

FORMULA 1 & ITS RELEVANCE IN INDIA



THE HISTORY OF F1

PEOPLE HAVE BEEN RACING VEHICLES IN EUROPE COMPETITIVELY SINCE THE EARLY 1900S, FORMULA 1 RACING OWES ITS ORIGINS DEEP IN THE 20TH CENTURY. THE ASSOCIATION INTERNATIONALE DES AUTOMOBILE CLUBS RECONNUS (AIACR), WHICH RAN A EUROPEAN CHAMPIONSHIP SIMILAR TO THE FORMULA 1 WORLD CHAMPIONSHIP, SANCTIONED OPEN-WHEELED RACING BETWEEN 1931 AND 1939. THE START OF WORLD WAR II ULTIMATELY PUT AN END TO VARIOUS GATHERINGS THAT ATTEMPTED TO CONSOLIDATE RACES INTO A SINGLE CHAMPIONSHIP DURING THE 1930S AND 1940S. FOLLOWING THE CONCLUSION OF WORLD WAR II, THE FIA (FEDERATION INTERNATIONALE DE L'AUTOMOBILE) ESTABLISHED A SET OF REGULATIONS AND LAUNCHED A DRIVERS' CHAMPIONSHIP.



SCUDERIA FERRARI FORMULA ONE CARS FROM BETWEEN 1950 AND 2002 (BY EDWIN VAN NES FROM IJSSELSTEIN, NETHERLANDS – FLICKR)

ENGLAND'S SILVERSTONE HOSTED THE INAUGURAL FORMULA 1 EVENT IN 1950. UNQUESTIONABLY, THE FIRST OFFICIAL RACE TOOK PLACE IN ENGLAND, LEADING SOME TO SPECULATE THAT THE UNITED KINGDOM IS WHERE FORMULA 1 ORIGINATED. HOWEVER, IT IS IMPOSSIBLE TO PINPOINT A CERTAIN NATION AS THE TRUE ORIGIN OF FORMULA 1. DRIVERS FROM ALL OVER THE WORLD HAVE PARTICIPATED IN GRANDS PRIX IN NATIONS THROUGHOUT EUROPE, INCLUDING FRANCE, ENGLAND, AND SPAIN, SINCE THE SPORT'S INCEPTION. THE INDIANAPOLIS 500 GRAND PRIX WAS ALSO A PART OF THE CIRCUIT DURING ITS INITIAL SEASONS, AND LATER GRANDS PRIX FROM OTHER CONTINENTS WERE INCLUDED.



GUISEPPE FARINA (ALFA ROMEO 158), 1ST POSITION, LEADS LUIGI FAGIOLI (ALFA ROMEO 158), 2ND POSITION, ACTION. SILVERSTONE, ENGLAND. 11-13 MAY 1950. WORLD COPYRIGHT - LAT PHOTOGRAPHIC

WHO INVENTED FORMULA 1?

IT MIGHT BE ARGUED THAT THE FIA IS THE FORMULA 1'S CREATOR BECAUSE THE SPORT'S RULES WERE STANDARDISED AND A DRIVERS' CHAMPIONSHIP WAS ESTABLISHED AFTER THE FIA. THE FIA OVERSEES FORMULA 1 AND OTHER MOTORSPORTS ALL AROUND THE WORLD. THE FIA IS IN CHARGE OF FORMULATING THE REGULATIONS, INTERPRETING THEM, ENFORCING PENALTIES, SETTLING DISPUTES, AND PROVIDING THE SUPER LICENCES REQUIRED FOR DRIVERS TO COMPETE IN RACES. IT CAN BE STATED THAT THE FIA ALSO "REINVENTS" FORMULA 1, AS MODIFICATIONS TO THE POINT SYSTEM, THE CIRCUITS THAT MAKE UP A SEASON, AND SAFETY REGULATIONS ARE ALL FREQUENTLY MADE TOO.



WHEN WAS FORMULA 1 ESTABLISHED?

ON MAY 13, 1950, THE FIRST OFFICIAL RACE TOOK PLACE IN SILVERSTONE, ENGLAND, AND THE FIRST OFFICIAL DRIVERS' CHAMPIONSHIP WAS LAUNCHED BY THE FIA, ESTABLISHING FORMULA 1. THE FIA DECIDED THAT JUST SEVEN OF THE MANY FORMULA 1 RACES THAT TOOK PLACE IN EUROPE THAT YEAR WOULD COUNT TOWARDS THE DRIVERS' CHAMPIONSHIP. THESE RACES USED FORMULA 1 CARS AND FOLLOWED FORMULA 1 RULES. BEGINNING IN 1950, THE COMPETITION ONLY INCREASED, ADDING MORE RACES EACH SEASON AND REACHING NEW NATIONS.

HISTORY OF SAFETY

EVEN THOUGH RACES OCCASIONALLY FEATURE DRAMATIC COLLISIONS, FORMULA 1 IS NOT AS DEADLY AS IT PREVIOUSLY WAS. HOWEVER, THE SPORT HAS A TRAGIC HISTORY OF FATALITIES AND INJURIES. IN THE FIRST TEN YEARS OF ITS EXISTENCE, 15 DRIVERS DIED WHILE COMPETING IN FORMULA 1. THESE FIGURES REMAINED HIGH IN THE YEARS THAT CAME AFTER. DRIVER SAFETY IS NOW THE FIA'S PRIMARY CONCERN, AND FORMULA 1 SAFETY IS GETTING SAFER EVERY YEAR AS A RESULT. THE NUMBER OF DRIVERS WHO HAVE DIED WHILE COMPETING IN FORMULA 1 EVENTS SINCE 1980 IS LOWER OVERALL AS A RESULT OF THESE EFFORTS THAN THE NUMBER WHO DIED IN THE 1950S ALONE. THANKFULLY, FATALITIES AND AGGRESSIVE CRASHES IN FORMULA 1 HAVE DECREASED. THIS IS LARGELY DUE TO THE FACT THAT CURRENT FORMULA 1 CARS ARE MADE TO ENABLE DRIVERS TO ESCAPE COLLISIONS WITH THE LEAST AMOUNT OF INJURIES. RECENTLY, A LOT OF DRIVERS HAVE AVOIDED COLLISIONS THAT APPEARED TO BE CATASTROPHIC WITHOUT A SCRATCH BECAUSE TO BETTER SAFETY SYSTEMS IN THEIR VEHICLES.



