



## F1 Debrief – Don't tell me, tell Sidepodcast!

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Christine: This is F1 Debrief – Don't tell me, tell Sidepodcast! On this show we discuss the engine sound in person, predicting great things for Kvyat, and your homework for this week. Everything in the Formula 1 world is kind of on hold at the moment because we are between races and we're waiting to find out what happens with the Red Bull appeal. I thought it would be a good time to delve into some feedback we've had over a variety of topics.

Mr C: Are we getting grief already? We've only done two or three shows and people are already on our case.  
Christine: I wouldn't call it grief, we've had some fabulous people getting in touch.

Mr C: Ok, what have they got to say for themselves?

Christine: I've got three emails, would you like me to do them chronologically or in order of size?

Mr C: Oh, in order of size.

Christine: Ok, let's start with the longest one, which is also the most recent. It is a long one but I thought it was worth touching on all the points that Dr J has sent us. He said... it's on the strength of the last episode about engine noise, he sent across his thoughts. He said "Hi Sidepodcasters. Dr J from down under here. Just heard your latest F1 Debrief and was interested in your discussion on the new sound of F1. I was at Melbourne for the opening round and have been every year since 2000." That is a lot of years.

Mr C: This sounds like a person who might know their engine noises.

Christine: Well it's a Doctor. "I think the issue with the sound is that there's a massive difference in how it affects the at-track experience versus the TV experience. When the cars first hit the track on Friday the reaction in the stands was quite similar to your discussion on the podcast. The sound of the car itself is quite good although a bit quieter. You can hear the noise of the turbos, the tyres locking up, the car bottoming out. And you can hear the at-track announcers a lot easier. Maybe this won't be so bad after all.

"At Melbourne they have a support event called the ultimate speed comparison where a road-car, a local V8 touring car and a F1 car race each other over one lap using a handicapped start, the idea is that they cross the finish line all at the same time. They always use a 2-3 year old F1 car for this and as soon as that older Red Bull came out on the track for its warm up lap, pretty much everyone turned to each other and said – now that's how a F1 car is supposed to sound. It was only when we were given a reminder of what it used to be like that we realised the new sound was actually a bit <b'eeep>." Which is something that we mentioned, because it wasn't until we saw... I saw the video with the comparison of last year and this year that I even noticed the difference.

Dr J continues "To me one of the fundamental things that makes up the magic of the F1 experience at the track is that sound. I have a son who is too young to attend an F1 race yet, but in a few years he will be. Up until 2013 I would have been able to say wait until you hear the sound of these things live, it's a visceral experience, unlike nothing you've ever heard before. The sense of power and violence that it imparts has to be heard to be believed. And got to enjoy that look of amazement on his face that everyone gets when they hear it for the first time. Now I won't be able to say that, part of the magic of F1 live and a part that got a lot of people hooked on F1 over the years I'll bet, is no more.



“On TV you are right. The difference is not that much and the extra benefits will make it a better viewing experience. And Mr C, yes, eventually this will become the norm and everyone will forget what the old cars used to sound like. But I must admit that makes me a bit sad.” I do get that first impression thing, because I remember going to the first time and thinking – wow I can hear this from a long way away. But it gets old pretty quickly when you can’t have a conversation at the track and you go home at the end of the day with a massive headache.

Mr C: Yes, one there is a very specific ... there’s a couple of things to say actually on this. It’s great feedback, thank you Dr J, that’s amazing. A couple of points to bring up really. Firstly, one Formula 1 car, old Formula 1 car sounds amazing, and I completely understand that hearing a solo engine on track can bring back great memories and I can completely appreciate that. But, I genuinely found 20 of the things, or 22, or 24 or however big the grid was at the time, was too much. Whereas I find a full grid of the new engines to be much more appreciable and it doesn’t feel like complete sensory overload. One on its own was probably at the right amount but that would make for a very dull race as we saw last year.

