

# Japan



October 9<sup>th</sup>, 2016

PRACTICE 1	THU	9 PM
PRACTICE 2	FRI	1 AM
PRACTICE 3	FRI	11 PM
QUALIFYING	SAT	2 AM
RACE	SUN	1 AM

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## Paddock Pointers

Dear Petrol Pals,

*I have a sartorial question for you. As a member of the minority in your readership, I know I am supposed to roll my eyes when the tyres start spinning, but I do enjoy the races. I want to send the signal that I am an f1 fan, but I don't want to wear a man's name, like Alonso, for instance, on my back. I'm also on a budget - no shopping sprees in Monte Carlo for me. Any tips for curating F1-lifestyle appropriate outfits? Sincerely,*

*Tyred of Sweatpants*

Hello Tyred of Sweatpants,

Very good question and something I think many of our readers are struggling with, male or female. As someone who has been to their fair share of grand prix, I have a few suggestions for you. I think the biggest thing to keep in mind - do not feel obligated to wear official team gear. The best F1 fans show their support with their swagger, flash and attitude.

It all starts with the team you support. If you rep Mercedes, throw on those leather riding boots hiding in your closet, some jeans, a crisp white shirt, and act a little snobby. No one will confuse you with a McLaren fan.

If you prefer Ferrari, I would recommend buying a red fanny pack. Their fan base seems to be either really fashion forward, or completely clueless. Most fall into the latter. I would skip showers for a few days before the race; these guys (and gals) do not care about hygiene.

If Red Bull is your team, you need to be super hip. I would go to the closest H&M and stock up on the latest threads, go out of your comfort zone.

The fans that rely solely on a team shirt with a drivers name on the back are not true fans. You need to focus on the complete package. If you talk the talk and walk the walk, the fan base will welcome you.

Out.

## Official Outcome – Malaysia



Ricciardo | Verstappen | Rosberg | Raikkonen | Bottas | Perez | Alonso | Hulkenberg | Button | Palmer

# Rewind with Rob

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The Malaysian Grand Prix gave fans more racing excitement than they could have hoped for. There were first-corner crashes; there were brilliant strategy calls; there were tyres falling off cars at 200+ kph; there were cars turning into Batmobiles, complete with flames coming out of the back; and there was wheel-to-wheel racing between teammates. Let's dive in.

Lewis Hamilton easily set the fastest qualifying lap and it looked like he was in good shape to retake the Drivers' Championship lead from his teammate Nico Rosberg. At the start, both Lewis and Nico got off to good starts. The Red Bulls of Max Verstappen and Daniel Ricciardo, which locked out the second row, were a bit slower off the line. Sebastian Vettel in the Ferrari had one of his trademark jackrabbit starts. This put Vettel alongside Verstappen at the first corner. They both braked late and Vettel's front left tyre banged into Rosberg's right rear, spinning Rosberg around and breaking Vettel's suspension.

We'd seen late-braking moves on the inside of Turn 1 twice before at the start of races this year. We saw it from Dani Kyvat in Russia and Max in Belgium. In both cases it was considered aggressive, but no punishments were meted out. Apparently the stewards hold Vettel to a different standard; he received a 3 grid spot penalty to be enforced in Japan.

After the collision, Hamilton was in 1st, Ricciardo was in 2nd, Raikkonen was in 3rd and Verstappen was a few positions back. Rosberg was down in 21st position, but he gamely fought his way back to finish P3, even if he did make a rude pass on Raikkonen, hitting him and gathering a 10 second penalty, in the process.

The Virtual Safety Car came out after Vettel's crash and at two other times during the race. During the VSC, drivers must lap at a minimum time. This has the practical effect of slowing them all down equally so all time gaps between the cars are maintained. But because of the slower speeds, drivers can pit during a VSC and lose only about 10 seconds worth (at racing speed) of track position rather than the usual 20+ seconds. Fernando Alonso of McLaren was able to use the VSCs perfectly. Although he started last on the grid after taking penalties for replacing his engine, he was up to 12th in the first lap. He then used the advantages of pitting under the VSCs to finish in P7.

Bottas's race was also a masterpiece of strategy. Although two to three stops were expected, he was able to run 29 laps on the Medium tyres and then 27 on the Hards. The unique one stop (!) strategy allowed him to vault into P5.

No race recap would be complete without mention of the bizarre and scary sight of Esteban Gutierrez's Haas losing a front left wheel while speeding down the backstretch. Fortunately, he was able to pull off the tarmac, but his race was over. Haas was assessed a penalty for an unsafe release from pit lane. It's inarguable that it's unsafe to have wheels flying off the cars.

