

**FERRARI ISSUE COLLECTORS' EDITION**

**F1**

**RACING**

THE WORLD'S BEST-SELLING GP MAGAZINE

**THE**



**FERRARI**

**ISSUE**

Astonishing Kimi interview ★ **Inside Fiorano**  
**Murray Walker on Enzo** ★ Michael Schumacher  
Domenicali ★ **Best Ferraris ever** ★ And lots more

NUMBER **151** SEPTEMBER 2008  
UK £4.20  
[www.f1racing.co.uk](http://www.f1racing.co.uk)

haymarket





070

**BEST EVER FERRARIS**

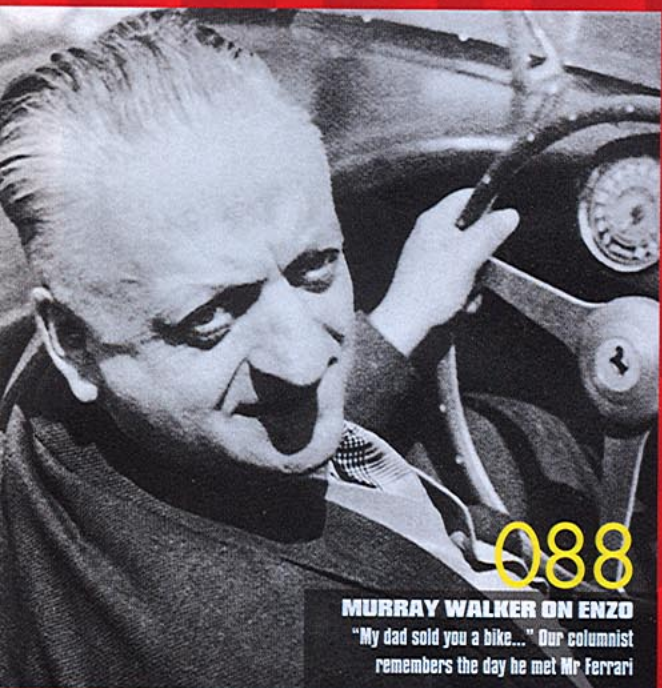
We pick the most exciting racing cars to have carried the iconic prancing horse badge



060

**KIMI RÄIKKÖNEN INTERVIEW**

"I'm the perfect neighbour - I'm never here..."  
We meet the champ in his swish Helsinki pad



088

**MURRAY WALKER ON ENZO**

"My dad sold you a bike..." Our columnist remembers the day he met Mr Ferrari

**FERRARI ISSUE COLLECTORS' EDITION**

**F1**  
RACING  
THE WORLD'S BEST DRIVING MAGAZINE

**INCREDIBLE UNSEEN PICTURES**  
Jim Clark, Graham Hill and Jackie Stewart as you've never seen them. Especially Jackie...

**F1'S KING OF BLING!**  
Vijay Malaya on bad blood with Kimi, finding the Indian Lewis, and, er, downing pints



THE  
**FERRARI**

**ISSUE** Astonishing Kimi interview - Inside Fiorano  
Murray Walker on Enzo - Michael Schumacher  
Domenicali - Best Ferraris ever - And lots more

151 SEPTEMBER 2012



054

**F1 TECHNOLOGY ON THE ROAD**

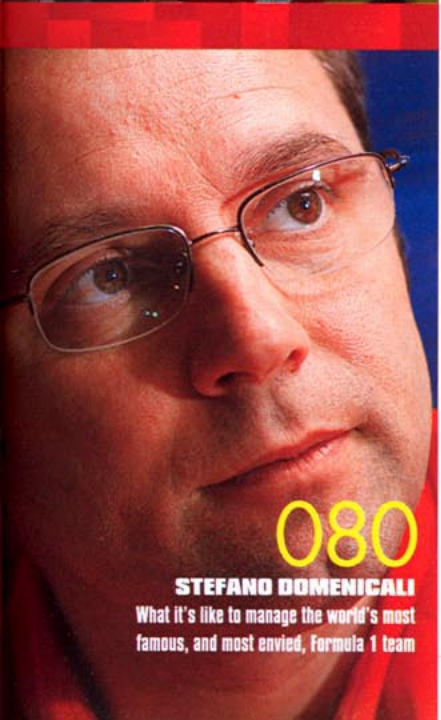
How innovations from Ferrari's F1 programme were transferred on to the 430 Scuderia



**WHAT FERRARI MEANS TO F1**  
Even Ron Dennis is a fan. Kind of. Friends and rivals explain the secrets of Maranello magic



**THE SCHUMACHER YEARS**  
How F1's most famous team became its most successful one



**080**  
**STEFANO DOMENICALI**  
What it's like to manage the world's most famous, and most envied, Formula 1 team

# Contents



SEPTEMBER 2008 ISSUE 151

## REGULARS

- 006 **UP FRONT** Ferrari: where would F1 be without them?
- 010 **PARADE** Luscious shots of the action from the Hungarian GP
- 018 **PITPASS** Excitement mounts over Valencia — let's hope it's ready on time
- 036 **MURRAY WALKER** Mistakes? No — just prophecies that turn out to be wrong
- 038 **WHATEVER HAPPENED TO...** Patrick Tambay: he's into politics, now
- 040 **TOP 10** F1 debuts... The drivers who made the biggest splash
- 042 **MY LIFE IN F1** Patrick Head looks back on 30-odd years at the sharp end
- 120 **HOW F1 USED TO BE** In 1978 almost a quarter of the entrants were French
- 122 **SUBSCRIPTIONS** Sign up and get a free pair of Bollé sunglasses worth £60
- 146 **WHAT'S IT LIKE TO...** Crash into your team-mate? Ralf wasn't sorry, apparently



018

## FEATURES

- 046 **YOU ASK THE QUESTIONS: VIJAY MALLYA**  
Prepare for some surprises from F1's party king...
- 054 **F1 TECHNOLOGY ON THE ROAD**  
How the best bits from Kimi's car got on to the Ferrari 430 Scuderia
- 058 **FERRARI'S SECRET WEAPON**  
Fiorano: their private test track just across the road from the factory
- 060 **KIMI RÄIKÖNEN: EXCLUSIVE INTERVIEW**  
At home with the world champ — and what a plush home it is...
- 070 **F1'S GREATEST FERRARIS**  
A selection of Maranello's finest racing cars
- 075 **FERRARI'S PASTA MAESTRO**  
We meet the man who cooks Kimi and Felipe's lunch
- 076 **WHAT'S IT LIKE TO DRIVE FOR FERRARI?**  
"Great. Special. Stunning." So says Michael Schumacher
- 080 **STEFANO DOMENICALI**  
Ferrari is no place for part-timers, says the new team boss
- 088 **MURRAY WALKER ON ENZO FERRARI**  
"Muzza" remembers an unforgettable meeting with Mr F
- 096 **FERRARI'S GREATEST RACE**  
A month after Enzo's death, his team scored a one-two at Monza
- 098 **WHAT FERRARI MEANS TO F1**  
Bernie Ecclestone, Ron Dennis and others explain
- 102 **THE SCHUMACHER YEARS**  
From midfield frustration to five consecutive world titles...
- 108 **F1'S AMAZING UNSEEN PICTURES**  
We uncover an archive of never-before-seen shots
- 116 **WHAT HAPPENS AFTER A GRAND PRIX?**  
Packing up an F1 garage is like a race in itself



046



108



116

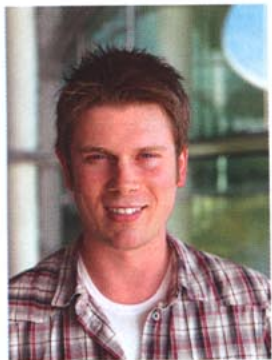


124

## FINISHING STRAIGHT

- 126 **POSTCARDS FROM HUNGARY** Exclusive views of the Hungarian GP
- 128 **GERMAN REPORT** A strange tactical call nearly costs Hamilton the win
- 132 **HUNGARY REPORT** Kovalainen wins after Massa's engine blows
- 136 **PETER WINDSOR** Why F1 cars should be able to start themselves
- 138 **ALAN HENRY** On the curious petulance of Fernando Alonso
- 140 **EUROPEAN GP PREVIEW** The first GP around Valencia's harbour front
- 142 **BELGIAN GP PREVIEW** One of the best circuits on the F1 calendar
- 144 **ITALIAN GP PREVIEW** Stand by for Ferrari mania at magic Monza

CONTENTS PHOTOGRAPHY LORENZO BELLANCA/LAT, LAT ARCHIVE, GIUSEPPE CACACE/GETTY IMAGES, GETTY IMAGES, XPB.CC, ALISTER THORPE, CARLOS JONES/CONTRASTO/EYEVINE



## From the editor HANS SEEBERG

WHEN YOU SEE KIMI RÄIKKÖNEN and Felipe Massa nailing it around race tracks with that famous little horse on their red nose cones, it's easy to forget that Ferrari are the only current team to have raced in the first ever Formula 1 grand prix in 1950. Not that we're a forgetful bunch here on *F1 Racing*. That's why we thought it was about time to pay homage to the sport's most famous and iconic team.

Even if you're the world's biggest McLaren fan and go to bed in Vodafone-sponsored pyjamas, it's hard to argue against the romance and history of Ferrari: 15 constructors' championships; 15 drivers' championships. Oh, and some of the greatest drivers who ever graced the sport, from Alberto Ascari, Juan Manuel Fangio, Alain Prost and Michael Schumacher, through to current world champion Kimi Räikkönen. As Martin Brundle says later on in these very pages, "If you can marry performance with being a Ferrari driver, you'd do it in a heartbeat."

Speaking of Räikkönen, he's always been one for dividing opinion. Even allowing for the fact that he doesn't like press conferences, it has been said that he's a little, well... *dull*. If that's your opinion, turn to page 60 immediately and prepare for your point of view to be changed thanks to our astonishing one-on-one interview with him. Enigmatic? Yes. Successful? Absolutely. Dull? Never. A bit like Ferrari, really.

Enjoy the issue...

## BEHIND THE SCENES ON F1 RACING THIS MONTH



**F1 Racing's Alan Henry interviews Ferrari's Mr Nice Guy Stefano Domenicali (p80). Neither of them fancied the peanuts, then**



**Photographer Glenn Dunbar is photographed by Peter Crouch. Either that or he's clowning around on the shoot for our garage pack-up story (p116)**



**News editor Jimmy chats to snapper David Hudson about his amazing collection of unseen F1 pics (p108). It being Jimmy, he chose a beer garden as the venue**

**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 license.

**Circulation queries:**  
Frontline, Park House, 117 Park Road, Peterborough, Cambs PE1 2TR. Tel: +44 (0)1733 555161.  
ISSN 13614487. EAN 07713614480012.  
Printed by Wyndeham House, The Berrill Complex, Cockerham Road, Heybridge, Melbourn, Essex CB9 4NH. Covers printed by Wyndeham Impact, Grafton Way, West Ham Industrial Estate, Besenrode, RG22 6HY.  
Colour by Colour Systems Ltd, 90-92 Pentonville Road, London N1 9HS.  
• Reproduction in whole or in part of any photograph, text or illustration without written permission from the publisher is prohibited. Due

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 to: F&P to F1 Racing binders, PO Box 548, Haywards Heath, Sussex RH16 3XQ. This 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 548, 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@qpsuk.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@newscars.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 Dunellen, 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** Mel Nichols  
**Design director** Paul Harpin  
**Managing director** Kevie Costello  
**Chairman** Eric Vardon-Roe



THE WORLD'S BEST-SELLING GP MAGAZINE

### THE TEAM

**EDITOR** HANS SEEBERG  
**MANAGING EDITOR** STEWART WILLIAMS  
**DEPUTY EDITOR** STUART CODLING  
**FEATURES EDITOR** BRADLEY LORD  
**NEWS EDITOR** JAMES ROBERTS  
**CHIEF SUB-EDITOR** MATT WARWICK  
**ART EDITOR** FRANK FOSTER  
**SENIOR DESIGNER** CLAIRE PUNTER  
**PICTURE EDITOR** JONATHAN REYNOLDS  
**PRINCIPAL PHOTOGRAPHER** LORENZO BELLANCA  
**PRODUCTION CONTROLLER** HELEN SPINNEY  
**EDITORIAL TEL** +44 (0)20 8267 5806  
**EDITORIAL FAX** +44 (0)20 8267 5022

### OUT IN THE FIELD

**GRAND PRIX EDITOR** PETER WINDSOR  
**EDITORS AT LARGE** ALAN HENRY, TOM CLARKSON

**AGENCY PHOTOGRAPHERS** LAT PHOTOGRAPHIC, GETTY IMAGES, XPB.CC

### PUBLISHING

**PUBLISHING DIRECTOR** PETER HIGHAM  
**PUBLISHER** ROB AHERNE  
**PUBLISHING MANAGER** NAIRN MILLER  
**COMMERCIAL DIRECTOR** IAN BURROWS  
**SALES MANAGER** STEEN INGERSLEV  
**SALES MANAGER** JOE TUCKEY  
**SALES MANAGER** LUCIANO CANDILIO  
**SUBSCRIPTIONS MARKETING EXECUTIVE** EMILY PIDGEON  
**LICENSING DIRECTOR** TIM BULLEY  
**LICENSING MANAGER** ALASTAIR LEWIS  
**ADVERTISING TEL** +44 (0)20 8267 5179  
**ADVERTISING FAX** +44 (0)20 8267 5079