I think it’s not a massive coincidence that the old car was at Melbourne because I do believe the day opened with a two-seater run in an old Formula 1 car designed specifically to antagonise the locals. I mean a 7am wake-up call from a screaming V8 or V12 or V10 whatever it was, a hugely noisy Formula 1 car. It was designed to announce that Formula 1 was in town. It’s like F1’s calling card and I know Ron Walker has been complaining in the press about the noise of the new cars because it’s hard to know a Formula 1 event is going on in the city if you can’t hear it. I mean that’s how... that was how awareness was raised and I recall people in Canada working in office blocks complaining about the noise on several occasions because Formula 1 disrupts society when it comes to town. These new engines – it doesn’t disrupt anywhere near enough and a lot of people won’t know that Formula 1 is going on. So there was a massive effort I think from organisers in Melbourne to make sure that everybody knew Formula 1 was still in town by getting as many old cars as they could on track and therefore – if that old car wasn’t there as you rightly pointed out a minute ago, if there wasn’t a back-to-back comparison it wouldn’t have seemed like such a shock. And I think that was by design. I don’t think that was a coincidence.

Christine: But if like you say it’s their calling card then it’s probably a bad thing that it’s gone away because then you won’t know F1 is in town.

Mr C: Well for city races certainly Canada, Melbourne, that’s probably it. I mean Silverstone it doesn’t make the blindest bit of difference because it’s only badgers and rabbits that are anywhere near the vicinity to hear it so, you know, yes you won’t deafen some of the local wildlife this year, that’s a big shame but it’s not like you can hear the Formula 1 cars from London. It’s not that loud. But if it’s a street race, or a race near a city centre then it’s a great bunch of free advertising so at least people know it’s there and the event is on.

Christine: I did think it was a bit unfair with the recent talk of the Australian race promoters suing F1 because of the breach of contract or whatever when they’ve spent a lot of time having to appease the locals who don’t like the sound of the sport. You can’t win!

Mr C: I don’t think ... I suspect actually that Mr Walker enjoys the controversy and the confrontation of running an event that it causes. I think he probably thrives on that and without the noise to prove that he’s got something on I suspect one of the reasons why he’s decided to stand down after next year. So, you know, maybe some people just like to argue with people – as I do! I can totally understand that. But that’s just the way it is. If we never had a V8 car on track in Melbourne, you’d never know you’re missing out. As we’ve just proven, as Dr J has essentially just said. And therefore the answer surely is don’t put any V8 cars anywhere near the tracks in the future. Problem solved. Goodwood is probably the place where you would go if you’re in the UK, you can see V8s. Other races will have I’m sure two-seater Formula 1 cars or other demonstration runs and obviously city events will run last year’s car. So you can still hear them if you want to and one at a time they are fantastic. But 22 of them I think is too much.



Christine: Dr J just signed off his email with – keep up the F1 Debriefs I like the new format and the days when you used to produce that weekly show of two fans just talking F1 is the era of Sidepodcast that I’ve always liked the best. Which is very kind.

Mr C: Awwww. Thank you. With email like that, what can we do, but do more shows. I mean that’s fantastic feedback.

[Sweeper]

Christine: Now I know that we’ve already had one race and so it’s a little bit late for predictions but Stephanie, she dreamt up some predictions for the 2014 season and she sent me an email saying – I sent my predictions to my boyfriend and he insisted I forward them on to you so here they are, enjoy. Which I really like that concept of the boyfriend going – don’t tell me, tell Sidepodcast!

Mr C: I don’t want them. I don’t want to know. Ok, so we are the default mail drop for 2014 predictions, what have we got?

Christine: So Stephanie said “I think that every team is going to have at least one DNF this year.” And after one race we’ve had Mercedes, Red Bull, Lotus, Caterham, Williams, so we’re about half way there already!

Mr C: These were sent in before the first race, right?

Christine: Yes.

Mr C: Ok.

Christine: She says “I think Vettel shouldn’t be counted out like he has been because of the car. I think they’ll catch up throughout the season and the last race being double points will work to their advantage instead of hindering them like it was designed to do. Everyone is saying Hamilton for the win but I think Rosberg might be better, but I hope not. I think Lewis will struggle with saving fuel. I’m slightly worried that Magnussen will do better than Button and if he doesn’t it will be because Button can hold him off even though he’ll be slower or the pecking order of the team comes down on him. I think Button is on his way out. Sad face [☹].”

