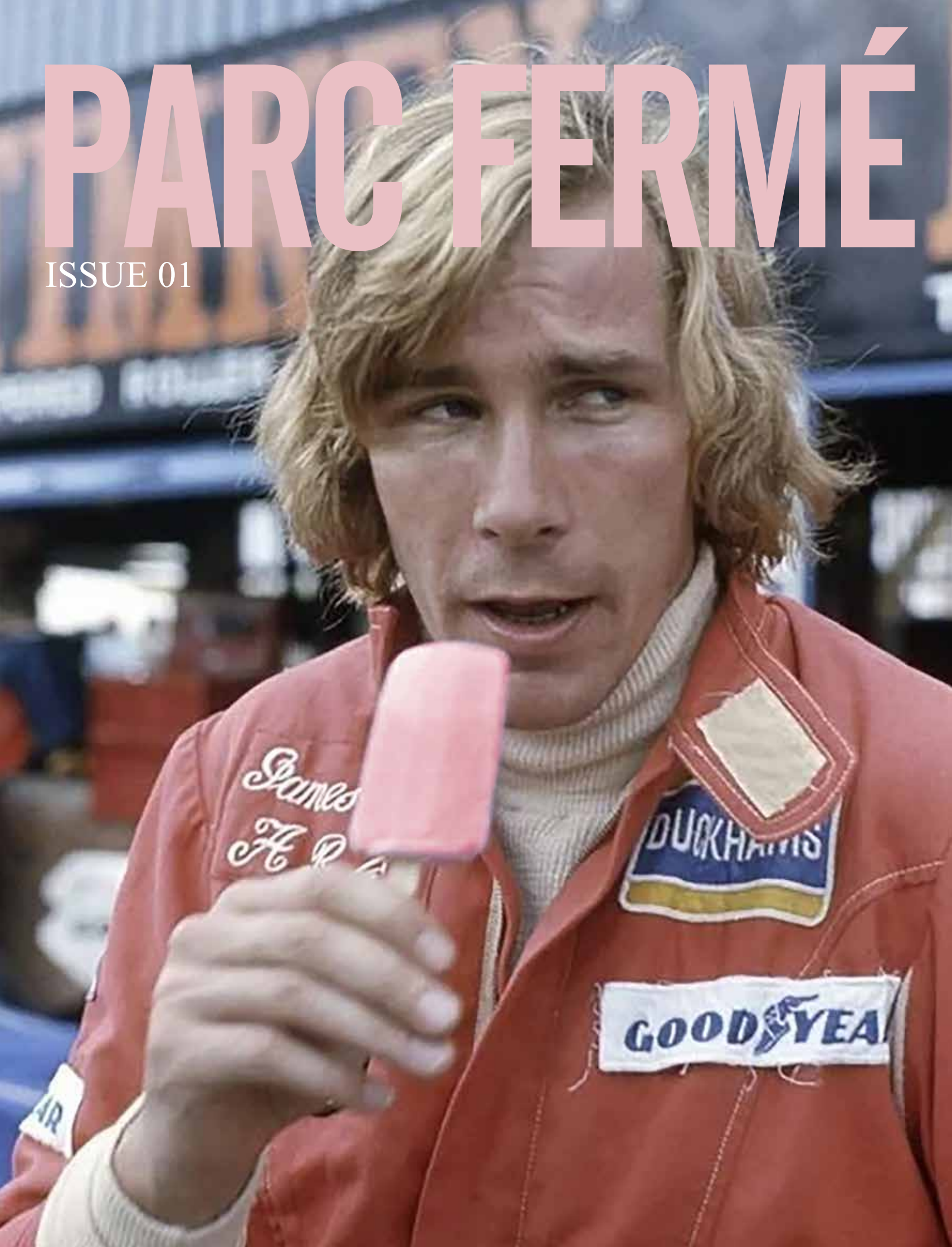


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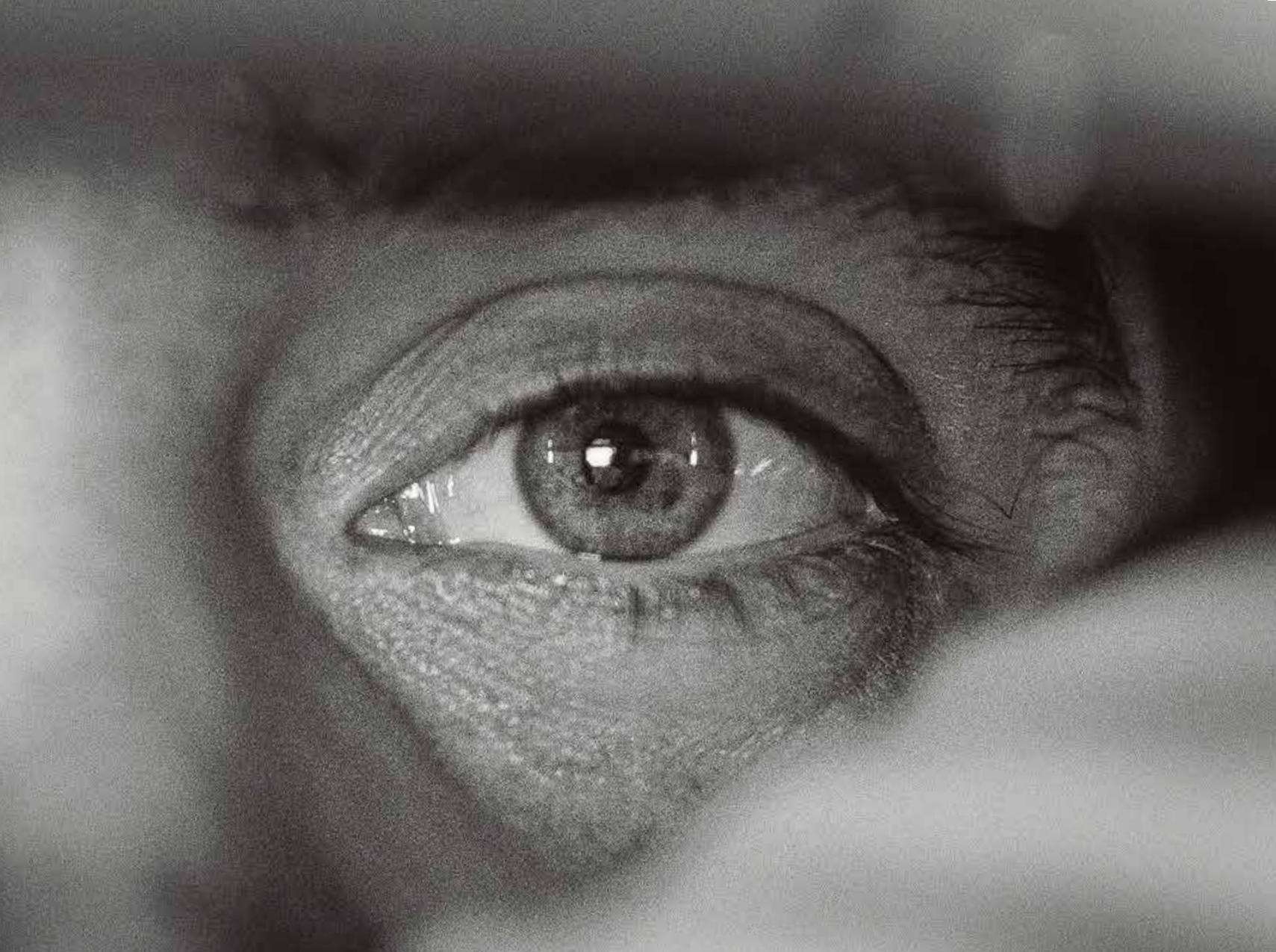




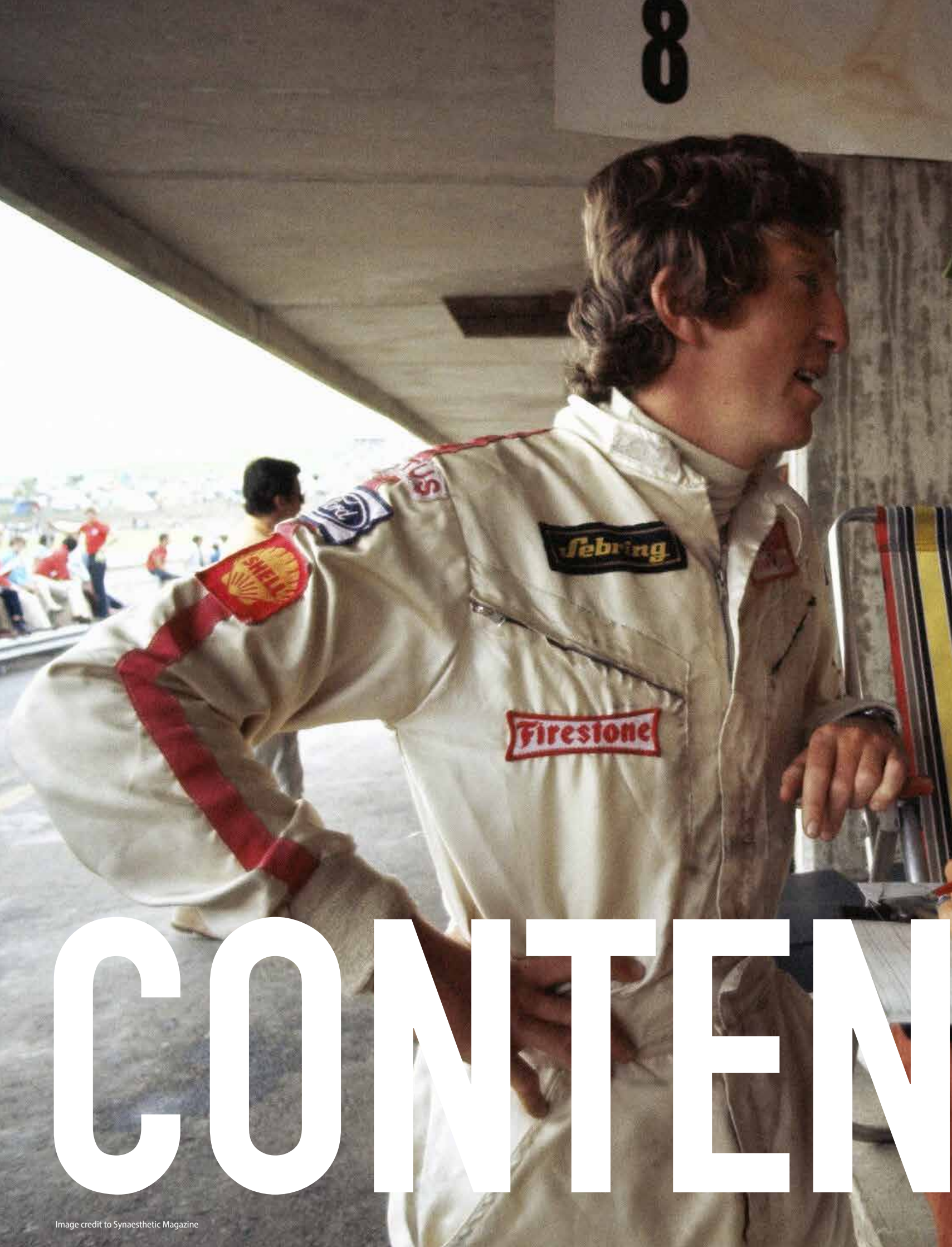
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ON THE FRACK



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Welcome to Parc Fermé

In Formula 1, the chequered flag might signal the end of the race, but it's never the end of the story. Beyond the roar of engines and the scent of burning rubber lies a world where style meets strategy, and precision meets passion. This is the space Parc Fermé was built to explore.

Here, we step away from the stopwatch to look closer at the layers that make F1 the most intoxicating sport on earth. The elegance of the paddock, the chaotic intensity of the pit lane, the innovation hidden inside the chassis. The destinations, the design, the fashion, the mental strength. All the facets that define life at 300 km/h.

The sport is evolving, shaped by voices, talents, and perspectives more diverse than ever before. Women are taking pioneering roles as engineers, strategists, creators, and leaders, bringing fresh ideas and inspiring change. Their impact strengthens the sport for everyone, just as every contributor, regardless of gender, plays a part in the global story of Formula 1. At Parc Fermé, we champion these trailblazers while celebrating the passion, skill, and creativity that unite the motorsport community.

Formula 1 is the apex of high-octane performance. The champagne sprays under floodlights, made only possible by long nights in the wind tunnel. It's global glamour and fierce competition, sometimes in the very same breath. And we believe there's no single way to love this sport - whether it's the engineering brilliance, the cultural spectacle, or simply the magic of race day.

In this, our debut issue, we invite you to immerse yourself in the full spectrum of Formula 1. The people, the stories, the unseen moments, all curated with the same precision and passion the sport itself demands.

Welcome to Parc Fermé. Your paddock pass awaits.

Ella Cleary - Editor-in-Chief

Netflix Police

The Culture War Behind F1's Streaming Boom

Formula 1 is no longer just a sport. It's a global cultural force.

What began as a niche, largely European motorsport has undergone a radical transformation in recent years. A combination of strategic marketing, slick storytelling, and digital reach, particularly through Netflix's *Drive to Survive*, has introduced millions of new fans to the grid. Races in Las Vegas, Miami, and Abu Dhabi are now as much about the spectacle as they are about the racing. TikToks dissect the drama of team radios; red carpets are hypothetically rolled out alongside pit lanes. F1 has entered the mainstream, and it's thriving.

But with this explosive growth has come an unexpected form of backlash: a growing culture of gatekeeping among certain segments of long-time fans, who are questioning the legitimacy of newcomers. Dismissively labelled 'DTS fans,' many of these newer followers - often younger, and often women - are being told, explicitly or otherwise, that their enthusiasm doesn't count.

The argument typically follows a familiar line: real fans care about tyre degradation, not team principals' spats. Real fans know their way around technical regulations, can recite constructors' standings from the early 2000s, and have been watching since Spa 2008. Anyone arriving by way of a Netflix documentary, a celebrity grid walk, or a viral TikTok? Not welcome.

Let's be clear, that kind of elitism is toxic.

Sport, at its core, is about connection - not credentialism. There is no single "right" way to become a fan. Whether someone was drawn in by Carlos Sainz L'Oréal campaign, Fernando Alonso's tenacity, or the behind-the-scenes tension between Christian Horner and Toto Wolff, the result is the same: they found something that made them care. That alone should be enough.

Yet the resistance persists. And in many cases, it disproportionately targets women.

Female fans in particular often report feeling the need to 'prove' themselves. To justify their presence, their knowledge, even their wardrobe choices. Many hesitate to admit they discovered the sport through Drive to Survive, for fear of being dismissed as superficial or disingenuous, watching the sport just because the drivers are 'hot'. I've spoken to women who were reluctant to discuss their F1 fandom at all, unsure of how it would be received. Fortunately, not every interaction ends in dismissal, but the anxiety remains.

This kind of scrutiny doesn't exist in a vacuum. It reflects a broader issue in motorsport culture - one that continues to struggle with inclusivity. Despite high-profile diversity initiatives and increasing visibility for female voices in and around the sport, the idea that F1 remains a space for the 'informed few' still lingers.

It's a flawed notion, and one that fundamentally misunderstands where the sport is heading and why.

When Liberty Media took over Formula 1 in 2017, they made it clear that they wanted to expand the sport's global footprint. Drive to Survive wasn't an accident; it was a strategy. So are the glitzy race locations, the celebrity appearances, and the increasing focus on lifestyle content. F1 doesn't just want to be a motorsport, it wants to be part of the cultural mainstream. And it's succeeding.

Some fear this growth comes at the expense of the sport's heritage. But inclusivity doesn't require erasure. Long-time fans are not being replaced - they're being joined. Technical analysis and fashion content can exist side by side. You can care deeply about DRS zones and Lewis Hamilton's paddock looks. These are not mutually exclusive experiences.

Fandom is not a finite resource. The presence of new voices doesn't dilute the sport; it strengthens it. When more people are invested, more perspectives are shared. More stories are told. The community becomes richer and more resilient.

No one is asking diehard fans to stop caring about the nuances of pit stop strategy or power unit upgrades for these are the beating heart of the sport. But what is being asked, increasingly and rightfully, is that the community makes room for everyone who wants to be part of it.

You don't need to speak fluent FIA regulation to love F1. You don't need to memorise championship tables to belong. You just have to care.

Because ultimately, the lights go out for all of us. And when they do, every fan - old, new, technical, or casual - is watching the same race.



History of the



Chequered Flag

Few symbols in the world of sport are as instantly recognisable as the black-and-white chequered flag. Today, it signals the end of a race across Formula 1 circuits, NASCAR speedways, and countless local tracks, but its origins are surprisingly obscure.

The precise beginning of the chequered flag is debated among historians, though most agree it gained prominence in American racing at the turn of the 20th century. Some trace its use back to county fairs in the Midwest, where a flag was waved to indicate the end of horse and bicycle races. The high-contrast pattern, easily visible against dusty tracks and unpredictable weather, made it a practical choice long before it became an icon.

One of the earliest recorded uses of the chequered flag in motorsport was in 1906, during The Glidden Tour, a long-distance road rally event across the United States. Its presence became more standardised in the following decades, particularly with the rise of professional racing bodies such as the Federation Internationale de l'Automobile (FIA) in Europe.

By the 1920s and 1930s, the flag was entrenched in racing culture. It was popularised further by the Indy 500, which began using it regularly to mark race finishes. As global motorsport evolved, the chequered flag travelled with it, becoming a universally recognised symbol of both conclusion and triumph.

Despite its simple appearance, the chequered flag holds a weight of meaning - the relief of the finish line, the exhilaration of competition, and the drama of victory...or defeat. For drivers and fans alike, it is the final punctuation mark in the narrative of every race.

From dusty county roads to billion-dollar circuits, the chequered flag has stood the test of time, not just as a practical tool, but as an enduring emblem of motorsport.



