Poles	0
Fastest laps	0
Points	0
Drivers’ titles	0
Constructors’ titles	0

KEY STATS (AS TORO ROSSO)

4

RACES
LED
IN F1

Five hundred
points scored
in Formula1

56
laps led in F1



2020 SEASON PREVIEW



Sergio Pérez

Age	30
Debut	Australia
	2011
Starts	176
Best result	2nd
Podiums	8
Best season	7th (2016, 2017)

After a sequence of single-year deals, Sergio Pérez recently committed his long-term future to Racing Point, the team he has been with since 2014 (in its previous incarnation as Force India). It's a comfortable environment for the Mexican. Popular within the team and a steady pair of hands, adept at securing whatever points are on offer, he shuns internal politics. Pérez knows he's unlikely to get a shot at a top team again and would be delighted to help lead Racing Point back into the position of 'best of the rest'. He's the perfect mentor for team-mate Lance Stroll.

GP RACING VERDICT

Pérez can be relied upon to bring the car home and score a decent haul of points, but don't expect Verstappen-esque fireworks.



Lance Stroll

Age	21
Debut	Australia
	2017
Starts	62
Best result	3rd
Podiums	1
Best season	12th (2017)

There are those who like to make a big deal of the fact that Lance Stroll's father Lawrence owns the team, but such a relationship is nothing new in motor racing. Jackie Stewart established Paul Stewart Racing to help his son's career. Nigel Mansell did the same for sons Greg and Leo in F3, while in IndyCar, both Michael Andretti and Graeme Chilton have funded outfits to help their sons Marco and Max compete. Lance often picks up lots of positions on the opening laps, but that's generally because he's given to leaving time on the table in qualifying – he needs to work on this.

GP RACING VERDICT

No one is expecting Lance to topple his team-mate just yet, but if he can qualify better he'll be showing solid progress.



TEAM STATS

2019 RESULTS

Position	7th
Points	73
Wins/podiums	0/0
Poles	0
Fastest laps	0

LAST 5 YEARS

2019	7th
2018	7th
2017*	4th
2016*	4th
2015*	5th

*as Force India

TEAM DETAILS

Base	Silverstone, UK
Chassis	RP20
Power unit	Mercedes M11 EQ
Team principal	Otmar Szafnauer
Technical director	Andrew Green

TEAM HISTORY

Debut	Belgium
	2018
Races started	30
Wins	0
Poles	0
Fastest laps	0
Points	125
Drivers' titles	0
Constructors' titles	0

KEY RACING POINT STATS

62

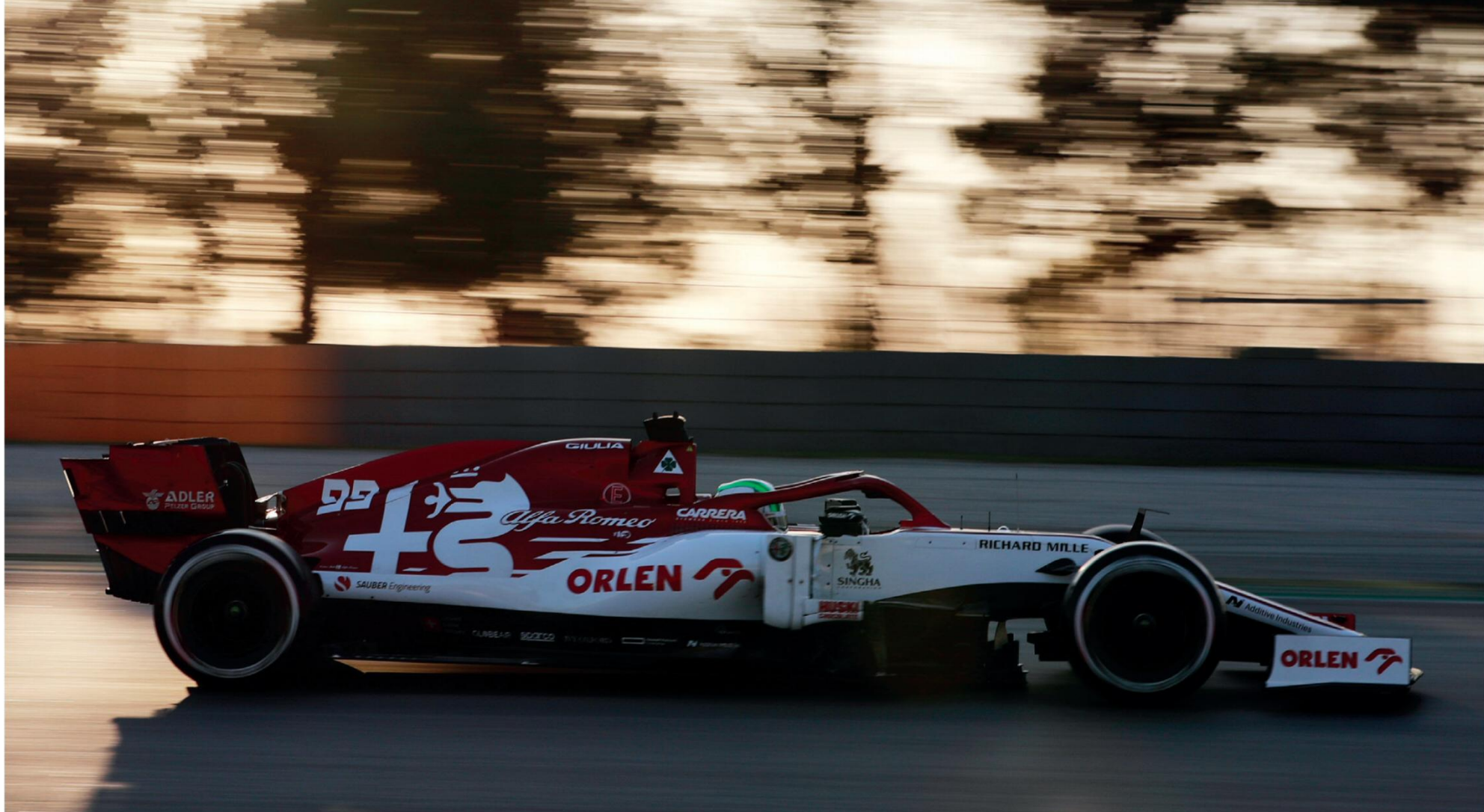
pitstops made by the team last year

ONE HUNDRED AND FOUR POSITIONS GAINED BY BOTH DRIVERS FROM GRID TO FINISH LINE LAST YEAR

2,381

laps raced by the team's drivers in 2019





Kimi Räikkönen

Age	40
Debut	Australia
	2001
Starts	312
Wins	21
Podiums	82
Titles	1

Now the oldest driver on the grid, Kimi Räikkönen is into the second year of his two-year deal with Alfa Romeo. The evergreen fan favourite is set to break a record in 2020 as the driver with the most grand prix starts. Currently, Rubens Barrichello holds the record with 322, while Raikkonen is on 312. If he competes in every race he'll break the record at the 2020 British Grand Prix. But don't forget to leave him alone – he knows what he's doing...