### SUBSCRIPTIONS ENQUIRIES

EMAIL F1RACING.SUBS@QSS-UK.COM  
FAX +44 (0)8456 775555  
CUSTOMER HOTLINE  
+44 (0)8456 777818

**Missed an issue?**  
Then call the  
**back issues Hotline**  
+44 (0)8456 777818



Special thanks to Luca Colajanni, Jasper Quine, Heikki Kula, Nav Sidhu, Alexandra Schieren, Richard Woods, Tracy Novak, Nicola Armstrong, Ellen Kolby, Matt Bishop, Clare Robertson, Rachel Ingham, Patricia Spinelli, Lucy Nell, Hanspeter Brack, Thomas Villetta, Claire Williams, Silvia Hoffer, Benjamin Titz, Catherine Shaw, Luc Willems, Pablo Parnia, Thomas Butler, Sophie Metcalfe, Suren Pithura at Unichrome, Marks & Spencer's acacia honey and mustard salad dressing, German rap, Mel and Kim and their 1987 smash hit 'Respectable', Heaven 17, Drexler - Hungary's finest beer, Singha - Thailand's finest beer, David Hudson, Toscana in Budapest, The Keepers Arms in Trotton, Jimmy's friend Salvatore at Ponte Vecchio in Speyer and the Claire Punter dog quiz



HAYMARKET CONSUMER MEDIA, TEDDINGTON STUDIOS, BROOM ROAD, TEDDINGTON, MIDDLESEX, TW11 9BE, UK





**TAGHeuer**  
AVANT-GARDE EYEWEAR



**JENNI and KIMI RÄIKKÖNEN**, F1 WORLD CHAMPION 2007 and SCUDERIA FERRARI DRIVER, wearing their TAG Heuer glasses.  
**SPEEDWAY special edition** – designed by Kimi, polarized and unbreakable avant-garde lenses, lightweight frame.

# PARADE

## A nose for success

Even with the new nose wings aboard his MP4-23, Heikki can't quite get the front end plugged in Turn 2 during Saturday's practice. Cheer up, son – tomorrow is another day...

**Where** Hungaroring, Hungary

**When** 11.54am, Saturday August 2

**Photographer** Steven Tee/LAT





Santander

Mobil

Mercedes

BOSS

vodafone

JOHNNIE WALKER

vodafone

JOHNNIE WALKER

爱国者

vodafone

POTEX

# PARADE

## Massa's misery

Slowly walking through a deserted pitlane, a disconsolate Felipe Massa contemplates his bad luck. Lewis Hamilton is about to finish fifth and extend his championship lead

**Where** Hungaroring, Hungary

**When** 3.35pm, Sunday August 3

**Photographer** Mark Thompson/Getty









# PARADE

## Timo's time comes

Two weeks before this shot was taken, Timo Glock was leaving Hockenheim on a stretcher. After being passed fit for Hungary, he qualified fifth and finished second. Impressive...

**Where** Hungaroring, Hungary

**When** 3.19pm, Sunday August 3

**Photographer** Ed Hartley/Sutton Images



# PITPASS

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

Despite appearances, the new street circuit will be much quicker than Monaco – once it's finished



## VALENCIA FACES RACE AGAINST TIME

**The new circuit has held its first race, but needs more work to be ready for F1**

VALENCIA LOOKS to be a spectacular addition to the F1 calendar – er, provided they manage to finish the circuit on time.

Grandstands, access roads and bridges over the circuit are being worked on around the clock as organisers try to complete the track before the end of August. The facility held its first race at the end of July for

Formula 3 and GT cars but encountered teething problems: the first F3 practice session was held under yellow flag conditions because safety fences and barriers hadn't all been erected in time.

The track was given the thumbs up by the FIA's Formula 1 race director Charlie Whiting following the race, but only after

some track re-surfacing and improvements to the kerbs were made from Turns 2 to 6.

The race organisers are still confident of their ability to hold the European Grand Prix on August 24. Whiting has also praised the track's layout and design. He told *F1 Racing*: "It's a really fast and flowing circuit, but it's safe, well thought-through and it's got some



After some teething troubles at the Formula 3/GT race in July, part of the track has been resurfaced and some kerbs re-laid

The organisers are confident they'll have the grandstands finished in time for the grand prix on August 22-24



Divers will be on standby in case a car ends up in the drink, and they've been practising getting the drivers out safely



The pit complex overlooks the marina and is set in a renovated 100-year-old building, which used to be a fish market

challenging corners on it – and there are about three realistic places to overtake.”  
Valencia is the first new circuit to hold a round of the Formula 1 world championship since Istanbul appeared on the calendar back in 2005. It has a seven-year deal to host a grand prix and, since it's Spain's second race, it's been given the 'Grand Prix Of Europe' tag.

“Valencia is a great venue,” says Honda's Jenson Button. “It's in a beautiful part of the city and it looks quick for a street circuit, but there are the run-off areas that are necessary.”

The 3.4-mile track has 25 turns (11 left, 14 right) and according to one of the drivers who raced in the F3 event (see right) it's faster and smoother than a typical street circuit. The team's pit garages are in a 100-year-old renovated building, and 60 per cent of the lap follows the marina – including a crossing of the water over the venue's showpiece swing bridge. In the run-up to the event, organisers have been practising rescue attempts from the water – just in case a car ends up in the marina.

“We have to be ready for every eventuality,” said a circuit spokesman. “We'll also have 100 boats in the harbour, so we need to be prepared. Although we're finishing a few things, everything is going very well and we'll be ready in time.”

Despite initial claims that the 112,000-capacity track is a sell-out, a number of tickets were available as *F1 Racing* went to press.



## A DRIVER'S EYE VIEW

Alex Waters F3 driver

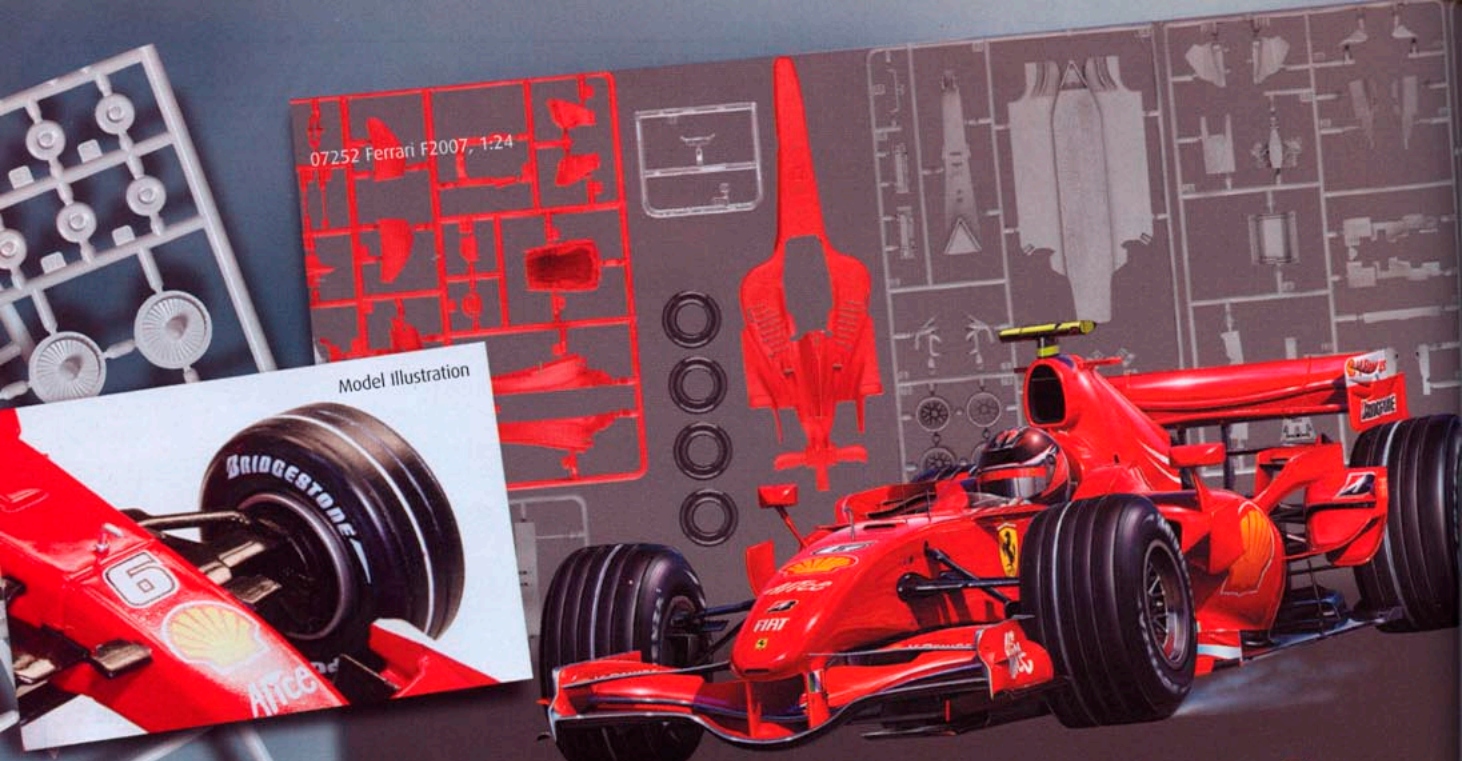
Formula 3 regular Alex raced at the new Valencia track this July. “It doesn't feel like a normal street circuit,” he said. “There's freshly laid asphalt, so there aren't the bumps and drain covers – it's a fantastic track.”

“Part of it runs past the port with container ships and cranes, then there's a residential area, and the marina section is gorgeous because it has lots of lovely old buildings. The pit complex is an old fish market and it looks like something from a James Bond movie...”

“The actual track is quite stop-start. The chicanes break up the rhythm, but there are four places on the lap where I'd expect the F1 cars to reach over 185mph.”

“It's quite confidence-inspiring because the amount of run-off gives you the chance to try an overtaking move. There are three obvious places for passing. In the F3 race I started 18th and got to 6th before I was taken out.”

“Only the last part demands anything from the car's aerodynamics. There's a quick direction change before the last hairpin. It's quite difficult to get the car straight before braking – but thankfully there's lots of run-off.”



# The Iceman Cometh

## 1:24 Ferrari F2007

07252

The 2007 Formula 1 World Championship proved to be another exciting contest, with the driver's title decided on the very last race of the season at São Paulo in Brazil. With continual inter-team rivalry between Ferrari and McLaren-Mercedes, the eventual victor, Kimi Raikkönen, drove the 53rd F1 model from the Ferrari works (Number 658) which differed noticeably from its predecessor.

This fiery red racer has, among other things, new front suspension, a longer wheel-base and re-shaped side pods and only retains the light 95 kg, type 056 2.4 litre engine from the previous season.

Ferrari also took the constructor's title for the first time since 2004 and team mate Filipe Massa put in a solid performance to take fourth place overall.

### Model-details:

- True-to-original front and rear spoilers
- Multi-part eight-cylinder engine
- Detailed wheel suspension
- True-to-original underbody including diffuser
- Authentic tyres, wheel rims and hub caps
- Rotating wheels
- Detailed cockpit
- Authentic decals for both Ferrari drivers from the Brazilian, British and USA Grand Prix's

For more information on this brand new Ferrari Formula 1 model kit and three further Formula 1 cars as well as the complete range of Revell product check out our international website at [www.revell.eu](http://www.revell.eu)

Available from branches of

**MODELZONE™** and **HOBBYCRAFT**

and all good Toy & Hobby Stores.

Revell GmbH & Co. KG, 64-66 Queensway, Hemel Hempstead, Herts HP2 5HA. Tel: 01442 250130. Fax: 01442 245619.

Email: [ukbranch@revell.de](mailto:ukbranch@revell.de)

©Revell is the registered trademark of Revell GmbH & Co. KG, Germany. All rights reserved.

Produced under license of Ferrari Spa. FERRARI, the PRANCING HORSE device, all associated logos and distinctive designs are trademarks of Ferrari Spa. The body designs of Ferrari cars are protected as Ferrari property under design, trademark and trade dress regulations.

**FERRARI**  
CORSE, LICENSEE, PARTNER



**Build Your Dream!**

## THE AMAZING RULES OF F1!



The lesser-known laws of our great sport revealed

### 2008 Formula 1 Sporting Regulations

#### Article 6, World Championship

**6.5** If a race is suspended, and cannot be resumed, no points will be awarded if the leader has completed less than two laps. Half points will be awarded if the leader has completed more than two laps but less than 75 per cent of the original race distance and full points will be awarded if the leader has completed more than 75 per cent of the original race distance.

