

## [Transcript] Sky Sports F1 Podcast / Daniel Ricciardo is back! | McLaren's pace and Ferrari's woes analysed!

Hello and welcome to the Sky Sports F1 podcast with me, Matt Baker. This week I'm joined by Ted Kravitz and soon to be joined by Bernie Collins to look back on a brilliant weekend at the British Grand Prix. But before we do that, full disclosure, we're recording this after we recorded the initial podcast because just as I was having my lunch, the fork was just going into the food, get a few notifications on my phone suggesting that Nick DeVries is about to be replaced at Alphen by Daniel Ricciardo. We've since learned that that is true. So Ted, I'm going to get your reaction in sec. Let me just read the statement or part the statement from the team. Scuderia Alphen announces that Daniel Ricciardo will be joining the team on loan from Red Bull Racing for the remainder of the Formula One season, starting from the upcoming Hungarian Grand Prix. Ted, eyebrows are raised. What's your initial reaction to that? Yeah, immediately, immediately. So Nick DeVries out Daniel Ricciardo in. Well, the timing is interesting because today was the first day that Daniel Ricciardo was back in a Red Bull Racing Formula One car proper, not just doing demonstration runs since he left McLaren at the end of 2022. So this was the first opportunity that Red Bull and, you know, by extension Alphen, because they're the same organization as when it comes to drivers, as it has been demonstrated, were able to gauge whether Daniel Ricciardo was still on it and whether he still had it and whether he had been just burnt out at McLaren and whether he was actually the same driver that left Red Bull all those years ago and not the same driver who left McLaren and clearly, according to Red Bull, the latter is true and that Daniel Ricciardo was exactly the same driver who left Red Bull way back when and is not the same driver who suffered so badly with the McLaren car and was extremely competitive and that gave them, you know, a lunchtime's running. Matt, half a half a day's running was enough to make to persuade Christian Horner, Helmut Marco, Peter Bayer and Franz Tost, who were the ones who had made the decision with the blessing of Oliver Mintzlaff, the man in charge at Red Bull, to terminate Nick DeVries' contract or pay him off for the rest of the season. We don't know what's happened and put Daniel Ricciardo in immediately, not even Liam Lawson, who we thought was next in line on the Red Bull staircase of talent. It seems like Red Bull want Liam Lawson to complete his super formula season in Japan and they're happy to put Daniel Ricciardo in at this moment and not give Nick DeVries the next two races, which is what we understood he had up until the beginning of the summer break to prove that he was worthy of the seat.

Yeah, I think Horner, I mean, Horner's been quoted here as saying his times during the tyre test were extremely competitive. It was a very impressive drive and we're excited to see what the rest of the season brings for Daniel on loan at Scuderia Alpha Tauri. Clearly, you know, I'm not, obviously not a Formula One racing driver, but clearly they've seen something in such a short period of time that they've been so impressed by it. And we have to remember where he's come from at McLaren, you know, he was, it was a disappointing season, 11th in the driver's standings in 2022. He left his deal, of course, a year early. So they must have seen something. But do you think that's quite unusual to see something so quickly in a driver?

Well, it is the best car by a country mile in Formula One. And so maybe Daniel just couldn't deal with the McLaren and its idiosyncrasies that we know it still really has. And we're kind of surprised to see the McLaren doing well at the British Grand Prix in the hands

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of Landon Norris and Oskar Piastri for the first time in probably, what, two or three years that McLaren has been, you know, doing, been a P2 car. So when they saw that what Daniel could do in the best car on the grid, they were sufficiently impressed to actually put him in. But it must have been something quick, because the last time we heard from Christian Horner was at the Austrian Grand Prix when he told us live on Sky F1 that there are no plans to replace Nick DeVries at present. Now, he did. So as not to be to completely mislead us, Christian did put those words at present. I think I remember he sort of muttered them under his breath. But you know, there are no plans to replace Nick DeVries at present. So, you know, Christian can reliably go back to that quote and say, no, I wasn't misleading you, everybody. There were no plans to, to replace Nick DeVries at present, but at present clearly only lasted a couple of weeks. And then they saw the time that Daniel Ricciardo or the performance he was able to do was slotting into that team. And they were able to change the app present to now there are some plans to replace Nick DeVries, and we're going to replace him win the space of a few hours. Now, this is all well and good basing it, Matt, on the Red Bull RB 19, which is the class of the field. He's not driving that car. He's driving probably one of the slowest cars on the grid, if not the slowest, which is the Alpha Territory. The Alpha Territory is talk about, as we'll talk about later in the podcast, had some upgrades to Silverstone, and they finished further down than they normally do with a non upgraded car. So this is not a great Alpha Territory, it's fair to say. And my only question is not that they should have replaced Nick DeVries. Clearly it wasn't working. I would have thought it was fair for Nick DeVries to have a couple more races in Hungary and Belgium, just so that he knows well to show what he could do up to the summer break. The surprise is why Daniel Ricciardo would want to go into that car and a car that's worse than the McLaren he left probably last year. And that quote I thought from from Daniel Ricciardo, I'll just get it up here, was odd. It's just one line, wasn't it, Matt? You didn't read it out. Daniel Ricciardo said, I'm stoked to be back on track with the Red Bull family. He can't even bring himself to say, Alpha Territory. He's just saying, he's just saying, because he can't see, he doesn't want to say, I'm delighted to drive the Alpha Territory, maybe, because it's not a quick car. But he's back on track with the Red Bull family. So yeah, maybe there's some longer term gain in it for Daniel Ricciardo, because there might well be some short term pain if he can't do any better than Nick DeVries. That was going to be my next question. Do you think this ultimately is leading to him trying to compete for that second seat at Red Bull? And what do you think this does to Sergio Perez going forward? Yes, yes, it does. And I think it makes Sergio Perez check the terms of his contract to see if it's as leaky as Nick DeVries, his contract with Red Bull obviously was. And worry about whether Daniel Ricciardo has come back. I take it back, I take this back to the Australian Grand Prix. Do you remember, I know my notebooks are mostly forgettable, Matt, but do you remember my Saturday notebook? Do you remember my Saturday notebook when I happened upon Daniel Ricciardo? And I told him that I thought it was he cut a sad figure on the pit wall, a great racing driver like him being on the pit wall, kind of out of the action away from where his natural place is on the grid. And I said, look, you know, don't don't do that, you know, and he said, don't worry, it's okay. You know, I can do this for a year. And I'm wearing and I'm wearing the clothes. There was something he said, which was like, I'll be back. And I'll pro and I want to be back in

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these clothes in this Red Bull gear. And the plan is to come back. And he's been saying it ever since Miami, when he's been interviewed as well. So it's a really tricky one, because this whole plan of coming back could be scuppered by being no quicker than Yuki Sonoda in a not good Alcatari. But certainly if he is, and he can score points, you know, on debut at Alcatari and has is kind of the driver, he knows who can transform a car. And this will be a good deciding value of how much is car and how much is driver, won't it? This will give us an idea of that or age. Yeah, yeah, yeah. If he is amazing, then checker will be pretty worried, actually, even though checker brings a lot of sponsorship, and there are a lot of merchandise opportunities, selling Red Bull stuff in Mexico to Mexican fans. And checker does bring a track sponsorship, there are a few sponsors I can point to on the car that have come courtesy of, you know, Red Bull's desire to expand and exploit the South American and Mexican market, that, you know, he may well be worried if Red Bull decide to go the Riccardo way if he turns out to be the man who turns Alcatari around. And a word, just a word on Nick De Vries, you know, we mustn't forget, this is a Formula E world champion, he won F2 in 2019, and cast your mind back only to September of 2022 when he raced in Italy, he replaced Alex Albon, who had a appendicitis, and he scored points. He beat Nicholas Latifi in the Williams finished ninth. So this is a guy who's not short of experience. He's also 28 years old, so he's a bit little bit older than say the younger rookies on the grid. So, you know, where will his head be at, do you think, after this disappointment? I mean, I'm sure, you know, his supporters, and he will think that he's been unfairly treated, I don't think he got a fair crack at the whip. I think he was talking to him, reading between the lines, didn't get the support, obviously, of Helmut Marker, and that can only destroy your confidence. When Helmut Marker does a podcast saying Christian Horner didn't think he was worth

the C either, but I, I insisted. It turns out I was wrong in the middle of a season.

