

ROBERT KUBICA THE NEW HERO OF F1

F1

RACING

THE WORLD'S BEST-SELLING GP MAGAZINE

Drinking, loaded guns and an incredible prank on Senna...

F1'S GREATEST PLAYBOYS

Murray Walker's new column

Have the FIA got it in for McLaren?

Hands up if you're worrying Lewis and Kimi

ROBERT KUBICA

Straight talking with F1's unexpected title contender

PLUS

HOW F1 CARS WILL LOOK IN 2009

Exclusive picture on p102

"I HAVEN'T SPOKEN TO RON DENNIS FOR MONTHS"

Very frank Alonso interview

WHAT CAN YOU BUY IN F1 FOR €10 MILLION?

Seriously - you'll be stunned

NUMBER

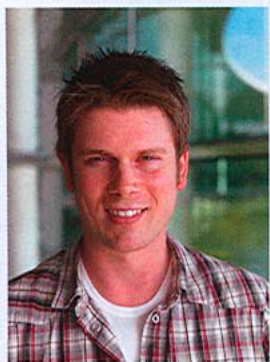
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AUGUST 2008
UK £4.20

www.f1racing.co.uk

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From the editor HANS SEEBERG

HANGING OUT WITH JAY-Z and P Diddy. Going on dates with a Pussycat Doll. Dinner with Nelson Mandela. Yep, it's about as far as you can get from the life of Robert Kubica as possible.

Kubica isn't what you'd expect from a superstar driver in the glitzy world of modern F1, as our disarmingly open interview with him in this issue proves (p64). He often takes an easyJet flight to a race if it's the quickest route. He doesn't think playing poker with Bernie is a big deal. He doesn't care that he's got, as

he jokes, "a big nose". But he's quietly crept into the mix for the drivers' championship while Lewis and Kimi have been grabbing the headlines, simultaneously establishing himself as an F1 hero while helping to put BMW well and truly on the map. Then again, it's pretty typical of BMW's uncomplicated and determined approach that they're right up there in the constructors' championship. *F1 Racing* got a guided tour of their secret Swiss lair (p74), and discovered that you wouldn't bet against them for a world title in 2009.

Aside from that there's plenty more in this issue, from a very revealing interview with Fernando Alonso (p88) to more from Murray Walker's great new column (p36). And once you've read those, turn to Alan Henry's fantastic feature on F1's greatest ever playboys (p80). Ron Dennis wouldn't have trusted *this* lot at an official sponsors' function.

Finally, thanks to the huge number of you who wrote in to say how much you loved the new-look *F1 Racing*. If we could personally bear-hug each and every one of you, we would. Enjoy the issue...



THE WORLD'S BEST-SELLING GP MAGAZINE

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Special thanks to 'The Brundle Boys: The Second Coming' - winners of *F1 Racing's* Silverstone quiz night, Nav Sidhu, Richard Woods, Marie Hirth, Alexandra Schieren, Clare Robertson, Ellen Kolby, Luca Colajanni, Rachel Ingham, Patrizia Spinelli, Adrian Atkinson, Ashley Miller, Heather Kincaid, Lucy Nell, Mauro Serra, Hanspeter Brack, Ann Broadshaw, Heikki Kulta, Dan Leach, Benjamin Titz, Katie Tyler, Alan Henry, Ferenc Bekesi, Robert Kubica for being such a thoroughly nice chap, Bessy, Neil Diamond, Tina Turner, Levi Roots, Roger Federer and Rafael Nadal, Tania Hirsch, Babs, Madonna Beaver, Kylie Moose, Martin McKnight, Formula Quiz World Championship™, Craghopper and Johnson's Baby Oil
No thanks to Bruce Springsteen

BEHIND THE SCENES ON F1 RACING THIS MONTH

Who's this? It's none other than chief sub-editor Matt Warwick, who went to Force India to see how an F1 car is put together (p52). Obviously they mistook him for a member of Razorlight



Features editor Bradley went on yet another push trip, this time to America to put your questions to Juan Pablo Montoya (p46). The former Williams man didn't hold back...



Behind the scenes on our covershoot with all-round nice guy Robert Kubica, in a garage at Silverstone. Five minutes after this snap was taken, he was off testing



Here's news-hound-in-chief Jimmy Roberts, fresh off the flight back after a very tiring Canadian Grand Prix. Either that or he's sleeping off a hangover

F1 Racing: published monthly in Australia, Brazil, Bulgaria, China, Croatia, Czech Republic, France, Germany, Greece, Hong Kong, Hungary, India, Indonesia, Italy, Japan, Korea, Malaysia, Mexico, Middle East, Netherlands, Philippines, Poland, Romania, South America, Spain, Taiwan, Turkey, UK, USA, Formula One, Formula 1 and F1 (trademarks of Formula One Licensing BV, a Formula One Group company) are used under licence.

Circulation queries: Frontline, Park House, 117 Park Road, Peterborough, Cambs PE1 2TR. Tel: +44 (0)1733 555161
ISSN 13614487. EAN 07713614480012.
Printed by Wyndeham Heaton, The Brentall Complex, Colchester Road, Heybridge, Maldon, Essex CN9 4NW. Covers printed by Wyndeham Impact, Grafton Way, West Ham Industrial Estate, Basinstoke, SS22 6HT.
Colour by Colour Systems Ltd, 90-92 Pentonville Road, London N1 9HS.
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care is taken to ensure that the content of *F1 Racing* is fully accurate, but the publisher and printer cannot accept liability for errors and omissions. *F1 Racing* is a member of the Audit Bureau of Circulations.
• For binders holding 12 issues, send a cheque for £7.95 inc P&P to *F1 Racing* binders, PO Box 568, Haywards Heath, Sussex RH16 3XQ. The price is applicable to UK residents only; overseas prices on request. Please allow four to six weeks for delivery. Full details of subscriptions: page 108.

F1 Racing Subscriptions: PO Box 568, Haywards Heath, Sussex RH16 3XQ. Tel: +44 (0)8456 777818
Fax: +44 (0)8456 775555 (calls from the UK are charged at local rate).
Email: f1racing.subs@qss-uk.com

US subscription queries: *F1 Racing* Subscriptions, EWA, 205 US HWY 22, Green Brook, NJ 08812. Tel: +1 732 424 7811. Fax: +1 732 424 7814. Email: ewa@ewarac.com
• *F1 Racing* is published monthly by Haymarket Magazines Ltd, c/o EWA, 205 US Highway 22, Green Brook, NJ 08812.

Periodicals postage paid at Danellen, NJ 08812, USPS 014-022.
Postmaster, please send address corrections to *F1 Racing*, c/o EWA at the address above.
• *F1 Racing* is published 12 times per year by Haymarket Consumer Media.

Editorial director: Mal Nichols
Design director: Paul Hargis
Managing director: Kevin Costello
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HAYMARKET CONSUMER MEDIA, TEDDINGTON STUDIOS, BROOM ROAD, TEDDINGTON, MIDDLESEX, TW11 9BE, UK



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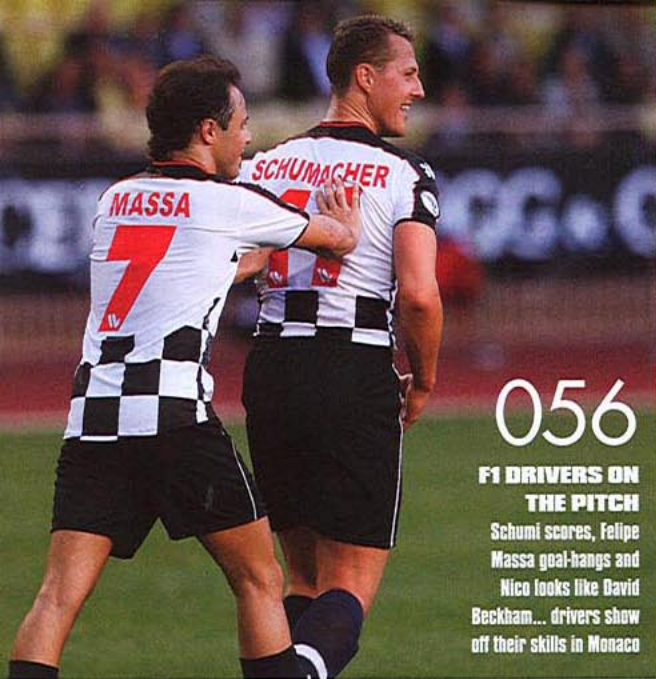
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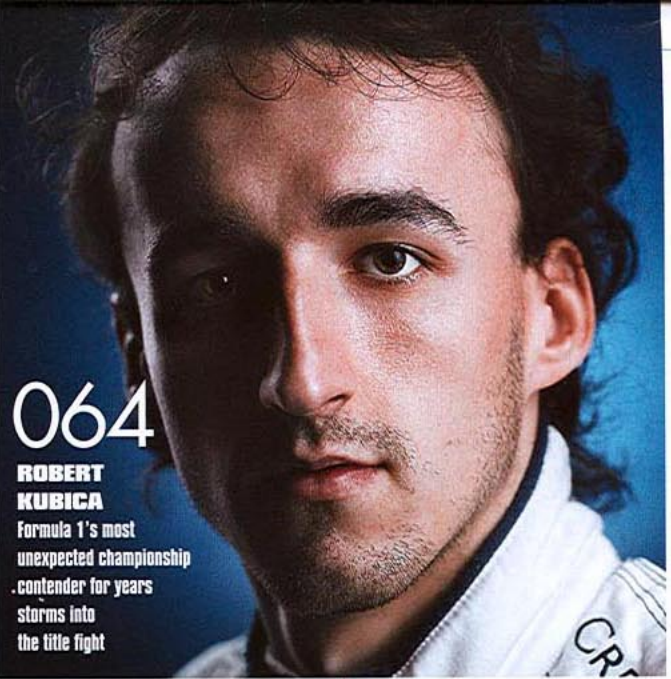




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F1 DRIVERS ON THE PITCH

Schumi scores, Felipe Massa goal-hangs and Nico looks like David Beckham... drivers show off their skills in Monaco



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ROBERT KUBICA

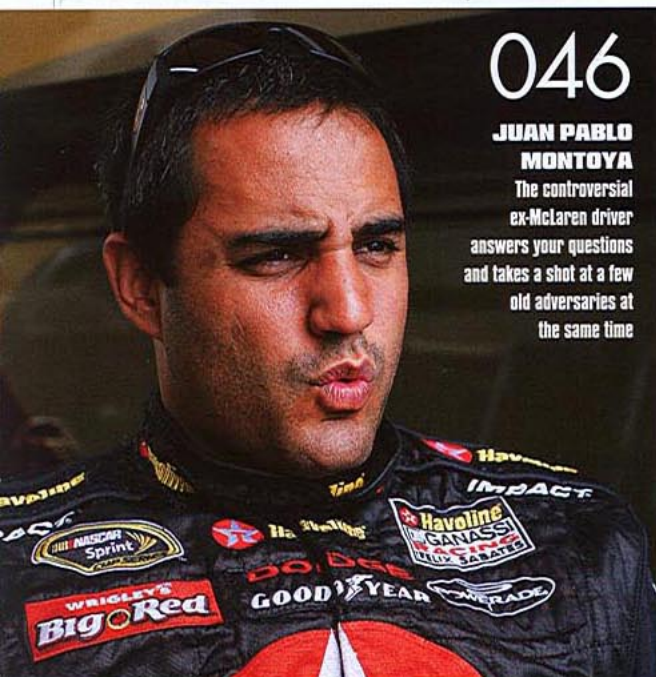
Formula 1's most unexpected championship contender for years storms into the title fight



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WHAT F1 CARS WILL LOOK LIKE IN 2009

We give you an exclusive look at a radically different car designed under new aero rules



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JUAN PABLO MONTOYA

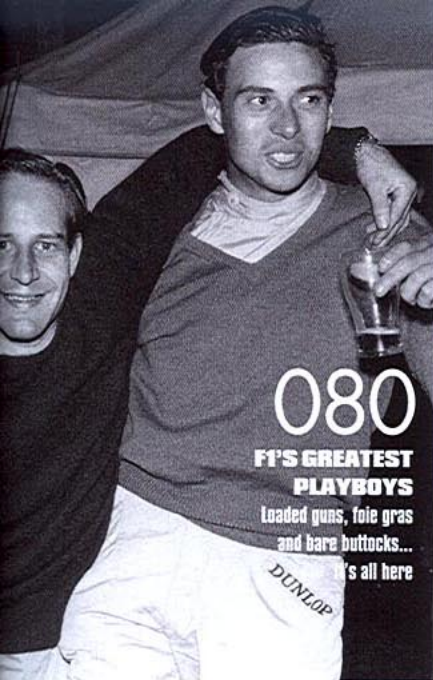
The controversial ex-McLaren driver answers your questions and takes a shot at a few old adversaries at the same time



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FERNANDO SPEAKS

Alonso opens up about driving for Ferrari, poker with Bernie and the last time he spoke to Ron Dennis



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F1'S GREATEST PLAYBOYS

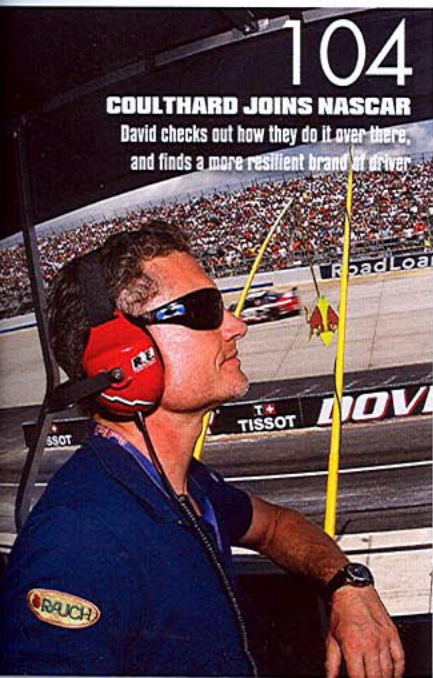
Loaded guns, foie gras and bare buttocks...
...s all here



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WHAT DOES £10MILLION BUY YOU IN FORMULA 1?

Lots of good stuff, like 5,362 helmets - but only 1/3 of a windtunnel



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COULTHARD JOINS NASCAR

David checks out how they do it over there, and finds a more resilient brand of driver

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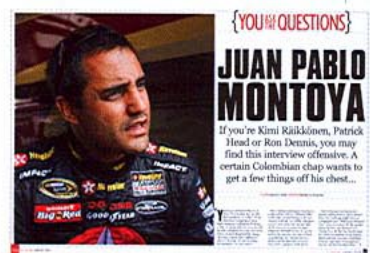
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COVER PHOTOGRAPHY SAM BARKER CONTENTS PHOTOGRAPHY LORENZO BELLANCA/LAT; SAM BARKER; LAT ARCHIVE; BMW AG; DAVID M. VAUGHAN; MARK THOMPSON/GETTY IMAGES; PATRICIA SOLER

PARADE

Mumm's the word

Pressure? What pressure? Lewis Hamilton was sublime in the wet at Silverstone, blitzing everyone else by over a minute. He celebrated with the world's sweetest milk moustache

Where Silverstone, UK

When 2.51 pm, Sunday July 6

Photographer Lorenzo Bellanca/LAT





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PARADE

It's no dream

You'd expect a caption about Kimi Räikkönen lapping a dawdling Honda. But no, this is Jenson Button lining up to pass the world champ during the deluge at the British GP

Where Silverstone, UK

When 2.07pm, Sunday July 6

Photographer Andrew Ferraro/LAT





PIAGGIO
AERO

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AIRWAYS



PARADE

Kimi's lucky escape

"Hi, is that the RAC? I've got a bit of a problem..." Kimi Räikkönen surveys the damage after the French GP, in which his exhaust parted company with the F2008 halfway through

Where Magny-Cours, France

When 3.37pm, Sunday June 22

Photographer Paul-Henri Cahier



PITPASS

The stories that matter from the world of Formula 1 this month

Uncle Ayrton celebrates his British GP win in 1988, and (right) Bruno wins in GP2 20 years later



SENNA NAME SET TO RETURN TO F1

Gerhard Berger tips Ayrton's nephew for a race seat in '09 - with Toro Rosso

BRUNO SENNA, THE 24-year-old nephew of triple world champion Ayrton Senna, is in line for a Formula 1 race seat next season - according to Gerhard Berger.

F1 Racing can reveal that Berger, co-owner of Toro Rosso, approached Senna earlier in the year about the switch if he successfully wins the GP2 Series.

Senna has taken two wins in the F1 support category and is second in the points at the season's halfway stage.

Both his victories in '08 have been won in the style of his late, great uncle Ayrton. Bruno dominated on the streets of Monaco back in May and took a fine win at a wet Silverstone - 20 years after Ayrton won the British GP in similar conditions.

As a close family friend, Gerhard Berger has been advising Bruno since he came to the UK in 2004 to start his racing career. He told Senna that if he wins the GP2 title there will be opportunities in F1.

After Berger had finished watching Senna's victory at Silverstone, *F1 Racing* asked him whether the 24-year-old could make the step up to F1. He replied, "Maybe he can, yes. He's looking good, but needs a bit more consistency."

Senna could even find a seat at Berger's Toro Rosso outfit. At the British GP David Coulthard announced his retirement from

Formula 1 at the end of the year, before suggesting Sebastian Vettel would be the "best man for the job" to take over his vacant seat at the team next year. Vettel would join Mark Webber, who has already been confirmed to continue with Red Bull Racing in 2009.

Sebastian Vettel's switch to the A-team could give Bruno Senna the chance to graduate to F1 with Toro Rosso. Senna told *F1 Racing* that he was eyeing up a race seat for next year.

"I want a competitive seat, but there are very few good drives left available, and being a test driver you don't get the mileage that you need," said Senna.

"Gerhard [Berger] came to me at the start of the year and said that I needed to be champion in GP2, and then if I was I'll be given opportunities in F1.

"I think I'm a good way to achieving it," he added. "I'm 11 points behind Giorgio Pantano at this stage and, although it's not going to be easy, it should be possible to win the championship.

"I need to keep doing what I'm doing, and hopefully if I'm champion then I've proved that I'm ready for Formula 1 next year, and I hope that I can get a competitive seat - but it's going to be tough."

Senna's rise through motorsport is impressive, considering his first season of car racing was in 2004. His mother Vivian Lalli didn't want Bruno to follow in the footsteps of her brother, Ayrton, who was tragically killed at Imola in 1994. But after a handful of kart races, he came to the UK four years ago to race in the junior Formula BMW series and British F3.



Above, Ayrton Senna wins at a wet Silverstone 20 years ago. Below, Bruno dominated in similar conditions for his GP2 win



BRUNO'S CV

NAME Bruno Senna Lalli
BORN São Paulo
AGE 24

2008 Currently second in GP2 with iSport (two wins)

2007 Eighth in GP2 with Arden (one win)

2006 Third in British F3 with Double R (five wins)

2005 Tenth in British F3 with Double R (three podiums)

2004 First year of racing: six races in Formula BMW UK with Carlin

PITPASS

News in brief...



SUPER AGURI UP FOR SALE

The final chapter in the story of the Super Aguri F1 team will be complete at the end of July. All the remaining race and test equipment, transporters, tyre warmers, fuel rigs, luggage, autoclaves and even one of the team's SA06 race cars will be up for auction at the squad's Oxfordshire base.



COULTHARD BACK AT McLAREN!

During a charity auction at Monaco, a trip around McLaren's sleek HQ in Woking was up for grabs. Guess who bid £10,000 and won? None other than David Coulthard. The retiring Red Bull driver was allowed three guests and took with him Christian Horner, Adrian Newey and his advisor Martin Brundle.



WILLIAMS JOIN THE ARMY

Frank Williams recently told *F1 Racing* that if he wasn't involved in motorsport, he would have "unhesitatingly joined the army". It was apt then, that the Williams team invited members of the Territorial Army to the British GP and agreed to have the logo of their 100th anniversary celebrations on the FW30.

HECTIC DIARY

McLaren ace defies his doubters as he triumphs

LEWIS HAMILTON silenced his critics after one of the craziest weeks of his life – his manic social diary couldn't stop him winning the British Grand Prix.

In the build-up to Silverstone, he had met Nelson Mandela and Bill Clinton, crashed

a yacht off the Isle Of Wight and become the new face of Reebok. The doubters pounced. They claimed his performance on the track would suffer because of his hectic lifestyle. But then, in the Silverstone rain, he proved them all wrong.

Prior to his home race, Lewis had made mistakes in both the Canadian and French GPs. And then prepared for Silverstone by attending countless PR activities and socialising with the stars. His critics said he would break under the pressure. But



"Anyone else wanna take a pop?"
Lewis after proving his detractors wrong at Silverstone

THE DIARY OF LEWIS HAMILTON (AGED 23½)

WEDNESDAY JUNE 25

The Dorchester, Park Lane: dinner with Nelson Mandela. Lewis sits two places away from Mandela and opposite former US President Bill Clinton. He has Oprah Winfrey and Elton John either side, while his brother Nic sits alongside Denzel Washington

THURSDAY JUNE 26

Testing at Silverstone. He completes 88 laps and sets the fastest lap of the week – a 1m 19.170s

FRIDAY JUNE 27

Lewis meets kids from Great Ormond Street Hospital, for an Abbey/Santander PR event. In the evening he attends Mandela's 90th birthday gig, 46664, with girlfriend Nicole Scherzinger. He even makes a brief appearance on stage to introduce the Sugababes

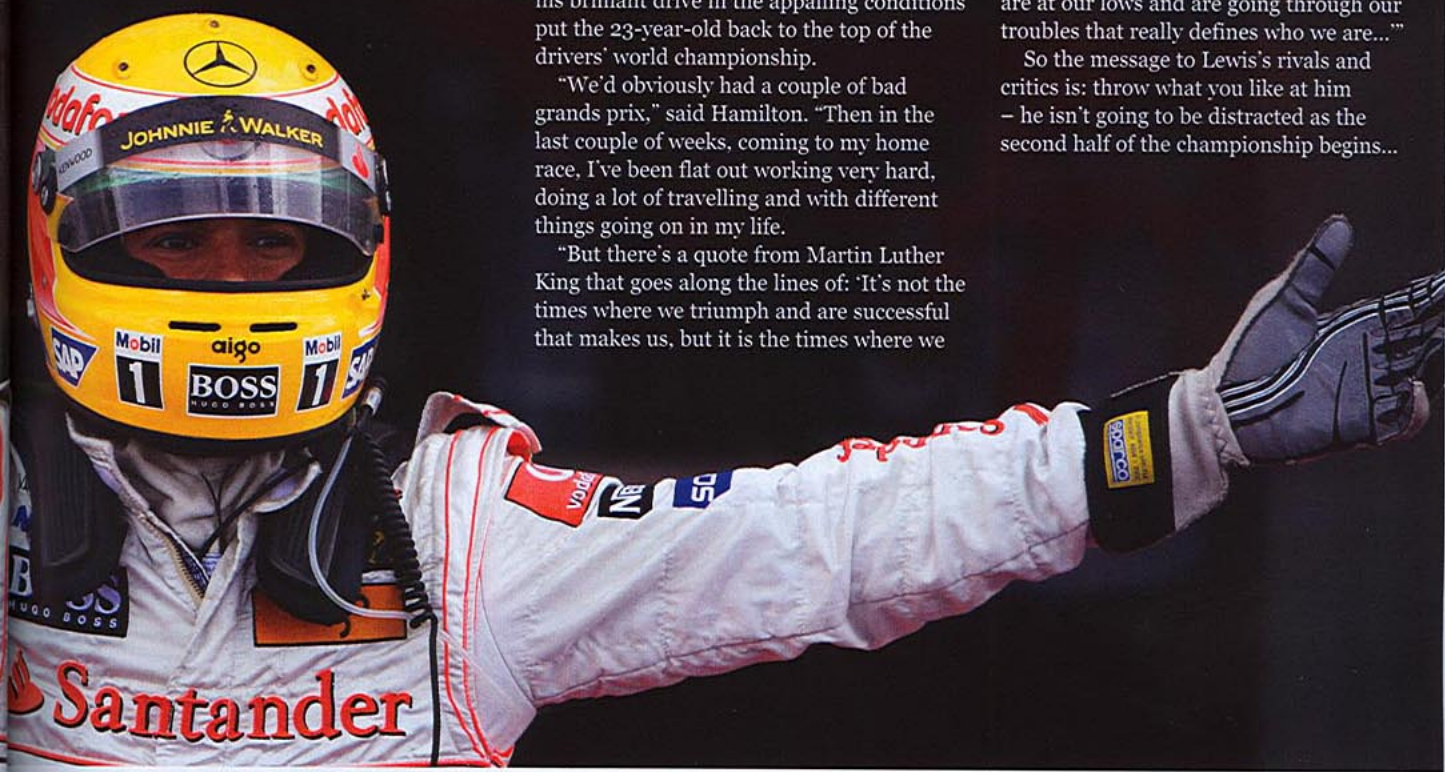
SATURDAY JUNE 28

Alarm call at 04:30. Lewis races from London to the south coast. He joins the 'Hugo Boss' – a state-of-the-art yacht – in the Solent ahead of the 06:00 start time for the Round The Island race. They win their class, completing the 50-mile course in just 4.5 hours, but



CAN'T STOP LEWIS

in the British GP after one of the busiest periods of his life



his brilliant drive in the appalling conditions put the 23-year-old back to the top of the drivers' world championship.

"We'd obviously had a couple of bad grands prix," said Hamilton. "Then in the last couple of weeks, coming to my home race, I've been flat out working very hard, doing a lot of travelling and with different things going on in my life.

"But there's a quote from Martin Luther King that goes along the lines of: 'It's not the times where we triumph and are successful that makes us, but it is the times where we

are at our lows and are going through our troubles that really defines who we are...'"

So the message to Lewis's rivals and critics is: throw what you like at him – he isn't going to be distracted as the second half of the championship begins...

are later excluded for "causing an avoidable accident" (sound familiar?) prior to the start. The race over, Lewis heads up the A3 to Weybridge where he attends the Brooklands Double 12 Festival, and demonstrates the MP4-23, but embarrassingly loses control while trying to do some 'donuts'

SUNDAY JUNE 29

Lewis returns home to Geneva to do some training. Unfortunately, he sustains an injury to his lip while kayaking

TUESDAY JULY 1

To Amsterdam for the launch of his five-year Reebok sponsorship deal. He will earn £10m during that time, for which he has to give Rbk 10 days a year. Foolishly, Lewis claims that he's fitter than British rival Jenson Button

WEDNESDAY JULY 2

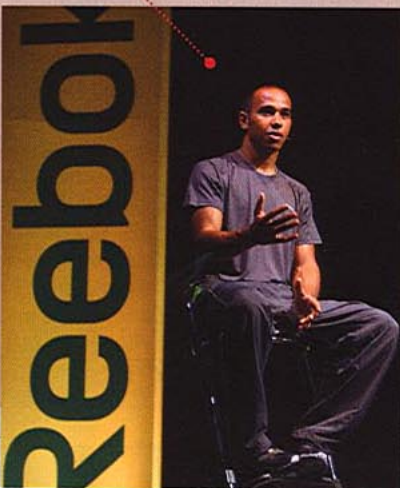
As a result of the fat lip sustained while kayaking, Lewis pulls out of attending the Official F1 Party in aid of London's Great Ormond Street Hospital Children's Charity. The evening still raises an incredible £700,000 that will go towards the build costs of the hospital's new Heart And Lung Centre

THURSDAY JULY 3

Lewis heads to Northamptonshire as preparations begin for the British Grand Prix. At a news conference Jenson Button invites Lewis to contest the Bath Triathlon on July 27. If Lewis beats him, Jenson vows to donate £10,000 to a charity of Lewis's choice. Lewis accepts the challenge, only for his father Anthony to withdraw him later that day

SUNDAY JULY 6

Lewis puts in one of the best drives of his career to win the British Grand Prix on a soaking track at Silverstone. In front of 90,000 jubilant, wet fans he finishes the 60 laps a minute ahead of anyone else to take him jointly top of the drivers' world championship table. In the evening he greets the Silverstone crowds at a party on the infield



THIS MONTH'S BIG DEBATE



Donington Park last hosted a Formula 1 race back in 1993

Is it right for the British GP to switch from Silverstone to Donington Park?

Yes



Rubens Barrichello
Driver, Honda Racing F1 Team

"DONINGTON PARK is a great track. I did a lot of laps there when I was in British F3 and I had a great race there in F1 in 1993, when I was set for a podium until I ran out of fuel. When I think of Donington Park I have a lot of good memories.

"It would be very exhilarating to drive in a modern F1 car because, like Silverstone, the first sector is a challenge. Turn 1 [Redgate], then down through the Craner Curves and the Old Hairpin – that's a great combination of corners. But the whole lap has a good rhythm.

"In 2010 I reckon the cars will be about 10 seconds a lap faster than in '93, so a lot of work will need to be done to the run-off areas to make it suitable for F1. And while they're updating the track, they might want to lengthen it as well.

"I'm less concerned about the pits and paddock facilities because the focus should be on the track. People tell me that the access isn't great, so I can see there's quite a lot of work to do.

"Don't get me wrong, I like Silverstone, but Donington Park will be a good home too."

No



DAMON HILL
President of the British Racing Drivers' Club

"SILVERSTONE HAS a special ambience and vibe you cannot recreate. It has hosted F1 since its inception 60 years ago and the great drivers, cars and races are all embedded in the memory. They are all synonymous with the track; it's the premier motorsport venue in the country and it represents the best that UK motorsport has to offer.

"We have support from the sports minister and the local government, and we believe we are well placed. There were noises about Donington Park a few weeks ago, and most people

felt there was so much work to be done that it wasn't a serious threat. But we have never approached this whole project from the point of view that it couldn't be done elsewhere; there's always been that option.

"If the race has been secured then we can't be annoyed about that. We're disappointed that, on the face of it, we've not been able to secure its future, but it's important for the British public and Great Britain to retain it. We've always said it's good for motorsport that this country should retain its F1 race."

PITPASS



Johnny Herbert won the British GP in 1995

Mansell won at Silverstone in '87, '91 and '92

Jim Clark won the British race five times

Graham Hill never won it, but Damon did in '94

Housing estate goes F1 crazy

Put your house up for sale and move *here* – the only place worth living for the true motorsport fan

IF YOU LOVE Formula 1, this is the only place in the world worth living. *F1 Racing* has discovered a housing estate – a stone's throw from Silverstone – that honours a host of motor racing legends.

All the roads on the estate in Towcester are named after former greats such as Nigel Mansell, James Hunt and Stirling Moss.

There's also a Cooper Close, Tyrrell Way and a road dedicated to Colin Chapman. Fancy living at 1 Ayrtton Drive, or 27 Lauda Way? Then move to Northamptonshire.

But while there's a Graham Hill Road there is, sadly, nothing for his son, Damon. And yet there is an Irvine Drive, Coulthard Close and even a Herbert Gardens. As yet there is no cul-de-sac dedicated to latest hero Lewis Hamilton. Surely it's only a matter of time that Lewis Lane will spring up, though?

Got a street named after an F1 star near you? Take a picture and send it to us. Email: letters.f1racing@haymarket.com.



THE AMAZING RULES OF F1!

Lesser-known laws of our great sport revealed

2008 Formula 1 Sporting Regulations Article 21, Car Livery

21.1 The provisions of the Code relating to national colours shall not apply to the Championship.

Both cars entered by a competitor must be presented in substantially the same livery at each Event, any change to this livery during a Championship season may only be made with the agreement of the Formula One Commission.

In order that the cars of each team may be easily distinguished from one another whilst they are on the track, the on board cameras located above the principle roll structure of the first car must be predominantly fluorescent red and the second car fluorescent yellow.

21.2 Each car will carry the race number of its driver... The number must be clearly visible from the front of the car.

PITPASS



F1 RE-INVENTS THE BULL RUN

Coulthard and Bourdais hit the streets for their version of the famous Pamplona event

RESIDENTS OF THE SPANISH city of Pamplona ran like crazy recently, when they were being chased through the streets by two Red Bull Formula 1 cars.

In scenes mimicking the famous death-defying bull run, David Coulthard and Sébastien Bourdais drove their cars down an 800-metre cobbled stretch.

But unlike the terrifying stampede of the San Fermin Fiesta – where six raging bulls are unleashed into the streets – the F1 run was slightly more cautious. Some runners even reached out and touched the Red Bull and Toro Rosso machines as they sped past.

“Sure this is fun, but you’re aware of the fact that you don’t want to kill anyone,” said

DO YOU REMEMBER WHEN...



...Senna nearly quit F1?

AT THE END of the 1992 season, Ayrton Senna was in a quandary. He'd been resolutely beaten by Nigel Mansell and Williams and had only scored three wins that year.

Faced with the prospect of old nemesis Alain Prost taking the Williams seat in '93 he seriously considered quitting F1. After informing his compatriot Emerson Fittipaldi, he found himself testing Emmo's Penske C21 IndyCar, five days before Christmas '92.

In that familiar Marlboro livery, Senna ran 25 laps at the Firebird Raceway in Phoenix, Arizona, posting a time within 0.4s of Fittipaldi's target. But, after negotiations with McLaren, Senna agreed a race-by-race deal to continue in F1 for the following season.

PITLANE HEROES

F1 just couldn't exist without them

No 2
HONDA'S
SUSHI CHEF



SO WHAT DO Jenson Button and Rubens Barrichello like to eat on race day? Well, the man to ask is Yasuo Atarashi. The 37-year-old head chef is responsible for their meals and for feeding all of Honda Racing's guests during a grand prix weekend.

Having worked for eight years in a sushi bar in Japan, he came to London to work at the Mju restaurant in Knightsbridge, London. From there he applied for a job at Bridgestone and now the Japanese flies to all the Formula 1 races around the world – cooking for Honda.

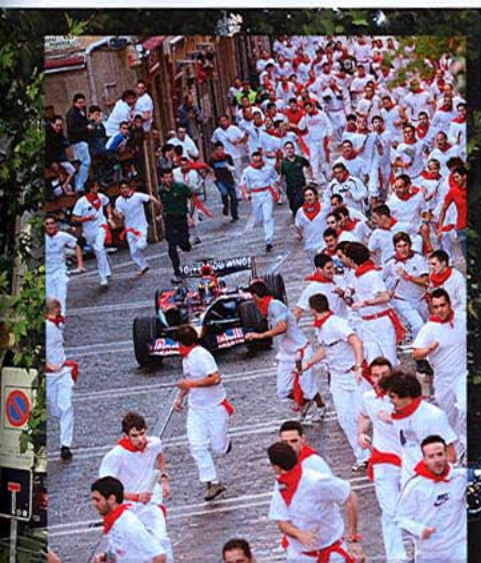
"I got bored just working in a kitchen, as I like to talk to the people that I'm cooking for – so this job is perfect," says Atarashi. His



Yasuo Atarashi prepares a sushi-fusion treat for Honda

experience from Mju means he specialises in fusion food, mixing French and Japanese cuisines together – and it's that style which he uses in his cooking for the Honda team.

"This is also fun because there's no menu – if someone requests something, then I'll just cook it for them," he says. "For Jenson and Rubens, I mainly cook noodles or pasta with vegetables and chicken. Jenson likes it spicy, but not Rubens. Plus, it's important to keep the calories low and not add too much oil." So now you know.



Sébastien Bourdais hunts down the people of Pamplona in his Toro Rosso, mimicking the traditional San Fermin Fiesta



The Red Bull and Toro Rosso cars get to work on frightening the locals in the stadium, before doing 'donuts' for the crowd

Bourdais. "Even in first gear you'll get to 60mph, hardly touching the throttle."

