



## F1 Debrief – You have to be careful who you listen to

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Christine: This is F1 Debrief, You have to be careful who you listen to. On this show we discuss the team-mate situation at Mercedes, who Magnussen most resembles and a very good conspiracy theory. We asked for your feedback and boy did you guys delivery.

Mr C: So, so much feedback. Do we have time to fit it into this show?

Christine: It was pouring in but ye,s we will fit in as much as we can. We'll start with the voicemails because they're our favourite, and we've got a mix and match of all different kinds of topics and we've got some that will be longer versions in the feed so you can enjoy more from the people that have called in, but we will start with Noelinho which must be his first voicemail in 2014 and I hope it's the first of many. He sent us thoughts on both Ferrari and Mercedes, but we're only going to focus on the Mercedes ones now, and the Ferrari ones will be in an extended voicemail that you can find in the show notes.

Noelinho: What I was really interested in was the relationship between Hamilton and Rosberg and the way that the rules affect them and their driving styles and who should be faster or slower and before the season was going on a lot of the British press were saying how this year it's really Hamilton's to lose, but on the other side of things a lot of people were saying that the new rules, the way they are made up really play into Nico Rosberg's hands. There was a lot of things written about people saying, you know, this is really meant for Rosberg he has got an engineering background, it's, err, really plays into his cerebral way of thinking, whatever that's meant to mean. People basically saying, well he has to be an intelligent driver to make the most out of the F1 rules in 2014 and Rosberg is an intelligent driver and really with an under-current of basically saying that Hamilton is not really clever enough to get the most out of a Formula 1 car and really probably after the opening two Grand Prix in Australia and Malaysia being shown up a little bit. And it is surprising to me that people still think that Hamilton isn't really a clever driver because if you look at Malaysia especially, obviously him retiring very early on in Australia you couldn't really get a picture of how he'd handle a race situation, but in Malaysia he looked after his tyres seemingly much better than Nico Rosberg, his fuel efficiency seems to be better. Above all he was so much faster than Rosberg. And so people saying that the rules this year play into Rosberg's hands doesn't really match up with what we've seen so far.

Christine: That is really interesting about Hamilton versus Rosberg because I was expecting them to be, I mean the two are steps ahead of everyone else but I was expecting them to be closer whereas it does seem like Hamilton has the edge at the moment. Also I noticed an interesting story today I think it was where, well essentially Hamilton has dismissed the whole friendship concept between the two of them.

Mr C: Oh, they've split up!

Christine: I think they have.

Mr C: Wow. That was quick.



Christine: I think he's sick of everyone saying – how's it going to work with you two being friends. But he said – “Nico and myself I'm sure, as everyone, can count our friends on one hand. Nico doesn't come in those five friends I have and I don't come in the five friends that he has.” Ouch! Why don't you just punch him in the face?

Mr C: Didn't Toto Wolf say this week that he was expecting to have to manage the drivers.

Christine: He did.

Mr C: Because he can see them being quite evenly matched.

Christine: I think things might be getting tense already and we're only two races in.

Mr C: Because they know they've got a really good car on their hands. I suspect or assume that the Mercedes drivers know that they are holding back, that they are taking it easy. It has been two dominant wins for the team and neither driver, neither winner has ever looked challenged from the moment the lights have gone out and therefore I assume that they've got more in hand and the team will obviously still developing. So it's a bit of a Brawn situation. Brawn GP obviously dominated a few years ago and it's the same team again in a similar position. This time though they have two relatively evenly matched competitors going head to head. I don't think it's a season that requires particularly a lot of intelligence or not a lot of intelligence. But it's a season that requires a lot of mind management, because there's going to be ups and downs and as you saw Hamilton suffered badly in the first race with unreliability and I'm sure Mercedes haven't seen the last of that. You know, they have not got a bullet-proof car on their hands, so it's going to be the driver who best makes the most of the opportunities that are presented. I don't even think it is going to be particularly the fastest driver who comes out on top but the guy who doesn't let adversity get him down I think will come out the strongest.