It's not exactly motivating, is it? But hey, that's what you get when you race for Christian Horner and Helmut, and Helmut Marker, I suppose. But in the end, he wasn't quick enough, I guess, all the hard, hard nutcases in Formula One will say that he's just wasn't quick enough. And if you're not quick enough, and you don't score points like Yuki Saneda score some points, then you don't deserve to stay. But yeah, I don't know, I like Nick, I respect him. I think he's a good driver. I don't think it was the, I think it was probably the only opportunity he had to join. I don't think there was an offer from Williams at the end of last year to be racing alongside Alex Albin. He took the only offer he had, didn't work out. I wish him all the best, because he deserves, you know, everything that, that his talent suggests. Maybe he was spoiled by being in a, spoils the wrong word. Maybe he was used to the bigger teams like Mercedes. He was a young Mercedes driver, wasn't he, before he went to Alphatari, and didn't find the level of support that he had at a smaller team like Alphatari. But yeah, as they would say, you know, those are the breaks. And I think it's, he joins the long, long list of drivers, unfortunately, having their careers interrupted, let's only hope, the hands of Helmut Marko and Red Bull. Yeah, absolutely. And, you know, 10 races as well. That is not a lot, is it? 10 races, and he's been, no, I mean, we all thought, you know, we had, we had the story, I think we did it on Skyof1 at the Austrian Grand Prix, which said that Helmut Marko had given him four races that he knew, Austria, Silverstone, Hungary, and Belgium. And if he hadn't scored points by then, he would be replaced. So they only did half of those. And then he was replaced. So maybe that's not entirely

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fair, giving, they didn't give him the four races. But also, you know, it's not Liam Lawson, is Daniel Ricciardo. You know, I think we all knew, and I asked Franz Tost, I said, is this, is this the case? And he said, look, this will only be the case if Nick decides it to be the case that he's replaced. Nick will decide if Nick performs and scores points, he stays. If he doesn't, he won't. And that was the last, the Alf Tari boss, Franz Tost, had to say about it. That was in Austria. Nick didn't perform, he didn't score points, but he wasn't given the last two races before the sunbreak to try.

Just quickly, before we go back to the main pod, what are your predictions? What do you, what do you anticipate for the rest of the season with Daniel Ricciardo?

Big question. I think only just heard the news a few minutes ago. What do you think?

I would hope knowing the quality of Daniel Ricciardo that he would outpace Yuki Sinoda quite quickly, just on experience and ability in terms of longevity in Formula One.

And I would expect him to score the odd point here and there, but it probably won't be that many and he'll be lucky to end up consistently quicker than Sinoda and showing himself to have saved Alf Tari season and to score more points. If Alf Tari finished last in the constructors, that's a calamity. That is disastrous for Red Bull. And if Ricciardo can save them from doing that, he's done the job that they want him to do and he'll be in good shape, potentially, to challenge for Czecho's seat, Czecho Prezese seat in 2024.

Okay. Well, thank you very much, Ted. We're now going to seamlessly, through the magic of editing, throw back to the original podcast to look back on Silverstone. So I started by asking Bernie how her weekend was.

Yeah, it was lovely to be back at Silverstone. It always feels very special, the atmosphere, you know, going to the track and all the fans there. And yeah, it was a really busy weekend.

I think very typical Silverstone in some ways and now we've got the, you know, the best, the weather could throw at us. Friday I got a little bit burnt, Saturday I got quite wet. So it's been a little bit of everything, but it was nice to see, you know, a brilliant Grand Prix and a brilliant podium that we ended up with as well and then the Brits on there. So yeah, it was definitely an interesting weekend. Yeah, we're both quite fair-skinned. So I think we have to be careful in these conditions like Silverstone. Ted, how was your weekend? Well, I'm not fair-skinned, but I do put a lot of sun cream on. Hello, Matt. Hello, Bernie. Hello, everybody, by the way. Matt, should we let them into a secret, the listeners and the viewers? Go on.

Go on. In our production office, the only person who is absolutely religious about putting sun cream on constantly, and the viewers and listeners will know this when they see me on TV with my white stripe there, is me. So I burn more than anybody and I have the array of zinc and titanium oxide-based sunblocks on my little part of our production table, stolen by every other member of the Sky 1 team. So little secret for them there. It's true. Every sun cream has a different use. Yes, it does. Am I right in thinking? For different conditions, for different parts of the body, different sun cream. It does. Every part of the body has a different sun cream and I have it all on my desk in front of my little... This is Trace. So I didn't realize they were yours, Ted. I've just been stealing those. They're not mine because I expense the cost of them, basically, Bernie, to be absolutely honest about it. So they belong to the company and to the production. Too much information? Maybe not. No, they belong to the production. You've not been stealing them. They are everybody's and you're welcome to them. But, yes, it was a

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good weekend. A great weekend, actually. A lot of people, they're great to see everybody in the crowd and on the grandstands and on the viewing banks. 480,000 over the weekend. There were some issues here and there with parking and access and some things, facilities on site and the likes of that. But they get better every day, every weekend. But Silverstone was, yeah, resplendent in the summer sunshine and well done to Max Verstappen. Got to say that, first of all, amazing. Continues to break records. The McLaren record broken and winning once again. But behind him, the non-Max Verstappen World Championship just got better and better with the addition of a fourth team in it now. Not just Mercedes, Aston Martin and Ferrari, but now they've been joined by McLaren. So there are four teams in the non-Max Verstappen Championship actually going for it. It's brilliant. Yeah, well, we're going to get into all of that. This is what's coming up. We're going to talk about how McLaren have got so fast all of a sudden. Really, really interesting story. I also want to talk about having three Brits in the top five. We're going to talk about Alex Albon and Williams. A little bit on Ferrari too. Not a good weekend for them. Plus, I want to talk about when Hollywood came to Northamptonshire and the filming of the upcoming F1 film, which we'll get into later on. Before we get into that, just time to tell you about the Sky Sports Shop. This is brand new in partnership with Fanatics. We've recently launched the Sky Sports Shop, which retails F1 official merchandise. You can visit [skysports.com forward slash shop](https://www.skysports.com/shop) to buy your official F1 merchandise and new customers get a 10% discount when they sign up. So Ted, if you want a McLaren mug after their great weekend, you can go to the Sky Sports Shop and buy it. Is it Team Stuff we're selling or is it Sky Sports Stuff? Are we selling Sky Sports F1 Ted's notebooks? We are not yet selling Ted's notebooks. I imagine they would sell out instantly. Then why are we selling them? Let's do it. We'll put some podcast merchandise on there. For the time being, you might just be limited to your team kits. Let's get one of these. I'll get a nice leather bound. This one says Book Journal on the front of it. It's my wife's. I'll imprint Ted's notebooks with a Sky Sports logo and F1 logo and we'll sell this. You've got to sign them Ted. I want to sign one. Okay, we'll only sell 12, so I can sign them all. Good, all right. We'll sell more than that. There you go. So yeah, that's the Sky Sports Shop, brand new. Don't forget you get 10% discount if you sign up. Right, McLaren. Let's talk about them because such an impressive weekend for them. Qualified, Norris P2, Piastri P3 and genuinely on Saturday were the second fastest car. Then in the race, Norris overtook Verstappen to lead the British Grand Prix. Huge roars. He did that for about five laps before being overtaken by Verstappen. Piastri got unlucky with the timing of the safety car. Otherwise, I think it probably would have been a 2-3 for the team. So let's get into how McLaren, Bernie, have managed to find all that pace. Can you put it down to one or two things? Where do you see that pace coming from? Yeah, I think they find something fundamentally that they've changed very quickly. It was a big step in Austria. We knew that it was only Norris that had the upgrade there. They were told that they were both going to have the upgrade for Silverstone and a little bit more. McLaren were quite open in saying the step between Austria and Silverstone wasn't going to be as big to the step in Austria. But it's quite big change, isn't it, in terms of pace. Now,

