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## Sunday press conference

Formula One's return to Austria delivered an exciting race and a brand new face at the post-race press conference.

Present were Nico Rosberg (Mercedes), Lewis Hamilton (Mercedes), and Valtteri Bottas (Williams).

**Q: Another dominant one-two victory for Mercedes, so Nico what a very, very special for you again. Three now in the season. You capitalised on a very, very good qualifying and now another victory. Run us through it. Lot of control on the brakes by the sound of it, managing issues at the end there?**

**Nico ROSBERG:** Yeah, it wasn't the easiest of races – trying to manage certain things that were a bit on the limit on the car. But in the end I had a very, very fast car again, so it was fantastic to win today. It's great also to get a one-two here in Austria and it's great to come back here to Austria. I mean Austria for sure deserves a race. The fans have been amazing, the atmosphere has been spectacular this weekend, so thank you very much for that and yeah it's been awesome.

**Q: Lewis, over to you mate. Well done. A good recovery after a tough qualifying. In terms of... mega first lap, right on Nico at the start there after the first lap. In terms of pit stops, are you happy with your positioning because I'm a bit worried about how much time you're losing in the pits. The guys... good stops for Nico but are you happy with the positioning on that? Also at the end of the race did you have to manage any issues and could you fight Nico?**

**Lewis HAMILTON:** I don't know. I have to have a look at the feedback and just see what the team say about the stops. Maybe my positioning is not right, you know obviously in those situations you're just pushing. But the guys have done a fantastic job. As Nico said, to get another one-two here is just incredible. This track has been fantastic and the fans have been insane this weekend, so thank you all for the support.

**Q: Congratulations Valtteri – first podium. It's an incredible feeling up here isn't it? Run us through the race. Obviously starting on the front row. Obviously these guys have a lot of big experience on the big occasions to close a race out but you really drove a clean race. Run us through it, are you happy with it?**

**Valtteri BOTTAS:** Thanks Mark. Really, really happy. Difficult to put into words really. Just really thankful to the team for giving me this car. It's been a long way for us since last year, I mean, and many, many years at Williams and now it's so much better. The race was exactly what we needed at this point – clean, nice, everything went like planned really. The car was good for the podium this time and I'm just so happy.

**Q: Well done, and big points for Williams, which is fantastic. Final one for you Nico. A 29-point lead, off to Silverstone, a track that you know well; a track that I tried to catch you on in the last few laps last year but you've had a couple of good wins there and you're very strong at Silverstone, Lewis' home track, so the battle continues. Looking forward to that race; home race obviously for Mercedes as well. So how's the feeling for that one?**

**NR:** Yeah, for sure, looking forward to the next one; home race, so it would be awesome to do another one-two there, that would be great to give something back to all of our colleagues back in the factory. So I'm looking forward to that.

**Q: Nico, congratulations, Mercedes sixth one-two finish of this season, your third victory and you've now extended your championship lead, as we've heard, to 29 points. Clearly strategy was an important part of the story today – but did the race turn out as you had expected it to when you were sitting on the grid?**

**NR:** To be honest yes it did. Pretty much exactly like we were trying to make it work. OK, I thought I would get Valtteri at the start and I did – but then they're quick on the straights and he just went flying straight by me again, which was not good. But I knew pre-race that even if I am third after the start, the chances are still very good to make it and win the race because we have just a little bit more pace and less tyre degradation than the Williams – we expected to have less at least – so we could go aggressive on the stops and that's what we did and it really worked out well and so I'm, yeah, extremely happy with that result. Also, great to extend the championship lead, which was really my goal coming into Austria.

**Q: Lewis, obviously the platform for your result today was that stunning start, off the grid from ninth into fifth on that opening lap. Tell us about that and then also about how you made your way through the field. Clearly that second round of stops was important for getting in front of Valtteri.**

**LH:** Yep, it was a good start. We've been working very hard on our starts throughout the year and the team have done a great job to help out with that, and yeah, so I got one of the best starts I've ever had really and positioned the car in the correct places. It would have been great if I'd started where perhaps I should have started this weekend – but damage limitation. To get from ninth to second and be pressuring Nico at the end of the race really shows the pace that I had this weekend.

**Q: Valtteri, your best-ever grand prix finish to follow up your best-ever qualifying performance yesterday – you're starting to really make your mark on the sport. I guess the decisive moment for you was the first round of stops with Felipe and getting ahead.**

**VB:** Yeah, I think overall the best-ever weekend. So, really happy. Really happy for us as a team. We were really strong the whole weekend and that's down to all the hard work. Of course it was a good track for us. You never know what's going to happen in the next race but overall we are making progress. Step-by-step we are getting there, getting closer to the positions where we belong. I'm really happy. The race today: it was really nice to have a really nice, clean race. Good points for the team. We've had some issues lately, been a lot of talk, not maximising car we had but I think today we showed what we can do.

**Q: (Frederic Ferret – L'Equipe) Question for Nico and Lewis: can you tell us more about the final five laps, about the chance to overtake Nico for Lewis and the chance to finish first for Nico?**

**NR:** Well, I generally felt comfortable in the last few laps. I thought that I could keep a nice gap and just on the last lap my tyres dropped away a little bit but as soon as they got past the first couple of hairpins, I knew that I was going to be fine so it wasn't as close as maybe some other races have been recently.

**LH:** There wasn't an opportunity to overtake.

**Q: (Livio Oricchi – Universo On-line) For Nico and Lewis: 29 points difference between both of you. It means that in one race, it**

is not possible to change the lead. It means that Nico would be the leader of the championship. What's your analysis of this Nico and you also Lewis?

NR: Well 29 points, yeah, for sure it's a nice gap but it's still so early in the season. I really like to concentrate on each weekend and keep on trying to make the most of them and enjoying the moment, also with the car that we have. It's so great to come to the next race at Silverstone, our home race, with the best, knowing that if I do a good job I can do pole and win the race. So I'm more taking it step-by-step and every weekend my aim is to extend the championship lead which I managed to do this weekend.

LH: Well, Nico's done a great job. He's finished every race and fortunately hasn't had any car problems so it's inevitable.

Q: (Kate Walker – crash.net) Lewis, after one your stops – and I can't remember which one – we actually saw some flames coming out of your front right. To what extent was the braking problems that you suffered hampering your ability to really take the fight to Nico in the final laps? I know he had issues too.

LH: Yeah, I think it was probably the same for both of us, maybe, I don't know. I need to check later but it was constantly an issue during the race. Obviously I was following people all the time so that's not always the best but I was being told to back off quite a lot, unfortunately. The last couple of laps I tried to eke it up a little bit more but still I had to be cautious, but I'm just grateful I finished. I didn't finish the last race, that's really got to be goal for the next few races, trying to actually finish.

Q: (Chris Medland – crash.net) Question for you, too, Lewis, about the pit stops. You lost 1.9s across the two stops to Nico, very evenly split in each stop. Is that frustrating, because for a long time you were running about 1.9s behind Nico at the end and did the team tell you the reasons for it?

LH: They haven't yet. I didn't even know I lost that much time, they didn't feel that fast. Could be my positioning. I don't know. I'll obviously investigate... obviously it is frustrating when you lose time because you're constantly doing everything you can to gain a tenth here, a tenth there, so when you lose quite a chunk... two seconds over two pit stops it's tough but the guys... at least we haven't really made any mistakes. If we step back a little bit and look, we've had so many one-twos this is just incredible this year so I'm hoping in the future we won't have those problems.

Q: (Barna Zsoldos - Nemzeti Sport) Valtteri, do you think with a slightly different strategy the win could have been possible today because your pace was quite strong and you were simply undercut by first Nico and then Lewis at both pit stops?

VB: Yeah, it's a difficult one. We need to always – like we always do – we need to analyse if there's anything we could have done better. It's difficult to say. Today it was difficult to know the real difference between the option and prime because the prime tyre has been taking quite a long time to warm up so we really thought it would be really difficult to undercut because it takes many laps to warm up and get a good pace after the supersoft tyre. Yeah, we need to analyse, it's difficult to say. Yeah, too early to say. For the moment, I'm really happy with what we've done as a team, third and fourth. Obviously we always aim for better.

Q: (Peter Vamosi – Vas Nepe Kiadoi) Nico, if you will win the championship this year, will you let grow a moustache like your father?

NR: Maybe. Yup.

Q: (Istvan Janos Simon – Auto Magazine Hungary) Lewis, you seem to have a brake problem: this problem is coming back since Montreal or maybe even before. You've had this problem during this race. What can you do against these troubles, to get over it finally? What can you do together with the team?

LH: I don't know. Going into the race I wasn't aware that we had a brake problem, so it was news to me when we started to... when they started to speak to me about it. We had the problem in the last race but the last race was the rears and in this race it was the fronts, a little bit different perhaps. I'll be guessing what's gone wrong but it didn't look like it was the same as Nico: maybe it was, I don't know. I think they said maybe it was. We just need to make improvements.

Q: (Eli Shaouly – Automagazin Israel) Question to Valtteri and Nico: yesterday at Williams you looked in a way pretty sure you wouldn't win the race and Nico, you were pretty sure that you would win the race in yesterday's conference. What made you so confident in the result?

NR: Because generally I still believe that we have the fastest car and we had very good long run pace on Friday, that's the race practice. We were quick there and I didn't get the best out of it in qualifying, so I was pretty confident that the chance would be very good. Of course, you never know how to overtake and things like that, but it all worked out well.

VB: Yeah, I agree really. I think that from all the data that we had from practice we knew that in the race it's going to be difficult and overall Mercedes have still got the quickest car but we really nailed it yesterday so we knew that maybe Sunday could be difficult but actually it was a bit better than I expected. We were really close to them on pace.

Q: Was that because it was 14 degrees warmer today than it was on Friday, do you think?

VB: Difficult to say that was the factor or not, I don't know what Mercedes did just before qualifying with the car set-up. I don't know. It's difficult to say; we need to analyse.

## Race report

Nico Rosberg claimed his third win of the season on Sunday afternoon at Austria's Red Bull Ring in a race that saw three of the four Red Bull-owned cars retire. Only Daniel Ricciardo was able to make it through all 71 laps of the Austrian Grand Prix, collecting four points thanks to a last lap pass of Nico Hulkenberg.