TRAGIC CRASH AT MONZA IN 1961

SINCE THE SPORT'S INCEPTION IN 1950, SAFETY HAS WITHOUT A DOUBT UNDERGONE THE MOST SIGNIFICANT MODIFICATION. THE GREAT DRIVERS WHO DIED WHILE PARTICIPATING IN THE SPORT THEY LOVED MUST NOT BE FORGOTTEN BECAUSE THEY SERVE AS A REMINDER OF THE NECESSITY OF DRIVER SAFETY AS WELL AS THE ENTHUSIASM FOR THE SPORT.



ITALIAN GRAND PRIX: LEWIS HAMILTON SAYS 'HALO' SAFETY SYSTEM SAVED HIS LIFE IN CRASH. GETTY IMAGES

WHERE IS FORMULA 1 POPULAR?

AUTO RACING WAS ALREADY POPULAR IN EUROPE BEFORE FORMULA 1 OFFICIALLY BEGAN, AND RECORDS EXIST OF PEOPLE RACING AUTOMOBILES ALL THROUGH EUROPE AS EARLY AS THE LATE 1890S. THUS, IT IS NO SURPRISE THAT FORMULA 1 WAS DESTINED TO BE POPULAR IN EUROPE, AS IT REPRESENTED AN ORGANIZED WAY TO COMPETE IN THE MOTORSPORTS THAT EUROPEANS HAD ALREADY COME TO LOVE. THE FIRST-EVER FORMULA 1 RACE, WHICH OCCURRED IN SILVERSTONE, ENGLAND, WAS ATTENDED BY KING GEORGE VI AND OTHER MEMBERS OF THE ENGLISH ROYAL FAMILY, PROVING THAT THE SPORT WAS CAPABLE OF DRAWING HIGH-PROFILE CROWDS FROM ITS INCEPTION.