GP RACING VERDICT

With his experience and a reliable and decent car beneath him, expect Kimi to bring home another decent haul of points.



Antonio Giovinazzi

Age	26
Debut	Australia
	2017
Starts	23
Best result	5th
Podiums	0
Best season	17th (2019)

In qualifying, up against Kimi Räikkönen, Giovinazzi's raw speed has generally been impressive and on occasion he's beaten the 2007 world champion. But then he has a tendency to make small but often significant mistakes during races – his shunt in the closing laps of last year's Belgian Grand Prix while under no pressure at all was particularly harmful to his stock within the team. Being an Italian driver in Formula 1 brings its own weight and Giovinazzi would be wise to not let the hype interfere with his driving.

GP RACING VERDICT

His main focus must be to keep close to Räikkönen and then aim to beat him – while upping his game by cutting out the silly mistakes.



TEAM STATS

2019 RESULTS

Position	8th
Points	57
Wins/podiums	0/0
Poles	0
Fastest laps	0

LAST 5 YEARS

2019	8th
2018	8th*
2017	10th*
2016	10th*
2015	8th*

*as Sauber

TEAM DETAILS

Base	Hinwil, Switzerland
Chassis	C39
Power unit	Ferrari 065
Team principal	Frédéric Vasseur
Technical director	Jan Monchaux

TEAM HISTORY

Debut	Britain
	1950
Races started	133
Wins	10
Poles	12
Fastest laps	14
Points	271
Drivers' titles	2
Constructors' titles	0

KEY ALFA ROMEO STATS

TEN

GP starts for Räikkönen to match Rubens Barrichello's record (322)

**13TH OLDEST
EVER WINNER
IN F1: KIMI
RÄIKKÖNEN:
39 YRS 4
DAYS –
US GP 2018**

4 laps

led by Antonio Giovinazzi in Singapore last year





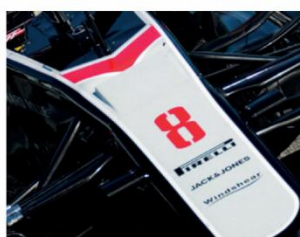
Romain Grosjean

Age	33
Debut	Europe
	2009
Starts	164
Best result	2nd
Podiums	10
Best season	7th (2013)

Romain Grosjean and Haas will be keen to put an awful 2019 behind them. While the car looked strong in testing, updates didn't work as intended and it was prone to overheating its rear tyres. The woe didn't make either driver – both of whom have a tendency to moan – any happier. Grosjean, who once seemed destined for greater things in F1, was given a reprieve by the team for last year, which has continued into this. On his day the Frenchman can be very fast, but then – suddenly – can inexplicably find himself in the wall.

GP RACING VERDICT

If the car performs better than last year then Grosjean will be expected to pick up a decent haul of points



Kevin Magnussen

Age	27
Debut	Australia
	2014
Starts	102
Best result	2nd
Podiums	1
Best season	9th (2018)

Kevin Magnussen has a reputation as one of the more aggressive drivers on the race track and he's not afraid to push his rivals to the very limit in wheel-to-wheel combat. The only problem is when he goes too far. A case in point was the Azerbaijan Grand Prix in 2018, when he collided with Pierre Gasly as the pair battled for the final point after a second Safety Car restart. Now about to start his fourth season with the American team (and sixth full year in F1), Magnussen loves the non-corporate environment at Haas which allows him to focus purely on his racing.

GP RACING VERDICT

Although he has a podium from his very first F1 race in 2014, securing Haas's first podium in F1 would taste sweeter.



TEAM STATS

2019 RESULTS

Position	9th
Points	28
Wins/podiums	0/0
Poles	0
Fastest laps	1

LAST 5 YEARS

2019	9th
2018	5th
2017	8th
2016	8th
2015	N/A

TEAM DETAILS

Base Banbury, UK

Chassis

VF-20

Power unit

Ferrari 065

Team principal

Guenther Steiner

Chief designer

Rob Taylor

TEAM HISTORY

Debut	Australia
	2016
Races started	83
Wins	0
Poles	0
Fastest laps	2
Points	197
Drivers' titles	0
Constructors' titles	0

KEY HAAS STATS



27,000
espressos
served in 2019

**FIVE THOUSAND,
SIX HUNDRED AND
SEVENTY-FOUR
LAPS COMPLETED
LAST SEASON**

115,000
miles travelled per crew
member last year



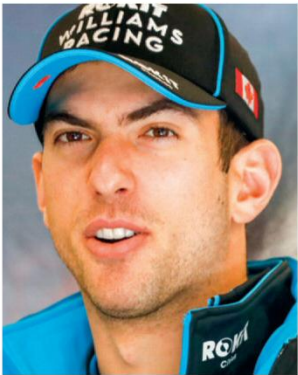
George Russell

Age	22
Debut	Australia 2019
Starts	21
Best result	11th
Podiums	0
Best season	20th (2019)

Flying beneath the radar because of the problems at Williams, George Russell had a very impressive rookie season in 2019. Not only did he outqualify the veteran Robert Kubica at every race and finish behind him just twice, he unlocked performance Kubica couldn't from the recalcitrant Williams car. Still, it was Kubica who nabbed the team's only point, in the chaotic German GP. Russell will be hoping the problems Williams suffered last year (late start, shortage of parts, plus on-track inconsistency) can be eliminated in 2020; on his side, he perhaps needs to be less cautious at race starts.

GP RACING VERDICT

The biggest challenge for Russell is to carry on excelling even if the car continues to be back-of-the-grid material.



Nicolas Latifi

Age	24
Debut	Australia 2020
Starts	N/A
Best result	N/A
Podiums	N/A
Best season	N/A

Latifi is the only rookie in the field this year and likes to say that it's taken him just as long to get to F1 from when he started karting, as it did Max Verstappen – although Latifi started much later. Second in F2 last year, Latifi drove in six FP1 practice sessions for Williams in 2019, having previously tested for Renault and Force India. Latifi will race under a US licence after Canada's national sporting authority resigned its mandate from the FIA. He is a solid, dependable and hard-working racer inside the cockpit, and thoroughly personable without.