Mercedes collected their sixth one-two finish of 2014 despite a P9 grid slot for Lewis Hamilton and braking problems that were said to have affected both drivers, although the Briton was the only one whose performance was visibly affected by the issue, not least when flames were spotted shooting out of his right front wheel during a pit stop.

From the very first lap it was clear that the Styrian race would be dominated by Mercedes-powered cars, not least when Hamilton got a blinding start off the line, jumping up to fifth place before Romain Grosjean – who started from the pit lane following a gearbox change – was able to join the action on track.

The first lap saw Rosberg get ahead of second-placed Bottas before the Finn retook the position, while Hamilton passed Fernando Alonso on the opening lap, and the Williams pair were leading the Mercedes with Alonso and Kevin Magnussen giving fruitless chase behind.

It was on the first lap that it became clear that all was not well at Red Bull, with a dramatically slowing Sebastian Vettel radioing the team to complain of a sudden loss of drive. Limping back to the pits in P22 the defending world champion then found his drive restored, but by that point Vettel had already been lapped and there was nothing but an uphill struggle ahead.

The German racer soldiered bravely on until the team called their driver into the pits to retire at the mid-point of a home grand prix that had featured their star driver colliding with Esteban Gutierrez and losing yet more time in the pits when the shunt necessitated a new nose cone.

But however tense the situation on the Red Bull pit wall it was worse for sister team Toro Rosso, who saw both of their drivers retire. Daniil Kvyat – who had been the highest-placed of Dietrich Mateschitz' drivers until that point – retired on lap 24 when he hit the wall following what looked to be a suspension failure, while Jean-Eric Vergne was called into the pits to retire thanks to brake problems on lap 59.

Williams converted their front row lock-out into a three-four finish, with Bottas collecting his first F1 podium. But for errors in strategy, the Finnish driver might have been able to finish ahead of one of the two Mercedes drivers, both of whom undercut him in their stops. However frustrated Bottas was by the outcome, it was worse for pole-sitter Felipe Massa, who lost out both in the pits and on track.

The popular Brazilian made a clean getaway and led the pack until making his first stop at the end of lap 14, dropping back to P5 thanks to a slow stop and handing the lead to his teammate. When Bottas boxed on the following lap, he emerged ahead of Massa on track, the Paulista having already been passed by Rosberg on his outlap. From then on it was a matter of clawing back whatever he could on track, and the Brazilian crossed the line in fourth having spent the closing phase of the race ably defending against Fernando Alonso on the prowl.

While Alonso didn't improve from his original grid position, the Spanish racer's result does not show the true picture of his afternoon. After a few races in the wilderness, the Ferrari driver spent Sunday afternoon wringing the neck of his F14T, giving chase to the vastly better-powered Massa in the closing laps and showing the sort of dogged determination last seen in his fight for the 2012 drivers' title.

The nature of the short Austrian circuit, with its uphill runs, meant that the power deficit in the Ferrari engine was clearly in evidence, as highlighted by Kimi Raikkonen's classic radio riposte to his team. Asked to give them a few more tenths per lap, the Finn replied 'give me more power!'

### Austrian Grand Prix – Race result

1. Nico Rosberg (Mercedes) 1h27m54.967s
2. Lewis Hamilton (Mercedes) + 1.932s
3. Valtteri Bottas (Williams) + 8.172s
4. Felipe Massa (Williams) + 17.358s
5. Fernando Alonso (Ferrari) + 18.553s
6. Sergio Perez (Force India) + 28.546s
7. Kevin Magnussen (McLaren) + 32.031s
8. Daniel Ricciardo (Red Bull) + 43.522s
9. Nico Hulkenberg (Force India) + 44.137s
10. Kimi Raikkonen (Ferrari) + 47.777s
11. Jenson Button (McLaren) + 50.966s
12. Pastor Maldonado (Lotus) + 1 lap
13. Adrian Sutil (Sauer) + 1 lap
14. Romain Grosjean (Lotus) + 1 lap
15. Jules Bianchi (Marussia) + 2 laps
16. Kamui Kobayashi (Caterham) + 2 laps
17. Max Chilton (Marussia) + 2 laps
18. Marcus Ericsson (Caterham) + 2 laps
19. Esteban Gutierrez (Sauber) + 2 laps

Jean-Eric Vergne (Toro Rosso) RET

Sebastian Vettel (Red Bull) RET

Daniil Kvyat (Toro Rosso) RET

## Saturday press conference

It was a feel-good line-up at the post-qualifying press conference following Williams' highly popular front row lock-out.

Present were Felipe Massa (Williams), Valtteri Bottas (Williams), and Nico Rosberg (Mercedes).

**Q: Felipe, pole for the first time since, I think, Brazil 2008. Describe your emotions now.**

**Felipe MASSA:** Yeah, I'm so happy with what's happened today with us and our team. It was such a great moment. It was already long time when I had my last pole position, which was, yeah, in Brazil, 2008. So, such an incredible moment. For sure we need to concentrate on the race tomorrow, you know, it's a difficult and important race for us. But I think it's a great moment. The best place to be is here in the first place. It's something that I got the chance to be many times in all my career and I am again now. After a long time I couldn't be in this place and I hope this is just the beginning of maybe some great possibilities to be here again, not just in the qualifying but also in the race. The race is tomorrow but I'm so happy, very emotional – not just for me but I think it's a similar feeling what I feel and what Williams feel as well. Williams Martini had an incredible career in the past and they are back to the top, they are back to the fight. There is still a lot to do but the work is going on the right line. I'm so pleased for me and for Williams Martini as well.

**Q: Very well done. Coming to you Valtteri. Your best ever Formula One qualifying in second place. You were in provisional pole though, but it looked like a mistake on your last and it ended up very close with Felipe, I believe only nine one hundredths of a second the gap between you.**

**Valtteri BOTTAS:** Yeah best position so far in my career, so one more place to go. Well done Felipe. I'm really happy for us as a team. This result is really good at this point. We've made some big, big steps from last year and now we get a result like this. Of course it's only Saturday but still we can see that all the hard work really starts to pay off. I'm really happy for us. As Felipe says the race is tomorrow, so we need to focus on that. It's going to be a different story tomorrow, it's not going to be easy to keep the Mercedes cars behind for sure, and even some other cars like Ferrari and Red Bull are going to be strong. Yeah, not a bad day today but we just need to keep focused now.

**Q: Very well done. Nico, coming to you now. Championship leader but it's not the first time that you've not been on the front row of the grid. Did you expect to have these two cars in front of you and what happened today for you?**

**Nico ROSBERG:** No, of course, I definitely didn't expect the Williams to be ahead of me today but they did a good job and it just didn't come together perfectly for me. I also lost out on that last lap because of Lewis spinning in front in the corner, so I couldn't do that lap. You have to lift off two tenths of a second you know and doing that, to do at least two tenths you have to do three tenths and it's just... it wouldn't have been possible to improve on my lap time so I backed out of it. So that definitely cost me today but that's just the way it is. But still third place is OK, it's OK to start from there tomorrow and I have a quick car in the race, so I'm still looking forward to it and I'll make the most of it.

**Q: Well done. Coming back to you Felipe. Obviously the race tomorrow, but there's a big football tournament going on at the**

moment in your home country. I guess though that all eyes will be on you in the early part of tomorrow, what do you expect?

**FM:** Yeah, I think there is a lot going on in Brazil in this moment so I really expect that we can have a great show, a great show for everybody which is looking, you know the World Cup in Brazil. So I hope the best definitely for the World Cup in Brazil but I hope the best for Brazil. Just before I go to the car my son gave me a little Neymar, a little one, so I bring the little one to the car and I put on the side of my helmet. It was a nice feeling. I'm a great fan of football, so I hope we can have a great World Cup. I know what it is to win at home so I can imagine winning the World Cup at home is like a dream come true, not just for the players but also for everybody which is watching, so I really hope the best for Brazil.

**Q:** Felipe, it was noticeable this morning in Free Practice Three that you guys were working on qualifying from fairly early on. Was it a real plan here to really focus on qualifying and do the best possible job that you could do here this afternoon?

**FM:** Well, it was not different, what we was doing this morning compared to the other races. We were doing similar working compared to what we was doing before, so definitely... also the Saturday the qualifying is the main focus y'know, but it was no different to what we did in the other races so... but I mean it's pretty clear that our car was good, our car was competitive and it shows really a very good performance today and also yesterday since we started, both tyres it shows good performance. And it shows again in the qualifying that definitely we are a little bit surprised - we expect maybe Mercedes to be a little bit heavier, y'know? Just preparing the qualifying to put the right level of fuel and be like they were in the last races. Maybe not a big gap because this is a small track but, yeah, it was a little bit of a surprise - but it was a great job from us. From both of us, from the team, from everybody.

**Q:** Valtteri, it's obvious, as Felipe was saying, the car is working well. But it seems this year, your team, when you've bought updates to the car, they've worked straight away. Obviously the correlation is very good between the wind tunnel and the race track and everything seems to be pointing in the right direction.

**VB:** That is true. We haven't been making any bad updates. We've always... if we have bought something it has always worked and that has been a big improvement from last year. We can really put all the energy into the right direction, developing parts and knowing that they will work, so, no energy wasted there so that's good. Like Felipe said, I'm really happy for the result today. For us as a team it's a great achievement. Of course it's only Saturday but we are really looking forward for tomorrow, trying to get some really good points with both cars. So, we really just need to focus on that.

**Q:** Nico, some thoughts from you. Obviously still a good chance for you to win the race tomorrow, taking on these two gentleman here. And also some thoughts on your team-mate who's going to be starting down in ninth.

**NR:** Yeah, chances for the race are obviously good from P3. It's more difficult than starting on the front row, of course, but it's still a good chance there because I think it's possible to overtake on this track. First stint, also, the tyres are going to degrade massively on the Option, so already there maybe at the end of the stint there's a little bit of a chance. And I'll have a good race car for sure. The balance was not ideal today in qualifying but definitely more a race car. So, in the race I'm sure I'll be more happy with it. So I look forward to trying to make the most of it. Points-wise also with Lewis starting in ninth, that's of course for the team not good but for me it's, yeah, good that way. I need to make the most of it and try to extend the gap tomorrow.

**Q:** (Livio Oricchio - Universo Online) Nico, last race Mercedes didn't win after six races in a row winning everything. Here, the first competition with qualifying ended with Mercedes not starting again in the first position. It's just the circumstance of the competition or the opponents are really approaching your team?