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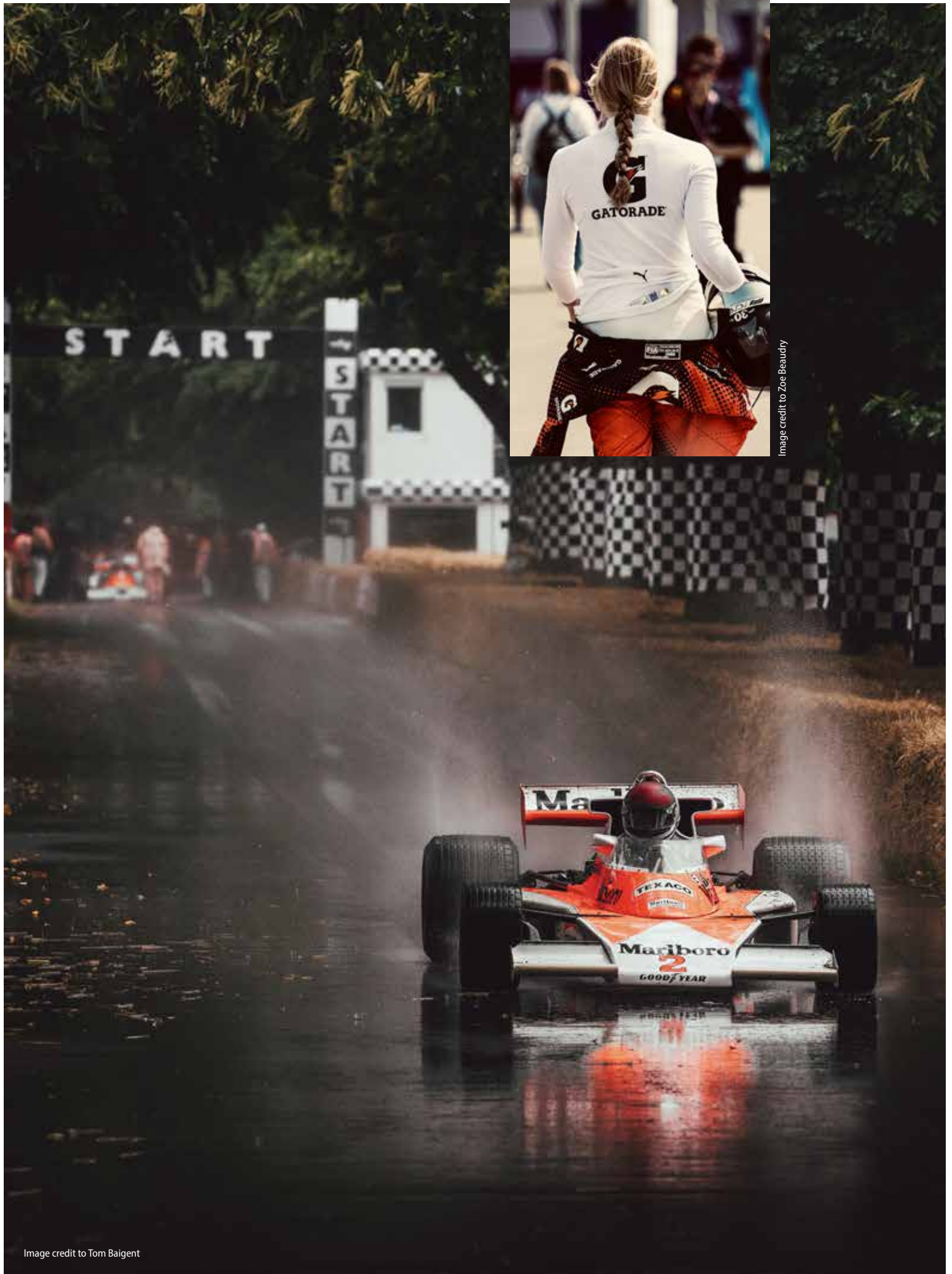


Image credit to Zoe Beaudry

Image credit to Tom Baigent





Laura Müeller

Making F1 History

Formula 1 has always been a world dominated by roaring engines, high-stakes strategy, and, until now, men. But in 2025, that changed when Haas named Laura Müeller as Esteban Ocon's new race engineer, making her the first full-time female race engineer in the sport's 75-year history.

She joined Haas back in 2022 as a simulator engineer, quickly moved up to performance engineer, and this year, stepped into the spotlight on Ocon's pit wall. Haas team principal Ayao Komatsu made it clear, 'I didn't hire Laura because she's a woman. I hired her because she's excellent at what she does.'

Müeller's background is incredibly impressive, and a testament to her hard work and dedication in making a space for women in motorsport. A graduate of the Technical University of Munich with degrees in automotive engineering, she built her résumé across some of Europe's most competitive series - Formula Renault, DTM, WEC - before landing in F1. Her journey was earned through sheer competence and passion for racing.

Those who work with her say she's the real deal. Ocon himself has been vocal about her impact, praising her dedication during intense race weekends. At the Japanese Grand Prix, he noted Müeller worked through the entire day without even stopping to eat. 'She's fully focused. She doesn't count hours. Her work ethic is second to none,' he said.

Her calm, analytical demeanour has proven to be a great match for Ocon's fiery, competitive nature. Komatsu highlighted

Müeller's clarity on team radio and her persistence in searching for the right answers, traits that are critical when making split-second calls in a race.

But while Müeller's success is a personal milestone, she's also candid about the broader implications. 'It's actually quite sad to be the first female race engineer in F1,' she said earlier this year, pointing out how much work still needs to be done in opening doors for women in motorsport engineering.

Today, women make up less than 10% of technical roles in Formula 1. Though other figures like Red Bull's Hannah Schmitz or Mercedes's Margarita Torres Díez have made strides, female representation remains the exception rather than the norm.

Müeller's high-profile appointment could help shift that. Programs like FIA's Girls on Track and McLaren's STEM outreach initiatives aim to inspire young women, and hearing a female voice over team radio might just be the spark a teenager needs to believe she belongs in the paddock.

Müeller is now shaping race strategy and performance at the highest level of motorsport. But she's also shaping the narrative, proving that talent, not gender, drives success on the pit wall.

She's not just helping Ocon fight for points, she's helping Formula 1 take a long-overdue step forward.



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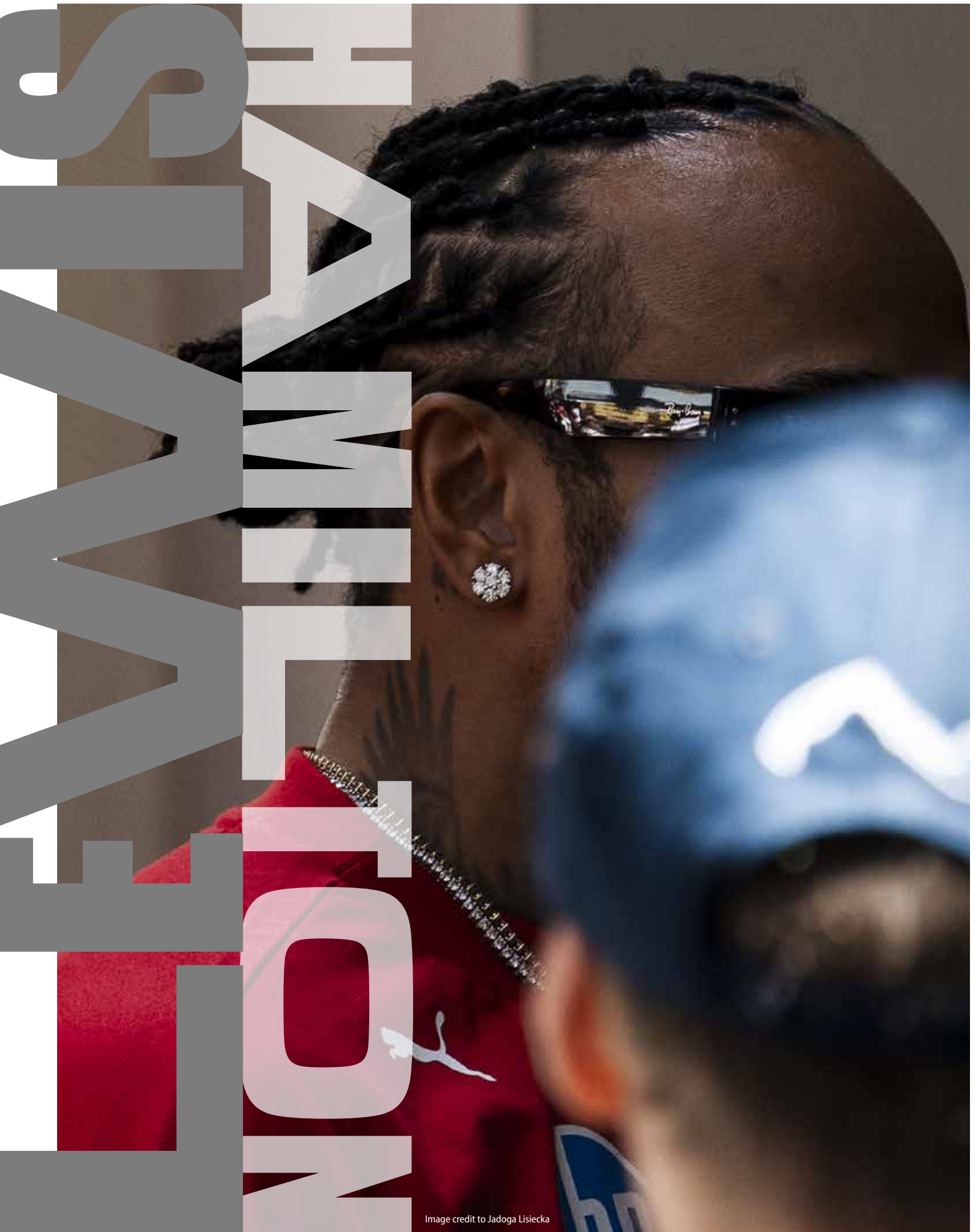


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When *Do You Know* When to Call It Quits



The Rise and Fall of Lewis Hamilton and the Battle to Protect a Legacy Before It's Too Late

The Tension Between Legacy and Decline

In elite sport, there comes a moment - often silent, often cruel - when the world begins to ask whether greatness has passed its peak. For Lewis Hamilton, a seven-time Formula One World Champion, that question has grown louder with each winless race, each faltering season, and each reminder that age and time do not spare even the most transcendent talents.

But Hamilton's story has never been confined to lap times or championship points. His legacy is not just measured in titles - though there are many - but in cultural impact, personal resilience, and the unique burden of being Formula One's first and only Black driver. It is a career that has redefined what an athlete can represent, and now, as he enters the final act of his journey with a bold move to Ferrari at age 40, it forces us to ask deeper questions.

When is the right time to walk away? How do you measure legacy in a world obsessed with perfection? And what does it mean to keep fighting when the odds - and the optics - suggest otherwise?

This is not just the story of a sporting icon in transition. It is a case study in greatness, vulnerability, and what it means to finish on your own terms.

More Than Just a Champion

Lewis Hamilton's path to Formula One was far from typical. Raised in Stevenage by a working-class family,

his father, Anthony Hamilton, worked multiple jobs to support Lewis's karting dreams. Formula One had always been a sport of access, money, and legacy. Hamilton broke that mould.

He entered the sport in 2007 with McLaren and nearly won the championship as a rookie. One year later, he became the youngest world champion at the time. But it was his racing style - aggressive, intuitive, fearless in the wet - that electrified the paddock. Comparisons to Ayrton Senna were not just superficial. Hamilton had the same instinctual brilliance, coupled with an analytical edge that allowed him to adapt, learn, and evolve.

After a turbulent stretch at McLaren, Hamilton made a career-defining move to Mercedes in 2013, a decision many mocked. But what followed was nothing short of domination. Six world titles between 2014 and 2020, with performances that blended mechanical mastery and strategic brilliance.

Off the track, Hamilton was just as transformative. He brought political and ethical discourse into a sport long resistant to change, kneeling on the grid for Black Lives Matter, calling out injustice, launching diversity initiatives, and advocating for environmental awareness.

Setbacks, Crashes, and Controversy

Every great career carries its scars. For Hamilton, they've come not only in the form of mechanical failures and rivalries, but through moments of psychological and moral testing.

In 2016, he lost the title to teammate Nico Rosberg after a tense and often bitter season. Internal battles, strategic missteps, and a key engine failure in Malaysia saw the championship slip away. But he returned in 2017 and 2018 even stronger, reshaping his driving style and mindset, refining a calm ruthlessness.

No single low, however, has cast a shadow as long as Abu Dhabi 2021. Leading on the final lap, Hamilton appeared poised to claim a record-breaking eighth world title, only for an unprecedented decision by the then FIA race director, Michael Massi, to manipulate the safety car procedure. Max Verstappen, gifted track position, overtook Hamilton in a one-lap shootout. The backlash was global. The moment, in many eyes, was a theft, not just of a title, but of sporting fairness.

Hamilton went silent for weeks. For the first time, retirement seemed not just possible but logical. Why continue in a sport that had seemingly betrayed its own rules?

But then, quietly, determinedly, he returned.

Driving Without Dominance

Since that night in Abu Dhabi, Hamilton has only stood on the top step of the podium one other time, at Silverstone in 2024. Mercedes' once-dominant machinery has failed to match Red Bull's post-2022 supremacy. A radical design concept - the "zeropod" - faltered, and for the first time in years, Hamilton was no longer in the title conversation. Yet to watch him race is to see brilliance still at work.

In this era of relative scarcity, Hamilton has assumed a different role - part competitor, part test pilot, part mentor. Where others might shrink, he has absorbed the pain and kept showing up.

As former world champion Damon Hill put it, "There are drivers who fade when the car fades. Lewis isn't one of them."

Why Ferrari and Why Now?

In 2025, Hamilton joined Scuderia Ferrari, the sport's most iconic but often turbulent team. The decision surprised many. At 40, with more than 300 races under his belt, most assumed he would either retire or see out his career with Mercedes. But Hamilton has always been drawn to challenge.

Ferrari offers one final mountain - to win with a team that hasn't claimed a driver's title since 2007.

It recalls his move to Mercedes in 2013, bold, risky, and long-term. The difference now is time. The window is narrower. But the belief is undiminished.

What Is Legacy, Really?

Legacy is often misunderstood as a ledger of accomplishments, fixed, numerical, unchanging. But in truth, legacy is narrative. It's the story a career tells over time, and the values it embodies long after the trophies have dulled.

In Hamilton's case, that story extends well beyond Formula One. He has come to symbolise not only excellence but evolution. The racer who brought activism to the paddock. The man who fused performance with purpose. Hamilton has used his platform in ways few in motorsport ever have.

And perhaps more than anything, his legacy is shaped by his willingness to endure. To remain in the fight even when the wins stop coming. Because it's easy to bow out on top. What's hard is to keep showing up when your powers are questioned, your team is off-pace, and your eighth title feels more distant than ever.

This is the part of the journey that distinguishes icons from legends.

As historian David Goldblatt writes in *The Age of Sport*, "Legacy is the story we tell about an athlete when they're no longer in the arena. But it's also shaped by what they choose to risk when they could walk away."

Still in the Arena

If Hamilton walked away tomorrow, his legacy would be secure. He would leave as the most successful driver in Formula One history by many measures - a seven-time champion, an agent of cultural change, and one of the most admired athletes of his generation.

But Hamilton has never been interested in scripted endings. His decision to continue, to change teams at 40, to chase what still eludes him is not a denial of age, but an affirmation of belief. In himself. In the work. In the unfinished story.

Because legacy isn't something you protect behind glass. It's something you test. Expand. Risk.

And in the end, Lewis Hamilton may be remembered not just for the records he broke, but for the era he reshaped, and the fact that, when others would have quit, he chose to stay in the arena.

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LEWIS
HAMILTON

What Parc Fermé would wear to...

1



F1 Style
Monaco

2



F1 Style
Las Vegas

3

4



F1 Style
Silverstone



F1 Style
Zandvoort

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DENNING

WALK





What it Really Takes to Race

In the fiercely competitive arena of international racing, Alex Denning stands out as a remarkable talent and testament to perseverance. The Irish driver's progression from a karting enthusiast at eight years old, to a 25-year-old front-runner in the Lamborghini Super Trofeo Asia championship illustrates not just natural skill, but an extraordinary level of dedication and mental strength. Denning's journey is a compelling story of passion nurtured by determination, hard-earned lessons on the track, and a relentless drive to succeed despite setbacks. As racing continues to evolve at a global level, Denning's story reminds us that success demands far more than raw speed - it requires grit, adaptability, and an unwavering belief in oneself.

Racing Runs in the Family

For Alex, motorsport wasn't merely a pastime, but a destiny shaped by his upbringing. 'I started racing karts in 2007 at age eight,' he recalls, reflecting on a childhood immersed in engines and adrenaline. Both his parents were racers themselves - a fact that inevitably infused his early years with the thrill of competition. His father runs one of Ireland's largest crash repair centres, giving Alex an intimate understanding of cars beyond just driving them, while his mother owns a car dealership, keeping the family's ties to the automotive world strong and practical. 'They even raced against each other!' Alex says, sharing a glimpse into a household where racing was more than just a hobby.

Despite having four sisters who chose paths outside of racing, Alex grew up surrounded by the sounds of engines and the spirit of competition. His parents' involvement gave him access to

not only the tools and vehicles, but also the stories and lessons that come from a lifetime in motorsport. Early memories of karting weren't just about learning to drive fast but about understanding the dedication, preparation, and precision needed to thrive. This foundation in both passion and practical knowledge has been a cornerstone of his racing philosophy.

The Turning Point: Motorsport Ireland's Young Driver of the Year

A significant milestone came when Denning was awarded Motorsport Ireland's Young Driver of the Year in 2022, a prestigious accolade accompanied by a €50,000 prize targeted at supporting the best Irish driver. This recognition was a powerful endorsement from the Irish racing community. 'That award wasn't just financial support; it was a vote of confidence from my sponsors and team that propelled me forward in GT racing,' Alex explains. The prize opened doors to opportunities that might have otherwise been out of reach, helping cover costs for travel, equipment, and entry fees that are notoriously expensive in the sport.

For Denning, winning the award was a validation of years of hard work, but also a reminder of the expectations that come with stepping into the international spotlight. It marked a turning point, where the focus shifted from racing locally to competing seriously on the international stage. The backing it provided meant he could begin to focus on development, testing, and gaining crucial experience in more powerful cars, setting the stage for the challenges ahead.

From Karting to Cars: Navigating New Challenges

Transitioning from karting to car racing demanded a skillset adaptation, and Denning's journey was challenged with a steep learning curve. 'Karting teaches you the basics of speed and race craft, but cars are heavier, have gears, and require a different approach,' he explains. The change demands not only physical adjustments but a whole new way of thinking about racing lines, braking, and vehicle dynamics. 'My first six months in cars were rough - I crashed a lot and earned penalties,' Alex admits candidly, highlighting the tough early days where mistakes were part of the learning process.

As he moved from the familiar tracks of Ireland to the UK, then across Europe and Asia, Denning faced escalating competition and circuit complexity. 'In Asia, practice time is limited, so I rely heavily on simulators to prepare.

“ ADAPTING QUICKLY IS ESSENTIAL ”

he says, underscoring how technology plays a critical role in modern racing. Simulators allow him to learn the nuances of each track virtually before even setting foot on the asphalt, a vital advantage in regions where track time is precious and expensive.

The global nature of his racing career also introduced logistical and cultural challenges - adapting not only to different cars and tracks but to varying weather conditions, time zones, and competition styles.

“ EVERY NEW ENVIRONMENT FORCES YOU TO RETHINK YOUR STRATEGY ”

Denning notes. This adaptability, combined with his technical skills and mental resilience, has been key to establishing himself as a serious contender.

Mental Strength: His Greatest Asset

While raw speed grabs headlines, Denning emphasises mental strength as his greatest asset. Unlike many drivers who prefer solitude before a race, Denning's approach is refreshingly grounded and social. 'I keep myself busy, talk to friends and family, and sit in the car as late as possible to avoid overthinking,' he shares.

This balance helps him maintain calm and focus, crucial when seconds and milliseconds determine success or failure.

For Denning, the brief moment on the grid before the race is uniquely peaceful - 'the only time I can completely clear my mind.' That calm before the storm is when years of preparation converge into a clear mental state ready to perform under pressure. Managing nerves, expectations, and the unpredictability of racing demands both discipline and self-awareness, qualities Denning has honed through experience and support from sports psychologists.

'The support from sports psychologists helped me keep perspective and focus,' he explains, highlighting an often overlooked but vital element of modern motorsport. Techniques like visualisation, breathing exercises, and cognitive behavioural strategies are now standard tools in his toolkit, helping him bounce back from setbacks and maintain competitive sharpness.

Overcoming Setbacks with Resilience

The last two seasons have been among the toughest in Denning's career, testing his resilience on every level. A major crash in 2023 that left his car uninsured and totalled was a crushing blow - a setback that could have put pay to his racing dreams. But Denning's story is not just about facing adversity; it's about refusing to be defined by it.

'I've been in situations where I have been minus the money, not knowing where I was going to get the sponsorship from, but just saying,

“ I DON'T KNOW HOW I'M GOING TO DO IT, BUT I AM GOING TO DO IT ”

Denning impressively admits. This determination underpins his entire approach. Unlike some drivers backed by wealthy families or major manufacturers, Denning has had to build his career largely from scratch. Since 2019, he's been responsible for securing his own sponsorship - a demanding task in a sport where financial support often decides who stays in the game and who doesn't.