Mr C: I think that Button’s on his way out but I think that’s because Ron Dennis has returned and Jenson was always Martin’s driver, wasn’t he? And without Mr Whitmarsh anywhere to be seen I suspect Button’s time at the team is maybe coming to an end. I did say I think last year that I thought Jenson would be running McLaren before long, but if Ron’s back in the picture then there’s no chance of that happening.

Christine: Didn’t take long for things to completely change around then. It does seem like, it’s early days but it seems like Magnussen is Ron’s new protégé. You can see him sort of fitting in to that Hamilton mould.

Mr C: Yes, absolutely. Can I just pick up Stephanie on one point by the way. Double points was not as far as I’m aware brought in to hinder Red Bull. It was brought in to hinder any team who were running away with the championship.

Christine: Which is Red Bull.

Mr C: No, well this year it’s almost certain to be Mercedes.



Christine: Well we all have short memories. And at the moment they are full of Red Bull.

Mr C: Fine.

Christine: Stephanie continues “I can’t wait to see the drama between Kimi and Alonso. Also interested in seeing the Grosjean-Maldonado match-up. Someone who deserves to be there and someone who bought his way in, so probably feels entitled to be the number one. I think Hülkenberg will do better than Pérez and hopefully even get some wins. What else? Well I think that Kvyat kid thinks he’s the next Vettel and I can’t stand his smugness and grin. I think Williams will do better this year with their line-up. Oh, and I think Bianchi is going to score his first point. Or at least I hope so because I paid 5.5 million dollars for him for my fantasy team.”

Mr C: Haha. That’s a risky strategy! But bang on with Kvyat. I hadn’t spotted that about the man. Already as we mentioned in the last show he was asking for Vergne to be pulled over to let him pass because he was slowing him down. And I think when you put the, published the fastest laps on Sidepodcast recently Kvyat outclassed Vergne quite considerably. So yeah he could very much be the next smug Vettel!

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Christine: The final email is the shortest and the earliest that was sent. It comes from Adrian who went to the pre-season evening with Joe in London and he told us more about it. He said “It was good to meet Joe again and his wife. I had a few personal questions about the Gilles Villeneuve museum and am planning to drive the Montreal F1 circuit when we visit in October. It was a good evening of discussion, F1 politics, F1 after Bernie, etc. Joe had just come back from LA to interview the new F1 signing, Simona de Silvestro, and was very impressed with her. Looking forward to reading the article in Grand Prix Plus. Thanks so much for the effort you put into the podcasts and regards to Mr C.” That’s you!

Mr C: Awww. Thank you very much. Who was that from?

Christine: That’s from Adrian.

Mr C: Adrian, I probably should have met him at the Joe show but unfortunately didn’t have time to go to that meet-up. It sounded like a good one though. And I think he’s done another since then in Melbourne in which a whole bunch of people attended. Both I think were packed to the rafters. We will hopefully catch up with Joe at some point and we can ask him about those. Also that does sound like a guest post in the making, the plan to drive the Montreal circuit. I presume in a road car but it is public roads, or most of it is. I’d like to know more about that.

Christine: Sounds like a lot of fun. Do you get to go round that hairpin because that would be amazing?

Mr C: If it’s not falling to pieces this year then perhaps, yeah. I do believe there’s a Sidepodcast contingent heading to Montreal, a Canadian...

Christine: A Canadian contingent.



Mr C: Yes. Are heading out there so maybe they can hook up they can all run circuits. I demand a guest post because, you know, that's basically volunteering, sending us that kind of information is effectively volunteering for Sidepodcast and we do like a volunteer and we do like guest posts.

[Sweeper]

Christine: That's my three emails. Brilliant feedback and we just want more of it. There are so many ways you can get in touch, there really is no excuse. Like Stephanie did, you know, you try and talk to someone about it, they don't want to know. We want to know.

Mr C: Just send it to Sidepodcast. I don't want this information. By the way I do feel sorry for listeners of this show because when we don't podcast, we don't podcast for six months, there's nothing to listen to. But as soon as we do start doing podcasts everybody gets volunteered for all sorts of things.