**NR:** It's a short track here and still we have the fastest car, even today, it's just that I didn't get that second lap to give it a go and my first lap, the balance was not good. In general also today my balance was not good because I'd worked more for the race - but I didn't expect it to be that bad. I didn't expect to be that uncomfortable. But anyways, not it's third and for the race I'm sure I'll have a good car, so, I think that's a very small view that we're taking now: two races, no wins, no pole... or no pole now. But I still think we're dominant and definitely have the fastest car and I hope it's going to stay like that for some time to come.

**Q:** (Michael Shields - Reuters) Felipe Massa, how does it feel to be starting from the pole position? I think this is the first time since 2008.

**FM:** Yeah, it's the first time since 2008. I think it's always the best feeling we can have. Being the quickest on the track against everybody, it's always the best feeling a driver can have. A driver always works and fights to achieve this. It's definitely a great moment, this qualifying. Only, work for tomorrow is very difficult. Long and tough race but, y'know, is a good start.

**Q:** (Sarah Holt - CNN) Felipe, you had a chance to win in Canada last time out and you've spoken passionately about the events that happened there since then. Do you think that tomorrow you've got a cool head and Williams has got the race pace that you need to make it a win this time and keep Valtteri and Nico etc at bay?

**FM:** Well, I think that depends on these guys here. We need to try to do the best we can. I think we have a good car, definitely we show a very competitive car since yesterday morning. I think what happened at the last race is past. I think you cannot live the past, we need to live in the present and the future. We lost some opportunity, we lost great points in Canada. Unfortunately we had some problems in the first pit stop when I lost four or five seconds and that put me in a difficult situation for the race but I had incredible pace as well and looking what happened with the Mercedes, it would definitely have been possible to win. I was in front of Ricciardo and he won the race. Normally my pace was also good to fight with... to be in front of him. The race is tomorrow, it's a different situation, we're starting in a better position which is always a help and we need to see how Mercedes will be tomorrow in the race but we will try everything we can, definitely.

**Q:** (Panagiotis Seitanidis - Alpha TV) Felipe, we saw a very touching emotional moment with your wife and son. After all the troubles you had with the accident and the difficult times that came after that, how important was the support of your family all this moment, and what did your son tell you, or what did you feel when you looked at him at that moment?

**FM:** Actually, I was also very close to my family. When I was a kid, with my father, my mother, my brother, my sister - we were always together at the races. I have always had great support from my family and then after, with my wife, my son now. It's a great moment. When I saw him, it was just like... he never saw me in first place so it's the first time. I think that makes the father feel nice, a good feeling, to see that your son is looking that you are in first place so it's a great feeling, it's a great moment and for sure, it's part of my motivation. He's part of everything I'm doing for my career, so it's definitely a great feeling. I hope we can have a great race tomorrow as well with him watching and my wife and all my family as well from home.

**Q:** (Sven Haidinger - Sport Woche) Valtteri, what influence did the arrival of Pat Symonds have on your team and on the performance of the car?

**VB:** I think we can see it in the performance. I think the results have shown that he's been one of the key persons for Williams to come back to closer to the positions where we belong to be in the races. As soon as he arrived, many things started to change and are still changing. Every week, as a team, we are still getting stronger and stronger, so we are definitely on the right way and that is thanks to Pat but also many other people in the team.

**Q:** (Anthony Rowlinson - F1 Racing) Felipe, has the change of team environment to Williams allowed you to find your best form again?

**FM:** For sure, I had a great time with Ferrari. I'm not a guy who is trying to speak bad about the past. I have had an incredible time in my past and I really enjoy everybody from Ferrari, but I feel that sometimes a change helps. Always when you are in the same place for many years... also I had a difficult moment as well, you know, it was good to have a change. I think it was good for the motivation and everything, so I think it was definitely positive, this change and I really really feel happy with Williams Martini with really great people. I think they work 110 percent, happy, and they really believe in my job, they really believe in what I say and I think that's really positive. It makes me feel better, it makes me feel nice and it makes

me feel very important inside the team.

**Q: (Mikhail Rudoi – Autodigest Belarus) Valtteri, tomorrow, when you will see green lights, how do you think? You will concentrate not to lose second place or you will try to attack Felipe to the first turn?**

**VB:** I think you always try to do the best you can. I think it really depends how good a start you get and it depends on the situation, what kind of start the other cars around will get and then you see how is the situation but I think both of us, me and Felipe, we really need to just try and do the best we can, try and go as forward as possible after the first corner and the first lap and keep the position as long as possible. We know that Mercedes' race pace is going to be really really strong so it's not going to be an easy day tomorrow but we will do our best.

**Q: (Eli Shaouly – Automagazine, Israel) Felipe, it's the first time that somebody actually beat Mercedes fair and square this season. This actually looked closed, like finished, one or two races ago. Do you think it's now a new opening, do you think you can handle a big challenge to them or do you think it's just one track that is very unique and the future will be different? Maybe also Nico can answer this?**

**FM:** Honestly, we cannot forget what Mercedes has been doing up to now. We cannot forget that they didn't have a clean qualifying as well. For sure, for the moment they are in front. For the moment, they are stronger. I hope, during the championship we can close or maybe can even pass (them). This is what we're always working for, you know. But I think it's not enough to say that we are there with Mercedes. I think that for the moment we don't know. For the moment is maybe this track helps us definitely, but we don't know. As Valtteri just said, I think we will see a very strong Mercedes tomorrow, so we need to be ready for everything, we need to be ready also that finishing behind them is still an incredible job for us.

**NR:** I still think we are the quickest team and car at the moment, but we are always keeping a close eye on the opposition and today Williams was definitely close, so we need to keep on pushing. Today was Williams, two races ago it was Red Bull that were getting closer so we need to go for it, but I'm confident that we can keep up the development rate and stay ahead.

## Saturday report

The promised sunshine was not in evidence when qualifying got underway for the Austrian Grand Prix, leading to low track temperatures and early struggles for grip. The drivers managed to avoid mistakes, but early laps were significantly off the pace demonstrated in FP3.

Once the tyres had bedded in, however, times began to fall, with Lewis Hamilton setting the first representative fast lap of the session with a 1m09.762s effort, nine-tenths faster than Fernando Alonso had managed with his earlier timesheet-topping run.

Following the FIA's promise to ignore any lap times set by drivers exceeding track limits – with particular regard to the Rindt runoff – roughly a third of the grid found their best efforts disallowed in Q1: Romain Grosjean, Valtteri Bottas, Kamui Kobayashi, Daniil Kvyat, Marcus Ericsson, and Esteban Gutierrez were all penalised within three minutes of each other, while Fernando Alonso suffered the same fate a minute later. Later on, Adrian Sutil and Jules Bianchi made the same mistake, taking the affected proportion of the grid to just shy of fifty percent.

With five minutes remaining in Q1, the Williams pair were third and fourth behind Hamilton and Nico Rosberg, with Felipe Massa 0.05s faster than teammate Valtteri Bottas, who had topped the timesheets in FP3. But late runs on the supersofts upset the order, with Daniil Kvyat popping up in P2 as other good runs dropped Massa and Bottas down to eighth and ninth.

Knocked out were the driver pairings from Sauber, Marussia, and Caterham.

It was in Q2 that the action started to heat up, with Bottas grabbing the top slot before Hamilton beat him by 0.004s. Moments later, Rosberg crossed the line in 1m08.974s, the first man to drop below 1m09s all weekend.

The second session saw a mass improvement with regard to respecting track limits, with only Grosjean seeing a time disallowed before the chequered flag fell.

As had been predicted, it was a closely-fought session, with the short Austrian track forgiving little and leaving no margin for error. P2 to P15 were covered by a second, and margins were particularly tight at the bottom of the top ten and the top of the dropout zone. As a result, the Red Bull Ring claimed a number of high profile scalps, with Vettel the highest profile of them all.

What was surprising was to see the Mercedes-powered Sergio Perez and Jenson Button knocked out at a track where full throttle is the name of the game. Joining that pair and Vettel in the Q2 dropout zone were Maldonado, Vergne, and Grosjean.

The first timed laps in Q3 were all well off the pace, with 1m13s, 1m14s, and 1m16s all making it to the board before Bottas crossed the line in 1m08.846s. As the earlier time-setters put together better laps Alonso managed a 1m09.285s, while Ricciardo was on 1m09.505s in provisional P4.

Hamilton's first lap was four-tenths slower than Bottas, who was leading a Williams 1-2 with Massa only three-tenths behind before Rosberg crossed the line in 1m08.944s, good enough for provisional P2. Hamilton's lap was then disallowed by the stewards for violating track limits. It would prove to be a fatal error for the Briton, who returned to the pits and left with only enough time on the clock to complete one timed lap. Pushing too hard, Hamilton span out of contention and ended the session in P9 after Nico Hulkenberg had his only timed lap deleted for failing to respect track limits.

But the real story on Saturday afternoon in Austria was a 1-2 for Williams, with Felipe Massa taking pole position for the first time since the 2008 Brazilian Grand Prix.

### Provisional grid

1. Felipe Massa (Williams) 1m08.759s
2. Valtteri Bottas (Williams) 1m08.846s
3. Nico Rosberg (Mercedes) 1m08.944s
4. Fernando Alonso (Ferrari) 1m09.285s
5. Daniel Ricciardo (Red Bull) 1m09.466s
6. Kevin Magnussen (McLaren) 1m09.515s
7. Daniil Kvyat (Toro Rosso) 1m09.619s
8. Kimi Raikkonen (Ferrari) 1m10.795s
9. Lewis Hamilton (Mercedes) NO TIME SET
10. Nico Hulkenberg (Force India) NO TIME SET
11. Jenson Button (McLaren) 1m09.780s
12. Sebastian Vettel (Red Bull) 1m09.801s
13. Pastor Maldonado (Lotus) 1m09.939s

14. Jean-Eric Vergne (Toro Rosso) 1m10.073s

15. Romain Grosjean (Lotus) 1m10.642s

16. Sergio Perez (Force India) 1m09.754s\*

17. Adrian Sutil (Sauber) 1m10.825s

18. Esteban Gutierrez (Sauber) 1m11.349s

19. Jules Bianchi (Marussia) 1m11.412s

20. Kamui Kobayashi (Caterham) 1m11.673s

21. Marcus Ericsson (Caterham) 1m12.673s

22. Max Chilton (Marussia) 1m11.775s\*\*

\* Sergio Perez qualified in P11, but will start Sunday's race from P16 following a five-place grid penalty for his collision with Felipe Massa at the Canadian Grand Prix.