Both cars were fitted with additional cooling devices, while their ride-heights were raised to cope with the stone cobbles. At the end, they entered an amphitheatre where they demonstrated 'donuts' to the crowd.

The chase took place a week prior to the traditional bull run, which has been held in the ancient town, nestled in the foothills of the Pyrenees, for more than 600 years.

Those trying to avoid the bulls traditionally dress in white, with a red cord and neckerchief. In the last 80 years more than a dozen people have been gored or trampled on. They should use F1 cars – they're a lot safer...

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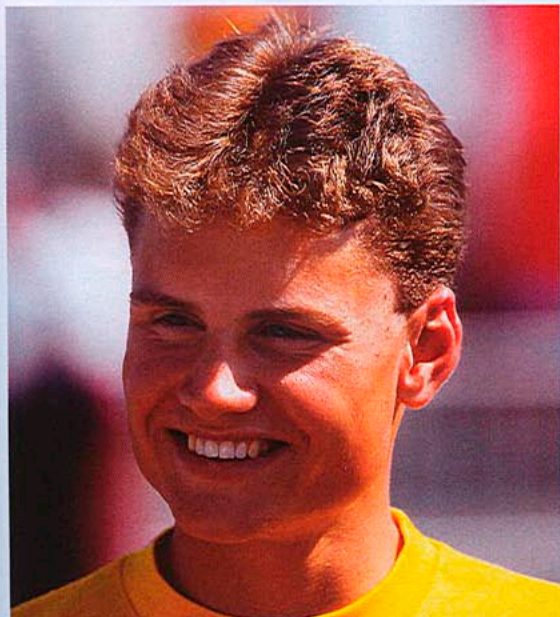
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PADDOCK SPY

DC ends his F1 career in November after 14 years... leaving us with great memories



Recognise the jaw? This is 19-year-old DC in 1990, racing in a Vauxhall Lotus



Coulthard makes his Williams debut after Senna's death in 1994



Enjoying the first of his 13 wins at Estoril in 1995



The first McLaren season in '96 was a fruitless one



"Come on David, tip your neck right back and open your gullet..."



Tangling with Schumacher at the 1988 Argentinian Grand Prix



His first triumph on home soil



Spain 2000, days after surviving a plane crash



Claiming a brilliant wet-weather win at Brazil in 2001



DC takes his second Monaco victory in 2002



Celebrating another win at Melbourne, 2003



2004: a difficult final year with McLaren-Mercedes



2005: Coulthard switches to Red Bull Racing



DC Comics: Superman flies at Monaco in 2006



Colliding with Alex Wurz at the 2007 Australian GP



The Scot will continue as a Red Bull consultant

LORENZO BELANCA/LAT; LAT ARCHIVE; GETTY IMAGES; PA PHOTOS



THE SECRET MACHINE HELPING LEWIS AND HEIKKI

How McLaren's amazing training device simulates racing conditions inside the cockpit

FORGET THE ROWING machine or exercise bike – McLaren have another special gym machine that really puts drivers through their paces.

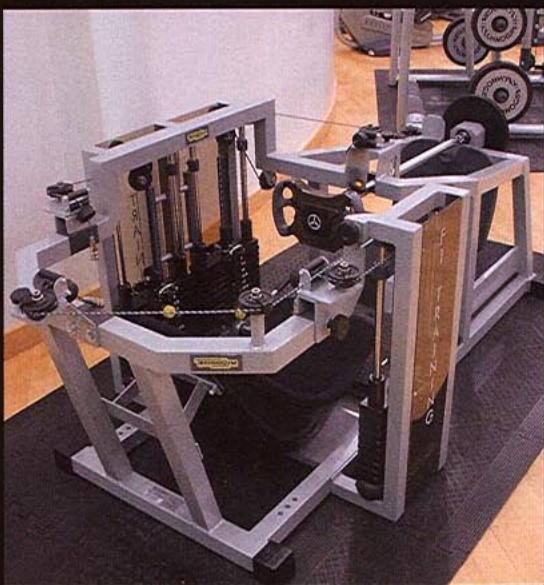
High-speed corners place huge physical demands on the person in the cockpit. McLaren's 'Technogym Driver Training Machine' offers vital preparation for Lewis Hamilton and Heikki Kovalainen since it simulates the G-forces their arms and neck will face.

The machine is built to the same dimensions as the MP4-23's cockpit and the replica steering wheel – attached to a series of weights and pulleys – enables the driver to strengthen his shoulders, plus forearm and neck muscles.

When the driver turns the wheel on the machine to the left, his helmet – tethered to the device – is pulled to the right (with up to 25kg of weight), to simulate the effect of a left-hand corner. It can also re-create braking and acceleration G-forces.



Circuits such as Istanbul (above), which run anticlockwise, have more left-hand corners than clockwise ones – it may seem like a minor point, but it's tougher on drivers' necks conditioned to turning right



Through an intricate series of pulleys, the Technogym machine translates movements of the steering wheel into opposed forces on the driver's neck

"The Technogym neck machine is the only piece of equipment that comes close to mirroring how the neck muscles are used when I'm driving," says Lewis. "It allows me to condition my neck and arms in exactly the right way to help prepare myself for racing and testing."

McLaren test driver Pedro de la Rosa even has one at home, having purchased his from former F1 driver Juan Pablo Montoya. The gym equipment is particularly useful in winter when the race drivers need to keep

Anticlockwise tracks such as Istanbul place different loads on the neck muscles

their necks in shape because they don't get as much time in the car.

"Like any muscle, the neck has to be conditioned to work harder, so you mix up repetitions, recovery periods, the positions you hold and the amount of weights you use," says team trainer Gerry Convy. "Drivers have to deal with loads of up to 5G in the cockpit, so the neck trainer has a vital role to play in their conditioning."

The machine's routine can also be tailored to suit some of the more unusual challenges of the F1 season. For example, Lewis or Heikki can be prepared for the anticlockwise circuits, such as Istanbul and Interlagos, which place different loads on the neck compared with clockwise tracks (the majority of the F1 calendar), where most of the corners are right-handers.

It's a must for every F1 gym.

F1 MASTERMIND

Test your knowledge with our fiendishly tricky quiz



- 01 Flinders Street and Rundle Road are landmarks on which former grand prix circuit?
- 02 Who partnered Jean Alesi in the Tyrrell team in 1990?
- 03 Which Japanese driver has joined the Renault F1 test team this year?
- 04 Which Italian drove for McLaren in 1981?
- 05 Which team did Chris Amon drive for at the start of the 1974 season?
- 06 What was the nickname given to the 1971 Brabham BT34?
- 07 Which privateer Italian team used Ferrari engines in 1992?
- 08 What was the last Lotus F1 win before the death of Colin Chapman?
- 09 What is the chassis number of this year's Williams?
- 10 Name the Italian circuit near Rome occasionally used for F1 testing.



Answers: 1. Adeloido 2. Satoru Nakajima 3. Sokon Yamamoto 4. Andrea de Cesaris 5. His own - Amon 6. The 'lobster claw' 7. Dallara (Scuderia Italia) 8. Austria, 1982 9. FW30 10. Vallelunga

ASK F1 RACING

All your questions answered

Being Finnish, Kimi Räikkönen and Heikki Kovalainen would have had to do military service. What did this involve? Did they obtain a rank?
HL James, Reading

National service is compulsory in Finland and lasts for eight months. Sports people get a partial exemption, and since both Heikki and Kimi were living in the UK they didn't



Kovalainen and Räikkönen both did national service. Brothers in arms, you might say

have to serve the full term. Still, they both achieved the rank of Sergeant. Look on YouTube for some footage of Kimi barking orders at young recruits...

Send your F1 conundrums to askf1racing@haymarket.com

LETTERS

Nelson Piquet... Heikki praise... the new-look F1 Racing... and lovely Red Bull



Heikki didn't get the credit he deserved for his performance at Magny-Cours, according to some

MURRAY: MINT!

It's great to see Murray Walker back. I read his story about how Nelson Piquet Jr probably isn't going to make it in F1 and totally agree. If you put him in a good car like a McLaren, he might show his real potential.

Then again, if you look at Piquet's history he's always been cared for by Piquet Sports (his father's team) and he didn't even win a GP2 title! What does he have to show?

Olivier Whettem

Haywards Heath, West Sussex

We'd like to point out that Murray's first column was printed before Nelson stormed to seventh at Magny-Cours...



Piquet: struggling to get the best from his car, and by the looks of things he's having bother finding a decent hairdresser, too

HATING THE NEW LOOK

Yuck! What's with the new layout and crappy fonts? C'mon, you can do better! The new art direction has no taste or class, it looks more like a parish newsletter than a cutting edge F1 publication. Please have a re-think ASAP!

Mark Watson

Worcester, Worcs

We're sorry to hear that, Mark. Mind you, we reckon we'd like the look of that parish newsletter. It sounds great!

WELL DONE HEIKKI

Being a Ferrari fan I'm not normally bothered when a driver for another team, especially McLaren, doesn't receive the credit he deserves from a race. But I couldn't help feeling sorry for Heikki Kovalainen after the French Grand Prix.

I thought he did really well to finish fourth after starting 10th on the grid. The commentators were quick to make excuses for his team-mate when I felt it obvious that Lewis's driving was too erratic and he was making mistakes. Heikki kept his cool and scored valuable points for his team while his all-star team-mate was busy getting frustrated in the mid-field. Well done Heikki.

James Walters

Via email

Praise for a McLaren driver from a Ferrari fan? What on earth's going on?

LOVING THE NEW LOOK

When it was announced in June's issue that we could expect a new-look *F1 Racing*, my heart sank. You know – whatever product is given a make-over, or is "new and improved," it never is. So when my copy arrived I was really dreading opening it.

But lo and behold, you have pulled it off. It is really good. You've kept the best (in-depth interviews, breathtaking photography, all the factual stuff) and given us more of it – and Murray too! So congratulations to all concerned, and thank you for an even better *F1 Racing*. I can't wait for the next issue.

Susan Ratcliffe

Portsmouth, Hants

Thanks very much, Susan. We hope you enjoy this issue just as much.

STAR LETTER

HATS OFF TO RED BULL

Four of us travelled to the French GP, our first trip to a race. We've followed David Coulthard's career since it began.

My girlfriend, who wasn't allowed on the boys' trip, emailed Red Bull to see if there was a chance we could have a trip to the pits with them. They replied straight away, saying they'd see what they could do. After practice on the Friday we arrived at the paddock gate and were taken on a tour of the pits, the garages, the paddock and the Red Bull Energy Station.

We enjoyed a couple of beers, then DC came and met us for a ten-minute chat and some photos. We were lucky that the French GP is fairly quiet, but it certainly made our first GP unforgettable. So thanks, Red Bull. It's great to see that some teams do care about the average fan.

Andrew Graham

Glasgow, Scotland

We couldn't have put it better ourselves, Andrew. Bravo Red Bull!



Red Bull and David Coulthard: plenty of time for the fans. Why can't all F1 teams and drivers be this way?

STAR PRIZE

Andrew wins an Italian leather holdall from Caracalla Bagaglio's Commemorative Motorsport Collection. For more information visit, www.cbfil.co.uk



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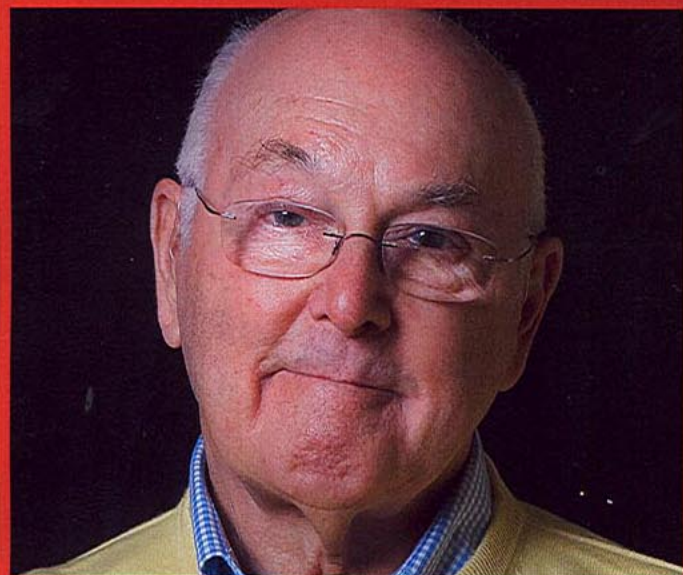


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MURRAY WALKER

The voice of Formula 1 speaks his mind every month – only in *F1 Racing*

ARE THE FIA VICTIMISING MCLAREN?

Literally everywhere I go, people are asking me whether the FIA, led by a man in Max Mosley who allegedly has little time for Ron Dennis, have got a massive downer on McLaren. On the face of things it certainly looks like it, for the common perception seems to be that they grasp any opportunity to penalise McLaren whilst ignoring other teams' transgressions.

That mind-boggling \$100 million fine following the treachery of the two Ferrari and McLaren employees, together with multiple race penalties for the McLaren drivers, certainly gives the impression that the

governing body exploits every opportunity to hammer McLaren. But if you look at things dispassionately I have to say that I don't think that is the case. McLaren have just been suffering an appalling run of bad luck.

Somewhat against the grain, perhaps, I have massive respect and admiration for FIA boss Max Mosley and for what he has done – and is doing – for Formula 1. Together with Bernie Ecclestone and Professor Sid Watkins he has transformed the sport's safety situation. If it wasn't for the immediate and determined action he took after the tragic death of Ayrton Senna in 1994 there could well have been worldwide governmental action against motor racing, just as there was after the Le Mans

carnage in 1955. Similarly Max has fought praiseworthily and doggedly against mighty opposition in many other areas, notably to reduce the crucifying cost of F1, to make it greener and to make it more relevant to the development of ordinary road cars.

Mosley is a very powerful and much-feared man with a razor-sharp brain, implacable determination, total self-belief and a consummate ability to make things happen the way he wants them to – but does that mean that he would deliberately set out to destroy one of the greatest teams in the history of Formula 1? Some say yes, but I think not.

In the case of the McLaren/Ferrari "Spygate" saga, although I do not believe that McLaren benefited significantly from the transfer of information from Maranello to Woking or that the draconian punishment fitted the crime, the fact is that the FIA, led by Max, presented a convincing case against the team. Was it a \$100 million "crime" though? Not in my book, it wasn't. The illicit transfer of information between teams has gone on since the sport began and will continue. The stupefying McLaren penalty will undoubtedly make people think twice in future, but it will still happen. It's called human nature.

Turning to the various race penalties, I very sadly have to say that in my opinion they were not unreasonable. Did Hamilton and Kovalainen impede, if not endanger, Heidfeld and Alonso during qualifying in Malaysia? Yes, they did. Did Lewis ram Kimi's car in Canada? Yes, he did.

Did Lewis benefit from his robust passing move in France? For my money he didn't, but the Stewards, who had far more information than me, thought differently and I feel that none of the three penalties can be said to be either vindictive or selective. Remember that Rosberg was



"That'll be a red light, then." Lewis makes a slight 'oversight' in Canada

demoted ten grid places in France too.

All in all, then, I believe the view that McLaren are being unfairly leant-on by the FIA is unjustifiable. It's difficult not to believe that there's a lot of dark manoeuvring going on in F1 at the moment, but then when wasn't there? Whatever, my respect for everyone at McLaren for bearing up so stoically under extreme provocation is unlimited. I sincerely hope that the agony is all behind them now and that they can concentrate on racing.

LEWIS LOSING HIS BOTTLE? RUBBISH!

Who'd be a superstar? Lewis Hamilton is certainly one, but, thanks to our celebrity-obsessed society, he's having to pay a high price for his success. No peace, no privacy, paparazzi everywhere he goes and everyone wanting a piece of him, plus having to cope with absurdly high public expectations. He may be paid a king's



Lewis Hamilton may be one of motorsport's top earners, but he's already having to pay a high price for his success

ransom for his sublime skills, his winning style and his endearing personality, but he must surely get tired of all the hassle.

Endless photoshoots and personal appearances and interminable TV, radio and press interviews are enough to try anyone's patience and tolerance, and there's always the concern that their unremitting demands could adversely affect why he's getting all the publicity in the first place – being an utterly brilliant racing driver.

He deals with it all with the utmost decency and good humour, but now what the Australians call "tall poppy syndrome" – grow them up and cut them down – is rearing its ugly head as the sensation-seeking media pick holes, criticising and accusing him of crumbling after the setbacks he has had this year.

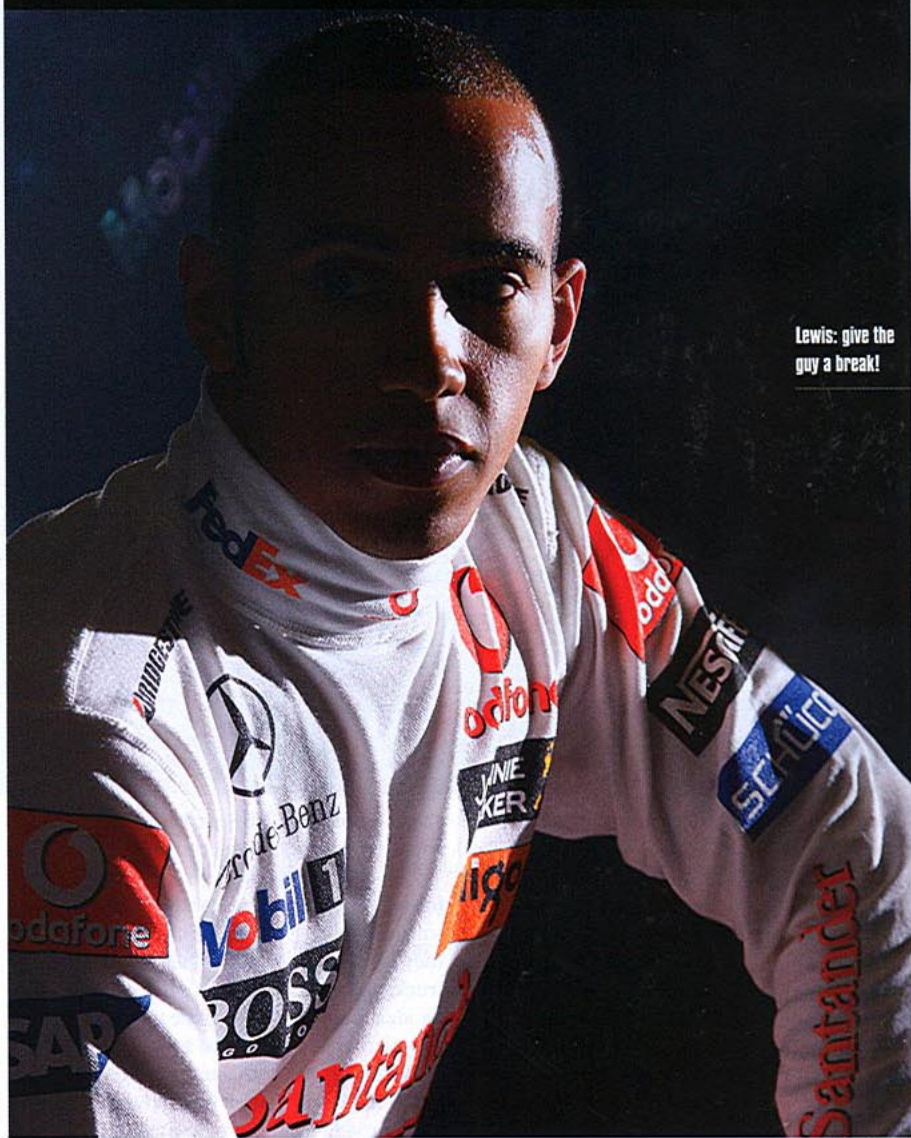
For heaven's sake! After the first eight races in only his second F1 season he's had two brilliant wins and a podium, and is right up there in the drivers' championship. Yes, he's had setbacks, but he's more than experienced, level-headed and mature enough to know that they go with the

territory in racing. His every public utterance is positive, good-humoured and assured, and if he has been a bit tetchy at the circuits lately I'm not surprised, considering the pressure he's been under. Damon Hill wasn't always a ray of sunshine in his championship year, Michael Schumacher wasn't any too communicative and I wouldn't describe either Mika Häkkinen or Kimi Räikkönen

as charismatic chatterboxes.

So give him a break. As ever, the perceptive Jackie Stewart hit the nail squarely on the head by pointing out how inexperienced Lewis is in F1, and that he's on a very steep learning curve. I've never seen anyone who impressed me more as a complete racing driver both in and out of the cockpit and we're very lucky to have him.

"Damon Hill wasn't always a ray of sunshine in his championship year..."



Lewis: give the guy a break!

{ WHATEVER HAPPENED TO... }



Then Piquet in action for Brabham at the 1984 South African Grand Prix



NELSON PIQUET

Nelson Piquet is still hobbling and still in pain. It's the legacy of his Indianapolis 500 accident back in 1992, where both his feet were crushed, only a year after he quit grand prix racing. The injuries were worse than anything 14 years of F1 threw at him.

Two years ago he made a rare appearance back behind the wheel, racing an Aston Martin DBR9 at Interlagos – winning with his son. But while Piquet Jr's now in F1, the old man doesn't go to many races.

He used to be part of the furniture. Racing for Brabham, he wasn't afraid to make enemies en route to two world titles. He then switched to Williams, where a tempestuous relationship with Nigel Mansell resulted in another crown in 1987. Stints at Lotus and Benetton failed to repeat past glories, and he quit F1 at the end of 1991. So with a new life away from the track, just what has Piquet been up to since then?

"I was fed up with driving in Formula 1 and I wanted to go home. I'd moved to Europe when I young to do F3 and stayed there for 17 years. So two years after I left F1 I set up a satellite-based security system for trucks.

"People said I was crazy, as I became a salesman travelling all over the place. The company, Autotrac, started out small, but I've been running it for 14 years and now it turns over about £125 million a year.

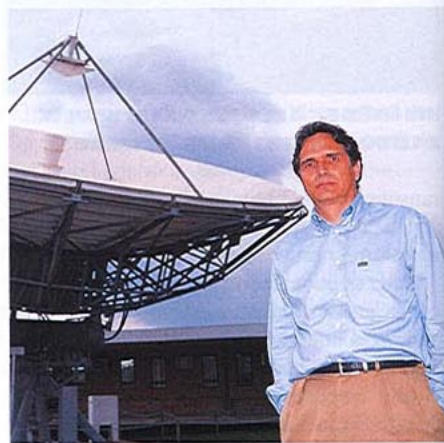
"Initially the company grew by 30 to 40 per cent a year, and three years ago we had

1,200 employees. Now we've franchised it all so we only have 200 people working for us.

"We fit the hardware system on the trucks for communication and security, then put the software in the company's office. From there they can monitor the temperature in the truck, speed, and where it's being driven. It's an ideal security and logistic tool for a big company that might have 200 lorries or so.

"I sell across South America, but the main market is Brazil, which has 1.4million trucks on the road. We're developing a similar

TRIPLE WORLD CHAMPION
AND BIG ENEMY OF NIGEL
MANSELL. NOW IN THE
TRUCK SECURITY BUSINESS



Now Having quit F1 in 1991, Nelson Piquet now earns his crust in truck security systems

system for cars, so parents can keep track of their children and know they are safe.

"For the last 14 years I've been working from eight in the morning till eight at night, but I'm tired now and have started to take it easy. Now I only work from 8am 'til 2pm everyday – it's great!

"In 2003, I came back to Europe with my son and we set up our own team – Piquet Sports – to do British F3 and GP2 together. When I'm not busy I'll come to a handful of grands prix to support him this year."

GREATEST F1 CORNERS

Anyone can drive quickly on a straight... it's the turns that matter

1 EAU ROUGE, SPA-FRANCORCHAMPS

There aren't many corners in the world where a driver can declare, "That was my best ever crash." But that's what Jacques Villeneuve did after his 175mph shunt in 1999, when he took on the legendary rising left-right-left during qualifying in his BAR.

2 PERALTADA, MEXICO CITY

This final corner on the Autodromo Hermanos Rodriguez has been tamed in recent years – they even re-routed the track through a baseball stadium – but in its heyday, it was mighty. 'Peraltada' translates as 'banked' in Spanish, and even Ayrton Senna flipped his McLaren on the evil bumps. But in 1990 it was immortalised for Mansell's pass on Gerhard Berger – on the outside!

3 WOODCOTE, SILVERSTONE

Nah, not the current Woodcote. The old classic, without the chicane. Think 160mph, flat-out, no run-off – cars sliding off a wet track. Think James Hunt in his nimble Hesketh scything down the inside of Ronnie Peterson's Lotus to win in '74. It was a corner that caused trouble – in '73 Jody Scheckter discovered this to his peril as, on cold tyres, he spun to face the field piling into him.

4 130R, SUZUKA

When the car is squirming for grip, it takes a brave man to keep his foot down. Many tried to tame the blasting left-hander: Alonso nailed Schumacher there in 2005. But many have failed. Remember McNish's tank-slapper in '02 that caused him to fly through the Armco on the exit? Nasty.

5 TARZAN, ZANDVOORT

As a tricky 180-degree right-hander after the start-finish straight, two cars can theoretically drive side-by-side around it. But if your name is Gilles Villeneuve – then you can slide past Alan Jones around the outside. Look out for all that sand billowing in from the beach over the dunes.



Alan Jones tries to pass Villeneuve on the outside – a repeat of the Ferrari driver's earlier move

6 GRAND HOTEL HAIRPIN, MONACO

The tightest corner in F1 has had more name changes than Lewis's new best mate P Diddy. Named after the successive hotels built in place of the old railway station: Loews Hotel, Grand Hotel, Fairmont Hotel (anybody?). But one thing's constant: drivers have been negotiating that palm tree for 80 years with the inevitable first-lap traffic jam.

7 TURN 8, ISTANBUL

Deep breath. Turn in. Hold it. Keep accelerating as one, two, three, four (!) apexes fly past. G-forces building, neck straining – dancing on the edge of adhesion on the exit. A moment off-line will take you wider still. Thankfully there's enough run-off. Phew! It's over for another lap...

8 OSTKURVE, HOCKENHEIM

Okay, so it's a chicane. But it was a pretty damn quick chicane. Narrow, too – make a mistake and you would hit a tyre wall, unlike today. It always offered a great chance to overtake if you were brave enough. Sadly, along much of the old Hockenheim, it's been returned to the forest.

9 KARUSSELL, NÜRBURGRING

Banked concrete sits on the inside line – Tarmac on the outside. Entry is blind. The way to drive into the bowl, according to Jackie Stewart, is to aim at the tall fir tree, drop to second gear and gradually accelerate out – lifting up, out of the bowl on the exit.



Entry to the Karussell is blind, unless you're Sir Jackie Stewart, who used to aim at a tall fir tree

10 PARABOLICA, MONZA

Is there a better final corner to decide a motor race? After the long slipstreaming duel from the Ascari chicane – whoever brakes later and deeper into Parabolica could, theoretically, come out the other side ahead. Unless they went in too quick... Surtees nipped back inside Brabham in '67. Others have done the same since.



Eau Rouge: still F1's greatest corner

MY LIFE IN F1



GIANCARLO FISICHELLA

The experienced Italian looks back over 13 years in the sport so far

BELIEVE IT OR NOT, Giancarlo Fisichella is only the ninth driver to achieve 200 grand prix starts in Formula 1. The Italian celebrated the feat at the Monaco Grand Prix earlier this year and donned a special commemorative helmet to recognise the achievement. In the Principality he talked to *F1 Racing* about his time in the top flight of motorsport.

Fisichella made his debut with stalwarts Minardi at the start of 1996 and later that year signed with Flavio Briatore, but as the Benetton team already had Gerhard Berger and Jean Alesi, Fisichella was slotted into the Jordan team for 1997.

Over the course of the next 13 years – after stints at Benetton and Sauber – he twice returned back to the Silverstone-based team, and it's where the 35-year-old currently races in their latest guise as Force India.



FAVOURITE TEAM BOSS GIANCARLO MINARDI

“There have been a number of team bosses that I've worked for over the years. Flavio Briatore was obviously a very important person for me, but Peter Sauber was also great and now I've a really good relationship with Vijay Mallya as well. But when I first started out in the sport, Giancarlo Minardi was probably the most significant person for me. I owe him a lot, because he gave me the chance to race in Formula 1 and also provided me with a lot of support in the early stages of my career. Minardi was an Italian team and it was pretty comfortable for me at the time, as I couldn't speak English very well.”

FAVOURITE GRAND PRIX 2003 BRAZILIAN GP

"I'm fond of all three of my wins, but it was the first victory on the challenging track of Interlagos which was the best. That race was held in the wet and it was very difficult – we drove a fantastic race considering my car wasn't the quickest, as Jordan weren't in a particularly great period at that time. To win was a fantastic result, but it was tough for me that I couldn't celebrate my first victory on the top step of the podium, as the organisers made a big mistake by declaring Kimi Räikkönen the winner. It was disappointing, and it felt very strange when, at the next race at Imola, there was a ceremony with McLaren handing me the trophy [right]."



FAVOURITE CAR RENAULT R25

"Ooh, let me think – it would have to be the Renault from 2005. It was a really good car, quite consistent and very easy to drive – without the traction control I was even more comfortable driving it. This is the car I took victory in at the opening grand prix of the season that year in Melbourne, which was a great moment. But also it was a really good car on the Michelin tyres, which had to last the entire grand prix that season. These two factors were a very strong combination."



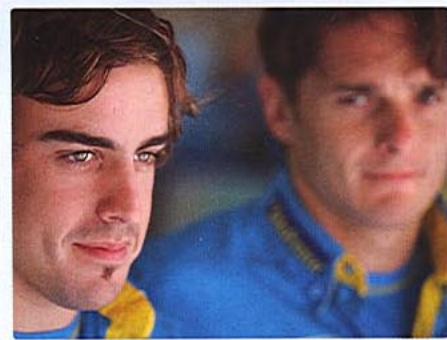
WORST GRAND PRIX 1997 GERMAN GP

"There are a few races I didn't enjoy, but it was probably the grand prix in Germany, with Jordan back in 1997, that was the worst one for me. I was leading the race at Hockenheim but then I picked up a puncture. I just remember, at the end of the race, Michael Schumacher came round and picked me up in his car. We were going so well that day, and it was really disappointing to get a tyre problem when I was well on course for my first grand prix victory."



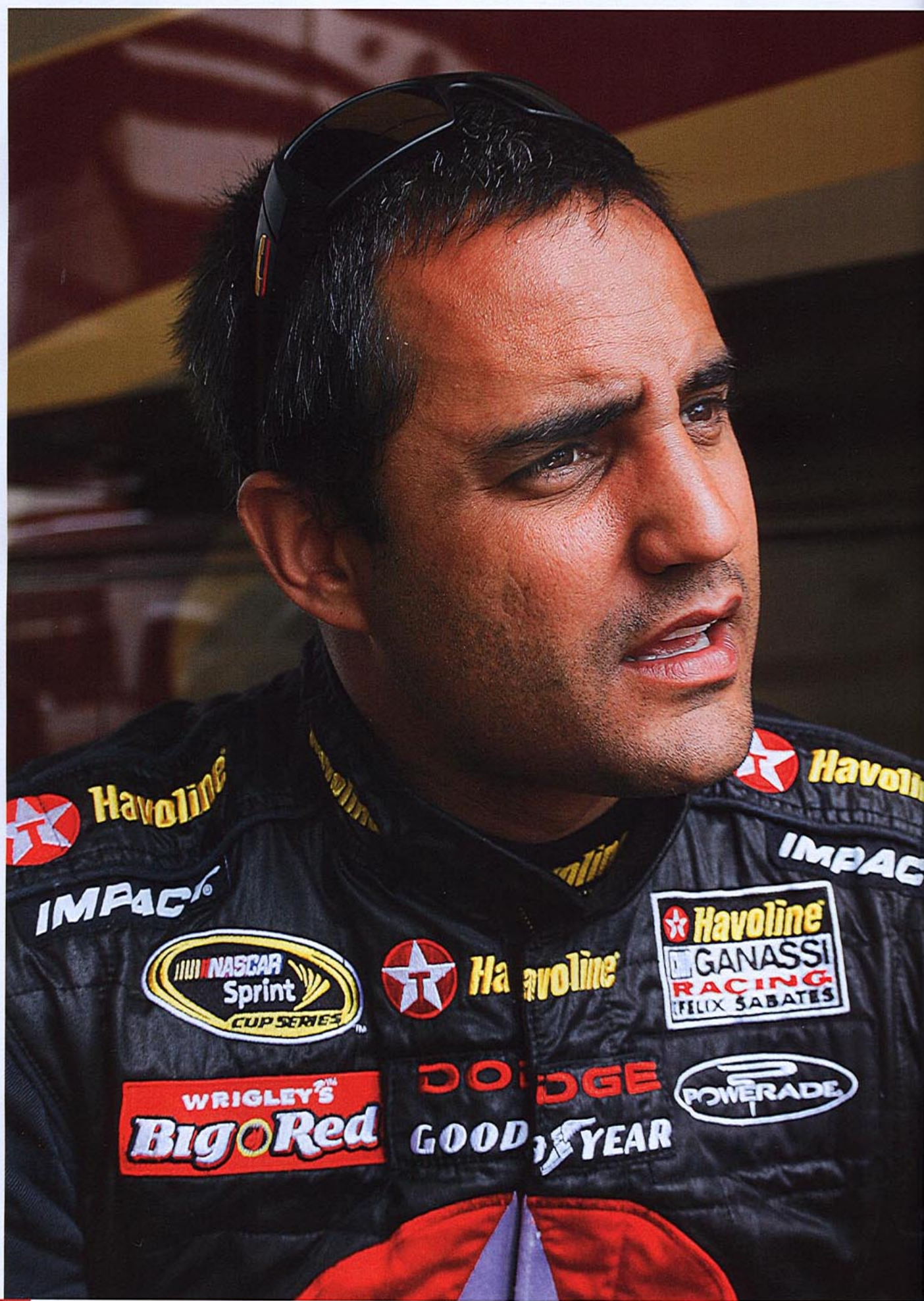
FAVOURITE RIVAL FERNANDO ALONSO

"Fernando was probably one of the toughest competitors I've ever had in this sport, but I'd say he was also one of the best. We used to work pretty well together. I feel that we had a good relationship for team-mates. I mean, we were quite friendly at the time and I'm pleased to say that we're still good friends now. We were team-mates at Renault for two years in '05 and '06 and during that time I won two races, while Alonso scored two drivers' championships. It was obviously very satisfying for me to finish ahead of him, but unfortunately most of the time he tended to finish in front of me!"



FAVOURITE OVERTAKING MOVES MONACO GRAND PRIX 2006

"I had to start ninth at Monaco that year, because of a penalty I picked up in qualifying. But then I started to come through the field, passing drivers like Nico Rosberg and David Coulthard [left], but it was the pass on Jacques Villeneuve that I remember so well. It was under braking for the chicane after the tunnel and he was trying to squeeze me and I went in deeper under braking, locked the front tyres and I managed to just stay on the road to overtake him to finish sixth."



{ YOU ASK THE QUESTIONS }

JUAN PABLO MONTOYA

If you're Kimi Räikkönen, Patrick Head or Ron Dennis, you may find this interview offensive. A certain Colombian chap wants to get a few things off his chest...

WORDS BRADLEY LORD PORTRAITS DAVID M VAUGHN

You've got cards too? Why do all these F1 journalists turn up with their questions on cards?" Uh-oh, this doesn't sound good. Juan Pablo Montoya's well-known for being a little, er, *feisty*. And now we've turned up with a gimmick he's seen a few times before. It could all go horribly wrong. "But they're cards with a difference," offers *F1 Racing*. "It's not us asking the questions – it's our readers..."