Christine: Well yeah. As soon as we start making the effort everyone else has to make the effort as well. That's how it works.

Mr C: We want emails. We want contact form feedback.

Christine: Yes, sidepodcast.com forward slash contact [[www.sidepodcast.com/contact](http://www.sidepodcast.com/contact)]. Email Christine at Sidepodcast dot com [[christine@sidepodcast.com](mailto:christine@sidepodcast.com)]. You can tweet at us at Sidepodcast [[@sidepodcast](https://twitter.com/sidepodcast)]. Or me at Mrs Christine [[@mrschristine](https://twitter.com/mrschristine)]. There's all kinds of ways to get in touch.

Mr C: There's so many ways to get in touch.

Christine: You can leave comments.

Mr C: Voicemail. Voicemail, we haven't requested enough voicemails. We've got some for this season but I want more. I demand more.

Christine: 0121 28 TRACK, that's 0121 28 87225 or the username is Sidepodcast on Skype.

Mr C: It's free. If you've got Skype you can call us and you can talk for hours and it will not cost you a penny.

Christine: I'm not sure the voicemail doesn't cut off after a little bit, like ten minutes.

Mr C: Don't talk to us for hours, what a stupid suggestion!

Christine: You can talk to us for hours but only ten minutes at a time!

Mr C: In ten minute chunks! If you want to call international by the way 0044 121 28 87225. Put that number in your mobile phone. Give us a call at any point as any F1 thoughts pop into your head. Have that number on the speed dial, anything you think about Formula 1, give us a call, we can put it out on the show.

Christine: Some people have been working hard for us already, particularly I would like to encourage people to help me with Christine's Rankings and also thank some people who have already sent their submissions in. I spend most of my year giving drivers points or taking points away for the crazy things they do off track, but I can't do it all by myself, people have to send me their submissions, it's the law. And I wanted to thank Lou who pointed me to the Red Bull video where Vettel and Ricciardo asked each other questions. Also Amy who was on the ground in



Melbourne and spotted Daniel Ricciardo doing good things during the driver parade. And also Matt who was also on the ground in Melbourne and found a god-awful picture of Romain Grosjean advertising some kind of hair product with the worst hair you've ever seen.

Mr C: These are the kind of things you can't find just by searching Twitter. Because you can search Twitter...

Christine: I wasn't in Melbourne so I couldn't find them.

Mr C: No, this is what we need. We need ... Christine's Rankings is absolutely my favourite thing of the season, I have decided that I love it more than anything on this Earth. The things that... the crazy things that Formula 1 drivers get up to when they are being real people, not when they are inside the cockpit with their helmet on and the visor down and you can't see who is who. It is the personalities behind the mask and I'm a big fan of it and I very much enjoy it. I think you're doing a great job this year of rooting out those exceptional things that drivers have been getting up to early in the season.

Christine: Yeah, I mean for example recent points include Sutil who was tweeting about penguins, Hamilton went to Royal Children's hospital which was very nice and Massa with his Schumacher tribute and also Kobayashi who was DJing a little mix and sharing music with the world.

Mr C: Actually Giedo van der Garde is turning out to be a bit of a DJ, recently started following him on SoundCloud. Sadly he's not eligible for rankings as it's only Friday drivers or Sunday drivers but it's something you might want to check out. We'll have to put a link in the show notes to Giedo's mixes because they're pretty fab too. Lots of drivers with lots of hidden talents and Christine's Rankings is the perfect way to discover what they are.

Christine: Someone else who's been working very hard for Sidepodcast is Adam who returned this year with his Class of the Field column which is kind of a driver of the day discussion after the race.

Mr C: A personal highlight actually, Mondays. Post-race Mondays, very much look forward to finding out who Adam, umm, who Adam picked because he's always managed to find excellent drives that I didn't spot during the race. That's one not to be missed. An essential column following post-race. If you're looking for news, you know, Mondays after the race always a bit of a low isn't it, after the, you know, the highs of the Sunday action. Monday a great time to catch up with Adam's column, highly recommended. Bound to be a link in the show notes.