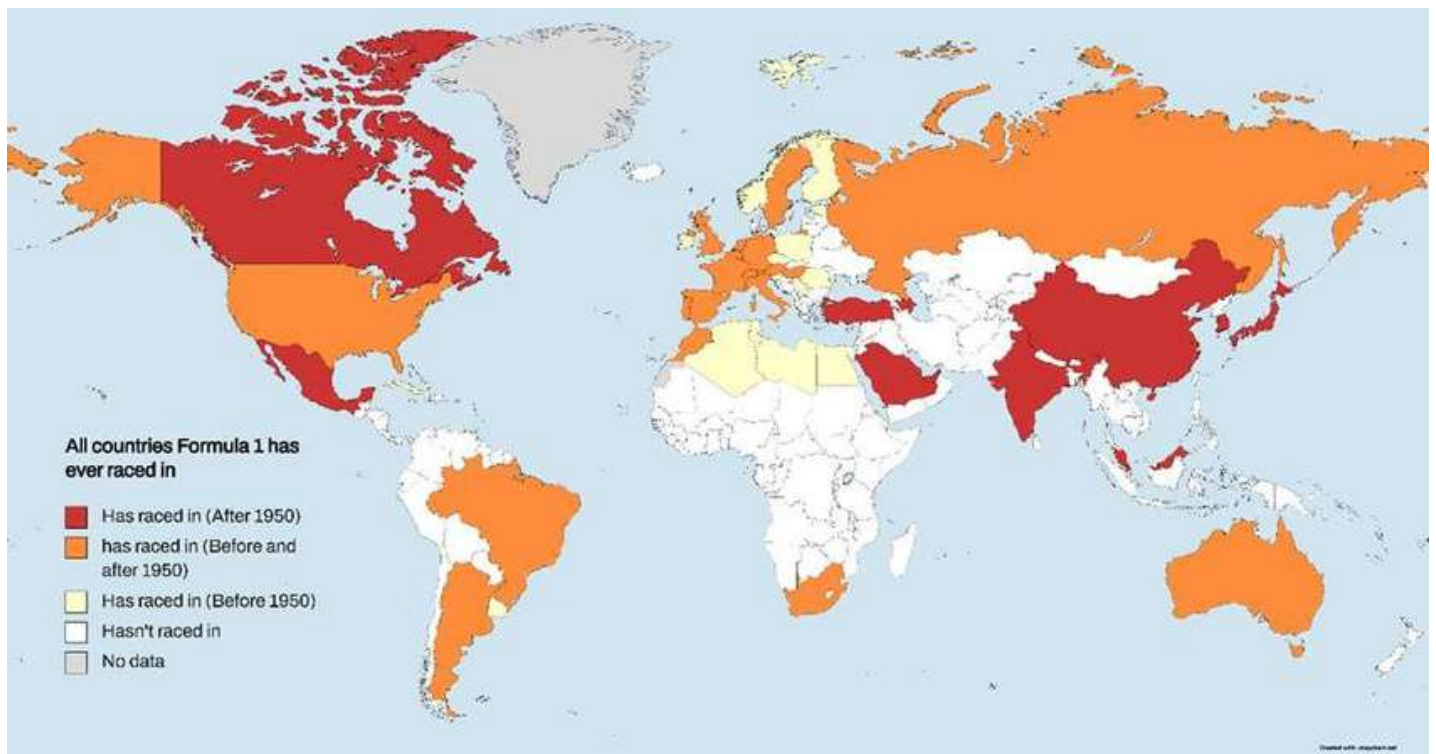


THE START OF THE 1948 BRITISH GRAND PRIX

AN ESTIMATED 100,000 SPECTATORS TRAVELLED TO SILVERSTONE TO ATTEND THE INAUGURAL FORMULA 1 RACE. IN ADDITION TO THE SPORT'S RAPID SUCCESS, THERE EXISTED A CERTAIN NATIONALISM AMONGST FANS AND TEAMS OF VARIOUS NATIONS FROM THE START, AND THIS NATIONALISM STILL EXISTS TODAY. FOR INSTANCE, FERRARI, THE PRIMARY ITALIAN TEAM, IS WELL-LIKED BY ITALIAN FORMULA 1 FANS, AND MCLAREN RACING, THE MOST SUCCESSFUL ENGLISH TEAM, IS WELL-LIKED BY ENGLISH FANS. DESPITE THE FACT THAT EUROPE REMAINS ITS PRIMARY MARKET, FORMULA 1 IS ALSO QUITE WELL-LIKED ON OTHER CONTINENTS.



SILVERSTONE CROWD - GP OF GREAT BRITAIN 2019, GETTY IMAGES



A MAP OF ALL THE COUNTRIES FORMULA 1 HAS EVER RACED IN

LEGENDARY DRIVERS FROM NATIONS LIKE ARGENTINA, BRAZIL, AND AUSTRALIA HAVE FOUND SUCCESS IN FORMULA 1, MAKING THOSE NATIONS ALSO IMMENSELY POPULAR FOR THE SPORT. DESPITE HAVING EUROPEAN ROOTS, FORMULA 1 IS WELL-KNOWN ALL OVER THE WORLD. THE AMERICAS, AFRICA, ASIA, AUSTRALIA, AND EUROPE ALL HOST RACES THROUGHOUT A FORMULA 1 SEASON. ADDITIONALLY, DRIVERS FOR THE FORMULA 1 SPORT HAIL FROM A VARIETY OF NATIONS. 11 OF THE 23 RACES OF THE 2022 SEASON TOOK PLACE OUTSIDE OF EUROPE. SINCE ITS INCEPTION, FORMULA 1 HAS FEATURED DRIVERS FROM 41 DIFFERENT COUNTRIES, INCLUDING 14 DIFFERENT WORLD CHAMPIONS. GIVEN THAT IT IS A WORLDWIDE SPORT, FORMULA 1 HAS A SIZABLE FOLLOWING IN NATIONS LIKE ITALY AND GERMANY, ENGLAND, BRAZIL, ASIA PACIFIC.



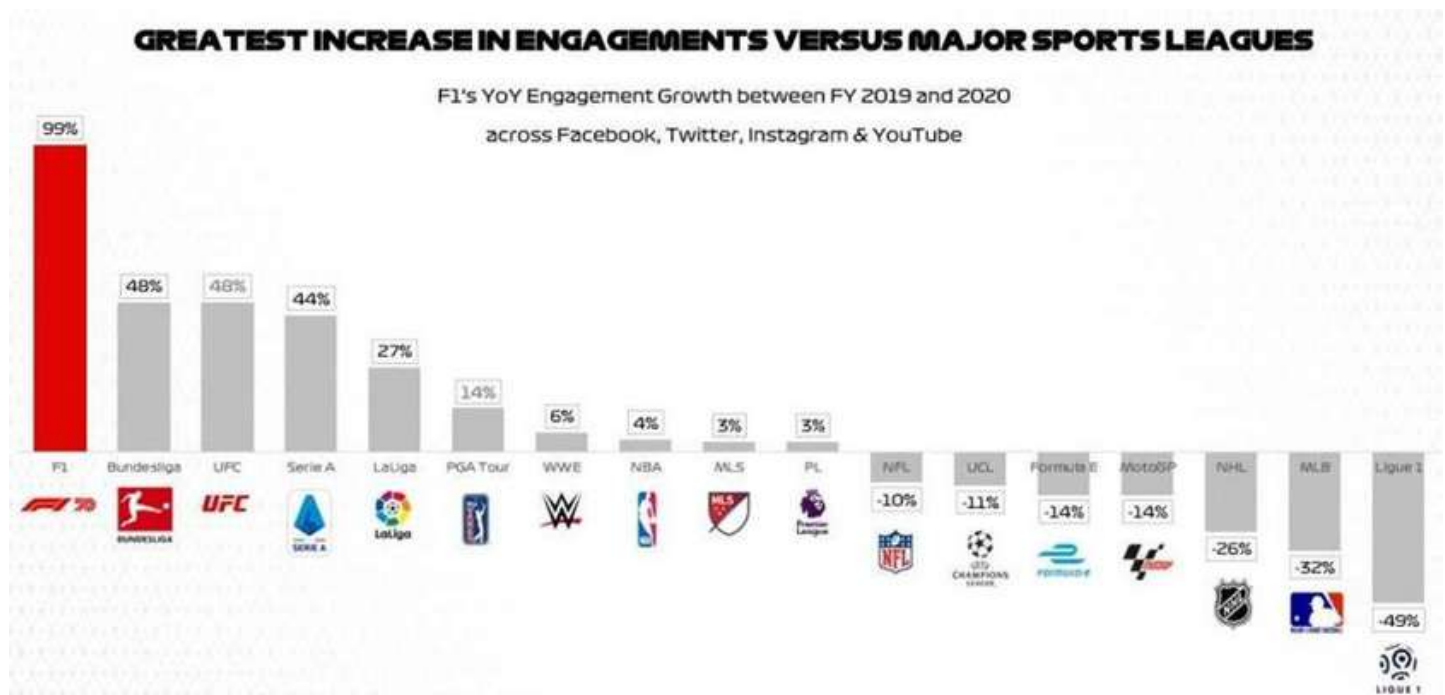
PORTUGUESE GP: AYRTON SENNA, ALAIN PROST, NIGEL MANSELL, AND NELSON PIQUET POSE ON THE PITWALL.



