



The Application of Searle's (1969) Speech Act Theory in Formula One Team Radio Conversations

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Abstract. This study explores the application of Searle's 1969 Formula One (F1) team radio conversations. Analysing speech act elements can help us comprehend why and how F1 drivers and engineers use certain expressions and utterances during an F1 race. While the use of Searle's (1969) speech acts has been analysed in various contexts such as speeches, interviews and classroom settings, there has been a lack of studies examined on F1 team radio conversations. Hence, this qualitative study aims to fill the research gap by identifying Searle's (1969) speech acts employed and determining the frequency by F1 drivers and race engineers during the 2022 British Grand Prix. The findings revealed F1 team radio conversations between the drivers and race engineers use four out of five speech acts with no declarative speech act found. Assertive speech act was the most frequent (62.60%), followed by directive (30.99%), expressive (4.63%) and commissive (1.78%).

Keywords: *Searle's 1969 Speech Act Theory, Formula One (F1), F1 Team Radio Conversations.*

1 Introduction

1.1 Background

Formula One (F1) is a premier motorsport competition consisting of Grand Prix races worldwide. Since its official recognition in 1946, F1 has been considered the pinnacle of single-seater racing [1]. Drivers and teams compete across multiple continents to earn points for the World Drivers' and Constructors' Championships.

Team radio communication has become a critical element of F1. It facilitates real-time strategy discussions between drivers and engineers, which is essential for optimizing race performance [2]. The use of radio enhances both competitive strategy and spectator engagement [3]. These communications help drivers discuss pit stops, tire conditions, weather forecasts, and race incidents. When one of these components does not perform as well as the other two during a race season, it is difficult to get the best results [4].

1.2 Speech Act Theory

Searle's (1969) speech act theory is an attempt to perfect the concept proposed by Austin (1962) [5], the concept of illocutionary [6]. For this study, the framework selected to analyse the F1 team radio conversations is Searle's 1969 speech act theory. Speech act theory investigates not only how language is used to convey information but also how it is used to influence the actions and behaviour of the listener [7]. This analysis method is vital as speech act theory helps many philosophers and linguists to understand human communication better [8]. Utterances occur in various contexts, including everyday conversations, speeches, interviews, lectures, and many others. The most common use of human language is in conversations and interactions [9].

This study applies Searle's (1969) speech act theory to analyse F1 team radio conversations, emphasising how language influences actions and decisions. The objectives of this paper are:

- To explore the use of Searle's speech act theory in F1 team radio communications.
- To identify the most frequently used speech acts in these conversations.

2 Literature Review

Searle's (1969) speech act theory builds on Austin's (1962) work, focusing on illocutionary intent. Searle classifies speech acts into five categories: assertive, expressive, declarative, commissive, and directive. This framework has been widely applied to various contexts, including social media, classroom interactions, and political speeches.

Several studies have examined speech acts in different settings. A study [10] found that speech act research remains a growing field internationally, with applications extending across social, educational, and political domains. A research which studied classroom discourse and found that teachers predominantly used directive speech acts [11]. Similarly, speech act research on [12] analyzed political speeches by Mahathir Mohammad and found assertive and directive speech acts to be the most persuasive.

Speech acts have also been examined in sports. A study by [13] studied Jose Mourinho's post-match interviews, showing different speech act patterns in winning and losing scenarios. Expressive speech acts conveyed emotions, while directive acts challenged referees' decisions.

Similarly, studies in high-stakes communication highlight the role of clarity under pressure, such as the Dutch COVID-19 press conferences [14]. These findings resonate with the communicative challenges faced in sports contexts.

2.1 Studies on F1

F1 discourse provides insight into high-performance team dynamics [15]. Success depends not only on top-tier drivers and car performance but also on effective communication and teamwork [16]. Drivers must communicate crucial information with engineers during races to optimize strategy and ensure vehicle reliability.

A study by [17] investigated the F1 documentary series *Drive to Survive*, highlighting how audience perception of authenticity is influenced by cinematic manipulations. There was also a study which [18] analyzed F1 broadcasting strategies and how they manage crisis situations during live events.

2.2 Searle's (1969) Speech Act Theory on F1 Team Radio Conversations

Searle's (1969) speech act theory allows the speakers and hearers in a two-way communication to recognise the illocutionary act which is crucial to understand the intention behind the speakers' utterances [19]. [20] analyzed Charles Leclerc's radio communications in the 2022 season and found a predominance of directive and expressive speech acts. Directive acts included commands and questions, while expressive acts conveyed emotions and gratitude. These findings show that F1 team radio communication is influenced by its high-pressure racing environment. It is task oriented and emotionally driven.

