




The Linguistics Behind Formula 1: The Predominant Lexical, Grammatical and Pragmatic Features of Team Radios

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ABSTRACT

English emerged as a contact language that allows those who do not share a common mother tongue to communicate successfully. It is precisely what happens in the community of Formula 1, where people from entirely different linguacultural backgrounds converge. This diverse and multicultural society is an unexplored field regarding linguistics. Hence, this paper aims to explore the linguistic features found in the basic way of communication of Formula 1 participants, Team Radios. First, a lexico-grammatical, discursive, and pragmatic study was conducted. The corpus comprises a total of seventy-seven instances extracted from fourteen *Grands Prix* from the 2020 season. They illustrate the core linguistic features of this genre. The results of this research are complemented by the answers of some current and former Formula 1 participants to a brief online survey. The final section offers the conclusions of this research, displaying the excellent communication skills in English as a Lingua Franca (ELF) that Formula 1 participants possess, concerning both fluency and accuracy, during team radio interactions.

Key Words: linguacultural background, ELF, team radios, discourse community, Formula 1, lexis, grammar, pragmatics, transfer errors.

RESUMEN

El inglés se convirtió en una lengua de contacto que permite comunicarse a personas que no comparten la misma lengua materna. Esta práctica puede observarse precisamente en la comunidad de la Fórmula 1, donde se agrupan personas que poseen distintas culturas e idiomas. Esta sociedad tan diversa y multicultural es un campo todavía inexplorado en lo

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que concierne a la lingüística. Como consecuencia, este trabajo pretende explorar los rasgos lingüísticos encontrados en el medio básico por el que los participantes de la Fórmula 1 interactúan, las conversaciones de radio. El estudio está basado en los aspectos léxicos, gramaticales y pragmáticos más relevantes de este género tan específico, y el corpus se compone de setenta y siete ejemplos extraídos de catorce grandes premios de la temporada de Fórmula 1 del 2020. Los resultados del análisis se complementan con las respuestas de algunos profesionales actuales y ya retirados de la Fórmula 1 a un breve cuestionario en línea. En la última sección de este trabajo se exponen las conclusiones del estudio, que reflejan que los miembros de esta disciplina deportiva cuentan con excelentes habilidades comunicativas, en lo que a precisión y fluidez se refiere, cuando se comunican en Inglés como Lengua Franca (ILF) a través de las radios.

Palabras clave: origen cultural y lingüístico, ILF, radios, comunidad discursiva, Fórmula 1, léxico, gramática, pragmática, errores de transferencia.

1. Introduction

1.1. Globalisation and multiculturalism

It is now widely known that the globe's interconnection and interdependence has increased lately (Kivisto, 2002) owing to the outcome of globalization and multiculturalism. The spread of technology across borders and the advancement of means of transport result in the convergence of wholly different faraway nations. Hence, diversity is becoming a growing phenomenon among societies. This ethnic heterogeneousness, attained partly due to the development of cross-cultural sensitivity, allows current societies to evolve.

Nonetheless, not only does culture influence one's identity but also language. Plurilingualism may seem to be quite enriching while dealing with diversity. Nevertheless, in practice, members of different linguacultural backgrounds could not merge successfully without a lingua franca. Broadly, English is the elected one to accomplish these human interactions. In fact, "ELF is at once a GLOBALIZED and GLOBALIZING phenomenon" (Jenkins et al., 2011, p. 303).

The figure of the intercultural speaker is also crucial in the achievement of fruitful communication. Empathy, tolerance, mutual comprehension, and respect are the principles that enhance exchanges between diverse linguacultural groups. Human beings crave social interaction by nature and need to feel both liked and understood. Hence, we tend to split into groups depending on our passions, interests, and manners of thinking. The anthropologist Lave and the theorist Wenger coined the term 'community of practice' in 1991. It precisely strives to illustrate how

people usually join in the context of their domains to learn and mature by cooperating.

1.2. Formula 1

The term 'community of practice' is becoming increasingly popular. Nonetheless, I would rather opt for its related concept 'discourse community', used by Swales (1990). It seems to be more precise for the development of this paper since this notion's "focus is on texts and language, the genres and lexis that enable members throughout the world to maintain their goals, regulate their membership, and communicate efficiently with one another" (Johns, 1997, p. 500). A good example of a discourse community concerning professional settings is Formula 1. This sport perfectly depicts the union of people from different countries who work together in a team to achieve a common goal: becoming a World Champion.

The official origin of the 'Great Circus', as it is commonly known, dates to 1950. Even though France had held some winter races during the period between wars, the outbreak of the Second World War (1939-1945) resulted in the delay of the actual first F1 Championship. In 1950, the *Federation Internationale de l'Automobile* (FIA) approved some remaining details. Hence, on the 13th of May, Silverstone held the first official Formula 1 race within a World Championship. The winner of this *Grand Prix* was Giuseppe Farina, an Italian driver who raced for Alfa Romeo. Seven races later, Farina became the first World Champion in Formula 1's history (Williamson, 2021). Since then, there have been many race-car drivers who have gone down in history. Nowadays, the adrenaline and excitement of this sport still stir up passions worldwide. In fact, the digital platform Netflix has the documentary about Formula 1 *Drive to Survive*, whose first season was released in 2019, and the film *Rush* (2013), about the renowned rivalry between James Hunt and Niki Lauda, on its catalogue.

Formula 1 is as frenetic as risky. Racers stare death in the face and cheat it while driving at 300km/h. Niki Lauda (Daniel Brühl), in the previous mentioned film *Rush*, wonders: "What kind of person does a job like this? Not normal men, for sure. Rebels, lunatics, dreamers. People who are desperate to make a mark and are prepared to die trying" (Howard, 2013, 53"). Despite the latest improvements regarding safety, the risk prevails. In fact, in 2020, Romain Grosjean's crash was close to ending sorrowfully. This is one of the prime reasons why language misunderstandings must be avoided, particularly, when dealing with the intercom system of team radios — the communication channel per excellence during the race. Information must be clear and direct so that mistakes can be reduced to the minimum. Drivers, team principals, engineers and mechanics belong to different

linguacultural backgrounds. Hence, English has been established as the communicative medium.