FOUR STARS: AYRTON SENNA (LEFT TO RIGHT) SEBASTIAN VETTEL, LEWIS HAMILTON AND MICHAEL SCHUMACHER HAVE ALL LIT UP FORMULA ONE DURING THEIR RESPECTIVE ERAS

SPIKE IN INTEREST IN FORMULA ONE DUE TO THE DOCUMENTARY SERIES "DRIVE TO SURVIVE"

FORMULA ONE CELEBRATED ITS RECENT SUCCESS IN THE US AT THE MIAMI GRAND PRIX. THE NETFLIX DOCUMENTARY SERIES' SUCCESS. THE RESURGENCE OF THE SPORT IN THE COUNTRY THAT F1 HAS LONG ASPIRED TO RULE HAS BEEN GREATLY INFLUENCED BY THE TELEVISION SERIES DRIVE TO SURVIVE. THAT MIAMI WAS THE LOCATION FOR THE STREAMING SERVICE'S ANNOUNCEMENT THAT THE PROGRAMME HAD BEEN RENEWED FOR AN ADDITIONAL TWO SEASONS IS NOT SURPRISING.



TEAM OWNERS HAVE PRAISED THE PART THE TV SHOW HAS PLAYED IN PROMOTING THEIR SPORT, EVEN THOUGH CERTAIN DRIVERS, LIKE MAX VERSTAPPEN, HAVE CRITICISED IT FOR BEING UTILISED FOR DRAMATIC EFFECT TO CREATE A NARRATIVE. THE SHOW ENTERED THE TOP 10 OF NETFLIX'S GLOBAL RANKINGS IN 56 DIFFERENT COUNTRIES WITH ITS FOURTH SEASON, WHICH LAUNCHED THIS YEAR AND ATTRACTED THE MOST VIEWERS SINCE ITS 2018 PREMIERE.

FORMULA 1 TIMELINE AND KEY DATES

1904: THE FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE (FIA) IS FOUNDED.

1950: NINO FARINA TRIUMPHS IN THE INAUGURAL FORMULA 1 GRAND PRIX, WHICH IS RUN IN SILVERSTONE, ENGLAND.

1953: ARGENTINA WILL HOST THE INAUGURAL SOUTH AMERICAN GRAND PRIX, EXPANDING THE FORMULA 1 CALENDAR. ARGENTINE FORMULA 1 DRIVER JUAN MANUEL FANGIO COMPETES IN THE RACE BUT IS UNABLE TO FINISH BECAUSE OF VEHICLE ISSUES.

1958: MOROCCO HOSTS THE FIRST GRAND PRIX IN AFRICA.

1968: FOR THE FIRST TIME EVER, A FORMULA 1 RACE INCLUDED SPONSORSHIPS. THE CARS OF TEAM LOTUS, WHO DRIVE FOR LOTUS CARS OF ENGLAND, ARE SPONSORED.



1968 - WORLD CHAMPION – GRAHAM HILL LOTUS 49/ CHAMPION

1970: GERMAN-BORN AUSTRIAN DRIVER JOCHEN RINDT PERISHES IN A COLLISION DURING THE ITALIAN GRAND PRIX QUALIFYING SESSION. LATER, POSTHUMOUSLY WINNING THAT YEAR'S WORLD CHAMPIONSHIP, RINDT BECAME THE FIRST AND ONLY F1 DRIVER TO DO IT.

1975: ONE OF FORMULA ONE'S MOST GIFTED DRIVERS, NIKI LAUDA, WINS THE FIRST OF THREE WORLD CHAMPIONSHIPS.

1976: NIKI LAUDA IS HURT SEVERELY IN A CRASH THAT COULD HAVE BEEN CATASTROPHIC, BUT SHE ONLY MISSES TWO RACES BEFORE MAKING A COMEBACK. LATER, JAMES HUNT OF ENGLAND DEFEATED LAUDA TO WIN THE WORLD CHAMPIONSHIP.



RIVALS: NIKI LAUDA AFTER HIS CRASH AND JAMES HUNT (IMAGE: GETTY)

1991: FUTURE FORMULA 1 HERO MICHAEL SCHUMACHER GETS FIRST RACE UNDERWAY BY FILLING IN FOR TEAM JORDAN'S PRIMARY DRIVER, WHO IS UNABLE TO COMPETE. AFTER WINNING SEVEN WORLD CHAMPIONSHIPS, SCHUMACHER IS REGARDED AS THE BEST DRIVER OF ALL TIME BY MANY.

1992: AT THE BRITISH GRAND PRIX, A SAFETY CAR IS USED FOR THE FIRST TIME.

1994: RUBENS BARRICHELLO OF BRAZIL IS INJURED IN A COLLISION DURING THE SAN MARINO GRAND PRIX PRACTISE SESSIONS, BREAKING HIS NOSE.

1994: A DAY AFTER THE TERRIFYING COLLISION INVOLVING BARRICHELLO, ROOKIE DRIVER ROLAND RATZENBERGER PASSES AWAY WHILE PARTICIPATING IN THE SAN MARINO GRAND PRIX QUALIFICATION. MANY DRIVERS, INCLUDING AYRTON SENNA, DEMAND THAT THE RACE SCHEDULED FOR THE FOLLOWING DAY BE CANCELLED.



AYRTON SENNA WAS JOINED BY GERHARD BERGER IN 1990, WITH RIVAL ALAIN PROST SWITCHING TO FERRARI. SUTTON/GETTY IMAGES

2006: MICHAEL SCHUMACHER DECIDES TO LEAVE FORMULA 1 AFTER CAPTURING SEVEN WORLD CHAMPIONSHIPS WITH TEAM JORDAN AND SCUDERIA FERRARI.