GP RACING VERDICT

The key for Latifi is to stay out of trouble and try to match – or at least get close to – team-mate Russell.



TEAM STATS

2019 RESULTS

Position	10th
Points	1
Wins/podiums	0/0
Poles	0
Fastest laps	0

LAST 5 YEARS

2019	10th
2018	10th
2017	5th
2016	5th
2015	3th

TEAM DETAILS

Base	Grove, UK
Chassis	FW43
Power unit	Mercedes M11 EQ
Deputy team principal	Claire Williams
Design director	Doug McKiernan

TEAM HISTORY

Debut	Argentina 1975
Races started	732
Wins	114
Poles	128
Fastest laps	133
Points	3,567
Drivers' titles	7
Constructors' titles	9

KEY WILLIAMS STATS

1

point scored last year

TWENTY ONE

the number of times George Russell out-qualified Robert Kubica in 2019

129

podiums in F1





SUBSCRIPTION OFFER

A NEW SEASON, A NEW ERA



SUBSCRIBE ONLINE:

WWW.AUTOSPORTMEDIA.COM/OFFER/GPMAR20

Terms and conditions: Offer valid for UK subscriptions by Direct Debit only. For the print only package, your subscription will continue at £22.49 every six months. Direct debit rates are valid for one year after which they are subject to change.



SUBSCRIPTION OFFER

TRY 3 ISSUES FOR £3



**WORLD'S BEST-SELLING
F1 MAGAZINE**

- DETAILED INSIGHT
- STUNNING IMAGERY
- EXCLUSIVE INTERVIEWS
- READ ON THE GO
- FREE DELIVERY
- SAVE UP TO 83%



FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 1

AUSTRALIAN GP

13-15 March 2020
Melbourne



PICTURES: SAM BLOXHAM; STEVEN TEE; ILLUSTRATION: ALAN ELDREDGE



RACE DATA

Circuit name Albert Park
First grand prix 1996
Number of laps 58
Circuit length 3.295 miles
Race distance 191.117 miles
Longest straight 0.52 miles
Elevation change 8.5 feet
Lap record 1m 24.125s
Michael Schumacher (2004)
F1 races held 24
Winners from pole 9
Pirelli tyre compounds
C2, C3, C4

CAR PERFORMANCE

Downforce level High
Cooling requirement Medium
Fuel consumption 1.81kg/lap
Full throttle 61%
Top speed 203mph
Average speed 128mph

TIMETABLE (UK TIME)

Friday 13 March
Practice 1 01:00-02:30
Practice 2 05:00-06:30
Saturday 14 March
Practice 3 03:00-04:00
Qualifying 06:00-07:00
Sunday 15 March
Race 05:10
Live coverage Sky Sports F1
Highlights Channel 4

THE MAIN EVENT

Melbourne has a great sporting heritage and traditionally lays out the welcome mat – barring a few protests from residents – as F1 arrives for its season opener. But this year the arrival of the grand prix has been overshadowed by the legacy of a summer of rampant bushfires which have scarred vast tracts of countryside, destroyed homes, and polluted the air of cities such as Melbourne.

F1 has staged an auction to benefit those affected, but the staging of the race will still raise the hackles of those who link the fires with pollution-driven climate change..

Albert Park itself is a challenging circuit but not one blessed with many overtaking opportunities, although the addition of a second DRS zone in recent years has improved matters. Fewer than half of the Australian Grands Prix held here have been won from pole.

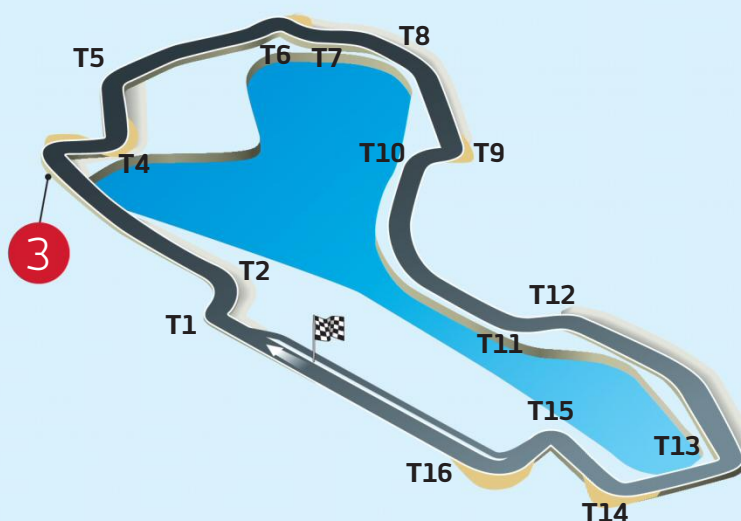
2019 RACE RECAP

Having appeared slightly off the pace in pre-season testing, Mercedes majestically annexed the front row. But polesitter Lewis Hamilton got away from the line slower than teammate Valtteri Bottas, who drove like a man possessed.

Hamilton was on the back foot all race after Mercedes responded to Ferrari's early pitstop for Sebastian Vettel. That locked him into a less optimal strategy in which Lewis had to manage one set of medium tyres for the majority of the race. Still, he was able to fend off Vettel – and then the Red Bull of Max Verstappen, who rose to third as the Ferrari faded to a distant fourth. It was a crushing win

for Bottas, who had a few choice words for his 2018 detractors over the radio on his slowing-down lap.

KEY CORNER: Turn 3 is a low-medium-speed corner that's become a more frequent hunting area since the second DRS zone was added. Cars now arrive here faster and closer together, but gravel awaits those who get it wrong.



THE LAST FIVE WINNERS HERE...