The (literal) fireworks began on lap 40. Hamilton had a comfortable lead over the rest of the field and looked to be cruising to victory (although he did have one more stop to make). But as he came down the front stretch, his engine blew, resulting in flames shooting out of the exhaust. He was very visibly upset as he climbed out of his car. As a result of Hamilton's DNF, Rosberg extended his lead in the Drivers' Championship to 23 points with five races remaining.

The epic fight that Ricciardo and teammate Verstappen engaged in just one lap before Hamilton's blowout became race-deciding. The two Red Bull teammates had raced side-by-side through three "ess" turns before Ricciardo was able to decisively defend his lead. That allowed him to pit first when Hamilton's retirement brought out the VSC. At that point Verstappen's tyre life advantage was neutralized and the two second lead that the pit-priority gave Ricciardo was all that he needed to secure his first win of the season.





## Track Talking

The Japanese Grand Prix is raced around the Suzuka circuit, located right on the Ise Bay, and more importantly is my favorite track name to say. It is fun to mess around with the different accents you can throw on Suzuka. Daniel Ricciardo adds an R to the end, Suzukar. And then you hear guys like Rob who kind of pretend to know racing/sports and mess up Suzuka with MLB great Ichiro Suzuki. Just a good time all around.

The Japanese Grand Prix is also home to the best fans in F1. As much as that pains me to admit, these guys know how to watch motor sport. Everyone is putting up the peace sign, smiling ear-to-ear, and have Japanese flags painted on their faces. And then they wear these weird hats that look like Green Bay Packer cheese heads, but instead of cheese they have replica race cars on the top.

These hats are obviously cool, and will no doubt be on my Christmas/Birthday list this year, but I am above average height and this hat is going to add another 3-5 inches on top. You look around Suzuka and the fans are quite a bit shorter. No offense to our Japanese readers, this is just a fact, check average heights by nation on Wikipedia. So if I go to the race next year, I am going to cause those friendly fans to replace their peace signs with a single finger. Heck, I wouldn't even be able to watch the race with Rob sitting behind me, and we all know about his height problems. I think my only option will be to keep watching the Japanese Grand Prix on my couch at home, with my car hat on, American Flag face paint, and shouting Suzukerrrr every few minutes.



## Charlie's Chatter

- Nine Australian revelers at the Sepang circuit have been jailed after stripping down to reveal underpants themed on Malaysia's national flag.
- Red Bull's motorsport advisor Helmut Marko believes his team "forced" Lewis Hamilton's Mercedes Formula 1 engine failure in the Malaysian Grand Prix.
- Lewis Hamilton says he would be prepared to skip practice sessions in the five final races of the 2016 Formula 1 season if it meant protecting his remaining engines following his dramatic exit from the race.
- The long-awaited appointment of Lance Stroll as Felipe Massa's successor has moved a significant step closer after the Canadian youngster wrapped up the Formula 3 championship.
- Sergio Perez finally confirms he will be staying at Force India for 2017.
- Sky Sports understands that Valtteri Bottas will remain at Williams after rejecting an offer to join Renault.
- Despite being rebuffed by Sergio Perez and Valtteri Bottas, Renault are still 'desperately seeking top drivers' for 2017.



# Fantasy Focus



(P1) Tonka BMW | (P2) O'Brien Red Bull Audi | (P3) FO Racing



With Hamilton and Vettel, two of the favourites, failing to make the finish line, many of the squads of the Pit Road Hooligans fantasy league were left scrambling for points from their midfield predictions. Although the final standings are starting to clear up, much can still change in the final five races and there is a lot of pride on the line.

- The top three finishers all relied on 10 bonus points for pole position (Hamilton) and most positions gained (Alonso)
- Six of 7 squads forecast a Mercedes 1-2 finish
- Only one squad even had a Red Bull on the podium at all
- Verstappen was favoured about equally as his more experienced teammate Ricciardo
- No one saw the resurgence from Val Bottas of Williams; he was not in anyone's top 5 selections

## Tonka BMW (50)

Three correct guesses were all it took to stand out from the pack. Tonka BMW correctly saw a strong race from Force India (Hulkenberg, P8) and McLaren (Button, P9). Williams reminded Tonka BMW not to count it out yet. Although this squad cut 10 points into the overall lead, it is still 99 points away from first place with only five races remaining. The good news is that it padded its lead over third place.