The 2020 season was drastically influenced by the challenging health situation the world faced. Many countries, such as Australia or Monaco, opted to either cancel or postpone their *Grand Prix*. Nevertheless, COVID-19 did not halt the 'magic' of Formula1. Twenty race-car drivers from Thailand, Italy, Spain, Monaco, Australia, Russia, France, the United Kingdom, Denmark, Finland, the Netherlands, Canada, Germany, and Mexico competed in an atypical season which visited twelve different countries. Those drivers were divided into ten motor-sport teams that aimed to achieve the World Driver's and Constructor's Championships. In other words, in F1, racers do not only compete individually to become the best driver but also with their teams — the Constructor's Championship consists of scoring, as a team, the highest number of points to become the best of the season. The team's points are obtained by its two drivers.

As has been illustrated, Formula 1 is multicultural. In fact, as an institution, it is committed against racism and in favour of embracing diversity. Nevertheless, the successful convergence of people — e.g.: drivers, team principals, engineers, mechanics, reporters, marshals, the medical team — from so different linguacultural backgrounds would be inconceivable without the English language.

This paper aims to analyse the linguistic features found in the basic way of communication of Formula 1 participants, team radios. There, English is used as a lingua franca. This study is based on the recordings from the 2020 season. In the subsequent sections, I deal with some important notions such as 'English as a Lingua Franca' (ELF) and 'genre' in relation to Formula 1. Next, I focus on the main features of team radio, before commenting on the most significant aspects of the extracts analysed regarding lexis, grammar, discourse, and pragmatics. Furthermore, the findings of this research are complemented by the answers given by some current and former Formula 1 participants to a brief online survey. Finally, and taking everything into consideration, I draw some conclusions.

2. Theoretical framework

2.1. ELF and Formula 1

ELF is the contact language that people who do not share a common culture and mother tongue use to communicate successfully (Firth, 1996). It may involve not only non-native speakers of English but also native ones when joining intercultural

interactions. Nevertheless, “ELF is emphatically *not* the English as a property of its native speakers, but is democratized and universalized in the ‘exolingual’ process of being appropriated for international use” (Hülmbauer et al., 2008, p.27). In fact, according to Seidlhofer (2014), English is considered the first language ever to reach a total global dimension across regions, fields, and social strata. Trudgill (2002), House (2003), and Mauranen (2010) highlight the fact that nowadays, non-native speakers of English outnumber native speakers. Nevertheless, when did English become a global language?

Crystal (1997) argues that English has been a timely language in the last twenty decades. First, some pioneering voyages motivated its move to Asia, America, and the Antipodes. Many centuries later, in the seventeenth and eighteenth ones, English gained importance due to the process of colonisation. Besides, in the nineteenth and early twentieth centuries, the power of the USA regarding economy and technology made English become the prime language in businesses. To put it simply, nowadays, English is commonly used as a lingua franca because of the British colonisation and the emergence of the USA as a world power, namely due to its increasing relevance after World War II.

Formula 1 is one of the discourse communities in which English has emerged as the “multilingual and multicultural” contact language among its members (cf. Ehrenreich, 2017, p. 48). English enables them to connect and work together despite their disparate linguacultural origins establishing a heterogenous community where everybody shares a common passion: their love for racing. Related to this idea, Ehrenreich (2017) discusses the relationships between the members of a discourse community. She underscores that they have undertaken a secondary socialization process in their corresponding fields. Such process occurs in their “respective domains, e.g., business, academia, higher education, leisure, etc.,” – Formula 1, in this case – “where they are socialized into the appropriate uses of English as a multilingual and multicultural lingua franca.” (Ehrenreich, 2017, p.48).

2.2. Genre and Formula 1

According to Swales (1990), “[a] genre comprises a class of communicative events, the members of which share some set of communicative purposes” (p. 58). Moreover, he also presents genres as prototypical. That is, they share some similarities that are repeated depending on the sort of genre. When cataloguing the different genres, their structure, intended audience, purpose, and linguistic features are noteworthy.

Even though Paltridge (2012) discusses the importance of the interconnection between the speaker/writer and the receiver, when dealing with genre analysis, Swales (1990) and Bhatia (1993) assure that its foremost factor is the genre's communicative purpose. In fact, Swales (1990) claims that it represents the genre's basis. It impacts the style and selection of content of the discourse community.

Each discourse community has one or several types of genres. For a community "to evolve as a coherent group, its members need to interact on a regular basis" (Ehrenreich, 2017, p. 39). Additionally, despite the frequency of direct face-to-face exchanges, electronically mediated communication is now ubiquitous due to technological advancements (Ehrenreich, 2017). The collected instances are precisely marked by electronic devices.

Formula 1 uses English as a contact language in each of its genres. Interviews, social media, or team radios are the most relevant ones. Among them, I have selected the latter as the most interesting one regarding the analysis of its features. It seems to be a highly specific genre and depends on technology to happen. Its purpose and intended audience are crucial for understanding the linguistic features of this genre, which I will analyse in section 3.2 below.

2.3. Team radio

For those who have never watched a Formula 1 race, understanding what team radio is, may be challenging. It is neither a conversation you may have with your friends about your day nor anything like the Classic FM radio. Team radios are the short, concise, unstructured, and straightforward interactions that occur during a Formula 1 *Grand Prix*, namely, between a race-car driver and his corresponding race engineer.

These messages are partly private since there are several levels within the team radios. This intercom system is primarily used for communicative exchanges between each driver and his race engineer. Nonetheless, even though they are the only ones that can speak, the interactions are listened to by other Formula 1 participants. That is, whereas a driver can only hear his own race engineer, the race engineers of the rest of the teams, the FIA officers, and the Formula One Management (FOM) have access to all the communications². It is decisive for the

² It is worth mentioning that these communications can be either brief exchanges or isolated interventions. This depends on many factors such as the moment of the race, the message itself or even the participants.

strategic development of the race. Regarding the audience, whether it can access those conversations or not depends on the FOM. This entity oversees the interactions and determines almost simultaneously whether a radio conversation is broadcasted or not. Hence, the audience acquires a better understanding of the development of the race.

The purpose of the team radio between the race engineer and a driver is to help the latter during the race as much as the rule book allows the team to do it and, if necessary, to notify them if they have received a penalty. However, teams strive to use these interactions cleverly while helping their drivers, giving them further information in code, and attempting to mislead their rivals.

Even though the audience can listen to the radio conversations, it is neither the speaker nor the receiver. It is a mere spectator. Just the race engineer and the driver – or the team manager when talking to the FIA, whose interactions may also be broadcasted – act as participants in the interaction. Sentences are short, succinct and, sometimes, apparently out of context since drivers are racing at 300km/h while speaking through the radio. In other words, the circumstances surrounding these radio conversations completely influence them. Although the audience might feel a lack of cohesion, this belief is a mere perception. Each utterance is integrated with its own context and has a determined relevance for each participant.