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the circuit, I think, suits them. So Austria, I think, suited Norris. He's always gone well there. The circuit characteristics of both Austria and Silverstone does anyway suit the McLaren cars. They were expected to be more in the running, but the step they've taken seemed really dramatic. I actually think looking forward to Budapest is going to be a big test for them. It's a very different circuit, a lot more low speed corners. So it'll be interesting to see how they order and those, like Ted mentioned, the Aston Mercedes McLaren, where's the order going to sit post Budapest? They've been back and forth all year. Now McLaren in the fray. It's going to be really interesting. So it's hard to put it down to one element of that car, because we obviously only see a small fraction of the upgrades that come. We only see what's on the outside. That's the only thing they need to declare to us. We don't see what's happening under the bodywork. But it seems that outcome from that team, much, much more positive. The driver's speaking much more positively about the car, the balance of the car a lot more in Vs. And what impressed me this weekend was how quickly they get the tyres working up to temperature. Norris notably, you know, on top of a stop and at the start of the race, fit to hold off Hamilton after the safety car restart when Hamilton run the soft, everyone thought that hard tyre was going to be really difficult to hold on to. And you see it further back down the field, you know, anyone on a harder tyre really struggling to hold on to people on softer tyres. So something in that McLaren, be it the brake heat and how they get the tyre really, really helps in these colder track conditions, get the tyre working straight away. So and maybe that helped them in qualifying as well. And those tricky sort of crossover conditions, slightly damp, they were definitely on top of the tyres and the heat much more than other teams. And again, Budapest is probably going to be a test in the other direction, really hot track temperatures with a different track. Is it going to fundamentally change where they... Yeah, so I was surprised, Matt, on Sunday morning when Andrea Stella was actually sort of down flat playing his expectations from McLaren in the race saying, look, we haven't got on top of our tyre degradation issues. They're just, you know, we've got it in the pipeline, we can only do so much, concentrate on so much with the cost cap at one time. And we're not sure, we think we're going to go backwards because of our tyre degradation. Now, what that means was that if it's thermal degradation or just any kind of degradation, combination of the new tyre construction, which worked and from McLaren and the low track temperatures, as Bernie says, and the upgrades meant that they were great on their tyres. And it was, there was not a worry. Lando didn't have to worry about fitting the hard tyres, which seemed like quite a conservative choice off the safety car restart. Because all he had to do was to keep Lewis Hamilton behind him until he got a burst of heat into his tyres around the fast stuff. And that was it. Those hard tyres were going to work for him. And he could keep that position. So yeah, I mean, it would have been, you're right, Matt, it would have been a 2-3 with Oscar Piastri had he not lost out, got unlucky under the safety car. But as it was, we had four, I want to say we have four Brits in the top five. But Oscar Piastri is not British, he is Australian. But he did, he did, you know, when you get the race classification with a little flags after, and there was this Dutch flag at the top, then there was the Union flag for Lewis and Philando, the little Union flag in the top right of the Australian flag for Oscar, and then the Union flag for George, who was fifth. So there was something about Silverstone and the home advantage really, really playing to the people who have the Union flag somewhere

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in their nationalities. I know Oscar Australia, you know, not the UK. But I would like to also remember how miserable Lando was at the beginning of the season, and how, you know, how sorry we

felt for him in Bahrain testing when the car was clearly awful and early on, we were like, oh Lando, you know, your heart went out to him as like another year on the sidelines. And it was so great that on the same weekend that where we have Max Verstappen, no less, saying that if Lando was in a car that could win races, and championships, Lando can win races and championships, that he showed that he was able to hold on to that P2 and deliver it and hold off, you know, the likes of Lewis Hamilton and beat Max off the start. And Bernie, I have a question for you. Do you think Max raced Lando differently at the start for two reasons? First of all, knowing that he'd get him eventually once they got their tires going and with the Super Dubs DRS, and secondly, that he wasn't Lewis Hamilton? Well, it's interesting question. So this year I've sort of been observing with Max, he hasn't been very aggressive at any of the starts, I don't think, so he's very rarely actually lost the position off the line, but he's been much more conservative than he was in the past. And I put that down to the car having more than enough pace that at some point in the race he will get, he doesn't need it off the line, even at the tracks that are difficult to overtake, he doesn't feel forced into that very aggressive lap one. And I think it is more confidence in car pace than it is the Lewis effect. I think it is that he has matured in terms of doesn't need that raw aggression off the line to make sure he has the position.

And he does have this buffer where he doesn't need to be turn one lap one in P1 in order to win the race. So I have sort of noticed that quite a few events this year, almost a very reserved start performance, which I think is the car performance he knows that by lap 52, he will have it whether he has it on lap one or not. Yeah, that's what happens if you have the red bull underneath you is you have that confidence, don't you? Going into weekend after weekend that you can, yeah, basically whatever happens, you can still win the race. We've seen him win from sort of, what was he, 14th? Thought he started pretty far down the grid this season and he still managed to come through the field very quickly. I've got a tweet here from Tom who wants to know, Ted, are McLaren now quick enough to stay near the top all season or was it just Silverstone that suited their car with the upgrades? Silverstone definitely suited their car with the upgrades. Lando took a bit of wing off as well. So the answer is I don't know.

Bernie already kind of answered it when she said that Hungary will tell, but they will be in and amongst the non-Max Verstappen Championship for the rest of the season. And it will depend on track conditions, tyres, track temperature, tyre behaviour and you know, anything else driver performance, whether they can sort of sustain that and move up the constructors order because you look at it and because they've been quite lowly, let me have a look, they are still far off the constructors points of everybody else. So McLaren have only now got 59, whereas Aston Martin have got 181. You know, they're so far off. I know you can score a lot of points of a weekend and only this weekend McLaren scored 30 to Aston Martin's six. I think I've got that right. Yeah, that's right. So you know, it can turn around quite quickly, but yeah, McLaren have got a bit of a way to go to get back up there in the constructors. Yeah, I've read something which I think your numbers that you've just read out confirm that McLaren scored more points this weekend than they had all season around race 11. So it is a struggle to overhaul that points difference going through the rest of the year. You know, we've got a 23 race season, so we're almost halfway

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through the season now and to have lags so far for the first half of the season, it is going to be big to overturn those positions to where they sit in the championship. But like you mentioned, it's not undoable. The interesting thing that you mentioned Ted is the tired tyre and their concern and that they're one of the few teams by McLaren that stuck to the medium hard one-stop strategy. They had pre-empted a lot of the other teams. Red Bull, for example, went to the soft final stint, which was definitely a quicker strategy Mercedes as well, which is why Hamilton was still on track at the point to benefit from the VSE. So if they can't overcome that tired tyre problem in other circuits where tired tyre is higher fundamentally, it will be harder for them as well.