2004 BELGIAN GP: SCHUMACHER WINS A STAGGERING SEVENTH TITLE BY A COUNTRY MILE AFTER FINISHING SECOND BEHIND MCLAREN'S KIMI RAIKKONEN AT SPA-FRANCORCHAMPS

2008: AT THE AGE OF 23, LEWIS HAMILTON BECOMES THE YOUNGEST DRIVER TO EVER WIN THE WORLD CHAMPIONSHIP.

2009: NEW TEAM BRAWN GP DOMINATES THE 2009 SEASON AND TAKES HOME THE CONSTRUCTORS' CHAMPIONSHIP. JENSON BUTTON, ONE OF THEIR DRIVERS, ALSO TAKES HOME THE WORLD CHAMPIONSHIP THAT YEAR. AFTER ONLY ONE SEASON, MERCEDES GP ACQUIRES BRAWN GP AND CHANGES ITS NAME.

2010: MICHAEL SCHUMACHER COMPETES IN FORMULA 1 ONCE MORE, THIS TIME FOR TEAM MERCEDES FOR THREE YEARS. HE DOES NOT, HOWEVER, HAVE THE SAME LEVEL OF SUCCESS AS HIS PREVIOUS TEAMS.



JENSON BUTTON WINS A CHAMPIONSHIP WITH BRAWN GP

2010-2013: RED BULL RACING AND SEBASTIAN VETTEL WIN FOUR CONSECUTIVE WORLD CHAMPIONSHIPS. NUMEROUS INDIVIDUALS BELIEVE THAT VETTEL WILL SUCCEED MICHAEL SCHUMACHER.



SEBASTIAN VETTEL WINS FOURTH WORLD CHAMPIONSHIP AT THE INDIAN GRAND PRIX

2014-2019: FIVE CHAMPIONSHIPS IN SIX YEARS HAVE BEEN WON BY LEWIS HAMILTON, WHO CONTINUES TO RULE F1 RACES. ONE CHAMPIONSHIP IS LOST TO TEAM MATE NICO ROSBERG WHO RETIRED AFTER WINNING.



. MERCEDES' LEWIS HAMILTON CELEBRATES AFTER WINNING THE RACE AND THE WORLD CHAMPIONSHIP AT THE TURKISH GRAND PRIX IN ISTANBUL PARK, ISTANBUL, ON NOVEMBER 15, 2020. POOL VIA REUTERS/CLIVE MASON

2022: AT THE ABU DHABI GRAND PRIX, RACE DIRECTOR MICHAEL MASI'S CONTROVERSIAL CHOICE INDIRECTLY AWARDS THE VICTORY TO MAX VERSTAPPEN, WHO WON THE DRIVERS' CHAMPIONSHIP FOR THE SEASON, PREVENTING LEWIS HAMILTON FROM WINNING A RECORD-BREAKING EIGHTH CHAMPIONSHIP. FOLLOWING A SUSPENSION, THE RACE WAS RESUMED WITH ONLY A PORTION OF THE LAP-DOWN PACK BEING PERMITTED TO PASS THE LEADER. VERSTAPPEN BEGAN NEXT TO HAMILTON ON THE POLE AND COMFORTABLY OVERTOOK HIM ON FRESHER TYRES, DESPITE THE FACT THAT HAMILTON HAD A HUGE LEAD AT THE TIME OF THE SUSPENSION. MASI'S CONDUCT LED TO HIS TERMINATION.



MAX VERSTAPPEN CELEBRATES AFTER WINNING THE ABU DHABI GRAND PRIX.

F1 AND INDIA

PLANS EXISTED FOR CALCUTTA TO HOST THE INDIAN GRAND PRIX AS EARLY AS 1997. ONLY THE KARI MOTOR SPEEDWAY IN COIMBATORE AND THE IRUNGATTUKOTTAI IN CHENNAI WERE PERMANENT RACETRACKS IN INDIA IN 2003. TWO 600-ACRE (240 HA) SITES NEAR THE BANGALORE AIRPORT WERE BEING LOOKED AT AT THE TIME. ADDITIONALLY, CHANDRABABU NAIDU, THE CHIEF MINISTER OF ANDHRA PRADESH, SET ASIDE 1,500 ACRES (610 HA) OF LAND NEAR THE AIRPORT IN HYDERABAD. FATHER OF KARUN CHANDHOK VICKY CHANDHOK SAID IN AN INTERVIEW: "LIKE NO OTHER STATE, ANDHRA PRADESH IS REALLY PUSHING THE ENVELOPE! AN AGGRESSIVE CHIEF MINISTER IS WONDERFUL TO WITNESS. BANGALORE IS A FANTASTIC LOCATION, ESPECIALLY GIVEN THE CLIMATE ". A SEVEN-YEAR PRE-AGREEMENT TO HOLD THE GP IN HYDERABAD IN 2007 WAS SIGNED IN DECEMBER 2003. THE TRACK WAS TO BE CONSTRUCTED ON 1,367 ACRES (553 HA) OF LAND CLOSE TO GOPANAPALLY VILLAGE, ON THE OUTSKIRTS OF HYDERABAD.

TO SHIFT THE LOCATION FROM HYDERABAD TO MUMBAI, HOWEVER, THERE WAS COMPETITION IN 2004 FROM MUMBAI. IN THREE YEARS, INDIA SHOULD HOST A GRAND PRIX, WITH HYDERABAD OR MUMBAI AS THE PREFERRED LOCATIONS, ACCORDING TO BERNIE ECCLESTONE, THE OWNER OF THE COMMERCIAL RIGHTS TO FORMULA ONE. DUE TO ANTI-TOBACCO LAWS AND A SHIFT IN GOVERNMENT POLICY, MANY INITIATIVES WERE ULTIMATELY NEVER COMPLETED. WHEN MUMBAI'S ADMINISTRATION OPTED "NOT TO SQUANDER MONEY ON VEHICLE FUMES WHILE THERE ARE MORE SIGNIFICANT CHALLENGES," AND THE HYDERABAD AREA WAS TRANSFORMED INTO AN IT PARK FOR TECHNOLOGICAL COMPANIES, BOTH PROJECTS WERE SUBSEQUENTLY DEEMED "DEAD" IN THE SECOND HALF OF 2004.