2019

Valtteri
Bottas
Mercedes



2018

Sebastian
Vettel
Ferrari



2017

Sebastian
Vettel
Ferrari



2016

Nico
Rosberg
Mercedes



2015

Lewis
Hamilton
Mercedes



motorsport
JOBS

RECRUITMENT
DRIVEN BY
PASSION



Find your dream job

Here at Autosport we've been helping people find great jobs in motorsport for over 60 years. Today we're launching a new global motorsport jobs site, where you can:

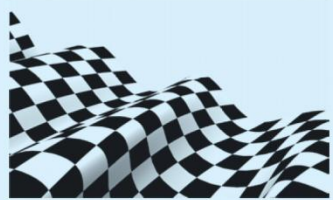
- Find the latest jobs in motorsport
- Apply for a job with just one click
- Upload your CV and let recruiters find you
- Set up job alerts - don't miss out on your dream move

Register at motorsportjobs.com today



motorsport
NETWORK

Motorsport Jobs
- A Motorsport
Network Company



FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 2

BAHRAIN GP

20-22 March 2020
Bahrain International Circuit



PICTURES: ZAK MAUGER; SIMON GALLOWAY; ILLUSTRATION: ALAN ELDRIDGE



RACE DATA

Circuit name Bahrain International Circuit
First grand prix 2004
Number of laps 57
Circuit length 3.36 miles
Race distance 191.53 miles
Longest straight 0.75 mile
Elevation change 182 feet
Lap record 1m 31.447s
Pedro de la Rosa (2005)
F1 races held 15
Winners from pole 10
Pirelli tyre compounds C2, C3, C4

CAR PERFORMANCE

Downforce level Medium
Cooling requirement High
Fuel consumption 1.7kg/lap
Full throttle 66%
Top speed 199mph
Average speed 136mph

TIMETABLE (UK TIME)

Friday 20 March
Practice 1 11:00-12:30
Practice 2 15:00-16:30
Saturday 21 March
Practice 3 12:00-13:00
Qualifying 15:00-16:00
Sunday 22 March
Race 15:10
Live coverage Sky Sports F1
Highlights Channel 4

THE MAIN EVENT

The Bahrain Grand Prix has evolved continuously since its arrival on the F1 calendar. An experiment with an alternative layout in 2010 didn't work but, as the abrasive track surface matured and the race shifted into a later day-into-night time slot, excitement followed. Now only one session takes place in conditions similar to those of the race, so there's less time for teams to find optimal setups. The addition of a third DRS zone has created more drama.

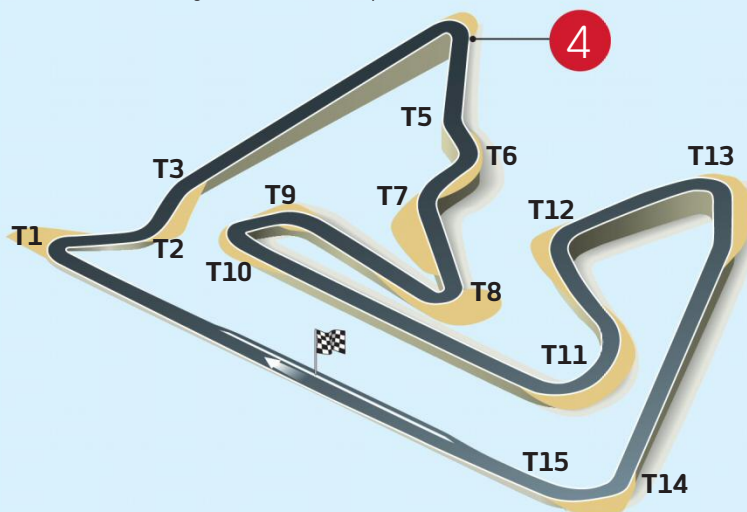
Ambient temperature changes, along with that surface, torment the sensitive Pirelli tyres. This often makes for wildly unpredictable races – and if the tyres don't give up, sometimes the cars do. Most F1 cars are marginal on cooling, the better for slippery aerodynamics, and the heat of the day in this location can be highly damaging.

2019 RACE RECAP

After a muted performance in Melbourne, Ferrari rebounded to secure the front row as Charles Leclerc claimed his maiden pole ahead of Sebastian Vettel.

A poor start consigned Leclerc to third in the early running, behind Vettel and Valtteri Bottas, but he repassed both, only to slow with an engine problem in the latter stages. Vettel dropped out of contention after making an extra pitstop when he damaged his front wing in a spin as Lewis Hamilton passed him. Hamilton came on strong and won from Bottas, while Leclerc was able to cling on to third as the race ended behind a Safety Car after both Renaults expired at Turn 1.

KEY CORNER: Turn 4 used to be one of those corners which, on paper, presented a great overtaking opportunity, but in reality tempted few drivers to make a move. Since the preceding straight was made a DRS zone, that's all changed. Turn 4 now adds a touch of jeopardy to passing moves at Turn 1; overcook it there and get a poor exit from Turns 2-3, and you can be re-passed into Turn 4.



THE LAST FIVE WINNERS HERE...



2019

Lewis Hamilton
Mercedes



2018

Sebastian Vettel
Ferrari



2016

Sebastian Vettel
Ferrari



2016

Nico Rosberg
Mercedes



2015

Lewis Hamilton
Mercedes

2020 MSV



Brands Hatch



Donington Park



Oulton Park



Cadwell Park



Snetterton

SEASON HIGHLIGHTS

Nothing beats experiencing the thrill and atmosphere of live motor racing. Our 2020 season highlights are listed below, but for a full calendar and in-depth information visit our website www.msv.com

28/29 March	Kwik Fit British Touring Car Championship	Donington Park
4/5 April	British Truck Racing	Brands Hatch
4/5 April	HSCC Jim Russell Trophy	Snetterton (300)
11/12 April	Kwik Fit British Touring Car Championship	Brands Hatch
11 & 13 April	British GT and British F3 Championships	Oulton Park
1-3 May	Bennetts British Superbike Championship	Oulton Park
1-3 May	Donington Historic Festival	Donington Park
2/3 May	GT World Challenge Europe	Brands Hatch (GP)
10 May	Modified Live	Cadwell Park
16/17 May	British GT and British F3 Championships	Snetterton (300)
22-24 May	Bennetts British Superbike Championship	Donington Park
23/24 May	Masters Historic Festival	Brands Hatch (GP)
30 May	Vintage Motorsport Festival	Oulton Park
6/7 June	American SpeedFest 8	Brands Hatch
14 June	Tunerfest South	Brands Hatch
13/14 June	Kwik Fit British Touring Car Championship	Oulton Park
19-21 June	Bennetts British Superbike Championship	Snetterton (300)
20 June	Vintage Motorsport Festival	Cadwell Park
20/21 June	British GT and British F3 Championship	Donington Park (GP)
27/28 June	Masters Historic Formula One Weekend	Donington Park
3-5 July	MOTUL FIM Superbike World Championship	Donington Park (GP)
11 July	Tunerfest North	Oulton Park
11-12 July	Legends of Brands Hatch Superprix	Brands Hatch (GP)
24-26 July	Bennetts British Superbike Championship	Brands Hatch (GP)
25/26 July	Kwik Fit British Touring Car Championship	Snetterton (300)
8/9 August	Mini Festival	Brands Hatch

