

Malaysia GP



October 2nd, 2016

PRACTICE 1	THU	10 PM
PRACTICE 2	FRI	2 AM
PRACTICE 3	SAT	2 AM
QUALIFYING	SAT	5 AM
RACE	SUN	3 AM

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Paddock Pointers

Here at *The Newsletter*, we welcome all feedback. Over the past few issues, we have received a flood of email asking for advice, and we feel obligated to help our readers - full service shop here. Each race, we will post and respond to a question sent in from a fellow reader. In the interest of discretion, we have changed the names of the submitter and related parties. Our first question is F1 related, but please feel free to send in any issues, the writers at *The Newsletter* are people first, gear heads second.

Dear Petrol Pals,

First time, long time here. I love the newsletter and respect that you have not sold out yet. The Newsletter is so easy to digest, but I find it difficult to watch the actual races. They are so early in the morning and me roommate (girlfriend) does not appreciate when I turn the TV on before noon on Sundays. My rent is reasonable and moving is such a pain. What's a fellow gear head to do?

Kindly,

Running on Empty

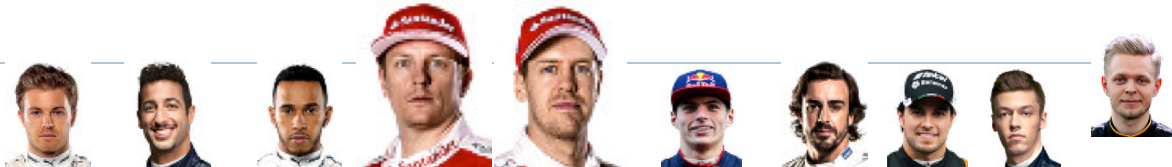
Hi Running on Empty,

I totally get where you are coming from. A late Saturday night leads to a tough Sunday morning on race weekends. We have all been there...trust me. If you do not have access to a private viewing room, then you will need to get your roommate involved with race weekend. Why not turn this nuisance into a shared passion? Have you introduced your living mate to *The Newsletter*? I often find this is all that is needed to turn an argument over an early race into a pleasant morning of cars and coffee. One tip that works very well - DVR the race. Give your roommate an extra 30 minutes or even an hour to sleep, start the race late, fast forward through the commercials. Just saved your relationship.

With pleasure,

Your Pal Next Paddock

Official Outcome – Singapore



Rosberg | Ricciardo | Hamilton | Raikkonen | Vettel | Verstappen | Alonso | Perez | Kvyat | Magnussen

Rewind with Rob

It was hot in Singapore and so was the action. Fans were treated to a thrilling start and an edge-of-your-seat finish as they waited to see if Ricciardo's fast charging Red Bull could catch Nico Rosberg's Mercedes, as the latter faded on old tyres. In the end, a Mercedes won again, but fans received more than the usual treat at the Marina Bay Street circuit.

In Saturday's qualifying, Ferrari and Red Bull were able to set fast laps on the intermediate SuperSoft tyre compound, whereas the Mercedes silver arrows used the UltraSoft. Thus, when the race started on Sunday, many expected that the Ferrari of Kimi Raikkonen, starting 5th, or the Red Bull of Daniel Ricciardo, starting 2nd, would be able to run a longer first stint than the silver arrows and open up different, and winning, race strategies. It was not to be. In fact, Ricciardo, running in P2, pitted on lap 14, before Rosberg (P1). Maybe Ricciardo was attempting an undercut, but both he and Kimi gave up their tyre advantage almost immediately.

Elsewhere at the start, no one got off the line as poorly as Max Verstappen. He started in 4th, but was so slow that Carlos Sainz had to swing around him, just as Nico Hulkenberg was swinging around Sainz. That was 3 cars wide, and Dany Kvyat was over on the right, making it 4 cars. That was one car too many and Nico was the big loser as Carlos clipped his rear and spun him into the right wall. Kvyat, Sainz and Verstappen got to the first corner in 6th, 7th and 8th.