HOWEVER, SITES AT MUMBAI WERE STILL BEING INVESTIGATED (GORAI AND NAVI MUMBAI). IN 2005, NARAIN KARTHIKEYAN WAS DUE TO DEMONSTRATE A JORDAN GRAND PRIX CAR IN MUMBAI, BUT THE ROAD PROVED TO BE TOO BUMPY.

IN 2007, FIVE LOCATIONS REMAINED IN THE RUNNING FOR HOSTING THE INDIAN GRAND PRIX: BANGALORE; THE GURGAON DISTRICT IN THE STATE OF HARYANA; A PERMANENT TRACK SOMEWHERE NEAR NEW DELHI; A STREET CIRCUIT IN NEW DELHI, AS PROPOSED BY VIJAY MALLYA; AND A SITE IN LUCKNOW, UTTAR PRADESH. FOLLOWING MONTHS OF NEGOTIATIONS, THE INDIAN OLYMPIC ASSOCIATION (IOA) AND ECCLESTONE ANNOUNCED IN JUNE 2007 A PROVISIONAL AGREEMENT FOR INDIA TO HOST ITS FIRST GRAND PRIX AS A PART OF THE 2009 FORMULA ONE SEASON. THE TRACK WOULD BE BUILT IN GURGAON, IN CONSULTATION WITH ARCHITECT HERMANN TILKE.

HOWEVER, IN SEPTEMBER 2007 IT WAS ANNOUNCED THAT THE DEBUT RACE WOULD TAKE PLACE IN 2010 ON THE BUDDH INTERNATIONAL CIRCUIT IN GREATER NOIDA. AFTER FURTHER ASSESSMENTS OF THE TIMEFRAME INVOLVED, ECCLESTONE ANNOUNCED IN SEPTEMBER 2008 THAT THE INDIAN GRAND PRIX HAD BEEN DELAYED TO 2011.

IN OCTOBER 2008, THE RENAULT F1 TEAM SHOWCASED THEIR CAR ON A TOUR ACROSS ALL THE SITES WHICH WERE PREVIOUSLY LINKED TO A FORMULA ONE CIRCUIT IN INDIA, EXCEPT MUMBAI: GURGAON, LUCKNOW, BANGALORE, HYDERABAD AND KOLKATA. IN NOVEMBER 2008 THEY ALSO PERFORMED A STREET DEMONSTRATION ON RAJPATH AT THE INDIA GATE END, NEW DELHI; THE CAR WAS DRIVEN BY NELSON PIQUET JR. IN AUGUST 2009, THE MCLAREN TEAM SHOWCASED THEIR CAR IN LUCKNOW. ON 11 OCTOBER 2009, THE RED BULL RACING TEAM GAVE A DEMONSTRATION IN MUMBAI. DAVID COULTHARD DROVE THE RED BULL CAR ACROSS MUMBAI'S BANDRA-WORLI SEA LINK.

THE INDIAN GRAND PRIX HAD THE POTENTIAL TO GENERATE AROUND \$170 MILLION IN REVENUE AND EMPLOY AS MANY AS 10,000 PEOPLE. THE OPPORTUNITY IN ADVERTISING TIE-UPS BETWEEN MANUFACTURERS AND FORMULA ONE WERE ALSO A CONSIDERATION. THE RACE COINCIDED WITH THE IMPORTANT DIWALI HOLIDAY, WHEN CONSUMER SPENDING IS TYPICALLY AT ITS HIGHEST AND MANY PEOPLE ARE TRAVELING, WHICH FURTHER IMPROVED ECONOMIC PROSPECTS. IT WAS ONE OF THE FEW F1 RACES AT THE TIME THAT WERE NOT SUBSIDIZED BY GOVERNMENT, AND THE VENUE HAD TO PAY \$40 MILLION PER YEAR TO FORMULA ONE HOLDINGS TO HOST THE EVENT.

BUDDH INTERNATIONAL CIRCUIT

THE RACE WAS HELD AT THE BUDDH INTERNATIONAL CIRCUIT IN GREATER NOIDA NEAR NEW DELHI BETWEEN 2011 AND 2013. THE 5.125 KM CIRCUIT HAS BEEN DESIGNED BY GERMAN ARCHITECT HERMANN TILKE. FOUR MILLION CUBIC TONS OF EARTH WERE MOVED TO ACHIEVE THE RISE AND FALL THROUGH THE LAP. THE TRACK IS SPREAD ACROSS AN AREA OF 875 ACRES, AND IS A PART OF JAYPEE GREEN SPORTS CITY.



AERIAL VIEW OF BUDDH INTERNATIONAL CIRCUIT | SOURCE: JAYPEE

WINNERS-

ALL INDIAN GRANDS PRIX WERE HELD AT BUDDH INTERNATIONAL CIRCUIT.

2011- GERMANY, SEBASTIAN VETTEL, RED BULL RACING- RENAULT

2012- GERMANY, SEBASTIAN VETTEL, RED BULL RACING- RENAULT

2013- GERMANY, SEBASTIAN VETTEL, RED BULL RACING- RENAULT

INDIAN GRAND PRIX

NUMBER OF TIMES HELD 3

FIRST HELD 2011

LAST HELD 2013

MOST WINS (DRIVERS) GERMANY SEBASTIAN VETTEL (3)

MOST WINS (CONSTRUCTORS) AUSTRIA RED BULL RACING (3)

CIRCUIT LENGTH 5.125 KM (3.185 MILES)

RACE LENGTH 307.249 KM (190.916 MILES)
LAPS 60

LAST RACE (2013)