Silverstone is a low tyre track. You can stick to the harder compounds that are working there and McLaren is getting them to work. But if we get to a very high tyre track with the high track temperatures, if they've not overcome that fundamental overheating issue at looks like that's causing their tired tyre, that's going to be more difficult for them to score those big points all. Sorry to do tired tyre chat, Matt. I'm dying inside. What was the alarm you did? Stomp the season. Tyre chat is going off. But, Bernie, do you not think that some people regretted that soft tyre switch towards the end? Because on the radio, Hamilton said, my rears are done. He was done. Two laps towards the end. Couldn't get Lando. Lando was safe from the attack from Lewis Hamilton towards the end because Lewis's softs were gone. And it was only because George treated them like butter in the first stint because he needed to and everybody was, we were in that sort of dull phase of tyre management in the first stint while everybody figured out what was going on. That when they went at it hammer and tongs towards the end, the soft, do you think it was the faster at the end to put the soft on? I think it's very difficult because we lick a lot of field average degradation and actually we get quite a range of degradation within that. So, I think on field average, the soft medium was the correct way of strategy. Now, that did involve George Russell, as you mentioned, in the first stint managing, unless in some of their radio comms midway through that first stint, they're then telling him, actually, the tyre's a lot better. You can decrease the management. You can push a little bit harder. At one point, he's told target lap plus eight. Now, eight laps over the 52 laps of Silverstone is a 15% switch and where they thought they would stop. So, the tyre was performing a lot better than they thought or they could manage it a lot better than they thought. So, I think on the whole, it was the right thing to do. I think people were looking at McLaren Norris in particular worried that the hard tyre was going to be overcome by the soft and potentially Lewis didn't manage to stint the best, pushing quite hard to try and get Norris initially overheating his tyres, then having a very difficult soft stint. It's all a cycle, you know, when you're in the dirty air, it's harder, etc., etc. So, I think on free air, the soft medium was probably correct, which is unusual for Silverstone because normally in Silverstone, you need the two harder compounds to make the one-stop race work.

So, that's maybe a sign that the Pirelli construction is working well or better than expected, combined with the lower track temperatures. If you look further down the grills, someone like Perez managed to gain positions over the Ferraris. He's stuck to the hard tyres, so he can't just look at the Norris Hamilton example. I think there were examples further down where the softer tyre definitely benefited compared to the harder one. Carlos lost out, I think, on the harder compound versus other drivers that Perez, even Leclerc, on the medium or soft



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tires were fed to take advantage of him in that part of the race. Last thing on tire chat, Matt, everybody was saying before the race, with this new construction, nobody has done a 52 lap race on these new tires, nobody. So, it was a real trip into the unknown. There was some tire jeopardy and a trip into the unknown. People didn't know how the construction was going to go because it was, instead of under the radar, quite a big change, but it worked out well.

I just want to keep going with McLaren. I want to refer back to something that Toto Wolf said, Ted. I think this might have even been to you. He said, there's no silver bullet in Formula One. This was back in May when Mercedes were struggling. He said, we can't just bring an upgrade. We're not just going to get half a second. Do you feel like McLaren, Ted, have sort of dispelled Toto Wolf's myth or sort of thoughts there? You don't.

No, because this was the McLaren. Do you remember at the start of the season, McLaren came to the

launch and, effectively, immediately after in testing said, we've messed up here. This car is not the one we wanted. We found out probably in about December, January, that there was something

much better in the wind tunnel. We're busy making that. While we make that, we've got to put up with

this that we know isn't great. That Mercedes decided that in March and in April. Mercedes are trying to figure their way out of getting out of that. McLaren realized it much earlier that they were going to have to do a new car. This is the, by the summer break and after it, we will have the entire McLaren new car. If that is for the rest of the balance of the season, better than the Mercedes, I don't want to, bodge job. I don't want to be sensationalist and call it a bodge job, but it's a compromise. Let's call it compromise. I'll take bodge job back. If it's better, then that proves what Toto is saying, which is true in the regard of there's no silver bullet to make the Mercedes suddenly great from a compromised concept. McLaren who stopped and then started

again with a good concept and that car makes sense when you look at it, that might end up for the rest of the season being faster as possible, being faster than the Mercedes. If Aston gets some upgrades on there and get back to where they were consistently scoring podiums for fun, then they might end up being faster than the Mercedes. Those three Mercedes powered teams are going to be really close towards the end of the year. I want to have a word on the drivers then from McLaren as well and particularly talk about Piastri because I think that was a race where he really proved his worth Bernie, didn't he? I mean, this is a Formula 3, a Formula 2 champion,

obviously had a year out, but throughout the season, he's impressed in that he's been close to Lando and then the fact that this weekend he was able to stay so close to Lando throughout the race, obviously as we said, got slightly stuffed by the safety card, but he really looks the real deal, doesn't he, Oscar Piastri? Oh yeah, I think in those tricky qualifying positions, if we go back to Saturday to qualify so well, when there's big pressure on, there's a lot of fast-paced decisions being happened and fundamentally you have to get the lap done at the right time. It's very strong showing to be so close and then to line up P3 on the grid at Silverstone or any event is big pressure, big pressure in terms of how the car is going to go. We haven't done, as Ted said, you haven't done 52 laps on these new tyres in this construction week at work, so it is big

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pressure to start on that position and hold on to that position and he ran a really good race and was unfortunate to miss out with the safety car, not through any poor decision or poor driving on his behalf, just unfortunate timing of the VSC. I don't think McLaren could have predicted that in any way, so a really strong showing from him and I think he started, you know, I think there was some comments post race from Norris saying, you know, he is pushing him quite hard, which is, you know, a very, very positive review of Piastri's performance and I think we will start to see, as his confidence grows and he goes through these experiences time and time again, even stronger showings from him, so McLaren do luck to have a very, very strong driver power and if that car can perform in these other events that we've discussed, then, you know, it's very positive for his brushful season, isn't it? Yeah, and Ted, a word on Lando. There was a sort of quote that came out in the press conference where he was talking about watching Lewis and Fernando in 2007 in McLaren's fight it out at Silverstone and you fast forward to this year, he's battling Lewis Hamilton in the final few laps at Silverstone. That's a really cool story, isn't it? And what do you make of Lando's weekend? He seemed genuinely quite sort of thrilled, overwhelmed. What was your perception on the ground of how he was in and amongst the fans at Silverstone? Well, two things. First of all, with Lewis and Fernando, two drivers who have very differing experiences of their McLaren experience, of their McLaren history.