We're sitting in Montoya's motorhome on the infield of Dover's 'Monster Mile', in the midst of rural Delaware. It's one of many in the lot: sort of like a Skegness caravan park, apart from the fact that all the caravans are owned by multi-millionaire NASCAR drivers. It's pretty early in the morning, but Juan's clearly on good form: he's relaxed and very chatty, and that distinctive staccato voice of his is going 10 to the dozen.

Before the interview begins, he's already explained how a friend phoned him a few weeks ago to ask if he was watching the race. "Which one? Monaco? Nah!" came the answer. It's like another planet out here, and Montoya's not missing F1 at all. But that doesn't mean he's short of something to say about it. Stand well back, everyone: Juan Pablo Montoya's got some 'strong opinions', and he's not afraid to share them... ➤

{ YOU ASK THE QUESTIONS }

Looking back over your F1 career, is there anything that you'd have done differently?

Daniel Reid, UK

(Emphatically) Nooooo. I wouldn't change anything. I'm a guy who makes a decision and looks forward. If you looked back, you'd probably start regretting everything you'd ever done in your life.

You're famed for your temper during a race. Is it difficult to drive an F1 car and have an argument over the radio at the same time?

Leigh Calton, UK

Not that hard, actually! In F1 you click the button and the radio stays open, so you can just talk and drive. It's harder here – you've got to hold the button!

What other drivers do you consider to have "cojones" as big as yours?

Mike Paterson, UK

[NASCAR driver] Tony Stewart. I don't want to say this, but in a lot of ways we're alike: he's a guy that when it comes down to crossing the line between bravery and stupidity, it just isn't pretty. In F1, Michael Schumacher was a brave guy. He was somebody who'd stand up to the challenge. He was pretty impressive.

There's been talk of favouritism at McLaren. What was your experience of this while there?

Kelly Francis, UK

I'm not gonna talk about when I was there, but with Lewis, you've got to understand that his manager is called Ron Dennis. What do you expect? Do they look after one driver more than the other on purpose? No. But the future of that team is called Lewis Hamilton. It wasn't Fernando Alonso.

How did Ron Dennis compare to Frank Williams as a boss?

Gianni Fasulo, UK

Frank's gonna kill me for this, but I'll say it anyway. With Frank, as long as you didn't talk money, he was great all the time. With Ron, if you had a nice dinner

with him, you'd go and say hello in the office the next day and he was another man. The difference was incredible.

Are you still best friends with Ralf Schumacher?

Garry Robinson, UK

I had a tough relationship with Ralf when we were team-mates. But after he went to Toyota and I went to McLaren,



Montoya and Ron Dennis, getting on famously as usual

things really changed. We used to laugh about stuff. It was kinda weird actually.

Was the transition to NASCAR from Formula 1 any harder than the transition to Formula 1 from Champ Car?

Martin Saalberg, USA

Yes. When I went to F1, the Champ Cars were old-style open-wheel cars – two metres wide. So I had to trust that this narrow F1 car had the same grip with its little grooved tyres. So it was hard to believe in the car, but after that it was fine. In NASCAR, it's really tough getting these cars to drive well. It's a hard car to drive, but to be consistent and do good lap times is really hard.

Do you think Felipe Massa has the ability to be F1 world champion?

Barry Cosgrave, Canada

Er, we'll skip that one. Next question.

I've heard you're a big fan of *Lost*. Who's your favourite character?

Ozge Aydogmus, Turkey

Is my wife listening? *(Laughs)* As a character, I'd say Sawyer. As a person, Evangeline Lilly. She's frickin' hot!

What do you think of Räikkönen as a person? Did you get on?

Pauline Lagdameo, Philippines

With Kimi, it's not about getting on or not getting on with him, because he's a guy that doesn't talk at all. It's very hard to get on with a person who doesn't talk. But he's probably a really nice guy once you get to know him.

What finally made you decide to leave Formula 1?

John Mair, Australia

Being in Formula 1! *(Laughs)* That's what triggered it.

What were you expecting from McLaren when you first signed for them? Did they deliver?

Dennis Sherman, USA

I don't want to go into it in too much detail: in a lot of ways they did, in a lot they didn't. The mechanics and the people I dealt with day-to-day were great. A little higher up, it was a bit... *difficult.* Ooh, look how polite I am!

What was your most satisfying moment in Formula 1?

Dan Aasland, USA

There were probably two, both with Williams: Monaco in 2003 and Brazil in 2004. The last one in Brazil was cool because we didn't have the car to win that race, but we managed to, so it was pretty spectacular. I actually have that car in my warehouse now.

How was your relationship with Patrick Head at Williams? Was he hard to work with?

Rachel Wright, UK

I always say what I'm thinking, and Patrick's like that too. But because he's in the position he is, he tries to be polite about it – and he just can't. He's just *not good* at being polite. It was funny, really.

What did you say to the French cop who caught you doing 204kph?

Kartik Lajawala, India

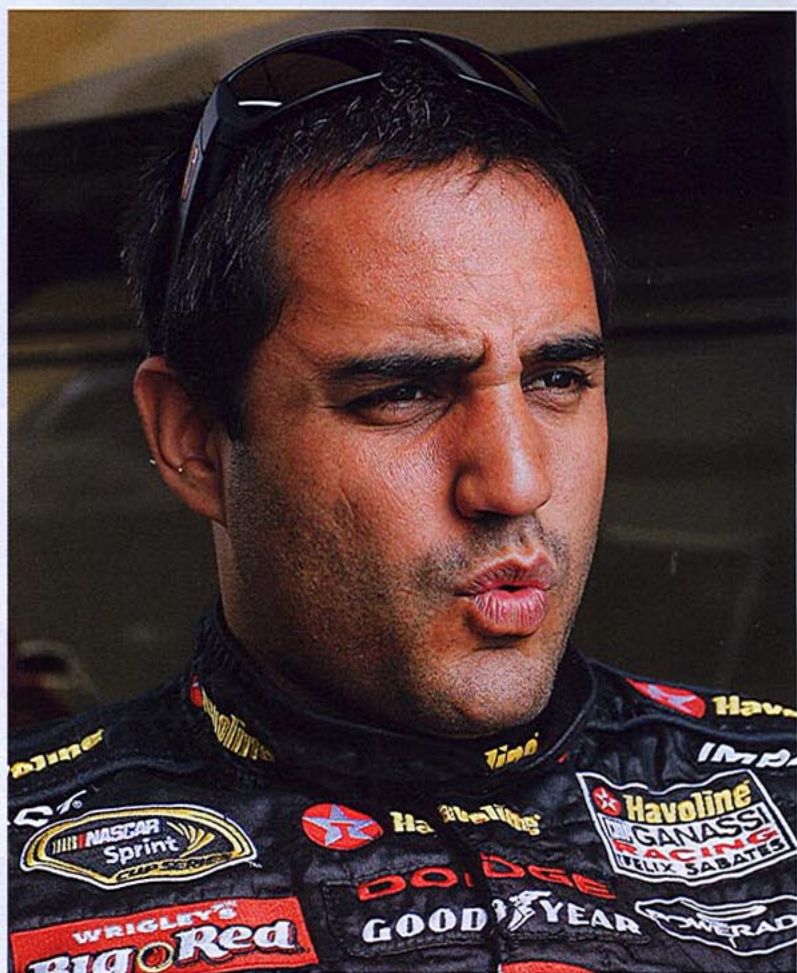
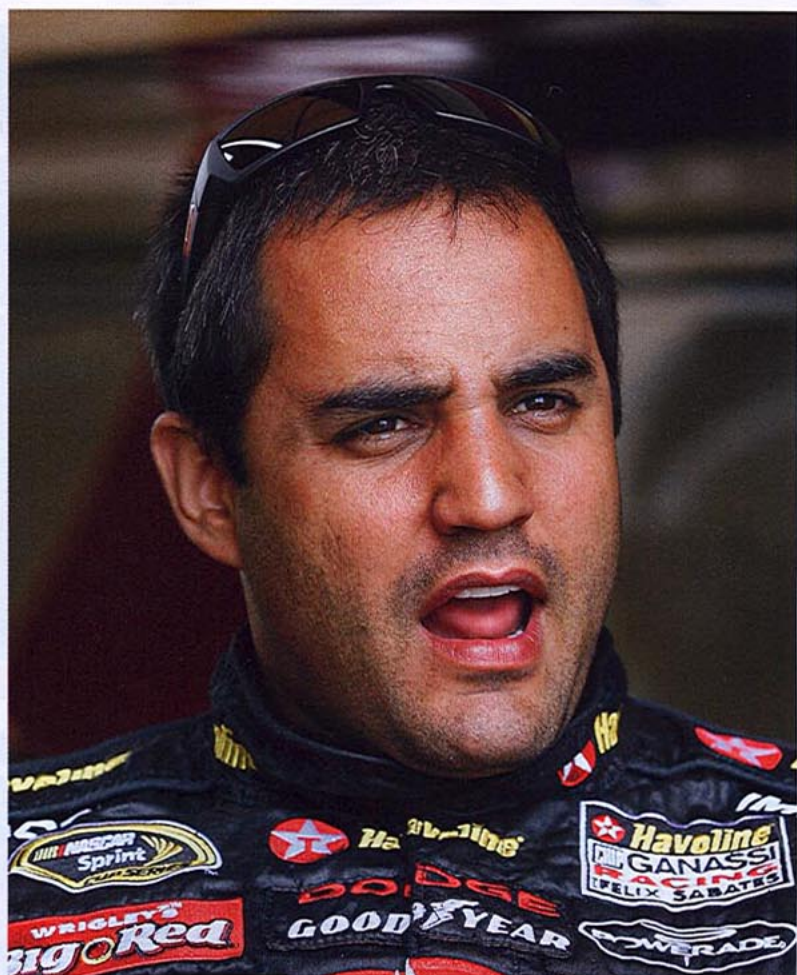
Nothing. The guy made a big show about it but there was nobody on the highway and I wasn't even going that fast. I was talking to [wife] Connie actually, that's why I was only doing 200kph...

Which F1 driver would you most like to race against?

Tracey Amos, UK

I would love to have raced Senna. ➤

“Kimi doesn't talk. It's very hard to get on with a person who doesn't talk”





The Belgian Grand Prix, 2004:
Montoya well and truly 'does'
Schumacher through the Bus Stop

YOU ASK THE QUESTIONS

Which race is the hardest: the Indy 500, Daytona 500 or Monaco?

Colin Paul Clark, New Zealand

Indy's like Monaco because most of the time, you need the best car to win. In Daytona, a lot of it's about being in the right place at the right time. It's not just about you: if you make a move and the others go with you, you win; if they don't, you finish 20th. You have to learn a lot of things about the draft because it's not always the fastest car that wins.

How does the camaraderie compare between F1 and the "good ol' boys" of NASCAR?

Mike Mitchell, UK

You can actually talk to people here, and we're always together – 38 weekends a year. It's not like F1 where they say (*mimics burly, deep-voiced bodyguard*), 'This is the McLaren team', and nobody can go into the garage or see anything. In NASCAR, it's right there and it's open.

Without spinning us a load of bullshit, what do you really think of Michael Schumacher?

Mark Deakin, Australia

We never talked too much, but I never really liked him as a person. As a driver, though, he was fun because there was so much hype around him. It was great beating him and racing the hell out of him. And he was a guy you could race the hell out of. I wouldn't say he was fair, but I was never fair with him, either.

Is F1 unfinished business for you? Would you ever come back?

Sylvain Favier, UK

Oh nooooo, I wouldn't return for anything. The best way to put it is to say it'd be too little, too late. I'd have liked to have driven for Ferrari, but I drove for McLaren and Williams so I don't really have anything to complain about.

How often do you swear on the pit-to-driver radio?

Peter Medhurst, UK

I swear a lot on the radio!

You've raced at night in NASCAR. How do you think F1 drivers will adapt in Singapore this year?

Garry Blackmore, UK

It'll be just like driving during the day. But they'll probably complain! They always used to complain in Monaco about the reflections in the mirror in the tunnel. I just thought: that's how it is, so deal with it. Shut the hell up and drive!

Now that you've spent time in a distinctively American motorsport, what would you suggest in order to increase US interest in F1?

Craig Bockman, USA

As long as there are no Americans and it doesn't come to the US, it won't change.



Winning in Brazil, 2004: Montoya's 'most satisfying' F1 moment

Do you think you failed in F1? And were you too temperamental?

Rodrigo Salazar, Peru

No, I don't think I failed. But in F1 they expect you to be a robot. If you have a personality, you have problems.

When did you realise that you'd never be F1 World Champion? Was it a big disappointment?

Daniel Kolozsvari, Hungary

I never really thought about it. I figured I had to put myself in the best position to



Montoya in NASCAR: note 'problematic' front-left tyre

try and win it. Then if I did, great; if I didn't, then I didn't. It would've been a big disappointment if I hadn't won a race. But I won plenty and got plenty of poles, so I'm happy with what I achieved.

The Bahrain Grand Prix, 2005: you missed it because you got injured 'playing tennis'. Is this really true?

Brian Peters, USA

(Firmly) Yes.

Do you like the interaction with the general public that you get in NASCAR, or did you prefer the more secluded, elite life with the sponsors and VIPs of Formula 1?

Robert Wetzler, USA

I really like NASCAR because the fans really get their money's worth. They see the drivers and cars, plus they can hear us on the radio. If you're not running good, they know what you're thinking. If it's going well, they know why the car's good and how you want to improve it. The fans are a really big part of it, and I think that's a huge deal.

Thanks for all the entertainment from your time in Formula 1, Juan Pablo. In hindsight, was Williams or McLaren the better team for you, and why?

Paul Osborne, UK

That's a very tough question. I had a lot more fun at Williams because, for me, the way they run McLaren is way too serious. You know, a lot of people in F1 seem to forget that it's actually a sport. It's run way too much like a business. I really believe that you've got to have fun and if you don't enjoy it, then you shouldn't be there. And to tell you the truth, that's why I quit Formula 1. **F1**

JOIN OUR READER PANEL

Want to put a question to an F1 star? Visit www.f1racing.co.uk and join the Reader Panel. We'll let you know which interviews are coming up

“Schumacher? I never liked him as a person, but he was great to race”

HOW TO BUILD A

What happens after the cars cross the line in a grand prix? The answer is two days of hard graft and solid teamwork, as Force India show us

WORDS MATT WARWICK PICTURES ADRIAN MYERS

A solitary monocoque is quite a creepy thing to look at. A piece of carbon fibre without any of the other bits attached, we only usually see this shape sitting next to a wall with smoke pouring out of it after a substantial shunt. But here, in Force India's factory, a gleaming example sits on a jig, stark-brake-disc naked, stripped of all its glory and awaiting a full rebuild ahead of the next race. No engine; no gearbox; no soul.

But this isn't just some faceless new chassis fresh from an autoclave. Oh no, *F1 Racing* is being introduced to some real history. Meet 'Chassis 5' – current holder of the 2008 season high-jump record, for Giancarlo Fisichella's beautifully executed take-off and landing over Kazuki Nakajima's Williams within the first 10 seconds of the Turkish Grand Prix. And so life begins again for Chassis 5, resurrected and ready to go.

"This is the one from Turkey – it's just come back from being fixed," says 'number one' head mechanic for Fisichella's car Richie Wrenn. "The team get through about five or six chassis in a season."

You can imagine a race weekend is a pretty punishing thing to put these Formula 1 thoroughbreds through, so like any priceless commodity they get the ultimate post-race pampering: a full rebuild. After each race they're stripped to the chassis and taken back to Force India's Silverstone base. Over the course of two full days the cars will be

built back up from scratch. Before that, engines and gearboxes go off to their respective departments for testing, and all parts are checked and checked again. Many of them, like suspension arms and bodywork, are sent for crack-checks – using ultra-violet technology – and 'proof-loading' to ensure they'll still work under the required stress.

One thing the Force India factory reminds you is just how much of an engineering business Formula 1 is. Quality control dictates *everything*, and there are endless rooms around the place where people in team poloshirts surround something that's stuck in a vice, or attached to a rig, undergoing some abuse in bodywork, composites, seven-post rig, autoclave, gearbox, engine fitting, hydraulics – the list, and offices it all takes place in, is endless.

Each of the two cars being prepared are looked after by four mechanics: a front end mechanic (Michael Dos Santos) for nose, suspension and cockpit; mid-section (Chris King) for engine and fuel tank; rear end (John Headley) for gearbox, suspension and rear wing; and the number one mechanic, who oversees the whole rebuild. For Fisi's car that's Richie – he celebrated this season by becoming a number one for a race car after 20 years in motorsport.

"It was a proud moment for me, to be honest," he says. "I used to be in charge of the spare car, which was great, but it could be frustrating. All that work and it was never ▶



That's knackered then: Giancarlo Fisichella shunts Chassis 5 at the first corner in Turkey



FORMULA 1 CAR



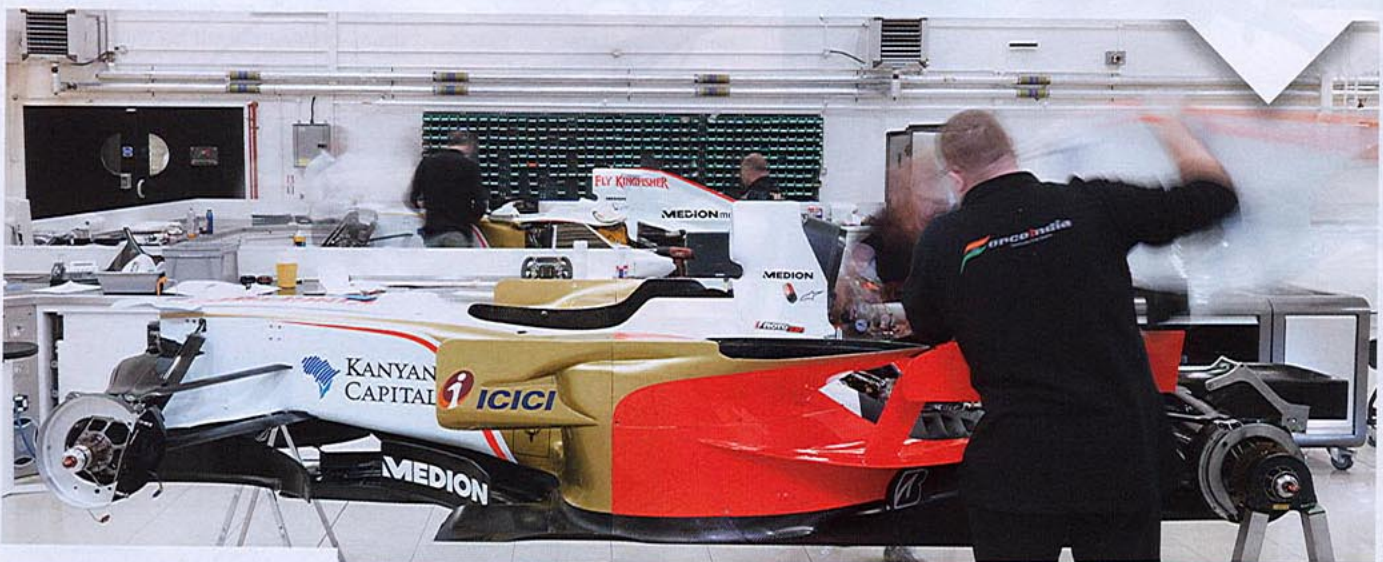
After all the load and stress testing
Chassis 5 begins to take shape again



The 'tub' doesn't change much during the first day, as checks are made and small parts fitted



Day two - the Ferrari engine and its plumbing are in place, then the gearbox goes on



The floor goes on next, followed by the rest of the bodywork and then the sponsors' decals

used – it's a bit like dressing up to go out, and then you don't leave the house."

Actually, you might have seen Richie in action before. No? Well, he did have a jack attached to his face at the time. "I operate the rear jack at the pitstops, and got clothes-lined by it when Adrian Sutil came into the pits in Brazil last year. The jack actually broke, but it did chip my tooth."

Back to work: there's not much time for banter. Endless boxes of screws, nuts, washers, bolts and tools appear in readiness for the tested parts to eventually filter back from the various departments to the 'race bays'. 'Race kitchens' more like – a horseshoe-shaped work area clean enough to eat your dinner off – are where the rebuilds take place. There are cupboards full of spanners and storage space for suspension arms, all waiting for the mechanics to cook up a Ferrari-flavoured treat.

Ah yes, the secret ingredient: Mama's old Italian recipe. As a customer, Force India can't touch the engine. Add your own exhaust system and radiator by all means, but don't open the box – we all know what happened in *Raiders Of The Lost Ark*. Even the engine flight cases are a bit scary: 'Scuderia Ferrari – DO NOT OPEN'.

Everywhere else, though, is pure Force India craft. Progress appears slow at first – day one of the rebuild involves a lot of checking and tricky fitting, before the big bolt-ons like the engine and gearbox. But everyone is super busy – always moving around the car, fettling the small parts that don't quite fit ("Nothing goes on perfectly"). This is teamwork in perfect motion.

But it's the teamwork we don't usually see. What we *do* see is the mechanics in the pits at races. Richie is on the rear jack, Michael takes off the right-rear wheel, Chris is a wheel gunner and John puts on the right-front wheel and fits the nose. "It's the

WANT TO GET INTO FORMULA 1?

Here's how the Force India guys did it...

Andy Deeming, chief mechanic

Force India's 'lollipop' pitman started out as an engine-building apprentice after leaving school at a small motorsport company. He moved on to touring cars, sports cars and Indy Lights (the US equivalent of GP2) before Formula 1.

"You've got to have a goal. When you're 17 or 18 you hope you'll get to F1 one day, but you've got to keep progressing slowly and working hard."

Richie Wrenn, number one mechanic for Giancarlo Fisichella's car

Started as a humble mechanic in a regular garage, but went on to world

sports cars, Le Mans, F3000, Minardi and Force India over 20 years.

Michael Dos Santos, front end

Took a regular garage apprenticeship for Mercedes in his native South Africa, before taking a gamble and heading to the F1 factory hotbed of southern England.

"It's really hard getting in. You've just got to send your CV everywhere and keep pushing and calling people."

Chris King, mid-section

Won an apprenticeship with Jordan at this very factory, learning every area of the Formula 1 outfit. Specialises in hydraulics and has been here for nine years.

racing that's the best part – being part of the pitcrew," says Michael. "Some people say they prefer testing – they're lying."

Day two is when the car stops looking like a big lump of carbon fibre with suspension rods jutting out and becomes a streamlined presence of power. There's more noise today: less checking of components, more screeching power tools and heavy equipment. With the gearbox, engine, rear suspension and rear wing all clipped in, bolted on and drilled down, it's now that it

"There's nothing more satisfying than building the car and getting a result"

really begins to look like a racing car. And it's now you find yourself reaching for the spanner – really wanting to get involved.

Team manager Andy Stevenson, a former mechanic, explains what *F1 Racing* is feeling: "I miss the hands-on preparation. There was nothing more satisfying than building the car and getting a result. You're the last piece of the jigsaw before the car goes to the circuit."

We ask if there are any jobs going placing the sponsor stickers on car. Alas no – that task, like every other at this stage, also takes the accuracy of a mechanic's hand.

We might not see the work ethic of these guys when they're ensconced in the factory, but we all saw the reaction of the mechanics when Sutil limped into the pits at Monaco, and 25 pairs of hands simultaneously punched the pitbox concrete in frustration.

Stevenson sees the bright side, though: "It was the same here at the factory. My message was that we've got to be proud of what we achieved. What was done in Monaco [Sutil was fourth when he retired] was a fantastic achievement for our team."

There's a definite feeling here that, after a few false starts at this place, post-Jordan (as Midland and Spyker), everyone in the factory believes Force India will be a success. And you can see the difference in potential, from the size of Vijay Mallya's yacht to the nuts and bolts that hold the cars together.

"Considering the amount of staff and resources we have, we're doing really well. In the past, it got to the stage where we'd be short of some of the basics, like tape and bolts," says Richie.

Pride is key at Force India, and what people seem to value the most is just how together this team is. "I prefer to work somewhere where you're not just a number," says Richie. "We're a closer unit than some of the bigger teams – there are no prima donnas here."

There it is again... the "not just a number" mantra. It's no secret that F1 is based around teamwork, but we all want to be noticed individually, and perhaps here you can be. Yet attracting the most attention by the end of the two-day rebuild is Giancarlo's pristine new Force India Ferrari VJM01. Chassis 5 is ready to go to Magny-Cours for the French Grand Prix. A car – like every mechanic in this factory – that's unique in its own way, for the action it's already seen. The chassis might be just a number, but the people who put it together are much more. **FO**



Just the rear wing to go and then VJM01-5 is ready for the truck to Magny-Cours





...AND SCHUMACHER SCORES!

Massa and Fisichella are goal-hanging. Rosberg and Trulli are in defence. And at right-back? Some fellow called Michael Schumacher. We join F1's finest as they swap racing for football...

WORDS BRADLEY LORD

PICTURES LORENZO BELLANCA/LAT

Do you remember the kid at school who always had the best boots? You'd come back from the summer holidays to rock-hard, dry pitches and the start of the football season, and there was always one boy who had the latest, shiniest boots on the market. They were brightly coloured, hardly scuffed by the end of the season and way cooler than anybody else's bog-standard black pair. Well, imagine that kid 11 times over, and you've got an idea of what the Nazionale Piloti – the F1 drivers' team – is like...

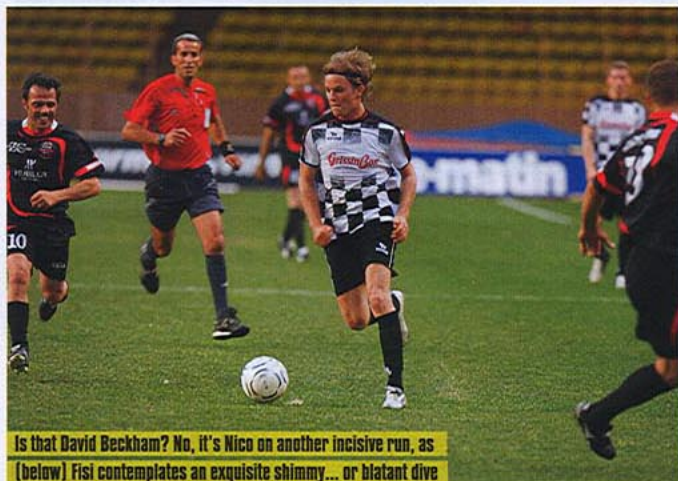
It's six o'clock in Monaco's Stade Louis II, on the Tuesday before the grand prix. Light rain's falling, but Nico Rosberg's not bothered. It's as if his mum dropped him off a bit too early for the match because only a handful of his team-mates are here with him. But he's out on the pitch, warming up for the game ahead. So what's it like playing with his fellow drivers? "I've no idea," he answers with a smile. "I love playing soccer, and I was supposed to be having

a game with some mates in Ventimiglia tonight. Then one of my friends said he was playing in this game, and why didn't I come along? So here I am. My apartment block's literally the closest building to the stadium." What position does he play? "Defence. I'm quite good at anticipating what other people are going to try and do, plus I'm not actually very good at dribbling with the ball." Right on cue, '90s Ferrari driver Ivan Capelli (whose beard these days is much thicker than the hair on his head) puts in a cross to Nico. Rosberg's left foot swings, makes contact for a perfect, top-corner volley... but it goes out for a throw. Promising stuff.

While Nico, Capelli and Tonio Liuzzi (sporting box-fresh red boots) practise their 'silky' skills on pitch, Jarno Trulli arrives. There's some mirth among his mates at how revealing his kit is. It's *really* tight. Like a 1980s footballer in short shorts. Trulli shrugs his shoulders as he makes his way onto the pitch in shiny, new, bright blue boots. "How do I play?" he laughs, raising his eyebrows. "Badly! I just take any position and have some fun. It's a nice way for us to relax together before the race, and we try to raise money >

for a different charity each time. Some of the guys are probably too competitive for me, though – football can be a dangerous sport, because we can't afford to get an injury." So who's the best player on the drivers' side? "Probably Giancarlo Fisichella. He plays a lot of football and he's our 'bomber' up front!"

Felipe Massa chats to MotoGP rider Loris Capirossi on the touchline, then suddenly there's a bustle of activity near the tunnel. A sharp-suited, stressed-looking security guard appears first. Behind him, at pace, comes Michael Schumacher. He's stockier than when he was driving, but seems to be wearing the same shirt as he did back then; it's like a sprayed-on Mr Incredible outfit. On the back is a big number 11, while white and gold Adidas Predator boots adorn his feet. Guess who wants to be on the score sheet tonight... Intriguingly, he blanks Nico, then runs straight towards Felipe. They embrace and exchange high-fives, then Michael's off for a trip down the touchline – his every stride cheered by the 2,000 fans dotted around the stadium. A ball arrives at his feet, and from 30 yards he pings a long-range effort straight into the back of the net. Nice.



Is that David Beckham? No, it's Nico on another incisive run, as (below) Fisi contemplates an exquisite shimmy... or blatant dive



Monaco's a surreal place

at the best of times, and the 15th annual match between the Nazionale Piloti and the Star Team Monaco (coach: His Serene Highness Prince Albert II) is a curious event. The cause is a good one: raising money for the AMADE, a charity founded by Princes Grace in the 1960s. "We work in 25 different countries, helping children socially and medically, with programmes to fight things like juvenile diseases," explains the Prince. Indeed, proceeds from the annual match have raised some £1.5million since its inception – but it's hard to concentrate on the worthy numbers when the member of the royal family quoting them is dressed in a bright red shellsuit, surrounded by four burly-looking bodyguards. Surreal doesn't begin to describe it.

But *F1 Racing* isn't here to admire the Prince's shiny new pair of Nikes. Try as they might to write this off as a jovial affair, F1 ►



Michael Schumacher captains the all-star F1 drivers' team that includes Vettel, Trulli, Fisichella, Massa, Nico Rosberg and, of course, Ivan 'Chopper' Capelli (top row, third from the right)



HOW THE F1 STARS LINED UP

SKY SPORTS' FOOTBALL EXPERT CHRIS KAMARA ANALYSES SCHUMI AND CO'S FORMATION

"You don't see too many 3-2-2-3 formations these days. It requires plenty of discipline from Massa and Engel, who must not be distracted by attacking duties, as they'd be required to assist Schumacher and Rosberg in midfield.

These men may use machines with great engines, but I'm not sure whether an ageing Schumacher has the acceleration and energy to get up and down the line for 90 minutes.

This is the key to the formation working – if Schumacher or Rosberg can make enough overlapping runs they effectively complete

a six-man attacking force, which any defence would find extremely difficult to stop.

Any front three are going to prove a real handful for defenders, and the experience David Bellion's had with Man Utd will be invaluable. But I have two concerns: firstly, Fisichella and Liuzzi must ensure they don't get in each other's way as they try to support Bellion; secondly, the back three may struggle as they lack width – if Vettel and Trulli get dragged out wide, Capelli could be left totally exposed unless his midfielders can track back quickly enough."



"Yes! I win again!" Schumacher doesn't have to be on the F1 podium to do his traditional victory leap



drivers are competitive beasts, and they can't help themselves from caring about the result. Watching them career around the pitch, their personalities soon shine through, and there are revealing little insights into each character, in spite of their wish to "just have fun".

Take Felipe Massa, for example. "I like to play up front, close to the goal," he explains. "That means I've got lots more opportunities to score!" And he slots into the playmaker role behind the Nazionale's strike force of Fisichella and Liuzzi, linking up deliberately, and repeatedly, with Schumacher in his roving midfield role. You can sense the respect and complicity between the two as they roll the ball back and forth, sometimes pausing to include their team-mates in the game. At half-time, Felipe whispers conspiratorially with his F1 manager Nicolas Todt about his performance; the arm round the shoulder is omni-present for the Brazilian. Trulli occupies a discreet defensive role – perfectly in keeping with his placid, understated personality – alongside colossus Capelli, a little stouter than his still-driving team-mates, and a master of the looping long ball that

cuts the midfield out of the equation entirely. Fisi has the confidence born of ability – but each time wants to do too much with the ball, overcomplicating situations where a more direct approach would reward him with success. Sebastian Vettel is all gangly legs, galloping around the field and causing chaos wherever he treads. On one occasion, to the amusement of the crowd, he even kicks the ball into his own face. Nico's the Duracell bunny of the group – he just runs non-stop, with his golden locks permanently flowing behind him. And then there's Michael: marauding forward, ball at his feet, looking up, making passes – and all the while, surrounded by a kind of miraculous force field that stops defenders getting closer than a couple of feet to him. Nobody, literally *nobody*, is willing to tackle him. No wonder his boots stay so shiny.

In terms of tactics, Alan Hansen would be licking his lips as he dissected their failings on *Match Of The Day*. The drivers play an interesting formation that, more often than not, involves about six of them playing up front at once; 'goal hangers' would be the phrase if you were at school. A small cameo tells you everything you need to know: Vettel shoots, the keeper parries; Massa jumps for the ball in the area and it goes over his head; suddenly the Red Sea parts, Michael steams in with only the keeper to beat... and he sends it flying several feet over the bar. Oops. But it's just for fun, the result doesn't matter – until an opposition defender goes in too hard on Fisi. Giancarlo goes down clutching his right thigh, the stretcher comes on and so do the organisers – to reprimand the miscreant for tackling too hard. Fisi gets back up but limps around for the rest of the half – a visit to the treatment table at half time will result. The naughty defender is rapped over the knuckles once more when he's substituted three minutes later.

The score's 0-0 after 45 minutes, but by midway through the second period, the bench of the ageing Star Team Monaco is clouded in a fug of sweat and Deep Heat. Prince Albert periodically bellows

"I like to play up front, close to the goal," says Felipe Massa. "That means I've got lots more opportunities to score!"

from the touchline at his players, watched from a distance by his security detail. Then, as their opposition tires, the drivers bring on their ringer – David Bellion, a former Manchester United player. Maybe it's not just for fun after all. Suddenly they're one up, then two as Michael side foots a Bellion cross into an empty net, celebrating with his traditional victory leap. Two more goals go in by the final whistle, and the drivers run out easy winners. High-fives and pats on the back are exchanged; there's a real sense of camaraderie between them all – something that's not supposed to exist in the cut-throat world of modern F1. There's no doubt it's especially strong because they've won. The match was a bit like touch rugby – lots of passing, very little contact – but that's fair enough when you've got to do 76 laps of Monaco the following Sunday. A sprained ankle doesn't do much for your throttle control, after all.

Sebastian Vettel strolls past, grinning. So how was it? "I was running all over the place – that was my job today. It was a tough match, but good fun. The thing is, it's always better to win than to lose..." Exactly what you'd expect from a living, breathing, arch-competitive F1 driver. Suddenly there's a swoosh, and there goes Michael, headed for the changing rooms – still running, with a gaggle of cameras in his slipstream trying to prise a few words from the winner. Some things, it seems, never change. **FO**

WHAT DOES £10 MILLION BUY YOU IN F1?

Quite a lot of champagne but only about a third of a windtunnel, as it turns out. Here's how far the cash stretches in the most opulent sport on the planet...

WORDS BRADLEY LORD



98 Safety Cars

The F1 Safety Car is Mercedes' fearsome AMG SL 63, which retails at just over £100,000. But naturally 517bhp wasn't enough, so engineers added more cooling, composite brakes and stripped it of 220kg. Even with its lights and equipment, it's lighter than the production version, and there's more power – 525bhp.