8/9 August	Classic Motorcycle Festival	Donington Park
8/9 August	International Sidecar Revival	Cadwell Park
16 August	Festival Italia	Brands Hatch
16 August	Tunerfest Midlands	Donington Park
21-23 August	Bennetts British Superbike Championship	Cadwell Park
22/23 August	DTM and W Series	Brands Hatch (GP)
22/23 August	Convoy in the Park featuring British Truck Racing	Donington Park
29/30 August	British GT and British F3 Championships	Brands Hatch (GP)
29-31 August	Historic Gold Cup	Oulton Park
4-6 September	Bennetts British Superbike Championship	Oulton Park
6 September	Festival of Porsche	Brands Hatch
13 September	Go Japan!	Brands Hatch
19/20 September	British GT and British F3 Championships	Donington Park (GP)
19/20 September	British Truck Racing	Snetterton (300)
19/20 September	Historic Wolds Trophy	Cadwell Park
20 September	Ford Power Live	Brands Hatch
2-4 October	Bennetts British Superbike Championship	Donington Park (GP)
10/11 October	Kwik Fit British Touring Car Championship	Brands Hatch (GP)
11 October	Modified Live	Snetterton (300)
16-18 October	Bennetts British Superbike Championship	Brands Hatch (GP)
7 November	Stage Rally and Fireworks Display	Oulton Park
8 November	British Truck Racing and Fireworks Display	Brands Hatch
22 November	Stage Rally and Fireworks Display	Cadwell Park

CHILDREN UNDER 13 GO FREE TO ALL EVENTS



WWW.MSV.COM - 0843 453 9000

Calls will cost 7p per minute plus your telephone company's access charge. All events and dates subject to change.

MSV



FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 3

VIETNAM GP

3-5 April 2020
Hanoi Circuit



PICTURES: VIETNAM F1. ILLUSTRATION: ALAN ELDRIDGE

THE MAIN EVENT

Promising glamour and exoticism in equal measure, the brand new Vietnam Grand Prix will – Coronavirus allowing – play against the spectacular backdrop of the country's capital city, Hanoi. More promising still, despite its proximity to the city centre, this will be a fusion of street circuit and permanent track.

The nature of the location has enabled the designers – preferred Formula 1 track architect Tilke GmbH, working alongside F1's in-house experts – to assemble the track like a 'greatest hits' album.

Its opening sequence of turns, which navigates a huge urban roundabout, is analogous to the challenging first few corners of the Nürburgring, while other sections riff off Monaco and Suzuka.

A gently curving straight, roughly a mile long, introduces the possibility



of Monza-style – or even Baku-style – high-speed slipstreaming contests.

Perhaps most significantly for the narratives of races to be contested here, the entire pit complex has been

designed and situated to keep the pitlane as short as possible. This will minimise the time lost during pitstops and could encourage multi-stop strategies.



RACE DATA

Circuit name Hanoi Circuit
Number of laps 55
Circuit length 3.48 miles
Race distance 191.57 miles
Longest straight 1.0 miles
Elevation change 8.5 feet
Pirelli tyre compounds
C2, C3, C4

TIMETABLE (UK TIME)

Friday 3 April
Practice 1 05:00-06:30
Practice 2 09:00-10:30
Saturday 4 April
Practice 3 06:00-07:00
Qualifying 09:00-10:00
Sunday 5 April
Race 08:10
Live coverage Sky Sports F1
Highlights Channel 4

VIRAGE-F1.COM 



VIRAGE F1 is the place to find very rare motorsport memorabilia items.
Offering original race helmets, official replicas, race suits, gloves, shoes, Nomex and more.
From the golden age to the modern era, every item has been selected with passion and carefully authenticated.

+33 6 85 84 55 24 | contact.viragef1@gmail.com

BLOOD SPORT

FORMULA ONE DRIVERS
OF THE DEADLY YEARS



MARY SCHNALL HEGLAR
Author, *The Grand Prix Champions*
a Road & Track book

They Risked Everything — Every Time

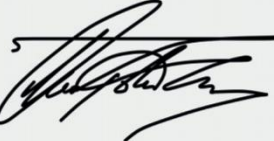
49 F1 Drivers | 5 F1 Constructors | 120 Rare Photos
Late 1960s, early 1970s

"... a fond reflection on the 1970s era of Formula 1 ... [with] candid pictures of the stars." *F1 Racing* magazine

By "an extremely talented and perceptive writer"* who was there.

*C.B., *Antique Automobile*, reviewing Heglar's first book, *The Grand Prix Champions*

Available: Amazon, Barnes & Noble, and bookstores

FORMULA ART  LIMITED EDITION
DAVID JOHNSON GICLÉE PRINTS

Lando Norris - 2019 McLaren MCL34



Each beautiful giclée print captures the colours and detail created by the artist and his palette knife to an archival standard.
Measuring 23"x31" in size and comes with a certificate of authenticity.

Prints are strictly limited to a run of 150 that have each been signed and numbered by the artist David Johnson.

Artist signed edition £124.99 All orders can be made through the website plus P&P

 formulaart  formulaart.co.uk  formula_art

WWW.FORMULAART.CO.UK

DRIVING EXPERIENCES AT THRUXTON

THRUXTON MOTORSPORT CENTRE

DRIVE THE FASTEST RACE CIRCUIT IN THE UK
THE PERFECT PRESENT FOR ANY PETROLHEAD



SUPERCARS
SPORTS CARS
RACING CARS

NEW FOR 2020
THE ALL NEW FORD FOCUS ST

NEW FOR 2020
ALPINE A110 & S MODELS

thruxtonracing.co.uk
01264 882222
Gift Vouchers Available





FINISHING STRAIGHT

TRAVEL



Amsterdam at night
is a great sight (top).
Max Verstappen's
army of fans (above)
will be out in force at
Zandvoort in May

VISIT THE DUTCH GP ZANDVOORT 1-3 MAY 2020

YOUR GUIDE TO AMSTERDAM

After a break of 35 years the Dutch Grand Prix makes its much-anticipated return to the Formula 1 calendar. It will take place at its traditional home of Zandvoort and, as the first European grand prix of the year, it's sure to be one of the most popular races of the season.

That popularity will be a factor of both novelty and the presence of a certain Dutch driver. Red Bull's Max Verstappen has attracted an army of fans who have turned grandstands around the world into a sea of orange shirts. Their faith in Verstappen has been repaid as their favourite driver has pulled off some of the most spectacular overtaking manoeuvres of recent seasons.

Circuit Zandvoort is located within a landscape of spectacular rolling sand dunes north of the town Zandvoort, on the North Sea coast. Zandvoort is a popular beach resort but the majority of spectators choose to stay in Amsterdam, just over 20 miles away. Amsterdam is famous for its culture, canals, monuments and museums, and is our chosen location when travelling to Zandvoort for the Dutch GP.