3. The study

3.1. Corpus, aims and methodology

The main reason for choosing Formula 1 as a case of study is that this international competition is an unexplored field regarding linguistics. Apart from some accounts of terminology (Stuart 2020, Holding 2021), nobody seems to have focused on the concepts of ELF and genre in the context of Formula 1.

As already stated, the main aim of this paper is to analyse the linguistic features found in the basic way of communication of Formula 1 participants, team radios. In order to describe this genre, the focus will be on the lexis, grammar, discourse, and relevance of pragmatics. Including phonetics and phonology would have been interesting since drivers belong to different linguacultural backgrounds. Nevertheless, such complex concepts require an extended explanation that would be impossible to cover in this paper.

To conduct the study, I accessed the [official YouTube channel of Formula 1](#) and rewatched the team radios of each *Grand Prix* of 2020. The YouTube clips are edited

with verbatim subtitles, which would constitute the script. I collected seventy-seven interventions from the races and manually looked for similarities to establish a pattern. Although each *Grand Prix* had several interventions/exchanges, I selected the most prominent and repetitive ones of each race for this analysis. The following extract offers an example that illustrates the interventions considered from one race. Grouped by *Grands Prix*, they show who the speakers and the receivers are in each case — i.e., the drivers and their race engineer.

Portuguese GP 2020:

Formula 1. (2020, October 26). Hamilton Makes History, Gasly Earns A Drink and the Best Team Radio! | 2020 Portuguese Gran Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=fXxGYbiumr8&list=PLfoNZDHitwjWck2ndC4PdIN3-c9ccblgB&index=12>

1. "Flat stop, flat stop." – From Max Verstappen. To Red Bull Racing Team.
2. "Yeah, we think it may be wind related actually Max." – From Red Bull Racing Team. To Max Verstappen.
3. "Obviously he's gonna block me!" – From Pierre Gasly. To Alpha Tauri Team.
4. "Raining quite a lot." – From Carlos Sainz. To McLaren Team.

Figure 1. Portuguese GP 2020: Interventions.

3.2. Analysis

The analysis of team radios is divided into three different levels. Firstly, the lexis of this specific genre is examined. Secondly, grammatical aspects are considered, and next, some pragmatic features are accounted for in relation to the chosen interactions. Sometimes, however, these categories overlap. For instance, items such as hedges and boosters concern all the levels. Nominalisations are related to both lexis and grammar, and direct address forms, onomatopoeias and swearing words are also linked to pragmatics despite being dealt with in the section devoted to lexis. These selected features have been separately analysed in multiple domains by several distinct authors – e.g., Holmes, J., 1990; Brown, P., & Levinson, S. C. 1987; Halliday, M. A. K., 1994; and Jay, T., 2009. Nevertheless, this paper aims to merge them all to examine them in an entirely different unexplored field: Formula 1. Finally, the conclusions of this analysis are complemented by the answers given some Formula 1 participants in an online survey.

3.2.1. Lexis

This section focuses on some salient instances found in the clips, concerning jargon, abbreviations, colloquialisms, direct address constructions and filler words. Swear words, onomatopoeias and figurative language will be considered too. The numbers of all the examples provided in this section — and the subsequent ones — correspond to those in the *Appendix*.

Firstly, it is worth concentrating on the jargon of this genre. Formula 1 is full of technical and sub-technical vocabulary that may be unfathomable unless you are interested in this specific community. Whereas the former refers to those words that are exclusively used in a particular domain, the latter involves those terms that, despite having several meanings in English, adopt a specific one depending on the field in which they are used (Batista et al., 2007). Some examples of technical vocabulary found in the team radio extracts are “flat stop”, “DAS” or “pole position”, in Examples 1, 31 and 69, respectively. A flat stop occurs “when the driver locks his front brakes, causing one or both front tyres to stop rotating, meaning they slide longitudinally along the track as opposed to rolling along it, planing a flat surface onto the tyre” (Stuart, 2020, para. 11). DAS stands for Dual Axis Steering, and the term pole position refers to the starting position at the initiation of a motor race.

Regarding sub-technical vocabulary, its presence is dominant. For instance, the word “undercut” (19, 20, 54) is defined by the *Oxford Advanced Learner’s Dictionary* (n.d.) as a verb that means “to sell goods or services at a lower price than your competitors”. Nevertheless, in Formula 1, it is used as a noun and refers to a “strategic overtaking method” (Holding, 2021, para. 51). Nominalisation is a recurrent technique used in this community, particularly, when dealing with flags and tyres — “I don’t know why there was a yellow” (6) —, as can be observed in Examples 6, 41 and 71. Further examples of sub-technical vocabulary are “delta” (30, 63, 74), “front wing” (16), and “purple” (33). In the context of Formula 1, delta refers to the expected time for a lap, the front wing is a crucial aerodynamic part of the car, and the word purple is employed to communicate that someone is the fastest one in any or every sector. For instance, if a driver is told that he is purple in all sectors, it means that he is the speediest car on track.

Abbreviations are another frequent lexical realisation. In this research, four types of them were detected: shortenings such as “comms.” (14) and “box” (13, 27, 64) — short forms of communications, and the German loan *boxenstopp*, which, when

barked, is used as an instruction that “means that they need to pit³” (Stuart, 2020, para. 16) —, contractions like “gonna” (3, 26, 60) or “don’t” (5, 6, 11, 60), acronyms such as “DAS” (31), which stands for Dual Axis Steering, and initialisms like “DRS” (77), which means Drag Reduction System.

Something noticed during the whole study of team radios was the endless use of informal expressions. Colloquialisms such as “What on earth...” (34), “Nah, nah” (47) and “cheers” (36), are frequent. Equally, direct address constructs like “mate” (7, 48, 62), “baby” (35), “guys” (36, 47, 49), “buddy” (37) or “pal” (15) are reiteratively used by drivers when speaking to their teams. These direct address forms show the confidence and friendliness that drivers and their teams share. Filler words such as “yeah” (2, 20, 24, 26, 53) and “ok” (13, 16, 27), and phrasal verbs like “make up” (59) and “pick up” (60), also heighten the informality of the speech.