\*\* Max Chilton qualified in P21, but will start Sunday's race from P22 following a three-place grid penalty for his collision with Jules Bianchi at the Canadian Grand Prix.

## Friday press conference

Cost control, fan engagement, and social media all topped the agenda at the senior team personnel press conference at the Red Bull Ring.

Present were Eric Boullier (McLaren), Christian Horner (Red Bull), Monisha Kaltenborn (Sauber), Marco Mattiacci (Ferrari), Franz Tost (Toro Rosso), and Toto Wolff (Mercedes).

**Q: The World Motor Sport Council meets next week, it's the deadline for regulations for 2015. In yesterday's press conference with the drivers they all said that cost control was the first order of priority for the sport. Are you where you hoped to be on that subject as the deadline approaches? A question for all of you. Eric maybe you'd like to start.**

**Eric BOULLIER:** Well, I think it depends on where you want to put the shift. There were some discussions, there was some real will to do something for the sport from some teams and I think at the end we achieved some decisions. I don't know yet obviously how much we are going to save. Is it enough, is it not enough? I think it's a bit too early to say. But at least let's say there was a commitment to do something and we tried to.

**Q: Monisha?**

**Monisha KALTENBORN:** Well, in my view we are clearly not there, where we should be and where we wanted to be, at least from our team's perspective. I also don't think we have achieved so far any measurable cost cutting. For us the situation is a little unclear actually at the moment, at least in my understanding if you mention the World Motor Sport Council there was a decision taken last year by the Council in which they endorsed cost-cutting as a target and they also agreed in principle to the cost cap and the FIA was mandated to implement that. Since then other decisions have been taken by other groups going in a different direction. Following that amongst other teams, ours as well, the non-Strategy Group teams I'd say were asked to bring proposals in about how you can achieve a sustainable cost base while still promoting competition. We did that, we also didn't get anywhere on that. In my understanding I really wonder what the FIA is now going to do and how Formula One is going to be governed in this respect.

**Q: Christian, do you have any comment on that?**

**Christian HORNER:** We spent quite a while talking about things and so on and we've agreed a couple of things next year which will save money. Testing is reduced, testing will be in Europe rather than overseas, wind tunnel time and CFD ratios have been further reduced. But I think what's important to say is that everything that was agreed in the Formula One Commission meeting earlier this week was agreed unanimously. That means every team was around the table and every team had the right to vote against it but everything that went through went through on a unanimous basis. We've got what we've got. I think the most important thing now going forward is stability.

**Q: Marco, are you where you hoped to be on cost control?**

**Marco MATTIACCI:** First of all, I think it is remarkable that the drivers are underlining this point. At the same time, yes, I think we did some progress. Probably we could have achieved some more. But I keep stressing the point that according to me Formula One should focus at the same time on how to appeal to a broader audience, because I think there is a huge potential for this sport. So I guess even cost reduction has to be faced in a much more complex point of view, a large point of view: how to make this product more appealing, how to attract more sponsors. I guess yes we are working extremely hard to see where are the opportunities to reduce the cost. I would like to work even harder to see where we can increase the appeal to wider audience.

**Q: Toto?**

**Toto WOLFF:** Yeah, we had lots of meeting about finding out where we could reduce costs. It's an ongoing saga. You know it's not the case that some teams are against cutting costs and other are for. We are all for sensible cost cutting because even the big teams need to make sure we keep it within a certain framework. We need to make sure that Christian is not running away with the costs. Christian needs to make sure that Ferrari is not running away with the costs. This is why we are all in favour, but it is a tricky thing and it's difficult to get everybody under one umbrella. So I guess that what we have done for next year in reducing the in-season testing again, probably to even less the following year. We came back to Europe. All these are sensible steps and this must be on our constant agenda to further reduce the costs.

**Q: Thank you for that. And finally Franz: your thoughts?**

**Franz TOST:** We have achieved some goals to reduce costs, like Christian mentioned before, with less testing and testing only in Europe and the reduced costs on the aerodynamic side. And we will also in future discuss possibilities to reduce costs. I think this is a longer process because this year we are coming up with a new regulation, and as we all know a regulation change is always in connection with costs increasing. I just hope that in the future we will always continue to discuss how to reduce costs and I am convinced that sooner or later we will come to a target where all the teams are satisfied.

**Q: OK and second one to all you. There have been extensive discussions on wider changes on things to things like format and regulations in recent weeks, things like altering the Friday programme at race weekend and tyre blankets – all that kind of thing. Which measure would you personally most like to see implemented? Maybe we'll start with Marco.**

**MM:** Again I want to have a wider view about how to improve Formula One and the appeal. According to me, if I could push the button tomorrow, I would like to see a much deeper, wider engagement toward the audience with the drivers. In the end, Formula One is innovation but at the same time it's entertainment and I think that it has huge opportunity for improvement, for revenues, in engaging the audience, the fan more to Formula One. All the other initiatives sound to me OK to reduce some costs but they sound to me tactical and they don't see the bigger picture, the bigger potential in Formula One.

**Q: Christian?**

**CH:** I think foremost and utmost Formula One is a show and it has to entertain. I think a race like we had in Montreal is Formula One at it's best. That's what we need to have and more of it – week in, week out. We need to give the public more access, more behind-the-scenes information and engage

them more in what we do. I think we need more of Montreal. How we achieve that of course is the difficulty.

**Q: Franz?**

**FT:** The most important thing about Formula One, which we should not forget, is the entertainment and when we came back to the Friday running which we have in this year and as we had it in the past, this is something which was quite important for the organisers. We have to think how we can bring the cars together, because as we can see today there are two cars far ahead and as long as the parity of the power units is not at a similar level it is difficult to achieve interesting races, apart from the fact if something happens, which was unforeseen. Once more it's a new regulation, it's the first year that we are in there. I think we also have to work for the public to understand it better, what we have produced: how this new power unit works and how the new regulation has to be interpreted. I think we will do this in future just to increase the interest of the people in Formula One.

**Q: Two silver cars out in front, that's something I'm sure you wouldn't want to change Toto, but what would you like to see implemented.**

**TW:** You know I find it amazing that we are starting this press conference with two questions about cost reduction and cost savings and talking the sport down. We are in a fantastic new venue, we have just come back to Austria to an historic race, this is the most amazing place now. We have had some exciting races. I admit that lucky for us we are quite dominant, similar to how Red Bull has been in a couple of years and we must talking stop talking ourselves down. I cannot imagine any other sport that would start the press conference in the way like we do, just talking about what it not good. But coming back to your question: I think that what is important is the show and the entertainment and engaging with the audience, to what Marco said. Probably if I could pinpoint it to a single item, I would say let's stop testing. This is not to maintain our advantage. This is our own little agenda but it's not important in the broader view of Formula One. But it's something which is not important for the spectators. I think they want to have a good show at the weekends. Can we do less testing at the beginning of the season? Probably we can but then there is a new engine manufacturer you need to take of him as well to get enough miles. Then, some of us wanted to get rid of testing completely during the season. Why not go back to zero. But it was not possible and you would be surprised who was actually in favour of in-season testing. If I could make a decision I would say let's not test in season any more.

**Q: Monisha?**

**MK:** I agree with Toto that we have an excellent product here. We have a great platform, it's very attractive. I think it's high time that we really focused on the people we are doing this for. For a team it's mainly the fan and for companies its consumers, customers at the end. We need to really pick up these people, give them a great moment - that they want to come with their kids, the next generation, and see that they are having a great show here. They need to remember this kind of a moment, which is not really happening that much. Now race in the past have been exciting or not exciting. We've gone through years where one team dominated, so we've had all that before and we're still here. So we really need to get out to the fans, to these consumers and make sure that they keep their attention to Formula One and that's something we have not been doing recently.

**Q: OK and finally, Eric?**

**EB:** Well, I'm the same as everybody. It's the start of a new regulation so obviously there was a lot of change over the last winter. We just want to see closer which makes the entertainment better which will allow us to engage more with the fans and keep the fans happy and I think by having closer racing first you have to bring some stability to the regulation.

**Q: (Kate Walker - Crash.net): In relation to the answers you've all just given, we've just an awful lot about fan engagement and solidifying F1's profile in various territories. Now Red Bull have got the showcar team. I would like to know from each of you, and Christian if you want to answer as well, what it is specifically to boost Formula One's profile in your own country and in other territories that we visit away from a race weekend?**

**CH:** Red Bull are extremely active in that area. We have a showcar team that visits countries all around the world, goes to towns or places that Formula One hasn't been before, isn't expected to be seen. This year it will run in 25 different venues. We engage with the fan base - we have more than 8 million fans worldwide that are following us through social media, our digital platforms and so on. We're generating a huge amount of hits, whether it's through a regulation change or to demonstrate the build of a car. So we are engaging with our fans and we see our fanbase growing. What else are Red Bull doing? They've brought Formula One here. It's fantastic to be back in Austria. It's fantastic to have a home grand prix and I think what Dietrich Mateschitz has done in achieving this race and the amount of fans and spectators that there are here this weekend is great to see and it's great to see the enthusiasm that there is for Formula One in Austria.

**Q: Marco?**

**MM:** It can be done more, definitely. But we have a tradition, we have a thousand of Ferrari fan clubs worldwide, we are dramatically increasing our digital experience, we have almost 12 million people on Facebook. But I think that has to be all the teams, a force, because working together in a synergic probably we can sell the product more. Definitely in the real life we have showcase car but I think today the younger audience spend a lot of time on the web, so I think probably to create an experience, even from a brand perspective, on the web is fundamental and we are working on this. So, that's important.