The financial strain adds an immense layer of pressure. Each crash or mechanical failure doesn't just cost points, it threatens the very ability to continue racing. 'The car was uninsured, and the damage was over £200,000,' Denning recalls about the devastating 2023 crash. 'Then I had another crash the next weekend at Spa. Suddenly, you're looking at tens of thousands of euros you need to raise just to get back on track.'

This precarious balance between risk and reward is a constant mental battle. 'To be the best, you have to make bold moves, but if those moves lead to crashes and expensive repairs, it can be hugely detrimental, especially when you're funding yourself,' he explains. The financial realities force a driver to rethink overtaking, strategy,

and aggression on the track, creating a mental conflict between ambition and practicality.

Despite these challenges, Denning's resolve never wavered. His mindset - 'I don't know how I'm going to do it, but I am going to do it' - is a testament to his grit. It's a quality that has carried him through multiple seasons of setbacks: seven races in 2024 marred by mechanical failures or collisions with other drivers, resulting in numerous DNFs. The frustration was compounded by expectations from manufacturers like McLaren, sponsors like Motorsport

Ireland, and a long line of supporters who have invested in his journey for over 17 years.

'The pressure was huge, but once the helmet goes on, you focus on the job in hand,' Denning reflects. That singular focus helped him push through a series of heartbreaking results. His resilience was rewarded with podium finishes at legendary tracks like Monza and Jeddah - moments that reaffirmed his belief in himself.

This season has been a turning point. Free from mechanical troubles and crashes, Denning has already secured three wins out of four races. 'It just proves that if you can deal with the setbacks and get through it, there's no reason why you can't start winning races.'

For Denning, mental resilience isn't just a helpful trait, it's the defining quality for drivers who don't come from wealthy backgrounds. 'If there was one word I would say to a racing driver who doesn't come from a massively wealthy family, what you need to succeed is mental resilience... by a country mile.'

The Physical and Cognitive Demands of Racing

Physical fitness is a critical, often underestimated aspect of professional racing. ‘Temperatures inside the car can reach 70 degrees Celsius, and you’re constantly under intense pressure for an hour or more,’ Denning explains. Endurance, strength, and focus are not optional but essential. The extreme heat inside the cockpit, combined with G-forces and the need for split-second decisions, demands peak conditioning.

Denning trains rigorously for heat endurance, strength, nutrition, and cognitive focus, supported by McLaren F1’s strength and conditioning team. This collaboration underscores how serious his preparation is, combining science and discipline to maintain peak performance. Mental stamina in particular is a constant focus, with exercises designed to sharpen concentration and reaction time during gruelling race conditions.

Inspired by the Greats

Like many drivers of his generation, Denning has found deep inspiration in the legacy of Lewis Hamilton, not just for his dominance on the track, but for the story that carried him there.

‘Determination,’ Alex says simply, when asked what stands out most about the seven-time world champion. But it’s more than just a buzzword. What resonates with Denning is the way Hamilton - coming from a minority background, with no financial backing and a family who had to make enormous sacrifices - defied every unspoken rule about who gets to make it in motorsport.

‘It’s the kind of story that proves you don’t need to come from privilege,’ Denning explains. ‘His dad took three jobs just to get him to the karting track. That’s what people connect with - not someone whose parents bought them into Formula One, but someone who worked and struggled and still made it. That’s what we actually teach in my driver academy - building a brand story

that’s relatable and real.’

Hamilton’s success also taught Denning something more strategic: the art of patience in a sport defined by split-second decisions. ‘He was always thinking about the bigger picture,’ Denning says. ‘He didn’t always fight to win every battle, but he made sure he won the war. That mindset - knowing when to go all-in and when to step back - is why I think he has more championships than anyone else.’

It’s clear that Hamilton’s path has not just inspired Denning, it has shaped the way he approaches racing, branding, and long-term vision. Not just for himself, but for the next generation of drivers he mentors.

Advice for Aspiring Racers

For those dreaming of a career in motorsport, Denning’s first piece of advice is simple - start young. ‘The younger you start, the easier it is to pick up the tricks,’ he says, likening it to skiing. ‘If you start someone skiing at the age of 15, they’re never going to be as good as someone who started at 4.’ It’s not just about learning mechanics or technique, it’s about fearlessness and sponge-like learning ability.

‘At a young age, kids have less fear and are more able to take in information. That’s the ideal window.’

But talent and early starts are only part of the equation. For Denning, enjoyment is equally critical, especially in the early years. He cautions against the all-too-common dynamic of overzealous parental pressure, eager to push their children into competitive success before they’re ready. ‘Nine times out of ten,’ he says, ‘when there’s too much pressure too soon, the driver ends up quitting.’

Instead, Denning encourages a balanced, long-term view of development. ‘Try to enjoy it for the first five years. Take the pressure off. If the talent is there, it will show. After five years, you’ll know whether they have what it takes to make it - and then you can start making

smart, incremental steps up the ladder.’

Equally important is being financially cautious in the early stages. ‘There’s no point putting your child straight into F4 or world karting championships, only to realise later they’re not quite at that level yet,’ he says.

Ultimately, Denning’s philosophy centres around longevity, love for the sport, and natural progression.

Eyes on the Prize

With the clarity and drive that sets elite athletes apart, Denning has laid out two impressively ambitious goals for 2027 - to become a factory driver for Lamborghini and to compete at the legendary 24 Hours of Le Mans.

It’s a career-defining step, not just for the prestige, but for the stability it brings. Becoming a factory driver is a rare position where talent is rewarded with trust, responsibility, and full backing. And for Denning, it would mark a shift from chasing funding to focusing purely on performance - more driving, more development, and more opportunity to compete at the highest level.

Le Mans, meanwhile, represents more than a race; it’s a proving ground for endurance, strategy, and resilience - qualities Denning has already shown in abundance.

In his unmistakable Irish accent, Alex laughs, ‘If I don’t make it to the next step by next year, I’ll just go work in investment banking or something... get a real job!!’

With clear goals, a grounded outlook, and that distinctive Irish charm, Alex Denning isn’t just pursuing racing success - he’s crafting a legacy that’s uniquely his own.

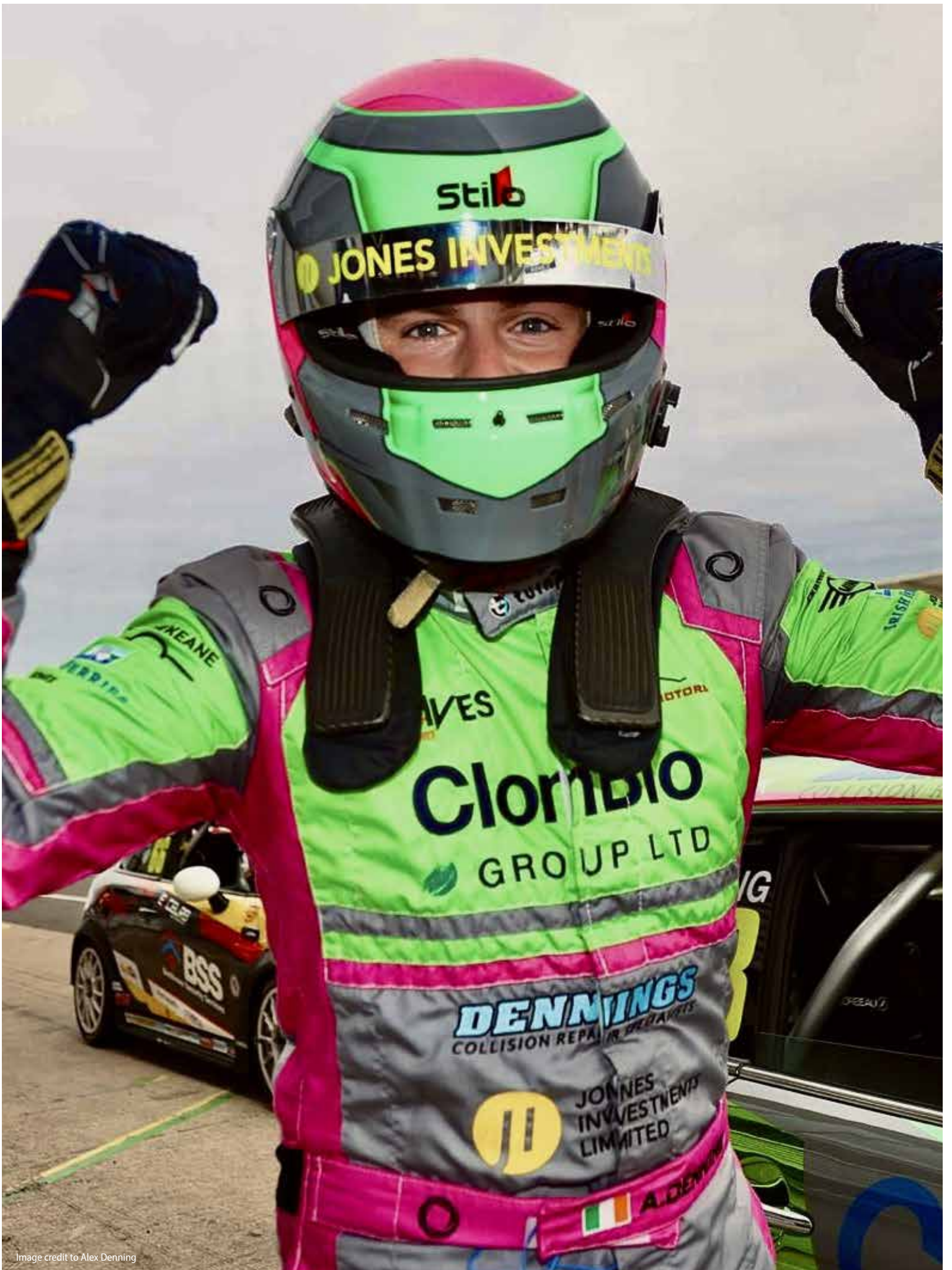


Image credit to Alex Denning

DR



*Where
Fashion
Meets the Fast Lane*



Image credit to Synaesthetic Magazine

LVMH and House 44 Drive Formula 1's Lifestyle Evolution

Formula 1 has long been more than just a sport. Since its beginning in 1950, it has offered a heady blend of speed, danger, glamour, and excess. From Grace Kelly waving from the terraces in Monaco to James Hunt spraying champagne with devil-may-care swagger, the spectacle has always operated at the intersection of elite sport and cultural theatre. But today, a new chapter is unfolding, one where luxury, creativity, and community are not just accessories to the sport, but essential components of its identity.

At the centre of this transformation are two ambitious projects. LVMH's decade-long strategic partnership with Formula 1, and House 44, a cultural initiative led by Lewis Hamilton in collaboration with Soho House and the Formula 1 Paddock Club. Together, they mark a fundamental shift in how Formula 1 is positioning itself not merely as motorsport, but as a global lifestyle platform.

A History of Speed and Spectacle

Formula 1's legacy is deeply embedded in old-world elegance. The 1950s and '60s established it as a jet-setting playground for European aristocracy and thrill-seeking playboys. Grand Prix weekends became legendary not just for the racing, but for the fashion, parties, and personalities. Ayrton Senna became a style icon in his own right, while circuits like Monza and Monte Carlo stood as monuments to prestige.

Yet for decades, this glamour remained largely siloed. Exclusive, Eurocentric, and inaccessible to most of the world. That began to change with Liberty Media's acquisition in 2017, which introduced a more entertainment-driven vision. The Netflix docuseries *Drive to Survive* opened the paddock doors to new audiences: younger, more diverse, and digitally native. Formula 1 was beginning to feel less like a members-only club and more like a global stage.

A Union of Time and Taste

In October 2024, Formula 1 took another leap forward when luxury giant LVMH signed a ten-year partnership with the sport, which according to *Forbes* is worth an estimated \$1.5 billion. More than a branding play, the alliance cements F1's transformation into a cultural powerhouse, aligning it with some of the most prestigious names in fashion, watchmaking, and champagne.

Under the deal, TAG Heuer assumes the role of official timekeeper of Formula 1, replacing Rolex. The Swiss watchmaker, known for its long-standing connection to motorsport, is set to design bespoke timekeeping systems for each circuit underscoring the shared heritage of speed and precision that binds horology and racing.

The partnership also signals the return of Moët & Chandon as the official champagne partner of the sport. Once a fixture on Formula 1 podiums, the brand's reappearance brings back the sparkle, and historical continuity, of its heyday. The celebratory spray of Moët will now again be the image that defines victory at the highest level of motorsport.

Louis Vuitton, too, plays a significant role, becoming the title sponsor of the Australian Grand Prix and lending its signature craftsmanship to create bespoke trophy trunks and travel cases. These symbolic visual moments, whether it's a driver posing next to a Vuitton-encased trophy, or a Mët champagne bottle gleaming in the sun, visibly embed fashion into the ritual of racing.

LVMH's presence is not merely ornamental. The group brings a strategic understanding of global luxury consumers, particularly among the growing ranks of Formula 1 fans. With over 750 million followers worldwide, and a demographic increasingly composed of women and Gen Z viewers, the sport now presents a premium canvas for lifestyle storytelling.

Shaping the Lifestyle of Formula 1

This partnership reflects a broader redefinition of what Formula 1 can be. Where once the paddock was a closed circle of engineers and executives, today it functions more like the front row at Fashion Week. The sport has become a high-speed backdrop for cultural cross-pollination.

The presence of LVMH elevates not only the material aesthetic of Formula 1 but also the experience that surrounds it. Rather than viewing fashion and motorsport as parallel worlds, the partnership merges them into a shared, dynamic universe.

This evolution isn't just about exclusivity. In fact, it signals a shift toward what might be called "inclusive luxury" - a space where access, culture, and community are not sidelined by performance, but actively integrated into it.

House 44: Culture, Connection, and the Creative Circuit

As LVMH redefines Formula 1's global image through luxury and heritage, House 44 fuels its cultural momentum and creative edge. Launched by Soho House in collaboration with Lewis Hamilton and the Formula 1 Paddock Club, House 44 is a travelling cultural lounge that will debut across six Grand Prix weekends in 2025 including Silverstone, Zandvoort, Monza, Mexico City, Las Vegas, and Abu Dhabi.

This isn't your typical VIP suite. House 44 is a fully immersive, multi sensory experience. It blends trackside luxury with curated art, fashion, sound, and cuisine, all designed in Soho House's signature style and deeply influenced by Lewis Hamilton's creative vision.

Guests enjoy panoramic views of the pit lane and start/finish straight, global local menus and exclusive DJ and acoustic sets. Beyond viewing the race, the experience includes behind the scenes access, from pit lane walks and paddock tours to guided track rides and priority podium entry.

The aesthetic is unmistakably Soho House. Elegant, tactile, and design-forward, but infused with Hamilton's point of view. From non-alcoholic cocktails crafted with his brand Almave to collaborations with his fashion label Plus 44, the space channels his values of sustainability, creativity, and inclusion.

House 44 doesn't simply cater to racing fans, it invites a broader creative community into the fold. It's a rare move in motorsport, a space not just for spectators, but for storytellers, designers, and artists to gather. In doing so, it redefines what it means to belong in F1's evolving ecosystem.

Lewis Hamilton: Driver, Designer, Disruptor

Hamilton's fingerprints are all over this new vision of Formula 1. Already the most successful driver in the sport's history, he has used his fame not to conform, but to challenge. Whether it's calling out institutional inequality within F1, championing environmental causes, or co-hosting the Met Gala in custom Wales Bonner, Hamilton has consistently blurred the lines between performance and persona.

With House 44, he goes further, building a tangible cultural legacy that extends beyond the track. 'We're building a space where everyone feels they belong,' he said at the project's unveiling. For a sport long defined by exclusivity, those words carry weight. This is not about sidelining heritage but expanding its definition.'

Where previous generations of drivers were mythologised for their daring, Hamilton is redefining heroism as authorship as someone shaping not just what F1 is, but what it means.



Images credited to Ella Cleary

The Future of F1 Lives in Culture

Formula 1 is no longer just about who wins the race. It's about who's watching, what they're wearing, what music is playing in the paddock, and how the experience translates across continents, screens, and subcultures. LVMH's multi-brand partnership brings luxury and precision into every corner of the sport, while House 44 introduces a new kind of community - creative, curious, and culturally engaged.

Together, these initiatives reflect the maturation of F1 into something beyond sport. A global, high-speed canvas for fashion, identity, and connection. What once existed on the fringes of the track is now moving into pole position.

Formula 1 isn't adjacent to culture anymore.


It is culture.







Image credit to Tom Baigent

An aerial photograph of Monaco, showing the dense urban landscape with numerous high-rise buildings and terraced houses. The city is built on a steep hillside overlooking the Mediterranean Sea. The harbor is visible, with several boats and a large circular structure in the water. The sky is clear and blue.

Parc Fermé's Guide to the
Monaco
GP

Each May, the world turns its eyes to the Côte d'Azur, where a 3km stretch of tarmac snakes through Monte Carlo and La Condamine, transforming the streets of Monaco into the most prestigious race circuit on Earth. But the Monaco Grand Prix is more than a Formula 1 weekend, it's a celebration, a gathering of global talent, and a playground for those chasing unforgettable experiences.

Whether you're planning your first time in Monaco or you're a seasoned regular with a preferred balcony on Avenue d'Ostende, this is your inside track to the most electric 72 hours in motorsport.

The Warm-Up

Monaco on Thursday is more low-key and anticipatory. No formal program, just arrivals, whispers about dinner plans, and the casual navigation toward the weekend. Use this day to get oriented, walk the promenades, and confirm bookings before the crowds descend.

From Dusk til Dawn Sunset at Le Méridien Beach

*Le Méridien Beach Plaza
Friday to Sunday, from 4 PM*

For three days each year, Sunset takes over the private shoreline of Le Méridien, transforming it into one of the most magnetic parties of the Grand Prix weekend. International DJs like PAWSA and Parallele, oceanfront energy, and a crowd that drifts in straight from the paddock. The atmosphere builds from golden hour through to night, making it the natural next stop after qualifying or a long lunch.

Lilly's at the Fairmont Hairpin

*Fairmont Monte Carlo
Nightly during race weekend*

Lilly's sits above the Fairmont's legendary hairpin turn, offering a more intimate take on Monaco nightlife. Known for its carefully curated lineup - 2025 appearances included Travis Scott, Keinemusik, and Black Coffee - and its low-lit, atmospheric design, it's a favourite for those who prefer their parties a little more considered.

Jimmy's Monte Carlo

Sporting Monte-Carlo Complex

A year-round institution that comes into its own during Grand Prix weekend, Jimmy's is the late-night fallback that rarely misses. If you've wrapped a long dinner or just stepped off a yacht, it's likely the next stop. Expect high energy, a full dance floor, and familiar faces from across the weekend's parties.

Heaven Sake at Cap Martin

*Private villa, Roquebrune-Cap-Martin
Saturday from 4 PM*

Heaven Sake is the most coveted invitation of the Monaco Grand Prix weekend. Set at a secluded villa overlooking the bay in Cap Martin, this ultra-private event showcases the Franco-Japanese sake brand, with carefully curated music including DJs like Adam Port. Guests often arrive by helicopter, landing directly in the villa's garden, underscoring the event's exclusive nature. With no public tickets available, last year saw over 250 hopefuls' queue outside without invites. Inside, the atmosphere is intimate and serene making it the ultimate insiders' highlight.

Yachts & Onboard Celebrations

The yachts of Monaco are exclusive social hubs and an iconic part of the Grand Prix weekend. While some are chartered by entertainment companies with ticketed access, many remain private, hosting friends and exclusive parties. Watching the race from a yacht is more about the unique atmosphere and the experience on the water than the view itself which can be limited. For clearer sightlines, most people still turn to high-rise terraces or apartments strategically positioned around the circuit.