More than 1/3 of a windtunnel

The success of an F1 team depends on the quality of its windtunnel, which has seen teams going for ever greater model scales to achieve a more accurate correlation to what happens on track. The last team to invest in a full-scale tunnel was Honda, who shelled out £27m in 2005 for the facility in Brackley.

50 V8 engines



Wanted: one 2.4ltr V8 engine, weight 95kg, power output around 725bhp. Cost: about £200,000 each. With each car using one race engine over two weekends, plus the Friday engines and spares, 50 should just about see you through a season. You wouldn't have any motors to go testing with, mind.



3 new motorhomes

Motorhomes are all the rage in F1 right now. Force India's 'Taj Mahal' has set the new record for tallest structure, but for a reasonable facility (think BMW's awning and trucks) with double-height for the management offices and driver rooms, then £10million will get you three.

12.9 races from Fernando Alonso

Renault might have the reputation of being one of the thriftiest teams in the paddock, but they opened up the chequebook to get their golden boy back for 2008. Paddock estimates put his salary at around £14million – meaning £10million would only last until the last few laps of the race weekend at Spa.



1 supercomputer

A teraflop is a funny-sounding thing, but it translates to a mind-boggling 1trillion calculations per second. That's the power required for the computational fluid dynamics (CFD) used by F1 teams. BMW's Albert2 possesses 12.3teraflops in total. Teams are shy to discuss prices, but £10million would buy a slightly smaller version, akin to Williams' 8teraflop cluster.



200,000 magnums of champagne

Mumm is the official tittle of the F1 podium and comes free, naturally, to the top three at every race (apart from Bahrain – no booze please). But you'd need more than a big cellar if you invested the whole 10mill in champagne – at current rates, it would take 3,700 years of grands prix podiums to get through it all...

The 2008 season's travel budget

Moving an F1 team around the world isn't easy. Ninety people, 18 races, endless flights, hire cars and hotels – it all adds up. While mechanics fly economy, the drivers and team bosses *always* turn left, along with the technical directors. The total bill for an F1 team's travel comes out at approximately £10million, which would get you through – just.



12,000 Bridgestone tyres



Bridgestone's annual production of F1 tyres totals 60,000 individual Potenzas. A set of tyres is valued at approximately £3,300, once all the associated costs have been factored in. With 12,000 on your hands, you'd need a fair amount of white paint for the soft compound stripes.



1 year on Flavio's yacht

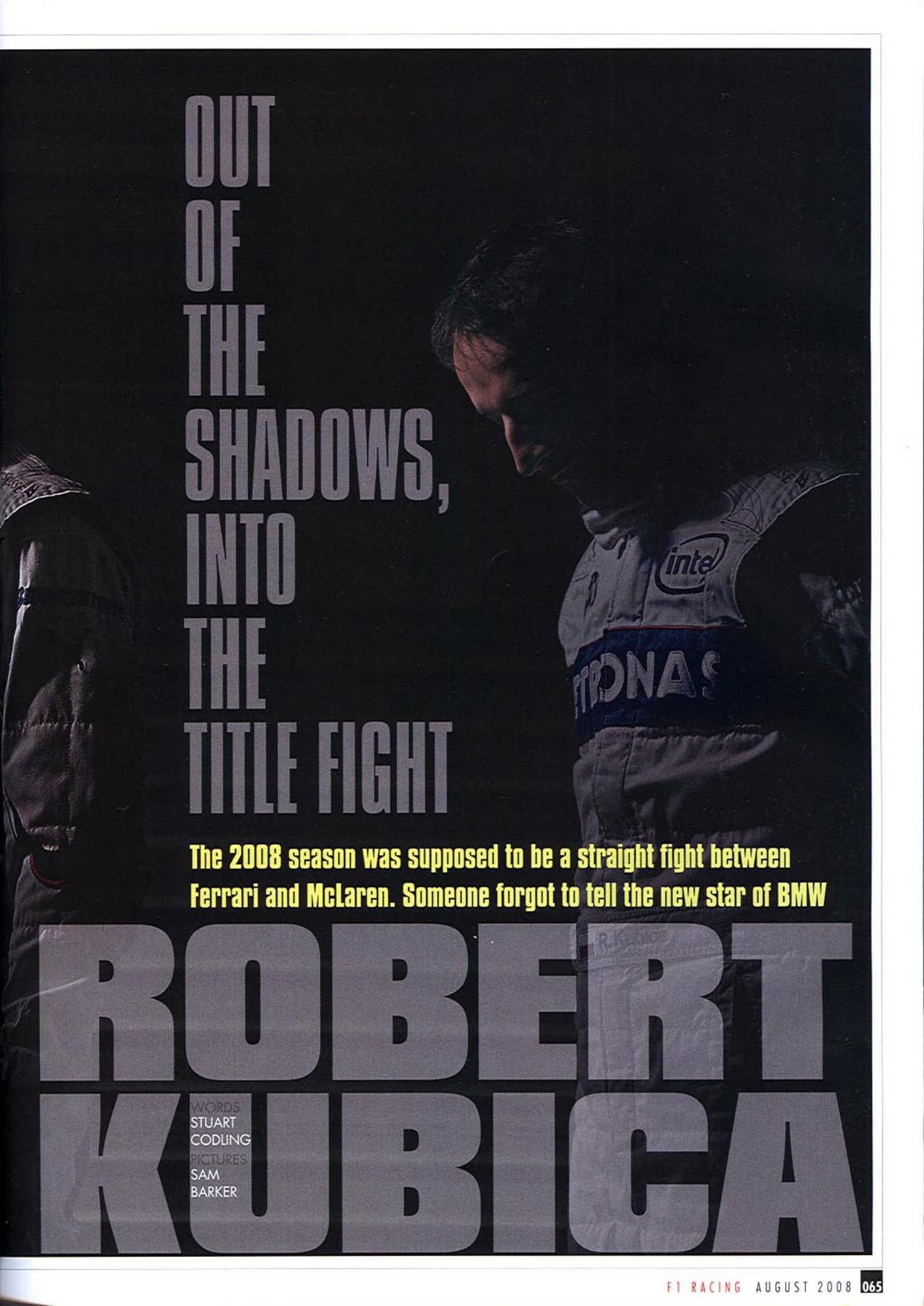
Force Blue – which not coincidentally sports a big 'FB' on the funnel – can be chartered for £191,000 per week. It sleeps 12, requires a crew of 17 and includes an on-board spa and cinema. You could hire it for a year, but only if he'll let you. Flav spends a couple of weeks on it himself: for Monaco and the August break in Sardinia.



5,362 F1 helmets

Almost all F1 drivers' helmets are supplied by two companies, Bell and Arai. They must meet FIA standards for protection, including anti-penetration and energy-absorption tests. The shell is constructed from carbon fibre and, including padding, weighs just 1.3kg.





OUT
OF
THE
SHADOWS,
INTO
THE
TITLE FIGHT

The 2008 season was supposed to be a straight fight between Ferrari and McLaren. Someone forgot to tell the new star of BMW

ROBERT
KUBICA

WORDS
STUART
CODLING
PICTURES
SAM
BARKER

ff

The cover of *F1 Racing*, huh?" Robert Kubica, one of Formula 1's hottest properties, forms the question politely but with restraint – like one Englishman meeting another and saying, "Turned out nice again."

His expression gives nothing away. You see instantly why he's also one of F1's most gifted poker players. He ambles through the bustle of BMW's motorhome – Shania Twain warbling on the video wall, people eating Bavarian breakfasts of pretzel, sausage and beer – and pulls up a chair at a vacant table.

No one turns and stares, as they might if it were Kimi Räikkönen or Lewis Hamilton passing; it's as if they still can't quite believe that Robert has won his first GP and is in contention for the drivers' championship. Perhaps he can't, either: having been a high-flyer in karting, he nearly dropped off the radar in single-seaters when his financial backing dried up. On his last throw of the dice (an F1 test for Renault after winning their World Series) he came to the attention of BMW – and the rest is history.

Fearing that his rapid-fire diction – he talks the way he'd attack a second-gear right-hander, straight to the point but with a flurry of tiny corrections if it gets out of shape – will be drowned out on the Dictaphone by Twain's country-pop, *F1 Racing* suggests sitting somewhere quieter. Robert glances at the video wall with a vague flicker of surprise, as if he'd been unconsciously tuning out the ambient noise until its existence was pointed out to him.

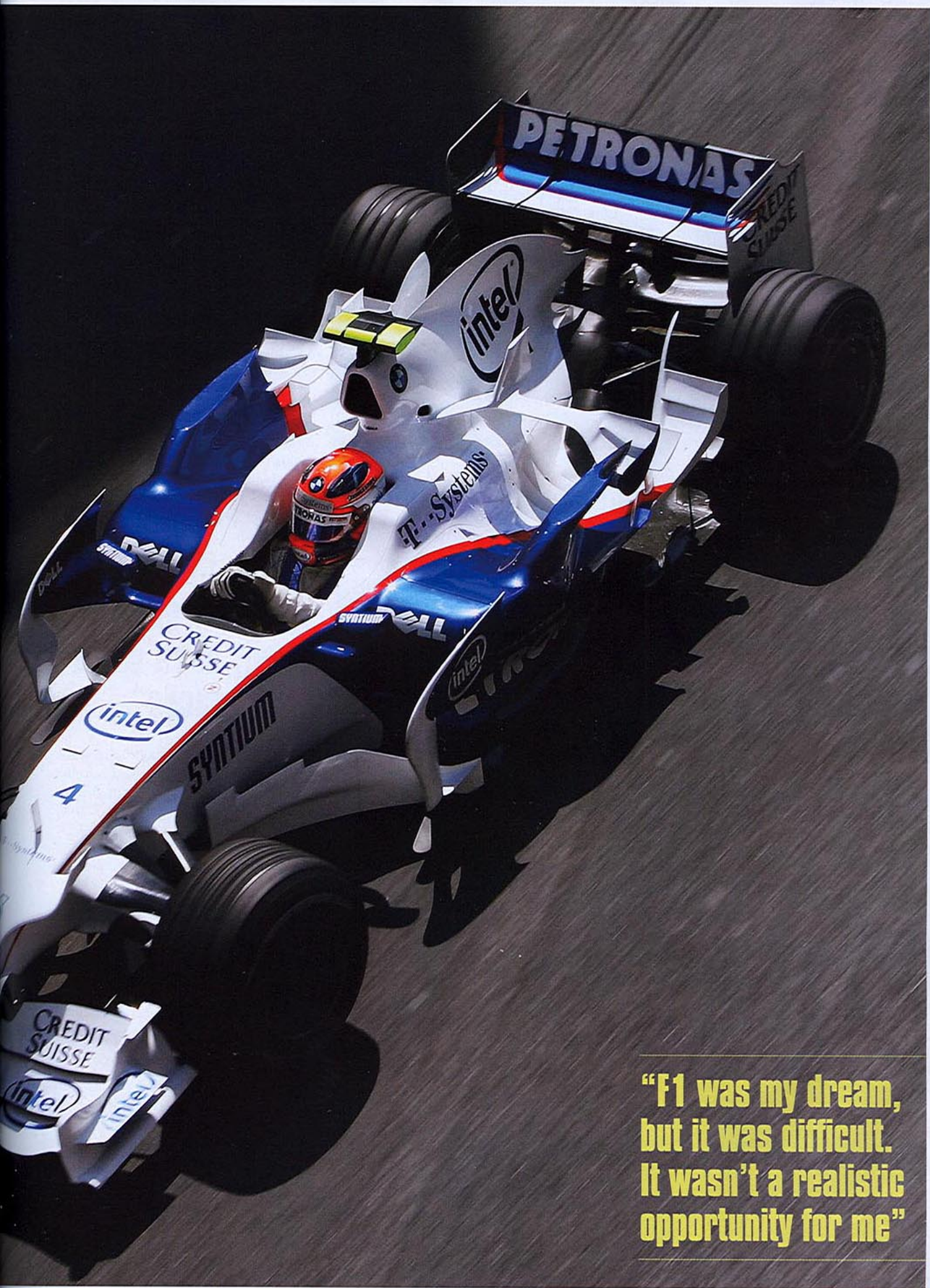
"No problem," he shrugs. "Let's go."

You always seem very focused on the business of racing – for instance you don't put up with 'off-piste' questions in press conferences. How much of every day do you spend thinking about Formula 1?

When I'm at home? Not one second. Put it this way: at race weekends I'm totally focused on my job, on doing whatever we have to do to improve the car and get results. On the Monday after a grand prix I'll try to analyse everything that's happened. But after that I'm free of it – I don't think about F1, apart from organising my physical preparations for the next race or test. I relax, go bowling, play a bit of poker – all sorts of things.

How tough was it for you to get into F1? Other drivers seemed to have a lot more backing than you when you were coming through the ranks...
Yeah, F1 was my dream but a really difficult goal to achieve. Even when I was racing in the World Series, F1 was an opportunity, but to me not a realistic one. I just concentrated on getting the best results ▶

Monaco 2008: that orange helmet has become an imposing sight in many rear-view mirrors this year



**“F1 was my dream,
but it was difficult.
It wasn’t a realistic
opportunity for me”**

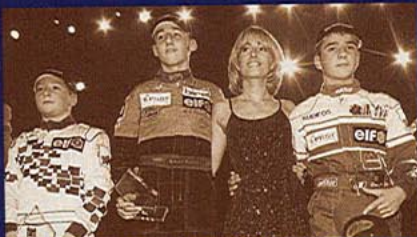
ROBERT'S ROAD TO F1

The Polish karting scene couldn't contain Robert's prodigious talent. After moving to Italy at the age of 14, he competed in the European karting championship as well as the Italian and German domestic series. He raced against other F1 hopefuls such as Vitantonio Liuzzi, Nico Rosberg and Lewis Hamilton.

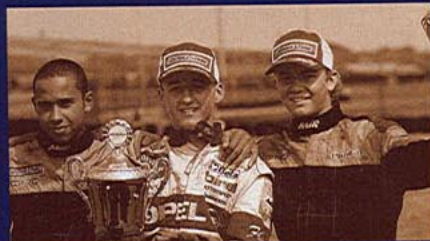
He joined the Renault Driver Development Programme and raced in Formula Renault in 2002 before moving to the F3 Euroseries. But he was injured in a road accident so he missed the start of the championship. Like Lewis Hamilton he had an iffy '04 in F3 and was actually dropped from the RDDP.

He regained momentum in the World Series by Renault for '05, which he won. Part of his prize was a test drive in a Renault F1 car, in which he went quicker than the team's own tester.

But once again Renault were slow to recognise his talent. BMW signed him as their F1 tester for '06, and his speed impressed them enough to give Jacques Villeneuve the boot mid-season and install Robert in the car full-time.



Robert towers over everyone even at 14 as he stands on the podium at the Elf Masters Karting in Paris in 1999



Next up... beating Lewis Hamilton and Nico Rosberg to the karting world championship back in 2000, of course



Celebrating his first win on his formula 3 debut in 2003



Competing in the Formula Renault series in 2002 when he was part of the Renault Driver Development Programme



Racing in the Formula 3 Euroseries during 2004 when he was dropped by Renault after a bad season



Clinching the 2005 World Series by Renault title at Estoril, before being snapped up by BMW. Nice hat, Robert!

I could in whatever I was doing, whether it was single seaters or karts, so that one day I could be a professional driver – because I love motorsport. Maybe it was a bit more difficult for me because I came from a country that didn't have much racing history, with companies that would give sponsorship support. But on the other hand you could say that this made me stronger – I've had to fight harder and learn quicker.

What was it like to have to move to a different country when you were 14?

I started racing in Italy when I was 13 and moved there when I was 14 – I'd come back to Poland three or four times a year as I was still studying there. That was quite difficult. I was lucky I found good people who helped me when I didn't understand things, and I learned Italian quite quickly. Also, I was very busy: I became a development driver for CRG [a kart chassis manufacturer] so I did lots of testing and racing. I raced in the German and European kart championships as well, so I didn't have time to think about how difficult it was without my family there – I was just carried along by the momentum because I was doing what I'd always wanted to do.

"I don't have famous friends – even my family don't come to the races"

You're very famous in Poland now. Is it true that the paparazzi bought a flat opposite your parents' house?

[Laughs] There are lots of stories... Last week I was in Warsaw for the [BMW promotional event] Pit Lane Park and there were photographers everywhere. It's hard for me to be on my own and relax while I'm in Poland at the moment.

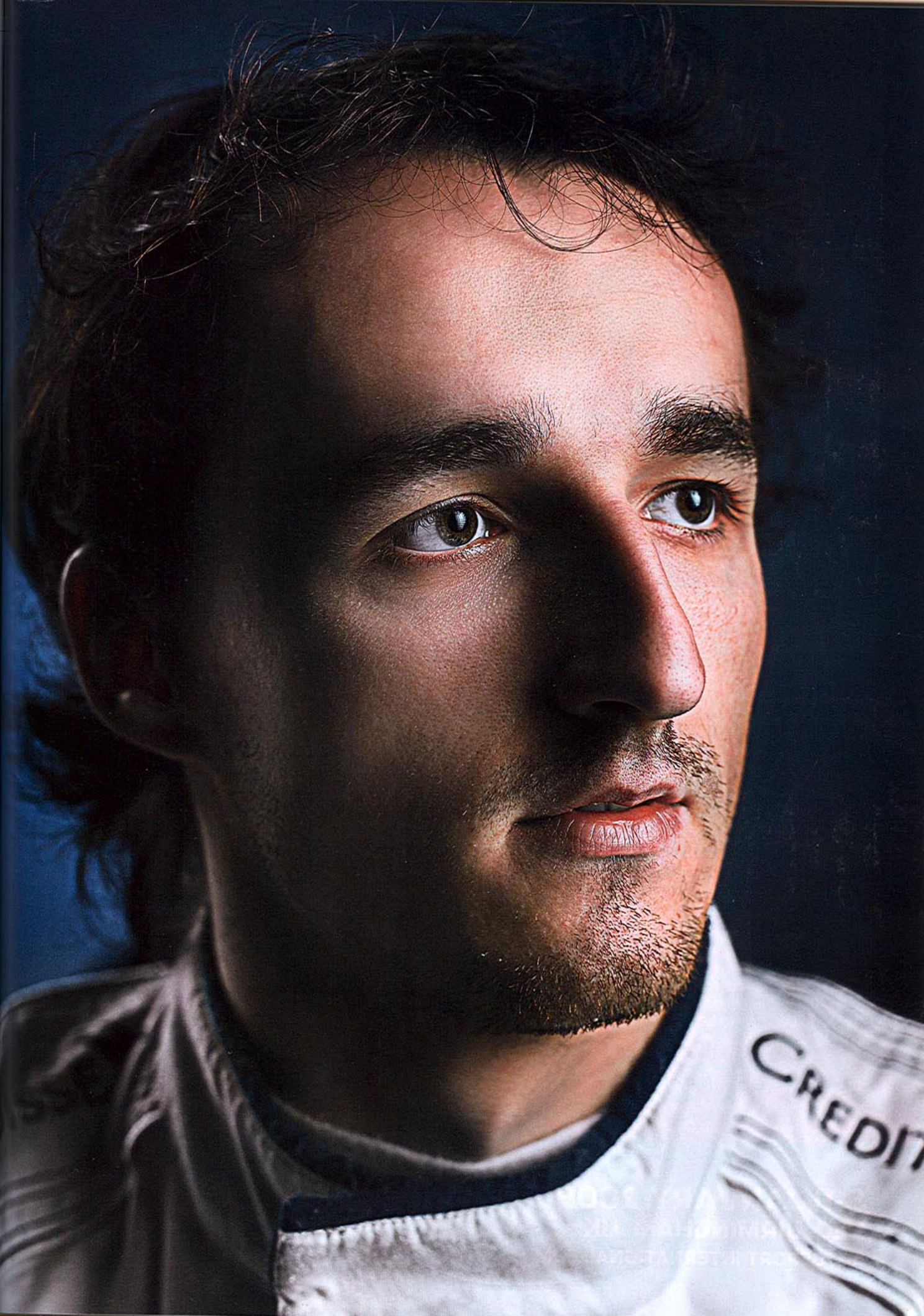
Do you actually feel like a celebrity? No, not at all.

Can you see yourself being like Lewis Hamilton and having celebrity guests attending GPs?

I've got friends who join me on race weekends, but they're people I've known for years – I don't have famous friends. Even my family don't come to races. It's the way I've always done it – it's my way of going racing.

Do you think you can be world champion with BMW?

It's a difficult question. I don't know if I can become the world champion with BMW – or even if I'll win more races. At the moment we're doing a good job, but we have to keep pushing to close the gap to McLaren and ▶



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One way street: Kubica has publicly called for BMW to speed up their development

“This year I’m driving with BMW – I don’t know what the future will bring”

Ferrari. For this year I’m driving with BMW and I’m trying to achieve it with them – but I don’t know what the future will bring.

Would you like to drive for Ferrari?

My way of thinking is race-by-race. We’ll see what happens in the future.

Do you think that rally drivers have bigger balls than F1 drivers?

[Laughs] They have different balls – but big ones, that’s for sure! I’m a big fan of rallying.

Is it true that you won 650 Euros off Bernie Ecclestone in a game of poker on Flavio Briatore’s yacht?

Maybe... I don’t know... We don’t play for money – isn’t it illegal? [Laughs]

What’s it like playing poker against Bernie Ecclestone?

It’s like playing against anyone – you just have to win! Lately we’ve had quite a good group who play and we have a lot of fun. In F1 the atmosphere can be a bit too cold and I think it’s nice to sit down – with Fisico [Giancarlo Fisichella], Fernando [Alonso], Rubens [Barrichello] and some other drivers, and sometimes with Flavio and Bernie.

Robert’s deal is up for renewal at the end of the year. BMW don’t do long contracts: team boss Mario Theissen is a ‘treat ’em mean, keep ’em keen’ kind of guy. No doubt they’re eager to keep Robert – but on the strength of his recent form a number of other teams have quietly shown an interest, too. On any given GP weekend, if Thursday is a bit quiet you can guarantee that the internet will fill the news vacuum with some Kubica-to-Ferrari/McLaren/Renault rumour-mongering. Robert makes no secret of the fact that his contract is up. This year he’s made the most of an initially unpromising car by losing seven kilos of weight in the six weeks before the start of the season; he’s annihilated his team-mate; he’s won a grand prix; and he’s right up there

in the drivers’ championship. If contract negotiations were a poker game, you could say he’s sitting on a full house at the very least (though to be fair, BMW are hardly stuck with a pair). And in recent weeks he’s raised the stakes by calling publicly upon BMW to speed up their development.

But does he have a ‘tell’ – that giveaway sign that he’s bluffing? It’s hard to say. With Kimi, those bitten fingernails hint at private demons. Fernando fidgets with his hands. Lewis fields awkward questions with a clenched jaw and by fiddling with his collar. Robert tackles everything with nonchalant openness – he could just as easily be talking about football scores or the price of milk...

Do you have a specific routine that you go through to prepare yourself mentally for a race?

I’m quite a focused person so it’s pretty easy to get prepared at the right moment. I don’t have a set routine but after the drivers’ parade I try to relax and focus, and to stretch – to warm-up a little bit. But still, once you go to the grid you’ve got 25 minutes before the race starts. That’s the most important time. Once you get in the car you have to concentrate. ▶

What does the perfect lap feel like?

[Laughs] I've never done one in my life! It can always be quicker.

What goes through your mind at the end of Q3, when you've just put the car on pole, and someone beats your time?

Well, it means that he was better. Quicker. Qualifying is very important in F1 but it's not the most important thing. I was happy in Bahrain when I put the car on pole, but the 10 points are given after the race for winning.

How did it feel to win in Canada?

It was a great day for me, my first F1 win – and an unexpected win. All season we've been there, but we knew that on pure pace we couldn't win in Canada because Lewis and Kimi were quicker. You never go into a race thinking, "I'll win because others will make mistakes or have technical problems." You want to win because you're the quickest. But at the end of it all we had my first win and the team's first one-two – which I think is a great result for everyone in the team, who've worked so hard to be competitive.

How did you celebrate your win?

[Laughs] I had a flight at eight o'clock in the evening, so I celebrated by flying back to Europe...

"How does a perfect lap feel? I've never done one – it can always be quicker"

Have Lewis and Kimi changed their attitude to you since the beginning of this season?

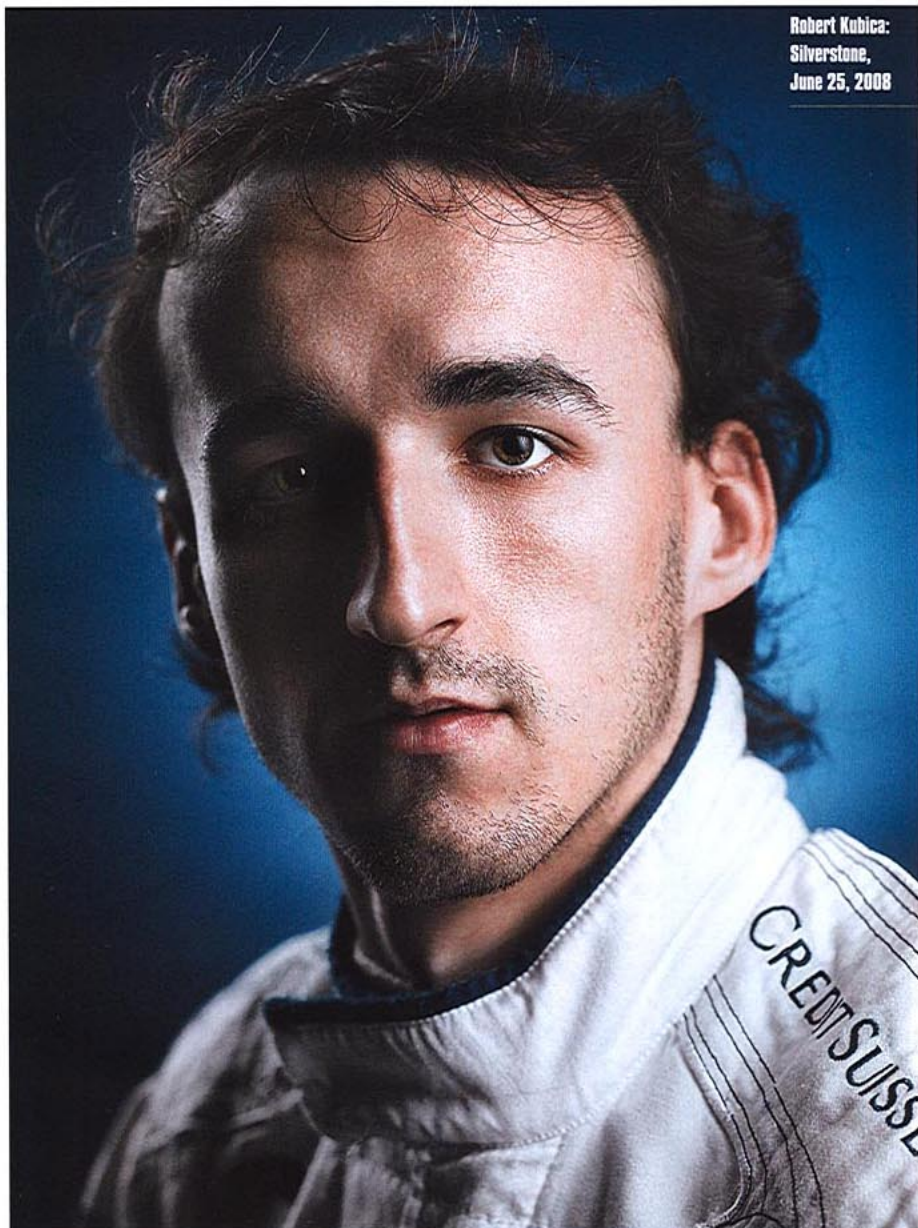
I don't think so. I've known Lewis for a very long time, since we were in karting together. With Kimi... I don't talk to him much, but I have a lot of respect for him. All the other drivers do too. He's the main opposition: you know that to beat him you have to give 100 per cent and not make any mistakes.

Which of the other F1 drivers would you count as friends, then?

I think I've got a good relationship with everybody, but the drivers I see most are Fernando Alonso and Giancarlo Fisichella – they're the only ones I have contact with away from the racetrack.

Mario Theissen's got a moustache and Nick Heidfeld's got a beard – have you ever felt that you ought to develop some facial hair in order to achieve the BMW 'look'?

[Laughs] I don't think so. I've got a big nose!



Robert Kubica:
Silverstone,
June 25, 2008

When you walked onto the podium after winning in Canada, ITV commentator James Allen said, "He's no Brad Pitt." Do you care what people think about you?

No, not at all, because I'm a racing driver, and racing drivers don't have to be Brad Pitt. If they do, why isn't Brad racing? All you need are the skills, and that's all.

What's Mario Theissen like as a boss?

He's very focused. BMW as a team have a lot of things planned – maybe in some ways *too* planned, but the past three years show that they can reach those targets. It's not just about luck. You also have to be good at what you do. And I think he does a good job.

F1 is full of material distractions. What do you need in life to be happy?

At the moment? An F1 car, food and somewhere to sleep. That's all.

That's easy for a wealthy young bloke to say, you might think. But with Robert you

actually believe it. He doesn't 'do' personal adornment. Instead of jewellery he wears just a plain orange World Rally Championship charity wristband. He doesn't have an entourage at grands prix – a few friends, no family. And at European rounds he'll take a budget flight if that offers the most direct route.

He's come from the leftfield to be a genuine contender for the drivers' title, and yet he's still a regular guy with an ultra-dry sense of humour and a disinclination to play up the hardships he's endured on the way to the top. In many ways he's the anti-Hamilton: whatever he goes on to achieve, he'll never have to contend with claims that he's had the silver spoon treatment.

When he was a kid, Robert's parents took him to the Hungarian GP. "This is the first and last grand prix I'm going to as a spectator," he told his mum. "Next time it'll be as a driver."

With this sort of in-built determination, who'd bet against Robert Kubica to be world champion very soon? **FO**



"WE ARE ON TARGET WITH THE BMW MASTERPLAN"

A Swiss mountain lair, plans for world domination and a suspiciously large supercomputer. BMW Sauber's technical director Willy Rampf shows us round one *very* efficient F1 factory



WORDS BRADLEY LORD

PICTURES BMW AG; STEVEN TEE/LAT

Two anonymous buildings

stand next to the main road, about half an hour's drive from Zurich. Modest and unassuming, they could be the corporate headquarters of any small company. But behind them looms an enormous industrial facility with 'Bunker 1' emblazoned across the main entrance. It's hard not to think of *Goldfinger* and an evil plot that probably involves rockets and lots of amazing computer gadgetry. But while conquering the world may well be on the cards, it's going to take more than James Bond to stop it happening this time. Because, quietly and efficiently, in their own characteristic way, BMW Sauber are making their presence felt at the front of the F1 field. Maranello and Woking, consider yourselves warned...

An F1 factory doesn't usually have a centre. Rather, it has a flow – from the design office, to manufacturing, then car assembly... the logical progression from concept to reality. If it's McLaren you're talking about, then it has a show – museum cars, modern art and much more in the vast lakeside sweep of the MTC. At Hinwil though, the race shop is located in the very heart of the factory. It's a perfect metaphor.

"The reason BMW bought Sauber was because we were well-established and always efficient in what we did," explains technical director Willy Rampf. "But this is still a racing team, and it works like a racing team. We have the backing of a big company, but they don't interfere with what we do." Pure and simple racing is what this place is all about.

In many areas, the paint is still fresh. It's only a few days after Robert Kubica's Canada win, and the front door to the BMW Sauber factory is blocked by two painter-decorators adding the finishing touches to the new >

reception area. Nearby, two whiteboards are covered in handwritten scrawl – the signatures of every single team member under the slogan ‘Commit to win’, a team-building pledge undertaken when BMW bought the operation in June 2005. Since then, the headcount has increased from 275 to 420 people, while the factory is in the final stages of an 18-month overhaul that more than doubled the available space. Only now are visitors being allowed back in – with *F1 Racing* among the very first.

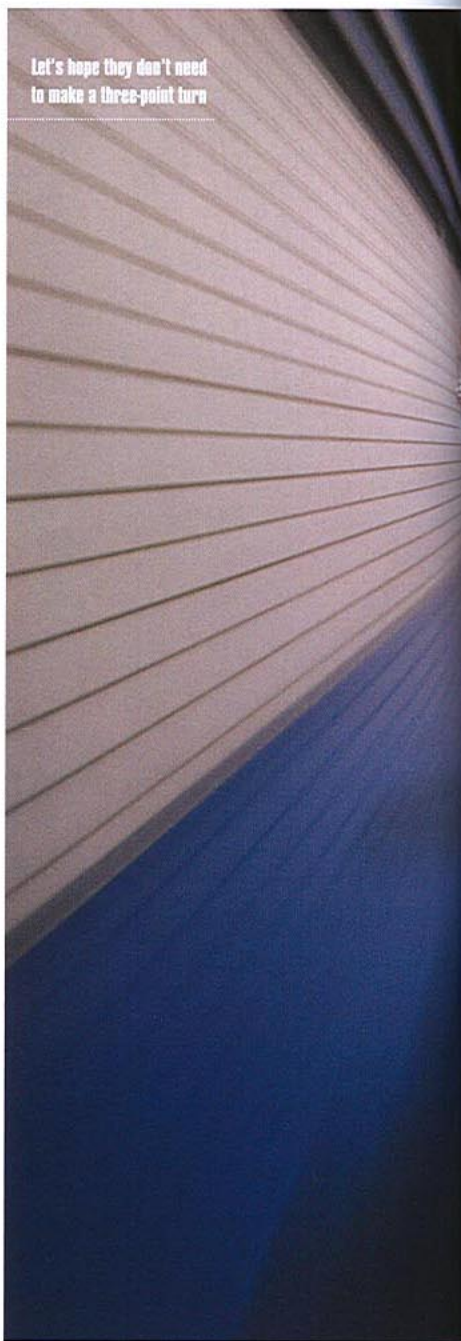
Walking around the factory, two things make an immediate impression. Firstly, the simplicity: the walls are stark, white-painted breeze blocks with just the odd photo to change the scenery. And then there’s the layout. Of the two buildings, one houses the windtunnel and supercomputer; the other, everything else. If ever you needed an indication of what matters in modern Formula 1, with rules that specify frozen engines and standardised tyres and electronics, then this is it. Aerodynamics are the key performance factor in today’s sport and the allocation of resources reflects it.

The windtunnel runs a 60 per cent model of the car for the majority of the development work, but it’s also capable of taking a full-scale one – and indeed, much of the work in resolving the performance ‘issues’ at the start of 2008 winter testing was conducted in this way, fine-tuning the tiniest details on a 1:1 model. The tunnel weighs 480 tonnes and is mounted on some seriously heavy-duty vibration dampers to avoid disturbing the rest of the factory. You need them when the thing can run at up to 90 metres per second – or 200mph in more conventional terms. Albert2 – something of a celebrity among global supercomputers – is capable of a mind-boggling 12.3trillion calculations per second – a figure so high that it needs the improbable term ‘teraflop’ to quantify what it can do. Both facilities are the product of farsighted investments made back in 2004 by Peter Sauber (who started his team Sauber back in 1993) and since capitalised upon by BMW. “It was a very smart decision by Peter to invest in the windtunnel,” explains Willy Rampf. “The tunnel itself is exactly the same but we now have more manpower and resources. In the past we could only run one and a half shifts – now we have three shifts, six days a week. And more hours mean we can do much more testing.” Which means, in turn, they find more performance on track. It’s all so simple, so under control.