Instances of either excitement or exasperation emerge in the form of onomatopoeias and swearing expressions. Regarding onomatopoeias, Example 67 illustrates the cheerfulness of the Australian driver Daniel Ricciardo, after achieving a podium in the Emilia Romagna GP: “HA HA HA! WOOOOOO! That’s another ***** podium! HO HO!”. This example also presents a swear word. As noticeable in Examples 18 and 67, when they occur, they are censored by the FOM before being broadcasted. In this sort of moments drivers also tend to bring words from their L1 to the conversation. For instance, in Example number 46, the Spanish driver Carlos Sainz used the interjection “OLE!” after discovering he had qualified third for Sunday’s race.

Finally, concerning figurative language, notwithstanding its infrequent use, some similes were found. One of them occurred during the *Grand Prix* of Bahrain. The Dutch driver Max Verstappen used the following simile to inform his team that the car was undrivable: “My car is jumping around like a kangaroo, I swear!” (76).

3.2.2. Grammar

This section focuses on the most relevant distinctive grammatical features. To do so, it discusses the diverse sorts of ellipsis found in the interactions, the types of verbs, boosters and hedges, the kind of sentences recurrently used, and the concept of

³ In this context, the sub-technical word ‘pit’ is used as a verb that means to pause in “a place near the track where cars can stop for fuel, new tyres, etc., during a race” (*Oxford Advanced Learner’s Dictionary* (n.d.)).

dislocation. Equally, grammatical accuracy, an important feature considering the surrounding circumstances of team radios, is assessed.

First of all, it is noteworthy that subject pronouns are generally “dropped”, something which tends to happen frequently in informal oral discourse in English (Weir, 2008). In most of the analysed instances, subject pronouns are omitted. Some English drivers such as Lando Norris and George Russel do it commonly, and non-native speakers of English also display the use of this non-standard feature. For instance, the German driver Sebastian Vettel, in the Russian GP claimed: “Lost the car in 2 and then 4 again” (57). Further cases of subject pronoun’s ellipsis can be found in Examples 12, 20, 29, 42, 48, 51, 55 and 57.

Even though this kind of ellipsis is one of the most recurring ones, the omission of main and auxiliary verbs is usual. In fact, many examples where both the subject and the main verb were omitted, such as the following one, were noticed: “An engine problem, we’re trying to manage it. You’re doing a good job, mate. We’re just doing our best to try and sort it here” (7). In this case, the possible subject ‘we’ and main verb ‘have’ are omitted. Here, *Racing Point F1 Team*⁴ notified its driver, Lance Stroll, of a problem straightforwardly and quickly. Regarding the ellipsis of auxiliary verbs, it commonly happens when the subject pronoun has been previously excluded. For instance: “Raining quite a lot” (4) and “Gonna pick the pace now, don’t stop me” (60). Moreover, sometimes, the noun that accompanies an adjective is omitted. It is very frequent when dealing with tyres and flags. In other words, the adjective is nominalised, as in Extract 6: “I don’t know why there was a yellow”.

Focusing on the types of verbs used in team radios, neither auxiliary verbs — as the result of the previously mentioned ellipsis — nor modal ones are frequently used. The most common auxiliary verbs are “don’t” (6, 11, 60), which expresses negation, and “will” (8), for future predictions. Additionally, the third person singular of the verb to be, “is” (23, 76), is used in progressive tenses, and a single instance of passive voice was found in all the analysed examples: “Is it done on purpose, the red flag?” (21). Except for Example 21, drivers tend to prefer the active voice. On the other hand, modal verbs are hardly ever used. Just “should” (22), which appeared once, and a couple of modal verbs of possibility used as hedges in Examples 2 and 65, were found.

Hedges and boosters are worth mentioning. These devices are used to show the degree of confidence of the speaker. Although both hedges and boosters are used

⁴ Currently known as Aston Martin Formula 1 Team, after being rebranded in 2021.

in team radios, their presence is unbalanced. On the one hand, speakers seem to be cautious when communicating something before having a piece of evidence. In addition to the use of modal verbs such as “may” (2) and “might” (65), and the prepositional verb “looks like” (29, 45), the most recurrent hedge is “I/we think” (9, 25, 28, 52, 53, 56, 66). On the other hand, boosters solely appeared twice in the seventy-seven examples. “Obviously” (3, 54) was used in both cases to demonstrate a high degree of certainty and confidence.

Regarding sentence types, firstly, it is worth discussing their level of complexity. In general terms, the radio conversations analysed are simple since they aim to avoid misunderstandings by being direct. Nonetheless, more complex sentences are occasionally used. Even though neither correlative nor subordinating conjunctions were found in the team radios, some coordinating ones such as “and” (7, 8, 57, 61), and “but” (26, 51) were noticed.

As regards the four different types of sentences that can be found in the corpus, the findings are not surprising, considering the purposes of the team radios, which were already mentioned above. Declarative sentences are the most prominent type. Both positive and negative declarative sentences were repeatedly used in the 2020 season of Formula 1. This can be illustrated in Examples 20 — “Yeah, confirm. I think undercut” — and 6 — “I don’t know why there was a yellow”. Another sentence type chosen by the majority of the speakers is the imperative one: “Stay motivated and we will make it” (8). Taking into consideration that, most of the time, instructions are given to the drivers, the fact that drivers and race engineers choose imperative sentences over interrogative or exclamatory ones is not unexpected. Nonetheless, races cause drivers increasing amounts of adrenaline and sometimes doubts. Hence, interrogative and exclamatory sentences are also used: “What do you think?” (19) / “Raining quite a lot!” (4). It is worth mentioning the unbalanced number of sentences of each type. Declarative sentences appeared in forty-one examples. On the other hand, the use of imperative, exclamatory, and interrogative ones is significantly inferior. They appeared thirteen, eleven and eight times, respectively.

The use of dislocation in syntax is another aspect worth highlighting. Sometimes, an extra focus is needed. Hence, a noun phrase is included at the end of the main clause to clarify a topic previously introduced by a pronoun. In team radios, this technique is used to avoid misunderstandings and obscurity. It can be shown in the following examples: “Is it done on purpose, the red flag” (21) / “That was so dangerous! What they were doing into Turn 4” (32).

Cogo and Dewey (2012) discuss the emergence of language types that “illustrate the many varied language practices involved in lingua franca communication” (p. 5).

Since there are many non-native speakers of English that choose this language for communicating internationally (Swan, 2012), it may not seem strange to suggest that transfer errors are occasionally committed. They happen when L1 grammar is applied while speaking L2. Regarding the Formula 1 community, these errors are infrequent, yet still present.