Where to Eat During the Grand Prix

Lunch tends to be spontaneous, sandwiched between events or squeezed in before sunset parties. But dinner? Dinner is where Monaco comes alive.

Book Ahead

Most sought-after restaurants shift to prix fixe menus over race weekend, and tables are scarce without early planning.

Top Picks:

- **Amazonico** - A themed rooftop overlooking Casino Square that blends Latin flavours with lounge energy.
- **Gaia, Coya, Maya Bay, Cantanetta, Song Qi** - A mix of Mediterranean and Asian influences, all set along the stylish Avenue Princesse Grâce.
- **Sass Café** – Dinner here has a rhythm of its own. What starts as a meal often ends on the dance floor.

Views from the Ground, Sea & Sky

There's no one-size-fits-all vantage point for the Monaco Grand Prix - it depends what you're after.

- **Grandstands** offer guaranteed views and atmosphere, especially around Casino Square and the swimming pool chicane.
- **Apartments & terraces**, many rented privately, are where seasoned visitors often prefer to watch, offering height and perspective.
- **Hotels** like the Fairmont, Hermitage, Port Palace, Metropole, and Hotel de Paris offer various levels of access, often tied to specific rooms or suites.
- **Yachts** are the dream setting, even if you see less of the track. Still, there's no better place for a champagne-soaked Sunday.
- **The Automobile Club** is an exclusive, formal viewing option. Access is reserved for members or residents.

After the Chequered Flag

Once the final car has crossed the line, Monaco's pace doesn't slow. The track reopens to pedestrians, and the city fills with an entirely different kind of roar. Bars like La Rascasse and Brasserie de Monaco, tucked near the swimming pool section of the circuit, overflow with people sipping beers on the very tarmac that hosted the race just hours earlier.

It's chaotic, jubilant, and strangely intimate - Monaco's version of a nightcap.

Getting Around

Taxis

There's no Uber in Monaco. All taxis must be booked by phone, and fares run at a flat €30 per trip during the Grand Prix.

Helicopters

A quick seven-minute flight from Nice Airport to Monaco costs around €135 and offers a fast, efficient alternative to road transport, plus stunning aerial views of the Riviera.

Boat Transfers

Small coastal boats and water taxis provide an effective way to navigate Monaco and nearby towns, especially during the Grand Prix weekend. These services tend to book up fast, so advance reservations are recommended.

From Nice to Monaco

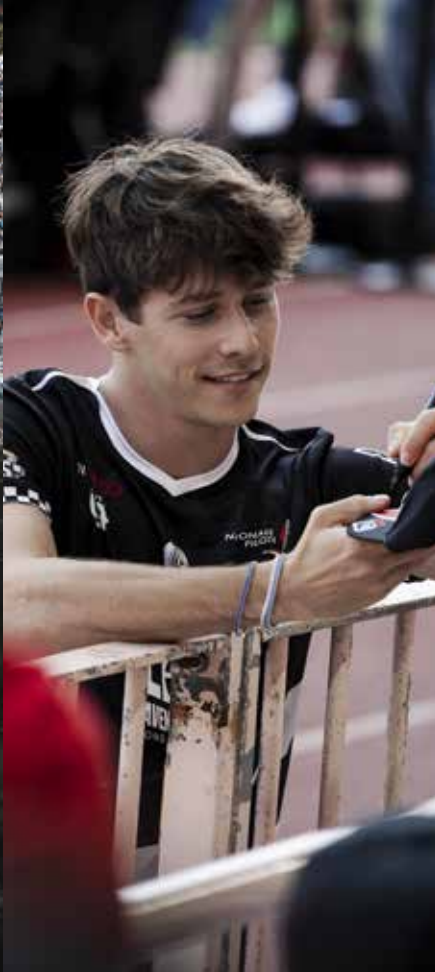
Take the SNCF/TER regional train from Nice Ville to Monaco Monte Carlo - a direct, coastal route running approximately 60 times daily. The fastest services complete the journey in about 23 minutes, and tickets start from around €6 [one-way] when booked in advance. Trains begin early (first departure around 05:50) and run until roughly 22:20. The Monaco station is just metres from the harbour, with a short walk to the circuit through La Condamine.

Final Notes

Yes, it's expensive. But it's the magic of Monaco during race weekend that keeps people coming back. It's a weekend where the city becomes the stage and everyone plays a part, whether you're in the paddock, on a rooftop, or dancing on a yacht.

The real win? Knowing how to move through it with ease, curiosity, and just the right amount of spontaneity.





REAR

UP



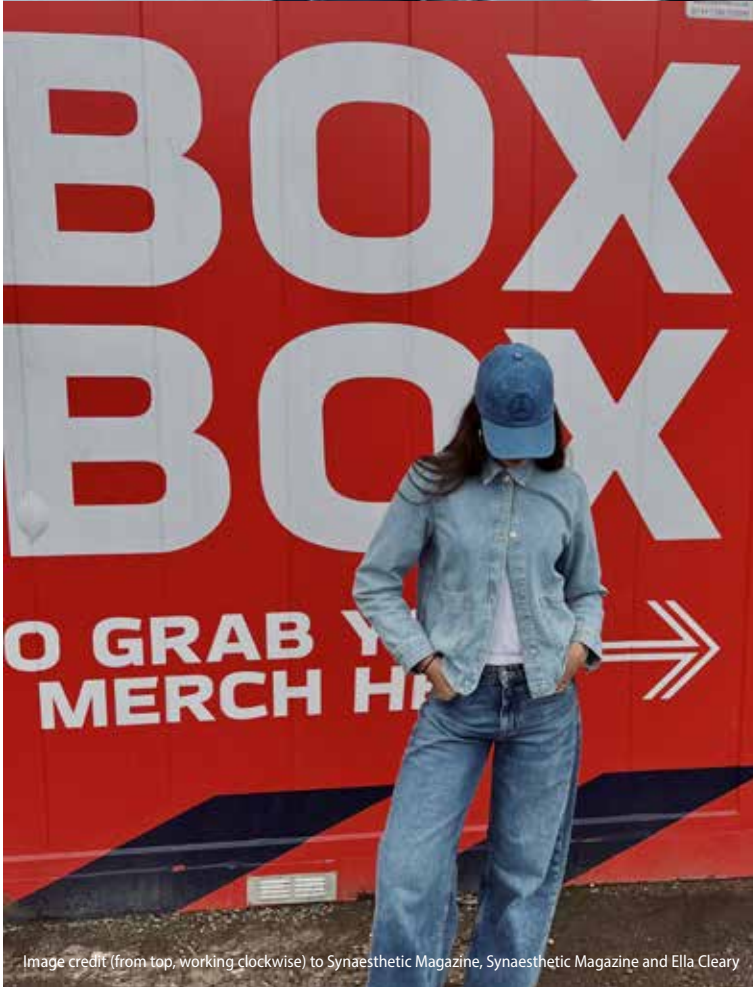


Image credit (from top, working clockwise) to Synaesthetic Magazine, Synaesthetic Magazine and Ella Cleary

WHEELS AND ROADS

Breaking Barriers

In the elite, often insular world of motorsport, breaking into the industry is notoriously difficult - particularly for women. The sport remains overwhelmingly male-dominated, with persistent gender biases, funding challenges, and limited female representation. Against this backdrop, Jodie Sloss's meteoric rise is nothing short of remarkable. Not only has she entered the sport through an unconventional route, but she has also swiftly proven herself on the track, becoming a role model for aspiring female racers worldwide.





Sloss's journey into motorsport began relatively late. Unlike many drivers who start karting as children, she had no formal racing experience prior to 2023. "My story is super unique," she explains. 'Just after COVID, I saw an advert on Facebook for a competition looking for the next female champion in motorsport. I'd always loved cars, but I never thought about racing professionally because it seemed so elitist and expensive.'

Indeed, the barriers to entry in motorsport are multifaceted. Funding is often cited as a primary obstacle, and women frequently face an additional layer of scrutiny. Sloss was aware of this, but she was inspired by a figure from her own background, Susie Wolff. 'She went to the same high school as me, from the same small, rural town in Scotland,' Sloss notes. 'Knowing someone from a similar environment could succeed gave me hope.'

Taking a chance, Sloss entered the competition with little expectation of success. The selection process was rigorous. From media interviews to on-track assessments, karting, fitness tests, and technical knowledge evaluations. 'I hadn't even sat in a race seat before,' she recalls, 'so I didn't really know what I was doing.' Yet, her natural talent shone through, earning her a spot as one of four winners among 1,000 entrants from 35 countries.

Her first race in a McLaren 570S GT4 came swiftly after, followed by a breakthrough season with Aston Martin's academy in 2024, where she secured pole position at Brands Hatch. 'I've worked incredibly hard to get here,' she reflects. 'It's all been off my own back, from securing sponsorship to learning about engineering and communications with my team.'

Confronting Gendered Prejudices in the Garage

Despite her success, Sloss acknowledges the persistent gender stereotypes she faces. 'Walking into a garage full of male engineers can be daunting, especially when you're blonde with fake eyelashes,' she says with a wry smile. 'People make assumptions, and I've had to prove myself over and over.'

This experience resonates with a broader problem in motorsport culture, where women often feel they must exceed expectations just to be taken seriously. Sloss's approach is to let her driving do the talking. 'I want people to know I'm worth putting in a race car, not because I'm a woman, but because I can win.'

She is also passionate about challenging misconceptions around female fans. Since the release of Netflix's *Drive to Survive*, Formula 1 has attracted a surge of female viewers, yet their genuine interest is often questioned. 'There's this stereotype that women watch the sport just for the drivers, not because they actually care about racing,' Sloss points out. 'That's simply not true.'

Inspiration and Legacy

When asked about female figures who have influenced her, Sloss cites Sabine Schmitz, the 'Queen of the Nürburgring', and Susie Wolff as key inspirations. 'Sabine was simply the best, on and off the track. And Susie's journey from a small Scottish town to the pinnacle of motorsport showed me it's possible.'



These role models underpin Sloss's commitment to being a beacon for younger women. 'I definitely feel a responsibility to be a role model,' she says. 'My story is relatable - I haven't had a lifelong karting career or wealthy family support. I've had to build my career independently.'

Her advice to aspiring female racers is pragmatic and encouraging. 'Get out of your comfort zone. Ask questions. Network. Motorsport is tough to break into, but if you're consistent and work harder than anyone else, you can make it.'

Confidence Through Competence

Sloss is candid about the pressures of competing against seasoned drivers, many of whom have been racing since childhood. 'Driving a quarter-of-a-million-pound car against the best in the world with little experience was intimidating,' she admits. 'But when I lined up on the grid at Brands Hatch as the only woman among 25 drivers, I didn't once feel I didn't belong.'

For her, confidence comes from preparation and results, not gender. 'It's about my own achievements and ability. If I'm the fastest and smartest on track, that's what counts.'

A Vision for the Future

Looking ahead, Sloss is optimistic about the changing landscape for women in motorsport. Initiatives like the F1 Academy are making significant strides in increasing female participation. 'We're seeing a shift,' she says. 'More companies are investing in female talent, and hopefully, more women will hold leadership roles in the industry.'

She sees her role not just as a competitor, but as a mentor and advocate. 'At the Qatar Grand Prix, working alongside the F1 Academy, I had the chance to engage with younger girls and sponsors. I want to inspire those from less privileged or rural backgrounds to believe their dreams are possible.'

Acknowledging the financial barriers that remain, Sloss is steadfast in her belief that building a personal brand and cultivating resilience are essential.'

Jodie Sloss's story is a testament to perseverance and passion in the face of entrenched challenges. More than just a racing driver, she is accelerating change, not only on the track but in the culture of motorsport itself.

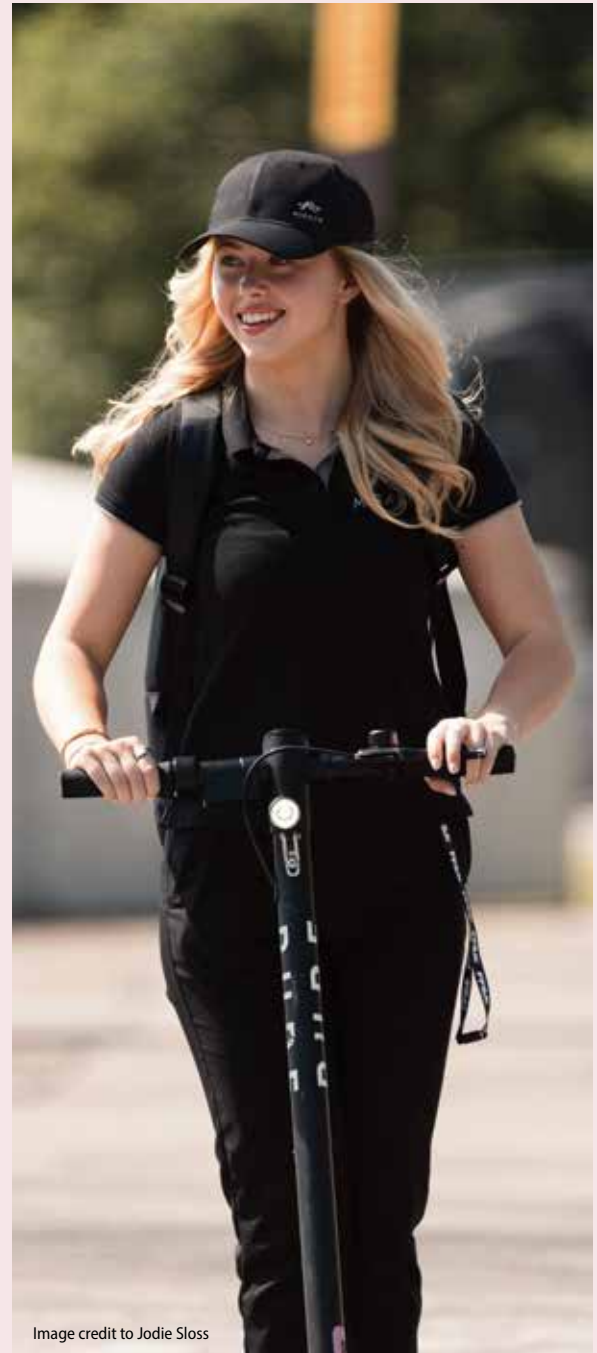


Image credit to Jodie Sloss







McLaren's Lead Man

Since making his Formula 1 debut in 2019, Lando Norris has steadily become the face of McLaren's revival, and one of the sport's most complete drivers. What began as a promising rookie campaign has evolved into a consistent, high-level presence at the front of the grid. His breakthrough victory in Miami in 2024 was a long time coming, and confirmation of the talent so many have seen for years.

Norris is quick, adaptable, and relentlessly competitive. He's not just fast over one lap, he's a sharp, strategic racer with a strong feel for race management and car development. He's now in his sixth season with McLaren, and the team is very much built around him.

Racing with Honesty

What sets Norris apart, beyond his performance on track, is his willingness to show the person behind the helmet. From early in his career, he's been refreshingly open about the pressures of life in Formula 1. In a sport where drivers often mask vulnerability, Norris has spoken candidly about his mental health struggles, including battles with anxiety and self-doubt during his first seasons in F1.

That honesty has resonated deeply with fans, particularly younger ones. Rather than shy away from the conversation, he's leaned into it, using his platform to raise awareness and advocate for mental well-being in high-performance environments. It's a rare and admirable quality in a sport that so often demands stoicism.

Norris also represents the changing face of F1. Off track, he's sharp, funny, and connected part of a new generation of drivers who understand the value of personality and accessibility. His esports brand, Quadrant, along with his strong social media presence, has brought him a loyal following beyond just motorsport circles.

But don't mistake the easy going exterior for a lack of edge. Norris has made it clear he's in Formula 1 to win. The fun stops the moment the visor comes down.



F1 Driver Profile



Team: McLaren F1 Team
Number: 4
Nationality: British
Age: 25
F1 Debut: 2019 Australian Grand Prix
Career Podiums: 16 (as of July 2025)
First Win: 2024 Miami Grand Prix

Looking Ahead

With McLaren consistently delivering a more competitive car, Norris is now firmly in the conversation as World Champion for the 2025 season and beyond. He's under long-term contract, surrounded by a team that believes in him, and still improving with every season.

If his early years were about potential, his current form is all about execution, and few in the paddock doubt that Lando Norris's best is still to come.



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NORRIS





Pole Position



How F1 Academy is Fast-Tracking the Future of Women in Racing

For decades, the world of Formula 1 has celebrated speed, precision, and innovation, but progress in gender inclusion has lagged far behind. While women have participated in various technical and support roles, the driver's seat has remained almost exclusively male. The launch of the F1 Academy in 2023 marked a significant shift - not just in tone, but in structure. Designed as a female-only feeder series, the Academy aims to accelerate the development of young women in motorsport and, for the first time, offers a credible path toward the Formula 1 grid.

The F1 Academy was created for female drivers aged 16 to 25, bridging the critical developmental gap between karting and Formula 3. Unlike previous women's initiatives, this series is fully backed by Formula 1 itself, financially, logistically, and strategically. With identical cars, professional teams, and standardised training, the Academy is not a parallel showcase but a performance-based pipeline. Its goal is clear - to produce women who are not just capable of racing in Formula 1, but of competing on equal terms.

Central to the Academy's formation is the recognition that the barriers women face in motorsport are systemic. Access to funding, elite coaching, track time, and high-visibility events are all limited, often disproportionately so for female drivers. The Academy addresses these issues head-on, offering significant financial support and embedding the series within the Formula 1 ecosystem. In 2024, the F1 Academy began racing on the undercard of F1 Grand Prix weekends, putting its drivers directly in the spotlight of global motorsport audiences.

Each Academy driver is now also linked to a Formula 1 team, creating a tangible connection between junior and elite levels. This not only boosts visibility but also opens doors to mentorship, resources, and future opportunities. While results will ultimately determine who progresses, the structural support has changed the odds. For the first time, a young girl in karting can see a defined, professionally supported path to the top.

A critical figure in this transformation is Susie Wolff, appointed Managing Director of the F1 Academy shortly after its launch. A former professional driver and long-time advocate for women in racing, Wolff brings a dual perspective, understanding both the challenges faced on track and the institutional barriers of it. Her leadership has been instrumental in shaping the Academy into more than a showcase, it is a developmental platform that demands excellence and fosters it.

Wolff's approach is rooted in systemic reform rather than symbolism. Under her guidance, the Academy emphasises competitive performance, long-term development, and integration with mainstream motorsport culture. Her previous initiatives,

including grassroots campaigns like Dare To Be Different, laid the groundwork for what the Academy has become - a serious, strategic intervention in a historically exclusive space.

Early results have been promising. The inaugural season in 2023 crowned Spanish driver Marta García as champion, a victory that catalysed her promotion to a more advanced series. Other standout drivers, such as Britain's Abbi Pulling and the UAE's Hamda Al Qubaisi, have leveraged their Academy experience into wider recognition and growing sponsor interest. While it's still early days, the pipeline is already starting to function.

Yet the challenge remains immense. Motorsport is fiercely competitive and brutally selective. Even with institutional support, very few drivers, regardless of gender, reach the top tiers. But the F1 Academy is not designed to guarantee outcomes, it is designed to make opportunity real and equitable. For the first time in decades, there is a clear and visible route for women to reach Formula 1 based on merit, not novelty.

Cultural shifts rarely happen overnight, particularly in institutions as steeped in tradition as Formula 1. But with sustained commitment, leadership from figures like Wolff, and real investment from F1 itself, the Academy may very well become a turning point. It doesn't just change who gets to race, it changes who gets to dream.

And for a generation of young women with helmets in hand and ambition in their hearts, that change has already begun.