## O'Brien Red Bull Audi (40)

The prediction that Verstappen would sink to P7 did not pan out, nor did the bold prediction that both Williams would thrive at Sepang. But O'Brien

Red Bull Audi got enough points from Raikkonen (P4) and Perez (P6) to avoid disaster in the overall standings and to take another podium in the process.

## FO Racing (39)

For a team that has abandoned the garage for the season, not having updated its picks in several races, FO Racing did surprisingly well. It's holding onto 6th place overall and will continue to have a place in this column until it slips behind the "live" squads.

## Sauber Alfa Romeo (35)

It was nearly a paint-by-constructor prediction for the squad, as it has two Mercedes followed by two Ferraris followed by two Red Bulls followed by two Force Indias. Only the Toro Rosso of Sainz squeezing into P10 instead of Massa disrupted the pattern of Sauber Alfa Romeo's picks. Of course, nearly all of them were wrong. But the squad did consolidate 3rd place overall, with nearly 50 points between it and Schweizer F1 in P4.

## Pit Road Hooligans (30)

Another defunct squad, another spectacular day. PIT ROAD HOOLIGANS hasn't updated its picks since the first week, but scored big with Alonso in P7 and gaining the most laps. It's in the basement in the overall standings, but had one last (?) moment of glory.

## JBone (21)

The squad in P7 needed to make some bold moves to climb the overall rankings. Those didn't happen this week. There is undoubtedly a large

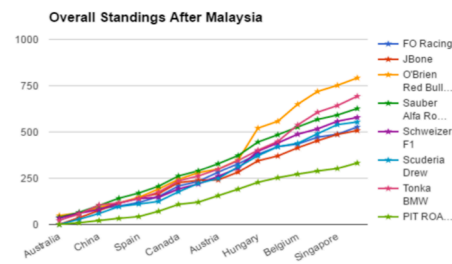
measure of luck in trying to predict where the top 6 cars will place. The high estimate for Kyvat (P7) and giving Bottas most positions gained are harder to explain. It's on to next week for JBone as it tries to pass FO Racing.

## Schweizer F1 (21)

The wild prediction of the week goes to Schweizer F1 for slotting a McLaren and a Williams ahead of the Ferrari of Raikkonen. Word is that Kimi is not smiling at the slight. With nary a Force India in sight, Schweizer F1 decided that recent race results were irrelevant. Nevertheless, Schweizer F1 is in P4 and is approximately 25 points clear of Scuderia Drew in the overall standings.

## Scuderia Drew (14)

If you ain't first, you're last. Never has this been more true. Last week this team was sipping champagne from the top step. This week it's in the basement behind two squads that have the lights out. Scuderia Drew is in the midst of the tight midfield race in the overall standings -- about 25 points behind Schweizer F1 and about 25 points ahead of FO Racing.





# Moment in History

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Japan has traditionally been one of the last races of the season, and as such the Japanese Grand Prix frequently features a fight for the World Championship. This year's race should be no different as Lewis Hamilton trails teammate Nico Rosberg by just 23 points in the driver standings. For this week's moment in history, however, we take you back to 1989. Formula One icons and then teammates, Alain Prost and Ayrton Senna, were in the midst of a battle for championship points. While the personal feud between Prost and Senna lasted years, the championship fight came to a dramatic conclusion during the 1989 Japanese Grand Prix. A race that turned out to be one of the most notorious in the sport's history.

Both Senna and Prost were driving the dramatically superior McLarens and easily qualified first and second. When the lights went out, however, it was the Frenchman, Prost, who had the better start and leapfrogged his teammate into first place. Prost built his lead for 40 laps but had decided to turn down the power on his car to conserve tires and improve reliability. In fact, Prost has deliberately let Senna close the gap to one second so he could force Senna to use up his fresher tyres (F1 cars like "clean air". In other words, the car and tyres perform worse when following another car too closely). Senna, with high-down force settings and an advantage through the corners, realized his best chance was to pass Prost in one of the low speed corners. He took his chance in the chicane, the second-slowest corner on the circuit.

As Prost eased into the corner Senna jumped to the inside. Prost saw the move in his mirror and cut right to close the gap. The two cars locked wheels, stalled and rolled into the escape road. Prost, thinking both McLarens were done for the day, exited his car and started to walk back to the pits confident his lead in the world championship was secure. Senna, on the other hand, frantically gestured to the marshals to clear his car of the potentially hazardous track location. As the McLaren was being pushed forward, Senna restarted the engine and rocketed back on track.