**Q: Franz, what are you doing?**

**FT:** I think there's rarely a company involved in Formula One doing more than Red Bull. As Christian already mentioned Dietrich Mateschitz, Red Bull, bought the grand prix back to Europe, thanks and congratulations for this really fantastic event and for this extraordinary facility. And we from Toro Rosso are very closely linked to Red Bull and we have, for the next month, a couple of showcar runs in Russia - because we prepare Russia for the Grand Prix - Formula One is not very well known over there and we sent Daniil Kvyat there. In addition to this, next weekend he will be in Moscow for a press conference, there's also the Renault World Series race where he will be, just to promote the race for Russia. And we have a lot of sponsor activities in Europe with CEPESA but also in America and Canada with Nova Chemicals and I think Toro Rosso is pushing quite hard to satisfy the fans and make Formula One popular.

**Q: Monisha?**

**MK:** Well, with the size of team we have, we don't have a demo team that we can go around and do these things - but we try to do whatever we can, particularly with our partners - like with the Telmex Group in Latin America, a lot of activities down there and that's where we try to support, of course, Formula One also with the race also coming up hopefully in Mexico to do something there. I think where we could do more is particularly around a race weekend. The smaller teams could get together with the others and make the crowds then benefit here more if our drivers would maybe do more - or we could just interact more with people.

**Q: Eric?**

**EB:** Well, it's similar, y'know. We are engaging a lot through social media. We are doing some events, we have a demo team running. Jenson was doing a Russian tour as well last week to meet with the media and press conference - so we are almost activating the same.

**Q: Toto?**

**TW:** Yeah, I'd like to add to that, social media is growing at an exponential rate with us. On good days we have more than 50,000 new likes on our Facebook site. We are almost having the size of the Mercedes audience and this shows that that audiences are probably transitioning towards other platforms. Whether you can monetise it in the same way, I doubt it...yet. In terms of activation, we do a lot. We have show car runs everywhere. Mercedes is just launching a big, global campaign around Formula One. You can see much more activation around Mercedes-Benz's motorsport activities globally - and this of course is to promote the team but also to promote Formula One everywhere in the world.

**Q:** (Kate Walker – crash.net) A lot of you mentioned social media in your responses. Now we saw in the Montreal weekend that the commercial rights holder had said that he viewed social media as a flash in the pan and something that didn't have the longevity to require our support. If we have the commercial rights holder working against social media, what can the teams do in the face of that opposition?

**MM:** This impression that the commercial rights holder is working against media, I think as every evolution, you need to do this carefully, considering that there is a financial model behind, to be migrated to a different way. Not necessarily you need to embrace everything without a proper thinking. There is a certain audience that can be interested that is present on social media and another audience that cannot be interested. So, I believe that there is work in progress and probably that will come up with some kind of solution in the short term but I didn't have the perception that he's working against social media.

**Q: Monisha, anything to add?**

**MK:** I'm also not aware that he's so much against it. We know that it's taken a while for Formula One to do more in social media and it's a fact of life today. You can't ignore it. And since we do have a product which is characterised also that much by exclusivity, I think we have to be careful and assess very carefully how we open it and how we can still monetise on it because these are revenue streams which, if they come in correctly and the distribution is also the right way, it has, of course, an impact on all the other issues we are combating right now. So, it's all somehow connected – but you have to be careful when you open up to these kind of mechanisms.

**Q: Toto?**

**TW:** What Monisha says is very true, because we have exclusive content and the commercial rights holder needs to have a long-term strategy about how to monetise the content and if you generate a billion out of traditional TV, you of course are struggling in the short term to give everything to the social media, or into the digital world where you can't generate revenue yet. So, I think we are at the verge of probably entering into a new era, where it's going to transition into the digital world – but you have to be very careful, you have to plan and you need to balance the interests of your current partners, and value your current partners, and at the same time make sure that you're transitioning the business case and the business model into the future.

**Q:** (Luke Smith – NBC Sports) Marco, we saw that Gene Haas was spending a lot of time in the Ferrari garage over the Montreal weekend. How are talks going regarding an engine supply and could I get maybe some views on his entry for 2016 with Haas Formula?

**MM:** We are doing some progress and naturally to enter in Formula One, it's a challenge. You need to be competitive and so I think there is, again, work in progress and probably a decision will be made in the coming weeks – but it is important, the positive thing I believe is to have Americans who start to look at investing in Formula One, it's really an important topic to stress – because this is, at the moment, the largest and most important economy in the world. So, it's a good sign that Americans start to look at investing in Formula One. Aside, if you look at Haas or someone else, I really welcome United States to look in Formula One.

**Q:** (Mikhail Rudoi – Autodigest Belarus) Question for Marco. When you have any difficulty or problems or working questions, do you call to Stefano Domenicali to get some maybe advice or do you do everything by your self?

**MM:** I think maybe the main characteristic of a good manager is to listen and to ask question. I think Stefano has been an asset of the company and is an important asset for me – so definitely I ask questions to Stefano. I listen to Stefano. At the same time I'm the one that makes the choice to bring a new direction within the team.

**Q:** (Dieter Rencken – Racing Lines) Gentleman and lady, after about a year's worth of meetings across the world, Formula One Commissions, whatever, the best that that the best brains in the most cerebral sport in the world could come up with was a couple of savings on wind tunnel time, a reduction on race team headcount of two, curfews increased by one or two hours per race weekend... and yet we're supposed to be talking about cost saving. Is this honestly the best that can be done and what sort of figure have you come up with. You're all business people, you must know roughly what the savings will be.

**CH:** Dieter, you're very ill-informed because we didn't reduce the number of people by two, we kept it at the same, so... Look, it's an interesting topic and you've followed this and written a lot of column-inches about it – but costs in Formula One are one element, the show is another and I think that you have to be careful not to make decisions that affect the show. And there were a lot of things that were tabled that, when put in front of promoters and other people that have a vested interest in the sport said, 'well hang on a second,' You shorten Fridays – and you guys were moaning about it as much as anyone – to say well that damages the show, that damages the promoters ability to sell tickets and put bums on seats. So, when you put a group in the room who all have vested interests, whether it's the commercial rights holder, the teams and the governing body, and you talk things through, then you realise well actually, while there is cost associated with it, by reducing it, we'll create more harm than good. So, therefore, some decisions were made on Wednesday which I believe were in the best interests of the sport. Now, some of them aren't going to save any money – well, most of them aren't going to save any money but hopefully what we will get out of it will ultimately be a better show.

**Q: Monisha?**

**MK:** Well, I said in the beginning that in my view not any measurable cost-reduction has been achieved so far – but I think we have to look at a bigger picture here which is that it's also been said before, we have to focus at the end of the day on the fans and on the consumers and we have to start right there: what image does Formula One have with them? And that's not a good image right now and that's where it all starts. So, if you find out what it is, you probably come at some point of time, then to points like the cost, that why do they think we may be burning money here. It's very difficult for somebody new to come into the sport today because the financial levels are very, very high. It's very difficult for established teams – private teams – to stay in the sport, even if you've done that for 20 years or more. So we have to try to tackle it from there and see, can we, can we do something on the costs? That's just one aspect of it. What can we do on the show? Because the revenues at the end of the day matter. If they are right. They are generated by the fans and the consumers, not by us teams – we're just spending the money out there. If that's right, all these other areas again will come into place because probably you're at a sensible level of costs, you can make it exciting again, keep a diversity in the sport, which the sport needs. So I think we have to just change a bit our view and having a bigger view on it than just focussing on costs.

**Q: Eric?**

**EB:** Not much to say.

**Q: Anything to add Franz?**

**FT:** No. As I mentioned already before, we had a regulation change, and a regulation change always will increase the costs. We have not to see how in the future it will come down, on parts or whatever with the costs. The most expensive part currently is the power unit. And once the manufacturers have stopped the research and development work because they have reached a certain level, I expect that these costs will come down, then we have some cost savings on the aerodynamic side and, as Monisha mentioned, that we get a balance with the interest of the people, that we don't lose people, because that's very, very important. Formula One has to stay on this very, very high level and then I don't see any problems for the future.

**Q:** (Ian Parkes – Press Association) You spoke well at the start about the need to engage with fans and then you touched on what you're currently doing with regard to that, but I've not really heard much so far by way of potential solutions as to what you could do for the future to draw the fans in. Obviously one of the successes in the past was the fans forum – for arguments' sake – which was run by the now defunct FOTA. Is there a possibility of somebody picking up that baton and running it again across all eleven teams, not just previously the FOTA teams? As I say, I'm looking for potential solutions now as to what you could do rather than what you're currently doing? To anybody who would like to start off.



**TW:** You're right, we need to explore all avenues and all opportunities. We had some pretty good discussions in the last meeting, engaging with the promoters and I think we need to continue to discuss that with the major stakeholders and Mr Montezemolo has started an initiative to put the most important stakeholders on the table and evaluate all these opportunities. I guess besides a fan forum which for sure was a good idea, there are many other possibilities, be it in real life, be it on the internet or the media. We should look at everything.

**MM:** The digital world is changing every day. Every day there is a new opportunity. Definitely, it is important, as Toto will say, as our president Montezemolo has been saying, we need some kind of workshop, all the stakeholders, sponsors, teams to take time and to come up with a business model or strategy to engage more with the young generation, with a wider audience, which kind of channel to use. You can go to Twitter, to Google, every kind of new media. I don't think it's rocket science but you need to do things in a calibrated way because it's a very competitive arena where you have impressive sports like champions league, NBA or NFL that do a remarkable job so I think that you need not just say OK, let's embrace new media, you need to have a very clear marketing strategy that is going to make sure that all the stakeholders will have a return on it, so I think it requires time, it's a serious exercise and I think we started a process. So I'm extremely confident that we started a journey to go in that direction.

**EB:** There is no magic wand, you know, there are no secrets. You're obviously going to have to dig it out, you know, so you need to work and as long as we keep the discussion open and we know what we want to achieve we need to adjust to all the actions which is individual actions or around the track as well. As you said, there were some forums organised in the past, maybe it's going to come up again. It's just that we obviously need to adjust during this process where we are changing F1 for the future.

**Q: (Christian Nimmervoll - Motorsport Total.com) To the representatives of the bigger four teams: the Le Mans 24 hrs last week generated a huge following, probably bigger than in previous years. Is any one of you guys considering a Le Mans programme in the future, or can you imagine to consider it?**

**TW:** Well, you know, for Mercedes it's a tricky one. Past attempts weren't really successful. It's a serious exercise, if you consider the resources which are deployed to be competitive in Le Mans, it is at Formula One level, but nevertheless, as a racer, I must admit it's an amazing race. I spent three hours in front of the live timing and I couldn't move away because it was so exciting in the night, detrimental to my family life but very exciting indeed.