**6.6** The drivers finishing first, second and third in the Championship must be present at the annual FIA Prize Giving ceremony.

F1 on ice: Ferrari appeared at the opening ceremony for the Turin Winter Olympics in 2006



# An Olympic Grand Prix for 2012?

You might think it'll never happen, but Max Mosley likes the idea and Kimi's well up for it

IT SEEMS CRAZY, BUT could there be an Olympic F1 champion? Well, it might not be as stupid as it seems. Motorsport has been represented at the Olympics before and talk is gathering pace of an Olympic Grand Prix for London 2012.

The idea of holding an Olympic contest with drivers racing identical cars in national colours was first mooted by FIA President Max Mosley a decade ago. Speed may be part of the Olympic motto, but rules state that the human factor has to be the most dominant element. Yet the Olympic Games that are taking place in Beijing has equestrian events and yachting.

F1 drivers are just as athletic as their Olympic counterparts and seven racers have competed in both the Olympic Games (summer and winter) and F1. Those who took part in the summer games were Prince Bira and Roberto Mieres, who contested

yachting, while most recently Ben Pon represented Holland in clay pigeon shooting at Munich in 1972.

Ferrari also demonstrated one of their cars on ice at the opening of the 2006 Winter Olympics in Turin, while Toyota's Jarno Trulli carried the Olympic torch through his hometown of Pescara that year.

Unfortunately the Olympic charter excludes sports that require mechanical propulsion and the International Olympics Committee president Jacques Rogge has said in the past, "The human factor has to

**"It's nice to think about it - why not?"**  
**Kimi Räikkönen**

be dominant. Also, how many countries could compete if we take Formula 1 into the Olympic Games? Five? Six? The sports in the Games should be available to all the countries that take part."

"It's an interesting concept," said Red Bull Racing's team principal Christian Horner, "but the problem with anything mechanical is getting a completely level playing field."

But there is a precedent, as motorsport was a recognised sport in the 1900 Olympics in Paris. Medals were awarded for various races in two- and four-seater cars up to a 815km distance.

So what about a race in four years time? "It's nice to think about such things and probably why not?" said Kimi Räikkönen. "But it's a long way in the future."

Heikki Kovalainen is not convinced, though, "I think it's a funny question because it's very unlikely to happen."

## News in brief...



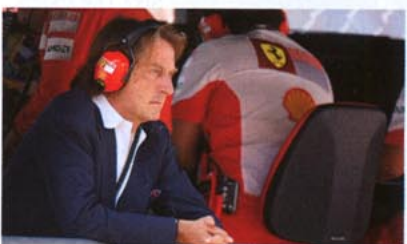
### ALL HAIL F1'S 100TH WINNER!

Heikki Kovalainen has become the 100th different driver to win a Formula 1 race since the world championship began in 1950. He took the honour when he crossed the line first at the Hungarian Grand Prix. It's been a good few weeks for the Finn, who has also been confirmed at McLaren for next season.



### 2009 DRIVER LINE-UP LATEST

McLaren aren't the only team to have finalised their driver plans for 2009. Sebastian Vettel will replace David Coulthard at Red Bull and, following his podium in Hungary, Timo Glock will continue at Toyota alongside Jarno Trulli. Adrian Sutil is under contract with Force India until 2010.



### LUCA HEADS NEW TEAM GROUP

Ferrari President Luca di Montezemolo has been appointed head of the F1 Teams Association (FOTA) after the teams, along with Bernie Ecclestone, met at Maranello. They will now have a unified voice in future rulings and commercial matters with the FIA and Bernie's company, Formula One Management.



# SAFETY FEARS OVER KERS

Mechanic badly hurt after electric shock – now teams could build two separate cars for 2009

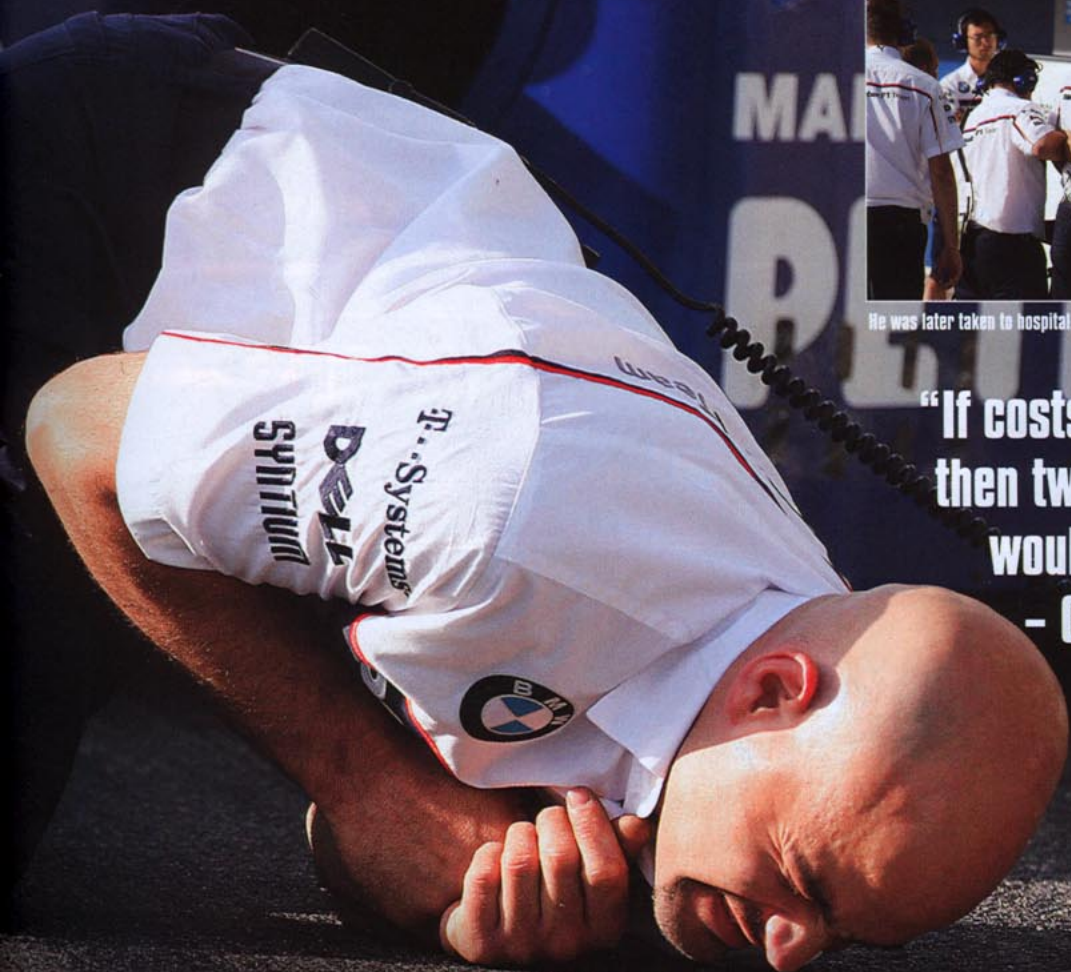




The mechanic is helped up after his electric shock from the KERS system



He was later taken to hospital, but released the following day



**“If costs were no issue, then two separate cars would be a solution”  
- Christian Horner**

THE SAFETY OF Formula 1's new KERS technology is in doubt after a mechanic was electrocuted in testing.

The BMW man was thrown to the ground after receiving an electric shock from the car fitted with one of the new kinetic energy recovery systems, set to enter F1 in 2009. Now *F1 Racing* has discovered that some teams are investigating the possibility of designing two separate cars for next season, one with KERS and one without. That's because KERS is not mandatory for next year.

Complaining of dizziness, the mechanic was taken to hospital but released the next day. After the scare BMW stopped testing at Spain's Jerez circuit and returned the car to their Munich base for investigation.

BMW aren't the only team to have had problems. Red Bull were forced to call the fire brigade to their Milton Keynes factory after one of their KERS batteries failed, and the mounting safety concerns caused the teams to hold a crisis meeting in Hungary, where they discussed delaying the introduction of KERS until 2010.

The environmentally friendly device captures energy under braking, in either batteries or a flywheel, and releases the power on the following straight. BMW are believed to have been testing an electric KERS system – the charge that had built up was earthed when the mechanic touched the car.

“The safety of the marshals, public and drivers has to be the first priority, but the

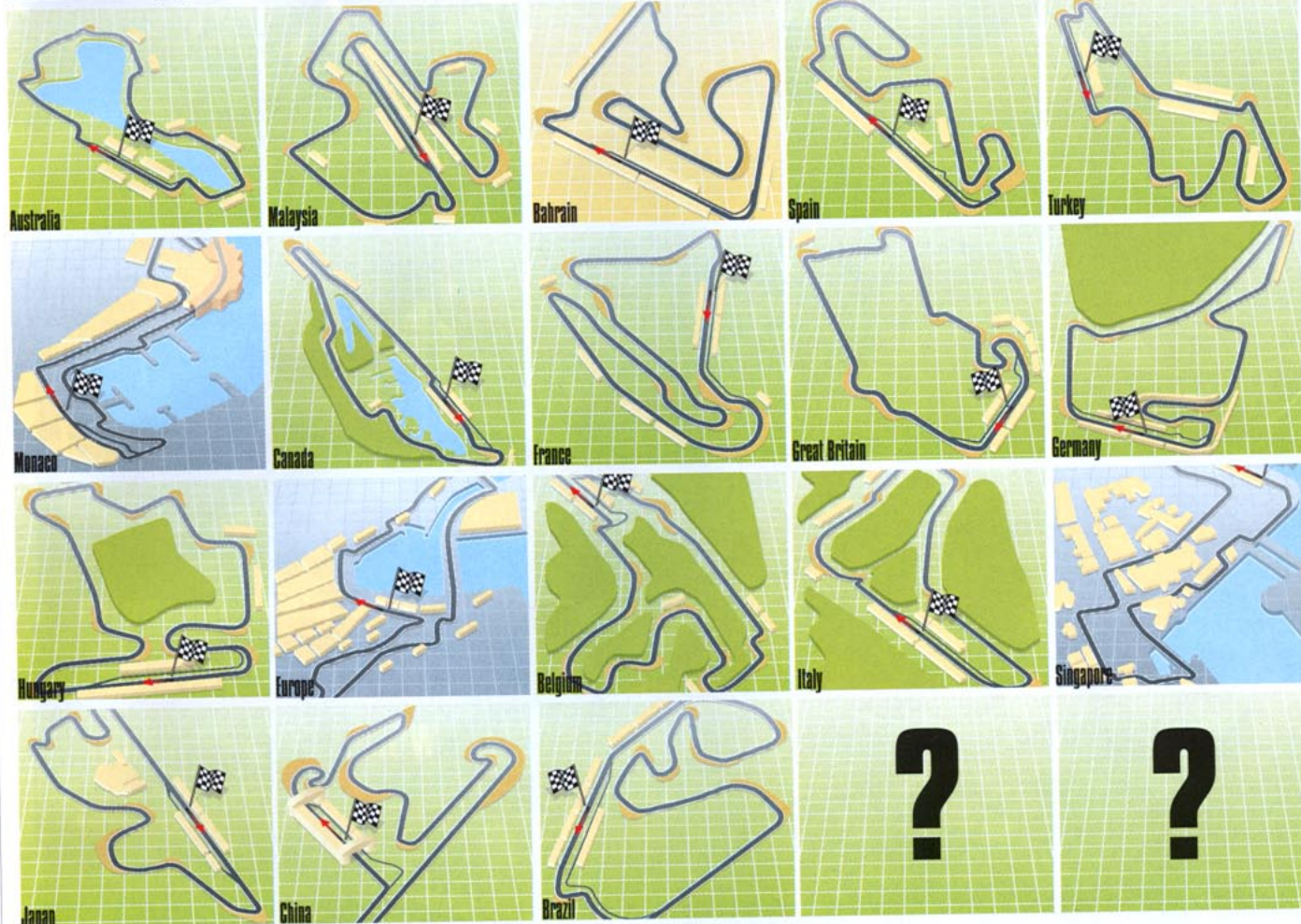
schedule will be tight for next season,” said Toyota's tech boss Pascal Vasselon.

Some F1 teams want to delay the introduction of KERS on safety grounds, but the other top teams have spent an estimated £50million each on the technology. Others have looked into developing two separate chassis.

“If costs were no issue, that would be a solution,” said Red Bull's team principal Christian Horner. “But when you consider the man hours, and build costs, even the most affluent teams would struggle.”

KERS is not mandatory for '09, but teams without it are expected to be half a second a lap slower. But as the system weighs up to 40kg it could negate that, hence some teams' plan for two cars.