Christine: Yeah, and if Malaysia is anything to go by it's the ones that can deal... it's not so much engineering as strategy and managing your race in that you don't always go flat out which is something some people and some drivers have complained about but the ones that are good at that and can deal with that are probably going to do better.

Mr C: We've also got races like Monaco which is... there's a chance that neither Mercedes driver will win in Monaco and therefore who will be the highest placed if they don't, that could be interesting too. So there's a whole load of variables to come. But what we really want to see as Formula 1 fans is a close season, even if it is between two drivers in a dominant team, what you don't want to see is one guy just running away with it and the other get left behind. So as long as there... as long as they are evenly matched going into the final third of the year then I'll be happy whoever is in front.

Christine: Will sent us his thoughts after the Malaysian Grand Prix. They are short and sweet.

Will: Hello Sidepodcast, it's Will with a few brief observations from the Malaysian Grand Prix. So today we had Alonso had a Fernando is faster than you button on the steering wheel. Seb had a teammate misfortune button and every one of his teammates is faster than Massa. That's all for now. Bye!



Mr C: That was short and sweet. That was on par with Davin's Paul Di Resta one word analysis from previous voicemails.

Christine: Oh yeah, one word voicemails. I like the short ones as well though. We are going back to the other extreme now though. Jordan sent us his thoughts after the Australian Grand Prix, so he's one race behind everyone else. It was a full eight minute voicemail which we're not going to play now. We'll play you a little bit of his thoughts of some of the drivers. But again, you can hear the full thing and there will be a link in the show notes.

Jordan: Guess who it is? Yea, it's Jordan from Kamloops, BC, Canada. F1 Debrief is back and you don't know how excited I am about this. This is bringing me back to around 2008. Your show is getting me excited about Formula 1 even though I had mixed feelings and reviews on the first Grand Prix of the season. You guys had me call about, I made a comment about how the race was similar to last year's races and I can kind of see that. For me a season totally depends on how are the first five races and will I be interested? Because if the first five races are grasping at you, like 2012, boom I'm into it. 2011 was the total opposite. So it relies on these next four races, we'll see how it's going to be. Malaysia is one of my favourite tracks, Bahrain is obviously great. China, Spain. To me those are the first four after Australia of course, that are going to be the deciding factor how the season is going to go. It was disappointing to see Daniel Ricciardo stripped, I know Red Bull definitely played the rules for themselves. But just for the fact that Daniel Ricciardo being on there was nice to see, you know as F1 Rejects say, young Australian girls and boys like they are growing up for generations to come, could look up at that smile, straight teeth from Perth, West Aussie. And say I can be a Formula 1 driver or whatever I want in life. Kevin Magnussen, oh my god, love this guy. To me this kid reminds me of when Kimi Räikkönen first came to McLaren. Ron Dennis steps in, brings in a young driver, Kevin Magnussen. You guys are saying he's going to be like Lewis, or Ron Dennis is bringing in another Lewis Hamilton. Err, no no no it's exactly like Kimi Räikkönen.

Christine: I don't think I can remember a young Kimi Räikkönen

Mr C: I don't think I can either. We don't do history so well on Sidepodcast. We will defer to Jordan's better experience in that one. I will say though that I think you are going to need to give it more than the first five races. Because I'm sure this Formula 1 season is not going to end the same way it started because it's going to take at least five races for many teams to iron out their reliability issues. Lotus aren't even going to be in it for the first five races and then other teams will finally get on top of their relative performances. So I think you're going to need to give this one if possible more than five races.

Christine: Maybe like ... 19?

Mr C: [Laughter] Ideally yes. I would say until the summer break though. If you're not enjoying this season by the summer break then maybe it isn't a season for you and take a breather on it. But I'm enjoying it, I'm really looking forward to what we've got to come. Malaysia wasn't a classic.

Christine: I don't think either of them have been brilliant. But they have plenty enough to keep us interested.

Mr C: Indeed. And we're enjoying them either way.



[Sweeper]

Christine: Now onto emails and contact form messages. It's interesting to me that I'm seeing lots of things where people are sick of the engine noise debate, but it is the thing that most people are getting in contact with us about.