This past study was done by focusing on just one driver which could mean that the findings do not represent speech act patterns of F1 drivers. Furthermore, the data was only taken from a compilation, not from a full race. Hence, the present study addresses this limitation by examining team radio conversations across multiple drivers and teams, offering a broader understanding of speech act distribution in Formula One team radio discourse.

3 Methodology

This study employs a qualitative content analysis approach to examine F1 team radio communications through Searle's (1969) speech act framework. Qualitative research allows for in-depth exploration of communication patterns [21]. Content analysis is particularly suited for examining how specific words and phrases function in different contexts [22].

Purposive sampling was used to select five F1 team radio conversations from the 2022 season, as it enables the researcher to actively choose particular participants or information for examination based on predetermined criteria [23]. The study focuses on five top-performing teams: Red Bull Racing, Ferrari, Mercedes, McLaren, and Alpine. These teams finished in the top five in the Constructors' Championship, and one driver from each was selected based on their performance.

Table 1. The 2022 Constructor standings for the top five teams

| Position | Team | Points |
|----------|------------------|--------|
| 1 | Red Bull Racing | 759 |
| 2 | Ferrari | 554 |
| 3 | Mercedes | 515 |
| 4 | Alpine Renault | 173 |
| 5 | McLaren Mercedes | 159 |

For this study, only one driver from each team was chosen from each top five F1 teams in 2022, totaling five drivers. The rationale behind this selection is to focus on high-performing teams that consistently finish in the top five, and drivers who demonstrate exceptional performance to help their respective teams finish in the top five in the 2022 season. The list in Table 2 below shows which position these selected drivers finished their 2022 season.

The research analysed the 2022 British Grand Prix as the selected race. This choice is deliberate as the researcher aims to provide a standardised context for the five chosen drivers. Choosing a standardised race setting allows the study to gain comprehensive insights and observe comparison of how teams react to race situations which can also be seen from the data.

Table 2. The 2022 Driver standings for the drivers chosen

| Position | Team | Points |
|----------|----------------------------------|--------|
| 1 | Max Verstappen – Red Bull Racing | 454 |
| 2 | Charles Leclerc – Ferrari | 308 |
| 6 | Lewis Hamilton – Mercedes | 240 |
| 7 | Lando Norris – McLaren Mercedes | 122 |
| 5 | Fernando Alonso – Alpine Renault | 81 |

3.1 Instrumentation and Materials

For the analysis procedure, the researcher first gathered the five audios of the team radio conversations from Max Verstappen, Lewis Hamilton, Lando Norris, Charles Leclerc and Fernando Alonso. Recordings of the audio between F1 drivers and race engineers were then transcribed.

After that, the analysis of the speech act was carried out to analyse the team radio exchanges by looking at Searle’s (1969) speech act theory. To identify, the researcher referred to a framework which has been adapted from “Speech Acts as Persuasive devices in Selected Speeches of Dr. Mahathir Mohammed”.

Table 3. This framework by Alkhirbash (2016) shows how each Searle’s (1969) speech act theory can be categorised.

| Types of speech acts | Characteristics of speech acts | Examples |
|----------------------|--|--|
| Assertive | In assertive, the speaker: <ul style="list-style-type: none"> • Describes a state of affairs or an event. • Asserts a proposition to be true | <ul style="list-style-type: none"> • Asserting • Stating • Reporting • Denying • Claiming |

| | | |
|-------------|---|---|
| | <ul style="list-style-type: none"> • Uses verbs such affirm, state, conclude | <ul style="list-style-type: none"> • Concluding |
| | In directive, the speaker uses: | |
| Directive | <ul style="list-style-type: none"> • Speech acts to make the hearers do something. • Verbs such as command, request, ask, challenge, beg, and invite. | <ul style="list-style-type: none"> • Instructing • Requesting • Ordering • Suggesting • Commanding • Challenging • Promising • Guaranteeing |
| | In commissive, the speaker uses: | |
| Commissive | <ul style="list-style-type: none"> • Speech acts to commit him to do an action in the future. • Verbs such as promise, pledge, swear, guarantee, vow, warrant, undertake. | <ul style="list-style-type: none"> • Offering • Swearing • Threatening • Congratulating |
| | In expressive, the speaker uses: | |
| Expressive | <ul style="list-style-type: none"> • Speech acts to express the attitude about a state of affairs. • Verbs such as congratulate, detest, regret, apologise, thank and appreciate. | <ul style="list-style-type: none"> • Greetings • Thanking • Compliments • Leave-taking |
| | In declarative, the speaker uses: | |
| Declarative | <ul style="list-style-type: none"> • Speech acts that change the state of affairs in the world and perform an action using certain verbs such as announce, sentence, and name. | <ul style="list-style-type: none"> • Naming • Appointing • Announcing |