The BMW windtunnel is probably the definitive tool for judging which component is best, while Albert2 helps tell the team why it’s better. With two tools working at the technological cutting edge, it’s no wonder the team keeps consistently delivering on its performance targets – to the embarrassment of better-funded rivals. In many ways, it’s Peter Sauber’s legacy to the team: a technological headstart that is beginning to bear serious fruit on the track.

The technology may be remarkable, but that’s not the real miracle being worked in Hinwil. F1 orthodoxy maintains that world championships are fought for, and won, by cars built in the UK’s ‘Silicon Valley’ of F1 or the hallowed workshops of Maranello. Not in Switzerland, where motor racing was outlawed for more than half a century. A winning team doesn’t just need investment and technology, it’s the intangible things that matter: momentum, motivation and soul. And they’re not easy to find.

“People make the difference in this business,” Rampf points out eagerly, warming to this theme. “If I had the choice between 12 more teraflops or 12 good engineers, I’d take the engineers every time. Computers help, but the ideas come from people. And we really focus on their motivation. We try to have no politics in the team, so if a technical problem arises, we look for a technical solution. It gives people confidence because they know that if they take a slight risk and it doesn’t work out, they’re not blamed. We just go back a step and start again.” Paradoxically, the Swiss base is probably a key factor in maintaining the cohesion and stability needed for success. “It took us longer in the beginning to build up suppliers here in Switzerland,” agrees Rampf. “But the approach is paying off. It can be more difficult to convince somebody to move from England or Italy to join our team, but if they’re prepared to do it, they normally stay for a longer period. Nobody



Let's hope they don't need to make a three-point turn



BMW Sauber's headquarters - Hinwil, Zurich, Switzerland



A monocoque 'upper' section is prepared for curing in the autoclave. The roll-hoop (inside the air-intake) is bonded later



“We used to pray for rain – now we have a chance for podiums without it” Willy Rampf

just joins us for one year – it’s a real commitment to come here. And consistency is very important in F1.”

Rampf himself is a case in point. He only attended his first F1 race in 1993, while he was working for BMW in South Africa – a mutual friend invited him to Sauber’s debut grand prix. He joined the team in 1994 and, apart from a two-year sabbatical in 1998-9 (spent winning the Paris-Dakar rally with BMW motorbikes), he’s spent his entire career in Hinwil. As he talks, he embodies the very Swiss caution that always characterised Sauber. But the team is now composed of some 22 different nationalities

and has been liberated by the security of big-manufacturer backing. In concrete terms, it means this place combines the racing soul of a smaller team, with the ability to take much bigger risks when it comes to designing the car – which was the case with the F1.08. As an independent entrant, caution often prevailed because disastrous failure could have meant the end of the company. Now, BMW Sauber is all about a simple credo: he who dares, wins.

“Mario Theissen’s philosophy was to keep the core function and efficiency within the team,” continues Rampf. “When we came together with BMW, we defined what they



Rampf ahead: Willy has been tech boss at Hinwil since 2000

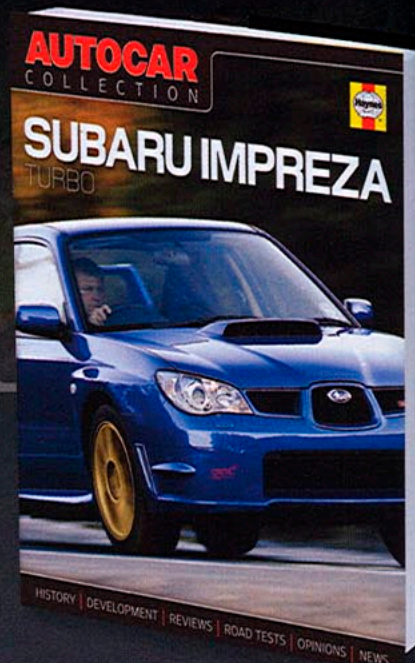
needed mid-term and long-term to build a race-winning car, and what manpower and resources we needed. We haven’t really changed the organisation in all that time. The core people from those days are still within the company, and we’ve basically just filled the groups and departments with more people. And, up to now, we are well on target with our masterplan.” ➤

THE BEST OF TWO AUTOMOTIVE ICONS

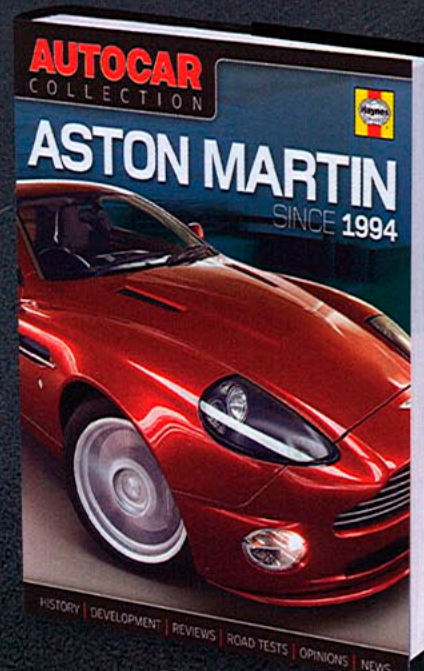
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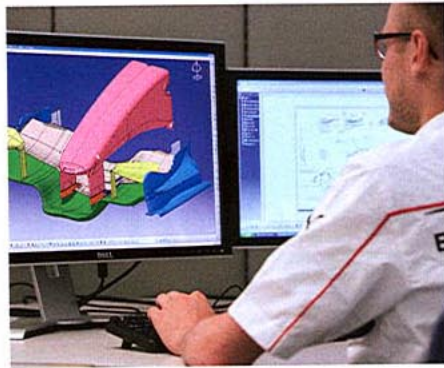


Must be lunchtime... a BMW Sauber machine sits alone in its 'race bay'

"We went to extremes designing the F1.08 - it could have gone very wrong" Willy Rampf



The cars' carbon fibre parts are 'baked' in these autoclaves



The design looks pretty good, but the livery needs some work

The expansion has been gradual and organic, and it's fair to say that's where the sense of an almost unstoppable momentum comes from. The Canada one-two was the icing on the cake, and achieved the target set for this year's phase of "the plan" of winning a race. "When we designed the F1.08 car, we went to quite some extremes in certain areas, and it could have gone very wrong," admits Rampf. "But it was the right way to do things. We're very proud of the first victory and it's important for increasing everybody's confidence. It shows we're capable of achieving our goals - that we can do it. And it confirms our people are working in the right direction, from the production guys to the engineers at the track."

It's an old F1 truism that when you're slow, you can't wait for the heavens to open on race morning. "In the past, we were always hoping for rain," laughs Rampf. "Now it's exactly the opposite because we know that if conditions are predictable, we have a high chance of being on the podium." Indeed, the chances have been so high, so often that many observers believe the team is a contender for at least one of the championships in 2008 - if only they could be persuaded to believe it.

It's a point that isn't lost on Robert Kubica, who has openly wondered when he might again have the chance to go for a title - and publicly 'encouraged' the team to put its full

efforts into developing the car for the rest of the season. That's standard behaviour for any ambitious driver, but it might hint at an underlying frustration...

So Willy, how do BMW Sauber plan to handle the rest of 2008?

"More than half our resources are already dedicated to the 2009 car because it's such a different aero concept. At this stage, it's mainly windtunnel and CFD [computational fluid dynamics]."

But won't the team be pushing on further with development of the 2008 car now you're in title contention?

"Not really. We have our plan of how to develop the car for next year. You can't carry over ideas - it has to be a new car, and that takes a certain amount of resources."

When will development stop for 2008?

"We haven't defined the cut-off point yet, but we're basically going down with F1.08, and ramping up 2009 on a continuous basis."

Is it fair to say that BMW are giving up on the 2008 title, then?

"It's tempting to focus more on 2008, but we have to be realistic. There are still two teams who are slightly quicker than us, and they have made mistakes so far. We've made very few mistakes and had a reliable car."

But what if Robert Kubica's in contention for the championship later in the season. Can't you find a little flexibility in the plan?

"I'm convinced that everybody will be so motivated that they'll find a little bit of extra effort to give. But we need a good baseline for developing the car in 2009. You can't afford to just hope you might end up with a good car by only using limited resources."

Whatever happens this season then, you won't deviate?

No, we won't deviate from the plan...

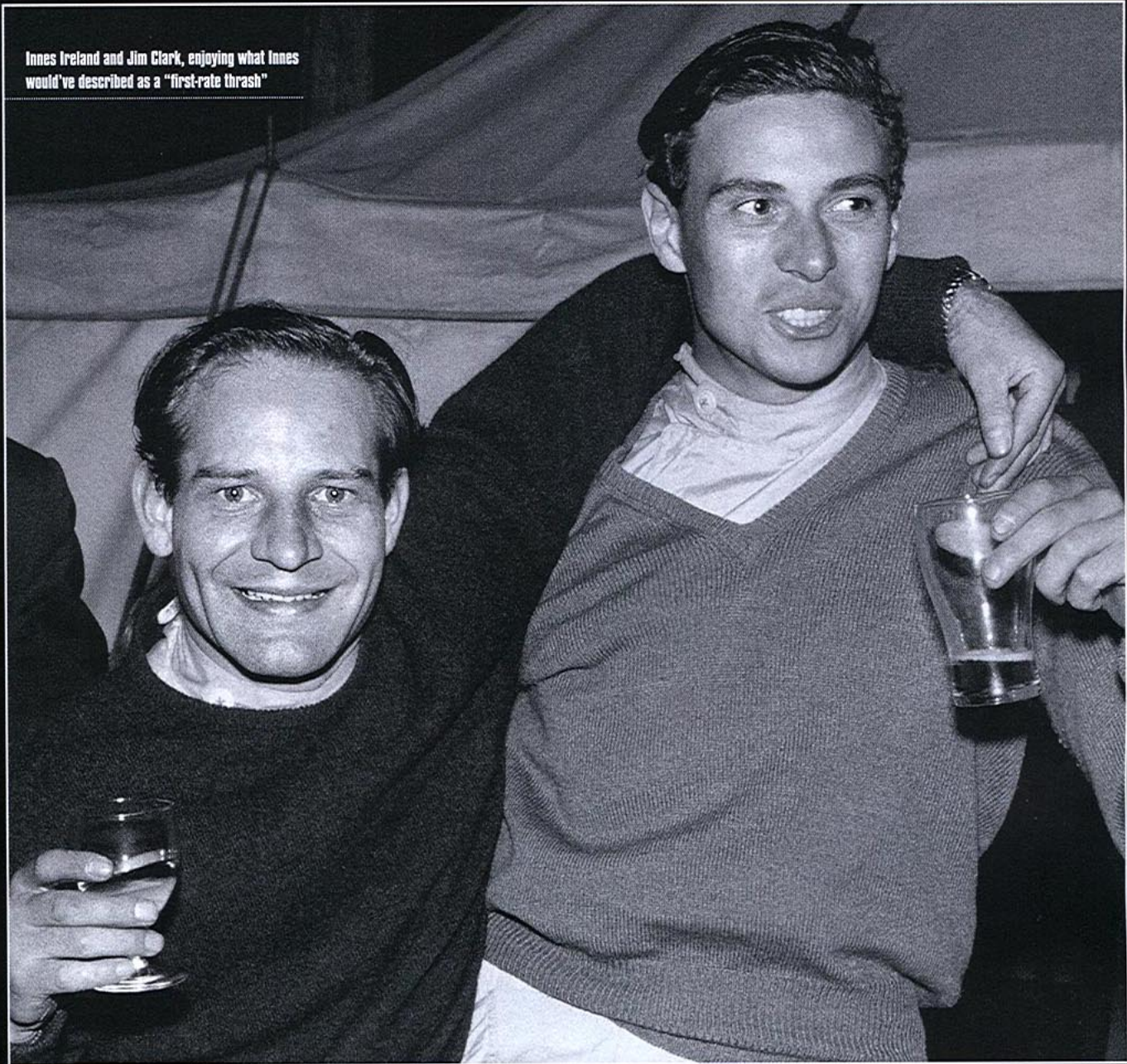
Being a year ahead of schedule is a conundrum that the plan itself didn't plan for, but it's clearly not going to be allowed to disrupt a very Swiss sense of precision timekeeping. 2009 may be a leap into the unknown but Rampf and his team are clearly relishing the prospect. Ask him how he views the challenge, and he immediately fires back: "Exciting, because it's a good chance to make an extra step." They know that major changes to the aero regulations play to their strengths, and can see a genuine opportunity to find competitive advantage over their rivals - for next year and maybe beyond. It's just that the price to be paid is not going all-out for the 2008 title. That's a headache, especially if it rubs star man Kubica up the wrong way. But right now, it's a headache that pretty much every other technical director in the pitlane would love to have. **FO**

One got **so drunk** after a race he ended up on the roof of a hotel with a **loaded pistol**. Another replaced Ayrton Senna's passport photo with a picture of **two bare buttocks**. In between, there were thumped trackside marshals, private jets and **an awful lot of ladies**. *F1 Racing* salutes...

FORMULA 1'S GREATEST EVER PLAYBOYS

WORDS ALAN HENRY

Innes Ireland and Jim Clark, enjoying what Innes would've described as a "first-rate thrash"



INNES IRELAND

GREAT DRIVER AND DRINKING PAL OF JIM CLARK. FOND OF LOADED GUNS AND GERMAN IMPRESSIONS

Just think about this. Had it not been for the fact that British Racing Motors' staunchly Methodist boss Sir Alfred Owen concluded that Innes Ireland was a bit of a boozier, then the charismatic Scot might well have been signed as the team's lead driver in 1962 instead of Graham Hill. And from that position, Ireland just might have beaten Jim Clark in becoming the first Scot to take the drivers' title.

Truth be told, this hard-drinking son of a vet from Kirkcudbright was probably too social a personality to make the most of his considerable natural talent. In 1960 he was lauded by the media when he twice beat Stirling Moss in non-championship F1

events, but Innes knew Stirling was the better of them. Even so, at his best Ireland was absolutely first class.

He drove his Lotus 21 brilliantly to score the works team's maiden GP success in the US race in 1961, and posted a similarly dynamic victory on the challenging Solitude track near Stuttgart that year. But it was when he got out of the car that things could *really* get out of hand. After his win at Solitude, so the story goes, Innes got so plastered that he ended up on the roof of a hotel, firing bullets from a pistol into the air, bursting open the hotel bar after it had closed and then lamping 'mein host' after he attempted to calm everybody down.

As a result, the organisers of the German GP – due to be run the following fortnight – tried to ban Ireland from competing. They needn't have bothered: Innes's Lotus burned out during the course of the race anyway.

At least he survived, having earlier in the year been lucky to escape with his life after hooking the wrong gear coming out of the tunnel at Monaco and being hurled on to the track. A bit of a celebrity at the time, Innes recuperated at St Thomas's hospital in London and the *Daily Express* ran a photo of his private room full of people and his bed littered with empty bottles and overflowing ashtrays. "All the paraphernalia of a first-rate thrash," said Innes proudly. ▶

JAMES HUNT

DRINKER, SMOKER, FOIE-GRAS BINGER. WORLD CHAMPION TOO

For a glorious 18-month spell between the middle of 1976 and the end of the following year, James Hunt was probably the fastest F1 driver in the world. Niki Lauda might have been more clinically precise, Mario Andretti more rounded and Carlos Reutemann more gifted, but James generated the crackling high-tension static which spelled world class.

Hunt cut his F1 teeth with Lord Hesketh's privateer Hesketh Racing team, which cleverly concealed its professionalism beneath a veneer of jovial fun. For a few seasons in the early '70s, James was Britain's rising star. Impulsive and instinctive, he grabbed the headlines even as an F3 novice. After a collision at Crystal Palace in the summer of '71, when his Lotus tangled with David Morgan's March, Hunt leaped from the cockpit and laid into his hapless rival. Six years later he was at it in F1, at the Canadian GP, punching a trackside marshal who was attempting to lend a helping hand after James spun off while lapping a slower car.

When he stepped into the F1 front line with McLaren in 1976 he told title sponsor Marlboro that there was no way he intended to dress up in double-breasted jackets for formal events. Bare feet and T-shirts were James's stock-in-trade, and it drove Marlboro sponsorship boss John Hogan to distraction. "James just wasn't going to be told on this one, so we had to work round it," he recalled. Not that James would deprive himself of the high-life if he felt so inclined. On the Friday before the 1976 French GP, he troughed out on foie-gras and felt sick the rest of the weekend, just managing to stop himself vomiting on the winner's rostrum.

At the time it was all regarded as a bit of fun, though if anyone had thought about it seriously for any length of time they may have concluded that Hunt was a bit of a fruit cake. Only after his death in 1993 did we slowly come to understand how he was driven by his personal demons. He found monogamy hard to grasp, so when his first wife Suzy left him for Richard Burton, he remained reassuringly sanguine about this emotional derailment.

Hunt did not respond well to McLaren's loss of competitive form. By the summer of '78, he spun embarrassingly early on the Bottom Straight at Brands Hatch in the British GP. He'd taken time out to throw up before climbing into the car and looked wrecked by the time he climbed out of it 10 minutes later. Many thought he was as high as a kite on illegal substances. Hunt's career was coming apart at the seams and within a year it was over.



James Hunt in 1980. He'd retired from F1, but not from his hedonistic lifestyle evidently



He ate so much foie-gras, he nearly vomited on the winner's rostrum



The modest, unassuming Nelson Piquet keeps his usual low profile in the pits. Below, assaulting Riccardo Patrese

NELSON PIQUET

SUPREME RACER, YACHT OWNER AND 'ENTERTAINER OF LADIES'

These days, Nelson Piquet is one of the sport's grandees, although many students of F1 history will recall him starring in a most unlikely moment during the 1982 German GP while driving for the Bernie Ecclestone-owned Brabham team. Coming up to lap Chilean Eliseo Salazar's ATS, Piquet elbowed his way past the much slower car, but failed to pull off the move cleanly, and the two collided and slithered to an embarrassing halt in the middle of the track. Neither driver was injured, but Salazar was wise to keep his helmet on as a furious Piquet danced towards him menacingly in kick-boxing style. Piquet was a pretty feisty performer, but on this occasion he'd gone a bit too far.

Originally Nelson had wanted a career as a professional tennis player, but changed his mind and went racing instead, electing to use his mother's maiden name Piquet instead of his family name Souto Maior. After a few years competing in Formula 1, Nelson considered retiring, but was finally persuaded by noted aviator Niki Lauda that a private jet would make it a lot easier to



Piquet called Mansell "an uneducated blockhead" and his wife every name on earth



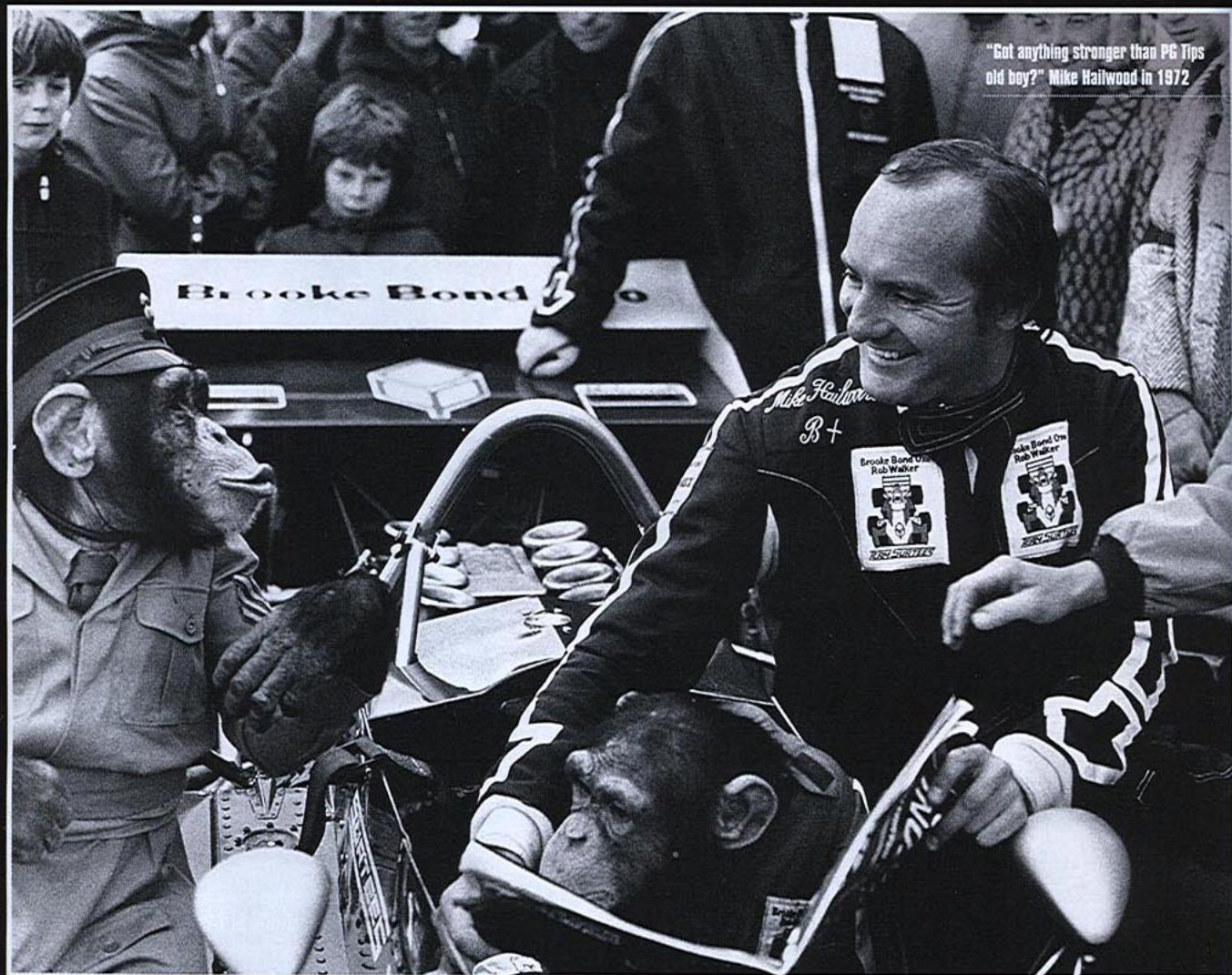
enjoy his private life. Thanks to a rather nice personal jet, Nelson was soon able to enjoy a lot more of his version of the good life.

In the harbour at his Monaco base he kept an 18-metre motor yacht manned by a permanent crew and capable of cruising at 28 knots. On these much-loved Mediterranean voyages the hedonistic Nelson enjoyed swimming, water-skiing, watching TV and entertaining a series of eye-watering female companions.

His costly lifestyle made making more money a priority and Nelson began looking for a better deal from Bernie Ecclestone after 1984, by which time Brabham were slipping from the competitive highwire. To continue with the team, Nelson asked for his £500,000 retainer to be doubled. While Ecclestone balked at this, Frank Williams offered to triple it and so began two tumultuous years at Williams-Honda.

The cars would be competitive and so were the team's drivers: Nelson Piquet and Nigel Mansell. The problem was the teammates hated each other with a passion. Both were so preoccupied with their personal feud by 1986 that Alain Prost sneaked in and beat them both to the drivers' title. Piquet accused Williams of favouring their British driver and tried to destabilise Mansell by publicly calling him "an uneducated blockhead" and calling his wife every name on earth. "Piquet is just a vile man," Mansell responded. To put it mildly, it was an unusual relationship. ▶

"Got anything stronger than PG Tips old boy?" Mike Hailwood in 1972

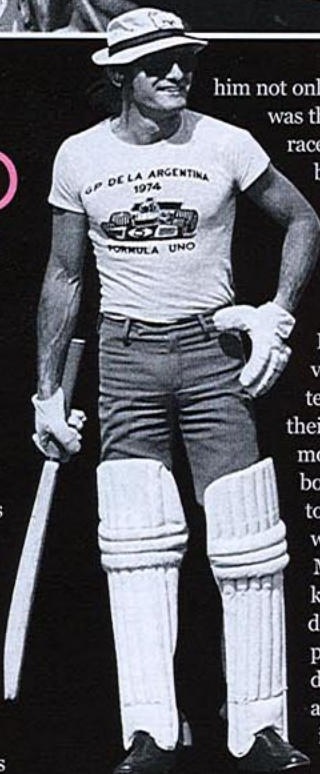


MIKE HAILWOOD

WOULD HIDE IN HIS CAR FROM SURTEES AFTER A 'SESSION'

Stanley Michael Bailey Hailwood never quite made the big time in F1, mainly because for most of his career he was driving a less-than-competitive Surtees. But his sheer speed in F2, where curiously he was also racing a Surtees – the '72 European championship winning TS10 was the best car they ever made – marked out his true potential. And he was an operator with the ladies like you just can't imagine.

The whole thing about 'Mike The Bike' was his all-round appeal. His father, Stan, had made a lot of money from his business, Kings Of Oxford – the biggest motorcycle dealership in the country – and his son had wanted for nothing in terms of the best equipment available as he climbed the racing ladder. Women loved him for his genuine charm and sex appeal. Men respected



Hailwood would disappear for three days with a beautiful woman, turn up an hour before the race – and still win

him not only because he was the best motorcycle racer of all time, but because he was a decent and straightforward sort of chap.

Although Surtees and Hailwood had very differing temperaments, their background as motorcycle racers bonded them together in a workable alliance. Mike was genial, kind and totally devoid of any pretension. Off duty and with a drink or two inside him he could be quite

a handful socially, but he was always highly professional about his driving.

That he had a fondness for partying was also beyond question, but he never imposed on outsiders in a boorish manner. Although they were both motorcycle aces of considerable status, some felt that he was slightly over-awed by Surtees. In the paddock one morning over the 1972 Rouen F2 international weekend, Mike's Citroën SM was parked by the Surtees transporter, its owner asleep in the driving seat. "If John asks if you've seen me, say you've no idea where I've been," said Mike. "Had a bit of a heavy night in Paris with a few friends who could keep up," he smiled knowingly. That was the secret of, course. Keeping up.

Later that autumn Mike was in action again at the three-race F2 Torneo series at São Paulo's Interlagos circuit, where one particular doe-eyed beauty took his fancy and they disappeared together for three or four days. Mike eventually turned up back at the track smiling contentedly, about an hour before the start of the race, and drove a blinder to win – and then literally wrung out what were by now his alcohol soaked overalls on the pitwall at the end.

GERHARD BERGER

NOT TO BE TRUSTED WITH
AYRTON SENNA'S PASSPORT



"Senna taught me how to be professional, but I like to think I taught him how to laugh"

At the height of his racing career, there was an underlying steel about Gerhard Berger's character, which belied his relaxed and easy-going outward nature. Prepared by three years in the highly political Ferrari F1 environment, he followed that facing the unenviable task of succeeding Alain Prost alongside Ayrton Senna in the second McLaren-Honda seat in 1990.

Gerhard came from wealthy stock; his father had built up a prosperous road haulage company, but the son very much carved his own path from a professional motor racing viewpoint and was always shrewd when it came to cutting a deal, as the fruits of his career's labours – the apartment in Monaco and the multi-million dollar yacht – would testify.

Berger was always particularly astute when it came to negotiating his contracts, being sceptical as to what a manager could offer him. "There are only two figures you need to have in your mind in any contract negotiations," he once said. "What you want, and what you are prepared to accept. Why do you need a manager for that?"

Although Gerhard gained a huge off-track reputation as a very sociable driver, most of his hell-raising was directed towards Senna during their time at McLaren. Ayrton may have had the edge on the circuit, but the Austrian was relentless in channelling a succession of practical jokes in Senna's direction. The most audacious one of all was revealed when Senna, arriving at customs on a visit to Argentina, offered his passport only to find his mugshot had been replaced by a photo of two bare buttocks.



Are they 'aving a laugh? Berger and Senna enjoy each other's company at McLaren in 1990. Left, Berger in 1995

Berger kept going. Taking off from the Monza paddock together, he threw Ayrton's briefcase out of the door. On a windy day at Spa, he undid Senna's spiral-bound personal organiser and let the pages blow away. Senna responded by getting the key to Berger's hotel room, filling the bath and adding all his clothes. The next morning Senna watched his team-mate for a trace of annoyance, but Gerhard did not offer a flicker of acknowledgement that anything had happened. That drove Ayrton mad.

"He taught me to be professional about my sport," said Berger after his friend died at Imola in 1994. "And I like to think I taught him how to laugh." **F1**

LIGHTS AT THE FRONT

If red, it indicates to everyone that there are power leads still plugged into the car. Green means all-clear

STACK OF TYRES

The tyre area is marked out by tape on the floor. "That's a no-go area," says team manager Richard Cregan. "You can't stand there, as this is where tyres are being wheeled in from the back. We're usually so tight on time that guests standing in the way delay the process"

REFUELLING MACHINE

Situated to the right of the TF108, in the middle of the garage. It stores fuel, pumps it into the car, and a supply and breathe hose on the side of the TF108 means that it can also take fuel out

STEERING WHEEL

It sits face-down in a little foam container which has been designed to sit on top of the monocoque, protecting all the switches

BRAKE PAD REPLACEMENT

In this shot Jarno Trulli is watching the mechanics changing the brake pads and discs – a job that takes about 12 minutes. Note they're wearing gloves, as brake pads get extremely hot

WHAT IS ALL THAT STUFF IN AN F1 GARAGE?

Ever wondered what all those secretive bits inside a pit garage actually do? Wonder no more...

WORDS JAMES ROBERTS PICTURE LORENZO BELLANCA/LAT

POWER SUPPLY

When the tyre blankets are being used, they're powered from the overhead supply. This also powers the TV and data monitors, overhead lights and wheel-rim heaters

TOOL KIT

A plastic container has been designed to fit on the rear wing snugly, which is used to store small components. "If they are changing the rear suspension or dampers, they put pieces in the container so they don't fall in the engine," says team manager Richard Cregan. "It also has a silver shrouding to protect the mechanic using the starter when the engine is fired up"

CABLE TIES

These are used to tie together the enormous amount of wiring and piping inside the car

BACK WALL

At the back of the garage is a one-way mirror which VIP guests sit behind. There are also two clocks, one synchronised with the FIA and the other a countdown to the end of the session. "At the start of every weekend we all set our watches to those times so everyone in the team is synchronised," says Cregan

TOOL BOX

Filled with sockets and special tools, they all sit in neat little foam compartments. "It's vitally important that the mechanics put things back where they came from," says Cregan. "Imagine if a driver suddenly came into the pits and work is needed on the car. You don't want to be wasting a minute looking for the correct tools"

AIR FANS TO COOL THE RADIATORS

"There is still a lot of residual heat coming from the engine in the garage," says Cregan. "So, the fans power air through the radiators and the oil coolers, and are also used as heaters to warm up the engine"

COMMUNICATIONS HUB

Jarno's race engineer Gianluca Pisanello plugs his laptop and radio into this to communicate with the team, observe Jarno's telemetry and note his feedback



ALONSO

OPENS UP

He hasn't spoken to Ron Dennis for months. He's not joining Ferrari - at least not yet. But he does play poker with Bernie Ecclestone. F1's Mr Private is ready to talk... and *nothing* is off-limits

WORDS BRADLEY LORD

PICTURES ROB WHITROW

Fernando Alonso is frowning.

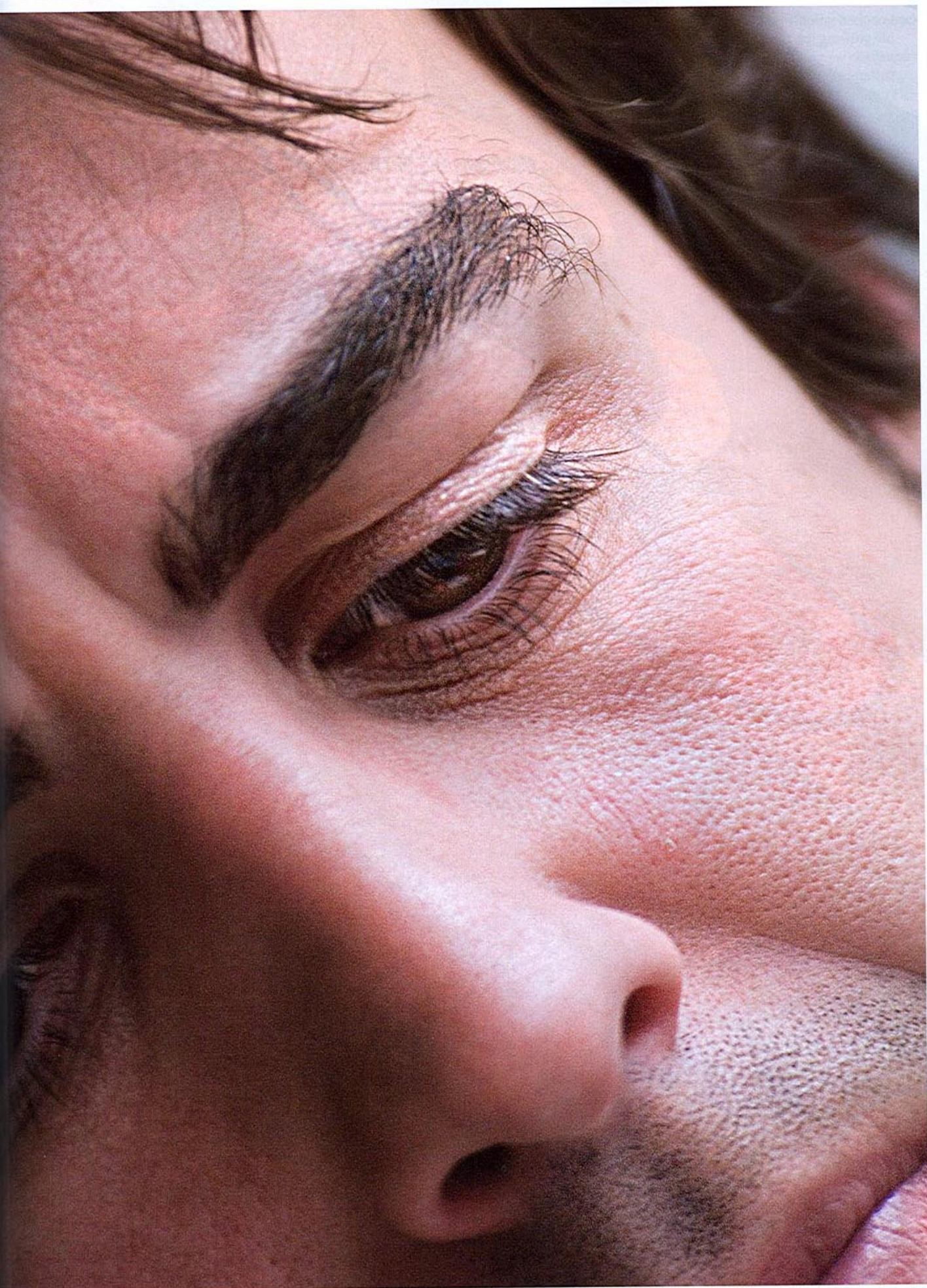
No surprise there then, you might think. But fortunately, it's because he's thinking. Hard. In front of him sits a word-board covered in adjectives and he's got to pick three to describe himself. His eyes scan the page methodically, then he pauses. "What does that mean?" Fernando asks, pointing at the word 'moody'. An explanation is offered, before his finger slowly moves to the first two selections. 'Private', 'Determined'. Another pause, then finally a third choice: 'Proud'. Bingo. He cracks a smile and points

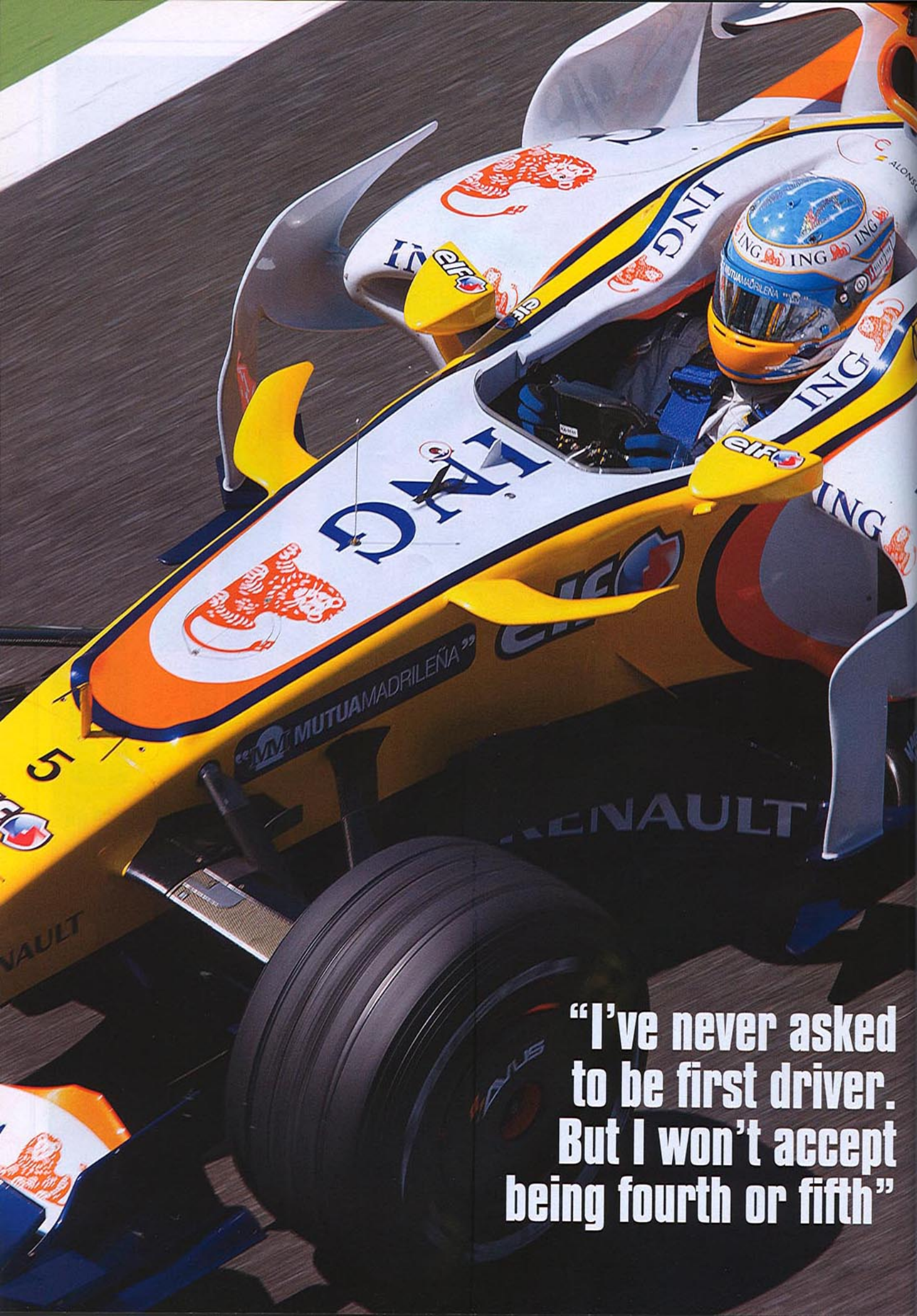
at some of the other possibilities that he didn't pick. "You know, I'm not intelligent or generous. I'm not even a winner!"