**CH:** How did your wife feel about you looking at live timing in the middle of the night?

**TW:** She was quite upset with me, actually.

**CH:** I bet she was.

**TW:** She was quite upset with me. And, erm... Now you've put me off. You've derailed me. So no plans to do Le Mans from our side.

**CH:** I was not looking at the live timing in the middle of the night. It was obviously a great race, exciting race. It shows that different technology can produce close racing. You've got a normally aspirated, a diesel engine very similar to what we have here and it was still close racing, so maybe there's a few things that Formula One can learn from it but I think that Le Mans was an exciting race, it was great to see our old driver, Mark Webber, doing very well. Unfortunate for him, with a couple of hours to go that obviously they ran into difficulties but it's a different thing. Le Mans is one race, it's a spectacle, it's a 24 hour race. Formula One is a totally different kettle of fish, it's a sprint race that happens 18/19 times a year but of course there's always things you can learn from other activities.

**MM:** First of all we were at Le Mans and we won the category with car 51, with a 458 so it was a remarkable achievement. Having said that, it's good to look at other series, what can be migrated to Formula One but Formula One is 19 races and I believe that it is a worldwide platform so we need to consider that there is a very good base to start from. Having said that, myself, personally and my team, we are 100 percent focused on Formula One. I have to do my job here at the moment so I can't have this distraction.

**EB:** So no to your question, but it's true that Le Mans is a one event in itself. Obviously I've passed some years there so I know a little bit how it works and I did show up there on Friday just to have a look but there are a couple of things that we should look at how they run their hybrid energy storage and stuff like this. Maybe there is something we could learn and get into F1 but it's different racing.

**Q: (Silvia Arias - Parabrisas) Talking about Le Mans, there are some rumours that maybe for the next year the races will start with the safety car in front. Would you like something like that, to improve the show or whatever?**

**MK:** Well, not too long ago we've had quite a discussion on safety car starts and things like that so I think what we've now managed to agree there is the right thing I think. We should focus on what now we have changed for next year and see how that's going to affect the viewers and the show and then let's take it from there, so let's not just start getting wildly into actions and trying to just change because we need to do some action.

**Q: (Flavio Vanetti - Corriere della Sera) To Marco Mattiacci: we had an interview by Luca di Montezemolo in the Wall Street Journal, then he dismissed the intention of Ferrari to quit Formula One but in case you don't see the changes you'd like to see in Formula One, can you consider the possibility to leave this world or not?**

**MM:** I don't want to work with that perspective. I know that Formula One is about Ferrari, and that Ferrari is about Formula One. I want to work, we will work, the president will work in order to improve and to make sure that we will have a Formula One that will appeal to a wider audience, so at the moment I will not consider the scenario.

**Q: (Peter Vamosi - Vas Nepe Kiadoi KFT) To all of you: how do you like Mr Montemolo's idea of introducing third cars in each team? Do you have a driver for that?**

**FT:** First of all, we currently have eleven teams, 22 cars and as long as these eleven teams stay in Formula One, there's no reason and no need to bring in a third car.

**MK:** I agree with Franz. Were there to be a need, it wouldn't first of all be a good thing for Formula One because obviously then some teams would no longer be there. I think it's an interesting idea. The idea has always been coming up since a long while and maybe we could even use that to improve the show. I think there could be smart ways to see how you could actually use that car but the least problem I think we'd all have would be with the drivers. I think we all have enough.

**EB:** First, there is a limitation on the number of cars per race, so obviously if you would go, as Franz said, if you would go three cars per team now, there will be too many cars and that means that some cars would not race. I think the idea to run a third car is... unfortunately, if we had less teams, that could be a means to obviously run enough cars on the grid, but your question about drivers, don't worry, there are enough around.

**TW:** Yeah, I agree with what all three have said. At the moment we have eleven teams and hopefully they stay in Formula One but the past has shown, the last 50 years have shown that some teams come, some teams go. Nevertheless, if it falls below a critical level, which we estimate as a critical level, having a third car could be a way of filling up the grid and there could be interesting discussions about promoting that, putting young drivers into the cars and we've had many of those discussions and I think you need to have a fallback scenario in case we are really running into difficulties, but our agenda right now needs to be to keep the grid as it is.

**CH:** Nothing really to add, it's not relevant at the moment.

**MM:** We have always been... we are in favour to have a third car, in particular if we understand the opportunity to give this car to a young driver, the other driver for different geography. I think looking to improve the show, I think it could be a great opportunity and we are in favour of this.

## Friday report

Mercedes continued their dominant streak at the Red Bull Ring on Friday, with Nico Rosberg and Lewis Hamilton topping a session apiece.

In the morning it was Rosberg who had the advantage despite power unit issues that reduced his running time, with the German racer setting a fastest lap of 1m11.295s in a rain-spattered F1. Hamilton took top honour during the warmer afternoon session, ending FP2 with a 1m09.542s lap after having been the first man to break through the 1m10s barrier earlier on.

Fernando Alonso was third for Ferrari in both sessions, but the Scuderia have often flattered to deceive in Friday running this season, and there is no reason to suspect that this weekend is any different. While the Maranello racers have improved since their abominable start to the season, the F14T is not the three-tenths shy of the W05 that the F1 timesheets implied.

The times set in FP2 were more representative of Mercedes' pace advantage on the short Austrian circuit, with Hamilton's best time nine-tenths faster than that set by Alonso. Barring errors made by both of the team's drivers at catastrophic times on Saturday afternoon, the maiden pole at the new-but-old Red Bull Ring is almost certain to be claimed by a Mercedes driver.

It was a difficult day for the race team who share a name with the circuit, although the afternoon was an improvement on a morning that saw Sebastian Vettel spinning like a top at the final corner not long before Daniel Ricciardo made an error of his own on the same stretch of tarmac and ran across the grass.

Both drivers escaped unscathed, but the timesheets were not kind to the pair, with Ricciardo in P13 and L3s off the pace while Vettel was two spots behind and four-tenths down on his teammate. The afternoon saw both men in the top ten, but over a second down on the Mercedes pair.

There were a number of spins and offs in the morning session as the drivers' attempts to get to grips with what was a new circuit for the bulk of the grid were hampered by the rain that started to fall in the late morning. The afternoon was rather more peaceful, but both sessions saw a heavy reliance on the run-off at Rindt, with much of the grid treating the stretch of tarmac as an extension of the corner.

Given the characteristics of the power-hungry circuit – more than half of which is run at full throttle – it was little surprise to see the top ten dominated by Mercedes-powered cars in both sessions. F1 saw all eight Brixworth cars in the top ten, while FP2 saw the driver pairings from Mercedes, Williams, and McLaren make the cut.

Alonso's strong times aside, there were difficulties for the Ferrari-powered cars today, with Kimi Raikkonen losing out on significant running in the morning while the team tinkered with his engine in the garage, while Adrian Sutil had a turbo failure on his Sauber and managed nine scant laps before being forced to call it quits. The last man to have a terrible morning was Caterham's Marcus Ericsson, who stopped on track after eight laps, although the Swede managed 48 laps in FP2.

#### **F1 times (unofficial)**

1. Nico Rosberg (Mercedes) 1m11.295s [19 laps]
2. Lewis Hamilton (Mercedes) 1m11.435s [32 laps]
3. Fernando Alonso (Ferrari) 1m11.606s [23 laps]
4. Felipe Massa (Williams) 1m11.756s [27 laps]
5. Jenson Button (McLaren) 1m11.839s [33 laps]
6. Sergio Perez (Force India) 1m12.009s [33 laps]
7. Nico Hulkenberg (Force India) 1m12.072s [20 laps]
8. Valtteri Bottas (Williams) 1m12.114s [21 laps]
9. Kevin Magnussen (McLaren) 1m12.313s [36 laps]
10. Jean-Eric Vergne (Toro Rosso) 1m12.364s [30 laps]
11. Kimi Raikkonen (Ferrari) 1m12.365s [21 laps]
12. Daniil Kvyat (Toro Rosso) 1m12.372s [35 laps]
13. Daniel Ricciardo (Red Bull) 1m12.570s [28 laps]
14. Esteban Gutierrez (Sauber) 1m12.984s [19 laps]
15. Sebastian Vettel (Red Bull) 1m12.988s [25 laps]
16. Romain Grosjean (Lotus) 1m13.168s [28 laps]
17. Pastor Maldonado (Lotus) 1m13.642s [27 laps]
18. Jules Bianchi (Marussia) 1m13.738s [26 laps]
19. Max Chilton (Marussia) 1m13.857s [28 laps]
20. Kamui Kobayashi (Caterham) 1m14.611s [24 laps]
21. Adrian Sutil (Sauber) 1m14.691s [9 laps]
22. Marcus Ericsson (Caterham) 1m17.501s [8 laps]

#### **FP2 times (unofficial)**

1. Lewis Hamilton (Mercedes) 1m09.542s [37 laps]
2. Nico Rosberg (Mercedes) 1m09.919s [50 laps]
3. Fernando Alonso (Ferrari) 1m10.470s [40 laps]
4. Valtteri Bottas (Williams) 1m10.519s [44 laps]
5. Felipe Massa (Williams) 1m10.521s [39 laps]
6. Sebastian Vettel (Red Bull) 1m10.807s [39 laps]
7. Jenson Button (McLaren) 1m10.813s [44 laps]
8. Daniel Ricciardo (Red Bull) 1m10.920s [36 laps]
9. Kevin Magnussen (McLaren) 1m10.936s [45 laps]
10. Jean-Eric Vergne (Toro Rosso) 1m10.972s [39 laps]
11. Kimi Raikkonen (Ferrari) 1m10.974s [45 laps]
12. Daniil Kvyat (Toro Rosso) 1m11.261s [45 laps]
13. Sergio Perez (Force India) 1m11.296s [36 laps]
14. Esteban Gutierrez (Sauber) 1m11.491s [42 laps]
15. Pastor Maldonado (Lotus) 1m11.765s [30 laps]
16. Adrian Sutil (Sauber) 1m11.806s [42 laps]
17. Nico Hulkenberg (Force India) 1m11.935s [39 laps]
18. Max Chilton (Marussia) 1m12.229s [43 laps]
19. Romain Grosjean (Lotus) 1m12.262s [46 laps]
20. Jules Bianchi (Marussia) 1m12.279s [36 laps]
21. Kamui Kobayashi (Caterham) 1m12.937s [24 laps]
22. Marcus Ericsson (Caterham) 1m13.596s [48 laps]

## **Thursday press conference**

Cost-cutting, 'the show', and a lot of World Cup chatter. It could only be the Thursday press conference at the Austrian Grand Prix.