3.2 Data Collection and Analysis

The analysis of the five team radio discussions looked into how speech acts were used. Data collection tools included audio recordings and five transcripts of the team radio conversations. The researcher collected the five F1 team radio conversations from a YouTube channel called RacePerMinute.

After acquiring the recordings, the researchers transcribed the team radio conversations using Google Pinpoint which is a tool designed to assist journalists and academics in exploring and analysing large document collections. However, it became evident that the tool did not accurately transcribe most of the conversations. Consequently, the researcher cross-checked the transcriptions by listening to the team radio conversations and corrected the initial transcriptions which were prepared by Google Pinpoint software.

Upon completion of the transcription process, the researchers initiated the analysis of the five team radio conversations, systematically categorising them into assertive,

directive, commissive, declarative, or expressive speech acts. Identified speech acts were meticulously highlighted and organised according to their categories, enhancing the overall organisation and accessibility of the data gathering process.

4 Findings

4.1 Types of Speech Acts Used

After analysing five F1 team radio conversations, it was found that there were only four out of five Searle’s (1969) speech act categories used by F1 drivers and race engineers. The speech acts found were assertive, directive, expressive and commissive.

There was no declarative speech act found in the analysed five F1 team radio conversations. The results of this research objective are presented into four sections which represent every speech act found for this study.

Assertive Speech Act

The use of assertive speech acts can be found in all five F1 team conversations between the drivers and their respective race engineers.

Table 4. Assertive speech act used by Max Verstappen and his race engineer

| Lap | Speaker | Message |
|-----|----------------|---|
| 14 | Max Verstappen | <i>There is something broken on the mirror.</i> |
| | Race Engineer | <i>Okay, understood may just be bodywork at this stage.</i> |

Assertive speech acts by F1 driver Max Verstappen and his race engineer from Red Bull RBPT are shown in the examples above in Table 4. It can be seen that Max Verstappen utilised the use of assertive speech act by saying “There is something broken on the mirror”. As for his race engineer, the use of sentences such as “Okay, understood may just be bodywork at this stage” show he used assertive speech act to communicate with Max Verstappen.

Table 5. Assertive speech act used by Lewis Hamilton and his race engineer

| Lap | Speaker | Message |
|-----|----------------|--|
| 42 | Lewis Hamilton | <i>Safety car, pretty slow.</i> |
| | Race Engineer | <i>So safety car is in this lap, safety car is in this lap</i> |

Table 5 above shows the assertive speech acts used by Mercedes F1 driver Lewis Hamilton and his race engineer. Lewis Hamilton used assertive speech acts to interact with his race engineer through his utterance "Safety car, pretty slow" and his engineer responded with another example of assertive speech act which is "So safety car is in this lap, safety car is in this lap".

Table 6. Assertive speech act used by Lando Norris and his race engineer

| Lap | Speaker | Message |
|-----|---------------|--|
| 34 | Lando Norris | <i>If you want to be safe, hard is fine.</i> |
| | Race Engineer | <i>We think we should copy him.</i> |

McLaren Mercedes' F1 driver Lando Norris and his race engineer used utterances which are categorised as assertive speech act. One of the examples can be seen in Table 6 above where Lando Norris used assertive speech act "If you want to be safe, hard is fine" and his race engineer used assertive speech act by saying to Lando Norris "We think we should copy him".

Table 7. Assertive speech act used by Charles Leclerc and his race engineer

| Lap | Speaker | Message |
|-----|-----------------|--|
| 19 | Race Engineer | <i>So Sainz has been told to push.</i> |
| | Charles Leclerc | <i>Yeah, copy.</i> |

Table 7 shows an example of many interactions by using assertive speech acts by Ferrari F1 driver Charles Leclerc and his race engineer. Charles Leclerc used assertive speech through example such as "Yeah, copy". His race engineer used assertive speech with "So Sainz has been told to push".