ALEX ANDRE



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Parc Fermé's Rising Star Formula 2's Alex Dunne

Team:	Rodin Motorsport / McLaren Driver Development Programme
Number:	22
Nationality:	Irish
Age:	19
Current Series:	FIA Formula 2

Alex Dunne's rise through the racing ranks has been steady but hard to miss. From his early karting success to winning the British F4 Championship in 2022, he's shown a clear talent and maturity that sets him apart from many of his peers.

After dominating British F4 with 11 wins and strong performances in Italian F4, Dunne took the next step in 2023 with solid results in GB3 and FIA Formula 3. Now, in 2025, he's competing in FIA Formula 2 with Rodin Motorsport and already making headlines, becoming the first Irish driver to win an F2 race with victories at Bahrain and Imola.

What makes Dunne stand out isn't just his speed. It's his ability to manage races well, communicate effectively with his engineers, and keep calm under pressure. A dramatic crash in Monaco in 2024 could have shaken many young drivers, but Dunne used the experience to focus on mental resilience and came back stronger.

Backing from McLaren through their Driver Development Programme shows the team's belief in his potential. He's gained valuable experience with F1 testing and took part in a Formula 1 practice session at the 2025 Austrian Grand Prix, impressing by setting competitive lap times.

At 19, Dunne combines raw talent with a professional approach to his career. The 2025 season will be crucial as he looks to solidify his status as a genuine contender for a future Formula 1 seat.

Keep an eye on Alex Dunne, he's quietly building the foundation to make a name for himself in top-level motorsport.



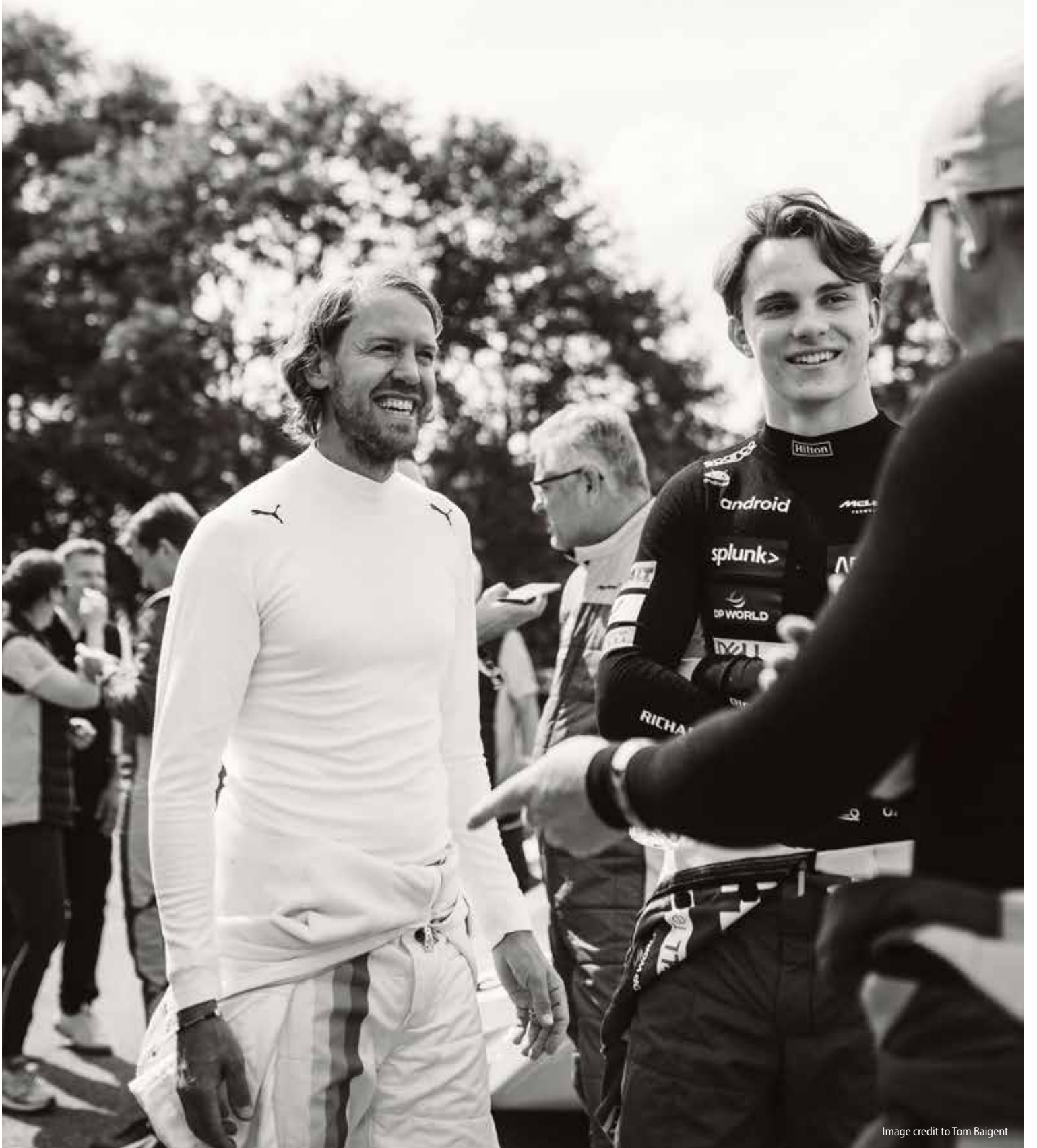


Image credit to Tom Baigent



Parc Fermé's Rising Star Formula 2's Doriane Pin

Team:	PREMA Racing / Mercedes AMG PETRONAS Junior Team
Number:	28
Nationality:	French
Age:	21
Current Series:	F1 Academy (also competing in FRECA)

Doriane Pin's ascent through motorsport has been steady and compelling. Known for her dominance in endurance racing, winning multiple rounds of the Ferrari Challenge and excelling with Iron Dames in WEC, she shifted to single-seaters in 2024. In her rookie F1 Academy season, she secured three wins, four poles, and five additional podiums, ultimately finishing second behind Alpine's Abbi Pulling in a strong debut campaign.

In 2025, Pin continues with PREMA in the F1 Academy under Mercedes backing, also committing to a second season in the Formula Regional European Championship by Alpine (FRECA). She's emerged as the early championship frontrunner, claiming pole and race win in Shanghai, followed by another victory in Miami and her third win in Canada, while topping the standings through mid-season.

Across her F1 Academy campaign so far in 2025, Pin has amassed three wins, multiple podiums, and currently leads the championship by 20 points over her nearest rival. In FRECA, she continues to learn and adapt, aiming to improve on her best finish of 13th in 2024.

What distinguishes Pin is her cerebral approach, managing physical setbacks (including a mid-season rib injury in 2024), refining her race craft, and evolving through data-driven feedback with Mercedes support.

At only 21 years old, Doriane Pin is balancing dual campaigns with strong results on the support bill of Formula 1 weekends. With her championship lead in F1 Academy and backing from Mercedes, she's firmly positioned as one of the most promising young talents in the junior ladder.



Doriane

Pin



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and teams.



Amy Murphy



Image credit to Amy Murphy

Precision, Planning and Perspective: Building a Career in F1 Aerodynamics

In a sport where milliseconds determine outcomes and development cycles are relentless, the role of an Aerodynamics Production Planner is both strategic and essential. Amy Murphy, based at Williams Racing's headquarters in Oxfordshire, is part of the team responsible for delivering complex aerodynamic testing projects on time and at scale, a role that blends technical planning with high-stakes coordination.

Murphy's trajectory, from Civil Engineering undergraduate to a core operations role in F1, is both a case study in STEM career mobility and a reflection of the increasing, if still incomplete, diversification of the motorsport engineering landscape.

An Unplanned Entry into Motorsport

Murphy began her career with no particular focus on motorsport. 'At school I enjoyed Design Technology - I liked being hands-on making projects, which led me to consider engineering,' she says. She enrolled in a Civil Engineering degree at the University of Nottingham and took a placement year as part of her course. It was during this year that she came across an unexpected opportunity.

'A last-minute email came through from the university careers team about roles at Williams. I applied, not expecting to be considered.' That application led to a placement year with Williams' inventory team, a role that introduced her to the operational complexity behind Formula One's engineering.

Following her degree, she returned to Williams via the Business Associate graduate scheme, rotating through procurement, project management, and aerodynamics before stepping into a production planning role on an interim basis. It turned out to be the right fit, and a permanent position followed.

Translating Design into Delivery

For those outside the loop of Formula One engineering, the term Aerodynamics Production Planner may not be familiar, but within the context of a team, it's a critical function.

‘My role involves coordinating between Design, Production and Procurement to ensure parts for wind tunnel testing are delivered on time,’ Murphy explains. ‘This involves discussing release dates from Design, capacity levels in our production teams and working with the Model Shop to determine what capacity is available to get the parts prepped and built ready for testing.’

In Formula One, development cycles are aggressive. The specification of a component can change multiple times before it’s even released, and priorities shift as teams respond to evolving performance targets. ‘Plans often change daily,’ Murphy says. ‘It requires clear communication and the ability to re-prioritise without slowing down delivery.’ The wind tunnel is a crucial part of development. It is used to test and refine the aerodynamics by simulating airflow over a scale model or full-size car. It allows engineers to study how air moves around the vehicle, helping them optimise downforce, reduce drag, and improve overall performance on the track.

The First Model

A standout moment in Murphy’s career came with her work on the 2026 wind tunnel model. The first full model she managed from start to finish. ‘Getting it ready for testing on the very first day back from shutdown was a huge milestone,’ she says. The project demanded intense coordination across multiple departments and had to be carefully balanced with the ongoing full-size car build for the season. ‘The timescales were incredibly tight, and at times it felt impossible,’ Murphy admits. ‘But hearing that the model had been installed and the tunnel was running as planned was an amazing feeling - not just for me, but for the entire team.’

Her day-to-day role requires juggling the fast-paced and constantly evolving nature of Formula One aerodynamics development. ‘Each morning, I review which designs are being released and ensure everything is on track, feeding any specification

or timing changes back to Production,’ she explains. ‘Then, I coordinate with production teams - metallics, plastics, outsource - to plan the weeks ahead and get accurate estimates on parts production.’ She’s also responsible for pushing through design orders to the correct departments to keep things moving.

The challenge lies in the fluidity of aerodynamic development. ‘Specifications can change multiple times up until release, so plans often shift daily,’ Murphy notes. ‘That means communication is critical to adapt quickly and maintain delivery schedules without slowing down the development cycle.’

Representation Without Reduction

The motorsport industry, and engineering more broadly, remains male-dominated, particularly in technical and operations roles. Murphy is clear-eyed about this, but pragmatic. ‘I’ve been in male-dominated environments since school and university, so I’ve had time to adjust. I have felt pressure to prove I am as capable as others around me, but this may also be because of my age and experience.’

In her immediate office, she’s the only woman. In the wider model team, there is just one other, but she has noticed more women joining Williams since she first started. ‘That imbalance can be daunting at first,’ she says. ‘But over time, you realise that doing your job well is the most effective response.’

Murphy is also conscious of how assumptions from outside the industry often reveal more entrenched biases. ‘When I tell people I work in Formula One, there’s sometimes a need to explain or justify what I do, validating my contributions to the team.’

She no longer lets that deter her. ‘I’m more than willing to call out behaviour or casual sexism and

“HOPEFULLY I CAN MAKE A POSITIVE IMPACT FOR OTHER WOMEN”

A Broader Conversation on Women in STEM

‘There’s still a long way to go,’ she says. ‘But I do feel that the older I get, the more appreciated my work is, rather than my gender being the thing people notice.’

That distinction matters. It’s not about seeking special treatment it’s about ensuring that ability is recognised before assumptions are made. ‘Sometimes when I tell people I work in Formula One, I get an eye roll,’ she admits. ‘There’s still a tendency to make assumptions about what my role is, or how involved I really am.’

Murphy names figures like Hannah Schmitz and Claire Williams as professionals who have made, and continue to make, meaningful contributions to the visibility of women in motorsport. ‘They make me feel positive for the future,’ she says.

But she also believes change can happen in quieter ways, by being enthusiastic, doing the work, and being visible in spaces where women are still underrepresented. ‘Hopefully I can keep changing people’s perspective of what someone in F1 looks like, and show that girls are just as capable,’ she says. ‘It would be amazing for more girls to do what they love without worrying about having to prove themselves or act a certain way just to be taken seriously.’

Advice Grounded in Reality, Not Slogans

Murphy is measured when asked what advice she’d give to young women considering a future in engineering or motorsport.

‘Take every opportunity that comes your way, even if it doesn’t seem like the perfect fit at first. Apply for placements, attend careers fairs, speak to people in the field. That early exposure helps build a realistic understanding of the work and opens doors you don’t expect.’

She’s also quick to note that Formula One isn’t the only route. ‘Don’t be afraid to look at other teams and racing series outside of F1. Helping at karting teams, working at F4, F3, F2 teams, or even being in a different discipline such as rally is a great way to get experience.’

Looking Ahead

Amy doesn’t follow a fixed career roadmap, instead, she focuses on continual growth and embracing new challenges. ‘Currently my main goal for my career is just to keep on learning and increasing my responsibilities within the department,’ she explains. ‘I don’t think I have a specific plan for now, I have learnt that it is important to keep taking opportunities and see what happens.’ Reflecting on her journey, she adds, ‘Being in Aerodynamics never even crossed my mind two years ago, but I am very happy.’

While she recognises the wider significance of her role as a woman in F1, Murphy remains with the view that success comes down to consistent, high-quality work, not tokenism or exceptionalism. Women should be considered for a role, not because they’re a woman, but because they are great at their job. It’s this steady dedication, she believes, that will continue to shift perceptions and open doors for others.

100%

**BE
AZ**

Vanessa Mientus

The Woman Behind Modern F1 Circuit Design

In the high-octane world of motorsport, where speed and precision reign supreme, Vanessa Mientus is quietly redefining the track beneath the burning rubber. As an automobile circuit architect with over a decade of experience, her fingerprints are on some of Formula 1's most iconic circuits, and her story is as dynamic as the designs she brings to life.

From Blueprints to Burnouts

Mientus didn't grow up dreaming of racetracks. After graduating in architecture from RWTH Aachen University, she stepped into an industry she barely knew - motorsport. A job offer from Tilke Engineers & Architects, the leading name in racing circuit design, changed everything. One minute she was studying facades and elevations, the next, she was learning the subtle science of asphalt angles and FIA regulations.

Her first major project was Yas Marina Circuit in Abu Dhabi. When Formula 1 cars finally hit the track she helped build, Mientus realised she wasn't just designing roads, she was shaping experiences, adrenaline, and global spectacle.

Navigating a Male-Dominated Industry

In construction meetings and job sites around the world, Mientus stood out and not just because of her role. As one of the few women in this corner of motorsport, she often had to fight to be seen as more than an assistant. There were moments of doubt, moments when she'd cry in her car at the end of a long day. But she didn't let that stop her.

Instead, she leaned into her strengths - detail, diplomacy, and determination. Whether managing massive construction teams or refining the curvature of a corner to maximize speed and safety, she earned respect one hard-won decision at a time.

Rebuilding a Racing Icon

In 2014, Mientus found herself in Mexico City, leading the renovation of the legendary Autódromo Hermanos Rodríguez. The track, once a symbol of Mexican motorsport, had fallen into disrepair. Restoring it meant more than laying asphalt, it meant reviving national pride and meeting the intense technical standards of modern F1.

She eventually made Mexico her home. Today, she runs operations for the track and oversees the development of a private motorsport club near Toluca - the México Speedway Drive Resort - where racetrack, real estate, and luxury lifestyle intersect.

Building More Than Tracks

Mientus approaches her work with the mindset of a conductor managing an orchestra, balancing technical demands with human needs. She obsesses over runoff zones and asphalt gradients but also plans for concert lighting and emergency evacuations. To her, a racetrack is a living, breathing environment, one that must work as both an engineering feat and an entertainment hub.

And even after all these years, she still gets excited about fresh pavement. 'Asphalt isn't exciting on its own,' she says, 'but knowing what happens on it - that gives me goosebumps.'

What's Next

With the Drive Resort nearing completion and a dissertation still on her horizon (yes, about asphalt), Mientus is already looking ahead. Another circuit? Maybe. A new direction entirely? Possibly. But one thing's clear, she's still chasing challenges and setting the pace while she's at it.





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The Beauty Brands Powering the Rise of Female Fandom

Across the grandstands, social media, and even luxury hospitality lounges, a new force is emerging with huge economic influence and power. The female fan.

This cultural and commercial evolution is being powered not just by the sport itself, but by beauty and wellness brands that see F1 as the next big platform for female engagement. As legacy barriers fall and new alliances form, brands like Charlotte Tilbury and Elemis are positioning themselves not on the sidelines, but in the heart of the action - redefining who F1 is for, and how it looks.

More Than a Starting Line

Perhaps no initiative signals Formula 1's changing ethos more clearly than the F1 Academy, launched in 2023 as a dedicated all-female racing series to develop young female drivers for elite competition. In 2024, the Academy welcomed beauty powerhouse Charlotte Tilbury as its first-ever beauty partner - a move that set a new precedent for how the sport connects with women.

Tilbury's brand is synonymous with confidence, glamour, and high performance - values that dovetail seamlessly with the Academy's mission to elevate female talent on and off the track. The collaboration isn't performative, it's purposeful. From branded social content to on-the-ground experiences at race weekends, Charlotte Tilbury has used its platform to tell compelling stories of ambition, resilience, and transformation, helping to humanise the sport for women who may have once felt excluded.

'Beauty is about more than appearance - it's about empowerment,' Tilbury said in a statement. 'Partnering with F1 Academy allows us to inspire confidence in the next generation of fearless, trailblazing women.'

In doing so, the brand is not only aligning with progress in motorsport but actively shaping it.

Engineering Meets Elegance

The strategic alignment between F1 teams and beauty brands extends beyond sponsorship, it's increasingly integrated into the fan experience. Nowhere is this more evident than at Aston Martin Aramco F1 Team, which in 2024 welcomed luxury skincare brand Elemis as an official brand partner.

Elemis, a British brand revered for its science-backed skincare and spa heritage, brings an unexpected but refreshing presence to the high-octane world of racing.

F1'S NEW F



Its collaboration with Aston Martin is built around wellness, supplying tailored skincare to drivers like Fernando Alonso and Lance Stroll, and providing self-care rituals for team members enduring the physical and mental demands of a 24-race season.

But it's the fan-facing side of the partnership that's driving impact. Aston Martin has leaned into immersive, female-friendly branding through bespoke hospitality activations, behind-the-scenes content focused on women in the paddock, and wellness lounges featuring Elemis treatments at select races. These experiences are part of a broader effort to reimagine F1 as a lifestyle, not just a sport.

'Aston Martin has been intentional in expanding our reach to new audiences,' said a team spokesperson.

A Demographic Redefined

The numbers back up the shift. According to Nielsen, Formula 1's female audience grew by over 40% from 2020 to 2023. Meanwhile, F1's fanbase on TikTok, where women account for more than half of all users, has exploded, driven in part by aesthetic and personality-driven content around drivers, fashion, and team culture.

Netflix's *Drive to Survive* was a catalytic moment, giving fans access to the emotional and interpersonal narratives behind the race helmets. What followed was a wave of interest that beauty brands were uniquely positioned to serve. They understood the value of storytelling, lifestyle integration, and creating aspirational but inclusive brand experiences.

Today, these fans are not just engaging in online content, they're buying tickets, merch, and skincare. They're traveling to Grands Prix and shaping online discourse. They represent a key economic engine for the sport's continued growth and the smartest brands are taking note.