## THIS MONTH'S BIG DEBATE



# Should there be more than 19 GPs a season?

# Yes



**Christian Horner**  
Team principal,  
Red Bull Racing

"I THINK IT would be better if we did more races and less testing. I don't have a problem with 20 races. We're in the business of racing in grands prix and I think that there is more benefit in doing that than testing all day in front of empty grandstands.

Also, F1 should go to the best venues, even if that means going to the same country twice in a season. We used to go to Imola and Monza in Italy, and

Hockenheim and Nürburgring in Germany. Now we're going to Valencia which will be a completely different track and an exciting challenge. That's what F1 should be about.

There are lots of new places in the world that want races, and next year we're adding Abu Dhabi to bring the total to 19 races. But I think F1 should be a true world championship with races in America and in Asia too, so I'd welcome expansion."

# No



**Giancarlo Fisichella**  
Driver,  
Force India F1

"FIRSTLY, I HAVE no problem with one country having more than one grand prix. I'm an Italian, so of course I loved having both Monza and Imola on the calendar.

I think that if a country is near to where everyone is based, and therefore easy to get to, and if it has more than one circuit capable of hosting a grand prix, it's okay. But F1 travel is very tiring and takes you away from home for a long time.

Quite a lot of the calendar now takes place on other continents, far away. You have to set off much earlier. You come back later. You have to cope with the jetlag. Physically and mentally this is very hard on everyone involved in Formula 1, and at the end of the year they deserve a long rest.

There's a natural limit on the number of races we can do and maybe at the moment we're near that."

The track's a blur.

The crowd's a blur.

The mind is sharp.

# Make it happen.



The faster the world moves, the more you need sharp minds with a crystal-clear focus. That's why it pays to have the team at RBS on your side. As one of the world's largest banks, we instinctively know how to make things happen. However quick the pace.

[rbs.com](http://rbs.com)

Make it happen

 **RBS**  
The Royal Bank of Scotland Group

# PITPASS



## REVEALED: F1'S SECRET POKER CLUB

Cards take our great sport by storm – even Bernie's getting involved...



Giancarlo hopes this hand will make him "Very 'appy..."



Nick tries to hide his delight at being dealt a full house...



...but when nonchalance fails, full concealment is the only option



"So, Timo - do you want to lose your shirt or your watch first?" Fisi lines up his latest victim

THERE'S A NEW CRAZE sweeping the F1 paddock, with Robert Kubica, Fernando Alonso, Giancarlo Fisichella and even Bernie Ecclestone having a go. But what's the game they're obsessed with? Poker!

Since the sessions started at the beginning of the year, more drivers and even team bosses have got involved, making them an unmissable social highlight of the grand prix weekend. The games usually take place in the Force India motorhome and were a well-kept secret until Bernie Ecclestone discovered them and wanted to play. He raised the stakes from the usual £30 or £50 to a whopping £1,000.

"Bernie's very aggressive," said Alonso. "With a pair of twos he puts it all in. It's hard to know when he has good cards and when he's hasn't - he's always all in..."

Michael Schumacher has also been spotted playing. But among the best drivers in the world, who's the best poker player?

"It's Robert Kubica," said Force India boss Vijay Mallya. "He's a lot of fun, too."

It was a canny Kubica who suggested to Mallya that he wear his sunglasses while playing. But Vijay forgot they were reflective, so everyone could see his cards...

## DO YOU REMEMBER WHEN...



### ...Aston Martin raced in F1?

ALTHOUGH FAMOUS for their successes in sportscar racing, iconic British marque Aston Martin did enter a handful of Formula 1 races at the end of the 1950s.

It was back in 1913 when Lionel Martin built a new car for the Aston Clinton hillclimb in Buckinghamshire - providing his new machine with a name in the process - but it was post-World War II when the company took the spoils on the international stage. In 1959 the team entered a pair of green DBR4s for Roy Salvadori and Carroll Shelby in four grands prix and also entered the British GP the following year. But F1 was undergoing the rear-engine revolution and Aston Martin's machines were already looking outdated.

## PITLANE HEROES

### F1 just couldn't exist without them

#### No 3 FORCE INDIA'S TRUCKIE



FORMULA 1 isn't just about canapés, champagne and celebrities. There's a gritty side too: that's the life of a team truckie. After setting off from Force India's Silverstone base on Monday morning for a European race, Nick 'Barney' Downer gets to the circuit on Tuesday, then starts unloading the truck and helps set-up the garage.

For 10 years 'Barney' (after Barney Rubble from *The Flintstones*) has been driving trucks in F1. "I used to watch F1 on TV when I was a kid and wanted to get involved in it," says Barney. "I was doing road

haulage around Europe when a chance to work for Arrows came up, but I was unsure whether to take it at first because



Nick 'Barney' Downer with one of his immaculate trucks

I knew how much it would take me away from home."

He also attends the 'flyaway' races in places such as Japan and Brazil to help unpack the crates and unload the freight. Then, during the race weekend, 47-year-old Barney keeps the garage clean.

"One of my pet hates is a dirty floor, and these brakes that we're using produce a lot of carbon dust, so I spend most of my weekend on my hands and knees clearing it up off the floor. You see, we have to present a clean, professional image.

"This isn't a job, it's a way of life."

“Want to drive?  
Be my guest.”



**Win the drive of a lifetime** – five laps at Silverstone in an AT&T Williams Formula One car, offered exclusively by Philips Shavers: Getting you closer to Formula One. Full details of how to register for this fantastic global competition can be found at: [www.philips.com/attwilliams](http://www.philips.com/attwilliams)



**PHILIPS**  
sense and simplicity

# PADDOCK SPY

It's like Royal Ascot for people who sniff too much petrol: hats off to F1's crazy fans



As if wearing Ferrari red, waving prancing horse flags and shouting a lot wasn't Italian enough, these tifosi went for the Roman centurion look



Coulthard's new Red Bull role may require this



No, this man is not a student - just a big fan of the current M1 carriage widening



This is what happens when a punk becomes a petrolhead



As if wearing red and shouting a lot... you get the idea



Oh, those crazy Germans, and their worryingly well-detailed, scale-model Ferrari race-day hats that must have taken months to make...



Oh, those crazy Germans and their, er, tea-strainers

CHARLES COATES/LAI; STEVE ETHERINGTON/LAI; XPB.CC; SCHIEGMILCH PHOTOGRAPHY

## WHY HAS F1 BEEN HIT BY SO MANY PIT FIRES?

Could pitlane blazes in Hungary have been caused by problems with the rigs, or fuel?

NO ONE WAS hurt during the three pitlane fires at the Hungaroring, and thankfully the flames in the Honda, Toro Rosso and Williams pits were extinguished immediately. The reasons for the fires have yet to be definitively established, although there are a number of theories.

In the aftermath of the race the teams involved were puzzled by the incidents. This season 5.75 per cent of the fuel must be composed of bio-ethanol, but the change in the petrol mix isn't thought to be a factor in the fires.

One theory is that the high ambient temperatures (30C) in Hungary caused fuel to escape from the nozzles.

"As the temperature increases, so the pressure of the fuel will increase, which could cause it to squeeze out of the nozzle," said fuel expert Brendan Thomas. "If the teams can't reduce the pressure, perhaps a more heavy duty valve needs to be fitted to the nozzle of the rig."

On several occasions this year the Intertechnique-built rigs have failed to deliver fuel during pitstops (to Honda's Rubens Barrichello at Silverstone, both Toro Rosso drivers at the Turkish GP and Ferrari's Felipe Massa in Canada). But the safety record of the rigs has been excellent since refuelling was brought back in 1994 and pitlane fires are rare.

The teams who suffered fires in Hungary were at pains not to blame their rigs. Honda said they didn't put the nozzle on properly; Williams reckoned that excess pressure in the fuel tank was the cause; and Toro Rosso issued a cryptic response alluding to a problem in their fuel system.







# F1 MASTERMIND

Test your knowledge with our fiendishly tricky quiz



- 01 At which grand prix did Anthony Davidson make his first Formula 1 start?
- 02 Who stood in for Mika Häkkinen at McLaren in 1994, when the Finn was given a one-race ban?
- 03 Which former French rugby international drove a Cooper Maserati in 1966?
- 04 Which driver was classified 10th at the 1988 Italian Grand Prix?
- 05 Name the British driver who raced for Zakspeed in 1987?
- 06 Which Israeli driver tested for Minardi at the 2005 Hungarian Grand Prix?
- 07 What was the last front-engined car to win a world championship grand prix?
- 08 Where was the 1952 Swiss Grand Prix held?
- 09 What engines did the Tyrrell team use in 1992?
- 10 In 1995, which Minardi driver was nicknamed 'Johnny Carwash'?



IN ASSOCIATION WITH



Answers: 1 2002 Hungarian Grand Prix 2 Philippe Alliot 3 Guy Ligier 4 Ayrton Senna 5 Martin Brundle 6 Chanoich Nissan 7 Ferrari Dino 246 8 Bremgarten 9 Ilmor 10 Giovanni Lavaggi

## ASK F1 RACING

All your questions answered

**After watching a recent grand prix, I was reminded of the laurel wreaths that were given to the podium trio. What happened to this tradition in F1? And is it still prevalent in other types of motorsport?**  
Simon Tassie, UK



"It's a bit itchy, to be honest": Michele Alboreto sports a wreath at Canada in 1986

The ring of 'bay laurel' dates back to the ancient Olympics. The tradition gradually died out in F1 during the mid-'80s thanks to the ever-increasing demands

of commercialism after it covered up drivers' sponsor logos on their overalls. However, laurel wreaths are still presented to drivers on the podium of the Macau F3 GP.

Send your F1 conundrums to [askf1racing@haymarket.com](mailto:askf1racing@haymarket.com)

# LETTERS

## Speed up the Safety Car... Murray's prophecies... and Kimi is bored – apparently



The Safety Car "plods" along after Glock's shunt at Rockenham: some say it should speed up

### SAFETY RACING CAR

Isn't it about time F1 Safety Car rules are changed to stop a leader losing his hard-fought advantage and a backmarker from lucking on to a podium? And why is the Safety Car a plodding road car? Make it a single-seater capable of, say, three-quarter F1 speeds or more around the majority of the circuit (to help alleviate loss of tyre temperature), and which simply slows down at the incident area.

**David Asquith**

*Via email*

**But the present safety car is a 525bhp beast – hardly a "plodder"...**

### STREET RACERS

Swindon may not be known for its F1 connections, but, as part of your search for street names that are Formula 1-related, I thought you might appreciate this snap of Rubens Close...

**Mark Hicks**

*Swindon, Wiltshire*

**Rubens Close – but no cigar**



Rubens Close in Swindon was a great spot. Next month we'll have Nelson Rd in Ipswich and Robert Ave in Birmingham. Maybe

### WHAT DO POINTS MAKE?

I was interested to read recently that team bosses were meeting to discuss cost-cutting and new rules with a view to producing better racing. Well, here's an idea for better racing that won't cost a penny: adopt a points system much like the one you get in motorcycle racing where you get points down to 15th place. That way it would stop the guys lower down the field cruising around making up the numbers. If, say, you're in 16th place, then it's worth having a go at passing the car in front.

**Andrew Taynton**

*Clevedon, Somerset*

**Maybe so, Andrew, but if there are too many points on offer then it would be like rewarding people for turning up...**

### KIMI: BORED WITH F1?

Is it just me or does Räikkönen seem bored with F1? His performance at Hockenheim wasn't much to write home about. Recently he's been off form, and I'm starting to think that his heart's not in it any more. He said at the beginning of the season that he was now enjoying F1 again after his title win.

He has everything he wants – money, a beautiful wife, fame, an Enzo. I wonder if inside Kimi's mind the question, "Is it time to stop?" is swimming around?

**Scott Woodwiss**

*Via email*

**Not sure if he's quite got everything he wants or needs, Scott. Frank, our art editor, reckons Kimi's hi-fi rig would sound much better if he isolates his separates properly from those massive speakers... See page 60**

### STAR LETTER

#### PROPHET OF DOOM

Many congratulations on your fantastic new format, and signing the great Murray Walker as a columnist. I note with much pleasure that Murray's incredible ability for making prophecies that are rapidly overtaken by events is still burning strong: not two months after his scathing appraisal of Nelson Piquet Jr's chances of making it in F1, the boy puts it on the podium at Hockenheim. A great race and textbook Murray – is there any chance you can get Murray to disparage Jenson Button similarly, so as to give his season a boost?