They came at it from a different way. Lewis was genuinely happy to see McLaren back and doing well. Fernando was at the same time genuinely happy to see them back, but saw more trouble in McLaren. He knows now that McLaren are going to be trouble for Aston Martin

and maybe Lewis felt against what I said earlier about Mercedes might be dropped by these two. I think Lewis felt, OK, McLaren, you might be good in this high speed, but we'll get you back over the balance of the season, such as Mercedes' confidence in their race pace, I guess. But that's for that one. And when I was leaving the circuit after I'd done my notebook, I finished up at Aston Martin and then Fernando came through and gave the McLaren boys a sort of bravo and a hand

clap, which I thought was nice. I think Fernando does still have a sort of soft spot thinking back to the McLaren the way it ended. I think he does have a sort of McLaren soft spot deep in his heart, even though it didn't really end up particularly well. Anyway, that's just one thing. And two things. The second thing, Lewis definitely has a soft spot for McLaren, and it's well felt that he's glad for everybody there. Lando of the weekend was just happy to be back in it. He was glad to see his bucket hats and his green hoodies in the grandstands, his merch, and he was feeling the love of everybody in the paddock. When it was asked for selfies, would do some sort of funny faces. Someone fan said to me, oh, you're not doing a Lando funny selfie face. I said, what was the kind of Lando funny selfie face? He does a kind of blue steel when you ask him for a selfie, which I thought was odd. I don't know whether he was just mixing up, mixing it up with the selfies. Probably had quite a lot to be fair. Yeah, he does. Yeah. And so you can use yourself while while doing it. But no, he was just glad to be back in and amongst it and was feeling the love, had his family there, had his had his sisters there, I think as well. I didn't see only his brother, he might have been there. But yeah, it was just a sort of fun weekend, a positive weekend all around. And he was just happy to be at Silverstone with a

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car with which he could do something. And getting the podium was just great. It was just a giggle, you know, I land on the radio afterwards. When he's told P2, he's just kind of, it was just that that summed it up. Yeah, yeah, he'd be well worth. I mean, obviously on Skynow, where you can listen to all team radios across the entire race, he would be well worth listening to for an entire race. And I think he was already was shouting gap, gap on the radio to his engineer at the end when when when Lewis was was on his on his tail. So yeah, congratulations to McLaren, congratulations to Landau, because an Oscar as well, because I think yeah, a brilliant race for them. And we will see, won't we in Hungary, if that success continues. Let's continue talking about the three slash four Brits in the top five. And George Russell, because there's a question here from John Oscar piastres. Yeah, if you just yeah, if you just joined the podcast, yeah, yeah. British, he's got the union flag in his flag. He is a proud Australian. All right, okay, sorry, purely from a flag perspective. Yeah. Okay, John on Twitter, and this is for you, Bernie, would George make a good strategist because his tire strategy always seems on point. And we do hear him to be fair on the radio. He's quite involved, I feel, isn't he during the race? He really wants to know what's going on. I appreciate he's very hard for you to say whether he'd make a good strategist. But what was your perception of George and the way he carries

himself in that in that respect? Yeah, I think it's weird when you when you listen to a lot of the radio now, a lot of the drivers are very on top of what's going on strategically, very on top of their own and other strategies. Whereas maybe, you know, previously a lot of drivers weren't necessarily always paying attention to the strategy meeting, but now they realize that that midfield, it's not midfield, it's the second to the fifth field is so tight that these small, small differences in stop black meet quite a big difference. And I thought it was really interesting from Mercedes and now as I said, as we don't know where I came from, but they were one of the few teams to split the cars between the soft and the medium start tire. George was a bit of an outlier starting on the south and they had more work to do in that first stint in order to make that work. Now, it was very smart move from Mercedes or George again, we don't know which but very smart move in that they had feedback on both tires, one of the few teams that had direct feedback on how both of those tires were going to influence both strategies going forward. So it allowed Lewis to extend to fit the soft tire at the end and it allowed George to fit the medium tire second. So they had all of the information available, even though they were in traffic. So as a strategist, when you're watching the race and both Mercedes were very close behind both Ferraris, it's very hard to get a read on their degradation or their piece, because they're in traffic the whole time. So you're actually reading for a race degradation and Ferrari's piece, you're not reading theirs. So they had some information that were not available to the Romero field until they got on Freer when the Ferrari pitted.

So and you know, George's feedback at that point was very much, these tires are still good. I think we can extend, let's you know, even to the point of saying, well, why are we stopping in there? What he was told, I think that they're stopping because of optimum stop laps, not because of traffic. And at one point, he said, and I think this is a good mark of George, he's been given the positions to Ferrari or the pit window gap to Ferrari. And he actually says, I'm not interested in looking backwards. I'm interested in looking forwards. What are my gaps to McLaren? Where are McLaren? How are we beating McLaren? And that fundamentally changes a bit the thought process,

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or at least his thought process is very clear to the pit wall that he's interested. He's not worried about undercutting Ferrari. He's worried about getting his best strategy in order. And that's good understanding from George. And I think that is someone who's spent a lot of time looking at the data he's been presented by the strategy team on a Friday or a Saturday night. They had some good log runs on Friday as well. They were one of the few teams that ran the hard tire as well, MP1, which isn't that useful from a strategy point of view, but it is good for driver feeling. So I think, yeah, there's a lot of intellect going on in the background there in order to draw. He knows the information that the pit wall won from him. And he's given that information very clear, concise way. So a good strategic hands comment, but a good member of the strategy team through his driving on his feet back, yes, Dash Belly.

Do you see any of that, Ted, when he went up in the Typhoon? Could you see him sort of calculating or working through, you know, perhaps a slightly different way to how others might approach it? Yeah, well, we were just trying to keep our lunch down. Yeah, no, no, no, I did actually because what we both realized in that RAF Typhoon piece was that that aircraft is such a capable machine that it's very, very easy for the aircraft to be kind of, you know, thinking, an aircraft at this level and thinking, come on, pilot, you know, you're not even at my level. And there's so much capacity the pilot needs to have and to think about it. And for the pilot to actually be able to do that fly it have the physical resist the physical G sensations and all of that to be at the same level as the aircraft. That that is when that's where you need to be. And, you know, George and I were kind of here when we were flying the plane, which we were flying the aircraft, we were kind of able to do that look around, see what's going on, get the picture. But Group Captain Billy Cooper and Flight of Tent Matt Brighty, who were the pilots were, they were at the same level as their aircraft, they were completely at ease with their aircraft and able to think about everybody else, looking at the radar and where they were in the, in the, you know, over the land or the sea, thinking about all of these pictures, what happens if we have an engine problem or hydraulic problem, if we need to eject now, where's the local where's the latest search and rescue helicopter. And it's exactly the same. And we were be George and I were overloaded. But those pilots were not and George is never overloaded. He gets the picture of what actually what's going on. But yeah, nice, nice segue back into the Typhoon piece. Did you like it? Yeah, really interesting insight, really interesting insight from, from George.