It's very hard to see through to the real Fernando Alonso these days. So much was written during his tumultuous year at McLaren that it's become tricky to separate fact from fiction. In the UK at least, the former conqueror of Schumacher was transformed into a pantomime villain. Each time he appeared on TV, you could almost hear the chorus of boos and hisses

around the country as he went head-to-head with not just Lewis Hamilton, but his whole team. It was an incredible transformation for a man who'd been almost universally respected until then for being uncomplicated, outspoken and never, ever giving up.

Over the winter of 2006/7, the talk was of respect. "The difficulty for Fernando is that he really wants to concentrate on the job at the weekend," explained Ron Dennis before Christmas '06, "with a fair and acceptable level of sponsor and media work in an agreed format." Clearly, Fernando's desire ➤





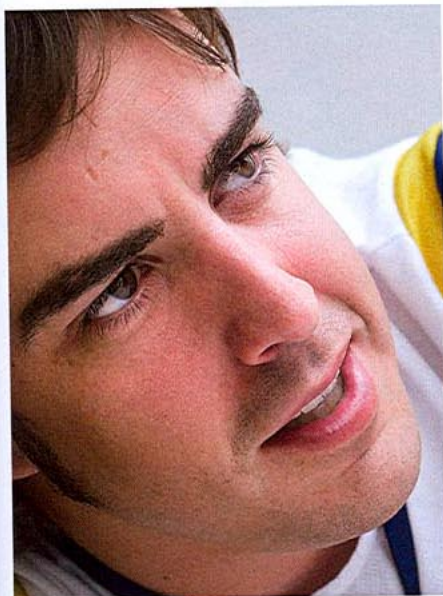
**“I’ve never asked
to be first driver.
But I won’t accept
being fourth or fifth”**

for the quiet life away from the track would be respected. Alonso was the first world champion to join McLaren since Nigel Mansell in 1995, and he was to be the man to end the team's nine-year championship winning drought. Yet less than a year later, the relationship was in tatters...

So Fernando, when did you last actually speak to Ron Dennis?
It was after Brazil last year.

A former team-mate of yours, Jacques Villeneuve, summed up your year at McLaren in *F1 Racing* by saying: "He got in the car and he wasn't respected, even though he was a two-time world champion." Do you agree?
Er... yes, that's a little bit fair.

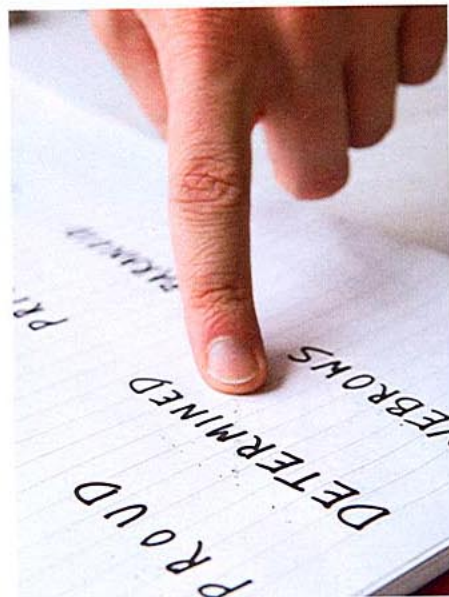
Have you ever asked for preferential treatment in a team?
People are always talking about first driver, second driver and things like that. I was



How many people do you trust now in the F1 paddock?

(Sighs) Quite a few actually, I think. I trust everybody, and sometimes afterwards I have some, er, *disappointment* (laughs). But at the beginning, I trust everybody.

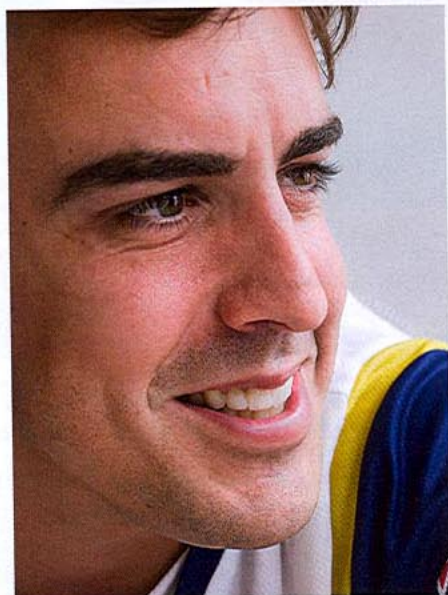
Rewind to the afternoon of Sunday 21 October 2007, at Interlagos in Brazil. The most palpitating F1 world championship in living memory had just come to an end and while Kimi Raikkönen celebrated, Fernando slipped quietly out of the McLaren garage and into the paddock. Had his struggles during the middle stint on the soft tyres lost him the title? "No, I didn't lose it there," replied Alonso at the time. "It was my fault, when I crashed out in Japan." The answer was simple, direct and above all honest: he'd lost the championship through his own mistake in the horrendous monsoon of Fuji, and he wasn't going to cast blame elsewhere or look for scapegoats. And then he walked



re-energised him. After winning back-to-back titles, he talked openly of not growing old in F1. Now, he's set himself a new challenge – call it redeeming a tarnished reputation, or proving his detractors wrong, but there's no mistaking the intent in his voice.

"It's true that I was thinking of that, but now I'm thinking the opposite," he explains when it comes to the subject of early retirement. "After these difficult times, I want to have the time to win enough championships – everybody will see how determined I am to win and be fast. So there are still many years to come from me..."

Strange as it may seem after the events of 2007, Fernando and politics don't mix well. The undercurrents of F1 have in turns frustrated him, foiled him and unnerved him over the past few years. In the wake of his penalty at Monza in 2006, his voice simmered with emotion as he declared that Formula 1 was no longer a sport, referring to what he felt was excessive outside intervention in his championship battle



not asking to be a first driver. *Never*. I've never asked for that, in any team. But what I cannot accept is to be treated like a fourth driver or fifth driver, you know? I want at least to have equal possibilities to my team-mate and that was not the case in the final part of the championship last year. So that was the final point.

You say that was the final point. Where did it begin?
I don't know, I don't know when...

Was it after the controversy over your win in Monaco?
I think it was later than that, sometime after the summer.

You've never told your side of the story from 2007. Do you think you ever will?
Maybe I will one day, maybe in my own book. But not yet...

off with a spring in his step, looking for all the world like a weight had been lifted from his previously troubled shoulders.

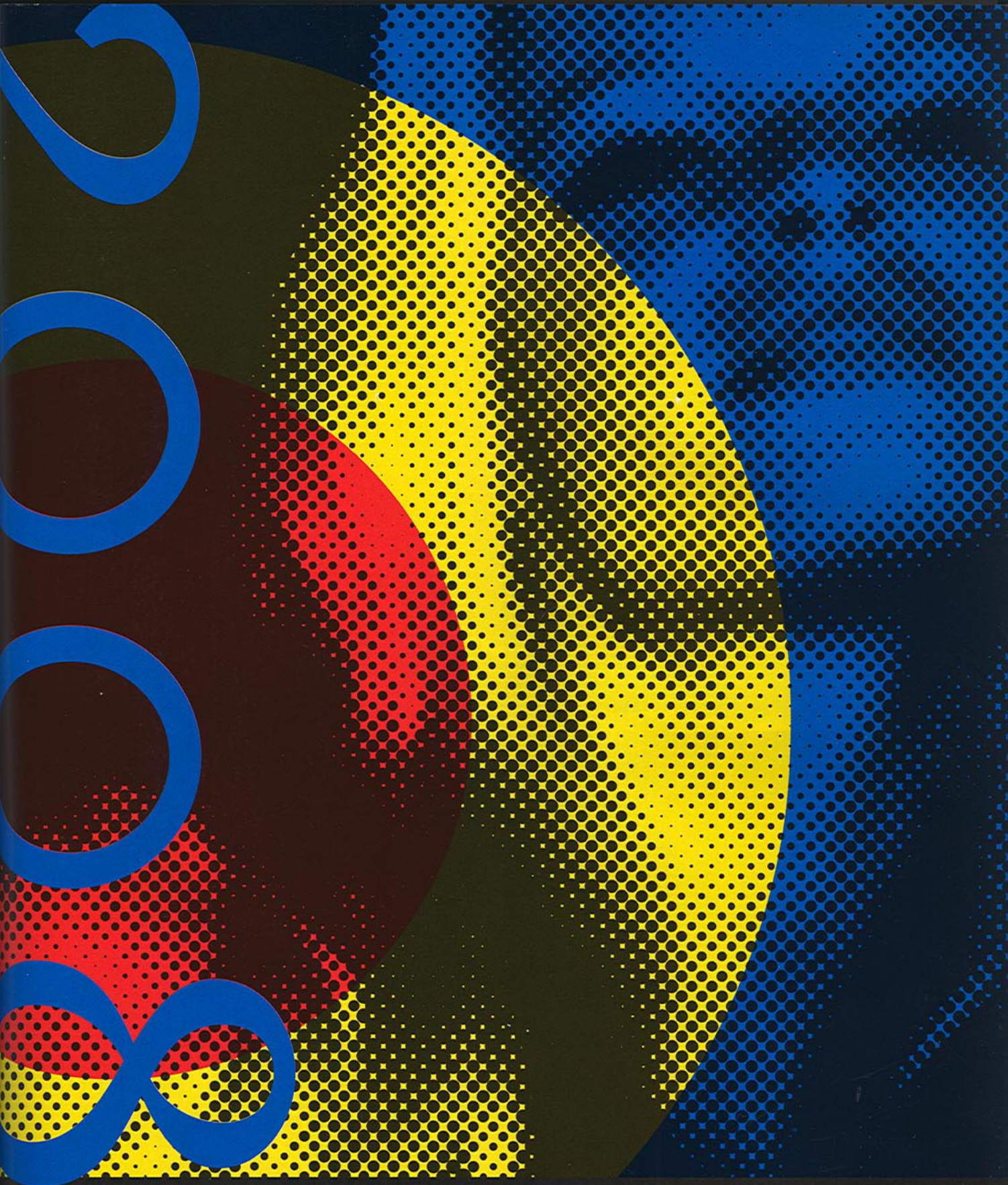
Since that afternoon, his visits to the podium have been 'limited', to put it politely. For the first time in three years, he's not challenging for the world title. So has he adjusted to life away from the glare of the championship spotlight? "There was a bit of frustration when I saw that I wouldn't win races, or get on the podium," he admits.

"But it's still a challenge to beat our main opponents, and that's the motivation to keep doing my best. I'll keep fighting for a podium or even a victory this year because that will prove that I'm still here. I want to prove to everybody that I'm the best so I need a super performance to do that, which means a podium or a win. And I'll be trying to do it in the second part of the season." Reading between the lines, it's apparent that Alonso's tribulations at McLaren have, paradoxically,

with Michael Schumacher. 2007 was a political disaster: when was a driver last alleged to have tried to blackmail his own team boss? None of these title campaigns have had the sporting purity Alonso seems to yearn for so strongly. So after having seen his childhood dream of driving for McLaren turn into something closer to a nightmare, does he still love his job?

"Yes," he says. "I love driving anything: a go kart, motorbike, road car, whatever. And these are the best cars in the world. It's very special for me to feel the wheel in my hands. And F1 is the maximum feeling." Is just holding the wheel enough, though? Would he rather be happy and finishing eighth, or unhappy and winning? The response is instant. "Winning. Always winning."

Controversy, though, is never far away. Perhaps it's the almost myopic focus his national press place on his every move – in Spain, Fernando doesn't just participate



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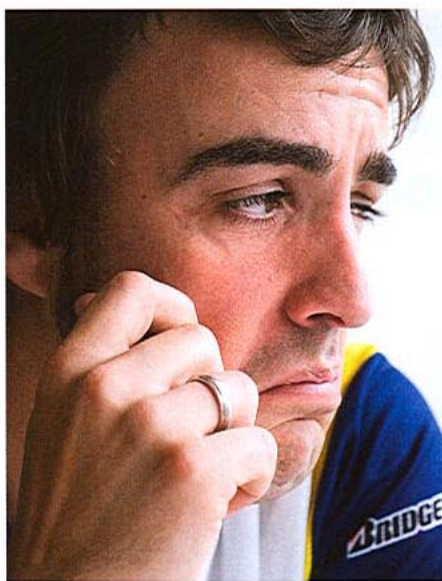
in F1, he is F1. Every sentence he utters makes news and each publication pushes the potential meaning of his words to the absolute extreme. What's more, he doesn't duck questions: he'll often talk freely about anything and anyone.

It all means that his opinions appear so often that you're tempted to conclude he secretly enjoys the controversy. "No, that's wrong – I don't like it," he explains. "I think I'm a very normal person, with normal hobbies. And that's strange because here in Formula 1 you need to be a little bit, I don't know, *extravagant*. You've got to be a friendly, nice, happy person all the time. If you're concentrated and always serious, then people look at you like you're odd." But does he ever yearn for the days when it was just him, his dad and his go kart? "Maybe a bit, yes... but F1 is also very attractive because of all the attention from the media, and the extra things that you have to do. If you go to India, Korea or Japan, you're still a celebrity there and that's very appealing for people."

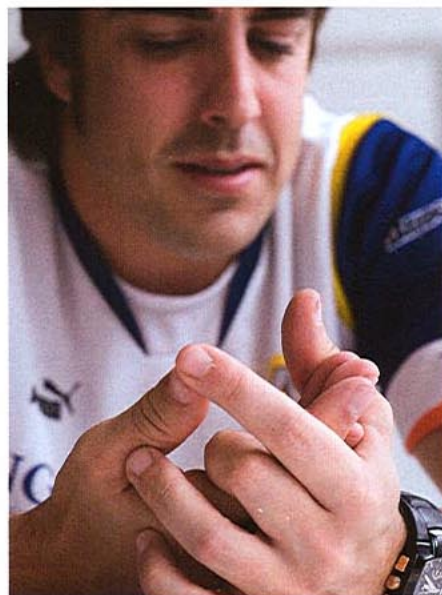
As Fernando sits in Renault's modest motorhome, it's clear this is an atmosphere in which he feels completely at home. There are none of the hunched shoulders and long faces that prevailed in 2007 – his gestures are open and expansive, the expressions warm. It seems that leaving Renault, and more importantly returning to the team, has taught Fernando the essential truth that no man is an island. Environment, all the way down to the chatter in the background of the motorhome, matters to him.

He's spoken about team boss Flavio Briatore being a 'father figure', an unusually intimate description for a man as fiercely private as Alonso. "I was racing in F3000 when he called me," recalls Fernando. "We met and started a relationship as manager and driver. Without him, maybe I wouldn't be in F1 today. Even apart from this first push, Flavio's there to help me every day, with anything I need. In Formula 1, it's not normal to have a person who's always ready to help you. But Flavio's always ready to help me, so I appreciate that."

Throughout Renault's championship years, Alonso would often disappear rather conspiratorially into Briatore's office, followed by then team-mate Giancarlo Fisichella. A crucial pre-race briefing perhaps? Strategic discussions about how to counter the threat from McLaren or Ferrari? No, the answer was 'scopa', an Italian card game. The wagers were comparatively small – £30 or so a time. But whole evenings were spent as friends over a few games. The same happened towards the end of 2007: in Fuji, the hot rumour was that Alonso had signed a pre-contract with Renault after being seen sloping out of the team's hospitality area. The reality was that he'd been playing cards with his old boss. The habit's morphed into poker games for 2008, and Alonso found himself



"In F1, you've got to be happy all the time. If not, people look at you like you're odd"



"Kubica, Fisi, Trulli – they're nice guys," says Alonso. "You can have fun with them. That's very important"

around a table with Briatore, Robert Kubica and Bernie Ecclestone in Monaco. Can you imagine playing poker against Flavio – and Bernie? Fernando laughs at the memory. "Flavio won..." he smirks. And how much money has he taken off Mr Briatore over the years? "Ha ha! Not much, not much..." he says, with mock regret.

As for the other card shark, Kubica's been a friend and rival of Alonso's ever since the pair go-karted together in their teens. In 2006 Alonso, then a double world champion,

labelled Robert as the young driver he most feared. But can you really be good friends with a fellow driver when you're both going for the same thing – and only one person can win it? "It depends, so far I haven't been fighting with Robert for the championship!" laughs Fernando. "But why not? I think you need to have a similar character and a similar way of looking at life outside Formula 1, because not everything in our lives is about F1. So if you find someone similar, it's not difficult to have a relationship. Not only Robert, but also Fisichella or Trulli. They're nice guys, and you can have fun at the circuit or outside of it. That's very important."

Our time with Fernando is coming to a close, and thoughts inevitably turn to the future. In Monaco this year, the big rumour was that Alonso would be heading to Ferrari for 2010. Since then he's been linked with Honda and BMW for 2009, amongst others. Throughout, doubt has persisted over the exact terms of his contract with Renault, with credible suggestions that a performance clause will allow him out of the deal at the end of 2008 if the team is not in the top three of the constructors' championship...

There have been suggestions you'll be changing teams in 2009. When will you start thinking about next year? After the summer, I think we'll see what the possibilities are.

So have you been house-hunting in the Maranello area? No.

What does the future hold, then? At the moment, I've read these things but there's nothing close, or anything like that. It's just a question of common sense, really. If we improve, if we're fighting and winning races at the end of the championship with Renault, then next year is looking great. That's the first target for us, to try and improve together, because we've still got a lot of work to do to catch up the big teams. After that, then we'll see...

Wherever you end up, do you still believe you're the best guy out there? Yes.

The final answer is given with absolute conviction, and an arrow-straight stare. It goes to the very core of what this enigmatic man's all about. The unshakeable belief that he's the best, and the knowledge that he's proved it more often than any other driver in the sport at the moment. Forget the swirling stories and all the rumours, history will remember the two world championships – and the others he may one day win until he has, in his own words, 'enough'.

It's clear this is not a man of delusion or overblown ego; he knows himself damn well. Proud? Check. Private? Absolutely. And, it seems, as determined as he's ever been. **FO**





Bridgestone Motorsport,
Langley, UK: May 30, 2008

THE AMAZING LIFE OF AN F1 TYRE

These 1,800 Bridgestones are heading to the French GP. Twelve will be used on Felipe Massa's winning Ferrari. But the story of F1's most vital component is more complicated than you think...

WORDS BRADLEY LORD

PICTURES LORENZO BELLANCA/LAT,

ANDREW FERRARO/LAT

Imagine doing your job

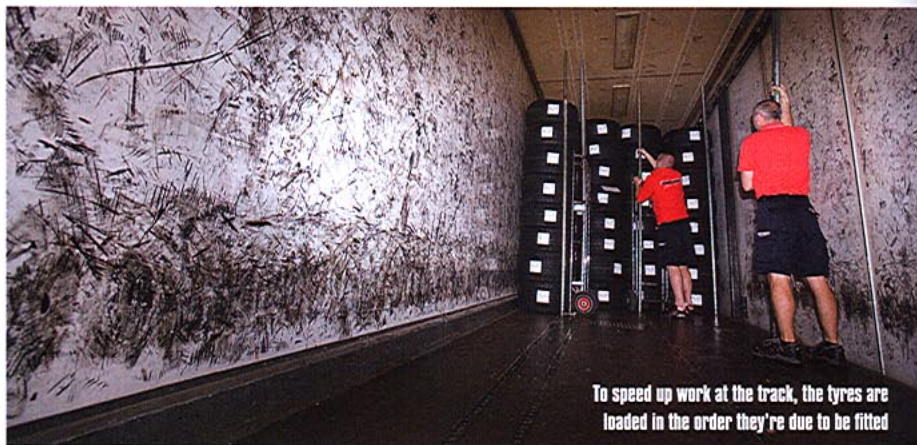
faultlessly, winning a race and then being chucked into the dark depths of a lorry bound for one of several secret locations around the UK. Hardly gratifying, is it? But that's the fate of FIA 09314076 – the right-front tyre from set 206, which Felipe Massa used to win the 2008 French Grand Prix. The only crumb of comfort is that it's not alone. The other 1,119 dry tyres from the weekend, used or unused, went exactly the same way: straight into the furnace.

Bridgestone Motorsport's European arm operates out of Langley, just a stone's throw from Heathrow airport. Drive down the M4 towards London and you'll see the building on your left-hand side, one more white warehouse on an industrial estate in Slough. Inside, though, it's a very different proposition. The floor space is covered with tyres for Magny-Cours, nearly 1,800 in total: seven sets per car of each dry type, four sets of wets, three sets of full wets and a few spares in case of damage or faults. Somewhere in there lurks 09314076.

By the time the tyres reach Langley, they've already travelled halfway round the ➤

world in a container ship. Every F1 Potenza is manufactured at Bridgestone's Technical Centre in Kodaira City on Tokyo's western outskirts, and is individually barcoded before it leaves the factory. All of these barcodes must be sent to FIA F1 technical delegate Jo Bauer. They're jumbled-up National Lottery-style, before being selected at random: it's tempting to think the whole process involves white gloves and a minor celebrity – but probably not. Four barcodes of the same compound are combined to make a set, the process is repeated a thousand times or so, and the results are fed into the 'master scanner' wielded by FIA representative Kris de Groot at the circuits. Laborious it may be, but in a world as paranoid as F1 there's no other way of ensuring total equality.

It's Tuesday before the French Grand Prix and Bridgestone's six trucks are waiting outside the Magny-Cours paddock. "Bernie's motorhome is always the first in, and first out," laughs Field Service Engineer John Werry. "The teams come next, then we can get in, park the trucks and set up the garages." The garage awnings are quickly erected, then the doors of the four tyre



To speed up work at the track, the tyres are loaded in the order they're due to be fitted



One down, 1,799 to go: Formula 1 may be a high-tech sport, but some jobs are still best done with a large iron bar



Tyre number 09314076 does the business out on track, during the opening stint of the French Grand Prix

transporters are flung open – and work begins. "The tyres are always loaded in fitting order," explains John.

"It means the first ones out of the truck are the first to be fitted. It takes a bit more time to load them that way – but it saves us a lot more at the track." The sets are numbered in a standard format: car number, followed by the tyre code (0 for hard, 1 for soft, 2 for wet, 3 for extreme wet), followed by the set number. So set 206 is for car 2, '0' designates the hard compound, and number 6 is the set number. Since the first three sets of dry tyres must be returned to the FIA before qualifying (two on Friday night, one after P3), set 6 is more often than not used as a race set.

The tyre-fitting process occurs in five stages: check, mount, inflate, balance, re-check. As the tyres emerge from the trucks, the sets are matched to rims and signed off – cross-checking the tyre barcode and the set number. Written on the sidewall of every tyre are its identification details, and a big white

sticker reconfirms them. Prior to mounting, the rim is covered with tyre glue to help seat the bead (the stiff inner edge of the tyre) and prevent slippage. A burly chap with an iron then levers the rubber into place: a trained operator can fit four tyres in four minutes. As for the rims, they're as wide as the wheels on a Ferrari 599 – and have the same 13-inch diameter as a Mini!

Step into the garage mid-fitting, and the reflex is to duck. A minute later it happens again: bang! There's no artillery, though: the sound's actually that of the tyre popping onto

its rim. During inflation, the tyres are pumped up to 50 psi with dry air to seat the sidewall properly before dropping the pressure back down to 20 psi. Some teams then purge the tyres to remove any moisture and also to fill them with different gases.

Balancing is perhaps the trickiest of the operations because it must be correct down to the nearest gram – any error and the drivers will be sending a bill for new fillings to Kodaira. An electronic machine spins the tyre up and identifies the imbalances. The appropriate weights are placed on the outer and inner rims, according to the teams' preferences: either 'choc' weights (so-called because they look like bars of chocolate) or 'gap' weights. Gap weights are flat, and tend to be mounted on the inner edge of the rim where clearances are minimal around the brake ducts. And if no weight at all is required, 'B OK' is scribbled on the sidewall – so the teams don't send the tyre back thinking the weights have fallen off.

At the end of the line comes a final check. The glue residue is cleaned off and the sticker removed. It goes onto a board along with three others to ensure every barcode matches up. Should a tyre be replaced because of damage or a fault, the barcode must be deactivated by the FIA and a replacement selected from the truck. The new sticker then replaces the original on the board – every time. It may seem basic, but it's a procedure that ensures peace of mind and a level playing field. And Bridgestone work fast: they can fit between 12 and 14 sets an hour. It still makes for 30 hours of solid work, though, when fitting all 420 sets needed for a race weekend.

As for 09314076, the tyre was fitted on Thursday before the race. After three days in blankets, set 206 went on to Massa's car for the first race stint – 23 punishing laps of Magny-Cours. Then, in spite of delivering a perfect performance, the tyre was sent to meet its maker. Whether the performance is good or bad, that's the curse for any Bridgestone Potenza these days: winning doesn't make you special. "There are 18 races this year, and we've already won them all," smiles John Werry before getting back to work. "We've got the fastest car on the track, but the slowest is ours, too." **FO**

"We've got the fastest car on the track – but the slowest is ours, too"



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**MIKE GASCOYNE'S
MID-SEASON
TECHNICAL
REPORT**

What's worked and what hasn't so far in 2008? Force India's chief technical officer rates this year's tech trends



Bridge wings let other aero devices toward the back of the car work more efficiently



BRIDGE WINGS

"These have become a trend, and you have two ways of mounting them – either on to the nose, like Ferrari, or over the top, like McLaren. Logic dictates that there isn't much difference between the two solutions; it just depends which one you fixed first relative to the nose height.

High wings such as these are an attempt to control the aerodynamic wake of the front wing so that the aero devices 'downstream' work more efficiently." ➤

winners' group and they are right up there in the championship.

Behind them you've got a group where no one is in the ascendancy, technically: Williams, Toyota, Renault, Red Bull and occasionally Honda. It's circuit-dependent and driver-dependent, and I don't see any of them becoming dominant in the second half of the season.

The reason we're seeing some quite way-out aerodynamic devices is that the rules have been stable for so long that people are finding it harder and harder to make gains. But every improvement is worth making if a tenth of a second will move you several places up the grid..."

Formula 1 is amazingly competitive at the moment. We [Force India] are often at the back of the grid, but less than two seconds off the pole time – within a second of us you have most of the grid, from seventh to 20th. At the end of the race we might be close to being lapped, whereas 10 years ago people finishing fourth were often a lap down.

I think that, performance-wise, Ferrari have the edge on McLaren in all-round car pace. Even if you look at Monaco and Canada, McLaren were strong but nowhere near as dominant as they were in '07. In outright pace it's still a top two rather than a top three, although BMW have joined the

A new trend is twisted-profile rear wings. Honda's is complex, while McLaren have taken a more simple approach



TWISTED WINGS

"CFD (computational fluid dynamics) has become a great tool in optimising rear-wing design. With some of the flow devices that are appearing on the front-centre of the cars, it's difficult to have anything further outboard. So, we're starting to see these twisted-profile rear-wing solutions. Interestingly, Honda have one of the most complex and McLaren's is relatively simple."

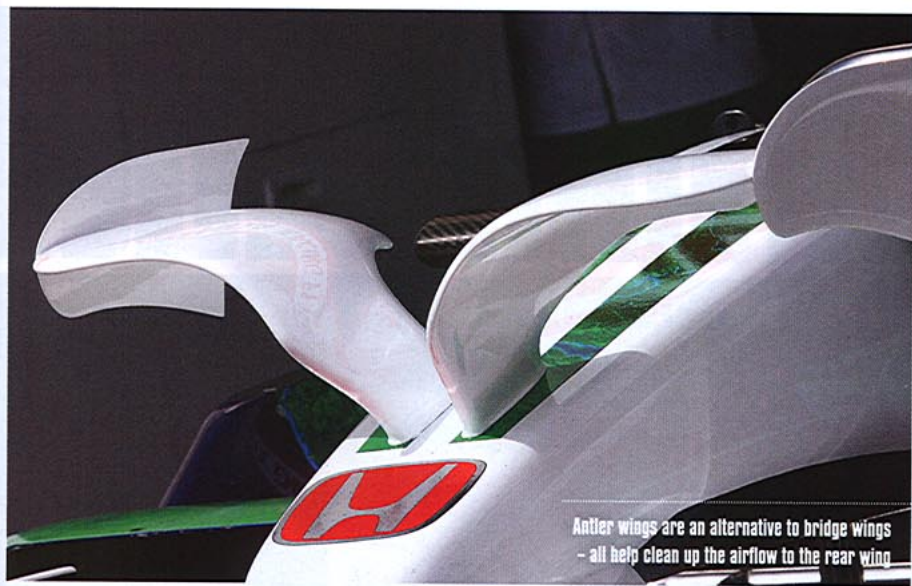


"Ferrari's nose slot would take a lot of work and expense for it to pass crash tests"

NOSE SLOT

"Ferrari have recently introduced this hole in the nose, which has created a lot of interest in the pitlane. Obviously they have introduced it to help the middle part of the front wing work better when the flap is at a steep angle – this is why they've only used it at the circuits that require lots of wing. The downside to the slot is that there are some structural implications: to get it to pass the crash test would require quite a lot of work and some expense, so you probably won't see many of the other teams on the grid following this route. We [Force India] certainly won't."





Antler wings are an alternative to bridge wings - all help clean up the airflow to the rear wing



ANTLER WINGS

"The BMW seems to have bits on bits on bits. As a variant to 'bridge wings' we have contraptions appearing on the front crash structure. The trend began with people using the TV camera housings to influence airflow.

BMW's is a reasonably radical solution. You'll notice that cars with these features don't have bridge wings, and that's because they're all attempting to do the same thing, which is to control the upwash from the front wing and clean up the flow to the rear wing so that it produces downforce efficiently.

As you optimise the car to produce more downforce at the rear, you end up working the front much harder. And the rules are restrictive in terms of what you can do, so you're seeing bigger flaps, especially in the centre portion of the front wing. This affects the airflow to the rear, so you manage the wake of that front wing. Bargeboards tidy the flow to the underside of the car, while nose-mounted winglets do it for the rear wing.

Honda have had several evolutions, none of them particularly attractive, but they've made some reasonable gains during the season. They looked weak until they gave the car a significant update before Melbourne, and they've made progress since, including another big step at Barcelona. The car is still quite draggy, though, and they're struggling for straight-line speed. I think they've gone for downforce at any cost, so as to get heat in the tyres to generate grip. It doesn't look like a very efficient car. It'll be interesting to see how they do at Monza and Spa."

ANVIL WINGS

"These began as fin-like extensions to the engine cover, but following the same general outline in profile. Red Bull were the first to run with this more extreme interpretation. The idea is to straighten the airflow to the rear wing in yaw [turning around a vertical axis], so the loss you get from the rear wing in yaw [ie, when turning] is reduced. We've seen that effect in CFD and you'll see other cars adopting it, including us.

Williams had a variant, but I think it was a one-off for Monaco in that form, because it was supporting an extra wing element."



Red Bull were the first to develop the anvil wing; Williams introduced their version for this year's Monaco GP



F1'S LATEST MUST-HAVE GADGET: THE INERTER

It's revolutionised suspension design. Here comes the science bit...

McLaren sponsored the research for what they codenamed the "J-damper" and, famously, when a drawing of it ended up in Renault's hands, their techies couldn't understand how it worked. More accurately described as an "inertor", this cunning device isn't a damper at all because it stores energy rather than dissipates it.

The inertor fits between the suspension mounts. The effect is to even out the load on the car's tyres and generate more grip. But the theory comes from comparing the way suspension works with an electrical circuit. Confused? Don't be.

"In electrical circuits there's a theory which tells you how to build a circuit which has the most general passive electrical 'impedance' [resistance]," says Professor Malcolm Smith of Cambridge University, whose research pioneered the inertor. "Only three component types are needed: inductor, resistor and capacitor. Standard engineering textbooks give the spring, damper and mass as the three analogous mechanical elements. So you would expect to be able to build the most general passive mechanical impedances with these elements - the idea would be to replace the spring and damper in a car suspension. But there's a snag. You can't connect a mass between two independently moveable points - such as the car body and wheel assembly.