Alonso, starting in P9, blitzed the start and was up to P5 after the opening sequence of turns. During the first few laps the Toro Rossos and Max were stacked up behind Alonso and it looked like he would be passed. He gradually extended his lead, however, to a comfortable distance, and by the checkered flag had only been passed by the much faster cars of Vettel and Verstappen, resulting in a respectable P7.

One of the biggest story lines was the race-long battle between Hamilton and Raikkonen. Both silver arrows were having problems with their brakes overheating. That caused Hamilton (P3) to drop 2+ seconds behind Ricciardo (P2) after putting him under pressure during the first few laps. That drop brought Hamilton under threat by Raikkonen, who was holding in P4. Hamilton pitted first and was still ahead after Raikkonen matched the first stop. They continued along with Raikkonen close behind Hamilton for another 15 laps as

Lewis managed his brake issues. Shortly after their second pit stops, however, Hamilton made a mistake and Raikkonen squeezed by him in a corner and opened up a lead of several seconds, seeming to consolidate the last podium position.

At that point, Mercedes radioed to Hamilton and told him that they were switching to a 3-stop strategy and that he should push to close the gap. So while Hamilton and Raikkonen were both on Soft tyres that could have taken them to the finish, Hamilton dove into the pit on lap 43, with 18 laps to go. At that point, he had closed the gap to only 2.1 seconds behind Raikkonen. Disastrously, Ferrari had Kimi match that move a lap later. So instead of being 25 to 30 seconds ahead of Hamilton and just having to hang on (like Nico) on a track where overtaking is difficult, Kimi came in for new tyres and when he emerged... he was behind Lewis and the race was essentially over.

What happened? It was a classic undercut. As the trailing car, Hamilton could come into the pits while Raikkonen was already past the pit entrance and on another lap. Raikkonen had to do that lap (his 44th) on his old, used and therefore

slow Soft tyres. Meanwhile, when Lewis came out of the pits, he did his 44th lap on fresh, and fast, SuperSoft tyres. So when Raikkonen came in for a pit after his 44th lap, Lewis was running his out lap. Lewis's fresh tyres allowed him to run his 44th lap more than 2.1 seconds faster than Raikkonen did his 44th lap. As a result, when Raikkonen emerged from the pits, he saw Hamilton flash by him. Another poor strategy call by Ferrari.

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Track Talking

As the readership of *The F1 Newsletter* grows, I think it is important to take a step back and focus on the bigger F1 picture, and put this race into perspective.

The Malaysian Grand Prix may seem like a drive-thru race. Some call it a speed bump on the way to Japan and Austin. That may be true, but race weekend is race weekend, and I will be darned if we don't give the proper respect to this race here at *The F1 Newsletter*.

That being said, it seems odd to me that there are two races on the F1 calendar in Southeast Asia that are less than 4 hours by motor scooter between each other. Does that strike anyone else as odd? I drive 5 hours to get to Montreal for race weekend, and my home race is in Austin, which would take me dang near 30 hours via the greatest highway system in the world. There is a lot of injustice in this world, but to me, this is right at the top. Yes, the US was late to get into the F1 world, but now that we are here, this nonsense is over. What am I supposed to do, move to Kuala Lumpur? I don't think so.

Listen, I am going to get some heat from some of the readers, and definitely my editor, for this take, but that is what you get from Track Talking (formerly known as *If The Tracks Could Talk*). I am not going to pull any punches here, just not my style. If we lose some of our sponsors for going after the Malaysian GP, so be it.