POLE POSITION

GERMANY S. VETTEL RED BULL RACING-RENAULT
1:24.119

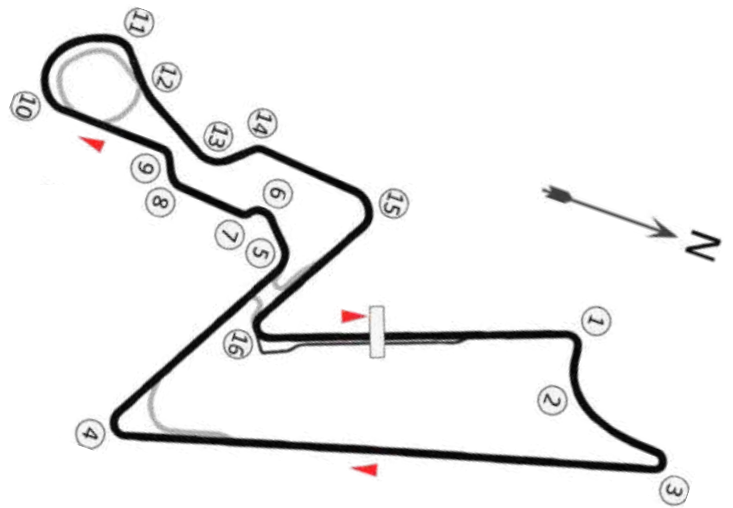
PODIUM

1. GERMANY S. VETTEL, RED BULL RACING-RENAULT
1:31:12.187

2. GERMANY N. ROSBERG, MERCEDES
+29.823

3. FRANCE R. GROSJEAN, LOTUS-RENAULT
+39.892

FASTEST LAP- FINLAND K. RÄIKKÖNEN, LOTUS-RENAULT
1:27.679



THE INDIAN GRAND PRIX WAS A FORMULA ONE RACE IN THE CALENDAR OF THE FIA FORMULA ONE WORLD CHAMPIONSHIP, WHICH WAS HELD AT THE BUDDH INTERNATIONAL CIRCUIT IN SECTOR 25 ALONG YAMUNA EXPRESSWAY IN GAUTAM BUDDH NAGAR DISTRICT OF UTTAR PRADESH STATE FROM 2011 UNTIL 2013.

THE FIRST EDITION TOOK PLACE ON 30 OCTOBER 2011, AS THE 17TH RACE OF THE 2011 FORMULA ONE SEASON. THE INAUGURAL RACE WAS WON BY GERMANY'S SEBASTIAN VETTEL. JAYPEE SPORTS INTERNATIONAL LIMITED IS THE ORGANIZER OF FORMULA ONE RACING IN INDIA AND HAS SIGNED A FIVE-YEAR CONTRACT WITH FORMULA ONE MANAGEMENT (FOM) TO HOST THE CHAMPIONSHIP IN INDIA.

IN AUGUST 2013, FIA ANNOUNCED THAT THE INDIAN GRAND PRIX WOULD BE MISSING IN 2014 BEFORE RETURNING TO AN EARLY-SEASON SLOT IN 2015. SUBSEQUENTLY, BECAUSE OF A TAX DISPUTE WITH THE UTTAR PRADESH GOVERNMENT, THAT TOO WAS RULED OUT AND THE RACE DID NEITHER RETURN FOR THE 2016 SEASON, NOR HAS IT EVER SINCE.



TAX ISSUES AND ABSENCE (2014).

THE INDIAN GRAND PRIX WAS SET TO HAVE A ONE-YEAR HIATUS AND THEN RETURN ON THE 2015 CALENDAR AS CONFIRMED BY THE FIA. BERNIE ECCLESTONE LATER CAST DOUBT ON THIS, SUGGESTING THE RACE WOULD BE DELAYED UNTIL 2016, AND THIS DOUBT WAS LATER CONFIRMED BY ECCLESTONE IN AUGUST 2014 IN BELGIUM. THE INDIAN GRAND PRIX WAS CANCELLED FOR THE SECOND CONSECUTIVE YEAR FOLLOWING TAX DISPUTES BETWEEN THE FIA AND THE UTTAR PRADESH GOVERNMENT. THE CIRCUIT, DESPITE THE PLACARDS SAYING "NEW DELHI" IS NOT LOCATED IN THE UNION TERRITORY OF DELHI, BUT IN THE NEIGHBOURING STATE OF UTTAR PRADESH. THE GOVERNMENT OF UTTAR PRADESH, LED BY THE THEN CHIEF MINISTER AKHILESH YADAV SAID THAT F1 IS NOT A SPORT, BUT ENTERTAINMENT AND LEVIED TAXES ON THE EVENT.

SPORTS MINISTRY OF INDIA RECOGNIZES FMSCI; MOTORSPORT IS RECOGNIZED AS A SPORT (2015).

BY PLACING THE GOVERNING ORGANISATION FMSCI ON THE LIST OF NATIONAL SPORTS FEDERATIONS SUPPORTED BY THE SPORTS MINISTRY, THE INDIAN GOVERNMENT HAS FINALLY ACKNOWLEDGED MOTORSPORTS AS A SPORT (NSF). THE DEVELOPMENT OCCURS AT A TIME WHEN INDIAN MOTORSPORTS IS RELATIVELY QUIET AND WHILE EFFORTS ARE BEING MADE TO BRING FORMULA 1 BACK TO THE NATION AFTER THE GRAND PRIX WAS ABANDONED DUE TO TAX AND ADMINISTRATIVE OBSTACLES. EVEN THOUGH MOTOR SPORTS ARE LISTED IN THE 'OTHERS' CATEGORY IN THE MINISTRY'S MOST RECENT REVISION OF SPORTS DISCIPLINES, NO FINANCIAL SUPPORT WILL BE GIVEN TO THE FEDERATION OF MOTOR SPORTS CLUBS OF INDIA.

TATA COMMUNICATIONS REVIVES PARTNERSHIP WITH FORMULA 1 (2022).