Let's move on and talk about Red Bull. We mentioned at the top that their records, honestly, every week, which we come on the podcast, and there's just a new record that that they've broken or equalled. But Verstappen, sorry, Red Bull had now time a Clarence all-time record of 11 consecutive wins. That's from 1988. It's probably going to be surpassed. Let's say that in Hungary. Verstappen's also achieved the eighth hat trick weekend of his career. So a hat trick is the win, the pole and the fastest lap that ties him with Alan Prost and Seb Vettel for fifth in the all time list. But what's the real story this weekend Perez and his, I mean, from my perspective, he, well, the last five races, he's not made it into Q3. And Bernie, do you think he leaves himself too much to do in the race at the moment? And that's, that's why we're not seeing him perform at his best? 100% there's too much to do in the race, starting from not getting out of Q1. That's guaranteed. I think some of it, you know, this week needs to be more, it's easy for us from the outside to say the check was not made out of Q1 for five weeks in a row or whatever it is. And it's easy to look at that and say, why is that

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happening? You know, is he not performing as a driver? This week, from what I could say, there's a discrepancy between the strategy team and the drivers. So on those conditions, improving conditions to be the first person to finish a lap. I think when he first crossed the line, he showed up in P1 or P2 with that lap that he did. And then it just tumbles from there. The lap times are tumbling really, really quite dramatically, which is what always happens in those types of conditions. So if you have a driver that has struggled to get out of Q1, disregarding the fact that the car is by far the fastest car on track, so it should be easy to get out of Q1, you've got to give them the best possible chance of doing that. And that fundamentally is being the last car on track in those conditions. I think he queued at the end of the pit lane for a long time as well. So there's a few things there that go together that say he should have through, you know, partially through his driving because the car is the fastest car that's out there, but partially through the position on track, it should be much easier in this example to progress through Q1. So yes, he's leaving himself a lot of work to do. I think historically, Tackle has not been the best qualifier. He has been more suited to re-asmig and attire his work, manage him whenever strategy is done. So there's a combination of things that need to come now. There have been races, you want to go clearly to shunt, not getting through, but there have been races since that that haven't been so clear cut. And all of that needs to come together. And we don't know where the communication has broken down there. We don't know what's going on in Silverstone Q1. But you need to be with the fastest car as a team, you need to be progressing through Q1 every week. So, and there's often this teams sometimes get wrapped up in the sea of insets for Q3, whatever your first priority is to go through Q1. And that's the bit they need next week. In Hungary, it's much, much more difficult for overtake. You need to go through Q1. And that needs to be the priority in qualifying and worry about the Q3 position at another point. Because it's shocking statistic to have not gone through Q1 so much in what is clearly the fastest car on track. I must say at the time, Matt, I wondered whether it was a team mistake. I looked at it and I wondered whether, you know, they were so sort of predalicted on, okay, check out, you know, let's not mess this up again. Let's go out early. Let's get our laps done. Let's be the first one out of the pit lane sitting at the pit lane for six or seven minutes. You know, let's do that. Okay. And then we'll be good. And then there was like this other sort of, yeah, but, you know, drying track needs to be, and they'd like, shut up drying track, you know, we need to be early on. We've got a plan here. We've got a plan here. Don't you tell me about drying track, you need to be out of the last person. And when he wasn't out and what I don't know is whether having done that lap that Bernie said that put him P1 or P2, whether it was whether he had the opportunity, the tire and the battery to go back and do another one at the end and the time, or whether he'd run out of time, didn't have the battery or the tires to do, to do another one at the end. And if he didn't, then that is a team mistake. And checker was very nice in covering for his team, if that's the case, because I didn't hear any word from checker afterwards saying, we messed up rather than, you know, it was just, well, I didn't get it, you know, the best, the best run on it. So it is to checker's credit as a team player to sort of cover for a team mistake if it was that. But if he didn't manage to get the last lap together, because, you know, he made a mistake or went off or whatever, then it's sort of 50-50.

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But yeah, he just needs, it's like David Coulter once told me about this about, you know, when you're having a run of bad performance in qualifying, you go into qualifying, so don't mess it up, don't mess it up, don't mess it up. Oh, I messed it up. You know, and then the pressure just builds weekend by weekend. But I really hope for his sake, he gets himself out of what I called, I think on the weekend, a pickle. I think just to add to that, Ted, it's always really difficult, you know, on the pit wall to defend it a little bit. And there was, you've got the dry end track, and you will guarantee you have someone in your head saying, what if there's another red flag? We just need the lap on the board, because at that stage, I think they went through before he'd put that final lap on. So you're trying to, you've got this risk reward of we need a lap in case someone else causes another red flag versus we need the lap at the end, because we know that's

going to be the best track condition. And they may have just underestimated how much the track would

improve through those three minutes. So it's really difficult to do each one when you're out, if I had to play.

Do you think, Ted, that, I mean, we've got two races now, haven't we, before the summer break, we've got Hungary and then Belgium, then we've got the summer break. So do you think it's two races to put in two good performances and prove that he should have that second seat? Or, you know, I mean, I've got, we'll talk about Alex Albon in a bit, but you know, Helmut Marco with his wandering around the paddock and saying things like, you know, or I've got it here, you know, unfortunately, Alex is tied to Williams till the end of 2025, you know, we're entering that season, aren't we? Silly season where things are just starting to be talked about and moved around. No, I don't buy it. I don't buy this, you know, there's only a four races ago, we've talked about Czecho challenging for the championship, just he's going through a rough patch. I don't think he's going to get, he's not going anywhere for next year. Liam Lawson is not ready. Daniel Ricciardo is not coming back. Alex Albon, I think would be well advised to stay where he is and Helmut Marco doesn't really want him back. It seems from that, that quote you say. So I don't think anyone's talking about Czecho being replaced next year. It doesn't make sense. It's good. It caused Red Bull a problem when Czecho was up there taking points off Max and Max was, you know, furious about or angry about it or disappointed about it. You know, it was that that was a problem. Now they don't have that problem, they just have to get and they're going to win the construction championship anyway, with all Max's points. And Max is going to win the world championship, driver's championship. So where's the problem?

Dream scenario, dream scenario for Red Bull.

Seeing as we mentioned Alex Albon, I think we should, we should chat about him and, and he's secured now all of William's 11 points in the Constructors' Championships. It's been a, it's been a really good season for him. And I guess, Ted, when you consider where they were last year, they finished on eight points in the championship in 2022. They're now on 11, there's clear signs of progress aren't there at Williams and Alex is leading the charge. Yeah. So only the 36 to go before they beat Alpine for sixth, but that is possible, I guess, if Alpine really have a terrible rest of the season. But yeah, to be up from last to seventh in the Constructors would, would be, is good going at the moment. And we'll probably

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see the season off very well for Williams. And Alex Albon is, as James Val said, the, the perfect driver for them. Yes, Logan Sargent does need to start scoring some points there. But he has had this weekend, the first time I've really heard James Val's come out and say, Logan is doing what we want him to do. You know, this is, this is, he is, he is developing as a, as a nice little racing driver here. And we think, you know, we've got a good one and he was going to start scoring some points. And at least Williams are giving him that motivation and security, which is more than you can say for Helmut, Mr. Motovator, Marco, and what he wants to Nick DeVries to do, the other guy who hasn't scored any points. So James Val's is going about it the right way. Logan Sargent had his best weekend in Formula One so far with a P11. And I guess it's more of a, you know, only a matter of time before Logan scores points. You'd have to say he's more likely to score points before Nick DeVries does the way things are going at Alpha Tawery with an upgrade, which showed absolutely no signs of having any pace, adding any pace to the car whatsoever. But yeah, to answer your question, as for Alex Albin, I think he'll stay where he is. And he had a great weekend, another great weekend, and he's happy doing it. I don't know, Bernie, what's your, what's your view on the sort of Albin Sargent dynamic? Yeah, I totally agree with everything you said. I think Ted, they are coming together as a team, and they maybe see this as a build year to something better next year. And therefore, developing the driver that you have in the car, giving them the confidence, you know, Sargent's going to have some good overlays against Albin to learn from. And if they can build as a team and work together, and it seems like James is putting the right steps in place to get that to happen, then it's about building the strength for next year. And if they can finish this year in P7, that's massive, you know, way more than I think they expect to go into the season. Let's see if they can hold on to that, because there are cars that are faster behind, you would think, or should be faster, but they've done very well with, Alex has outperformed the car on the events that he scored big points. So it's going to be, it's nice to see them working so well together, and it's nice to see the sort of positive attitude there from James.