Branding the Future of F1

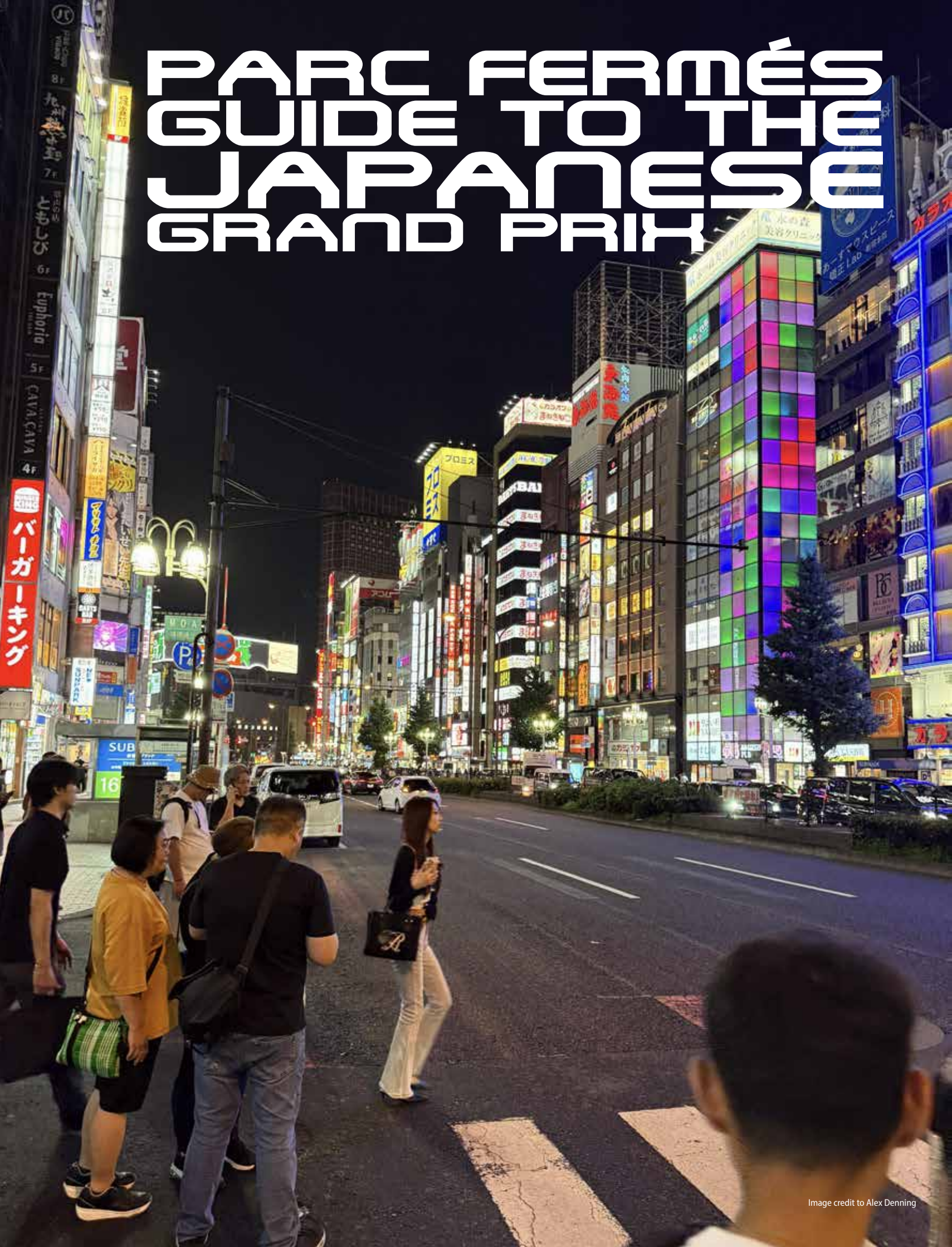
The convergence of F1 and beauty is more than a marketing trend, it's a cultural reset. It proves that motorsport can be both fast and feminine, tactical and glamorous. It reclaims space for women as not just participants but protagonists.

Brands like Charlotte Tilbury and Elemis are setting the tone, but they're also opening the door for others, from fashion labels to wellness brands, to join the movement. And with the F1 Academy gaining momentum, the message is clear. The future of motorsport includes women at every level, from the driver's seat to the beauty counter.

As the engines rev for a new era, one thing is certain, Formula 1's next frontier isn't just faster or greener. It's more inclusive, more beautiful, and finally, more female.

FRONTIER

PARC FERMÉS GUIDE TO THE JAPANESE GRAND PRIX



Few Formula 1 races strike the balance between technical brilliance and cultural immersion quite like the Japanese Grand Prix. It's a collision of precision motorsport and one of the most dynamic cultural landscapes on the planet. Whether you're heading to the legendary Suzuka Circuit or extending your stay in Tokyo, here's how to make the most of race week in Japan.

The Main Event – Suzuka Circuit

Located around 90 minutes from Nagoya by train, Suzuka is one of the most demanding and beloved tracks in Formula 1. Its figure-of-eight layout is unique on the calendar, and its flowing rhythm, from the S-Curves to the legendary 130R, makes it a true driver's circuit. High-speed corners, dramatic elevation changes, and some serious racing history.

Planning Tips

- **Stay in Nagoya:** Suzuka City is limited in infrastructure. Nagoya offers a wider range of hotels, better dining, and easy train access to the track.
- **Book train tickets early:** Reserved seats on local and Shinkansen lines sell out quickly over race weekend.
- **Where to sit:** Sections near 130R and S-Curves are prime viewing points for fans wanting to see high-speed cornering and overtakes.

After the Chequered Flag

For many, the real adventure begins once the race ends. Tokyo offers a dynamic contrast to Suzuka's measured precision, a sprawling metropolis that pulses with energy at all hours. Whether you want to explore a multi-level bar complex or find a quiet spot for exceptional food, Tokyo accommodates every mood.

Roppongi – Vertical Nightlife

Roppongi is known for its stacked nightlife, bars layered on top of one another within a single building, allowing seamless bar hopping without stepping outside. It's a favourite among international visitors for its lively atmosphere and variety.

- **Jeronimo's and Mogombo's:** Established bars offering a welcoming environment for fans from around the world.
- **Hidden sake bars:** Venture off the main streets to discover intimate, candle-lit venues with no menus, just carefully curated selections.

Shinjuku – Golden Gai and Beyond

Shinjuku embodies Tokyo's vibrant and sometimes chaotic spirit. At its heart is Golden Gai, a collection of six narrow alleys containing roughly 200 tiny bars. Most are intimate spaces, seating around five guests or fewer, creating a uniquely personal experience.

- **C'est La Vie:** A cozy bar known for its relaxed vibe, jazz, and thoughtfully curated whisky.
- **Local izakayas:** Scattered throughout the area, these casual pubs serve grilled skewers, cold beer, and warm hospitality, often with menus handwritten in Japanese.

Dining – From Street Food to Michelin Stars

Japan's food culture is deeply democratic - remarkable meals exist at every level. A Tokyo itinerary can (and should) span from street-side snacks to Michelin-starred kaiseki.

- **Gonpachi, Nishi-Azabu:** Best known as the inspiration for Kill Bill's famous restaurant scene, but worth visiting for its lively setting and solid yakitori.
- **SobaHouse Konjiki Hototogisu** offer refined Japanese cooking in understated settings. Hototogisu, a Michelin-starred ramen restaurant, is a standout for its elegant broth and layered flavour - a reminder that in Tokyo, even ramen can reach fine-dining heights.
- **Convenience store meals:** Surprisingly fresh and consistent, even a quick stop at Lawson or 7-Eleven can deliver better sushi than you'll find in many Western cities.

Final Lap – Insider Tips

- **Trains:** Most train lines stop around midnight. Plan accordingly if you're staying out late.
- **Connectivity:** Rent a pocket Wi-Fi device or purchase a local SIM card upon arrival for smooth navigation and language translation.
- **Accommodation:** Tokyo hotel rooms are compact in comparison to those you may find in the West. Choose locations near train lines rather than just tourist landmarks - it makes a big difference in mobility.
- **Cash vs. card:** While credit cards are increasingly accepted, cash is still preferred at many bars and smaller restaurants. ATMs at 7-Eleven are reliable and foreign card-friendly.

Learn these phrases:

- o “Sumimasen” (すみません) – Excuse me / Sorry / Thanks
- o “Oishii!” (おいしい) – Delicious
- o “Kanpai!” (かんぱい) – Cheers!

In Short

The Japanese Grand Prix offers more than just a weekend of world-class racing. It's an opportunity to experience Japan through a different lens, one that moves between high-speed precision and quiet, everyday detail. From the technical challenge of Suzuka to the layered energy of Tokyo, this is a race that rewards travellers as much as fans.



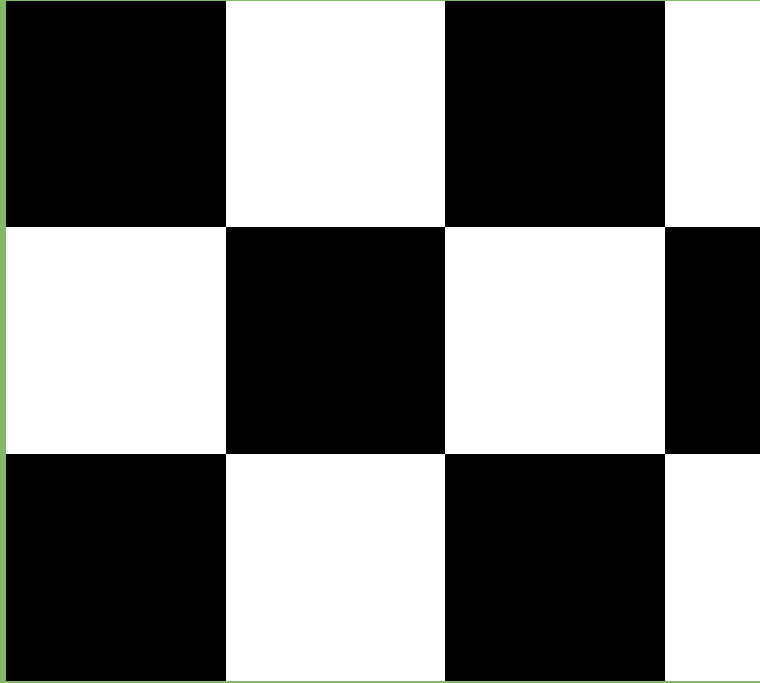




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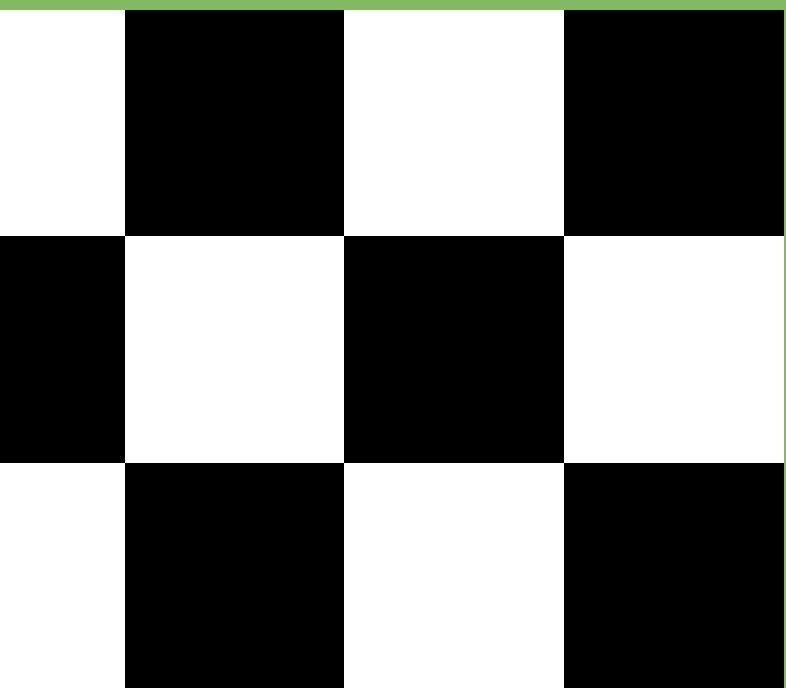
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Is it the Car or the driver?

It's the debate that defines Formula 1 - one that rages through commentary boxes, garages, and late-night fan forums: is success in F1 down to the driver's skill or the superiority of the car?

As the sport has evolved from a high-risk, high-glamour pastime into a billion-dollar battle of engineering precision and athletic performance, that question has only become harder to answer. In the past, drivers were known as fearless playboys who could win races on talent and tenacity alone, sometimes after a night out, a cigarette, and a stiff whisky. Today's F1 grid is populated by elite athletes, rigorously trained, nutritionally optimised, and backed by data teams feeding them live telemetry.

From the swaggering charm of Graham Hill to the clinical dominance of Max Verstappen, the sport has changed, but the fundamental question remains the same: what matters more, the machine or the person behind the wheel?

The Gentleman Racer

In the 1960s, Formula 1 was still part aristocratic adventure, part mortal gamble. No one embodied that spirit more than Graham Hill, five-time Monaco Grand Prix winner and quintessential gentleman racer. His legend isn't just built on pole positions, but on poker games, pints, and panache.

As told in *Monaco Grand Prix: The Legend*, a Channel 4 documentary presented by Prince Albert of Monaco, Hill's pre-race routine was the stuff of folklore. 'I remember there were card games at the Hotel de Paris in the Empire Room until 1am the day before a Formula 1 Grand Prix!' recalls Michel Ferry, general commissioner of the Automobile Club de Monaco. 'When they played cards, the loser would buy a round for everyone. I saw the door of the Hotel de Paris spinning with drivers, competing to see who could run out of it the fastest without touching the door. Graham Hill came out of the door three times in a row! He'd been drinking a large amount of whisky, or I don't know what! But the next day he would win the Grand Prix.'

Rosie Bernard, former owner of Chatham Bar - affectionately known to drivers as “Rosie’s” - remembers Hill not just as a driver, but as a character.

‘Graham Hill was so well known, everyone loved him. We used to play darts, and he kept winning every time. He would pay for his round, but he was only buying for the English. It was only for the British, the others, they had to look after themselves,’ she said, laughing. ‘But it was done with such sympathy. All the Formula One drivers. All of them.’

This was a time when the line between preparation and partying was paper-thin. Driving skill, bravery, and charm often meant more than muscle tone or marginal gains.

A Different Breed

Compare that to the F1 driver of today - sculpted, data-literate, and endlessly analysed. The modern paddock is filled with cryotherapy chambers, nutritionists, hydration logs, and recovery specialists. Drivers operate with the physiological conditioning of UFC fighters and the mental focus of fighter pilots.

Lewis Hamilton credits his plant-based diet and intense fitness regimen for extending his career. Lando Norris has spoken openly about tracking sleep metrics and using sports psychology to manage performance pressure. The days of racing after a few drinks and a round of darts are over. Now, even blinking patterns and neck muscle fatigue are monitored in simulators before a driver ever hits the track.

During races, drivers endure forces of up to 5G (which is five times their body weight), heart rates of 170+ bpm, and cockpit temperatures exceeding 50°C. The mental strain of managing tire degradation, fuel loads, and race strategy, all while hurtling around a circuit at 300 km/h, requires a different kind of split-brain brilliance that simply wasn’t expected 60 years ago.

The Machine Matters - But Not on Its Own

So what about the machinery? That, too, has transformed beyond recognition. In 2023, Max Verstappen dominated the season with 19 wins out of 22, his Red Bull RB19 hailed as one of the most efficient and dominant cars ever built. But numbers alone don’t tell the whole story.

Sergio Pérez, in the same car, finished 290 points behind Verstappen. Just like in the past, a great car is necessary, but not sufficient.

‘I think 80 percent is the car, 20 percent is the driver,’ said Fernando Alonso in 2021. ‘You cannot do miracles in F1.’

And yet, we’ve seen glimpses of the miraculous. When George Russell stepped in for Lewis Hamilton at Mercedes during the 2020 Sakhir Grand Prix, he nearly put the car on pole, despite no prior experience and in an uncomfortable set up. Or look back at Ayrton Senna’s 1993 masterclass at Donnington, where he carved through superior machinery in a slower McLaren.

Even Graham Hill, after all, wasn’t just a charming playboy, he was ferociously fast and technically sharp. One doesn’t win five times around Monaco without knowing where to find speed.

The Human Element

The magic of Formula 1 has always lived in this tension - the partnership between driver and machine. But just as importantly, it’s about the evolution of what it means to be a driver.

Once, being the best meant bravery and a strong liver. Now, it means resilience, focus, and complete immersion in the data. Neither era was “easier”, they were just wildly different.

F1 is still a human sport, even if it’s wrapped in titanium and carbon fibre. As much as technology has taken centre stage, it’s the person in the cockpit who brings the car to life.

And maybe that’s the answer? It’s not the car or the driver. It’s what happens when both are pushed to the limit, together.











DRIVEN TO CHANGE



1 Maria Teresa de Filippis (1926–2016)

Maria Teresa de Filippis was the first woman to race in a Formula One Grand Prix, making her debut in 1958. Driving for Maserati, she broke into one of the most male-dominated arenas in sport. Despite widespread sexism, including being barred from races, she entered into five Grands Prix. Though she scored no points, her determination and courage made her a pioneer for women in motorsport. After retiring, she became a respected figure in racing circles and later joined the Grand Prix Drivers' Club. Her legacy paved the way for future generations of female racers in elite competition.



2 Pat Moss (1934–2008)

Pat Moss was a rallying legend who rose to prominence in the 1950s and 60s, winning in major international events like the Alpine Rally. She was not only the sister of Formula One icon Stirling Moss, but a competitive icon in her own right. Driving for BMC (British Motorsport Corporation) and later Saab, she defied the era's gender expectations with her technical skill and fierce competitiveness. With co-driver Ann Wisdom, she formed one of rallying's most effective partnerships. Moss helped legitimise women's motorsport, laying the groundwork for future stars like Michèle Mouton. Her legacy remains deeply respected today.



3 Lella Lombardi (1941–1992)

Lella Lombardi made history in 1975 by becoming the only woman to score points in a Formula One Grand Prix [accurate as of 2025], earning half a point in the shortened Spanish GP. She started in 12 F1 Grands Prix, she held her own in a fiercely competitive field. Beyond F1, she had a strong career in endurance racing, including the 24 Hours of Le Mans. Lombardi's calm under pressure and technical driving style earned her widespread respect. Her achievement remains unmatched in Formula One, and she is remembered as a quiet trailblazer who proved that skill, not gender, defines a racing driver's worth.

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Six Women Who Have Helped Define Motorsports Evolution



4 Michèle Mouton (b. 1951)

Michèle Mouton is the most successful woman in rallying history. She made headlines in the early 1980s as the only woman to win a World Rally Championship (WRC) event, and nearly clinched the 1982 title, finishing second overall. Known for her speed, precision, and fearlessness, Mouton conquered the brutal Group B era, driving the Audi Quattro to multiple victories. After retiring, she became the first President of the FIA Women in Motorsport Commission, advocating for gender equality in racing. Her groundbreaking career remains an inspiration and a benchmark for all female drivers entering motorsport's highest levels of competition.



5 Sabine Schmitz (1969–2021)

Sabine Schmitz was a German racing driver affectionately known as the "Queen of the Nürburgring." She won the gruelling Nürburgring 24 Hours twice and reportedly lapped the track over 20,000 times. Her charisma and fearsome pace earned her fame beyond racing, especially through her role on *Top Gear*, where she stunned viewers by nearly beating Jeremy Clarkson's Jaguar lap time in a Ford Transit van. Schmitz broke barriers with humour and talent, inspiring both fans and aspiring drivers. Her untimely passing in 2021 was deeply mourned across motorsport. Sabine's legacy is one of passion, joy, and unmatched mastery of the Green Hell.