Mr C: Right – still. Is there anything left to discuss about Formula 1 engines? Have we not covered it all already?

Christine: I'm not sure that there is much discussion going on but people just want to air what they think about it. Their opinion.

Mr C: Ok, so what have we got.

Christine: So we have Paul who says – “I found your podcast whilst searching for news regarding winter testing and I have been listening ever since then. I thought I'd come here and say 'Hi' and maybe add some thoughts. I'm in my late 30s from Scotland, I've been following F1 as far as I can remember including watching Senna. The new sound of F1 in my opinion is good. The screaming V10 was fun to hear at first but that is all you heard. Watching the first race in Australia on TV I was really surprised to hear tyre screeching and the crowd, I found it awesome. Plus you could actually hear the driver during pit-radio without too much difficulty. Actually the sound of the engines actually sounds like proper racing cars and reminds me of going to Knockhill watching a few races. I only dream of visiting an F1 race.”

Mr C: Oh, one day, one day Paul it will happen; I'm sure. Something that comes to mind actually is that we caught an Indy car race last Sunday and one of the things I longed for was watching that broadcast was quieter engines so that I could hear drivers over the radio because it was back to its old muffled self that we were used to in Formula 1 in years gone by. So maybe Indy car can learn from Formula 1 and this is something that the fans... F1 fans have gained from the new engines.

Christine: This is from Terry who says “Hello Christine and Mr C I just rediscovered your podcast after a few years away and glad to find you still at it.”

Mr C: Mmmmm.

Christine: I think we've had a few years away!

Mr C: Yeah.

Christine: “Regarding the new turbo engines, I rather like them. Sounds like the future to me, particularly the Ferrari. It whistles and buzzes like something out of a sci-fi movie when it winds down for a pit-stop. There is a lot of positives to the quieter engines including being able to hear the other sounds on the track and in the pit-lane. Squealing tyres, transmission whine, I love it all. Formula 1 is about moving ahead, getting better, faster, I look back fondly at ye olde days, but the sport has to move forward. The hybrid Le Mans P1 cars have been impressive for years, it's time for F1 to show them how it is done. If you must be nostalgic for engine sounds of yesteryear the truly great engines were the old V12s, what a sound. I be-



came a fan during the first turbo and group C era and love that sound too. Backfire crackles and fire-belching exhaust, fond memories of my youth!”

Mr C: [Laughter] Plus there was racing right!

Christine: He’s linked to some videos of various engines and said which do you like best, and I’m going to be honest again, I listened to them and I really couldn’t tell the difference.

Mr C: What were the engines?

Christine: It says “Cosworth DFV, Matra V12, Renault 98T, and then a comparison of the V12, V10, V8, V6 turbos.”

Mr C: And they all sounded exactly the same to you.

Christine: To me they did. Terry said “I personally think the recently departed V8s come up short in this comparison, your mileage may vary. So I think we should link to those videos, or do a little post or something about those videos and see what people think.

Mr C: Ok. And see which sounds...

Christine: I can’t tell the difference but I bet there are a lot of people that can.

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Christine: This last message is not about the engine sounds, instead it’s about the other controversial thing, the whole fuel/Red Bull situation. This is from Bob who said “the hundred kilograms per hour rule, I’m sorry to come back on this but I just can’t see the purpose of it. Each race is limited to the race distance, two hundred miles or a maximum of two hours. The last race counts double at the end of the season, they only have five engines for the entire season, so why not limit them to just 201kg of fuel on the start line including the 1kg sample required after the race. Surely that would be unquestionable. It would certainly simplify things. Given the limited number of engines it would up the strategic thinking required by the team throughout each race and throughout the entire season considerably. It would also prevent any debatable or spurious appeals like Red Bull’s and make the team trophy if not the drivers far more challenging. Under these conditions which trophy would the sponsors value most I wonder.”

Mr C: Because Bob, because qualifying.

Christine: It’s all about qualifying isn’t it. But I’ll tell you what. I didn’t realise that until this past week so I know we talked about this a lot in the last show but I still didn’t understand it then. I do understand it now.