Amsterdam has no shortage of museums and places of historic interest, for those who want to experience some of the city's rich heritage. One of the most famous attractions in the city is the Van Gogh

Museum, dedicated to the work of one of the world's most influential artists. It hosts the largest collection of the painter's work anywhere in the world. Located in Museum Square, it attracted over 2.3 million visitors last year.

On a more sobering note there is also Anne Frank House, a biographical museum dedicated to Jewish wartime diarist Anne Frank. This can be found on Prinsengracht, close to the Westerkerk, in central Amsterdam.

The canals, originally dug in the 17th century, are a quintessential feature of Amsterdam and are now UNESCO protected. Floating along the waterways on one of the many boat tours available is a perfect way to experience some of the city's attractions.

Amsterdam is also rated as the second most bike-friendly city in the world, with around 320 miles of dedicated cycle lanes. Bicycles are the chosen form of transport for many thousands of commuters – and probably the most authentic way to experience what the city has to offer.

The city comes alive in the evening, with a genre of music for all tastes. Dutch DJs are among some of the best in the world, but whether you want to dance the night away or just visit one of the many bars or pubs the city has to offer, Amsterdam has something for everyone.



Anne Frank House (above, left) and the Van Gogh Museum (above, right) are places of interest in Amsterdam. A trip on one of the many canals (below) can be a great way to experience the city



EXPERIENCE THE DUTCH GRAND PRIX WITH GULLIVERS SPORTS TRAVEL

3-NIGHT HOTEL PACKAGE FROM £699pp

1-4 May 2020

Package 1 includes:

- ★ Option to add Dutch Grand Prix ticket
- ★ 3-night stay in 4-Star or 5-Star hotel in Amsterdam
- ★ Circuit transfers

3-NIGHT TOUR FROM £899pp

1-4 May 2020

Package 2 includes:

- ★ Option to add Dutch Grand Prix ticket
- ★ 3-night stay in 4-Star or 5-Star hotel in Amsterdam
- ★ Return flights, airport transfers and circuit transfers

PACKAGE HIGHLIGHTS

- ★ Informal drinks
- ★ Tour merchandise
- ★ Gullivers reps

FAST FACTS

Flight time

1hr 15mins London to Amsterdam

Currency Euro **Time zone** GMT+1

Public Transport

Unlimited GVB Day/Multi-Day tickets – 1 to 7 day ticket (€8 to €37), children 4-11 (€4 per day). Valid on all GVB transport in Amsterdam on a 24-hour basis

For more information visit:

<https://gulliverstravel.co.uk>

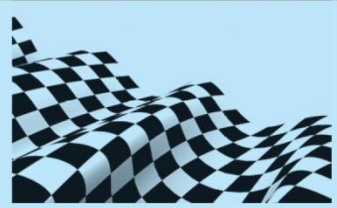
Or speak to one of our

team on: 01684 878671

@GulliversTravel

@gulliverssportstravel

@Gullivers Sports Travel



FINISHING STRAIGHT

ESSENTIALS

F1 UPGRADES

Enhance the F1 experience with the latest must-have products

FORMULA X: HOW TO REACH EXTREME ACCELERATION IN YOUR ORGANISATION

Authors Jurrian Kamer, Rini van Solingen

Price £19.95

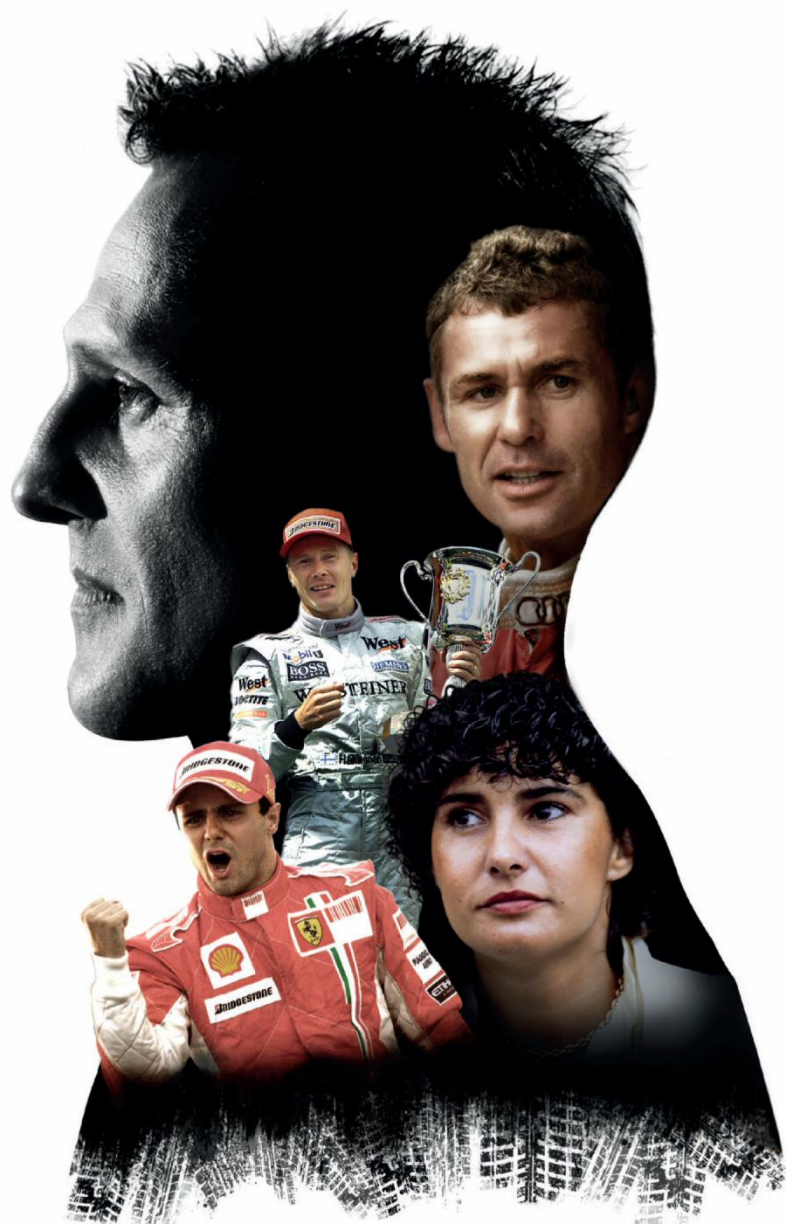
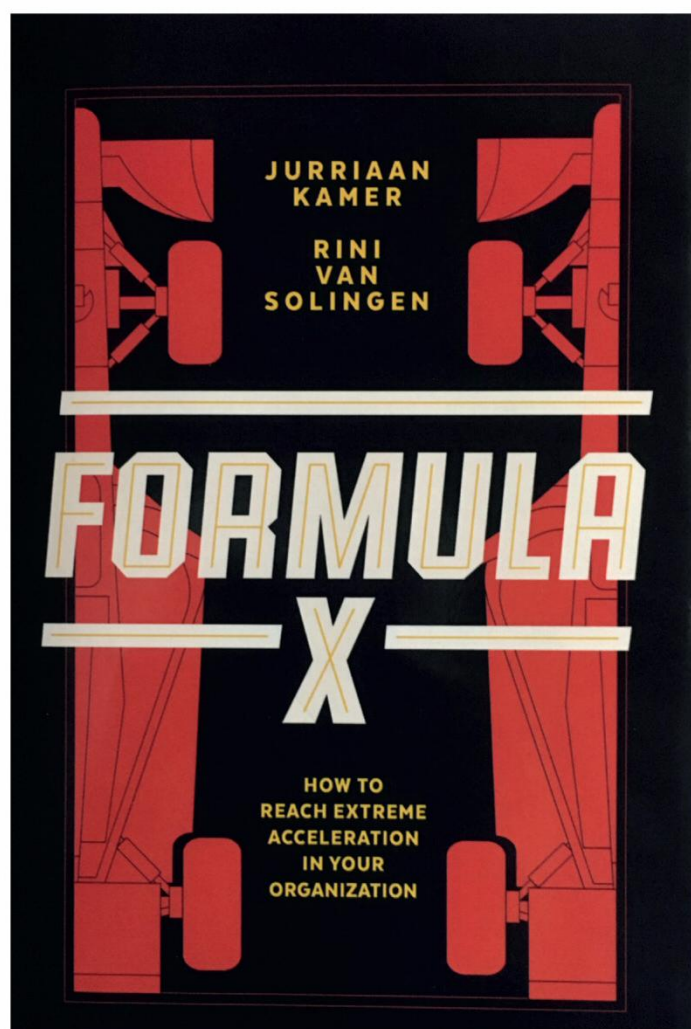
formula-x.co