Charlie's Chatter

- Sauber have yet to confirm their 2017 driver line-up, but team principal Monisha Kaltenborn says they once again expect to bring in individuals who have financial backing.
- Honda are hoping to be ready to supply more teams with engines by the 2018 season. The Japanese manufacturers currently only provide engines to McLaren.
- Sergio Perez has revealed he has 'dreams' of driving for Ferrari.
- McLaren have denied they are in talks with Apple about 'potential investment' after media reports the technology giant were considering buying the group.
- New F1 chairman Chase Carey harbors hopes of growing the sport in America following Liberty Media's £6 billion takeover of the sport.
- Zak Brown (not from the band) has left his role as chief executive of CSM Sport & Entertainment amid suggestions that he could play a key role in the running of Formula 1.
- Brown also suggested Formula 1's new owners Liberty Media should make it a 'priority' to add a second race in the United States by 2019.

Fantasy Focus



(P1) Scuderia Drew | (P2) Schweizer F1 | (P3) Tonka BMW

The squads of the Pit Road Hooligans league all struggled a bit in Singapore. Scuderia Drew secured the top step with a score of 49, which was one of the lower winning scores of the season and certainly a bit of an underperformance towards the end of the schedule when the pecking order has largely been sorted. Schweizer F1 and Tonka BMW also received oversized bottles of champagne with their scores of 41 and 36, respectively. There wasn't much separation between the squads, so the overall battles remained fairly static with only six races remaining.

- Scuderia Drew was the only squad to correctly predict that Mr. Petronas would win.
- The rest of the P1 picks were split between Odious Lewis and Pretty Ricky; they both made the podium, so those weren't bad guesses.
- Five of the 7 squads thought Odious Lewis would best his teammate; wrong.
- Five of the 7 squads thought Pretty Ricky would be faster than his teammate; which, although it hasn't been the dominant prediction in many recent races, was correct!
- All 7 squads believed Blue Flag! would beat No Smiles Kimi; after the car problems and the start from the back of the grid, that was not the case.
- Out of the 35 total guesses at top 5 positions, only 4 were correct.

Scuderia Drew (49)

The pick of Rosberg in P1 and on pole and the 15 bonus points for those two picks were key to this race. Also of note, this squad successfully foresaw the resurgence of Crazy Ivan, predicting that he would finish P8 (actual: P9). Scuderia Drew is 5th overall and needs to be focused on Schweizer F1, only 18 points ahead.

Schweizer F1 (41)

Both Mercedes followed by both Red Bulls was not a crazy prediction, although it didn't net a lot of points in Singapore. Schweizer F1 got most points from correct putting Blue Flag! at P5 and Crazy Ivan at P9. But expecting the Williams to do well on the tight and slow Marina Bay course was nuts, and resulted in only two points. Schweizer F1 is still locked in the tight mid-field race -- the squad is 18 points clear of Scuderia Drew and has closed to within 34 points of Sauber Alfa Romeo, which is sitting in 3rd.

Tonka BMW (36)

This was a solid, but not spectacular, result for Tonka BMW. It received points for every prediction except P9 and P10. It extended its lead over 3rd place Sauber Alfa Romeo to 51 points, but only managed to make up 6 measly points on O'Brien Red Bull Audi.

JBone (34)

Not unreasonably, JBone put the Red Bulls a bit ahead of the Mercedes cars. Otherwise the top of his prediction grid was fairly accurate. The bottom of the grid was a bit less pretty, marred in particular by the appearance of Val in P8. At this point, JBone is in 7th overall. It's only one point behind FO

Racing for 6th, but the rumour in the paddock is that FO Racing has lost its financial backing and isn't updating its picks any longer this season. JBone should be aiming for Scuderia Drew 53 points ahead.

O'Brien Red Bull Audi (33)

The most interesting prediction here was that Rosberg would finish all the way down in P5. Other than that, O'Brien Red Bull Audi was close on most picks, guessing that the Red Bulls would do relatively well, that the Ferraris would be competitive and Alonso and the Toro Rossos would thrive at this track. The lack of correct guesses doomed O'BRBA, but it maintains a healthy lead in the overall race of more than 100 points with only a few races remaining.

Sauber Alfa Romeo (24)

It's been a tough fall from grace for this once-storied squad. The Marina Bay circuit did not generate the 1-2 Mercedes finish that it predicted and Raikkonen was much better than predicted. Haas and Williams in the top 10 were poor predictions for this track as well. Just five races ago, Sauber Alfa Romeo was the number one squad in the league. Now it's barely holding onto 3rd place.