Present were Fernando Alonso (Ferrari), Max Chilton (Marussia), Marcus Ericsson (Caterham), Esteban Gutierrez (Sauber), Sergio Perez (Force India), and Daniel Ricciardo (Red Bull).

**Q: Daniel, can we can start with you? Obviously a winner last time out in Montreal. Has it sunk in yet? How did you celebrate and what kind of messages did you receive?**

**Daniel RICCIARDO:** Yeah it has, it's sunk in now. It took a few days but yeah it was awesome. We had obviously a great day and a good night with the team: we celebrated and enjoyed the moment. It was nice. I got lots of messages from lots of people, fellow drivers and other sportsmen and people around the world, which is pretty cool. I didn't see all of them but the amount I saw were really nice.

**Q: Obviously this is a big weekend for your team on essentially its home track. What are your thoughts on that and how everyone is prepared?**

**DR:** It's obviously exciting for us now. We've got a bit of steam as well from the last race. I think we're all really excited – the home one for Red Bull. We'll see what happens on track. Hopefully we can be strong again but I think as the weekend goes it's going to be a lot of fun. Not only for us drivers but for the spectators as well. I think they're going to put on a good show. There's a few planes flying around today and I think that will continue throughout the weekend with a good show.

**Q: Marcus, coming to you. Obviously we're just over a third of the way through your debut season in Formula One. How do you evaluate your progress?**

**Marcus ERICSSON:** I think it's going better and better. I think my improvement is good but obviously as a team we want to be performing a bit better. I think I had a really good race in Monaco equalling Caterham's best ever result, which was really great for me. I think compared to Kamui I'm improving all the time and can compete with him. It's getting there but of course we need to keep pushing and keep improving all the time.

**Q: And how is the morale in the Caterham team at the moment?**

**ME:** I think it's good. We know that we need to improve of course but everyone in the team is working really hard. Straight away after Montreal I went to the factory in Leaffield and everyone there is pushing 100 per cent. We're going to keep pushing and hopefully turn things around here in Spielberg.

**Q: Max, coming to you. Your unbroken run of finishes was ended in Canada with that first-lap accident. How do you feel about that now?**

**Max CHILTON:** Obviously I was hugely disappointed when it happened. It was a typical first-lap accident: two drivers in pretty close proximity. I was pretty upset after the race, losing that, and for the team because there was a lot of damage. But we've got to draw a line in the sand and move on from that and I think we're on a good roll at the moment as a team, we're definitely pulling away from certain teams and catching others up, so we've just got to keep focusing on that now and focus on the future.

**Q: As you say the team is in pretty good shape – ninth in the championship with the two points that were scored in Monaco. So where do you go from here?**

**MC:** We've just got to keep moving forward. We're not a top team that can bring huge updates to every race. We just need little and often. We've been doing that I think fairly well this year, better than previous years. Just getting a few more points of downforce at each event just makes the car more driveable for me and Jules and that means we can then extract more from the car. It's amazing what that little difference to the cars around you. I think we've been racing cars that we've never raced before.

**Q: OK, thank you for that? Esteban coming to you. Obviously still no top 10 in qualifying or the race yet this year for your team. However, last year developed pretty well in the second half of the season and picked up results. Do you feel it's possible to repeat that this year?**

**Esteban GUTIERREZ:** It's going to be a little bit more challenging. At the moment there is not any quick fix to our situation. It's not easy to accept and to realise the position we are in but all the team, every mechanic, every engineer, is doing his best to recover. At the moment we are in a position where we are fighting for ourselves. I mean I'm fighting basically with my team-mate and that's the only reference I can have and that's the only thing I can show from the driver's point of view.

**Q: I think I'm right in saying that you've never raced any kind of car around this circuit. What are your thoughts on the track and how you've prepared for this weekend?**

**EG:** I heard very good comments from various drivers that it's a fun track even though it's quite simple, so I'm really looking forward to it. At the team we don't have a simulator, so there's no real preparation for it, but I've seen a lot of footage, some data as well, which I'm able to look at and that's basically it: not much to do. I'll do the track walk later on, pretty slow, to really see every detail on track and enjoy the weekend.

**Q: Sergio, first of all, how are you feeling after your accident at the end of the Canadian Grand Prix? Any after-effects and have you had any conversations with Felipe Massa since then?**

**Sergio PEREZ:** Yeah, luckily nothing happened. We went straight to hospital: it was a pretty big shunt. I had a little bit of back pain, which went away during the days. I couldn't do normal training for a couple of days and no, I haven't had the chance to speak with Felipe.

**Q: You were running competitive at the time [of your accident], so what about this track? Is it going to be another weekend that will suit Force India do you think? I understand you've got some upgrades coming this weekend as well?**

**SP:** Yeah we have a couple of upgrades, so we are really enthusiastic. I think this can be a good track as well for us. Yeah, we were doing so well in the last race: the strategy was going really well, we managed to do one stop and keep a very competitive pace, so I think we are really enthusiastic. It's the first really big upgrade we bring to the car since the beginning of the year, so hopefully that will put us in better shape and a better position.

**Q: Fernando, you are the only driver on this panel who has raced a Formula One around this circuit before. What do you think about the circuit, what are your memories of your races here from the early 2000s?**  
**Fernando ALONSO:** I think the circuit, as Esteban said before, is a very short circuit, so there are only five or six corners around here where you can make the time, so I expect all the cars to be very close. One or two tenths you can make a lot of places, so you just need to make a perfect lap on Saturday. If not it's a big penalty in terms of positions on the grid here. And to be honest I don't remember anything. We raced in 2001 and 2003 and I have no memories. Too long!

**Q: We spoke in Montreal, obviously Ferrari brought quite a lot of upgrades to the car, which worked quite well in practice, but you weren't able to use all of them for the whole weekend. What's the plan for this weekend and what sort of shape do you think you're going to be in?**

**FA:** We have some new parts also coming here, as every race, and we will try to evaluate them tomorrow in the practice, trying to understand which ones we can put on the car on Saturday and which ones will require more time to bring to the cars. So tomorrow will be as usual a test Friday and hopefully we'll pick out the good ones for the rest of the weekend.

**Q: (Ian Parkes – Press Association): Question for Sergio. Sergio, we've just covered Felipe Massa's Thursday presser. To précis what he said: he described what you did in Canada as dangerous; that he would never trust you on track again; that he would think three times before considering an overtaken manoeuvre against you. However, he would be willing to sit down and talk**

things through with you. If I could just get your thoughts on all of that and whether indeed you might actually want to sit down with him?

SP: Yeah, of course. Felipe, we all know he is a good guy. He has his opinion, I have my opinion, and we just have to sit down. Also we get the opportunity tomorrow, with the FIA, to review the accident once again, as we believe we have enough evidence to prove I did nothing wrong.

**Q: (Frederic Feret – l'Equipe) – A question for Daniel. Is there any kind of advantage to drive on a Red Bull circuit this weekend? Did you drive it years before on a simulator, things like that?**

DR: Yeah, I did some simulator work last week – like a lot of us probably though. And last year I did a filming day with Toro Rosso, so I've been around the track but just a few times. It's a short lap and we won't take too long to adapt and get used to it. And as Fernando said I think qualifying is going to be really, really tight, especially by the time that comes we're all going to have our eye in and yeah I think mistakes are going to be costly here so it's just about putting it all together. But it should be fun. I don't think I've got an advantage here, I think by Saturday we'll all be up to speed.

**Q: (Peter Vamosi – Vas Nepe Kiadoi KFT) Question to all drivers. Did you make any bets on the football championships?**

FA: I didn't. I didn't. I don't know who's going to win, it's open and... yeah... I will not bet, it's too difficult.

**Q: How about you Esteban? Mexico are going really well...**

EG: Yeah, really well and I feel proud of it. It's great to see. They barely made it into the World Cup and now they're playing really well and in a good position. So hopefully they keep on going like this and we can fight for the win at the end.

**Q: Max, big night for England tonight.**

MC: It is a big night. I didn't put a bet down because I've never seen a poor bookie but it was a good game [England vs Italy]. I did tell someone to put a bet down on it being 2-1 but I got it the wrong way around. Italy beat us 2-1. If we can get a win in today it will really boost us for the rest of the tournament.

**Q: Daniel, the Australians tried hard yesterday...**

DR: Yeah, we're now playing for the wooden spoon. We'll see how we go, hopefully we can win one but, y'know, they fought well, I think both games. Obviously they lost but they scored goals, found the back of the net, they attacked and took risks, so we have to be proud of that at least: went down swinging.

**Q: Have you been enjoying it Sergio?**

SP: Yeah, really enjoying it. We've done a fantastic job in the first two game. We played against Brazil the other day and are doing really well. Right now we have the best, the most important game with Croatia to go through to the next match. Hopefully we can go on and keep going. They're definitely doing a good job and I think it can be one of the best World Cups in the history of my country.

**Q: Marcus, Sweden watching from the sidelines. Have you put a bet on?**

ME: I haven't, no. It's a shame we're not there but I'm sure Sweden will fight back and be strong in the next one.

**Q: (Kate Walker – crash.net) Looking ahead to the German Grand Prix, could you tell us what you're looking forward to about racing at Hockenheim please.**

FA: It's just another weekend I guess. Is there something special there? No? Normal.

**Q: Max, how have you gone there?**

MC: Yeah, I've raced there a couple of times in GP2 and it's a challenging track, not particularly easy to get right but I'm looking forward to it. I like Nürburgring slightly more but I'll give it my best shot.

**Q: Esteban, is it one of your favourites?**

EG: Yes, I really like it a lot. I have very good memories there. In my early days in my career, Formula BMW, Formula 3, GP3 as well, so it's going to be one I'm really looking forward to.

**Q: Marcus?**

ME: I've been there quite a few times and won there in Formula 3. I usually go well there and hopefully can keep that up.

**Q: Sergio?**

SP: I have good memory. It was my first-ever podium in Europe, when I was racing in BMW. And, always good memories to go into that place.