Formula 1's emphasis on effective leadership, technological agility and operational facility makes it a natural model for management lessons – including our columnist Mark Gallagher's tome *The Business Of Winning*. Formula X's co-authors describe their work as "a business book like no other", which "uses the principles of Formula 1 racing and applies them to a compulsively readable and highly relatable fable for anyone who has ever worked within an organisation".

Thus Formula X belongs to that genre of management text which uses simple storytelling techniques to impart its manifesto, which is then broken down and detailed more specifically via a number of chapters. The narrative details the travails of the recently appointed MD of a kitchen manufacturer as he deals with various madnnesses set in motion by his maverick proprietor (who – spoiler alert – also turns out to be a key investor in the fictional F1 team from which the

benighted MD draws transformative lessons).

If you're looking for hard and fast case studies drawn from within F1 then this is probably not for you. Aside from a Red Bull VIP tour, the authors appear to have drawn most of their knowledge of F1 from other books. But, judging by the glowing references on the jacket – it was first published in Dutch last summer – its theories have been warmly received by high-ups in global companies such as Philips, Unilever and Nike. They certainly make sense to us...



HEROES

A FILM BY **MANISH PANDEY**

MOTORSPORT NETWORK PRESENTS IN ASSOCIATION WITH JVA FILM EDITORS NICK HUTCHINS CHRISTOPHER M. ARMSTRONG
EXECUTIVE PRODUCERS CRISTIANO SOUZA JAMES ALLEN YURA V. BARABASH PRODUCED BY MARK HARVEY MANISH PANDEY WRITTEN AND DIRECTED BY MANISH PANDEY
© 2019 MOTORSPORT NETWORK. All rights reserved.

HEROES

Author/director Manish Pandey

Price From £3.99/month

motorsport.tv

From the writer of the award-winning *Senna* comes *Heroes*, a feature-length journey through the triumphs and tragedies of four motorsport legends.

Heroes features two-time F1 champion Mika Häkkinen, former Ferrari grand prix ace Felipe Massa, nine-time Le Mans winner Tom Kristensen and WRC mould-breaker Michele Mouton, the only woman to have won rallies at world championship level. All four enjoy a connection with another star name

whose story is woven into the very fabric of the film: seven-time F1 champion Michael Schumacher.

There's a substantial emotional depth to the narrative as the guests share their experiences of fighting their way to the top of their profession. All of them have had to face and conquer injuries and challenges and having to choose the moment when they retire. Romping through the archive helps to emphasise the connection to the necessarily absent figure of Schumacher.

While you will be able to catch *Heroes* in cinemas soon, it's available to stream now on motorsport.tv.

FORMULA 1: DRIVE TO SURVIVE 2

Price From 5.99/month
netflix.com

The long-awaited second series of this unfettered fly-on-the-wall documentary 'dropped' on Netflix at the end of February. Series one turned Haas team boss Guenther Steiner into a star as the cameras captured his expletive-laden reactions to the various misfortunes afflicting his cars and drivers. Fans will be pleased to learn that he is on similarly unfiltered form in this latest run as he contemplates not only the wild swings in performance of the truculent VF.19 chassis, but also the tendency of Kevin Magnussen and Romain Grosjean to occupy the same stretch of asphalt at the same time.

Steiner isn't the only team principal to be caught fulminating. Having refused to participate in season 1, both Ferrari and Mercedes opened their garage doors to Netflix this time around. Serendipitously, it was



Mercedes' turn to host the cameras during the German GP weekend when it had a singularly uncharacteristic operational meltdown – while in full retro costume for its "125 Years of Motorsport" celebrations.

Elsewhere it's the usual fare of privileged behind-the-scenes access tightly intercut with action footage and paddock scenes. Look closely and you might see some of the *GP Racing* team hard at work...

As with the first series, the sound is very upfront and best appreciated on a home cinema setup, where the crunch of carbonfibre during shunts – and even the chirrup of tyres over rumble strips – packs a punch.



FORMULA 1: THE CHAMPIONS

Author Maurice Hamilton
Price £35
quartoknows.com

Formula 1 celebrates its 70th birthday this year, providing a nice hook for specialist book publishers. Longtime *GP Racing* contributor Maurice Hamilton's latest work focuses on the 33 men to have claimed the world championship in those 70 years. This is a lavishly produced large-format hardback in which Hamilton's finely turned prose is garlanded with delightful archive

photography by Bernard and Paul-Henri Cahier.