FO Racing (16)

As mentioned, things aren't going so well in the FO Racing paddock. It's difficult to criticize these abysmal picks, as they were merely carryovers from the previous race. FO Racing is still in 6th place and needs to pull it together ASAP if it hopes to avoid the ignominy of sharing the same fate as the now-defunct PIT ROAD HOOLIGANS.

Moment in History

The year was 2013, and the Malaysian Grand Prix was the second race of the season. Sebastian Vettel was the reigning World Champion and Red Bull racing was largely considered the favorite to repeat as Constructors' Champion. Therefore, no one was surprised when Vettel took pole in qualifying, and his Red Bull teammate, Mark Webber, started from fifth.

The race began with a damp track and tricky conditions. Fernando Alonso tapped Vettel early and was forced to retire. A few drivers, including Vettel, made the strategic decision to put on slick tires before the track was completely dry. This costs those drivers a number of spots and by lap ten, Mark Webber, working a different tire strategy,



was comfortably in first place. Webber continued to hold the lead through the next series of pit stops.

On lap 44, Webber made his final pit stop and re-emerged just ahead of Vettel. The two drivers battled for first over the next few laps. The TV cameras caught Webber giving the finger to Vettel, and over race radio Red Bull team principal Christian Horner said, “This is silly Seb. Come on.” A few laps later, Vettel, on the softer tire compound and ignoring team orders to maintain current positions, passed Webber and cruised onto victory. During his victory lap, Vettel is told over race radio, “Good job, Seb. Looks like you wanted it bad enough. Still you've got some explaining to do.”

There was a brief exchange between Vettel and Webber prior to the podium ceremony, but it is unknown what was said between the two drivers. Later, Webber said, “After the last stop the team told me the race was over and we turned the engines down and go to the end. The team made their decision. Seb made his own decision and he will have protection as usual.” Vettel tried to avoid the topic immediately after the race saying, “Obviously it is very hot and if there is something to say we need to say it internally.” Vettel eventually apologized to Webber, but perhaps the damage was already done.

Pos.	No.	Driver	Constructor
1	1	Sebastian Vettel	Red Bull-Renault
2	2	Mark Webber	Red Bull-Renault
3	10	Lewis Hamilton	Mercedes
4	9	Nico Rosberg	Mercedes
5	4	Felipe Massa	Ferrari
6	8	Romain Grosjean	Lotus-Renault
7	7	Kimi Räikkönen	Lotus-Renault
8	11	Nico Hülkenberg	Sauber-Ferrari
9	6	Sergio Pérez	McLaren-Mercedes
10	18	Jean-Éric Vergne	Toro Rosso-Ferrari
11	17	Valtteri Bottas	Williams-Renault
12	12	Esteban Gutiérrez	Sauber-Ferrari
13	22	Jules Bianchi	Marussia-Cosworth
14	20	Charles Pic	Caterham-Renault
15	21	Giedo van der Garde	Caterham-Renault
16	23	Max Chilton	Marussia-Cosworth
17	5	Jenson Button	McLaren-Mercedes
18	19	Daniel Ricciardo	Toro Rosso-Ferrari
Ret	16	Pastor Maldonado	Williams-Renault
Ret	15	Adrian Sutil	Force India-Mercedes
Ret	14	Paul di Resta	Force India-Mercedes
Ret	3	Fernando Alonso	Ferrari

16	3	Fernando Alonso	Ferrari
15	14	Paul di Resta	Force India-Mercedes
14	12	Pastor Maldonado	Williams-Renault
13	19	Daniel Ricciardo	Toro Rosso-Ferrari
12	2	Charles Pic	Caterham-Renault

Wag of the Week

As a Formula One fanatic, I am sure you have wondered who that creepy guy roaming the paddock is. The answer is Bernie Ecclestone, chief executive of the Formula One Group. The billionaire has been married three times. Ecclestone and his first wife, Ivy Bamford, married in 1952. It is unclear when the couple divorced, but it was only shortly before Bernie began a relationship with Tuana Tan. The Ecclestone-Tan relationship lasted 17 years and crumbled only when the Croatian model, Slavica Radić, became pregnant with Ecclestone's second child. The five foot five inch Ecclestone ended up marrying the six foot two inch Radić and their marriage lasted 23 years. In 2008 Slavica filed for divorce and settled to the tune of \$1.5 billion.