Sometimes, they are made because of the wrong selection of words. Only three examples of this type of error were found. Kimi Räikkönen, Finnish, said: “All OK in the crash?” (43). Nevertheless, he should have used “everything” instead of “all”. This is provoked because in Finnish a single word is used for both English terms: *kaikki*. Esteban Ocon, French, also committed a transfer error in Example 70. He screamed: “But Bottas two times crashed into me!”. Since in French, “twice” is translated as *deux fois*, Ocon used a less frequent structure in English that seems similar to the French one. In another example, Charles Leclerc, Monegasque, committed a similar error to that of Ocon. Since in French “mine” is translated as *le mien*, he used “my one” instead of “mine”: “If my one was a penalty last year... this should be a penalty” (22).

Other transfer errors are related to question tags and word order. The Spanish driver Carlos Sainz added the Spanish tag “no” at the end of a query. Therefore, he misused question tags — “So, I need to turn left here, no? Yeah” (24). Regarding word order, Italian Antonio Giovinazzi followed the Italian rules when making questions instead of the English ones. Hence, the auxiliary verb was placed after the subject instead of before it: “What the ***** they are doing, honestly?” (18). It is worth mentioning that the conventions/structures transferred from the L1 do not trigger misinterpretations (House, 2003).

One final point concerns accuracy. Seidlhofer (2004) hypothesised that when using English as a lingua franca in general contexts, there are some types of errors that are reiteratively committed. According to her, these typical errors involve omitting the ‘s’ when using the third person, confusing the pronouns ‘who’ and ‘which’, ignoring some definite and indefinite articles, using tag questions wrongly, inserting superfluous prepositions, abusing some verbs, enhancing explicitness, and using that-clauses instead of infinitive constructions. Nonetheless, overall, Formula 1 participants do not commit these mistakes. Just one type of error out of the eight put forward by Seidlhofer, supported her hypothesis. For instance, Carlos Sainz and Charles Leclerc fell to use the correct form in tag questions: “Nah, nah, guys. There’s something wrong, no?”. He used “no” instead of “isn’t there” (47). Nevertheless, as it just happened occasionally, it might be catalogued as a momentaneous mistake rather than a consistent error.

Although errors are not commonly committed, the participants of team radios do use non-standard grammatical forms, as seen in this section. However, Hülmbauer (2009) points out that deviations like these “are not just something that can be overlooked but may in fact be an integral part of communicative success” (as cited in Mauranen, 2010, p. 18). Mauranen (2010) agrees with him and suggests that grammatically non-standard forms do not seem to upset ELF interlocutors. To sum up, this lack of predictable errors and the use of non-standard forms prove that Formula 1 participants have an adequate level of English within their discourse community.

3.2.3. Pragmatics

This section examines some core aspects of pragmatics in the Formula 1 extracts: speech acts following Austin’s (1962) classification and Searle’s (1969) correlation between structural forms and functions of sentences, Grice’s maxims (1991), and some key factors of context following Halliday (1978).

Austin’s acts (1962) are quite significant in team conversations like the following one, taken from the Hungarian GP. Here, Mercedes’ race engineer sent to his driver, Lewis Hamilton, the following message: “Gap to Verstappen at 9.2. He reports that he is managing” (23). The utterance, as such, is the locutionary act. However, the Mercedes’ race engineer aims to encourage Hamilton to rush to overtake Verstappen — illocutionary act. Consequently, Hamilton increased his pace to attempt to do it — perlocutionary act.

Likewise, different speech acts (Searle, 1969) are conveyed in the analysed instances. In the collected scripts, direct speech acts are predominant as illustrated in the following examples. In number 20, “Yeah, confirm. I think undercut”, Lando Norris employs a declarative sentence to make an assertion. In Example 73, Charles Leclerc selects an interrogative sentence to inquire for information: “Still no information?”. An example of an imperative sentence used for requesting something is present in Example 5, where a Mercedes’ race engineer asks Valtteri Bottas to avoid obstructing other drivers: “Don’t block people”. Nonetheless, there are a few examples where indirect speech acts are found. For instance, Example 70: “But Bottas two times crashed into me”. Esteban Ocon is not using a declarative sentence as an assertion but as a request. He wants the FIA officials to give Bottas a penalty, so he cleverly uses the radio — listened to by the FIA — to indirectly request an investigation for the manoeuvre of Bottas.

In relation to what he named the 'Cooperative Principle', Grice (1975, 1991) established four maxims based on unstated assumptions people have in conversations. In the analysis of team radios, some examples of broken maxims were found. Equally, instances in which techniques were used to avoid flouting them were observed.

In Example number 14, Carlos Sainz asks his race engineer to stop giving him too much information: "Less comms.". It is deduced that the race engineer was violating — unconsciously — the maxim of Quantity by giving Sainz overly information. Concerning the maxim of Quality, sometimes, people violate it unintentionally. To avoid breaking it, during radio conversations, both race engineers and drivers use hedges like "I think" (9, 25, 28, 53, 66), "looks like" (29, 45), "may" (2), and "might" (65). By using them, they show a lack of confidence and/or certainty. Consequently, they do not violate this maxim. The maxim of Relation is not violated but flouted. As Example 50 illustrates, Ferrari decides to consciously break this maxim by giving Leclerc information out of context to avoid disquieting him. When Leclerc asked: "Big damage, no?", Ferrari replied: "Stay out on the right after Turn 3". By doing it, Ferrari indirectly attempts to maintain Charles focused. In relation to the maxim of Manner, examples were virtually non-existent in the selected 2020 team radios. The only exception was found in the use of dislocation to avoid obscurity. Nevertheless, sometimes, teams try to be vague to avoid giving excessive information to the rivals.

Regarding team radios, it also seems relevant to concentrate on the 'context of situation', a term coined by Malinowski in 1923 and later adopted and amended by Halliday (1978), among others. The latter focuses on three crucial factors: field — the subject matter —, tenor — the role of the participants — and mode — the channel. Considering the different context levels of team radios, it may be worth mentioning the significance of tenor when analysing this specific genre. Its first level represents the prime objective of this intercom system: enabling each race engineer to communicate with its driver. In this case, the role of its participants is interchangeable. They can either be the speaker or the receiver. It is the only level at which race-car drivers can participate. The second level involves the team manager and the FIA. In this case, the team tends to operate as an intermediary between the FIA and its driver. For instance, when a race-car driver is penalised, the FIA contacts the team manager of the team to make him aware of the consequences. Hence, the race engineer transfers the corresponding information to its driver. As in the previous level, the role of its participants is interchangeable. These two levels of

interactions are one to one⁵. The third level is a bit dissimilar since the rest of the teams are involved indirectly. Not only can the FIA access all the interactions between a driver and his race engineer – which is one of the prime reasons why drivers sometimes leverage by complaining about the manoeuvre of their adversaries for the FIA to penalise them – but also the rest of the teams. Even though each race engineer can speak with its driver and each team manager with the FIA, when the conversation is unaffiliated with them, their role is passive. In other words, they can only listen to the conversation. This is significant since teams must be extremely intelligent when communicating information. Otherwise, they could provide decisive data to their competitors. It is the prime reason why creativity is essential since many teams either use information in code to be obscure or attempt to mislead their adversaries. The last level concerns the audience. Its role is simply to listen to the interventions that the FOM opts to broadcast. As discussed above, this process may generate ambiguities, as the audience sometimes receives apparently decontextualized and/or incomplete utterances. This variety of contexts indeed could constitute an interesting field of study for conversation analysts.