Mr C: Did you understand it after listening to me in the last show?



Christine: No.

Mr C: I explained it to you...

Christine: I know, I'm stupid.

Mr C: ... really carefully. Do you understand it now?

Christine: I do.

Mr C: Because without the fuel flow limit teams will make qualifying special engines, or they will optimise their engines to get the most out of them to be able to put in a flying lap, one single solitary flying lap in qualifying.

Christine: Yes. So it doesn't really matter in the race at all, it's just there because it is on the engine so they might as well use it sort of thing.

Mr C: Yeah.

Christine: But it's there designed for qualifying.

Mr C: And also by being there it encourages efficiency. It focusses engineer's minds on making the most out of the fuel that you've got. So if you've got an unlimited amount of fuel you just pump more fuel in because that's how you get power. If you've got a limited amount of fuel you make the most use of that fuel. One way of explaining it might be that, you know when you run down to the orange light on your car? You know when your fuel gauge runs low and it's beeping at you because you are running low on fuel?

Christine: Yes.

Mr C: And that means you've got a limited amount of miles to get to the next petrol station to fill up. Normally, usually, traditionally, I assume this is true of everybody, it's certainly true of me. When that happens because you are on a limited amount of fuel and you could be a considerable distance from another petrol station you drive more carefully.

Christine: You drive at 50mph.

Mr C: You drive your car more efficiently to make sure you eke out that fuel to get you to the next fuel station or you will stop. Correct?

Christine: Yeah.

Mr C: So this fuel flow meter is like having an orange light on every Formula 1 car always. It focusses the engineer's minds to make sure you get the absolute best performance out of the fuel input that you've been allowed. It's like always driving on that orange light. I think that's an okay analogy. At least in my head that's sort of how I... that's how I see it working. Does that make sense?



Christine: Yeah. You definitely didn't explain it like that last time.

Mr C: No, Ok. Well for Bob now I've explained it like that. There you go, thank you Bob. It's just the way it is, the FIA could remove these fuel flow sensors. There is actually another undercurrent, another topical story that is bubbling under that I think Motorsport Magazine flagged up.

Christine: Ooh, they've got a conspiracy theory.

Mr C: Is it Mark Hughes wrote a piece...

Christine: Yeah.

Mr C: He recently switched from Haymarket to Motorsport Magazine, but he came up with a great conspiracy. Have you got... can you refer to that right now?

Christine: Yes. It's all alleged obviously, but the idea is that Bernie may or may not be convicted of something and therefore CVC may or may not want to get rid of him, and if they did want to get rid of him Bernie may or may not want to get hold of F1 in his own right and could put together a consortium of people to help him take control of the sport. But to do that he would need to collect lots of shares and to be able to afford the shares he would have to devalue the sport and the best way to do that is talk about how rubbish it is, which is why he and his friends like Christian Horner and Ferrari and that...

Mr C: Sebastian Vettel.

Christine: Yeah, are all saying how rubbish it is this year.

Mr C: I do like a good conspiracy theory and the argument that key stakeholders are desperately trying to devalue the sport actually ties up very well with what those stakeholders are doing. Because you listen to many of the drivers, most of the field aren't bothered about the new engines and so haven't spoken out about them, but Sebastian Vettel has. Most of the drivers weren't too fussed about double points, but Sebastian Vettel was. Red Bull, Christian Horner, and all of Bernie's best friends have all been outspoken. Red Bull obviously with this fuel flow sensor which the FIA tried their best to sort of keep a cap on was exploded in the biggest possible way by Red Bull who may have an interest in devaluing Formula 1 for their own gain. It's interesting. If it's true you have to be very careful about who you listen to and fans are easily, quite easily manipulated by their heroes. In this case Sebastian Vettel.

Christine: I mean we've said many times that, you know, defending champions should be... any kind of champions should be the poster boy in this instance for the sport for the following year. And it appears that the FIA have called Vettel to talk to them about his comments.

Mr C: Jean Todt certainly has.

Christine: Yes. Because he's just not doing what he should be doing really.