AFTER THEIR EIGHT-YEAR COLLABORATION CAME TO AN END IN 2020, TATA COMMUNICATIONS AND F1 MADE THE DECISION TO WORK TOGETHER ONCE MORE. EVERY RACE WEEKEND, TATA COMMUNICATIONS WILL CARRY MORE THAN 100 TELEVISION FEEDS AND MORE THAN 250 AUDIO CHANNELS BETWEEN THE VARIOUS GRAND PRIX LOCATIONS AND F1'S MEDIA AND TECHNOLOGY CENTRE IN THE UK. IN LESS THAN 200 MILLISECONDS, ACCORDING TO TATA, THIS TRANSFER WILL TAKE PLACE, ENABLING F1 TO TRANSMIT TO MORE THAN 500 MILLION SPECTATORS IN MORE THAN 180 NATIONS WORLDWIDE.



MUMBAI FALCONS WIN FORMULA 3 REGIONAL ASIA CHAMPIONSHIP (2022).



MUMBAI FALCONS WON BOTH TITLES IN THE 2022 FORMULA REGIONAL ASIAN CHAMPIONSHIP, MARKING A SIGNIFICANT DEVELOPMENT FOR INDIA ON THE GLOBAL STAGE OF MOTORSPORT.

WITH TWO RACES REMAINING, ARTHUR LECLERC, THE YOUNGER BROTHER OF F1 DRIVER CHARLES LECLERC, WON THE CHAMPIONSHIP. MUMBAI FALCONS ALSO WON THE TEAM'S CHAMPIONSHIP, ADDING TO THE FESTIVITIES. WITH THIS VICTORY, THEY MAKE HISTORY BY BEING THE FIRST INDIAN TEAM TO EVER CLAIM A SINGLE-SEATER CHAMPIONSHIP. MUMBAI FALCONS WON BOTH TITLES IN THE 2022 FORMULA REGIONAL ASIAN CHAMPIONSHIP, MARKING A SIGNIFICANT DEVELOPMENT FOR INDIA ON THE GLOBAL STAGE OF MOTORSPORT.

FORMULA E AND MOTO GP CONFIRM RACES IN INDIA (2022).



THE HYDERABAD E-PRIX, SCHEDULED FOR FEBRUARY 11, 2023, WILL MARK THE DEBUT OF FORMULA E COMPETITION IN INDIA.

SINCE THE LAST F1 INDIAN GRAND PRIX WAS HELD AT THE BUDDH INTERNATIONAL CIRCUIT IN 2013, THE HYDERABAD E-PRIX WILL BE THE FIRST SIGNIFICANT INTERNATIONAL RACING EVENT TO BE CONDUCTED IN INDIA. HYDERABAD IS NOW A CONFIRMED CANDIDATE TO HOST A FORMULA E RACE IN THE UPCOMING SEASON AFTER THE TELANGANA GOVERNMENT, FORMULA E, AND CLEAN ENERGY FIRM GREENKO SIGNED A LETTER OF INTENT EARLIER THIS YEAR. ALBERTO LONGO, THE CHIEF CHAMPIONSHIP OFFICER FOR FORMULA E AT THE TIME, EXPRESSED OPTIMISM THAT THE EVENT WOULD BE APPROVED, EVEN THOUGH THIS DID NOT GUARANTEE THE CITY A SLOT ON THE CALENDAR. NOW THAT THE PLANS ARE CONFIRMED, THEY ARE CONCERNED.

FORMULA E AND MOTO GP CONFIRM RACES IN INDIA (2022).



IN 2023, MOTOGP WILL COMPETE AT BUDDH INTERNATIONAL CIRCUIT AS THE BHARATGRAND PRIX , INDIA WILL MAKE ITS OFFICIAL DEBUT ON THE MOTOGP SCHEDULE. WITH A POPULATION OF OVER 1.4 BILLION PEOPLE AND MORE THAN 200 MILLION MOTORCYCLES ON ITS ROADS, THE NATION IS A GREAT ECONOMIC AND CULTURAL SUPERPOWER. INDIA IS ONE OF THE WORLD'S LARGEST MARKETS FOR MOTORCYCLES AND A MAJOR PRIORITY FOR THE MANUFACTURERS IN THE MOTOGP PADDOCK BECAUSE OVER 75% OF ALL VEHICLES USED EVERYDAY ARE TWO-WHEELERS.

F4 REGIONAL INDIA CHAMPIONSHIP.



THE INAUGURAL FIA-GRADED F3 SERIES FOR INDIA WAS ANNOUNCED LAST YEAR. IT AIMS TO CREATE A STRUCTURED LADDER FOR YOUNG RACERS TO ENTER THE INTERNATIONAL RACING SCENE ALONG WITH F4 INDIA AND THE INDIAN RACING LEAGUE.

DUE TO THE FACT THAT BOTH FORMULA REGIONAL AND F4 INDIA ARE EXPECTED TO BE ELIGIBLE FOR SUPER LICENCE POINTS, IT WAS MAJOR NEWS FOR THE INDIAN MOTORSPORTS COMMUNITY (DRIVERS NEED TO COLLECT 40 SUPER LICENCE POINTS TO QUALIFY TO RACE IN F1). THE SEASON'S INITIAL FEBRUARY 2022 LAUNCH, HOWEVER, HAD TO BE POSTPONED DUE TO PANDEMIC-RELATED DELAYS TO NOVEMBER 2022.

THE SERIES' ORGANISER, RACING PROMOTIONS, HAS NOW CONFIRMED THAT FORMULA REGIONAL AND F4 INDIA WON'T BE TAKING PLACE IN 2022. THE DEBUT OF BOTH CHAMPIONSHIPS HAS NOW BEEN PUSHED TO 2023. "FORMULA REGIONAL AND FORMULA 4 WILL BE PART OF THE SCHEDULE NEXT YEAR DUE TO LOGISTICAL CHALLENGES THAT CAME UP THIS YEAR," ACCORDING TO AN OFFICIAL STATEMENT.