Senna's MP4/5 had suffered some damage during the crash, but the McLaren teammates had built such a large lead during the first 46 laps that Senna was able to pit for a new front wing and return to the track just five seconds behind the new race leader, Alessandro Nannini. Two laps later, Senna passed Nannini and three laps after that he took the checkered flag. The Brazilian had repeated as World Champion.

The celebrations were short-lived. Immediately after the race, FISA president Jean-Marie Balestre, a Frenchman, disqualified Senna claiming the driver gained an unfair advantage skipping turns 16 and 17 following his collision with Prost. Nannini was awarded the race victory and Prost was crowned the World Champion. Senna and McLaren appealed the disqualification ruling asserting that Senna gained no competitive advantage missing the chicane, but were quickly denied. To this day, Formula One fans debate whether Prost intentionally ran into Senna, Senna was overambitious in his pass, or the collision was just an unfortunate result of hard racing. You decide.



# Wag of the Week

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Up to this point the WAG of the Week column has only addressed modern Formula One wives and girlfriends. This week we will examine the love life of perhaps Formula One's most enigmatic playboy, James Hunt. If you do not know, James Hunt was a British racing driver who won the Formula One World Championship in 1976. His rivalry with Nikki Lauda is the focus of the fantastic 2013 film *Rush*. As an aside, if you are a burgeoning F1 fan and have not yet seen *Rush*, you now have some plans for Saturday night.

As highlighted in the movie, James Hunt was known for being a partier and womanizer. That is why Hunt's engagement to Suzy Miller in 1974 came as such a surprise. The couple met in Spain and just a few weeks after their introduction Hunt proposes to the British model, actress, dancer, and choreographer. The couple married on October 18, 1974 at the Brompton Oratory in Knightsbridge. The wedding was considered the "society wedding of the year."

The love at first sight feeling did not last. Miller, who was known for her beauty and for getting whatever she wanted, started to lose Hunt's focus. Hunt began to see other women and Miller, not to be outdone, looked for a way to make Hunt jealous. Enter



actor Richard Burton. By the end of 1975, Suzy had left Hunt for Burton and filed for divorce. Burton was so smitten with Miller that he ended up paying James Hunt's divorce settlement of \$1 million dollars. Burton and Miller married in 1976 although the marriage only lasted 6 years. Hunt attempted marriage once more himself as he married Sarah Lomax in 1983. That marriage lasted 6 years as well.

It seemed that James Hunt was finally settling down when he met Helen Dyson in 1989. Hunt ultimately proposed to Dyson over the phone on June 14, 1993. The next day Hunt was found dead in his Wimbledon home. He died in his sleep of a heart attack.

## BEGIN THE PROCESS

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# Tyre me out

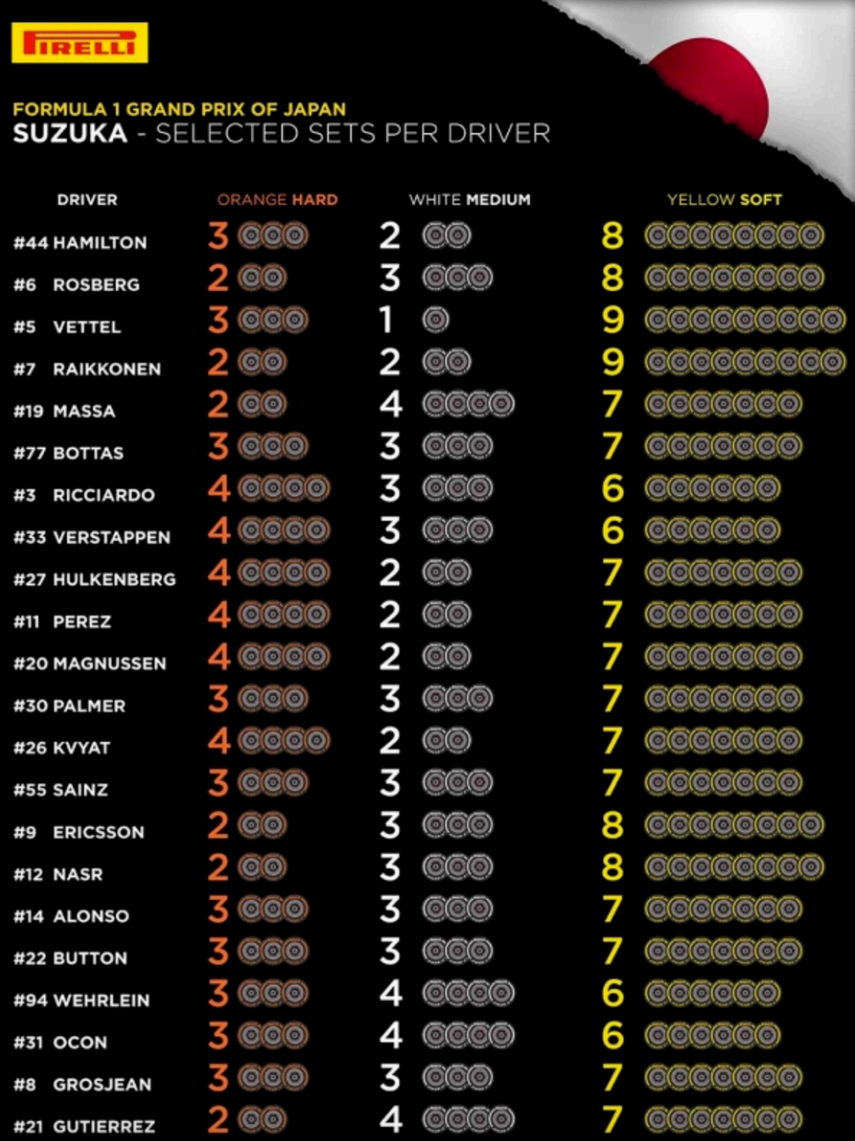
In 2015 at the Japanese Grand Prix, Pirelli offered the white Medium and orange Hard tyre compounds. The dominant and winning strategy was a two-stopper. Drivers went Medium-Medium-Hard or Medium-Hard-Hard. The fast and swooping corners of Suzuka put a tremendous amount of lateral force on the tyres. With all of the work they are asked to do, the Mediums lasted approximately 15 laps, while the Hards ran well for about 25 laps of the 53 lap race.