6 Susie Wolff (b. 1982)

Susie Wolff carved her name into motorsport history as the first woman in over two decades to participate in a Formula One race weekend, driving for Williams in FP1 at Silverstone in 2014. A former DTM (German Touring Cars) competitor, Wolff combined skill with strategic insight. After retiring from driving, she became Team Principal of Venturi Formula E, leading the team to competitive success. In 2023, she was appointed Managing Director of the all-female F1 Academy, working to create pathways for women in motorsport. Wolff's career bridges elite competition and leadership, making her a vital force in reshaping the sport's future for women.

Milan

Monza Grand Prix

Speed meets style in Italy's racing temple

Each September, the world's fastest cars descend on Autodromo Nazionale Monza, a 5.8km ribbon of asphalt slicing through the royal parklands of Lombardy. It's a track built for velocity - legendary, unforgiving, and rich with Scuderia-red heritage. But the Monza Grand Prix is more than a race. It's an immersion in Italian culture, a celebration of precision and passion, and a city break that flirts with fashion week energy.

Whether you're a first-time tifosi, or a seasoned paddock guest with a favourite espresso bar near the Duomo, this is your inside line to the most historic 72 hours in motorsport.

From Milan to Monza

30 minutes from aperitivo to apex.

By Train

- S8, S9, S11 lines connect central Milan to Monza

Station

in 20–30 minutes. From there, shuttle buses take you to the circuit entrance, followed by a scenic walk-through Monza Park.

- Want a faster route? Take the S7 line to Biassono-

Lesmo,

with a shorter walk to the grandstands near Seconda Variante and Ascari.

By Metro + Bus

- Hop on Metro Line 1 to Sesto 1 Maggio FS, the transfer to the Z221 bus - a direct drop at the circuit gates.

By Car

- No private vehicles are allowed inside Monza Park.
- Pre-booked parking lots (0.5–5 km away) offer shuttle access:

- BLACK LINE from Monza FS
- BLUE LINE from Monza Stadium
- PURPLE LINE from Vedano al Lambro

Local Tip:

Avoid race-day queues with a train + shuttle combo ticket from Trenord or Autodromo Monza's official site. Aim to travel early - platforms are packed by mid-morning.

From Dusk til Dawn

Sunset Aperitivo in Navigli

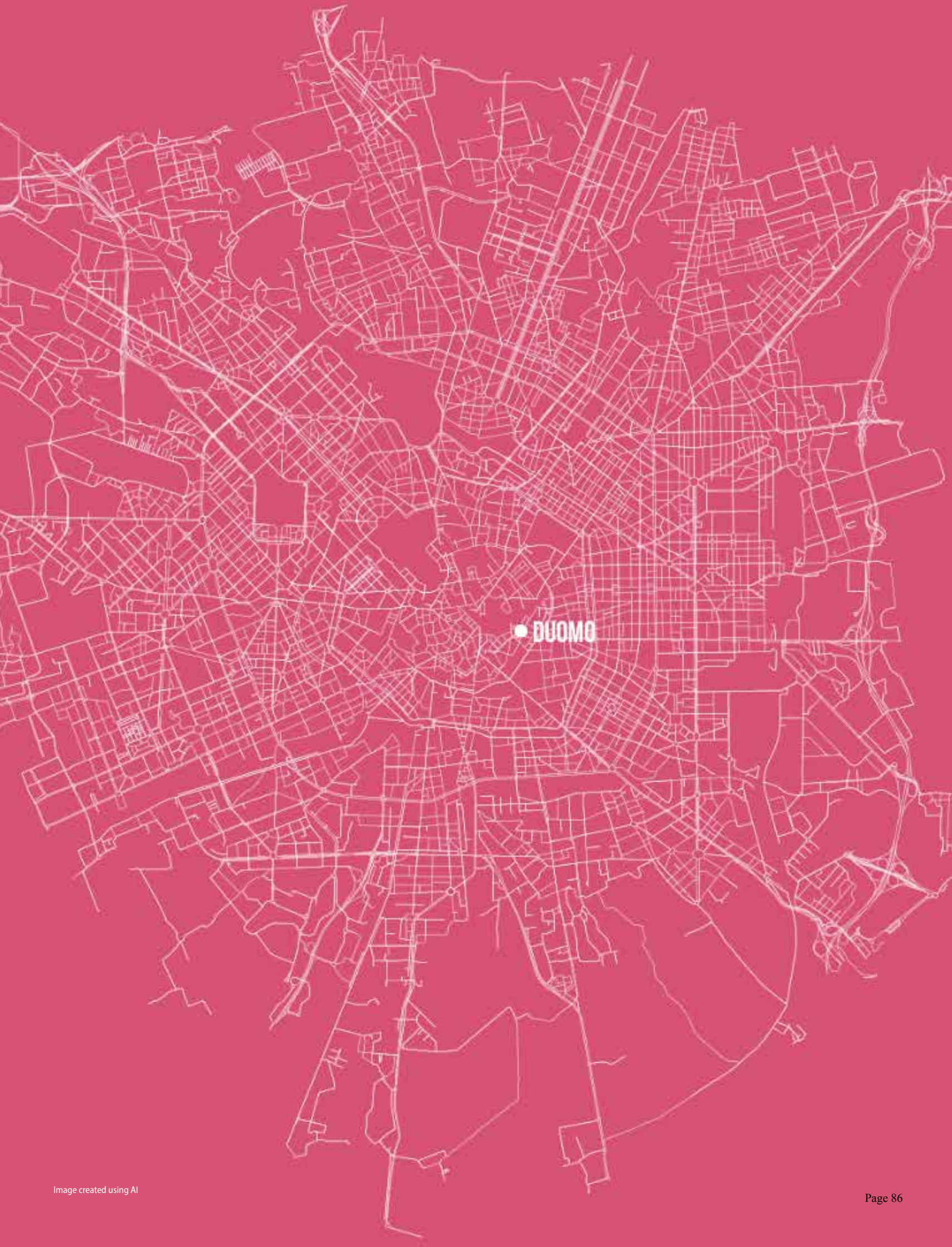
As fans drift back from the track, Milan's Navigli district transforms into the weekend's social paddock. Linger over cocktails at Mag Café or claim a canal-side table and toast to turbocharged afternoons. Aperitivo is an essential here - light bites, strong drinks, and nowhere to be in a hurry.

Evenings at Tusa or Rita

Cocktail lovers should orbit between Tusa (minimal, refined) and Rita (fun, crowd-pleasing). Both are staples of the city's mixology scene, and each offers an energy distinct from the circuit's chaos.

Late Night: La Ca' di Tencitt

For something illicit, slip into La Ca' di Tencitt - a speakeasy bar hidden away near Ticinese. Enjoy unique cocktails from one of Milan's most in-demand mixologists, Morris Maramaldi.



Where to Eat

In Italy, food is part of the everyday rhythm, shaped by region, season, and a cultural instinct to slow down and eat well. Here are Parc Fermé's top picks for a well-fed, full-throttle F1 weekend.

Go-to Tables:

- **Moebius Sperimentale** – Experimental, ambient, unforgettable.
- **Contraste** – A Michelin-starred joyride. Playful, Italian, and very Milan.
- **Cucina Franca** – Ingredient-led, elegant, quietly bold.
- **Yapa** – Peruvian-Japanese fusion done with Milanese restraint.
- **San Mauri** – Welcoming and modern with a seasonal edge.
- **Ratanà** – Milanese tradition, redefined.
- **Osteria del Treno** – Soulful, historic, and full of local pride.

Where to Stay

- **Four Seasons Milan** – Fashion week meets F1.
- **Mandarin Oriental Milan** – Palatial comfort, minimalist spirit.
- **Senato Hotel Milano** – Neoclassical outside, sharp inside.
- **Park Hyatt Milan** – Timeless, central, and refined.
- **Aethos Milan** – Stylish and creative, with Navigli charm.
- **Crossing Manzoni** – Milanese edge meets boutique polish.
- **Vico Milano** – Small, smart, and full of soul.

The Viewfinder

Where you watch is half the thrill.

- **Grandstands** at Uscita Ascari, Parabolica, or the Centrale grandstand? Loud, raw, electric.
- **General Admission** at Lesmo or Ascari for a more grass-roots experience.



Shop the Circuit

Milan is your paddock pass to the best fashion on earth.

- **Ferrari Flagship Store** – For team gear, simulators, and exclusive merch.
- **Quadrilatero della Moda** – Milan's haute couture heart.
- **Galleria Vittorio Emanuele II** – Historic, glamorous, essential.
- **Brera & Corso Como** – Indie, curated, artsy.
- **Navigli & Porta Ticinese** – Vintage finds and one-offs.
- **Fidenza Village** – Outlet luxury, one hour out.
- **Via Torino** – Youthful and accessible.

After the Chequered Flag

Sunday night in Milan has its own rhythm - relaxed, stylish, and humming with satisfaction. Head to Piazza del Duomo for a drink with the city's spires as your backdrop. Or back to Brera, where fashion week types and race fans overlap in a post-race blur of debriefs over an Aperol Spritz.

Getting Around

- **Taxis** can be hailed, but app-based services like Free Now are more reliable than Uber (which doesn't operate).
- **Trains** from Milan to Monza run frequently, especially during race weekend.
- **Walk** when you can, Milan's neighbourhoods unfold best on foot.

Final Lap

Milan is refined. But during Monza weekend, it opens its collar and pours a Negroni (or two!) The Italian Grand Prix is a masterclass in how tradition, adrenaline, and design can come together for a weekend that leaves you breathless.

Parc Fermé Tip: Book ahead. Travel early. Milan moves fast, but always in style.













EP. 1

Max Verstappen, Brazil 2024

From P17 to P1 - Verstappen masters the mayhem at Interlagos

São Paulo, Brazil. Wet weather, early chaos, and a grid penalty might have spelled trouble for most drivers. But for Max Verstappen, they became the backdrop to one of the most impressive victories of his Formula 1 career.

Starting from P17 after a power unit penalty, the Red Bull driver carved his way through the field in treacherous conditions to win the 2024 São Paulo Grand Prix. It was a drive defined by control, timing, and unshakeable composure, qualities that have come to characterise the reigning world champion.

A start in the storm

Rain began falling just minutes before lights out, drenching the circuit and throwing race strategies into disarray. As cars jostled for grip, Verstappen stayed clear of trouble. Several front-runners didn't - Charles Leclerc and George Russell spun out early, while Lance Stroll's formation-lap incident led to delays and penalties.

By Lap 11, Verstappen had climbed up to P6. His moves were methodical - no risks, just well-judged positioning and superior traction on a track where visibility was minimal and grip even less predictable.

Strategy meets execution

With conditions evolving rapidly, tyre strategy proved decisive. Verstappen stayed out on full wets longer than most, then benefitted from a red flag that allowed him to switch to intermediates without pitting.

After the restart, he moved into position behind Esteban Ocon and Pierre Gasly. As the track dried further, he made a single stop for soft slicks around Lap 48, just as a dry line developed.

Verstappen overtook Ocon for the lead on Lap 43 and pulled away in the closing stages, demonstrating pace, precision, and excellent race management in mixed conditions.

A familiar kind of brilliance

This isn't the first time Verstappen has excelled in the wet at Interlagos. His 2016 drive, where he surged to third in heavy rain as a teenager, remains one of his most talked-about early performances. Eight years on, the stakes - and his command in changing conditions - have only grown.

Once in front, Verstappen built a steady lead and crossed the line 19.4 seconds ahead of Esteban Ocon, with Pierre Gasly completing an unexpected double podium for Alpine. It was his 12th win of the season, and perhaps the most telling. Not about domination from the front, but about control in the chaos.

Looking ahead

With just a few rounds left, Verstappen's championship lead looked increasingly unassailable. But beyond the points, Brazil 2024 was a reminder of what makes him so formidable: pace, patience, and the ability to turn a compromised weekend into something exceptional.

Interlagos offered no shortage of drama. But in the end, it was once again Max Verstappen who rose above the chaos.



Image credit to Red Bull Racing Formula 1



H. Moser & Cie



ALPINE





Long before the podium champagne spray became synonymous with Formula 1 victory, it began as a spontaneous gesture, more celebration than ceremony. Today, it's a defining image of every Grand Prix weekend. Three drivers soaked and smiling, champagne arcing through the air. But the roots of this ritual lie outside F1, and its origin was anything but planned.

The moment came in 1967 at the 24 Hours of Le Mans. American driver Dan Gurney had just claimed an unexpected win with co-driver A.J. Foyt in a Ford GT40. Handed a magnum of Moët & Chandon,

Gurney shook the bottle and sprayed everyone within reach. Teammates, photographers, even Ford executives. The crowd loved it, and a tradition was born.

Formula 1 quickly embraced the champagne spray, turning it into a staple of the post-race podium. It evolved from a light-hearted outburst into a symbol of racing triumph. A messy, joyful mark at the end of high-stakes competition.

In the decades since, the act has remained remarkably consistent, even as the sport around it has transformed. Whether on the podium at Silverstone

or under floodlights in Singapore, the podium spray has endured as a moment of unfiltered emotion. A rare contrast to the structured intensity of Formula 1 itself.

In a sport governed by precision, where drivers operate at the edge of human and machine performance, the champagne moment is pure release. It's theatrical, emotional, and utterly human. Victory in Formula 1 may be calculated down to the last second, but the celebration is gloriously unscripted.



Image credit to © Formula 1

The Champagne Spray



What is the F1 Birkin?

In the world of high fashion, the Hermès Birkin bag is the pinnacle of exclusivity - rare, expensive, and eternally coveted. In Formula 1, a similar mystique surrounds a select group of ultra-rare, highly prized collectibles. While there is no literal “F1 Birkin,” the phrase is a metaphor describing the most desirable artifacts in the sport’s history.

1. Championship-Winning Race Cars

These are the crown jewels of F1 collecting. The streamlined 1954/55 Mercedes Benz W196 R, raced by Juan Manuel Fangio and Stirling Moss, fetched a record-breaking €51.155 million (\$53.9 million or £42.8 million) at RM Sotheby’s in Stuttgart in early 2025, making it the most expensive Formula 1 car ever sold at auction. Lewis Hamilton’s 2013 Mercedes AMG W04 (F1 W04 04), his first Mercedes race-winning car, sold for \$18.8 million (£15.1 million) in Las Vegas in November 2023. It remains the highest priced modern-era F1 car at public auction. Michael Schumacher’s Ferrari F2001 (chassis #211), winner of the 2001 Monaco and Hungarian Grands Prix and contributor to his fourth World Championship, brought €15.98 million (\$18.17 million or £13.43 million) at RM Sotheby’s during Monaco GP weekend in May 2025, making it the most expensive Schumacher driven F1 car yet sold.

2. Race-Worn Driver Items & Memorabilia

Highly desired among collectors. Helmets, suits, gloves from legends like Ayrton Senna, Michael Schumacher, and Lewis Hamilton have sold for anywhere between tens of thousands to hundreds of thousands of dollars, especially if used during championship wins. For example, a 2003 Schumacher helmet was reported to fetch around £96,000 at auction in 2023. Similar items from Hamilton and Senna have fetched mid six figures in GBP/USD.

3. Other Legendary Artifacts

Iconic items such as original trophies, steering wheels, and pit boards from historic races occasionally surface at auction. While often less headline grabbing than cars, unique provenance and strong storytelling can push their value into six figure or low seven figure territory.

4. Market Trends & Collectible Evolution

Driving forces behind this rising value include the global surge of F1 fandom, bolstered by Netflix’s Drive to Survive. The entrance of new collectors viewing these pieces as both cultural and financial assets, and official auction platforms like F1 Authentics, which offer signed race used components (wings, steering wheels, etc.) showing up frequently at premium prices.

From Fangio’s streamlined Mercedes, Schumacher’s championship Ferrari or modern-day Hamilton hardware, each embodies the rarefied intersection of art, history, and investment.





F1 Explained

The Intricacies Ep.1 DRS

Introduced in 2011 as a tool to promote overtaking, DRS is now an inseparable part of modern F1. But what exactly is DRS, how does it work, and why is it so pivotal in race strategy and car design? Let's dive deep into the engineering marvel that is the DRS.

What is DRS?

The Drag Reduction System is a mechanical device integrated into the rear wing of a Formula 1 car. When activated under specific conditions, it allows the upper flap of the rear wing to open, reducing aerodynamic drag and increasing the car's top speed by approximately 10–15 km/h, depending on the track layout.

But DRS is not merely a go-faster button, it is a finely tuned aerodynamic compromise that allows engineers and drivers to manipulate airflow with surgical precision.

The Aerodynamics Behind It

To understand DRS, one must first understand what drag is. In F1, 'drag' refers to the aerodynamic resistance a car faces when moving through air. The rear wing, while essential for generating downforce - the pressure that pushes the car down onto the track - also creates substantial drag.

The rear wing consists of a main plane and a moveable flap. Under normal racing conditions, both elements work together to generate maximum downforce, enhancing grip during cornering. However, on straights, this same setup becomes a liability, slowing the car down.

Here's where DRS comes in. When activated, the upper flap of the rear wing pivots upward, creating a gap (typically around 50 mm) between itself and the main plane. This gap disrupts the low-pressure zone behind the car that normally creates drag. The result? A cleaner aerodynamic profile, less resistance, and a car that slices through the air with greater speed.





Activation and Regulation

To prevent misuse, DRS is tightly governed by the FIA. Here are the key conditions:

- **DRS Zones:** Each circuit has designated zones - typically one or two - where DRS can be activated.
- **Detection Point:** A car must be within one second of the car in front (at the detection point) to gain DRS eligibility.
- **Activation Point:** Once past the detection point and within the required delta, DRS can be activated manually by the driver after crossing a predefined activation line.
- **Deactivation:** The flap automatically closes when the driver applies the brakes, lifts off the throttle significantly, or exits the DRS zone.

During qualifying and sprint shootouts, drivers can use DRS freely throughout the lap, allowing teams to optimize for lower downforce setups and higher speeds.

Engineering Challenges

From an engineering standpoint, DRS is both a benefit and a burden.

1. **Structural Design:** The DRS actuator - usually a hydraulic or electric motor - must withstand enormous aerodynamic loads. At 300+ km/h, the force on the rear wing can exceed 600 kg. Opening and closing the flap under this load requires extremely precise and robust engineering.
2. **Integration with Car Dynamics:** Opening the DRS changes not only drag but also rear downforce, shifting the car's balance forward. This can destabilise the car, especially if the system is activated mid-corner (as seen during wet races or in qualifying). Engineers must therefore tune the suspension and aero balance to accommodate DRS-induced instability to prevent unnecessary spin-offs.
3. **Heat and Power Management:** In an era of hybrid power units, even seemingly minor components like DRS must be integrated into the energy and cooling systems. The electrical or hydraulic actuation is a small but non-trivial load on the car's limited energy budget, especially during qualifying laps.

DRS in Strategy

Beyond engineering, DRS is a strategic weapon.

On tracks like Monza or Baku, where long straights dominate, DRS trains (groups of cars all within one second of each other) can form, neutralising its effect. But in tighter circuits, like Hungary or Singapore, a well-timed DRS pass can be race-defining.

Teams also plan overtaking strategies around DRS zones. For example, some drivers may intentionally delay a pass until a DRS zone to ensure they pull away cleanly after overtaking, denying their rival the chance to re-engage.

In modern telemetry systems, race engineers closely monitor DRS activation potential in real-time, calculating energy deployment, tire wear, and engine temperatures in sync with DRS windows.