3.3. Survey results

I aimed to ensure that the outcomes of my study were in line with the conceptions of the perception of race-car participants. Hence, I tried to contact some current and former Formula 1 drivers and race engineers to compare my findings with their experiences. To do so, I created a Google Form with four simple yes/no questions for Formula 1 participants to reply to. I managed to contact, through social media, six of them — three current Formula 1 drivers, one current race engineer and two drivers who, despite no longer racing in Formula 1, are still active in other categories or positions. They answered individually to the four questions through the link I sent them.

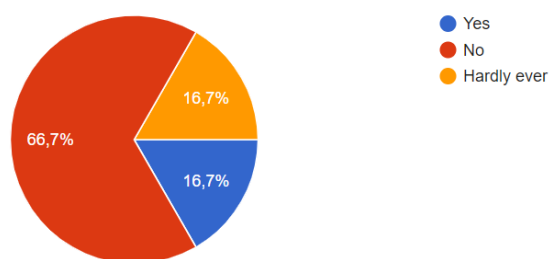
In the process, I discovered that the outcomes of my analysis portrayed quite faithfully the experience of the participants. They seem to be able to communicate in ELF without many problems in the specific context of the races. All the survey respondents answered that misunderstandings in team radios sometimes occur. Nonetheless, overall, English is not the factor that triggers them (*see Graph 1*). The cause of misunderstandings might be more related to technology. Despite the immense advancement of technological devices, the intercom system employed in

⁵ Additionally, regarding this level, the team members placed on the pit wall can talk to their co-workers on track or even to those working in the factory.

races as the communicative channel is not flawless. Hence, sometimes, depending on the area of the track where a driver is, interferences may occur — as the audience can realise during the broadcast of the races. Whatever the problem may actually be, majority of the participants that replied to the questionnaire agree that English was not the issue (see Graph 1).

Has the use of English provoked any misunderstanding?

6 respuestas

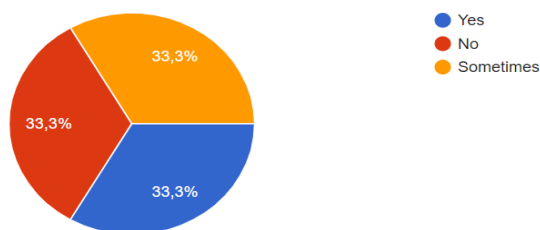


Graph 1. Misunderstandings.

Regarding listening skills, it is noteworthy that the Formula 1 participants of team radios have a different linguacultural background. Hence, the diversity of accents is unavoidable. For some Formula 1 participants, the diversity of accents sometimes influences the understanding of a message (see Graph 2), although this does not seem to present an issue regarding misunderstandings, as the second graph illustrates. Since each survey respondent wrote his name, when I observed, individually, the answers of each Formula 1 participant, I noticed that those who have spent more time in the discourse community seem to have fewer problems when interacting. Hence, whereas problems regarding understanding seem to be infrequent for seasoned drivers, those who have spent a shorter period in the discourse community appear to struggle a bit more when using English as a lingua franca.

Does the difference of accents influence the understanding of team radio?

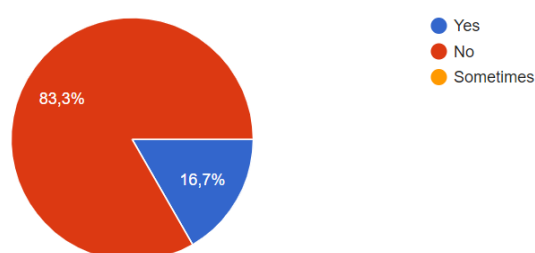
6 respuestas



Graph 2. The influence of accents.

Concerning speaking skills, findings are even more in unison. In this case, 83.3% of the survey respondents confirmed that communicating in English is not a challenge despite having different mother tongues (*see Graph 3*). As in the listening skills, I noticed, judging from their answers, how seasoned drivers seem to have a better command of English within the context of team radios.

Have you ever had problems with the language when trying to communicate something through the radio?
6 respuestas



Graph 3. Problems because of the language.

To conclude, these outcomes suggest that the amount of time they have spent in the discourse community influences to some extent their command of English. Nevertheless, such findings cannot be generalized since the number of participants in the survey is very small. Hence, further research is needed to arrive to more solid conclusions which will confirm or reject the trends suggested by the results obtained.

4. Conclusion

In this study, I have collected and analysed scripts of the basic way of communication of Formula1 participants, the team radio. A total of seventy-seven instances from the 2020 season were considered to illustrate the core linguistic features of this genre.

On a global level, in this specific discourse community, the withdrawal of cultural and linguistic barriers is smoothly accomplished, allowing its members to communicate successfully. To achieve this fruitful interaction, the participants of these team radios are required a mastery of technical and sub-technical vocabulary. Otherwise, it would be unfeasible to communicate within this discourse community.

The fact that members of different linguacultural backgrounds intermingle could potentially generate some sort of unfriendliness or friction among them. Conversely,

their mutual understanding, tolerance and even affinity within the teams –generally speaking– seem to be the norm. How participants directly address each other supports this statement. This aspect, in conjunction with the presence of swear words and the flouting of Grice's (1991) maxims, shows the awareness the Formula 1 members have of their strong relationship. Otherwise, these recurring habits would be considered impolite.

This analysis also proves that the use of an informal register and non-standard forms are crucial for accomplishing the purposes of this sort of interactions: helping the drivers while avoiding misunderstandings. This sport discipline entails a huge risk. Hence, communications must be categorical, straightforward, and direct. While racing, the minor of mistakes may unleash the worst of the consequences. This is one of the reasons why techniques such as dislocation or reinforcement, mentioned in this paper, are so important; they strive to avoid confusion. Ellipsis is another technique that aims to help participants focus on the prime idea of the message.