This year, Pirelli has added the yellow Soft compound and brought the Mediums and Hards again. The Hards are the mandatory race tyre, meaning that each car will have to run at least one lap on them on Sunday. Expect to see the drivers using the fast Soft compound in Q3, which means that the top 10 drivers will be starting on that compound. From there, the strategy is up in the air.

Track temperatures are one of the most important factors in determining tyre life and the temperatures at Suzuka fluctuate greatly. So we'll have to wait until Sunday to see what individual drivers choose to do. But we do know that Suzuka is a relatively narrow track where overtaking is relatively difficult for a non-street circuit. So track position is a priority, which means that cars may be reluctant to take that extra pit stop if they are deciding between two strategies.

The teams have varied fairly dramatically in their tyre allocations. Ferrari has loaded up on the Soft compound. Vettel has nine sets of the Softs, three sets of Hards and only one Medium. That suggests that Ferrari is going to run an aggressive strategy with three or even four stops. On the other hand, Red Bull has elected a conservative tyre allocation, with only six sets of Softs and four Hards and three Mediums. As many of the Softs will be used up in qualifying, Red Bull may not be racing in any Softs shoes once it gets off the Q2 tyres. Mercedes has split the difference with eight Softs and five Hard/Medium sets.

As usual, preserving flexibility allows the teams to meet changes in temperature, precipitation, Safety Cars, etc. But the team that gambles on one particular strategy is in best position to take advantage if conditions pan out for that strategy. We'll see which teams gain positions based on strategy when the lights go out on Sunday!



DRIVER	ORANGE HARD	WHITE MEDIUM	YELLOW SOFT
#44 HAMILTON	3	2	8
#6 ROSBERG	2	3	8
#5 VETTEL	3	1	9
#7 RAIKKONEN	2	2	9
#19 MASSA	2	4	7
#77 BOTTAS	3	3	7
#3 RICCIARDO	4	3	6
#33 VERSTAPPEN	4	3	6
#27 HULKENBERG	4	2	7
#11 PEREZ	4	2	7
#20 MAGNUSSEN	4	2	7
#30 PALMER	3	3	7
#26 KVIAT	4	2	7
#55 SAINZ	3	3	7
#9 ERICSSON	2	3	8
#12 NASR	2	3	8
#14 ALONSO	3	3	7
#22 BUTTON	3	3	7
#94 WEHRLEIN	3	4	6
#31 OCON	3	4	6
#8 GROSJEAN	3	3	7
#21 GUTIERREZ	2	4	7

# Circuit City

## SUZUKA INTERNATIONAL RACING COURSE

FIRST GRAND PRIX	NUMBER OF LAPS	CIRCUIT LENGTH	RACE DISTANCE	LAP RECORD
<b>1987</b>	<b>53</b>	<b>5.807</b> KM	<b>307.471</b> KM	<b>1:31.540</b> KIMI RÄIKÖNEN (2005)