Yeah, we will see what happens to Williams for the rest of the season, but definitely moving in the right direction. So final team, just to check off from Silverstone, and that's Ferrari, I think, because a really disappointing weekend for them. Leclerc finishing in P9, Sintz in P10, especially when you consider they started P4 and P5, and it marks a whole year since their last victory, which was at the British Grand Prix, where Sintz, of course, won from pole. Ted, where do you think Ferrari are at? I mean, you and your notebook yesterday were kind of, you were putting over the teams, you know, one by one, that they're behind. And do you still think they're behind Mercedes, behind McLaren now, and maybe behind also Aston as well? You still think?

Yeah, they were at Silverstone. There's no denying that. Fred Vassa was, I tried to sort of, you know, after qualifying, I said to Fred Vassa, well, that's more like it. And he was, yeah, you know, I think so. And then after the race, he was kind of, you know, we've got to do better than this. We were too conservative on the tyre choices. We were too conservative on thinking that we needed to go and be the first to pit. I think they were thinking, oh, you know, everyone's going to react and follow us into the pits. They didn't. And we're left there looking like, you know, the last bottle of champagne at a wedding, the only people pitting. And everyone's like, come on, respond, respond. Everyone's like, no, you're right, Ferrari. You know, I don't think we will bit early, you know, for us. And then missed, of course,

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the safety car. All right, Ferrari couldn't have known that there was going to be a safety car, but Alonso, Lewis, you know, Nath Lando, they all lucked into a cheap, not lucked in, they waited out and played the game right and got a really cheap race time safety car pit stop, which transformed their strategy. So yes, Ferrari were unlucky with that, but they made their own luck in needing to go too early. They went too conservative on the tires. There doesn't seem to be huge sort of high speed pace there. Charle Claire was seemed to be more excited about going to Wimbledon the day after

than than really anything I saw over the weekend. But you know, I have I still go to every race with high hopes that Ferrari can have a good weekend. But if you think about them building for a championship, and you look at last year and you think, okay, you know, they're getting all these mistakes out their system, well, they're still getting the mistakes out their system, aren't they? You know, that that that is not looking like a car that's that's a transformed.

And we know it's harder. It's not as nice a car to drive as last year's. So I don't know. Another year in learning for Ferrari, can they go back to a car like last year's, which is just nice to drive, because they've got such good drivers that you just got to give them the equipment.

Mm, Bernie, are they glimmers of hope? What where do you see that? Your face maybe says all that, but where do you where do you see that? You know, if you if you were in the Ferrari team right now, where what would you how far ahead would you be looking to start seeing improved performance? Well, it's weird because qualifying showed that that car at Silverstone is good, at least in the qualifying conditions. So to come away from qualifying in P4, P5, and be beaten in the race by Alex Albon, who we've just discussed, yes, Albon got the VSE, but for Ferrari to be beaten by Williams in Silverstone is borderline unacceptable from a team performance side. Now, the glimmers of hope, I think was Canada. The strategy in Canada was very, very strong to stay out under the safety car, get the track position really did well there. And this weekend, I sort of was trying to go through a little bit and they stuck, they were one of the few teams along with McLaren, he stuck to the medium hard strategy, despite evidence showing throughout the race that probably the medium soft strategy in terms of lower degradation was better. And I tried to find reasons for my strategy had as to why, why did this stick so strongly to that strategy? And there was a few contributing factors for me. So one is, McLaren didn't do any running on Friday in the FP2 session, so they had no long run data, they were down to one car, getting long run data on new construction. And instantly on Friday for Carlos was very high degradation on the soft when you compare it to someone like Mercedes. So I think we've spoken many, many times in the past about this high deck that Ferrari seemed to be carrying and that was evident on Friday and that maybe scared them away from the software compounds in the race despite evidence from others that were fit to control that deck. They were also worried about both Ferraris were running with both Mercedes directly behind. And at one point they're giving them the gap to the car behind and trying to say, you need to maintain this gap in order to be free from undercut risk. So they were very concerned about being undercut by both Mercedes, which I think is why they forced the clerk in particular to go early and that forced the hard tire because you have a longer stint to do. So there was a few little knock on things there and then it's interesting a few laps into that hard stint, the clerk actually says, I think we've gone too early guys. And I think it was a bit obvious at that point that they had gone too early when nobody like Ted is saying is covering the situation.



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And then they're forced onto the safety car to box again because they've already done 14 laps on these hard tires. So that just compounded the issue for the tire. But Silverstone historically has a very high risk of safety car. So you need to be open to the possibility of a safety car coming at some point in the race and you need to be ready or in your best position for that. So I can see why on the pillow the nerves of the undercut from Mercedes can particularly with rustle and soft that you think is going to box early onto hard tire. But they missed what others picked up on that the deck was much lower with the lower track temperature than it had been on Friday. And maybe for them if they had fitted a soft the deck would have been too high, maybe they just cannot control that soft tire, not clear. But they did, you know, it's easy in hindsight, definitely went too early and then weren't fit to benefit. But they will be disappointed, the entire team will be disappointed to come away from a reasonably strong qualifying for them. And, you know, BP9 and P10 in the races is reasonably poor, but it doesn't feel like the car as a package is poor. It just feels like the network and of the team around it. And it always sort of feels to me like the communication within it to get the decisions made quickly. We've seen time and time again on the pit wall, questions being asked of drivers, uncertainty and decisions being made. And I don't think it's that fundamentally the strategy team are poor or I don't think that fundamentally any of the engineer and team are poor. I think it's that as a group, they're not making decisions quickly enough. It feels like there's too much checking someone's opinion or getting authority to do something or getting approval or a discussion about what we're doing is right or wrong. It feels like almost, and I don't know, it feels like the strategy team haven't enough authority to just make a call and make it stick that there's too much discussion as to whether the strategy team are right or not. I don't know. That's surmising from the outside, the uncertainty and the cause or sometimes being it. Well, that's because the drivers so often sort of second guess it and then sometimes contradict it and do exactly the opposite. So, yeah, they still need that sort of to mature, don't they? Well, at least Charles was at Wimbledon, wasn't he? Katrown is sorry, he's on centre court. Him and Arthur in front of, yes, him and Arthur, Pierre was there as well. Yeah, they all look great, didn't they? Yeah. And Wimbledon's a brilliant place to be. Although you can tell, you can tell Pierre's struggles with the old racing driver neck. Did you see that he couldn't get the shirt done up to get the tie? Maybe it was a fashion thing. Hey, who am I to speak? Maybe it was a fashion thing. The tie wouldn't go up past the size 18 neck. Oh, I didn't see that. I'll have to have a look. Charles was, of course, two buttons open. Yeah, look great. Yes, look great. Okay, that sort of concludes, I think, I think Silverstone. Oh, we haven't talked about Fernando Alonso. Oh, sorry. Can I just say that Fernando Alonso, you know, in his well done McLaren, that was his equal worst result of the year, which is a lowly six points and seventh, same as Spain, but don't count him out. There was a very particular thing about the Aston Martin this weekend that I like to call neither fish nor fowl. When, when the circuit is night demands the slow stuff through the sort of Luffield, Brooklyn's, you know, woodcote, and the rest of it is really quick. The Aston just couldn't cope. It couldn't cope. It was like, quick stuff, slow stuff. What do I do? And, you know, maybe they could have taken some wing off maybe in, in post race analysis, Aston will think, you know what, we tried to cover both the slow stuff and the fast stuff didn't really work. Tom McCulloch said we knew it wasn't going to be the best weekend for us. But yeah, don't count out Fernando. Don't think that they're beaten because they will be back on it back on the podium,