**Q: Daniel?**

DR: Turn One is fun. It's fast. Also coming into the Stadium, the other fast right-hander – are my two preferred corners. Yeah.

**Q: (Flavio Vanetti – Corriere della Sera) Couple of questions to Fernando. In these days we had some quotes by Luca di Montezemolo about the necessity for big changes in Formula One. How do you judge them? Second question: yesterday it was decided to reduce the in-season tests. What's your opinion about this decision about Formula One?**

FA: I think the president is right, in a way. The show that probably we've put in this year is not good enough in some of the races. Also, when one team is dominating so much as Mercedes, probably the spectators prefer some more action, as probably they like Canada Grand Prix that everyone seems to enjoy. Yeah, we will try to put on a better show in the next races and if the teams or the fans or whatever, they have any ideas, they will be welcome to have a better show.

[In-season testing] Obviously this is the way the sport has been going in the last couple of years, y'know? Now for many years, reducing the tests more and more. They have some good things and some bad things. Probably the cost is the good thing. The teams can save a lot of money and we have more teams that can survive year after year and we can keep having a good grid. On the other hand it's the only sport in the world that you cannot train. So, for us probably it's not a big thing but for a young driver coming from Formula 3 or GP2 or whatever, the first time they go to the circuit if F1. There is no possibility to test at any time and that's probably a unique thing in our sport unfortunately. But at the same time, as I said, I understand the cost problem and if they decide this it's because it's the best decision.

**Q: (David Croft – Sky F1) There are two big issues that have been discussed: there's the cost cutting and then there's the improvement of the show. Gentlemen, as you're the guys that are out there racing, do you think the show needs improving, and if so, what can the sport do to put on a better show on a Saturday or a Sunday afternoon? What's the one thing you'd like to see to promote better racing, if we need it in Formula One?**

ME: I think the show is... obviously there is room for improvement... but I think overall it's good fun to drive, the cars are quite tricky to drive but we've seen this year in many races that there is good racing, good battles, it's just... yeah, there are always things to improve, I don't know exactly what, but I think still, the racing has been good this year – and we saw in Canada how good the racing can be.

**Q: Sergio?**

SP: I think there is a big room for improvement, to improve the show. There is one team dominating, normally every year. I mean in Formula One

there is always one team winning pretty much every race, so that's a bit boring for the fans and also for the drivers if you're not in that car. I think there's not much you can do. Reduce the cost to give an opportunity to the smaller teams to try and be competitive. I come from a big team to a smaller team and I see the reduced amount of budget and with this limited budget it is very difficult to compete against big teams. I think that would help a bit, to reduce a bit the cost to be able to have more equal chances of fighting big teams.

**Q: Esteban, another thoughts on this?**

**EG:** I think everything is more related to the cost cutting, which is probably the most important topic at the moment. In terms of the show, it was been very mixed in the last years which more regulation on the tyres, more pitstops, everything has been probably more interesting but at the same time in some way a little bit more confusing. I think the more information is given to the fans about what's really happening in the race, this can improve the understanding and it can directly improve the entertainment as well.

**Q: Daniel?**

**DR:** Not much more to add, I think it's all been said. I think they've improved it with things like DRS and all that. I think it's been quite a good addition in my opinion and at least... I mean the F1 cars this year, in high speed corners and that, you can still follow fairly well. We can keep, I think, a closer distance than probably what there was in the past. From what I see, there are things that are definitely going in the right direction. The rest, a lot of it is related to cost-cutting and all the rest but that's about it.

**Q: Max, your thoughts.**

**MC:** Yeah, I think cost-cutting has a huge part to do with it. I think it has to be slightly more efficient or the winnings have to be spread more fairly so the smaller teams have more to play with so then the cars are closer in comparison so then the racing will increase. I think that's one that will definitely help the spectators. Instead of having two seconds between some cars if there's only half a second it's going to make the racing better to watch. And I think, Formula One is cutting edge technology and we all know everyone spends there lives on their phones and iPads now – I think we can try to put it out there slightly more. I've seen some pretty cool apps where you can select whatever camera you want, pause it when you want, rewind. I think getting it out to the younger population as well would really help.

**Q: Fernando, any thoughts what you'd like to see?**

**FA:** Well, probably, as we've all said, the cost is the biggest thing here. All the ideas you have are closely related to the cost as well. So that's not an easy thing. In my opinion the KERS should come back to our cars. We have now the electric helping us on the straight but we cannot decide, or we don't have the extra boost we had last year to help with overtaking because you can use it in different places compared to other cars. Now we all use more or less the same energy in the same places, so that's impossible to overtake. And then tyres are a big thing. Bringing in a tyre competition or whatever will mix the teams. We could help the small teams like they do in MotoGP, giving them a different spec of tyres or different fuel quantity or whatever to use in the race. So there are some ideas we could take from other sports – but as I said, all needs to take care of the cost as well and that's the main priority.

**Q: (Adam Hay-Nicholls – Metro) Fernando, another football question. How surprised and depressed are you about last night's result?**

**FA:** I'm surprised, I'm not depressed. I think that (sooner) or later we had to lose. We've been winning for some years now and we knew that sooner or later the day would come that we were back home, we were back home a little bit earlier than we expected, probably. They will enjoy a little bit more holiday break now but that's the way it is. We didn't play well enough to qualify, the others played better – sadly because the country has a lot of expectations when the World Cup comes around, so it's good to give some happiness to everybody but we just need to say thanks for all that this generation gave us in the last couple of years and hopefully come back stronger in four years' time.

**Q: (Christobal Rosaleny – Car and Driver) To all of you: Fernando introduced the topic of the tyres and it seems that Pirelli is going to keep the blankets next year. Did they ask you for your opinion to take that decision, and what's your opinion?**

**SP:** Yeah, we asked them. I think it's very unsafe to take the blankets away. I don't think that will really improve much the show. I think I agree with Fernando, we need to do something quite different to what we're doing at the moment, to give more opportunity to all the teams, smaller teams to be able to fight, maybe not for wins but if you do a weekend well, to be able to score points to give a bonus to the team. This thing is what we need a bit more mixed in Formula One; it's always the same teams winning and it's normal that people get bored of that.

**ME:** I think it's the right decision, especially with the tyres that we have this year; in general they're quite hard so to take away the blankets would be making life a bit too difficult, in my opinion.

**EG:** Very hard to say. I used to race in other categories without blankets. All the slicks are very different tyres but obviously that can be adapted. It's all related to safety as well. If it's raining a little bit and for the right tyres it's getting drier and you go out without the tyres at the right temperature then it can be very difficult and very dangerous in my opinion.

**DR:** I think it's more for safety, especially at the start of the race when there are a lot of cars in close proximity. I don't think it's quite necessary right now to do that. I think we can find other measures or other things, better solutions. I think tyre blankets are still a good thing.

**MC:** Yeah, as Esteban said, we all came from junior formulas where you don't have tyre blankets and we survived perfectly well, but I think for Formula One we'd drastically have to change the compounds for it to be safe so it's a good thing we've still got them.

**FA:** (You agree? OK).

**Q: (Marco Canseco Fuentes – Marca) Fernando, can you understand the difficulties that Sebastian Vettel has found to adapt to the new powertrain, new way of driving compared to the high level of Daniel Ricciardo?**

**FA:** I don't know. We have enough problems in our garage that we are not competitive at all at the moment, that you don't look so much in the garages around you. You just take the opportunity. I think Daniel is doing a fantastic job and Sebastian was also doing a good job in some races with some bad luck but I'm sure that at the end of the year is when you need to see how the championship went and I'm sure that Sebastian will come back very strong sooner or later so we will see.

**Q: (Sim Sim Wissgott – Agence France Presse) Daniel, what does Red Bull have to do to catch up with Mercedes? Can it do that and is your win in Montreal the start of a winning streak?**

**DR:** We just have to keep... like everyone, everyone is chasing them and just keeps working. Definitely the win gave us more motivation, not that we didn't have it but it's given us that extra little bit. It's encouraged everyone to want more of it. I saw the team on the pit wall when I crossed the line and it was as if it was their first win again in Formula One. It was refreshing, so the motivation is there. I think it's still going to take a bit of time, it's not going to happen overnight, the gap is big as we all know, but as I've said, hopefully we can stand on the top step again this year and try and close them down. We're chipping away at it.

**Q: (Vladimir Rogovets – SB Belarus Segodnya) To all the drivers: the Red Bull Ring is a new track to young drivers. In your opinion, which point in this track can be the most exciting?**

**MC:** I think it's probably a huge percentage of drivers on the grid who haven't actually driven it so it's going to be an exciting experience. I quite like the look of the last two (corners) to be honest. I don't think they're going to be great for overtaking but driving-wise, if you can get a quick entry into the second to last corner and roll the speed through into the last corner, I think when you get that right it will be pretty satisfying.

**FA:** I don't know really, probably the last corner, downhill and you're over the exit kerb many times so you get excited that it's the last corner, you want to finish the lap perfectly if you haven't made any mistakes so it's a tricky corner.

**DR:** Yeah, what looks good is the last two... Fast, flowing and the last corner looks like you can throw the car in, use the banking of the circuit there to help so I think the last sector will be fun.

**EG:** Yeah, the last corner looks exciting but at the moment I don't know, because I haven't driven it so I will have a look tomorrow.

**ME:** Yeah, I think the track is quite cool, to be honest and it will be quite fun to drive. It's not super-technical, it doesn't seem like there are any corners leading into one another but still there are some good parts like the double left-hander and the last couple of corners, so I think it will be good fun for us to drive.

**SP:** Very short circuit. I think definitely the last two corners look really enjoyable, difficult to overtake and to follow a car as well, so maybe I will tell you after the race which one gives you the best opportunity to overtake and to have more fun in the race.

**Q: (Mikhail Rudoï - Autodigest Belarus) Daniel, after your win, do you still have good relations with Sebastian or has something changed?**

**DR:** I think it's still OK. He showed a lot of respect and good sportsmanship after the race. Obviously he would have loved to have been on the top step but as I said, he showed that he was happy for me, that I got it. Yeah, it's good. I think it's just going to make him more motivated so I obviously can't rest now, I can't get too complacent, keep pushing and hopefully it works well for both of us, get both of us further up the grid.

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