**Richard Barton**

*Via email*

**It's like the reverse of what Murray used to do to Johnny Herbert – unless we're very much mistaken...**



For all Honda's effort, all Jenson needs to change his fortunes is to be written off by Murray Walker in F1 Racing

### STAR PRIZE

**Andrew wins an Italian leather holdall from Caracalla Bagaglio's Commemorative Motorsport Collection. For more information visit, [www.cbfil.co.uk](http://www.cbfil.co.uk)**



CARACALLA BAGAGLIO  
FINEST ITALIAN LUGGAGE

Address: F1 Racing, Haymarket Publishing Ltd, Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE. Fax: +44 (0)20 8267 5022. Email: [letters.f1racing@haymarket.com](mailto:letters.f1racing@haymarket.com) (Backfile letters only). Letters for publication must carry the writer's full address, and email writers who wish to be considered for the star letter prize must also include their postal address. Owing to space pressures, or in the interests of clarity, letters may be edited

# DON'T GET LOST. GET MEDION GOPAL.



MEDION NAVIGATION SYSTEMS  
KNOW WHERE YOU'RE GOING.  
[WWW.MEDIONGOPAL.CO.UK](http://WWW.MEDIONGOPAL.CO.UK)

**PC ADVISOR  
RECOMMENDED**

NAVTEQ  
ON BOARD



MEDION is the official sponsor of the Force India F1 Team.

## Voice control – obeys every command

The brand-new MEDION® GoPal® 4 software can be easily operated from a whole range of voice commands that you only have to say.

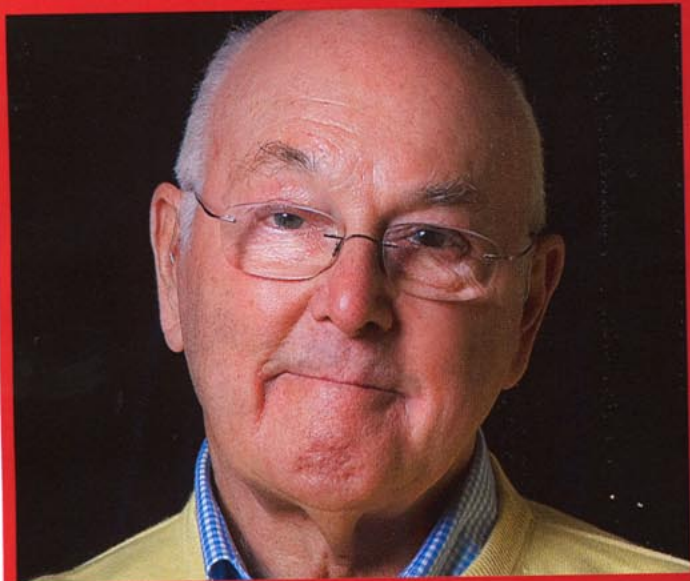
## MEDION® GoPal® P4425 receives multiple awards!

With its innovative technology and outstanding design MEDION® GoPal® P4425 navigation device has convinced the experts as well as endusers in several well known and acknowledged product tests and comparisons and therefore has been awarded several times.

## MEDION® GoPal® P4425

- Unique security concept with integrated owner fingerprint recognition
- Voice control via MEDION's touchless technology
- Generous 4.3" widescreen display
- The slimmest in its class at just 17 mm
- TMC and TMCpro for early detection and avoidance of traffic jams
- Bluetooth® hands-free phone function
- Text-to-speech for exceptionally precise speech instructions
- Speed limit advisor
- Lane assistant for the clearest navigation instructions

**MEDION® GoPal**  
[www.mediongopal.co.uk](http://www.mediongopal.co.uk)



# MURRAY WALKER

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

## NICE ONE NELSON!

“Don’t apologise, Murray, don’t ever apologise,” a famous F1 journalist once said to me. But I’m not like that. If I get it wrong I like to think I’m man enough to own up. In my commentating days I used to say, “I don’t make mistakes – I make prophesies which immediately turn out to be wrong!” So was I wrong when I said in *F1 Racing* a couple of months ago that Nelson Piquet wasn’t going to make it? He did well in Germany – second in only his 10th race? Well, yes and no.

Seventeenth on the grid, when his Renault team-mate Fernando Alonso was fifth and 1.3sec faster, was no great shakes. Nelson

was put on a one-stop strategy, heavy with fuel for a long first stint, which he was dubious about but he decided to go with the flow. As he rolled into the pitlane on lap 35 of 67 he was 13th, 50sec behind race leader Lewis Hamilton. But, during the stop Timo Glock had his almighty accident which brought out the Safety Car. Now fuelled to the end and with soft compound tyres, which transformed his car’s handling, Piquet rocketed up the pecking order as the others stopped. By lap 54 he was, amazingly, in the lead, ahead of Hamilton and Massa. To his eternal credit he kept a cool head to the end, letting a much faster Hamilton by but very creditably resisting a brake-troubled Massa.

So Nelson finished a superb second to give himself and his team a major morale boost, and hats off to him. But, as he has been the first to admit, he was lucky. One swallow doesn’t make a summer and he is not out of the woods yet. However, with the performance of the teams so close these days (1.7sec covered the whole grid at the end of Q1 in Germany), Nelson has only got to improve by a whisker to be right up there. But even with massively increased confidence that will take some doing so, for me, the jury is still out. Maybe he can do a Kovalainen and come good in the second half of the season. Either way, his dad must, rightly, be proud of him.

Nelson Piquet has really helped his case with his “lucky” second in Germany but, for Murray, the jury’s still out

## FERRARI BUSTED? DO ME A FAVOUR

It’s a funny old world. Legendary Ferrari have won a brilliant 13 constructors’ and drivers’ world championships in the last nine years. They are the most consistently successful constructor in the long history of our sport and they have restructured themselves well after losing their top men – team principal Jean Todt, technical chief Ross Brawn, designer Rory Byrne and engine man Paolo Martinelli – but after a couple of off-colour performances at Silverstone and Hockenheim people were screaming that they were a busted flush; over the hill, past it and for the scrapheap. Come on guys, get real!

The prancing horse may well have briefly had all four feet on the ground after the German Grand Prix, but look at their record and you can see that it won’t stay that way for long. As the teams start their short break, prior to the new street race in Valencia that we are all looking forward to so much, Ferrari’s motivation, and that of their two





"Which way, I've forgotten!" Felipe Massa had a bad British GP, but Ferrari will come back stronger after their loss of form

supremely talented drivers, to blow McLaren and BMW away will be as high as ever.

Recent contributory factors to the team's comparative downfall, which have got people into a lather about its future, were Felipe Massa's magic roundabout performance in the British Grand Prix which yielded him nil points and Kimi Räikkönen's surprisingly lacklustre performances at Silverstone and Hockenheim – allied to Lewis Hamilton's spellbinding drives and McLaren's leap forward. But, I have no doubt that Stefano Domenicali and his very able and experienced colleagues are straining every sinew to close the gap, and they are very capable of doing so. McLaren are deservedly on a roll at the moment, with Hamilton riding high and the car getting better and better. But, backed by the passion of the whole Italian nation, Ferrari have the experience, know-how, people and facilities – they will to close the gap, provided their two drivers get their acts together.

This is turning out to be a truly great season and I remind you that in the last two races last year, Räikkönen amazingly turned a 17-point championship deficit into a one-point victory. It could happen again. So take heart Ferrari-lovers – all is not lost!

## TALKING TELEVISION AT THE SILVERSTONE CLASSIC

I recently had a working weekend at the under-new-management Silverstone Classic and what a *tour de force* it was. For motorsport history buffs like me it was like being a starving man in Harrod's Food Hall because everywhere you looked there were mouth-wateringly restored jewels of bygone racing cars of every shape, size and class. Formula Junior (remember that?), thundering Mustangs, C and D-type Jaguars and Formula 1 legends like the six-wheeled Tyrrell P34, the never-raced (in a GP) twin-chassis Lotus 88, a V12 BRM, (my old sparring partner) James Hunt's Hesketh and several of the superb DFV-powered Alan Jones/Carlos Reutemann Saudia Williams.

I was having a nostalgic blast behind the microphone and doing book signing, during the course of which I talked to literally hundreds of people – at least 80 per cent of whom asked me two questions: "What do you

think of the British GP moving to Donington? And, what do you think of the TV moving to the BBC?" Wow! How long have you got?

Most of them were cynical about the Donington move, believing that there is no way they're going to be able to get everything done in two years (raising the money, getting planning permission, building access roads, altering the circuit and constructing new pits and paddock) and suspecting that the whole thing is some sort of smokescreen which will lead to the British GP being dropped from the Formula 1 calendar. Donington's challenge is certainly a daunting one, but let's fervently hope the doubters are wrong.

Because there'll be no commercials there was general approval for the TV move to the

BBC, even when I pointed out what a mammoth task they will have to match, let alone beat, ITV's excellent coverage and to equal their talented team both in front of and behind the cameras. How will the BBC play it and who will they use? It seems more than unlikely that the brilliant Steve Rider will return to the Beeb but I should think there'll be an ugly riot if Martin Brundle doesn't make the switch. With half of Britain applying for a place in the new team it's all up for grabs and although there's still some eight months to go to the first 'BBC' grand prix in Australia 2009 it's none too long. Let's hope they bring back *The Chain* by Fleetwood Mac as the theme music. It still gives me goose bumps!

**"There'll be an ugly riot if Martin Brundle doesn't switch to the BBC"**



"Do you remember my old show Grandstand, Lewis?" "Er, no"

# { WHATEVER HAPPENED TO... }



Then Tambay took over in the Ferrari after Gilles Villeneuve's death in 1982



## PATRICK TAMBAY

ONE-TIME McLAREN  
AND FERRARI DRIVER  
WHO'S NOW A  
LOCAL POLITICIAN

Genial Frenchman Patrick Tambay raced in F1 for a decade, yet only won twice, and the first of those was in unfortunate circumstances.

After beginning his F1 career in 1977 for Theodore, he went on to race for McLaren and Ligier, before being drafted into Ferrari following Gilles Villeneuve's death in Belgium in 1982. It was a dreadful year for the Scuderia as, seven races later, Didier Pironi suffered terrible leg injuries during practice for the German Grand Prix at Hockenheim. In spite of the tragedies, Tambay raised the spirits of the team by going on to take victory at that race.

He spent 1983 partnering René Arnoux at Ferrari but after two seasons with Renault, and a miserable one with Team Haas Lola, he retired at the end of 1986. He's now in a very different job...

"I wanted to do my duty as a citizen. I believe there is no point criticising politicians, arguing that you can do a better job – so I decided to do something about it myself. Since 1995 I have been assistant to the mayor in the town of Le Cannet (which has 43,000 residents) and head councillor of the Department Of Tourism And Transport.

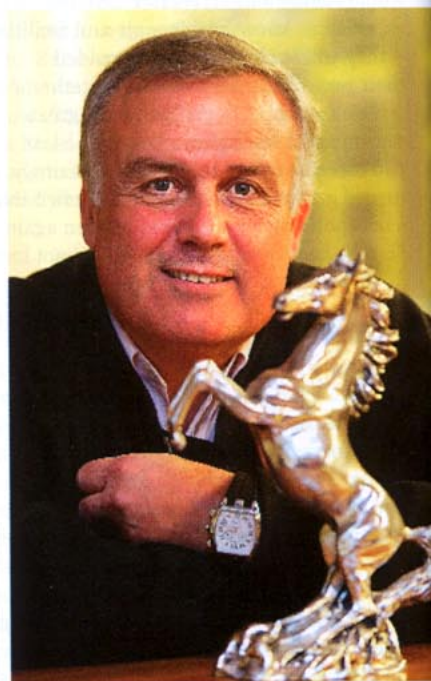
"I didn't always want to do this job and when I was racing I wasn't very political. But what I'm trying to do is use my contacts and experience to create a better environment and to give the people of our community opportunities and a better place to live in.

"It's a hard job – sometimes it's frustrating, other times rewarding – but everyday I'm looking to do a good job. The social

committee programme is one such example. Here we have to help people who are earning £470 a month, with no welfare, no pension, no food, who are 70 years old with no family. We have 80 cases to deal with. It is as far away from Formula 1 as you can imagine...

"We try and look after the youth of the town, giving the opportunity to get them off the streets and into sports programmes. We run the local gymnasium, developing it, upgrading it, cleaning it, painting it, and we do similar things with other leisure and educational facilities in the town.

"For 38 years I was involved in motor racing, which gave me some experiences of life which I use today, but I don't use my fame, or name in this job. People have



Now After leaving F1 at the end of 1986 Tambay embarked on a career as a councillor

to be humble and discreet. A lot of people today don't know who I am or what I have achieved. Sometimes I can't even imagine I raced in Formula 1 – it feels like it was a different person.

"But I hope now that I have a second life in Formula 1, now that my son Adrien is racing in Formula BMW..."

# F1 DEBUTS

Whether you win or wind up the world champion, the first time is always the best

## 1 GIANCARLO BAGHETTI, FRANCE 1961

Discounting the very first F1 GP in 1950 (and the Indy 500 below), Baghetti was the first, and still the only, driver to win an F1 world championship race on his debut. His victory for Ferrari at Reims was all the more dramatic because he slipstreamed Dan Gurney at the final corner.

## 2 JOHN PARSONS, USA 1950

Okay, in actual fact, three drivers have won on their F1 world championship debut. With Baghetti and Giuseppe Farina (who won the first F1 race in 1950), John Parsons won the 1950 Indy 500 (when it was a round of the F1 world championship). That said, it wasn't actually his Indianapolis debut. Confused? He probably was...