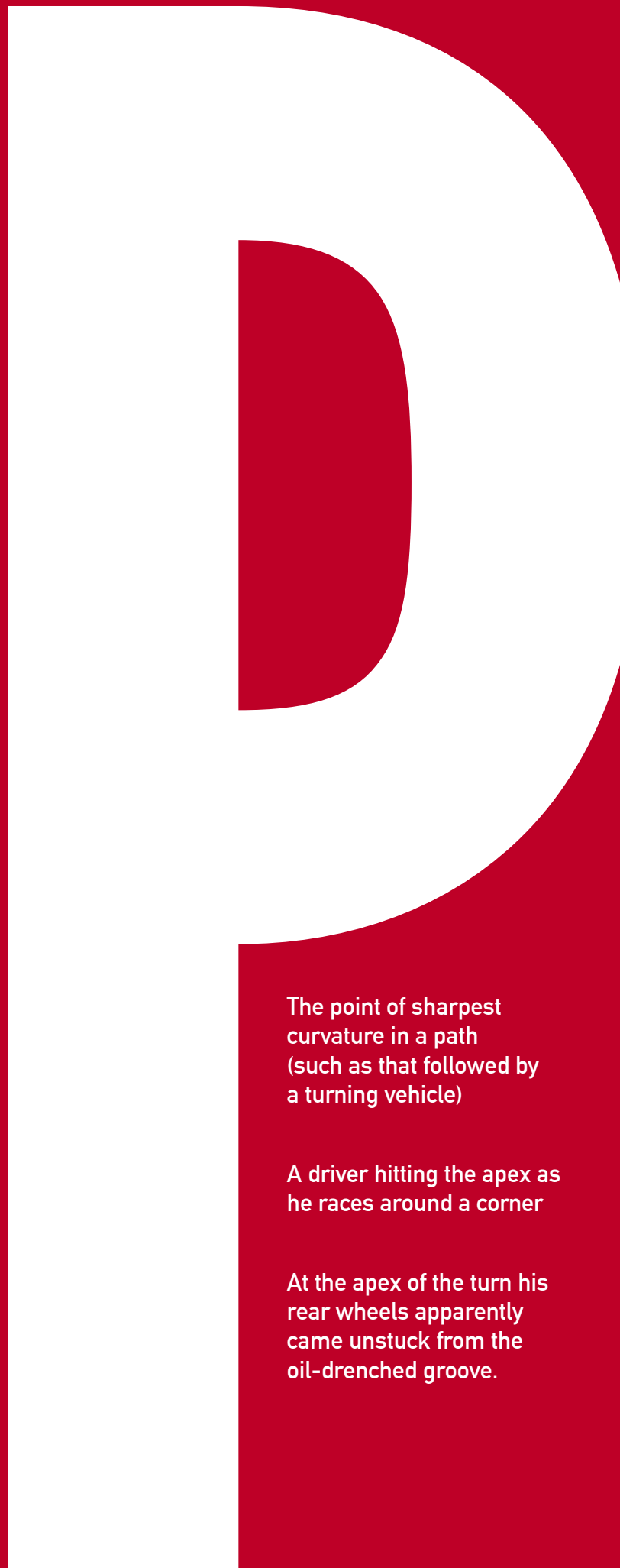
DRS Controversy and the Future

While DRS has undeniably improved overtaking statistics, critics argue it creates 'artificial racing,' where passes lack the skill and thrill of traditional moves. The 2022 aerodynamic regulations aimed to reduce the need for DRS by allowing cars to follow more closely, yet overtaking still relies heavily on it.

There's a growing conversation in the paddock about phasing out DRS altogether or evolving it into a more intelligent system, for example, allowing defensive DRS to counterattack or making it variable based on battery charge or fuel load.

DRS reflects F1's delicate balance between spectacle and science. At its heart lies a deep interplay of aerodynamics, electronics, mechanical design, and human decision-making. It's a testament to how even a single movable flap can influence races, championships, and the very architecture of the fastest cars on Earth.



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The point of sharpest curvature in a path (such as that followed by a turning vehicle)

A driver hitting the apex as he races around a corner

At the apex of the turn his rear wheels apparently came unstuck from the oil-drenched groove.



F1 Explained

The Basics of Formula 1

What is Formula 1?

Formula 1 (F1) is the top tier of international single-seater racing, governed by the FIA (Fédération Internationale de l'Automobile). The "Formula" refers to a strict set of technical regulations all competitors must follow. F1 is renowned for blending cutting-edge engineering, elite athleticism, and global entertainment.

The Cars

F1 cars are among the most advanced racing machines ever created. They are fast, agile, and aerodynamically engineered to perform under extreme conditions. The cars are powered by hybrid engines that combine a turbocharged V6 with an energy recovery system, producing speeds of over 220 mph (350 km/h).

Each team designs and builds its own car within strict technical regulations, making innovation and efficiency just as crucial as raw speed. Aerodynamics play a massive role, with wings, floors, and diffusers all helping generate downforce to keep the car on the track.

How Many Races Are There?

The F1 calendar consists of around 24 races, called Grands Prix, held in countries across five continents. Each Grand Prix is a standalone event where drivers and teams compete for championship points.

Some races include:

- Monaco Grand Prix (Monte Carlo)
- British Grand Prix (Silverstone)
- Italian Grand Prix (Monza)
- Japanese Grand Prix (Suzuka)

Championship Points

Points are awarded to the top ten finishers in each race, with the winner receiving 25 points. The driver and team with the most points at the end of the season win the Drivers' Championship and Constructors' Championship respectively.



Points System

Position	Points	Position	Points	Position	Points	Position	Points	Position	Points
1st	25	3rd	15	5th	10	7th	6	9th	2
2nd	18	4th	12	6th	8	8th	4	10th	1

Teams and Drivers

There are 10 teams, each with 2 drivers, totalling 20 competitors. Teams race with two objectives:

- Drivers' Championship (individual drivers)
- Constructors' Championship (teams)

The Teams (2025):

- 1 McLaren
- 2 Oracle Red Bull Racing
- 3 Mercedes-AMG Petronas
- 4 Scuderia Ferrari
- 5 Aston Martin Aramco
- 6 BWT Alpine
- 7 Atlassian Williams Racing
- 8 Visa Cash App RB
- 9 MoneyGram Haas
- 10 Stake F1 Team Kick Sauber (to become Audi in 2026)

Top Drivers (2025)*: Oscar Piastri, Lando Norris, Max Verstappen, George Russell, Charles Leclerc, Lewis Hamilton

**as of the Summer Break 2025*

How Long Are F1 Circuits?

Each circuit varies in length, usually between 3 km and 7 km.

- Monaco: 3.337 km
- Silverstone: 5.891 km
- Spa-Francorchamps (Belgium): 7.004 km

Tracks may be permanent motor racing circuits (e.g. Silverstone) or temporary street circuits (e.g. Baku or Saudi Arabia).

Race Distance and Duration

How Laps Are Determined

Each Grand Prix covers a minimum race distance of 305 km (190 miles). The number of laps is calculated based on the length of the circuit so that the total race distance slightly exceeds this minimum.

- **Silverstone (UK)**
- Track length: 5.891 km
- $305 \div 5.891 = 51.8 \rightarrow$ Race = 52 laps

- **Monaco**
- Track length: 3.337 km
- 305 km would mean 91 laps (too long for Monaco's tight layout)
- Exception rule: Monaco runs 78 laps (total = 260 km)

Time Limits:

- Races may not exceed 2 hours of actual racing time
- Including stoppages (e.g. red flags), the entire event must finish within 3 hours

Qualifying Explained

Qualifying takes place on Saturday and is broken into three knockout stages. Q1, Q2, and Q3. Across these sessions, drivers aim to set the fastest lap times to secure the best possible starting position for Sunday's race.

Here's how it works:

- Q1 (18 minutes): All 20 drivers take to the track. At the end of this session, the slowest five are eliminated and will start from positions P16 to P20 on the grid.
- Q2 (15 minutes): The remaining 15 drivers go again. Another five are eliminated, locking in positions P11 to P15.
- Q3 (12 minutes): The final 10 drivers compete for pole position - the coveted front spot on the grid.

Each session is a tense sprint against the clock, with drivers needing to balance tyre management, traffic, and changing track conditions. Qualifying runs, typically begin with an out-lap - a warm-up lap where drivers prepare their tyres and brakes without aiming for speed. This is followed by a push lap - the full-speed attempt where every millisecond counts. Drivers must carefully find clean air, avoid traffic, and nail every apex to extract maximum performance. The margins are often razor-thin, with just hundredths of a second separating the grid, making qualifying one of the most intense and thrilling parts of the weekend.

The Race Weekend Format

A Formula 1 race weekend runs from Friday to Sunday and will include:

- Friday: Free Practice 1 & 2 - Teams gather data and refine the car's setup.
- Saturday: Free Practice 3 and Qualifying - Drivers compete for the fastest lap to determine starting positions for the race.
- Sunday: The Grand Prix – A full-distance race, roughly 305km (or 190 miles), unless interrupted by time or weather limits.

Some Formula 1 weekends feature a Sprint - a shorter, high-intensity race held on Saturday. Unlike earlier seasons, where the Sprint set part of the grid for Sunday's Grand Prix, the modern format (used in 2024 and 2025) treats it as a standalone event. It has its own qualifying session, called the Sprint Shootout, and a separate points system, with the top eight finishers scoring points. The outcome of the Sprint has no impact on the main race grid, which is determined by traditional qualifying on Friday. Designed to add extra excitement to the weekend, the Sprint format tests drivers' raw pace and race craft over a condensed distance, with no pit stops and no margin for error.

Sprint Weekend Format

- Friday: Practice + Sprint Shootout (Sprint qualifying)
- Saturday: Sprint Race + Grand Prix Qualifying
- Sunday: Grand Prix

F1 Glossary – Common Terminology

Term	Meaning
DRS (Drag Reduction System)	Adjustable rear wing to reduce drag and increase top speed, usable within 1 second of the car ahead in DRS zones
Pole Position	First starting position on the grid, earned in Q3 qualifying
Undercut	Pitting earlier to gain time on fresher tires before your rival
Overcut	Staying out longer to build time before your rival pits
Pit Stop	A stop in the pit lane for tire changes (and occasionally repairs)
Safety Car	Neutralises the race during on-track incidents
Virtual Safety Car (VSC)	Slows the race virtually with time deltas; no physical safety car
Parc Fermé	Literally translated from French as ‘closed park,’ this is a secure parking area where Formula 1 cars must be left after qualifying. No maintenance or repairs may be carried out by the team when the cars are in parc fermé
Chicane	A quick set of left-right (or right-left) corners to slow cars
Apex	The ideal central point of a corner drivers aim to hit for fastest exit



Images credited to Tom Baigent





ARVID LINDBLAD

Parc Fermé's Rising Star Formula 2's Arvid Lindblad

Team:	Campos Racing / Red Bull Junior Team
Number:	4
Nationality:	British-Swedish
Age:	17
Current Series:	FIA Formula 2

Arvid Lindblad's progression through the junior categories has been rapid and unmistakable. After excelling in karting and winning titles in lower formulae, he debuted in FIA Formula 3 in 2024, finishing fourth overall with several wins. Now, at just 17, he's contesting the 2025 FIA Formula 2 Championship with Campos Racing, supported since 2021 by the Red Bull Junior Team.

His rookie F2 campaign has already produced landmark results. At the Jeddah Sprint Race, Lindblad was promoted to victory after a penalty demoted the on track leader, making him the youngest winner in F2 history at 17 years and 8 months old. In Barcelona, he claimed pole position and delivered a lights to flag Feature Race win (the first Feature victory of his career) cementing his status as a genuine contender.

After six rounds, Lindblad has two wins and three podium finishes. He's the series' highest scoring rookie and currently sits seventh in the championship with 84 points. Apart from an opening round outside the points in Melbourne, he has scored in every subsequent race, demonstrating both pace and consistency.

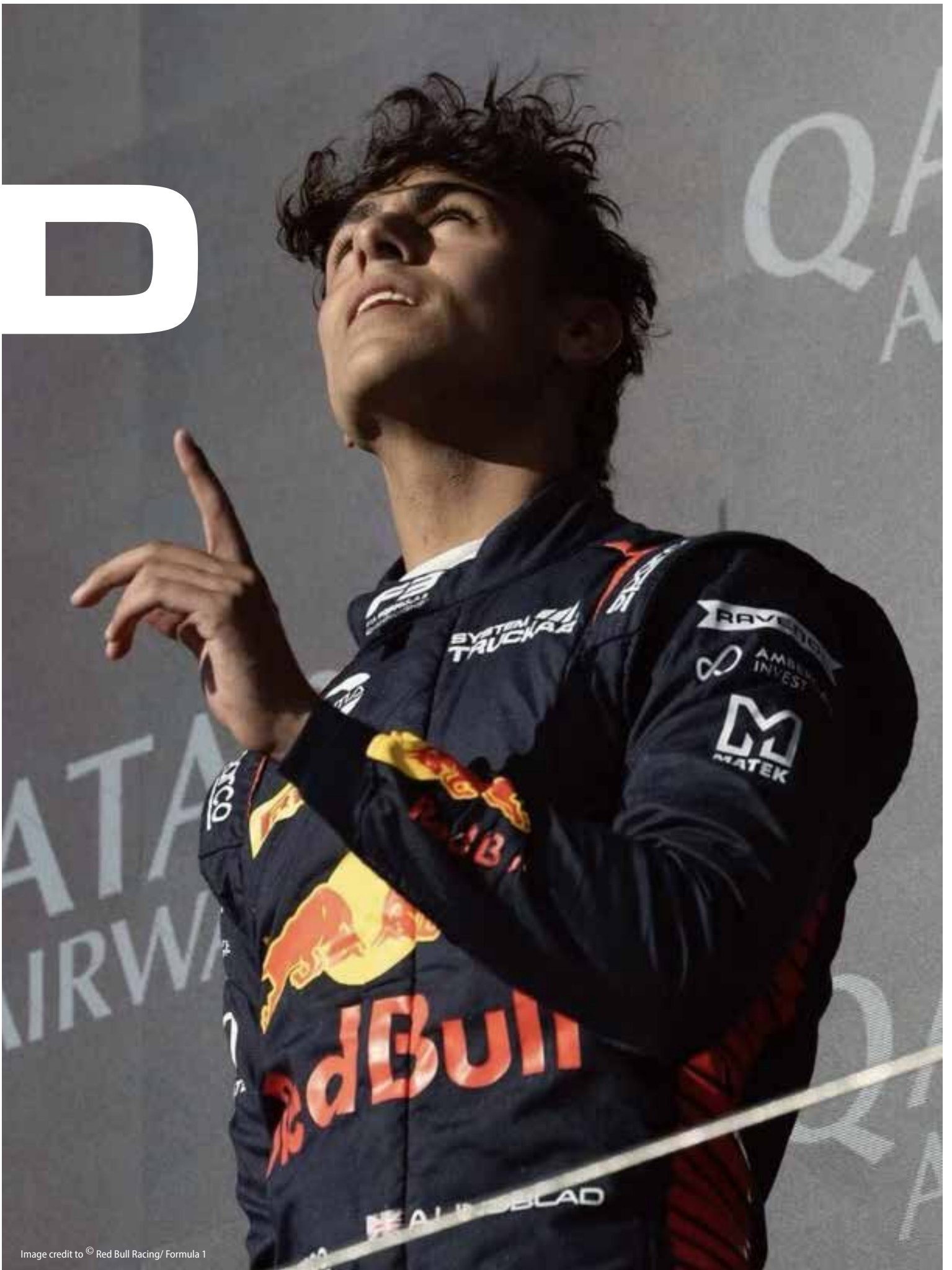
What sets him apart is not just raw speed, but maturity in race craft, adaptability - especially in changing conditions - and strong communication with engineers. His composure under pressure reflects a professionalism beyond his years.

His talent has been officially recognised. Lindblad received an FIA Super Licence via special exemption and made his Formula 1 debut in FP1 at the 2025 Qatar Airways British Grand Prix at Silverstone.

At just 17, Lindblad is defying expectations. With significant momentum behind him, he's quietly establishing himself as a future Formula 1 candidate.



AD



Garage Selection

Cocktail Menu



1. The Flying Dutchman

Base: Moscow Mule

Twist: Add coriander and lemongrass-infused vodka, and a splash of chili-lime cordial

Ingredients:

- 2 oz Lemongrass-coriander vodka
- 0.5 oz Chili-lime cordial
- 0.75 oz Lime juice
- 4 oz Ginger beer

Garnish: Thai chili + lime wheel

Glass: Copper mug

Flavour profile: Zippy, spicy, and fearless.

2. The Honey Badger Old Fashioned

Base: Old Fashioned

Twist: Use smoky bourbon, a spoon of Tasmanian leatherwood honey, and a dash of orange bitters

Ingredients:

- 2 oz Smoked Bourbon or Mezcal-Bourbon blend
- 0.25 oz Leatherwood honey syrup (1:1 with warm water)
- 2 dashes Orange bitters
- 1 dash Angostura bitters

Garnish: Brûléed orange slice

Glass: Rocks glass

Flavour profile: Rich and warming.

3. Yuki's Yuzu Collins

Base: Tom Collins

Twist: Replace lemon juice with yuzu juice, and add shiso leaf syrup

Ingredients:

- 2 oz Gin
- 0.75 oz Yuzu juice
- 0.75 oz Shiso syrup (or mint/green tea if not available)
- Soda water to top

Garnish: Shiso leaf or cucumber ribbon

Glass: Highball

Flavour profile: Citrusy, herbaceous, and zesty with Japanese flair.

4. The Monaco Martini

Base: Dry Martini

Twist: Add white truffle oil rinse and a touch of grapefruit bitters

Ingredients:

- 2.5 oz London Dry Gin
- 0.5 oz Dry Vermouth
- 1 drop white truffle oil (swirl and discard)
- 1 dash grapefruit bitters

Garnish: Grapefruit twist or Castelvetrano olive

Glass: Martini

Flavour profile: Luxurious, aromatic, and decadent

5. Safety Car

Concept: A zero-proof cocktail that mimics a Negroni or Old Fashioned. Deep bold flavours, and a controlled pace.

Ingredients:

- 1 oz Hibiscus tea (strongly brewed & chilled)
- 0.75 oz Pomegranate molasses or reduction
- 0.5 oz Blood orange juice
- 2 dashes non-alcoholic aromatic bitters (like All The Bitter, or use NA amaro)
- Top with soda or still water (optional, for dilution)

Garnish: Flamed orange peel or dried blood orange wheel

Glass: Rocks glass with a large cube

Flavour Profile:

- Bold, bittersweet, and tart
- Vivid red color (echoing the actual red flag or safety car light)
- Feels like something you sip and respect

6. The Tifosi 75

Base: French 75

Twist: Infuse the gin with rosemary and lemon peel, add a touch of Amaretto

Ingredients:

- 1 oz Rosemary-lemon infused gin
- 0.25 oz Amaretto
- 0.5 oz Lemon juice
- 0.25 oz Simple syrup
- Top with Champagne

Garnish: Rosemary sprig or gold dust

Glass: Flute

Flavour profile: Light, celebratory, Italian-inspired elegance.

7. Track Temperature

Base: Tequila Sour / Spicy Tommy's Margarita hybrid

Twist: Añejo tequila, charred jalapeño agave syrup, lime, and a few drops of saline solution for balance.

Ingredients:

- 2 oz Añejo Tequila
- 0.75 oz Fresh lime juice
- 0.5 oz Charred jalapeño agave syrup
- 2 drops saline (or a small pinch of sea salt)
- Optional: Egg white for frothiness

Garnish: Thin jalapeño slice & smoked salt rim

Glass: Coupe or rocks glass (user's choice)

Flavour Profile:

- Deep, smoky vanilla notes from the añejo
- Sweet heat from roasted jalapeño
- Balanced acidity and salinity







*Your Paddock
Pass awaits*

PARC FERME