Table 8. Assertive speech act used by Fernando Alonso and his race engineer

| Lap | Speaker | Message |
|-----|-----------------|---|
| 30 | Fernando Alonso | <i>So Perez is in front of us.</i> |
| | Race Engineer | <i>Yes, Perez is the car in front, new softs.</i> |

Alpine Renault's F1 driver Fernando Alonso and his race engineer used assertive speech acts to communicate with each other which can be observed in Table 8. Fernando Alonso used assertive speech "So Perez is in front of us". His race engineer used the assertive speech acts which can be seen in the table above which he said "Yes, Perez is the car in front, new softs".

Directive Speech Act

In every F1 team radio conversation in this study, the use of directive speech acts were found. Both drivers and race engineers use directive speech acts to communicate with each other during the race.

Table 9. Directive speech act used by Max Verstappen and his race engineer

| Lap | Speaker | Message |
|-----|----------------|---|
| 1 | Max Verstappen | <i>Is everyone okay?</i> |
| | Race Engineer | <i>And stand by Max so just a reminder, drive directly to the pits.</i> |

The directive speech act was used by F1 driver Max Verstappen and his race engineer as can be seen in Table 9. One of the examples of Max Verstappen using the directive speech is “Is everyone okay”. As for his race engineer, one of the examples of the directive speech act is “And stand by Max so just a reminder, drive directly to the pits”.

Table 10. Directive speech act used by Lewis Hamilton and his race engineer

| Lap | Speaker | Message |
|-----|----------------|--|
| 1 | Lewis Hamilton | <i>How far behind the line am I now?</i> |
| | Race Engineer | <i>30 seconds single bite 0.5 and select strat mode one.</i> |

F1 driver Lewis Hamilton and his race engineer used the directive speech act in several instances during the race. As can be observed in Table 10, Lewis Hamilton used directive speech acts by uttering “How far behind the line am I now” and his race engineer used the directive speech acts by saying “30 seconds single bite 0.5 and select strat mode one”.

Table 11. Directive speech act used by Lando Norris and his race engineer

| Lap | Speaker | Message |
|-----|---------------|---|
| 13 | Race Engineer | <i>So just orange C5 to protect the rear.</i> |
| | Lando Norris | <i>Can I push front left anymore?</i> |

Table 11 shows the interactions between F1 driver Lando Norris and his race engineer. One of the examples of Lando Norris used directive speech is through example such as “Can I push front left anymore”. As for the race engineer, instances of the directive

speech acts can be seen in one of the examples such as “So just orange C5 to protect the rear”.

Table 12. Directive speech act used by Charles Leclerc and his race engineer

| Lap | Speaker | Message |
|-----|-----------------|--|
| 2 | Race Engineer | <i>Stay in p1 please, stay in p1.</i> |
| | Charles Leclerc | <i>Then can you come to the car? because I have some questions about strategy.</i> |

Table 12 shows the conversations that are categorised as directive speech acts between Charles Leclerc and his race engineer. Charles Leclerc used the directive speech act through utterance such as “Then can you come to the car? because I have some questions about strategy”. The race engineer used the directive speech act by saying “Stay in p1 please, stay in p1”.

Table 13. Directive speech act used by Fernando Alonso and his race engineer

| Lap | Speaker | Message |
|-----|-----------------|--|
| 2 | Fernando Alonso | <i>Mode you want here or?</i> |
| | Race Engineer | <i>Just on the grid please. So should have recharge on and pit limiter on already.</i> |

The directive speech acts were also used by Fernando Alonso and his race engineer as can be seen in Table 13. One of the examples of Fernando Alonso's use of the directive speech acts is “Mode you want here or”. As for his race engineer, some of the examples of the directive speech acts are “Just on the grid please” and “So should have recharge on and pit limiter on already”.

Expressive Speech Act

Expressive speech acts were found in all five team radio conversations. F1 drivers and race engineers from Red Bull, Mercedes, McLaren Mercedes, Ferrari and Alpine Renault used expressive speech acts during the 2022 British Grand Prix.

Table 14. Expressive speech act used by Max Verstappen and his race engineer.

| Lap | Speaker | Message |
|-----|---------------|----------------------|
| 52 | Race Engineer | <i>Good job Max.</i> |

Max Verstappen

*F*** sake I gave it everything man.*

Table 14 shows the use of expressive speech acts between Max Verstappen and his race engineer. Max Verstappen used the expressive speech act which can be seen in one utterance which is “F*** sake I gave it everything man”. His race engineer used the expressive through utterances such as “Good job Max” and “Well finished”.