Irvine finished sixth on his debut, but it was having the audacity to un-lap himself from Senna that caught the eye

## 3 EDDIE IRVINE, JAPAN 1993

Eddie Irvine was good at winding people up. But his stunning debut in the rain at Suzuka (where he suffered the wrath of Ayrton Senna) was probably his best race. The Brazilian lapped Irvine, only for the Jordan driver to audaciously un-lap himself. Afterwards a fuming Senna lapped him.

## 4 MARK WEBBER, AUSTRALIA 2002

Any points underdogs Minardi scored were always special because it was so rare, and the hype surrounding Aussie Mark Webber's debut at Melbourne was off the scale. Finishing fifth, he was allowed onto the podium to spray fellow Aussie and Minardi team boss Paul Stoddart with champers.



"Bonza drive, mate": Webber celebrates (right), while Stoddart holds the trophy you get for fifth place

## 5 MARIO ANDRETTI, USA 1968

Although he was successfully racing in the US, Andretti was offered the chance to race a third Lotus 49 when F1 came to America. He surprised everyone by qualifying on pole at Watkins Glen, but he was forced to pit after his bodywork came loose and ultimately retired with clutch problems.

## 6 BRUCE MCLAREN, GERMANY 1958

With only 13 F1 entrants for this race, organisers decided to add the F2 field, bringing the total starters to 26. It was at the wheel of a tiny Cooper T45 that McLaren made his world championship debut, hauling his machine up to fifth place at the daunting 14-mile Nürburgring. But he didn't score F1 points for winning the F2 class.

## 7 CARLOS REUTEMANN, ARGENTINA 1972

Once he'd acquired Brabham, one of Bernie Ecclestone's first signings was Carlos Reutemann. The Buenos Aires race was back on the championship calendar for the start of the year and Reutemann delighted his home crowd by planting his BT34 on pole on his debut. Sadly a loose airbox ensured he couldn't maintain the pace and he'd dropped to seventh at the flag.

## 8 JOHNNY HERBERT, BRAZIL 1989

Still in pain following his horrendous F3000 shunt at Brands Hatch, Herbert arrived at Jacarepagua on crutches. Racing for Benetton he defied the odds to claim a brilliant fourth on his debut after 61 gruelling laps. It was a gritty performance and he needed help to get out of the car afterwards.

## 9 JACQUES VILLENEUVE, AUSTRALIA 1996

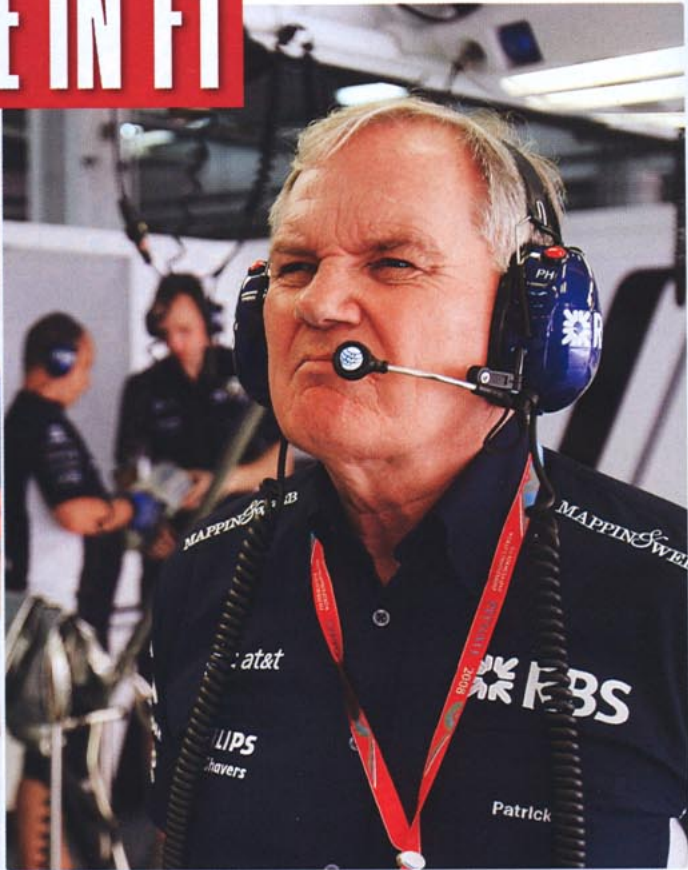
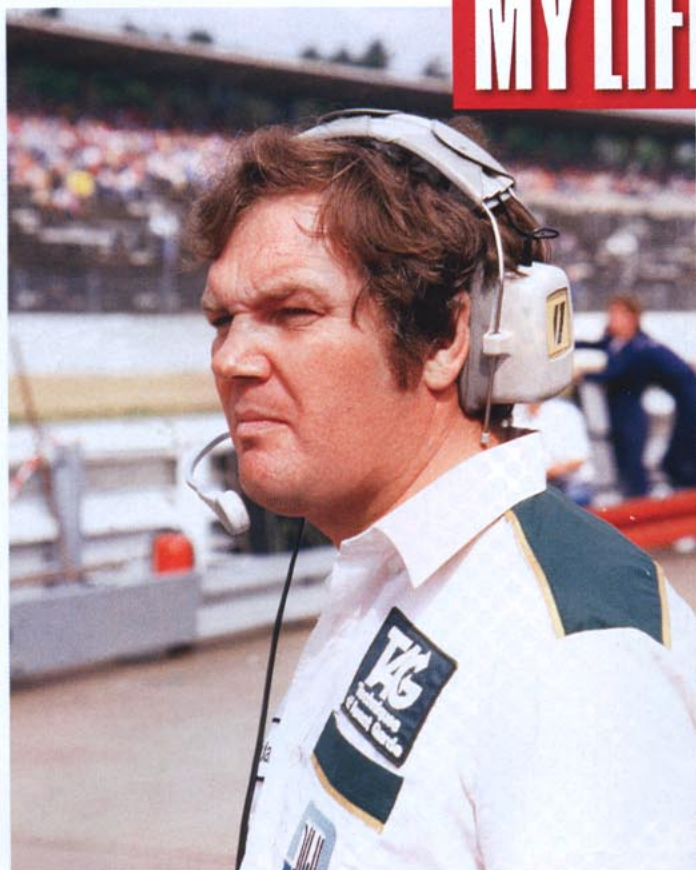
Having won the Indy 500 the previous year, Villeneuve came to Williams with a winter's testing under his belt. He came close to matching Baghetti's record – having started on pole at Melbourne, he led his team-mate Damon Hill until he suffered an oil leak and was forced to concede the lead.

## 10 LEWIS HAMILTON, AUSTRALIA 2007

No one expected Hamilton to perform as well as he did at Melbourne. At the opening corner of the year he signalled his intention by out-braking the reigning world champion (and new team-mate) Fernando Alonso on the outside. He even led at one stage and finished third overall. Not bad for a 22-year-old rookie.



Johnny Herbert on his way to a brilliant fourth after arriving at the '89 Brazilian GP on crutches

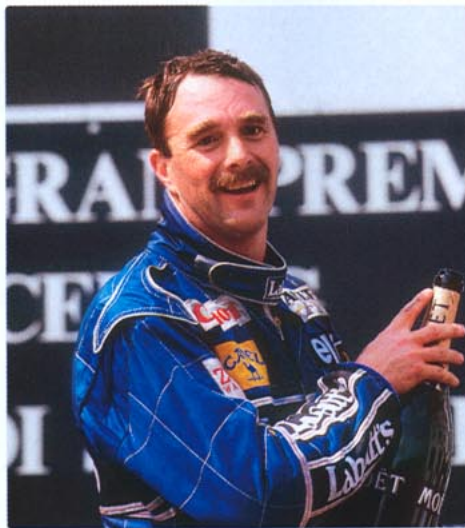


# PATRICK HEAD

The Williams man recalls Mansell's bravery – and great scraps with Ferrari

**THERE'S STILL A TWINKLE** in Patrick's eye, even 30 years after he designed his first Formula 1 car. After numerous drivers' and constructors' championships, Head is still at the forefront of the team that he co-owns with Sir Frank Williams. And although there hasn't been a lot of success recently (the last win was with Juan Pablo Montoya in Brazil '04) the competitive nature of Head and the Williams team is still evident.

The 2008 season is a significant year for the Oxford-based outfit. The Italian Grand Prix will be Williams' 500th race start as a constructor, and by the end of this season the team should have notched up over 50,000 racing laps. *F1 Racing* caught up with Patrick Head, now 63 years old, to talk about the last 30 or so years and to remember some of his highlights in Formula 1...



## FAVOURITE DRIVER NIGEL MANSELL

"We've had fantastic drivers, and worked with Ayrton [Senna] for a short amount of time. He was outstanding, but our relationship didn't get going really. We started the season in '94 and the car wasn't particularly good and he wanted it to be wonderful, but I'm sure it would have settled down once we'd developed the car if his accident hadn't happened. Nigel [Mansell] had a reputation for being gritty – he was a fantastically talented and brave driver. I think we won 29 grands prix with him – he's our most successful driver. So despite having one or two attachments to some others, I'd have to say Nigel."



## FAVOURITE RIVAL FERRARI

"It's always nice to beat Ferrari. But we've had a long rivalry with McLaren too. You're always aiming to beat your strongest competitor, and in the years we've been running up the front it was those teams. With Ferrari, it wasn't so much the heritage – while this might sound like carping, there have been a lot of incidents where Ferrari have come out on top. To beat Michael Schumacher when he was competitive was always a challenge – we didn't do it very often. There was a sweet spot in 2003 when we had a couple of one-twins and we were ahead of them in the championship that year – but for various reasons we didn't do it."



## FAVOURITE CAR WILLIAMS FW14

"I suppose the FW07 car, which we first started winning with and also took our first championship, has special memories for me. The FW14 was much more Adrian Newey-designed than me in terms of what you saw, so as a result of that I'm perhaps less attached to it! But, from a company point of view, it was a very good car. It should have won the championship in '91 but it took too long to get the gearbox reliable. It really should have won two championships."



## FAVOURITE GRAND PRIX MONACO

"Of the current grands prix now, it sounds an odd one to answer, but actually I'm quite a showy person and I quite like Monaco. It has the glitz and the glamour – there's no place quite like it. Although in the 1980s we didn't have a lot of success there – and not this year either – it wasn't that long ago that we did well in the Principality. In 2005 we were second and third there with Nick Heidfeld and Mark Webber. We also won there in 2003 with Juan Pablo Montoya."



## FAVOURITE OVERTAKING MOVE MANSELL ON BERGER IN MEXICO, 1990

"It wasn't in one of our cars actually, but it involved Nigel Mansell in a Ferrari. During the Mexican Grand Prix he overtook Gerhard Berger around the outside of the long corner coming on to the pit-straight [Peralta]. It would normally be in an area where you wouldn't overtake. Actually there was another similar one that Jacques Villeneuve did on Michael Schumacher on the last long corner at Estoril. That was round the outside, too. That was a pretty good overtaking manoeuvre."



## WORST GRAND PRIX PHOENIX, 1989

"I have to say the Phoenix race was pretty grim in 1989, or whenever it was. It just never should have happened. It was the wrong place at the wrong time. It might have thrown up some weird grids, but it was down two blocks, turn right along two more. It didn't feel particularly good and we stayed in the local Holiday Inn and walked across to the pits. It didn't have any feeling of a race track at all. Caesars Palace was similar – it might have been in a car park, but I'd never been to Las Vegas and, despite it not being everybody's cup of tea, it was a bit different."



# { YOU ASK THE QUESTIONS }

## VIJAY MALLYA

How can a man who owns a brewery, airline and F1 team fail to be entertaining? Prepare for some surprises from F1's King Of Bling, such as the merits of "downing a pint first thing"

WORDS JAMES ROBERTS PORTRAITS LORENZO BELLANCA/LAT

**O**n the top floor of the Force India motorhome, a pretty woman is busy at a keyboard. Periodically, she shuffles some papers. Opposite, there's a large desk with accompanying cream leather chair. That's Vijay's...

When he arrives, he keeps his sunglasses on. Fresh from a team principals' meeting, perhaps he handled it like a game of poker and kept his shades on throughout to hide his real intent. Maybe he wears them all the time to protect him from the sunlight that might bounce off his bling rings. Then again, he might just keep them on because he's cool.

Although Dr Vijay Mallya's been an F1 team boss for just a few months, he's had a long association with motorsport. In the '80s, he raced ex-F1 machinery in India, his Kingfisher empire has sponsored the Benetton and Toyota F1 teams and he's headed up the Indian

motorsport federation. Oh, and he just so happens to be the driving force behind India's Formula 1 race in 2010.