Considering the idea that fluidity and clarity seems to overpower accuracy when it comes to their significance in this specific genre, and in line with Seidlhofer's error hypothesis (2004) about non-native speakers who use ELF, it may be presumed that drivers were prone to commit mistakes. Nevertheless, I discovered that errors were virtually non-existent in this sort of Formula 1 communications. This reinforced the perception that race-car drivers and race engineers broadly possess an adequate command of English in the context of their discourse community.

Even though Formula 1 drivers occasionally transfer conventions from their mother tongue to the performance of L2 interactions, they masterfully succeed in managing the English language. According to my analysis, instructions are successfully given, and misunderstandings are predominantly absent. In fact, it is something that the small sample of Formula 1 participants who took part in the survey corroborated. Nonetheless, the amount of time spent in the community of Formula 1 entirely seems to influence their performance in English in team radios.

To close this paper, I would like to quote one of the most renowned figures of Formula1, Ayrton Senna: "I have no idols. I admire work, dedication and competence" (as cited in McLaren, 2013). This sentence perfectly depicts the prime outcome of this study: race-car drivers are hard-working people that strive to give their best on track, and, to do so, they need an adequate specific command of linguistic skills.

About the author

Beatriz P. Rubio-López is a secondary education teacher in Zaragoza, Spain. She received a bachelor's degree in English Studies and a master's in Education from Universidad de Zaragoza, Spain. She is interested in students' development of multimodal communicative competence, multiliteracies, and 21st-century skills in the EFL classroom. Having been an avid Formula 1 fan since childhood, she decided to explore the linguistic features found in the basic way of communication of Formula 1 participants, Team Radios.

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Appendix: Team radio extracts

Portuguese GP 2020:

Formula 1. (2020, October 26). Hamilton Makes History, Gasly Earns A Drink and the Best Team Radio! | 2020 Portuguese Gran Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=fXxGYbiumr8&list=PLfoNZDHitwjWck2ndC4PdIN3-c9ccblgB&index=12>

1. "Flat stop, flat stop." – From Max Verstappen. To Red Bull Racing Team.
2. "Yeah, we think it may be wind related actually Max." – From Red Bull Racing Team. To Max Verstappen.
3. "Obviously he's gonna block me!" – From Pierre Gasly. To Alpha Tauri Team.
4. "Raining quite a lot." – From Carlos Sainz. To McLaren Team.

Austrian GP 2020:

FORMULA 1. (2020, July 6). Norris' First Podium, Leclerc's Celebrations And The Best Team Radio | 2020 Austrian Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=ZWbqfKxpGtQ>

5. "Don't block people." – From Mercedes Team. To Valtteri Bottas.
6. "I don't know why there was a yellow." From Daniel Ricciardo. To Renault Team.
7. "An engine problem, we're trying to manage it. You're doing a good job, mate. We're just doing our best to try and sort it there." – From Racing Point Team. To Stroll.
8. "Stay motivated and we will make it." – From Charles Leclerc. To Ferrari Team.
9. "I think I overtook him." – From Alex Albon. To Red Bull Racing Team.

Eifel GP 2020:

FORMULA 1. (2020, October 12). Raucous Ricciardo, Sainz Wants Silence And The Best Team Radio | 2020 Eifel Grand Prix. Retrieved March 4, 2021, from

https://www.youtube.com/watch?v=aHskf_Dbr-Y

10. "Ok and Bottas approaching 12 now." – From Alpha Tauri Teams. To Pierre Gasly.
11. "Don't drop any more." – From Alpha Tauri Team. To Pierre Gasly.
12. "Enjoyed it." – From Valtteri Bottas. To Mercedes Team.
13. "Ok we need to box." – From Sebastian Vettel. To Ferrari Team.
14. "Less comms." – From Carlos Sainz. To McLaren Team.

Tuscan GP 2020:

FORMULA 1. (2020, September 14). A Chaotic Start, Alex Albon's First Podium And The Best Team Radio | 2020 Tuscan Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=FDrU45DmNBc>

15. "Get in there, apl." – From Mercedes Team. To Lewis Hamilton.
16. "Ok. Front wing damage." – From Sebastian Vettel. To Ferrari Team.
17. "This is the worst thing I've ever seen" – From Romain Grosjean. To Haas F1 Team.
18. "What the ***** they are doing, honestly?" – From Antonio Giovinazzi. To Alfa Romeo Racing Team.
19. "And Lando, we're thinking about doing the undercut on Perez with place 10, place 10. What do you think?" – From McLaren Team. To Lando Norris.
20. "Yeah, confirm. I think Undercut." – From Lando Norris. To McLaren Team.
21. "Is it done on purpose, the red flag?" – From Charles Leclerc. To Ferrari Team.

Hungarian GP 2020:

FORMULA 1. (2020, July 20). Verstappen's Dramatic Sunday, Hamilton Wins And The Best Team Radio | 2020 Hungarian Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=5XAIr8vFvk>

22. "If my one was a penalty last year... this should be a penalty." – From Charles

Leclerc. To Ferrari Team.

23. "Gap to Verstappen at 9.2. He reports that he's managing." From Mercedes Team. To Lewis Hamilton.

Shakir GP 2020:

FORMULA 1. (2020, December 7). Perez's First Win, Mercedes' Disappointment And The Best Team Radio | 2020 Sakhir Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v14IOYEujxvk>

24. "So, I need to turn left here, no? Yeah." – From Carlos Sainz. To McLaren Team.

25. "I think he gave me a tow on purpose because I gave him one." – From Carlos Sainz. To McLaren Team.

26. "After p3 I thought we were gonna be out in Q1 to be honest, but... Yeah, honestly, I'm happy." – From George Russell. To Mercedes Team.

27. "OK Checo. Box. Box. Box, box." – From Racing Point Team. To Sergio Perez.

28. "So Valtteri, I think we have the hard tyres, the tyres you were on." – From Mercedes Team. To Valtteri Bottas.

29. "Looks like rear-left puncture." – From Mercedes Team. To George Russell.

30. "Stay out. Keep the delta positive." – From Mercedes Team. To George Russell.

31. "So just a little bit of DAS here and there." – From Mercedes Team. To George Russell.