"The missing element is the inertor, which typically incorporates a flywheel which rotates in proportion to the relative displacement between the attachment points.

"The inertor is an energy storage element (like the spring) and not a dissipator (like the damper), so it's not immediately obvious from the behaviour of the element in isolation how it would help with this task. The inertor acts in combination with other elements (springs, dampers and masses) so that the overall goal is achieved."

J-DAMPERS/INERTERS

"McLaren sponsored the research on inertial damping [see right] and a lot of it is in the public domain. It's legal, and our vehicle dynamics simulations have shown it's of benefit. But it's not necessarily easy to put on the car - there isn't that much space for the hardware, especially at the front. Apart from that, it's a straightforward piece of kit." **FO**

WHAT F1 CARS WILL

Radical new regulations mean F1 cars will be very different next season. *F1 Racing* serves up an exclusive sneak preview of the cars of tomorrow

WORDS BRADLEY LORD ILLUSTRATIONS PATRICIA SOLER

Drawn from F1 design data, this illustration is the first time a 2009 car has been seen in public, and it marks a major departure from the 2008 car alongside. The new technical regs combine a massive reduction in downforce, adjustable aero, the return of slick tyres and the introduction of KERS (kinetic energy recovery systems). This package of technical changes has one very clear objective: to improve the racing...

DOWNFORCE REDUCTION

Increasing the overtaking means cutting downforce. The Overtaking Working Group (comprising McLaren's Paddy Lowe, Renault's Pat Symonds and Ferrari's Rory Byrne) conducted the first ever F1 windtunnel research on how to improve overtaking. Their conclusions have shaped the new bodywork regulations: lower, wider front wings; narrower, higher rear wings; changes to the diffuser; and clean bodywork. The teams' development baseline will be 50 per cent of current downforce levels, and they're already working to claw back as much as possible. As the current 'natural following distance' between F1 cars is around two seconds, halving the downforce levels should reduce this to around one.



Above: an early computer-aided design (CAD) draft of a 2009-spec car

SLICK TYRES

Reduced downforce means slower lap times, so the return of slick tyres should help speeds remain stable at around 2008 levels. What's more, slick tyres don't have the 'knife-edge' grip of their grooved equivalents, and that will boost a driver's confidence. "With grooved tyres you always try to be a percentage under the limit," explains Honda tester Alex

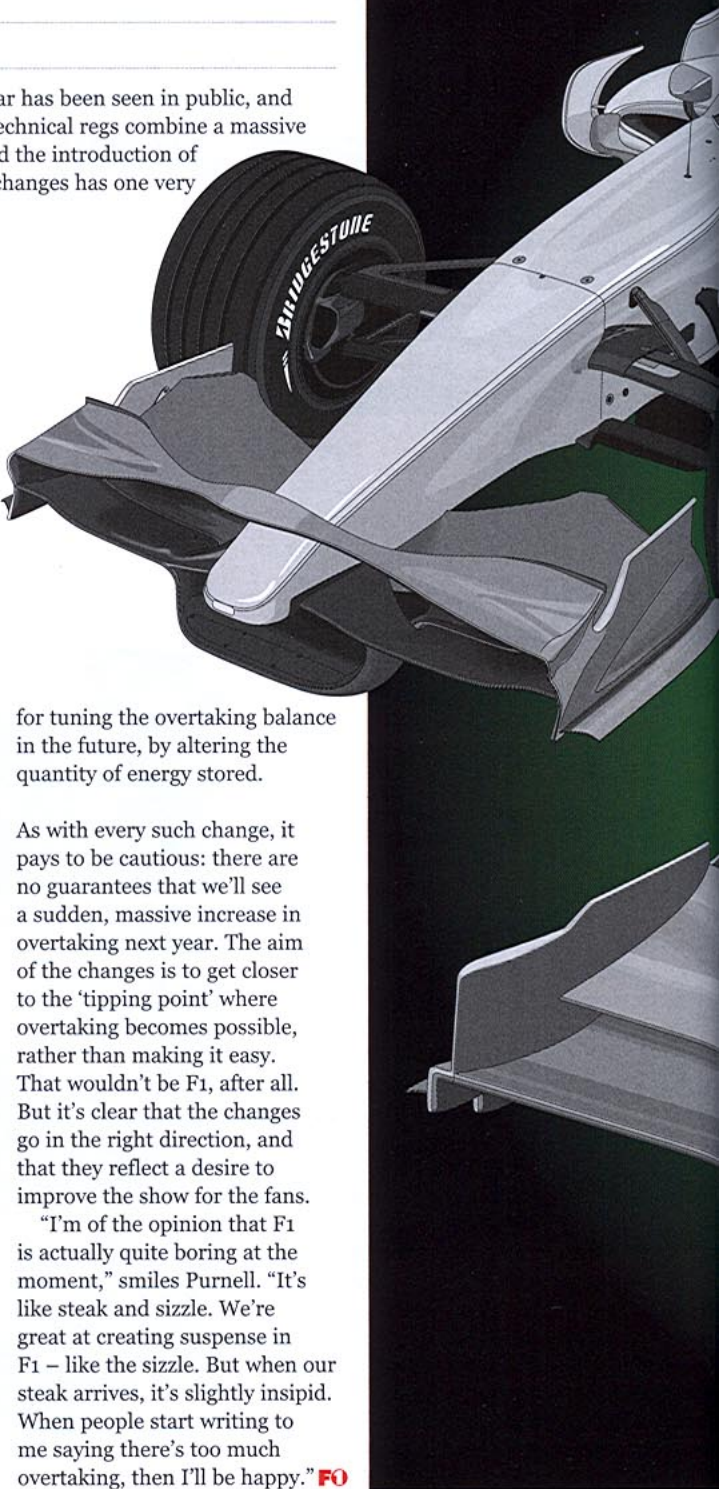
Wurz. "With slicks, though, you can treat the car mean and set quick times. It's going to look faster on the circuit for the fans."

ADJUSTABLE AERO

Those big front-wing flaps will have a trick up their sleeve: they move. Two adjustments of up to six degrees per lap will be permitted, allowing a following car to stay close in quick corners leading onto straights. This minimises the loss of front-end downforce currently experienced when running in the wake of another car. The result? More overtaking, hopefully.

KERS

"It's got people thinking about how to race," explains FIA technical consultant Tony Purnell. KERS – a device that recovers and stores energy from braking – can be used in one of two ways: continuous discharge of the stored energy around the lap, or as a 'power boost'. When defending a position, drivers will probably switch from the continuous discharge to a single burst to counter any overtaking attempts. By doing so, they'll play into the hands of their pursuer as it will slow the car down. What's more, KERS gives the FIA a mechanism



for tuning the overtaking balance in the future, by altering the quantity of energy stored.

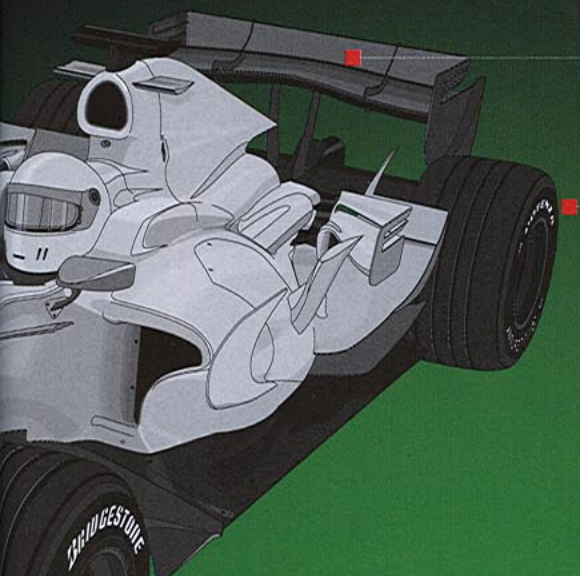
As with every such change, it pays to be cautious: there are no guarantees that we'll see a sudden, massive increase in overtaking next year. The aim of the changes is to get closer to the 'tipping point' where overtaking becomes possible, rather than making it easy. That wouldn't be F1, after all. But it's clear that the changes go in the right direction, and that they reflect a desire to improve the show for the fans.

"I'm of the opinion that F1 is actually quite boring at the moment," smiles Purnell. "It's like steak and sizzle. We're great at creating suspense in F1 – like the sizzle. But when our steak arrives, it's slightly insipid. When people start writing to me saying there's too much overtaking, then I'll be happy." **FO**

LOOK LIKE IN 2009

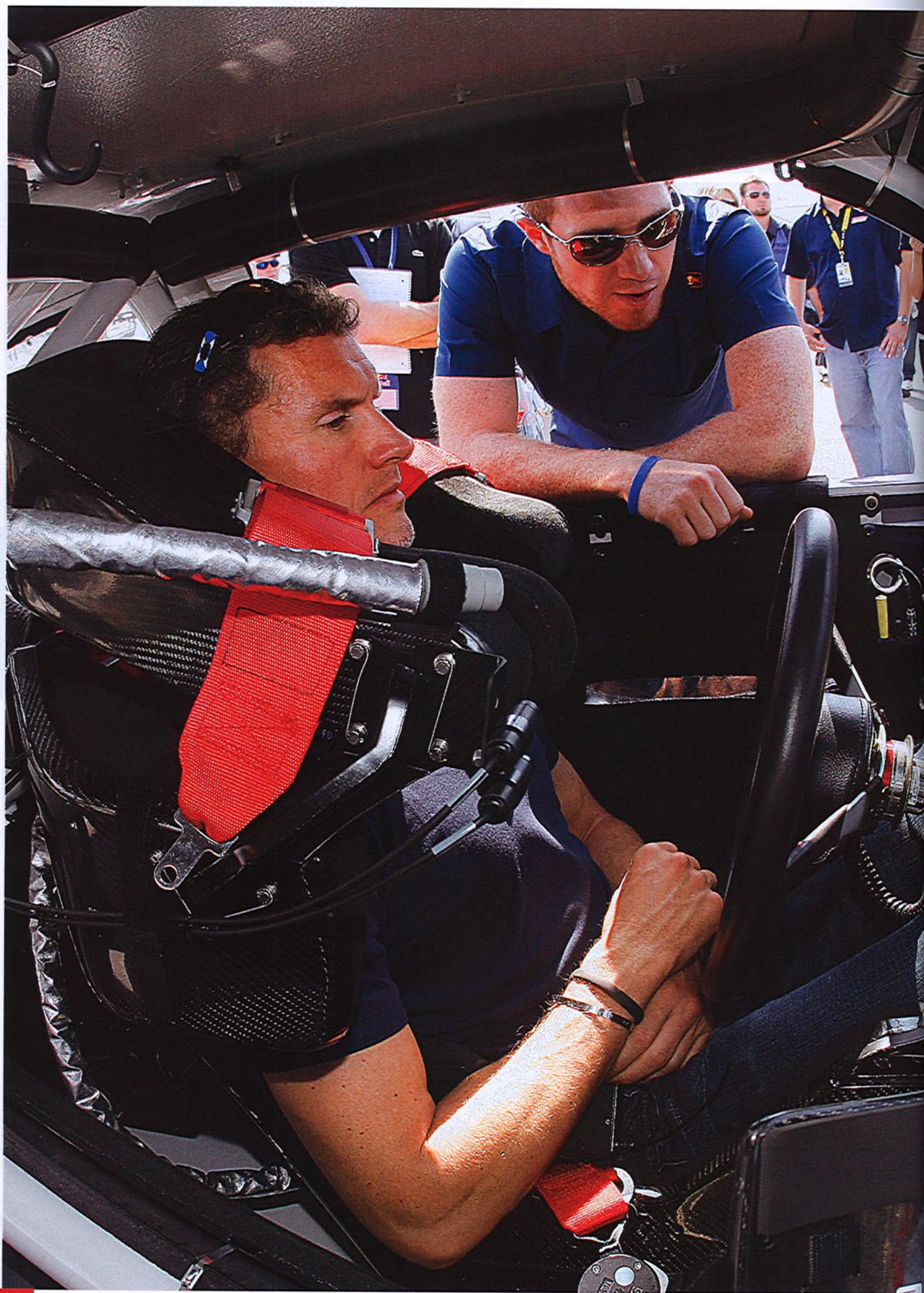
2008 spec

- Fixed front and rear wings
- Grooved tyres



2009 spec

- Rear wings higher and narrower
- No more aero 'add-ons'
- Slick tyres
- Wider, adjustable front wings





REDNECKS AND RED BULL:

DC GOES TO NASCAR

★★★★

WORDS BRADLEY LORD

PICTURES DAVID M VAUGHN

★★★★

In a far-away land, soldiers are grid girls and the cars only turn left. David Coulthard jets off to America to see what it's all about

That's what it is! Barbecue ribs. Wafting above the smell of hot rubber, stronger than the toxic tang of racing fuel, one thing dominates the speedway in Dover, Delaware: the aroma of meat sizzling on the grill. Bernie would go ballistic if this was the F1 paddock. Across the road, the neon sign of Applebee's blinks in the sunshine, like a scene straight out of *Talladega Nights*. Queues of traffic stretch for miles – and it's barely eight o'clock in the morning. Amidst singlets, soldiers, and – yes – the odd sun-kissed red neck, stands David Coulthard, complete with a natty, oh-so-European man-

bag slung around his waist. "Shocking would be the wrong word," smiles the Scot. "But it's certainly eye-opening." And he's not even talking about his Gucci accessories.

Nestled in the shadow of the steep concrete banking, the garage area is feverish with activity on race morning. David Coulthard mingles with the drivers, crew members and fans, as he tries to take it all in. Periodically, a print-out of his F1 car is thrust in front of him to sign. He's recognised, but there's no flock of eager supporters engulfing him as there would be in F1 – later, a team member explains that, in NASCAR, the fans see the drivers so often that there's no 'holy shit' ➤

"What does the big round thing do?" NASCAR driver Brian Vickers gives Coulthard a guided tour

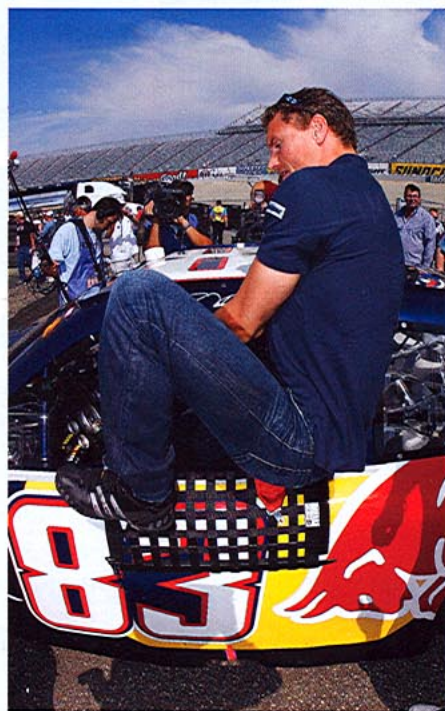


[Above] Coulthard's visit to Red Bull's NASCAR team provides a flurry of media interest, while [below] DC finds the Dukes Of Hazzard-style method of entry into the car a tad tricky

factor' when one of them appears. For somebody used to F1 it all seems, well, amazingly *normal*. The garages themselves are seriously cramped: each car is allocated a stall about two metres wide, and maybe six metres long into which teams must fit all their tools, plus the half dozen mechanics that work on each car.

"They git what they git," comes the nonchalant reply from an official when *F1 Racing* asks if there are any minimum standards applied. The cars are lined up in points order, meaning team-mates can sometimes find themselves located at opposite ends of the paddock. It's a point that DC picks up on straight away. "I've said before that the ultimate in racing is to have a one-car team, because it means you don't get involved in the compromises over race strategy and things like that. And looking at how things are here, it really is a case of driver against driver – not team against team. I think from a pure racing spirit point of view, NASCAR's about as good as it gets."

Walking through the garage, it's not hard to spot the differences to F1. But the more you see, the more you're struck by the similarities. It's almost as if the whole F1 concept has been put through some sort



of rather unpredictable online translator – producing the same general sense, but with radically different details.

"When you see the trucks they work out of, they wouldn't be at all out of place at a grand prix," notes DC. "Some aspects of the sport have clearly been very well controlled to maintain the openness of the racing. But in other respects, it's absolutely state-of-the-art and probably even better than F1." The pitbox on which the crew chief (race engineer in F1-speak), engineer (data engineer) and general manager (team manager) are stationed during the race features full timing systems like you'd see in any F1 garage. The intercom sets are identical to those found up and down the pitlane at a GP.

No stone is left unturned to find a competitive advantage: teams even spray the painted lines around their pitboxes with Coke, which evaporates and gives the drivers better grip as they pull off pit road on the sticky sugars. And at Red Bull Racing USA, a dedicated seven-man pitcrew for each car is flown in on the morning of the race. They follow strict physical training programmes and deliver pitstops some 1.5 seconds faster than the average along pit road. Not even F1 has taken things that far...

One small encounter reinforces both the similarities and the differences. DC and his Red Bull 'cousin' Brian Vickers are checking out the latter's number 83 Toyota Camry, surrounded by a scrum of photographers and TV crews. Vickers shoos away the cameras as he lifts the hood: it's hard to imagine in the technological paranoia of F1, but his team stand and watch, generally indifferent to his preoccupation with confidentiality. Amidst the jostling crews, about two feet from the drivers, stands a lone fan with pen and picture at the ready for signing. At a grand prix, he'd have been asked to move out of the way, be it by the working photographers or the team. Here, everybody moves around him, never even thinking to ask him to budge: it's the perfect metaphor for NASCAR's attitude to its fans.

"There are two different ways of achieving the same thing I suppose," says Coulthard. "Exclusivity makes F1 successful – a bit like the January sales where people go crazy

★★★★★

MONTOYA: "NASCAR IS HARDER THAN F1"

★★★★★

THOUGHT NASCAR WAS JUST ABOUT TURNING LEFT? NOT SO, ACCORDING TO THE EX-MCLAREN MAN

To the uninitiated, NASCAR looks pretty straightforward, with just two corners a lap on most ovals. That's got to be rather easy, right? Wrong, says former McLaren and Williams driver Juan Pablo Montoya, who races in the series.

"The F1 car reacts really fast and turns instantly," he says. "It's very nimble, but at the same time very predictable to drive. A NASCAR is completely the opposite: you're still going really fast but when you get into the corner, it's really

hard to know where the limit is. You think you're right on it and then somebody just blows by you. And when you think you're not there, all of a sudden you're really fast."

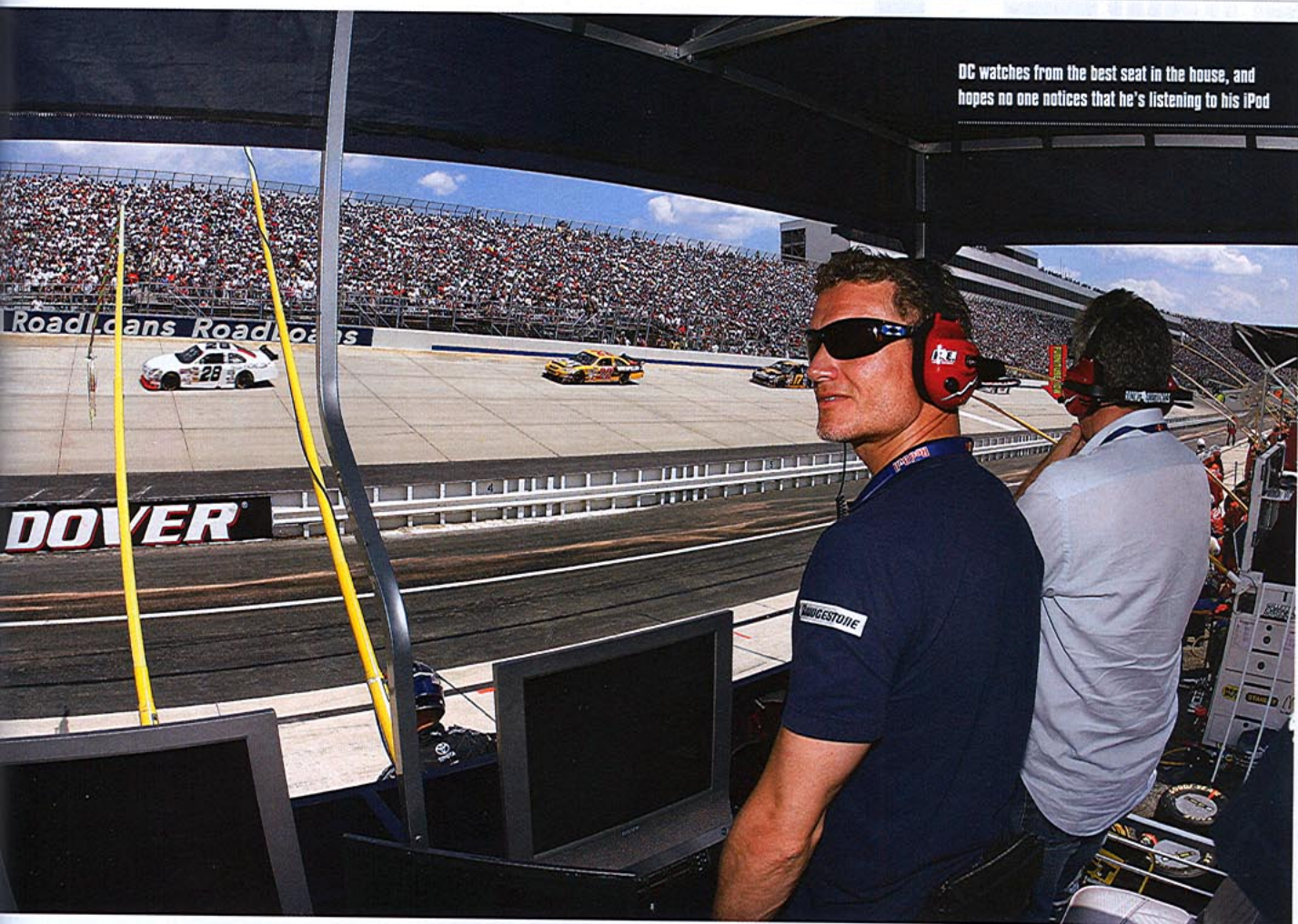
The adjustments may be crude, and there's no on-board telemetry to help the drivers decipher what's going on, but it's still a tricky exercise. "It's very easy to overdrive these cars – but you have to know how to overdrive them to go fast. It's a very technical car to drive

because it's so big, which means there's a lot of inertia and momentum to deal with."

Montoya's arrival, along with that of single-seater converts like Dario Franchitti and even Scott Speed, has begun to attract a whole new audience to NASCAR – what series President Mike Helton calls "a level of attention in the nooks and crannies we may not get without that." It's not a cue for taking the series abroad – they've got their plates pretty full with a

racing programme that takes up a whopping 38 weekends a year – but they are looking to build awareness of the series beyond US shores.

"We want to develop the name and exposure of NASCAR's style of racing whenever we have an opportunity," explains Helton. "With satellite television and the internet, we're hoping more and more worldwide eyeballs can take a look at what we do. It's about delivering content to people, rather than product."



“Top NASCAR guys could adapt to an F1 car faster than an F1 driver could to NASCAR” – DC

because they want something they think they won't get at any other time. NASCAR is all about access: the fans feel they can relate to the cars, the drivers and even the brands that are part of everyday life.”

DC's a busy man. He races 18 weekends a year, tests most weeks in between and hasn't got spare time to waste. So what's he doing at NASCAR? Given that he's announced his F1 retirement from the end of 2008, thoughts naturally turn to a post-F1 drive. But it's an idea he gives pretty short shrift.

“I've admired NASCAR for many years and followed it on TV, but I never considered racing here,” states David. “I believed that single-seaters were where I fit in. I could learn the finesse of how to drive these cars, but at 37, could I become good enough to win? I've got a high regard for what these drivers do, but I'm an F1 guy.” A high regard? *For turning left?*

“These guys are constantly having to fight these very powerful, heavy cars around the ovals. Any serious racing driver knows how difficult that is. Look at the people like [Juan Pablo] Montoya or [Dario] Franchitti, who've

come over here: it's been disappointing for them, but it's all credit to this series that they haven't had success straight away. I honestly believe top NASCAR guys could adapt to an F1 car more quickly and be on the pace, than a top F1 driver could to NASCAR.”

The series is a homespun product that has kept Southern hospitality and humility at its core while taking the sport to a national, even global, audience. Above all, it's for the fans. On race morning, the pit-straight is full of spectators trying to get a closer view of the cars and the stars.

“I noticed that too,” says Coulthard. “It's funny because we take it for granted that people go on the track in Monaco. I walked back from a friend's boat on the Monday after the race, and even though I've raced there many times, I was thinking, ‘Wow, I'm walking on the track!’ It's the same buzz for the fans here each week – and they've not even got the knowledge of what it's like to be in the car. They don't hassle people either – they wait to get a picture or an autograph.”

The pre-race razzmatazz is a far cry from the more reserved F1 version. Each competitor is introduced to the crowd by

an MC, before being paraded round a lap on the bed of a pick-up. A special welcome is reserved for young hotshot, and eventual race winner Kyle Busch: he's booed through his one-mile lap, maintaining a statue-like wave all the way round. Surely that's a bit tough on the confidence of a guy about to race?

“Nah, he doesn't even give a shit...” says a passer-by. It's all part of the pantomime. Alongside every car stands a ‘grid girl’ – a US Army soldier in combats, stood to attention holding the Stars And Stripes, swaying slightly in the 35C heat.

Soon, the engines fire and 36,000bhp is unleashed. Before taking up his position on the pitbox for the start, DC just has time to shout excitedly above the thunder: “People think if you do something for a long time, you eventually get tired of it. I don't get that. The definition of passion is that it endures – and you're passionate for a lifetime. The bottom line is that I'm a racing fan, and when you're a racer; the start of a race, the noise, the smell... that's what you love.”

And then he's gone, climbing up the ladder onto his perch to observe the unfolding of 400 relentless laps. Nearby, an old-timer from the Red Bull team has been listening to the exchange. He can spot a racing fan at 100 yards, and DC is clearly a convert to the style of the good ol' boys. “Now, you've gotta teach him to say y'all...” he remarks, with a wink. **FO**

HOW F1 USED TO BE

Amazing shots from
the days of yore

THRILLER IN REIMS

Racing past the pits at Reims, the 1961 French GP is heading for a huge climax. Held in searing temperatures, the race was a slipstreamer from the start – and such a thriller that one report called it, “the best race since the war.”

Ferrari took the front row in practice, but the Porsches of Jo Bonnier and Dan Gurney fought back during the race.

For lap upon lap, the crowd peered through their binoculars to see who would emerge in front out of the last corner. In the end, Giancarlo Baghetti made history. The Italian is still the only driver in 58 years history of the Formula 1 world championship to win on his debut.

WANT THE CHANCE TO WIN A PRINT OF THIS GREAT LAT PHOTO?

Email your answer to the following question below (including your name, address and daytime telephone number) to fracing.competitions@haymarket.com. Please write ‘How F1 Used To Be’ in the subject line of your email. The winner will be the first correct entry drawn.

Stirling Moss failed to finish this race because of a problem with his brakes. But which car was he driving?

- (a) Cooper
- (b) BRM
- (c) Lotus

The closing date is August 14, 2008. For full competition terms and conditions, please refer to www.f1racing.co.uk





BRUCE MCLAREN

In his Cooper, McLaren had a fright during practice: at full throttle along the Soissons straight, he and Baghetti came across a road car coming towards them. Fortunately the driver, who hadn't realised the roads were closed for a race, dived off onto the grass and avoided a nasty shunt

GIANCARLO BAGHETTI

With temperatures reaching 34C in the shade, it wasn't only the drivers that suffered. The heat took its toll on the road surface and during the race more and more stones were flung up. One smashed Jim Clark's goggles, while the front of Baghetti's 156 was badly chipped

INNES IRELAND

Starting on the fourth row, Ireland hauled his Lotus to fourth at the end. Note the large black '6' on a white circle. In this race there was confusion when car 48 (Willy Mairesse), lost the '4' before pitting. Timekeepers thought the sister Lotus of number 8 Jim Clark had stopped

DAN GURNEY

Running in his Porsche team-mate's tow, Gurney took the fight to the Ferrari of Baghetti. On the final lap, Gurney led into the Thillois corner and was set for victory. But 300 yards from the finish Baghetti darted out from the slipstream to take the spoils - to huge cheers from the crowd

JO BONNIER

After a thrilling duel in the closing laps between both Porsches and Baghetti, Bonnier had to pull into the pits three laps from home with a sick engine. He was able to resume but victory eluded the German marque this time. The team would have to wait another 12 months for victory

FINISHING

S T R A I G H T

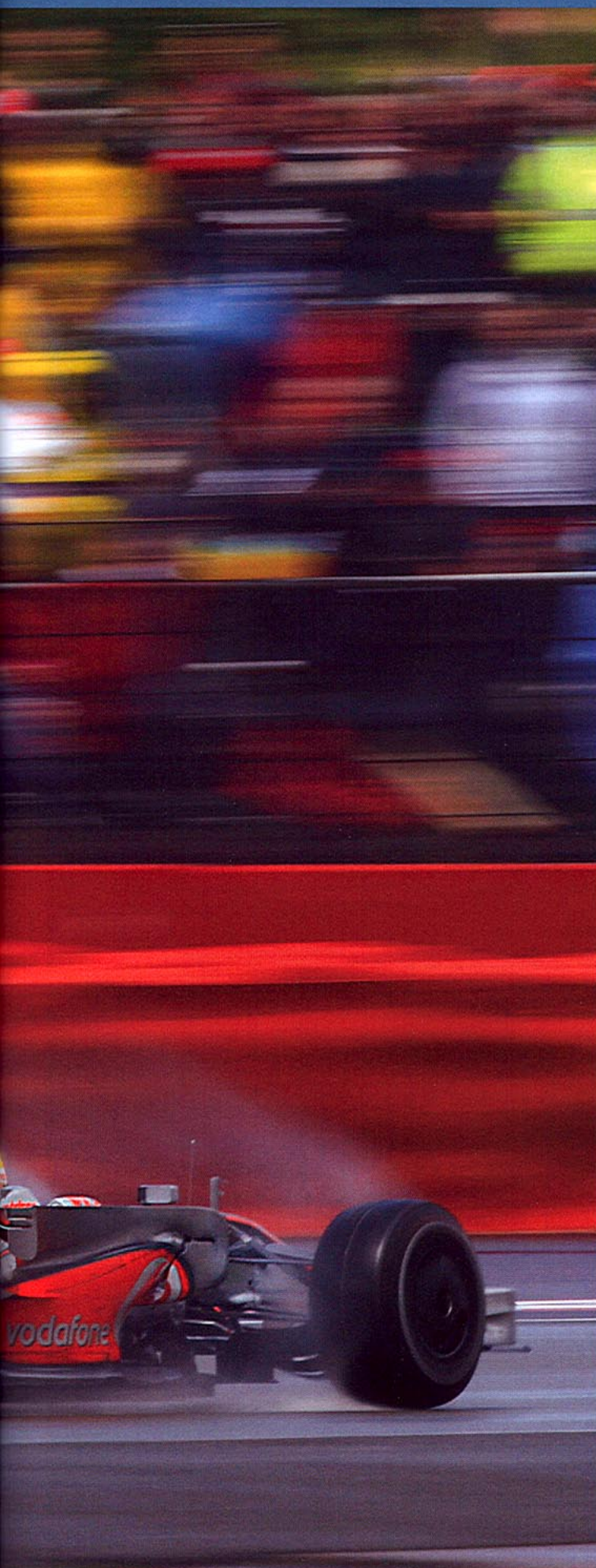
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LEWIS FIGHTS BACK

Hamilton humbles the opposition with the biggest winning margin in 13 years



C O N T E N T S

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POSTCARDS FROM SILVERSTONE

A partisan home crowd lapped up every minute of Lewis's first British GP win, despite the rain



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FRENCH GP RACE REPORT

Ferrari are unbeatable, but Felipe Massa inherits the win when Kimi Räikkönen's exhaust breaks



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BRITISH GP RACE REPORT

Lewis underlines his mastery of wet conditions, winning at Silverstone by over a minute



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PETER WINDSOR COLUMN

Looking forward to seeing first-class facilities at Donington Park for the 2010 British GP



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ALAN HENRY COLUMN

What have Bernie Ecclestone and the owner of Donington got in common? Read on...



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HUNGARY GP PREVIEW

The Hungaroring offers fabulous racing when it rains. Tragically, it's usually very sunny



IMAGES LORENZO BELLANCA/LAT

POSTCARDS FROM BRITAIN



Looks like it's going to be a glorious British GP again this year...

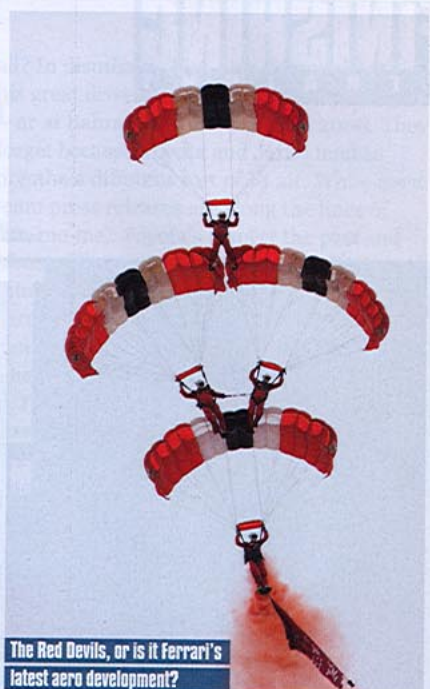


Snappers try to find a safe place to take pictures of a spin-happy Felipe Massa



"Note to self: tiger fur makes a rubbish cagoule"

The great British public awaits
Lewis Hamilton's wet masterclass



The Red Devils, or is it Ferrari's
latest aero development?



Jenson Button's personal bouncy
castle arrives in the paddock



The drivers' parade: fun



'Hoodie' Kovalainen prepares
for the lovely weather

Toyota's development for 2009 wasn't
going well... OK, so it's the new Batmobile



Fernando rubs England fans'
faces in Spain's Euro glory



Silverstone may have lost the grand prix,
but there's plenty of other reasons to go



A mass tribute to Rihanna
from the fans on lap 40



PETER WINDSOR'S RACE REPORT

THE FRENCH GP

MAGNY-COURS 22.06.08



MASSA GRABS HIS CHANCE

Felipe triumphant, Kimi left exhausted, Jarno truly magnificent

This race was Ferrari's to lose, that much was clear on Saturday when they locked up the front row. It was Kimi's to lose, too – and lose he did, victim of an errant exhaust that gifted Massa victory. Felipe was delighted, leaping onto the podium in an echo of the Michael days, as

surprised as anybody to find himself leading the championship halfway through the year. He admitted fate had rained on Kimi's parade. But there were no apologies: think back to the damper that took him out of contention last year in Monza. What goes around, comes around – after all. But the

real story of redemption in Magny-Cours happened behind the red cars. Because there on the podium was Jarno Trulli: adrift of Ferrari, in front of the rest.

Despite their points success in Canada, Toyota had been low-key in the week that followed. For one, it is not their style to talk

about "big steps forward" after a three-day test at Barcelona. For another, they suddenly lost Ove Andersson. In Cologne, the meetings were even more Toyota-ethos, the canteen hushed. Everyone missed Ove because he was Cologne. He had persuaded the biggest and most conservative car company in the world to subject themselves to the complex demands of F1 with their own chassis and engine, both to be built in a region with no F1 history or infrastructure. It would be Toyota's way of giving life to Cologne long after the rally programme had ended. Jobs would be saved; jobs would be created.