If you've ever consumed a pint of Kingfisher at an Indian restaurant you have Vijay to thank. He's enormously successful, passionate and wealthy. But has he ever faced a bigger challenge than a grilling from *F1 Racing's* straight-talking readers? It's time to find out...

### **What is your long-term goal for your F1 team?**

*Marc Adams, Australia*

By the time the Indian GP takes place in 2010, we want to have a podium. I think we're well on track. We have some exciting plans for 2009 and we're the most improved team in 2008 in terms of lap time. But Formula 1 is so competitive that any improvement we've made simply isn't good enough to get into the points. One has to understand that the

level of technological advancement in this sport is so intense that achieving miracles in the first year is almost impossible. But for 2010, it's the podium.

### **What do you feel is the greatest motivating force in your life?**

*Wes Crago, USA*

I love challenge. Whether it's F1, my spirits business, brewing or aviation. I love to be faced with challenges. I like the challenge of innovation, creative thinking, using unconventional solutions to succeed. Whatever I do, I do as passionately as I can.

### **How much did your yacht The Princess set you back?**

*Mick Dowling, Ireland*

Well, it didn't set me back too much because I sold her for the same amount after four years. Now I have The Indian Empress, I'd like to say I made an ▶

# { YOU ASK THE QUESTIONS }



Vijay's yacht was the biggest at this year's Monaco GP

excellent deal. It's a great yacht and it's well within the realms of the budget I put away for it... The Indian Empress was the largest and longest yacht in the harbour in Monaco this year.

## Is there bad blood between you and Kimi Räikkönen for what happened at Monaco?

*Dimitrie Marsala, Malta*

Absolutely not. I said in Monaco after the race that we were all devastated by the unfortunate incident that took Adrian out of the race. But I also said that's what F1 is all about. It's the unpredictability that makes it so exciting. I have to say that I've been around as a sponsor since 1995. I used to sponsor Benetton when Michael Schumacher was driving, and I remember him retiring from the race on the last lap when he was leading. The unpredictability adds to the excitement, so there's no bad blood between Kimi Räikkönen and our team. He's a great driver, he's driving for a great team and what happened was a racing incident. I put it down to not having the luck on the day.

## Is beer and Formula 1 an appropriate combination?

*Richard Cooper, England*

Beer is a perfect combination with anything. I know of many people who down a pint first thing. It's good to have a drink, as it promotes camaraderie and comradeship, and it adds to a social occasion. But I have also appeared on television in India saying,

"Don't drink and drive." So long as someone can enjoy responsible drinking, it's a great part of life.

## How long do you think it will be before Adrian Sutil gets a call from one of the higher-ranking teams?

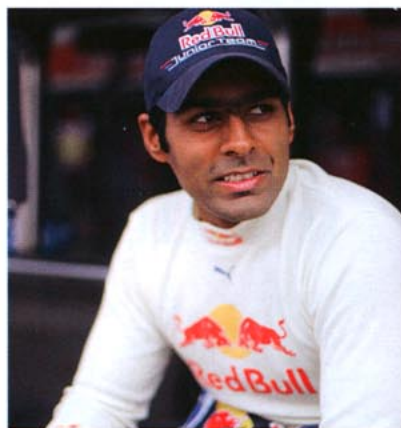
*Stewart Coombes, Wales*

Adrian and myself have an excellent relationship and he's contracted with us until 2010. We have to help him achieve his full potential. To whoever expected me to create miracles in my first year, I'd say they were expecting too much. But for 2009 I hope that Adrian's exceptional talents will be realised.

## Would you swap your car collection and yachts to win the F1 championship with an Indian driver racing for Force India?

*Adrian Locke, Guernsey*

I've often said that amongst 1.2 billion people, there has to be a Lewis Hamilton



Vijay would love to see GP2 star Karun Chandhok get to F1

somewhere. But it's going to be quite an effort to find him. I'd throw everything I could at finding an Indian driver, and train them up to F1. India has Karun Chandhok – I've sponsored him for a long time and he's like a son to me. His family and I go back 30 years: I used to race against his father and I've seen Karun grow up. I would love to see him succeed, and if he starts winning a few more races in GP2 then I may offer

him a ride, at least as a test driver. But would I swap my personal possessions to find an Indian driver? To be honest, maybe not. One has to separate business objectives and passions.

## Can you lend me a tenner until next Tuesday?

*Gary Robson, England*

Of course. I'm a generous person.

## Have you ever taken your Force India F1 car out for a drive?

*Alexander Novo, Australia*

No, but I'd love to as I've driven Formula 1 cars before [an old Ensign-Ford] so I can handle the car. The trouble is I'm... *somewhat oversized* and might not quite fit in the cockpit at this moment. But I do a 42-day annual fast before I go to a particular temple in south India, which I've been doing for 20 years. And I typically lose about 17 to 20 kilos of weight. So maybe I could try and squeeze myself in afterwards.

## Is there any light-hearted rivalry between team owners on who owns the biggest yacht?

*Jeremiah Ware, UK*

No. We go on each other's yachts and have a great time, to be honest. It's the company more than the size of the yacht. I don't want Flavio's yacht, but I've been on it when he's thrown some exquisite parties and I've had a wonderful time.

## If one of your drivers won a grand prix for you, what would you buy them as a gift?

*Marco Soccio, Australia*

Anything!

## Do you want to be a legend like Frank Williams or Ron Dennis?

*Arkadiusz Filipek, Poland*

Frank and Ron have been around for decades. I've only been a team owner for months. It will be very difficult to replicate the achievements of Frank Williams or Ron Dennis. So I should be practical in what I aspire for, but I hope to make a mark. I own India's first ever Formula 1 team and I'm proud to fly the Indian flag on the grid. Our hockey team didn't qualify for the Olympics, our football team didn't qualify for the World Cup, but to be good enough to race in the Formula 1 World Championship is a matter of pride and honour. India is unique because of its sheer size. It's an economy that is growing very strongly. ▶

# "Of the 1.2bn in India there has to be a Lewis Hamilton somewhere"



Sut's yoo Vijay: Mallya believes Adrian Sutil's "exceptional talents" will be realised in 2009

MAIN PICTURE: LORENZO BELLANCA/LAT. INSETS: ALASTAIR STALEY/LAT, XPB.CC



# { YOU ASK THE QUESTIONS }

## If you could, which team would you buy: Ferrari or McLaren?

*Krystyna Kotkowska, Poland*

I wouldn't be able to give either of these teams the Indian identity that I want. I would want to work with them to improve the performance of Force India, whether it would be through engine supply, KERS or gearbox supply. If they could help me by selling their technology that would be useful.

## Are you comfortable with Max Mosley remaining as the President of the FIA?

*John Mair, Australia*

The FIA is a democratic institution. It has a general assembly and its own constitution. Max put his conduct to a vote where there were a lot of calls for him to step down, but he won the vote. The members asked him to stay, so who am I to comment? At the end of the day you either respect democracy or you don't. And as I come from the largest democracy in the world, I do.

## You've got a 250-strong private car collection. But which one's your favourite?

*Matthew Minett, UK*

I've got a lot of favourite cars and I've been pushed to the wall on this one before. I think it's the works D-type Jaguar, reg OKV3, ex-Le Mans car from 1954.

## What do you feel when you see your face in the mirror?

*Benjamin Gecse, Hungary*

Everybody looks quite critically at themselves in the mirror, and maybe I think I've put on a little weight – my cheeks are a bit fat, I've got a bit of a double chin, but apart from that, I'm a cool guy who has nothing to prove. I am what I am, and people can either like me or hate me – it's too bad for them, I don't care. You can either like it or lump it. That's my attitude to life, otherwise you tend to live your life for other people. I intend to live my life for myself and do things my way.

**"I've got fat cheeks and a double chin, but apart from that I'm a cool guy"**



Vijay says Giancarlo Fisichella's 13 years of experience in Formula 1 are invaluable to the development of Force India

## Who has the better motorhome, Force India or McLaren?

*David Gawthrop, UK*

You know, it's not about comparing. We all do what we do individually. This motorhome is tailor-made for us – it's the way we foresaw our management and marketing, team and sponsorship requirements. I've been into the Williams and Renault motorhomes, but I wouldn't start comparing. They're all nice, and suited to each team's needs.



The 'Taj Mahal' (right) dwarfs McLaren's Brand Centre

## In your opinion, who's the greatest ever Formula 1 driver?

*Jonathan Ridd, England*

Michael Schumacher. I've known him for a long time. He was world champion for Benetton when I was sponsoring them and we shared some special moments. He had this unique ability that put him head and shoulders above the rest.

## Given his poor performances in the past, why did you hire Giancarlo Fisichella when surely there were better prospects in the offing?

*Dave Nugent, England*

I do not agree that Fisi's performances in the past have been poor. I think a driver does the best he can with what he's provided with. I hired Fisichella to help us with the development of the car, and his valuable experience has helped us enormously in our development programme. Whether he's in the points or as quick as Sutil is irrelevant – we're very happy with his contribution to the development of the car.

## What's a typical week in your life?

*Rubén Montero, Venezuela*

I wish I knew. It's different week to week. Different parts of the globe, different schedules; all I know is that since I bought the Formula 1 team, all my weekends have disappeared. Other than weekends, it's business as usual. I work very hectic hours – not nine to five, but I get the job done. I spent almost 1,400 hours on my own Airbus last year, but it's very well-equipped. It's really my flying apartment which doubles up as my office. I have all the comforts of home on board, so I can't really complain. Whether I'm flying across the Atlantic or Pacific, I'm getting my job done.

## Can I come to one of your legendary Formula 1 parties?

*Chris Korte, USA*

Absolutely! You're most welcome. Most welcome! **FO**

## JOIN OUR READER PANEL

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



# a global journey...





# THE FERRARI ISSUE

## Contents

- 054 Ferrari's F1 technology on the road
- 058 *F1 Racing* goes inside Fiorano
- 060 Kimi's most revealing interview ever
- 070 The five greatest Ferraris
- 075 The man who cooks for Kimi & Co
- 076 What's it like to race for Ferrari?
- 080 Stefano Domenicali interview
- 088 Murray Walker remembers Enzo Ferrari
- 096 Ferrari's most emotional race
- 098 What the prancing horse means to F1
- 102 Maurice Hamilton on the Schumi era



054



060



088



102

# F1 TECHNOLOGY



How do the cleverest bits from Kimi's car get on to Ferrari's road cars? *F1 Racing* heads to prancing horse HQ to find out

WORDS BRADLEY LORD PICTURES ALISTER THORPE

When the December 13, 1946 edition of *Autocar* hit the shelves, little could people have known they were reading history in the making. "New Italian make!" trilled the headline, full of post-war optimism about the automotive industry. "Built in a modern works at Maranello, Italy, there will be three models called Sports, Competition and Grand Prix." Race cars for the road? Now that sounds familiar... "Our founder Enzo Ferrari just wanted to make profit in order to race," smiles Amedeo Visconti, the man responsible for the modern-day transfer of technology between Ferrari's F1 cars and the GT range. "This spirit is still alive, although the shareholders don't strictly agree on that! Since the beginning, there was a transfer from the race track to the road. These are the two souls of Ferrari." ▶

# ON THE ROAD



**The harsh bark** of the V8 is unmistakable. It reverberates around the courtyard, bouncing off the walls of the buildings. Today, it's not the 19,000rpm scream of F1, but a hard-edged roar, rising and falling as the car sweeps from corner to corner. The driver's standing on the brakes. Bang, bang, bang; three 60-millisecond shifts, each executed faster than the blink of an eye. Then back hard on the throttle, flashing past the pits to start another lap. This is the Ferrari 430 Scuderia: Michael Schumacher-developed, pared to the bone, and concrete proof that each road car wearing the prancing horse badge remains a close relative of its F1 brethren.

"It's a real team effort," explains Ferrari tester Luca Badoer. "The pace is different: everything in F1 happens super-quick because we have a race every fortnight. But when you're testing road cars, you still feel the pressure from Mr Montezemelo. He calls us after we've been testing in Formula 1; and I can assure you he asks for our opinions

**"I enjoy bringing the emotions of F1 to a road car. It's a team effort" Luca Badoer**

about new road car solutions in the same passionate way. Personally, I enjoy bringing the emotions of F1 performance into a road car. Take the speed of the semi-automatic gearbox, for example: I like the feeling because it's so much like the F1 car I drive."

Visconti picks up the story eagerly: "This semi-automatic gearbox is one of the most important areas where we have learned from F1. For racing, the project began in the early '80s, but the concept didn't work properly. Eventually, it was introduced in 1989 and started winning races. But people didn't see the reason to use it in a road car. Our commercial department was a little bit nervous about it from the start – more than 70 per cent of the cars we sold had this system. To be honest, it was a bit of an unexpected success..."

The adage that 'racing improves the breed' is as old as the car industry itself. But in the modern day, where technology transfer is no longer as simple as hanging licence plates off a vaguely legal racing car, it often seems more forced than real; a convenient marketing strategy to justify a company's

indulgence in lavish competition programmes. Not according to Ferrari.