Table 15. Expressive speech act used by Lewis Hamilton and his race engineer

| Lap | Speaker | Message |
|-----|----------------|--|
| 52 | Lewis Hamilton | <i>Great effort. But thanks so much for the hard work.</i> |
| | Race Engineer | <i>Copy mate, thank you Lewis. Very great drive.</i> |

The communication that is categorised as expressive speech act of Lewis Hamilton and his race engineer is outlined in Table 15. Lewis Hamilton employed the expressive speech act, evident in his utterances such as “Great effort” and “But thanks so much for the hard work”. As for his race engineer, the use of expressive speech can be seen through his utterances such as “Copy mate, thank you Lewis”, and “Very great drive”.

Table 16. Expressive speech act used by Lando Norris and his race engineer

| Lap | Speaker | Message |
|-----|---------------|------------------------------|
| 52 | Lando Norris | <i>Good job.</i> |
| | Race Engineer | <i>Alright, cheers dude.</i> |

Table 16 provides insight into the use of expressive speech by Lando Norris and his race engineer. The usage of expressive speech acts by Lando Norris can be seen with “Good job”. Evidently, his race engineer also used expressive speech which can be seen in utterance such as “Alright, cheers dude”.

Table 17. Expressive speech act used by Charles Leclerc and his race engineer

| Lap | Speaker | Message |
|-----|-----------------|---|
| 52 | Charles Leclerc | <i>Only good thing about today is Carlos won but freaking hell.</i> |
| | Race Engineer | <i>Really good job.</i> |

In Table 17, the utilisation of expressive speech acts was employed in F1 team radio conversations between Charles Leclerc and his race engineer. Charles Leclerc employed the expressive speech act in the following example: "Only good thing about today is Carlos won but freaking hell". The use of expressive speech acts by his race engineer can be seen through utterance such as "Really good job".

Table 18. Expressive speech act used by Fernando Alonso and his race engineer

| Lap | Speaker | Message |
|-----|-----------------|------------------------|
| 52 | Fernando Alonso | <i>Well done guys.</i> |
| | Race Engineer | <i>Thank you mate.</i> |

Table 18 shows the use of expressive speech acts of Fernando Alonso and his race engineer. Fernando Alonso used the expressive speech act in the utterance "Well done guys". The usage of expressive speech acts were also employed by his race engineer through an utterance such as "Thank you mate".

Commissive Speech Act

The use of commissive speech acts were only found in four out of five team radio conversations. Fernando Alonso of Alpine Renault's team radio conversation did not consist of any utterances that can be classified as commissive speech act. In contrast, commissive speech acts were found in F1 team radio conversations of Red Bull's Max Verstappen, Mercedes' Lewis Hamilton, McLaren Mercedes' Lando Norris and Ferrari's Charles Leclerc

Table 19. Commissive speech act used by Max Verstappen and his race engineer

| Lap | Speaker | Message |
|-----|---------------|--|
| 15 | Race Engineer | <i>We'll try to correct it at the next stop in terms of balance, but it is not structural so you are safe to continue.</i> |

Table 19 shows the use of the commissive speech act in Max Verstappen's team radio conversations with his race engineer. Max Verstappen did not utter any words that can be classified as commissive speech acts. On the other hand, his engineer uses the commissive speech act which can be seen in the following examples: "I'll do my best in the low speed corners" and "We'll try to correct it at the next stop in terms of balance, but it is not structural so you are safe to continue".

Table 20. Commissive speech act used by Lewis Hamilton and his race engineer

| Lap | Speaker | Message |
|-----|----------------|--|
| 1 | Lewis Hamilton | <i>We're gonna come back a bit nice.</i> |
| | Race Engineer | <i>So, I think we start strat five and then we'll reassess that mode from there.</i> |

Commissive speech acts can be found in the F1 team radio conversations between Lewis Hamilton and his race engineer. Lewis Hamilton used the commissive speech act in his message to his race engineer which is “We're gonna come back a bit nice”. His race engineer used the commissive speech act to communicate in the following example: “So, I think we start strat five and then we'll reassess that mode from there”.