And so they came to France, the Toyota guys, with their low profile and their black armbands. Their expectations made them look ultra-conservative – sidelined even – alongside the pre-game vamp of Red Bull, Renault and, yes, the newly-celebrated BMW Sauber. Red Bull were delighted with their new aero parts and had an untried rear suspension geometry for Magny. Renault, in front of their home crowd, were similarly buoyed. Nelson Piquet's test times, fuel-corrected, had been impressive.

For their part, Toyota were looking at revised Hitco brakes plus detail aero improvements. There was also a belief that this race could be all about tyre graining, and that managing the graining with a decent amount of downforce was going to be more critical than aiming for healthy top speeds. Toyota were not attracting the headlines, in other words. Instead, they were looking at being logical and methodical, as in their way: Pascal Vasselelon, Toyota's Engineering Director, did not spend his former life at Michelin underestimating the moods and tantrums of a circuit like Magny.

Friday was a desultory day – an anticlimax after Canada, a slow prelude. And so they sparred and jinked. Red Bull discarded the new geometry and returned to 'Barcelona spec'; Toyota regrouped around the more traditional Hitcos.

It was on Saturday morning that it changed – late in P3, when the fuel was out and new Bridgestone soft tyres were on. Jarno Trulli, who loves grip about as much as he does the growing of the grape in the hills above Pescara, found his nirvana; found the colour of the track surface – so critical in Magny, where black is only black when the sun and new soft tyres are in conjunction. He found that these things combined to give him exactly the blend he wanted. Seemingly on rails – but feeling every pore of the track surface through his spine, his forearms and up to his neck – Jarno drove one of those

seamless laps that makes you think he's driving a car completely without vice. Timo Glock, pushing and pulling the Toyota as 'real racers' are supposed to push and pull, of course confirmed reality: this Toyota is no less of a drama than any of the cars around it. It's how you use it that counts – how you use the controls, how you adjust the set-up, how you play the variables.

Yes, but could it last? Could Jarno project into Sunday what everyone in F1 likes to perceive as 'one-lap speed'? Could the guy in the Toyota out-race the best from McLaren, BMW, Red Bull and Renault – not to mention Williams and Toro Rosso – over 70 laps of Magny Cours, late-race rain and

all? In dismissing him, they forgot about his great drives at Bahrain and Indy last year – or at Bahrain and Barcelona in 2008. They forgot because Toyota and Jarno tend to breathe a different sort of F1 air. While most team press releases are along the lines of 'me-me-me', Toyota's respect the past and often talk generically. While most drivers think clearly within the box – their box – Jarno for the most part is unconcerned with money, or the F1 driver's life. He's a Dad when he's not driving Toyotas.

There were the other things, too. There was the emotion of losing Ove. And then there was that incident at Magny back in '04, when Jarno, in the Renault, had lost third

Jarno formed his game plan, using every old trick from his karting days



Kimi's exhaust flapped, flailed and finally fell off, but he calmly guided his wounded Ferrari to a well-deserved second spot



Piquet finally opened his F1 points account with two for seventh place, just ahead of world champion team-mate Fernando Alonso



Kovalainen played the team game to let Lewis by as early as lap 5, but a drive-through penalty blunted Hamilton's charge

place to Rubens Barrichello's Ferrari at the penultimate corner. Flavio Briatore never forgave Jarno for that – and he proved it by removing Jarno from the team. Trulli thought briefly about this as the race reached its closing phase. He thought about Flavio and how he'd trashed him in the press. And then he peeled away a tear-off and settled down. There was a battle to win...

The Toyota sustained early pressure from both Fernando Alonso and Robert Kubica. Jarno disposed of both, better managing the graining phase of the Bridgestone hards, and then remorselessly pulling away in that clean, economical style of his. In stint two it was a similar story but less so: both Alonso and Kubica faded; now it was Kovalainen who was pushing hard, obviously quicker in the world's second-best F1 car. Behind, Webber half-spun in the Red Bull. Behind him, David Coulthard was faring about as well as Timo Glock.

And then, in stint three, came the drizzle. Jarno, tentative after the gripless nightmare of Monaco, backed off. Heikki, with his target in sight – the red and white car in front – and with a very driveable car beneath him, quickly closed. Now it was a straight fight for the podium: Heikki vs Jarno. In front, Trulli was obliged to define the pace: with

DID YOU KNOW?

■ Felipe Massa's win in France made him the fourth leader of the championship in four races, the first time this has happened in F1 history

■ Fernando Alonso joins Rubens Barrichello, Michael Schumacher, David Coulthard, Ayrton Senna and Alain Prost to become the sixth driver to score 500 points

■ This was Ferrari's 40th consecutive race in the points, but still some way short of their own record of 55 straight points-scoring grands prix

■ Three drivers, Timo Glock, Nelson Piquet and Sébastien Bourdais, all recorded their best grid positions in France in eighth, ninth and 14th respectively

FINISHING STRAIGHT

the grip level changing by the lap, he had to be faultless. It was excruciatingly difficult: difficult to brake at *precisely* the right moment and at *precisely* the right rate. Jarno's peripheral vision searched for more umbrellas or fewer, for changes in the shape of the flags. And, wherever he was vulnerable, he stayed centre-inside. No-one was going to turn in before Jarno...

The McLaren was quicker on the straight, though – significantly quicker. As the last, decisive laps approached, Jarno formed his game plan: he needed to ensure that Heikki was never close enough to pass at the end of the straight – and he could do that by not having to defend as he went into turns one, two and three. Providing he could take those quick corners on line, rather than in defence, he was confident he could maintain the gap.

The last chicane, then, was critical: he had to be quicker through there than Heikki – much quicker. Thus Jarno used every karting trick he knew from the old days. He braked subtly early; he applied power subtly later – but inconsistently so, ensuring that Heikki could not find any sort of rhythm, could not get the run he needed over the kerbs and down the pit straight.



Trulli put in a stellar drive to take Toyota's first podium since Australia '06, a fitting tribute to late team boss Ove Andersson

And it worked. It worked so well that Heikki was obliged to try the impossible on the outside of the quick chicane. He lost out as he was always going to, and momentum was lost. The gap grew. Jarno was clear. P3.

Clear to remember, first, the spirit of Ove Andersson – and then, when he was out of the car, and savouring Toyota's first podium

in two and a half years, to drink some water and enjoy the feeling of beating McLaren, BMW, Red Bull and Renault on equal terms on a sultry Sunday in France. And then to wonder, finally, if Flavio would at some point find the time to congratulate him. To wonder, it must be said, with a smile on those still-parched lips. **FO**

FRANCE RACE RESULTS

RESULT	DRIVER	TOTAL RACE TIME	GRID POSITION
1st	Felipe Massa Ferrari	1h31m50.245s	2nd
2nd	Kimi Räikkönen Ferrari	+17.984s	1st
3rd	Jarno Trulli Toyota	+28.250s	4th
4th	Heikki Kovalainen McLaren-Mercedes	+28.929s	10th*
5th	Robert Kubica BMW Sauber	+30.512s	5th
6th	Mark Webber Red Bull Racing	+40.304s	6th
7th	Nelson Piquet Renault	+41.033s	9th
8th	Fernando Alonso Renault	+43.372s	3rd
9th	David Coulthard Red Bull Racing	+51.072s	7th
10th	Lewis Hamilton McLaren-Mercedes	+54.521s	13th**
11th	Timo Glock Toyota	+57.738s	8th
12th	Sebastian Vettel Toro Rosso	+58.065s	12th
13th	Nick Heidfeld BMW Sauber	+62.079s	11th
14th	Rubens Barrichello Honda	+ 1 lap	20th*
15th	Kazuki Nakajima Williams	+ 1 lap	15th
16th	Nico Rosberg Williams	+ 1 lap	19th**
17th	Sébastien Bourdais Toro Rosso	+ 1 lap	14th
18th	Giancarlo Fisichella Force India	+ 1 lap	17th
19th	Adrian Sutil Force India	+ 1 lap	18th
Retired	Jenson Button Honda	16 laps – gearbox	16th

*five-place grid penalty **10-place grid penalty

DRIVER STANDINGS

POSITION	DRIVER	ROUNDS																		PTS
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1st	Felipe Massa Ferrari	0	0	10	8	10	6	4	10	-	-	-	-	-	-	-	-	-	-	48
2nd	Robert Kubica BMW Sauber	0	8	6	5	5	8	10	4	-	-	-	-	-	-	-	-	-	-	46
3rd	Kimi Räikkönen Ferrari	1	10	8	10	6	0	0	8	-	-	-	-	-	-	-	-	-	-	43
4th	Lewis Hamilton McLaren-Mercedes	10	4	0	6	8	10	0	0	-	-	-	-	-	-	-	-	-	-	38
5th	Nick Heidfeld BMW Sauber	8	3	5	0	4	0	8	0	-	-	-	-	-	-	-	-	-	-	28
6th	Heikki Kovalainen McLaren-Mercedes	4	6	4	0	0	1	0	5	-	-	-	-	-	-	-	-	-	-	20
7th	Jarno Trulli Toyota	0	5	3	1	0	0	3	6	-	-	-	-	-	-	-	-	-	-	18
8th	Mark Webber Red Bull Racing	0	2	4	2	5	0	3	3	-	-	-	-	-	-	-	-	-	-	18
9th	Fernando Alonso Renault	5	1	0	0	3	0	0	1	-	-	-	-	-	-	-	-	-	-	10
10th	Nico Rosberg Williams	6	0	1	0	1	0	0	0	-	-	-	-	-	-	-	-	-	-	8
11th	Kazuki Nakajima Williams	3	0	0	2	0	2	0	0	-	-	-	-	-	-	-	-	-	-	7
12th	David Coulthard Red Bull Racing	0	0	0	0	0	0	6	0	-	-	-	-	-	-	-	-	-	-	6
13th	Timo Glock Toyota	0	0	0	0	0	0	5	0	-	-	-	-	-	-	-	-	-	-	5
14th	Sebastian Vettel Toro Rosso	0	0	0	0	0	4	1	0	-	-	-	-	-	-	-	-	-	-	5
15th	Rubens Barrichello Honda	0	0	0	0	0	3	2	0	-	-	-	-	-	-	-	-	-	-	5
16th	Jenson Button Honda	0	0	0	3	0	0	0	0	-	-	-	-	-	-	-	-	-	-	3
17th	Nelson Piquet Renault	0	0	0	0	0	0	0	2	-	-	-	-	-	-	-	-	-	-	2
18th	Sébastien Bourdais Toro Rosso	2	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	2
19th	Giancarlo Fisichella Force India	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0
20th	Takuma Sato Super Aguri	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
21st	Anthony Davidson Super Aguri	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
22nd	Adrian Sutil Force India	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	0

CONSTRUCTORS' STANDINGS

1	Ferrari 91pts	7	Renault 12pts
2	BMW Sauber 74pts	8	Honda 8pts
3	McLaren-Mercedes 58pts	9	Toro Rosso 7pts
4	Red Bull 24pts	10	Force India 0pts
5	Toyota 23pts	11	Super Aguri 0pts
6	Williams 15pts		

For comprehensive F1 statistics visit WWW.FORIX.COM



Felipe savours the joy of an unexpected win while Kimi rues his misfortune and two championship points gone begging

Fastest lap: Kimi Räikkönen 1m16.630s (lap 16)



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TOYOTA



PETER WINDSOR'S RACE REPORT

THE BRITISH GP

SILVERSTONE 06.07.08



LEWIS'S WET MASTERCLASS

Hamilton runs away with it as Ferrari go for a spin – seven of them

The car had felt so good – so *fantastic* – in the pre-race Silverstone test that Lewis couldn't help himself: after the cannon-shot around Copse (approach speed: 192 mph; brakes: zero; throttle lift: negligible) and then through Becketts – jammed left, jammed right, quicker than you can say it – he'd let out a "Wooooooah!" as he'd hit top speed before Stowe. This was the best it had been all year! This was what F1 was all about...

It was also blessed relief from the dramas – make that the problems – of the past few weeks. The shunt in Canada. The negative stuff in the press. The penalty. The drive-through in France. More stuff in the press. Lots of work. Lots to do, and none of it involving actually driving the car.

Now, though, he was suddenly back to basics, and the basics felt great. At London's Great Ormond Street Hospital the following Wednesday, meeting the kids, he felt relaxed

– ready to go. "When it all seems to be closing in, I just remember that I'm here for a reason – that it's all happening for a reason," he said, stepping about as near as he does to talking about his inner faith. "I really think we can do well..."

Ferrari, after that test, were also confident. But as testing became practice and then Q2, they were bemused. Kimi couldn't

feel the familiar bite in the sector 3 complex as he applied the power, post-rotation. His throttle-tease went on for longer; there was more wheelspin than normal. Perhaps it was the day – the ambient, the swirling wind. Perhaps it was something more. Meanwhile, Lewis and Heikki were dead even – and both were quicker than the Ferraris.

As Q3 loomed, however, light rain fell and then disappeared. The wind licked at flags and umbrellas and litter and jackets. Lewis banners blew; Ian Titchmarsh, on the Silverstone PA, picked up the pace...

Lewis, two laps heavier than Heikki, found Nelson Piquet ahead of him as he accelerated into his out-lap. What to do? Pass him and risk taking the edge from the tyres? Or back off, lose time and hope for free air? Lewis was unsure. With almost anyone else, he would do the latter. With Nelson, whom he knew well from GP2, and behind whom he had just spent a million laps of Magny-Cours, there was the chance that Nelson, too, would slow and prolong the out-phase...

And so Lewis went for it, out-braked Nelson on that out-lap... and over-cooked his tyres. Through Bridge – fast, high downforce – the lap was still there. Through Priors – a tightish, 90-degree left-hander... there was no grip at all. Lewis ran wide, damaging the underside of the car. His final run, with three minutes to go, was reduced to minimising the damage – to qualifying row two at worst.

Heikki had taken his first pole by the unbelievable margin of half a second.

That night, at Althorp House at yet another sponsor function, Lewis was typically clear: "I didn't get the run I wanted but this is a great result for the team. My goal tomorrow is for us to score a one-two and I think we can do it. Rain? I'd have no problem with the rain. Changeable would be even better." In other words, Heikki is a friend and a respected team-mate.

Lewis may have felt edgy when he first awoke on Sunday. Rain. Grey cloud cover. Wind. As the rain jackets glistened and the fans waved their programmes, however, Lewis began to warm to it. Huge receptions at FedEx and Santander in the paddock club. A parade lap to remember. Energy to ingest. Support races – and track conditions – to observe.

And, on the reconnaissance lap, with a new deflector skirt and bib-stay on the left underside of the car, there came that same, mid-test feeling: this was a car he could drive in both the dry and the wet – a car with which he could dance. He was on top of it, and finding timing and harmony on



"A series of mistakes at all levels" is how Felipe Massa described his weekend – he spun five times on the way to 13th place



Nico Rosberg was on a charge after starting from the pitlane. Shame he charged straight into the back of Timo Glock...



Silky wet-weather skills took Rubens to an emotional third place – and it might have been second, but for a glitch with his fuel rig



Renault misread the conditions and kept Alonso (left) out on old tyres. Team-mate Piquet, on fresh rubber, was by in a flash



Fancy meeting you here: Coulthard crashes out of his last British GP with Sebastian Vettel, one of the drivers tipped to replace him

Lewis darted to the inside the instant he heard Heikki's engine note drop

this day would be a pleasure rather than a challenge. P4 on the grid? The wet would nullify his disadvantage. He was sure of it.

And so he danced through a rainy, slithery British Grand Prix with a McLaren and a cadence about which his competitors could only dream. Heikki led from his pole but Lewis quickly moved from fourth to second by way of "the best wet start of my life". Mark Webber, ahead of Lewis, had moved left immediately off the line, looking for grip; he thus left the road nicely free for Lewis. Lewis braked a fraction early for Copse, not wanting to crowd Heikki, but nonetheless could not help but tap Heikki's right rear on exit. He sat behind him for three laps but by then Lewis knew exactly what piece of road he would use: it would be the long, outside exit line at Stowe. He would tow up behind him on the straight, jiggle but a fraction – and then dart to the inside the instant he heard Heikki's engine note drop. Then he would brake to an early apex, float the car to the outside without brakes or throttle – and then find that exit grip.

This, of course, he did. It sounds easy on paper – and it sounded easy when you talked about it afterwards, when people were saying "surprising how long it took Heikki to find the grippy parts of the circuit..." Of course ➤

DID YOU KNOW?

■ Heikki Kovalainen became the 91st driver in F1 history to start from pole position, while Kimi Räikkönen claimed his sixth fastest lap in a row

■ This is the third three-way tie at the top of the championship. The first was in 1950 after three races and the second was last year after Bahrain

■ Lewis Hamilton's margin of victory is the largest since Damon Hill won the 1995 Australian Grand Prix by two laps from Olivier Panis

■ This was Rubens Barrichello's 62nd podium, which ties him fourth in the overall list with David Coulthard behind Schumacher, Prost and Senna

FINISHING STRAIGHT

it was not as simple as that. "Floating the car" requires tissue-thin sensitivity in both the hands and the feet; "feeling" the grip in the first place – at this level of performance – is about your every nerve-ending touching the surface of the wet, puddle-pocked road.

Heikki would speak afterwards of his rear tyres quickly "going off" and would concede, when pushed, that he has been "harder" on tyres than Lewis in both Canada and, now, at Silverstone. "It's something we need to work on," he would say. Yes – but how? How does someone as good as Heikki become someone as good as Lewis? The difference was in the weight-loading. You could see Heikki "jinking" the car straight on exit of the slower corners at Silverstone, placing additional energy through the shoulders of the rears. Lewis, by contrast, was always completely at one with his car. His long, flowing movements were never sub-divided into edgier, smaller, reflexy ones; his brake and throttle-work was always gentle but firm. Opposite lock became a *part* of the dance, not a corrective device.

Sure, he was helped by an unfortunate Kimi-Ferrari decision over tyres. They thought the track would quickly dry; in



Subtle differences in the McLaren drivers' styles enabled Hamilton (left) to flourish when Kovalainen's rear tyres started to suffer

reality it rained again. Kimi, who had caught and passed Heikki and had closed the gap to Lewis, had been quicker in the earlier phase through sectors 2 and 3. On the old tyres, though, he quickly faded.

Lewis was right, then: there was/is a reason for his being where he is and for coming from where he has come. It's for days

like these, when the conditions sent most of the opposition into oblivion, when the lap changed by the minute, when the straights were as hard as the corners, when the calls were shared between pitwall and driver.

For days like these, when you could stand back in awe and watch the purity of the art: Lewis Hamilton. Silverstone. 2008. **FO**

BRITAIN RACE RESULTS

RESULT	DRIVER	TOTAL RACE TIME	GRID POSITION
1st	Lewis Hamilton McLaren-Mercedes	1h39m09.440s	4th
2nd	Nick Heidfeld BMW Sauber	+68.577s	5th
3rd	Rubens Barrichello Honda	+82.273s	16th
4th	Kimi Räikkönen Ferrari	+1 lap	3rd
5th	Heikki Kovalainen McLaren-Mercedes	+1 lap	1st
6th	Fernando Alonso Renault	+1 lap	6th
7th	Jarno Trulli Toyota	+1 lap	14th
8th	Kazuki Nakajima Williams	+1 lap	15th
9th	Nico Rosberg Williams	+1 lap	20th*
10th	Mark Webber Red Bull Racing	+1 lap	2nd
11th	Sébastien Bourdais Toro Rosso	+1 lap	13th
12th	Timo Glock Toyota	+1 lap	12th
13th	Felipe Massa Ferrari	+2 laps	9th
Retired	Robert Kubica BMW Sauber	39 laps – spin	10th
Retired	Jenson Button Honda	38 laps – spin	17th
Retired	Nelson Piquet Renault	35 laps – spin	7th
Retired	Giancarlo Fisichella Force India	26 laps – spin	19th
Retired	Adrian Sutil Force India	10 laps – spin	18th
Retired	Sebastian Vettel Toro Rosso	0 laps – spin	8th
Retired	David Coulthard Red Bull Racing	0 laps – spin	11th

*started from pitlane

DRIVER STANDINGS

POSITION	DRIVER	ROUNDS																		PTS
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1st	Lewis Hamilton McLaren-Mercedes	10	4	0	6	8	10	0	0	10	-	-	-	-	-	-	-	-	48	
2nd	Felipe Massa Ferrari	0	0	10	8	10	6	4	10	0	-	-	-	-	-	-	-	-	48	
3rd	Kimi Räikkönen Ferrari	1	10	8	10	6	0	0	8	5	-	-	-	-	-	-	-	-	48	
4th	Robert Kubica BMW Sauber	0	8	6	5	5	8	10	4	0	-	-	-	-	-	-	-	-	46	
5th	Nick Heidfeld BMW Sauber	8	3	5	0	4	0	8	0	8	-	-	-	-	-	-	-	-	36	
6th	Heikki Kovalainen McLaren-Mercedes	4	6	4	0	0	1	0	5	4	-	-	-	-	-	-	-	-	24	
7th	Jarno Trulli Toyota	0	5	3	1	0	0	3	6	2	-	-	-	-	-	-	-	-	20	
8th	Mark Webber Red Bull Racing	0	2	2	4	2	5	0	3	0	-	-	-	-	-	-	-	-	18	
9th	Fernando Alonso Renault	5	1	0	0	3	0	0	1	3	-	-	-	-	-	-	-	-	13	
10th	Rubens Barrichello Honda	0	0	0	0	0	3	2	0	6	-	-	-	-	-	-	-	-	11	
11th	Nico Rosberg Williams	6	0	1	0	1	0	0	0	0	-	-	-	-	-	-	-	-	8	
12th	Kazuki Nakajima Williams	3	0	0	2	0	2	0	0	1	-	-	-	-	-	-	-	-	8	
13th	David Coulthard Red Bull Racing	0	0	0	0	0	0	6	0	0	-	-	-	-	-	-	-	-	6	
14th	Timo Glock Toyota	0	0	0	0	0	0	5	0	0	-	-	-	-	-	-	-	-	5	
15th	Sebastian Vettel Toro Rosso	0	0	0	0	0	4	1	0	0	-	-	-	-	-	-	-	-	5	
16th	Jenson Button Honda	0	0	0	3	0	0	0	0	0	-	-	-	-	-	-	-	-	3	
17th	Sébastien Bourdais Toro Rosso	2	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	2	
18th	Nelson Piquet Renault	0	0	0	0	0	0	0	2	0	-	-	-	-	-	-	-	-	2	
19th	Giancarlo Fisichella Force India	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	0	
20th	Takuma Sato Super Aguri	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
21st	Anthony Davidson Super Aguri	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
22nd	Adrian Sutil Force India	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	0	

CONSTRUCTORS' STANDINGS

1	Ferrari 96pts	7	Renault 15pts
2	BMW Sauber 82pts	8	Honda 14pts
3	McLaren-Mercedes 72pts	9	Toro Rosso 7pts
4	Toyota 25pts	10	Force India 0pts
5	Red Bull 24pts	11	Super Aguri 0pts
6	Williams 16pts		



Lewis laps up the enthusiasm of the home crowd – and, yes, Rubens did one of his famous 'stumbles' on the podium

Fastest lap: Kimi Räikkönen 1m 32.150s (lap 18)



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PETER WINDSOR

Forthright views from our man inside the F1 paddock

I'm always amazed by the mood swings of the F1 paddock. You arrive Thursday and it's Do Not Disturb time. Everyone's busy. The engineers are busy. The drivers are busy. The media staff are busy. The doors shut quickly behind them.

There is no time for small talk, no time to pause. This is Formula 1. These are the most important people in the world. They're in the midst of their most important business.

And then – Sunday, after the race – the place dissolves like gossamer in the rain. The Important People leave quickly. The meetings in the dark-windowed offices have

“Now Silverstone can enjoy racing rather than worrying how not to lose money”



Donington Park had been staging races long before Silverstone, and it will be great to see what the new facilities will be like

resulted in nothing more than “problems with the rear tyres” or “a race we'd like to forget”. “Strategy” has been thrashed by the realities of the day. “Interview slots” have passed without talk. But the fundamentals – as practised by everyone from Tazio Nuvolari to Lewis Hamilton – prevailed.

It will be the same when the British GP moves to Donington. The bluster and the indignation that Silverstone, the British Racing Drivers' Club (of which I am a member) the British F1 fan and students of racing history, will – like the meetings in the dark-windowed rooms – be forgotten in the face of the new Donington. It will be brilliant in layout, brilliant in facility and brilliant in execution. I say this because, (a) I love the concept of winding the existing Donington track back into an undulating, demanding centre section, and (b) you only have to look at Bahrain, Shanghai, Istanbul and Abu Dhabi to see what a good Ecclestone/Tilke five-star F1 project can produce.

And let's not play the history card: Donington was staging races long before Silverstone. These things happen... Nadal beats Federer. Donington beats Silverstone.

Meanwhile, I look forward to Silverstone continuing to be what it is, British GP or not. For the UK to have two F1-standard circuits is both appropriate and a luxury. And, now they can focus from 2010 onwards on races other than the GP, Silverstone and the BRDC can relax, enjoy the racing life and look at making some money, rather than worrying about how not to lose it.

PIQUET SHOULD ACKNOWLEDGE WHO HAD THE TRUE TALENT

AS WELL AS BEING poisonously rude about the very dignified Mrs Rosanne Mansell in a recent edition of *F1 Racing*, the insidious Nelson Piquet (Snr) also described Nigel in 1978 F3 as being... well, I won't repeat it. For the record, 1978 was the year the Mansells sold their house and rented a works March for the first five races of the season. Against Piquet (who had the best engines by a mile) and other major stars like Derek Warwick,



Nigel Mansell and Nelson Piquet Sr in their '80s heyday, when Piquet even called Mansell's wife names to try to distract him

Jim Crawford and Rob Wilson, Mansell scored a pole, a fastest lap, a second and a fourth – enough to earn him a sponsored drive for 1979. For the balance of that '78 season, however, one of the greatest drivers in history was reduced to writing letters to potential sponsors and running 10 miles a day. Aside from an impressive F2 practice run at Donington in late June, he didn't sit in a car for a further 10 months.

Piquet's recollection of the past, in other words, is about as relevant as his opinion of people and of his own importance.

MASS RESPECT FOR A LUCKY MAN

I WAS VERY impressed with Felipe Massa's conduct after the French GP. He admitted he had been lucky, and reminded everyone that Kimi had been the driver of the race. That's what the Latinos

call “noble” – and it's the sort of attitude that will come back to help you. A far cry from Juan Pablo Montoya after Silverstone in 2005, when he too inherited a win from Kimi Räikkönen.



Massa sportingly acknowledged he inherited Kimi's win at Magny-Cours

“I knew I could beat Kimi here and I did,” gloated Juan Pablo afterwards.

Juan Pablo Montoya now drives the “Big Red” Dodge Avenger in stock car events in the USA.



ALAN HENRY

The UK's finest F1 journalist on Donington and cost-cutting

Sorry to return to the issue of the British Grand Prix for a second successive month, but the bombshell that the race will be switched to a dramatically updated Donington Park for 2010 obviously makes the whole affair a hot topic yet again.

The underlying question is this: are we seriously to believe that a fully FIA-compliant circuit like Silverstone is to be cast aside in favour of what, at first glance, looks like a speculative and mathematically questionable new project, which probably won't be ready in time when it finally comes to the crunch?

Is it about taking the British GP up a gear by locating it at a bold new venue which is geographically well-placed in the very centre of the country? Or simply the first step towards the UK losing its round of the F1 championship, in order to make way for more massively profitable races elsewhere in the world, fuelling the seemingly insatiable cash flow demanded by CVC Capital Partners, the owners of the sport's commercial rights (which are reputedly now worth in excess of \$1bn a year)?

So many questions, so few answers. Yet I have a nagging suspicion, much as it pains me, that Silverstone could really be in big trouble here. After Tom Wheatcroft bought Donington Park in 1971 he worked tirelessly,



Donington, 1993: Ayrton Senna (third) is about to make everyone else, including Alain Prost (leading) look like rank amateurs

and against the prevailing tide of the British motor racing community, first to get the track reopened in 1977, and finally to get a round of the F1 championship in 1993.

I understand that Wheatcroft and his family have given their formal support to the efforts of Simon Gillett and Lee Gill, whose company hold a 150-year lease on the Donington Park circuit. The other thing to remember is that Wheatcroft is a longtime

“Is it simply the first step towards Britain losing its grand prix?”

pal of Bernie Ecclestone, both of whom have a penchant for collecting rare and historic racing cars.

Said a colleague who is close to them both, “When it comes to all the great missing racing cars of the world, between them Bernie and Tom probably know who owns them, and in which barns and cellars they are stashed away.” That close relationship could be the key.

FIA INSTRUCTS MANUFACTURERS TO TIGHTEN THEIR BELTS

I ALWAYS FIND myself amused by the style adopted by the FIA grandees in their dealings with the F1 teams, and Max Mosley's missive about reducing future costs was one such classic.

Mosley pointed to the fact that the big manufacturers are now employing up to 1,000 people to put two cars on the grid. “This is clearly unacceptable at a time when these companies are facing difficult market conditions,” he said in his headmasterly tone.

Behind this is a genuine concern that the sport's apparent profligacy sends out the wrong message at a time when the rest

of the world are tightening their belts. Mosley is talking in terms of a 50 per cent reduction in costs, and extracting more useful

energy from less fuel. Admirable aims – but just how dramatically will they be watered down before they reach the rule book?



FIA President Max Mosley has called for further cost cuts and more sensible fuel consumption

LAUDA'S LAST WORD ON DONINGTON

BUMPED INTO triple world champion Niki Lauda in the McLaren-Mercedes team's brand centre on race morning at Silverstone and asked him what he thought of plans for the new venue. I could tell he was having to think hard just to remember the place, but then realisation spread across his face.

“That's where I tested the McLaren F1 car after Ron [Dennis] invited me to come out of retirement to drive for him,” he said. “Did one morning, blew John Watson away, and I've never been there since.”

It's not everyone's favourite circuit, but since its access road is called Bernie Avenue you know that the Hungaroring is going to be around for a long time...

"I enjoy visiting Budapest. It's a very beautiful city, with the Danube flowing through the middle splitting Buda and Pest, and the spectacular architecture gives the city a real feel of the East. The food's surprisingly good too: I like goulash, even if I'm not such a fan of Hungarian wine!

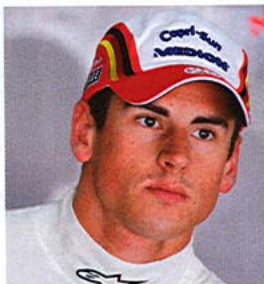
As for the Hungaroring, it's a very difficult and challenging circuit. It has so many corners that it feels like a second Monaco, but without the barriers. And a lot of the corners are very long, which makes it physically and technically demanding. It's also quite bumpy, which makes it easy to lock a wheel under braking and ruin a lap.

The condition of the asphalt improves throughout the race weekend. On Friday morning it's very dusty and slippery because the track is used infrequently away from the GP weekend, but once the racing line has been cleaned and some rubber has gone down, the grip levels improve and times drop by a couple of seconds per lap.

"One of the good things about racing in Hungary is that we get to drive the cars in high downforce trim on a track with a much higher average speed than Monaco. We get to use all of the available grip and it's quite thrilling to drive the cars like this.

The ambient temperature can often climb very high here, which makes this quite a physically demanding race because all of the straights are quite short and we're always working away behind the wheel. Still, the heat is nothing compared with Malaysia.

We proved in Monaco that our car is quite good on tight, twisting tracks and I'll be pushing hard to put on another good show here. Hopefully no-one will crash into the back of me this time..."



ADRIAN SUTIL'S RACE PREVIEW

THE HUNGARIAN GRAND PRIX

HUNGARORING 03 08 08

(LAPS: 70 CIRCUIT LENGTH: 2.722 MILES START TIME (HKT): 1300)



TURN 2

It's a long corner, so you want to carry as much speed through it as possible. You hang on to the inside kerb, just waiting to accelerate out. Good traction is important because the next right-hander is taken flat out



TURN 1

Not a very interesting corner. It's just a hairpin: you brake, you turn in and you accelerate out. Its only claim to fame is that it's probably the best overtaking point on the lap



TURN 4

This is one of the quickest corners. You approach in fifth gear and you can't see the apex when you turn in, so you brake, throw the car towards the apex was on the previous lap, and power through. It's nice



TURN 14

A similar corner to Turn 2, except that it goes the other way. It's quite a frustrating place because you're desperate to get back on the power. A clean exit is important if you want to pass at the end of the pit straight



CHICANE

The kerbs are very high here, so you mustn't hit them too hard. The exit is more important than the entry, so you don't want to be too fast on the way in. You brake early to ensure you can accelerate hard on the exit



WHAT'S IT LIKE TO...



"Stop it, that tickles!"
Massa celebrates his
first win in Turkey, 2006

...WIN YOUR FIRST GRAND PRIX?



JEAN ALESI CANADA 1995

"During the final stages of the race, I was counting each metre. I'd come so close to victory, so often, that the tiniest vibration made me paranoid. I exploded with emotion at the end, but it was more out of relief than happiness. The feeling was one of liberation: I'd finally beaten my bad luck. I didn't know it at the time, but it was destined to be the only win of my career."



GERHARD BERGER MEXICO 1986

"I was fourth on the grid and we decided to try something different at the very last minute. We changed our tyre compound. Good choice. I remember being alone in the car during the slowing down lap – peace and quiet. I didn't know if I was about to laugh or cry – I was on the top of the world, ahead of the big guys: Senna, Mansell, Prost. It was my first win, but also the first victory for Benetton. On my way down from the podium, Keke Rosberg told me, 'Let's celebrate your win, maybe it won't happen that often.' He was right. I did celebrate... for an entire week."



LEWIS HAMILTON CANADA 2007

"It was just better than sex."



FELIPE MASSA TURKEY 2006

"It was a perfect weekend. I remember that, at the start, I could see Michael and Fernando fighting between themselves in my mirrors and I managed to build a small lead. I could feel the joy building inside me during

the final laps, and I concentrated on not making the slightest mistake. Then, when I took the chequered flag, I just screamed with happiness. I thought of my family, of my girlfriend Raffaella – who is now my wife – and about all those special people who helped me get to F1. Istanbul has remained a special place for me. It almost seems like there's something magical about this circuit because, since I joined Ferrari, I've always won there from pole position. I like the people, and out of all the European football teams, I must admit I like the Turkish! The only time I've had a similar feeling was when I won in Interlagos, in front of the Brazilian fans who'd been waiting for it for so long."



DAMON HILL HUNGARY 1993

"Being the son of a grand prix winner, this day was very emotional for me and for my family. It gave me a tremendous sense of pride and satisfaction. Did I stay focused on my driving until the finish line? I'd be lying if I said yes. A few laps before the end, I started to think about what this performance meant and about what I would say... I learned to think differently later on!"



GIANCARLO FISICHELLA BRAZIL 2003

"I think I clinched the most curious first win ever. It was an incredible wet race, with a lot of incidents, until the red flag ended it due to the Webber and Alonso collisions. I remember that I threw my helmet in the air. But a few minutes later, just before the victory ceremony, somebody from the FIA told me that I was only second – I was very disappointed. Later on, our data proved I was the winner and a few days later, as I was in Florence for some PR activities, Eddie Jordan rang me: 'Giancarlo, know what? You finally won in Interlagos!'"

IF YOU ENJOYED THIS ISSUE OF F1 RACING, THEN WHY NOT SUBSCRIBE? DETAILS ON PAGE 110 **NEXT ISSUE ON SALE FRIDAY AUGUST 15TH**