Also actually while we're on the subject of features we must give a shoutout to Christopher Wheelahan and Mr Steven Roy, both names that anyone who has been listening to Sidepodcast for any length of time will recognise. Two excellent columns, Safety Matters column from Steven, a fine winter movements roundup which was supreme from Christopher, inspired it was to give you a ... to help you keep track of who was moving not only in terms of drivers but also in terms of team personnel and engines and sponsors and all sorts. You will find all of this stuff on sidepodcast dot com slash features [[www.sidepodcast.com/features](http://www.sidepodcast.com/features)]. Where they are all collected together, they are all gathered, all the latest stuff. Make sure you keep an eye on that, some fine writers. We're very very lucky to have all the features writers contributing so much awesome to Sidepodcast. And one other thing I tell you what there's so much good stuff!

Christine: You're in a good mood today!

Mr C: Every time I think that's everything you know, that's all the contributions there's more, there is more because Davin wrote a fine, fine introduction to what he does on a non-F1 race weekend and what he does is he gets into a racing kart and he goes racing himself.



Christine: Yes, we heard from Davin in the last podcast, he sent a voicemail and he said in there he sometimes races so he knows a little bit about what he's talking about. You know, it's not exactly comparable with F1 but the guy goes karting and it seems that he does a very good job of it, much better than I could do anyway, and yeah, he wrote a great post about the benefits of karting, what he gets out of it, and encouraging everyone else to do the same.

Mr C: Which is fantastic because we ourselves there's not the kind of thing that we partake in.

Christine: Didn't like it!

Mr C: We don't [laughter] ... you tried at once, you were a bit slow, and never again! [Laughter]

Christine: I was like the Chilton of the ...

Mr C: You did get to the end, that's true, you got to the end of your first karting race.

Christine: But I got told off for going too slowly! So yeah.

Mr C: You nearly got black flagged. Yeah. So that's not our thing but it's always interesting and intriguing to find out more. If you are a racer yourself and you listen to this show and in-between times get out on a racetrack we'd like to know more. If you've got track footage, if you manage to take a GoPro out on circuit, I want to see it, definitely. And there will be a link in the shownotes if you haven't caught it already. It's a fantastic insight into extra-curricular hobbies from a motorsport angle.

Christine: That must be it, surely!

Mr C: I have one more thing...

Christine: Really!

Mr C: Very briefly, very quickly because I know people's time is precious, but, and we did promise to keep these shows short...

Christine: We did.

Mr C: But on the subject of these shows thank you for the nice compliments we've got since bringing F1 Debrief back. But I just wanted to talk briefly about what we can do with it now that we're up and running. There is a plan to do more discussion shows, interactive discussions with other people and I know that if you recall the show you did pre-season with Alex which was awesome, on the subject of women on motorsport, I would like to hear more. If we can get Alex back to do more discussions that would be fantastic. I know Adam who we just mentioned with the Class of the Field column, we want to get him on the show to do a couple of ... to have some conversations with him. There should be a lot more to come from F1 Debrief but it will require lots of people to help us out...

Christine: You're press ganging people into work again, aren't you?

Mr C: Well basically, yes! You know, that's the deal. If we do work people have to do work. It can only be awesome if people are interested in talking to us or it can be more awesome if people are interested in talking to us and so we would like that very much so do get in touch on the contact form. If you don't mind coming on to an audio show and talking about F1 for a pretty short period, you know, 5-10 minute interval that kind of thing. And maybe this year we



can make it the best Sidepodcast year, the best shows with the best people. That's what I want this year, is that ok with you Christine?

Christine: It's more than alright with me, I demand that more people get in touch and we get more people on the podcast because I'm sick of talking to you!

Mr C: Uh! That... Yeah, that's fair enough! Either way more people, more discussion, more Formula 1 talk, we're loving this season, right?

Christine: Absolutely.

Mr C: Let's have more of this. That's Debrief. That's done.

Christine: That is us done.

Mr C: Thank you for your feedback, let's have more soon....

*[Transcript by Robyn]*