It was in 2012 when the 81-year-old Ecclestone announced his engagement to 35-year-old Fabiana Flosi. The two met on the circuit as Flosi was the Vice-President of Marketing for the Brazilian Grand Prix at the time. The two now divide their time between mansions in Chelsea, West London and Gstaad in Switzerland. Ecclestone and Flosi recently made the headlines as Flosi's 67-year-old mother was kidnapped and held for a £28 million ransom. Ecclestone's mother-in-law has since been found and rescued, but Ecclestone couldn't help but joke, "I never intended to pay them. All my friends know that I wouldn't pay a penny for a mother-in-law."



Tyre me out

In 2015, Vettel was able to snatch victory from the faster Mercedes with his tyre strategy. While the Mercedes made 3 stops, Vettel was able to run longer on the white Medium compound and make only two stops (Medium, Medium, Hard) on his way to victory. This year, Pirelli has brought the Hard and Medium compounds again and added the yellow Softs into the mix.

Most teams have taken 6 or 7 Softs, 3 or 4 Mediums, and 2 or 3 Hards. The Sepang Circuit has a high level of tyre degradation, despite the resurfacing since the 2015 race, and 3 stops are expected for most teams. Last year, the Mediums were good for 15 laps (and up to 20 laps on the cars that could manage them), while the Hards were pushed to about 20 laps. It remains to be seen how much the teams will be able to use the Softs. Perhaps the Softs will be available to those teams that run the three-stop strategy.

Mercedes has struggled at some of the venues with higher temperatures -- one only has to think back to Singapore -- so that may inject some surprise into this weekend's race. But the biggest wildcard is likely to be the weather. Although the new date in the calendar has reduced the likelihood of rain, it's always a risk in Malaysia. We haven't seen the wet tyres out in a race since Silverstone and that always provides a dramatic strategy call. How will it all pan out? We'll see when the lights go out at the Sepang Circuit.

PIRELLI			
FORMULA 1 GRAND PRIX OF MALAYSIA KUALA LUMPUR - SELECTED SETS PER DRIVER			
DRIVER	ORANGE HARD	WHITE MEDIUM	YELLOW SOFT
#44 HAMILTON	3	3	7
#6 ROSBERG	2	4	7
#5 VETTEL	2	4	7
#7 RAIKKONEN	3	3	7
#19 MASSA	3	3	7
#77 BOTTAS	2	4	7
#3 RICCIARDO	3	4	6
#33 VERSTAPPEN	3	4	6
#27 HULKENBERG	3	3	7
#11 PEREZ	3	3	7
#20 MAGNUSSEN	3	3	7
#30 PALMER	4	2	7
#26 KVYAT	3	2	8
#55 SAINZ	3	2	8
#9 ERICSSON	2	4	7
#12 NASR	2	4	7
#14 ALONSO	3	3	7
#22 BUTTON	3	3	7
#94 WEHRLEIN	3	4	6
#31 OCON	3	4	6
#8 GROSJEAN	2	4	7
#21 GUTIERREZ	3	3	7

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Circuit City

SEPANG INTERNATIONAL CIRCUIT

FIRST GRAND PRIX	NUMBER OF LAPS	CIRCUIT LENGTH	RACE DISTANCE	LAP RECORD
1999	56	5.543 KM	310.408 KM	1:34.223 JUAN PABLO MONTÓYA (2004)