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possibly even with a chance to win in Budapest. Big prediction for you there. Sorry. What do you think, Bernie? It sounds right. It sounds like you really know your stuff. You felt some insider information there, haven't you? I just thought it was interesting how, I mean, what is that when you have a circuit? Could they not have taken some wing off, do you think? And just gone, you know, Fernando just try and stay with it in the, in the low speed stuff. I mean, Lance had his own issues with Pierre Gasly and all of that. But I think when you're taking wing off, particularly your helping the J-Line speed, but potentially you're not helping the high speed because you're sliding more in the high speed and therefore potentially leading to higher degradation. So there's always a very delicate balance to be placed at Silverstone as one of those circuits that does demand, like you say, a balance of all of the contributing factors to get it exactly right.

Right. Sorry, Matthew, back to where you were. No, no, it's very interesting. I mean, yeah, I'm sure they'll be banging their heads together at Aston Martin and working out that.

And yeah, moving forward, we'll see if your prediction comes right, Ted.

podium and hungry. I think that's what you said. I'm going to go podium and hungry.

Right, yeah, just want to finish by talking about the film that was being recorded this weekend at Silverstone. Recorded, yeah. Maybe the film that was being filmed.

Sorry, darling, I'm recording a film this weekend.

So Matt hasn't worked in the film industry. But yeah, this is really exciting, wasn't it?

I mean, we saw Brad Pitt on the grids in and amongst it as an actor being filmed for the film, not recorded. And yeah, there he was. Ted, what was going on?

I do know what my favorite piece that we put out on Sky of One this weekend was and bearing in mind that the other one was the piece that I was in. I shot and I edited with Georgie, which was the typhoon piece. My favorite piece was Brad Pitt and Martin Brundle talking in the garage on the National Street because it was an exclusive, first of all. So yay, us.

And second of all, it was just so charming to see Brad Pitt, you know, International Movie Superstar from Seven to Oceans, the Oceans movies to all the other good stuff he's done.

Just embrace. And all right, he might be only sort of into it for the duration that he's doing this F1 movie, but just embrace the whole F1 vibe and the way we're doing it and the sport and the history and wanting to be and being so pleased that everybody's welcomed him in and his film crew. And for me, sort of three things. First of all, the professionalism of the film crew, watching them in action in the garage, I thought was really great.

You know, we've had other movie crews, I remember come in before and, you know, wanting to sort of

take over, be disruptive, not a bit of that. They were so professional. And I don't know, you know, it's impossible to tell who were movie extras, who was Carlin, who were running the team, who were actually professional mechanics, you know, to anything else. So I thought that was really good. Brad Pitt, Damson Idris looked fantastic on the grid. They did the national anthem and they were in the driver's briefing and didn't stand out, didn't disrupt anything, blended in. They did a walk back. I watched them walking back from the drive from the national anthem boat back to their cars. And, you know, they were in amongst Carlos Sainz and Max Verstappen and all of that. And they were looking cool. And there was a there was a me character Matt on the grid. It was there. Yeah, there was a me character who was wearing a flat cap and was trying to interview them with a dictaphone. Oh, no, you know, I felt like no,

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no, no, no, no, no. At least get a microphone. I'd never wear a flat cap. I mean, it's more of a Martin Brunel character than a me character. Maybe I don't know. So pesky reporter character. There was a pesky reporter character and Damson Idris kind of ignored him like shut up. I don't want to talk to you, which is true to life. And then when they got the back to the back of the car, they were great on the pit wall. They were there with Kim Bodnia from Killing Eve and Kerry Condon,

who's the the Bernie Collins role, the strategist, and the two engineers, the race code. I did meet a weekend highlight. Matt, I must tell you, was meeting Kerry Condon and boring her with my banshees of Inno Sheeran admiration for her and Martin McDonald's film, Banshees of Inno Sheeran. Was I never wild? I didn't. What do you mean wild Dominic? Sorry.

Yes. Sorry to Kerry, boring you on my banshees of Inno Sheeran. And it was just a pleasure to see it happening and to hear that, you know, they're going about it the right way and doing it well.

And I refer you back to my favorite line of the weekend, Matt, which was Brad Pitt's talking about the plot, which we won't go into because they want to keep it a bit quiet. Things, you know, the drivers get together. We're in a season. Brad Pitt comes back to help

Damson Idris's character and then hijinks ensue. And I love that. And I love the idea that hijinks are going to ensue. And I wonder whether it's a bit of a different film from Top Gun Maverick, which was the last film that Joseph Kaczkynski, the director did, which had its light moments, you know, with like Bob, the guy in the one of the other planes, but was an action film. And I like to think from what Brad was saying, there'll be some light moments in there because there are, you know, some light moments. It's not all sort of driving. But looking at Brad was talking about Javier Bardem's character as a kind of flamboyant team boss. And F1 put some of the photos up of Javier Bardem at the back of the grid. He's going to be a hilarious character. And just some, you know, I'm stoked about the whole thing. They were they were really good, great crew, great cast, great production. And I'm looking forward F1 is going to welcome them back at many races to come.

Yeah, it's really exciting, isn't it? Because because F1 have been so involved, and we know that Lewis Hamilton has been involved, there is going to be, you know, you feel like where a lot of these films probably do fall down as they're not very realistic. They don't represent kind of, if you were an actual fan of the sport, you'd watch it and probably go, well, that's not really what happened or that would never happen. But yeah, I mean, Bernie, I don't know what you saw across the weekend, but things, things are made to be real, aren't they? And I think it's, I think it's going to be a really interesting film. Yeah. So there's a lovely little moment that I witnessed over the weekend, just sort of sat on the pad observing, you know, there's a little seating area there that you can just sit and watch and chill out. And as they sat there, the actor in the movie who's playing the Pirelli guy, so all of the characters have a Pirelli representative in there. And he was playing that person and he walked through the paddock while another Pirelli guy came in the opposite direction, a genuine Pirelli representative. And they just had a little nod, a little hello at each other, because the guy looked so genuine that he just, it was just assumed that he worked for Pirelli that weekend. He was someone that he'd not seen before, didn't know whatever. And I seen the actor then as he walked past, just giggle to himself almost going, Pirelli don't know whether I'm real or not real anymore. And I'd imagine if he was walking into their hospitality, he probably got away with it. And it was just really interesting to see that they've covered it to that level of detail that actually people in the paddock are assuming it's

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just a different Pirelli guy for the weekend. But I just, the way the actor laughed to himself as he walked by going, yeah, I've got this right, like I'm playing the role really well. And that's going to be such, that character is probably going to be such a small detail in the film, in the background, that it's going to be really interesting to see how much of the other details have got right. Oh, very good, very good. Yeah, I look forward to seeing it come out. I'm sure it's going to take a while to come out, but yeah, when it does, I'm sure we'll receive a lot of attention. Thank you both very much for your time. Thank you, Ted. Thank you, Bernie. Really appreciate it. We'll be back as ever next Tuesday for the next episode of the podcast. Hope you can join us then. Thanks a lot. Bye-bye.