Table 21. Commissive speech act used by Lando Norris and his race engineer

| Lap | Speaker | Message |
|-----|---------------|--|
| 2 | Race Engineer | <i>I'll have a chat with you when I come down.</i> |

In Table 21, the use of commissive speech acts can be found in the F1 team radio conversation between Lando Norris and his team engineer. His team engineer employed the commissive speech acts in utterance such as “I’ll have a chat with you when I come down”.

Table 22. Commissive speech act used by Lewis Hamilton and his race engineer

| Lap | Speaker | Message |
|-----|-----------------|--|
| 16 | Race Engineer | <i>I will come back to you.</i> |
| | Charles Leclerc | <i>I'll try to keep up, I'm just losing race time.</i> |

The messages that contain the elements of commissive speech acts between Charles Leclerc and his race engineer are shown in Table 22. One of the examples when Charles Leclerc used the commissive speech act can be in lap 19 when he said “I’ll try to keep up, I’m just losing race time”. As for his race engineer, the usage of commissive speech acts can be seen in this utterance, “I will come back to you”.

4.2 The Frequency of Speech Acts

After the five F1 team conversations have been categorised, the researcher calculated the frequency of the speech to fulfil the second research objective. It was found that assertive is the most utterance of speech acts, followed by directive, expressive and commissive. The findings of the study are shared in detail in this section.

Table 23. The frequency of speech acts by F1 drivers and race engineers

| Speech acts | Total utterances | Frequency |
|-------------|------------------|-----------|
| Assertive | 703 | 62.60% |
| Directive | 348 | 30.99% |
| Expressive | 52 | 4.63% |
| Commissive | 20 | 1.78% |
| Declarative | 0 | 0% |

Table 23 shows the frequency of the speech acts used in all five F1 team radio conversations during the British Grand Prix 2022. The findings reveal that the assertive speech act is the most frequent speech act comprising 62.60%, followed by directive speech act with 30.99%, expressive speech act with 4.63%, commissive speech act with 1.78% and 0% for declarative speech act.

5 Conclusion and Recommendations

Analysis of F1 team radio conversations indicates that four out five speech acts were discovered. The speech acts used by F1 drivers are assertive, directive, expressive and commissive. The declarative speech act was not found in this study because F1 Team Radio is not the suitable venue for drivers to make major announcements. For example, F1 drivers do not announce their retirement or announce that they are moving to another team on the team radio, but rather through press conferences or social media announcements. For example, in the 2022 season, former F1 driver Sebastian Vettel announced his retirement on his social media account, Instagram [24]. F1 drivers regularly post on social media platforms to update and make announcements.

These examples show that F1 team radio conversations typically revolve around the race. Hence, assertive, directive, expressive and commissive speech acts were the four speech acts found from the analysis because they serve the purpose of F1 team radio. During a race, team radio allows drivers and engineers to communicate and provide feedback to one another during the duration of the race.

Assertive speech acts dominate, followed by directive speech acts which makes up over 90% of the utterances in F1 team radio conversations. This reflects the need for an F1 team to perform under high pressure conditions, they need to share information and issue instructions quickly and reduce misunderstandings [25]. Expressive speech act was less frequent but important for showing emotion, encouragement, or frustration, while commissive acts were rare and used mainly to reassure or promise future actions.

Effective communication between drivers and race engineers is essential and these results highlight how F1 team radios focus on clarity, coordination, and decision-making, with language functioning as a vital tool for both strategy and teamwork.

The reason assertive speech act is the most frequent speech act can be attributed to the effective communication demands during a race. Drivers and race engineers must constantly exchange factual information regarding race conditions, car performance, and how other competitors are doing. Assertive speech act gives speakers the platform to report observations clearly and efficiently, which is crucial in a high-pressure environment. On the other hand, delayed or ambiguous communication may lead to strategic errors or even safety risks. Directive speech, which is the second most frequent speech act, enables race engineers to issue instructions and guide drivers during the race. As for the third most frequent speech act which is expressive, played an important role in conveying emotions such as encouragement or frustration. Commissive speech acts were mainly used to offer reassurance or signal future actions. Overall, these findings highlight that F1 team radio communication prioritises clarity, coordination, and rapid decision-making. Language functions as a vital tool for strategy execution and teamwork.

This study applied Searle's (1969) speech act theory to F1 team radio conversations, identifying directive and expressive speech acts as the most prevalent. Future research could examine perlocutionary effects and the influence of speech acts on race outcomes.

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