While there's some style overlap between the Cahiers, there remains a nice visual contrast between Bernard's reportage approach and Paul-Henri's more arty look. There's much to enjoy, too, in the words, as Hamilton seeks to bring the personality of champions to life rather than presenting a chronology of events and achievements, or getting bogged down in details. If you wanted to know what colour socks

Farina was wearing at the 1950 British GP, you may need to look elsewhere.

Many of the biographies feature the author's own interviews with the subjects, and the foreword is provided by former F1 'ringmaster' Bernie Ecclestone.





FINISHING STRAIGHT

THE FINAL LAP

@CoddersF1



FLAT CHAT

{ FULL THROTTLE
MUSINGS WITH
STUART CODDLING }

PICTURES  **motorsport
IMAGES**

VALTTERI HAS TO... EAT MORE PORRIDGE!

“There comes a time,” argued Richard Nixon in a famous phone call to then-US Presidential candidate Dwight Eisenhower, “when you’ve either got to shit or get off the pot.” Differing circumstances aside, for Valtteri Bottas that time is swiftly approaching.

Long contract extensions for Max Verstappen and Charles Leclerc at Red Bull and Ferrari respectively have inked in the identities of those teams’ lead drivers for the foreseeable. Mercedes and Lewis Hamilton, having “left each other in peace” over the winter according to team boss Toto Wolff, are about to begin their protracted dance towards agreeing a new contract for 2021 and beyond. They are, as Wolff also said, “the obvious pairing going forward”.

Assuming Hamilton is a given at Mercedes for at least 2021, where does that leave Bottas? Needing to prove himself as the best number two available, that’s what.

Last year Bottas came rampaging out of the

blocks with victory in the season opener. His jokey attribution of his new-found pace to eating porridge for breakfast on race day became an instant internet hit – such stuff as memes are made on, as Shakespeare might have put it. But all the oat-based comestibles in the world couldn’t prevent him gradually shipping positions and points to his team-mate and other rivals as the season progressed. The promise of offering a genuine title threat to Hamilton evaporated and, come Singapore – earlier than ever before – Bottas had to field that dread phrase over the

The choice of champions? Maybe Bottas needs to up his porridge intake to challenge Hamilton



radio: “Valtteri, it’s James...”

Like Hamilton, Bottas is also coming to the end of his contract with Mercedes. But the prospects of him securing a renewal are more nuanced. While his selfless devotion to the team’s cause and his unwillingness to resort to ‘dirty tricks’ to put one over on

Hamilton are weighty presences in the merit column, he’s going to have to find more speed and consistency if he wants to hold on to his seat beyond the end of this season. While it’s impossible to reach firm conclusions about relative performance based on testing, the state of play at the end of last season was that Mercedes no longer had the most powerful engine and perhaps not even the fastest car.

Given stability in the rules, that means a much more tightly contested battle for race wins is in prospect and Bottas can no longer afford the odd off-weekend where he qualifies well but drifts backwards anonymously during the race. Every point may count –

yes, even the much-derided solo ones for fastest race laps.

But for Bottas’s place at Mercedes to be genuinely imperilled, the team needs a replacement it considers to be better. Who might that be? Probably not Esteban Ocon, a Mercedes-backed talent now on long-term loan to Renault and with a tendency to have fractious relationships with team-mates. Daniel Ricciardo, out of contract at Renault this season, is a possibility, albeit a remote one. The way the cards have fallen for him, the only lead-driver roles open to him will be at midfield teams (unless Renault undergoes a radical turnaround and he opts to stay there). Might he find himself at that point in his career where he’s forced to set aside his championship ambitions and accept a subsidiary role in order to stay in the game?

George Russell might impress enough at Williams this season to warrant a promotion, and he remains the strongest candidate. Or does he? Mercedes has just promoted Stoffel Vandoorne to a reserve driver role; yes, he fell out of favour at McLaren a couple of years ago, but he’s staying race-sharp in Formula E and Merc insiders say he’s among the finest simulator drivers they’ve ever had. Don’t rule him out...

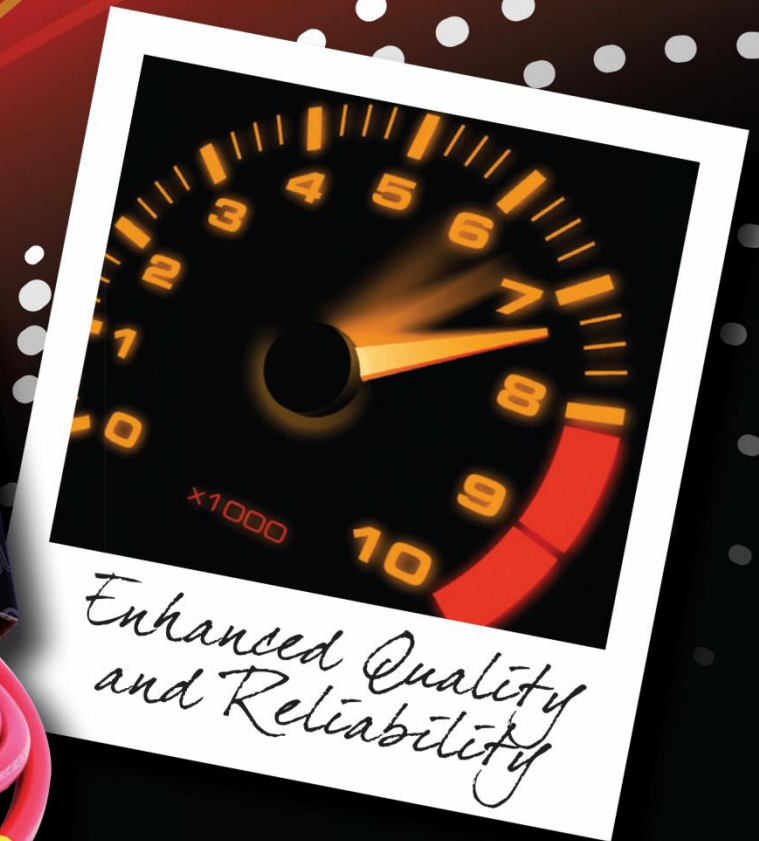
GP Racing has a podcast!

Search for ‘Flat Chat with Codders’ in your podcasting platform of choice.

10 Year Guarantee

www.magnecor.co.uk

Technically Advanced Ignition Leads for Race & Road...



...for professionals, enthusiasts and consumers

Join the 1000's of other happy Magnecor customers worldwide. Check out our website for more information and a list of our dealers & stockists worldwide.



MAGNECOR®

MAGNECOR 'LEAD' WHERE OTHERS FOLLOW