Mr C: Well the FIA don't appear to have much of a stake in this and therefore Jean Todt may be aware...



Christine: May or may not.

Mr C: May or may not be aware of what is going on and could conceivably be... it's understandable that Jean Todt would be unhappy with Vettel's criticism. Especially the way he did it and so keep an eye... Formula 1 fans need to keep an open mind about what is going on under the surface. Look at the people who are being openly critical and question what they have to gain by criticising the sport so frequently and so vocally and then make up your own minds, you know, you don't have to believe this conspiracy theory but it does cast a new light on a lot of the things we've been hearing. Certainly up to this point in the season. Interesting, interesting story. We'll put a link in the show notes right.

Christine: Always. And talking of show notes actually. Robyn has been doing some amazing work with transcripts.

Mr C: Robyn is an angel.

Christine: Yeah. She sent me a quick email that said "Hello. I hate all the pleading for help you do at the end of the podcasts. But I guess it works, here's a transcript." I wouldn't say it was pleading so much as demanding. But it did work and she's sent, so far she's sent two transcripts. So you can always get to the amazing work that Robyn does, in the show notes there's links to the PDF transcripts of all the things that we say.

Mr C: The PDF transcripts it is worth reiterating are ideal for searching, for finding previously covered topics and for following the show without listening to it, if you want to just catch up on specific sections or whatever you don't have to listen to all of our waffling, you can read it more coherently in text.

Christine: We've got two final sort of snippets. They are not really feedback but they are the kind of thing that local radio shows would do, call ins and that kind of thing. We haven't really done that too much but these two things just happened and really caught our attention. During the Malaysian Race Jenny said "The weirdest place to watch the race – in a van at Knockhill waiting for the track to open."

Mr C: It was foggy, the foggy day in Knockhill.

Christine: It was foggy, and so she just snuggled up in the back of a van, watching all the action unfold in Sepang, it's genius. So we wondered what's the weirdest place you've watched a race.

Mr C: That's a good question. What is the weirdest place Christine has ever watched a race?

Christine: Probably in that Renault bunker.

Mr C: Yeah, you'd have to go some to beat that wouldn't you.

Christine: I'm not that experimental in terms of watching.

Mr C: On a screen the size of a football field.

Christine: Yeah.



Mr C: Yeah, that's true. I can't beat that because I was there with you, that's the same for me. That's dull, but absolutely correct.

Christine: I bet other people have better stories. I bet there are people that have, you know we've talked about people that have planned their weddings at the same time as races, I bet they've had little TVs in their pockets and stuff, or radios to hear what's going on.

Mr C: Yes, yes. Do tell us, do get in touch. Usual ways voicemail, contact form etc etc and let us know the weirdest place that you've watched a formula one race.

Christine: The other thing we wanted to know was how did you find Sidepodcast? It's kind of like an unofficial survey, although really it's because we're a bit nosey. Earlier on Paul said he found us whilst searching for news about winter testing and has been listening ever since. And we also had some new people in the comments during the live events over the weekend and Joshua was a new person. And you asked him how did he find us and he said – informative and entertaining. Which was a different kind of answer than we were looking for.

Mr C: It wasn't the question I was asking but one of my favourite comments of the year so far. That's very nice. Yes, we do. That would be interesting just because...

Christine: We're always curious really.

Mr C: We are nosey like you said and it is always good fun. If you found us in a unique or unusual way, if you came across us...

Christine: In the back of a van at Knockhill.

Mr C: If you came across Sidepodcast in the back of a van in Knockhill we definitely need to know about that. If you can tie those two things together that would be amazing. So contact form.

Christine: Contact form – [sidepodcast.com/contact](http://sidepodcast.com/contact), email me [christine@sidepodcast.com](mailto:christine@sidepodcast.com), leave a voicemail 0121 28 TRACK. There are so many ways to get in touch, there's just no excuse not to.

Mr C: We demand it; we expect no less. We've now created two feedback shows just on the strength of other people's opinions, and we'd like to make more – make it happen!

[Transcript by Robyn]