Italian GP 2020:

FORMULA 1. (2020, September 7). Gasly's Joy, Ferrari's Pain And The Best Team Radio | 2020 Italian Grand Prix. Retrieved March 4, 2021, from https://www.youtube.com/watch?v=iAQNJ-Ah0_g

32. "That was so dangerous! What they were doing into Turn 4." – From Lance Stroll. To Racing Point Team.

33. "You're P1, purple in all sectors." – From McLaren Team. To Carlos Sainz.
34. "What on earth are we playing at?" – From George Russell. To Williams Team.
35. "You're P3 baby! P3!" – From McLaren Team. To Carlos Sainz.
36. "Cheers guys!" – From Carlos Sainz. To McLaren Team.
37. "You're P2 buddy!" – From McLaren Team. To Carlos Sainz.
38. "Puncture. Puncture or something." – From Valtteri Bottas. To Mercedes Team.
39. "Breaks failed. The brakes failed. No more break pedal." – From Sebastian Vettel. To Ferrari Team.
40. "Hard tyre. Hard tyre." – From Lewis Hamilton. To Mercedes Team.
41. "We'll be going to the medium." – From Mercedes Team. To Lewis Hamilton.
42. "Yeah. Was a big crash. Aaaahh." – From Charles Leclerc. To Ferrari Team.
43. "All OK in the crash?" – From Kimi Raikkonen. To Alfa Romeo Racing Team.
44. "Blankets on the tyres. As quickly as we can." – From Kimi Rikkonen. To Alfa Romeo Racing Team.
45. "Hey Carlos, looks like a reasonable start to the session." – From McLaren Team. To Carlos Sainz.

Styrian GP 2020:

FORMULA 1. (2020, July 13). Hamilton Wins, A Frantic Last Lap And The Best Team Radio | 2020 Styrian Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=xaFPt4qwZOI&list=PLfoNZDHitwjWck2ndC4PdIN3-c9ccbIgb&index=2>

46. "OLE." – From Carlos Sainz. To McLaren Team.
47. "Nah, nah, guys. There's something wrong no?" – From Charles Leclerc. To Ferrari Team.
48. "Looked like an easy ride there for you mate." – From Mercedes Team. To Lewis Hamilton.
49. "What a fantastic job guys! – From Lewis Hamilton. To Mercedes Team.
50. "Big damage no?" – From Charles Leclerc. To Ferrari Team.
51. "Stay on the right after Turn 3." – From Ferrari Team. To Charles Leclerc.

70th Anniversary GP 2020:

FORMULA 1. (2020, August 10). Max Verstappen's Joy, Mercedes' Frustration And The Best Team Radio | 70th Anniversary Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=ySO2Az0eUfs&list=PLfoNZDHitwjWck2ndC4PdIN3-c9ccbIgb&index=6>

52. "Wasn't our day, but..." – From Lewis Hamilton. To Mercedes Team.
53. "Max. I think we are a little bit closer for tyres at this stage." – From Red Bull Racing Team. To Max Verstappen.
54. "Yeah, we think it's safe." – From Mercedes Team. To Lewis Hamilton.

Spanish GP 2020:

FORMULA 1. (2020, August 17). Lewis Hamilton's Record, Valtteri Bottas Gets Hot And The Best Team Radio | 2020 Spanish Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=JvYiin5gClQ&list=PLfoNZDHitwjWck2ndC4PdIN3-c9ccbIgb&index=7>

55. "So obviously we're nowhere near undercut range to Lewis, so control the peaks early on." – From Red Bull Racing Team. To Max Verstappen.
56. "Didn't even know it was the last lap!" – From Lewis Hamilton. To Mercedes Team.
57. "I think you had dirty air as well today, it didn't do you any favours." – From Red Bull Racing Team. To Alex Albon.

Russian GP 2020:

FORMULA 1. (2020, September 28). First Lap Drama, Valtteri Bottas' Win And The Best Team Radio | 2020 Russian Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=c-0BR91CvFA>

58. "Lost the car in 2 and then 4 again." – From Sebastian Vettel. To Ferrari Team.
59. "To the end of the pit wall." – From Lewis Hamilton. To Mercedes Team.
60. "I'll make up for it" – From Daniel Riccardo. To Renault Team.

Emilia Romagna GP 2020:

FORMULA 1. (2020, November 2). Max's Blowout, George's Safety Car Spin And The Best Team Radio | 2020 Emilia Romagna Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=dkU3khhTptI>

61. "Gonna pick up the pace now, don't stop me." – From Lewis Hamilton. To Mercedes Team.
62. "So the aero damage has been there since lap 2 and is pretty significant." – From Mercedes Team. To Valtteri Bottas.
63. "Mate, Mode 8 is the worst ever!" – From Max Verstappen. To Red Bull Racing Team.
64. "Delta. Delta. Delta. Delta." – From Mercedes Team. To Lewis Hamilton.
65. "So Safety Car, Safety Car, Box, box. Box." – From Mercedes Team. To Lewis Hamilton.
66. "I might have damage on the out board front right wing." – From Sebastina Vettel. To Ferrari Team.
67. "I think I'm out." – From Esteban Ocon. To Renault Team.
68. "HA HA HA! WOOOOOO! That's another ***** podium! HO HO!" – From Daniel Ricciardo. To Renault Team.

Turkish GP 2020:

FORMULA 1. (2020, November 16). 'Ice Driving', Hamilton's Title Win And The Best Team Radio | 2020 Turkish Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=0zh4TpXjhXI&list=PLfoNZDHitwjWck2ndC4PdIN3-c9ccblgB&index=14>

69. "You've got a bit of drifting." – From Alpha Tauri Team. To Daniil Kvyat.
70. "That's pole position!" – From Lance Stroll. To Racing Point Team.
71. "But Bottas two times crashed into me" – From Esteban Ocon. To Renault Team.
72. "We are just trying to get the dries." – From Racing Point Team. To Lance Stroll.
73. "Fantastic drive with the slicks, fantastic." – From McLaren Team. To Lando Norris.

Bahrein GP 2020:

FORMULA 1. (2020, November 11). Best Team Radio | 2020 Bahrain Grand Prix. Retrieved March 4, 2021, from <https://www.youtube.com/watch?v=YHFUyjK9kV4>

74. "Still no information?" – From Charles Leclerc. To Ferrari Team.
75. "Respect the delta." – From Renault Team. To Esteban Ocon.
76. "Just straight into wheelspin." – From George Russell. To Williams Team.
77. "My car is jumping around like a kangaroo, I swear!" – From Max Verstappen. To Red Bull Racing Team.
78. "We cannot use DRS, even if it's available." – From McLaren Team. To Lando Norris.