"At the end of the '90s, Mr Montezemelo explained that we were spending such a large amount of money in racing that we had to profit from it in a structural way and not purely by chance. The people on both sides were given a strict commitment for co-operation," explains Amedeo Visconti. The result was a 'commando' unit composed of a select group of engineers from both the racing and road departments to maintain confidentiality. Their brief was, and is, to examine innovations from the F1 programme with fresh eyes, to assess how they might be re-engineered for road-going use.



The 430 Scuderia is a very close relative of the F2008, thanks to the collaboration of Ferrari's race and road car development

And of course, the engineers have access to some of the best development drivers in the world. "I've been with Ferrari since 1997 and worked on every project since then," explains Badoer. "I remember working to make the Enzo driveable for normal people – it was a car with 660bhp and the first carbon-ceramic brake technology, derived directly from F1 experience. Our involvement as drivers has increased in parallel with the technology



Paddle shift and gearbox technology from the F2008 and energy recovery from the brakes (KERS) are on the cards for the future

transfer between F1 and road cars. A Ferrari road car must give a feeling of absolute performance, but also comfort, driving fun and safety. My job is to work on the development with the engineers, giving the feedback to create these characteristics."

It all means F1 works as a laboratory where, in the simplest of terms, the company develops its knowledge. The challenge comes in exploiting concepts that were developed by the F1 team with the sole objective of increasing performance, and translating them into practical, cost-effective real-world uses. "We used the same ideas, but with different applications," explains Visconti. "In fact, our solutions need to be much cleverer. Take the gearbox software: we spend maybe five per cent of the effort in defining and tuning the performance; and 95 per cent in making it work in production. It's not like F1, where you define the performance for one driver in one car; on the road, it must work perfectly, no matter who the driver is or what the conditions are."

**Ferrari has always** made sports cars, and will only ever make sports cars. The mantra is drummed into you when you drive through the gates of the famous Maranello factory on the *via Abetone*. That's all well and good, but in a world of soaring oil prices and increasing environmental concerns, what will the sports car of the future really be like? Well, like an F1 car. Sort of.

Luca di Montezemelo has fixed a target of improving the fuel efficiency of Ferrari's road car range by 40 per cent before 2012. It's a development goal that echoes the FIA's wish to halve fuel consumption levels by 2015, and F1 expertise in lightweight materials will play a crucial role. Lighter weight means less power is required to maintain power-to-weight ratios; that enables the downsizing of engine displacement, which reduces emissions. It reinforces the point that F1 isn't just about pure performance – it's the ultimate in efficient performance too.

"F1 engineers have been used to pushing weight reduction in their car development," says Visconti. "They have designed lighter parts to create ballast, which can tune the performance." Even the much-debated KERS system, due for F1 introduction in 2009, could find its way onto a road-going Ferrari. "The F1 system is designed on the basis that a lot of energy is used under braking, part of





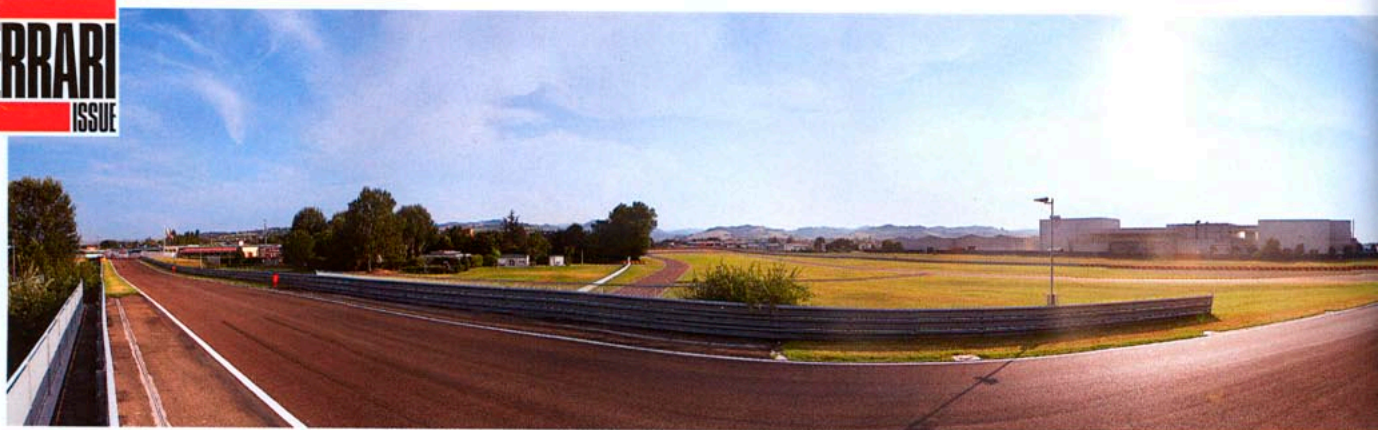
Knowing Ferrari, even those go-faster stripes improve the 430 Scuderia's performance

which is recovered by KERS. In a road car, you don't have so much energy in braking. But we can keep the idea and redesign something for the road car," adds Visconti.

Downsized engines and emissions control don't seem to fit with the Ferrari tradition, and they sit just as uneasily with F1. They may be smart practice, but what about the soul of Ferrari? Wouldn't Enzo turn in his grave at the thought of a Ferrari developing less power than its predecessors?

"I never met Mr Ferrari, so I can only guess," laughs Visconti. "But everybody recognised he was a clever man – and clever men can change their ideas. For example, he once said the engine should be in front because the horse is in front. But when he saw that you had to put the engine in the back to have a winning car... well, he put the engine in the back." Pragmatic engineering was always a hallmark of those early Ferraris – the cars were quick enough to win, yet

robust enough to withstand the challenges of the old Nürburgring, Monza's banking or the Targa Florio. The first car to sneak through the gates of Maranello's modern works in 1947 was nothing other than a 1.5ltr V12 Ferrari; an almost miniaturised engine developing 120bhp – good for 130mph. In meeting the challenges of the future, perhaps Ferrari will in fact be going back to their deepest roots – one efficiently downsized, yet ever-so-soulful engine at a time. **FO**



# LOOK... FERRARI'S SECRET WEAPON\*

Welcome to Fiorano, the Scuderia's private test track since 1972. You don't get *this* in Woking

WORDS BRADLEY LORD PICTURES ALISTER THORPE

The flowers are always fresh. And red, of course, recessed into a small alcove. The sign stands above them: *via Gilles Villeneuve*. Wherever you go in Maranello, little bits of history pepper you with the legend of Ferrari. And at the end of *via Gilles Villeneuve* is another

piece of the story. A small steel gateway, a sentry box and a big red sign: *Pista di Fiorano*.

Ferrari's unique, private test track dates back to 1972, when it was designed as a state-of-the-art testing facility to replace the crumbling old Modena *autodromo*. Just over the eastern

wall sits the racing department, for easy and immediate access whenever the latest development is ready to be tested. At the heart of the circuit, unmoved and unchanged, is Enzo's old red-shuttered, whitewashed farmhouse. The plaque at the front door says 27. That's number 27 – Gilles Villeneuve's racing number. The courtyard

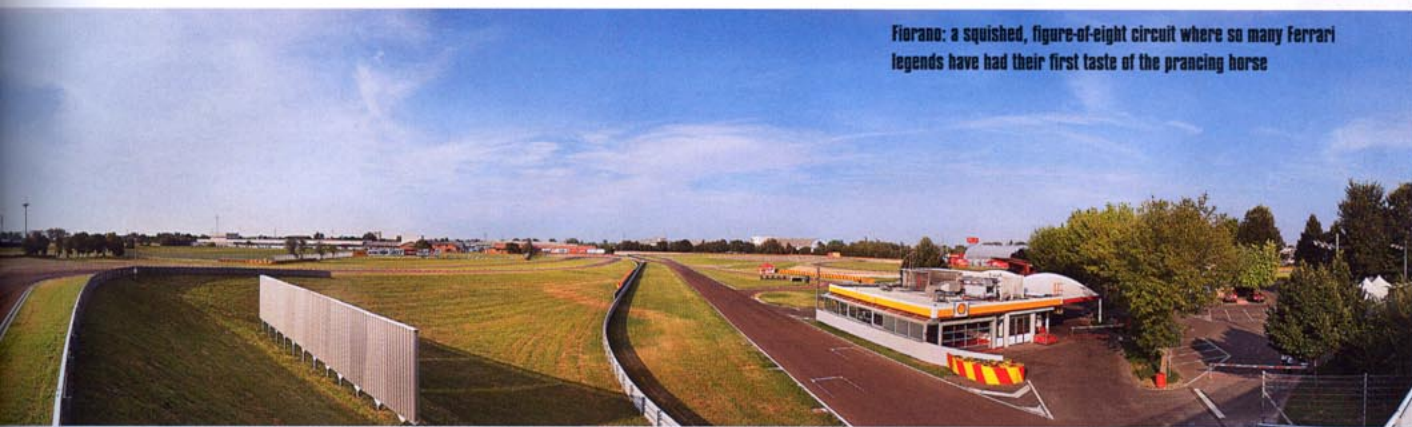
has been renamed Piazza Michael Schumacher in honour of the Scuderia's most successful champion. Could all this possibly be more evocative?

When *F1 Racing* arrives, it's early on a midsummer evening. Testing on track finishes strictly at 6pm every day. That's a strict Italian 6pm, so the Ferrari 599 pulls into the pits around half

## \*and back garden



Fiorano: a squished, figure-of-eight circuit where so many Ferrari legends have had their first taste of the prancing horse



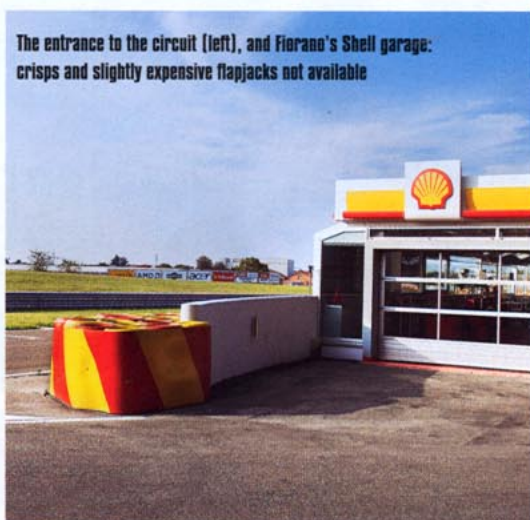
an hour later, disappearing towards the factory in a blast of noisy acceleration. Then, as the shadows lengthen, the place falls silent apart from the faint, mysterious note of an F1 engine rising and falling in the distance.

The facilities are negligible: a few tents, a single car garage for F1 testing, a small wooden grandstand and... that's about it. Fiorano isn't ostentatious; it's a working track. The 1.86-mile layout snakes through a squished figure-of-eight; it's full of slow corners with only a couple of sweeping bends, to test the latest F1 Ferrari each January in the freezing winter fog.

While the steel gates clatter shut, the distant F1 engine continues to sound out across town – faint, but unmistakable. Then finally, you place it: it's coming from the pale yellow buildings of the racing department, or *gestione sportiva*. Noise restrictions curtail on-track activity at 6pm, but nobody said anything about the engine dyno. Perhaps, more than anything, that sums up Fiorano, and indeed Maranello. A place where F1 engines replace church bells, ringing out this small town's true religion late into the summer night. **FO**



The entrance to the circuit (left), and Fiorano's Shell garage: crisps and slightly expensive flapjacks not available



Enzo Ferrari's old office, located on the recently renamed Piazza Michael Schumacher



**Handy chef.  
Perfect neighbour.  
Oh, and F1 world champion.**  
**The unexpectedly revealing life of**

# **KIMI**

WORDS HEIKKI KULTA PORTRAITS CARLOS JONES/CONTRASTO/EYEVINE







# Kimi's is

the sort of multi-million pound place you see on those TV property programmes. An immaculately plush apartment, just outside Helsinki. Beautiful wooden floors. Glass panels everywhere. For gadget fans, a preposterous TV screen which drops down from the ceiling, and 4ft-high stereo speakers that must be worth an awful lot of cash. Every part of it just says, in a non-flashy yet matter-of-fact way, *expensive*. The best you can get. And amidst it all, perfectly at home, sits Kimi Räikkönen. So that's what being a world champion with Ferrari buys you.

This is Kimi's homeland retreat when he's not at his other place in Switzerland, or in fancy hotels around the world. It's him all over – non-flashy yet, in a matter-of-fact way, *the best*. Sat on a no-doubt pricey and expansive sofa, probably *not* purchased in a DFS sale, Ferrari's world champion has always been a bit of an enigma. "Boring," they say. "Doesn't really care," sneer others. "Can't be bothered to talk to the media" is another favourite. The truth is much more frustrating: no one really *knows* what he's like. Revealing interviews are not Kimi's bag. It's a shame because, as you're about to read, he's straightforward, candid and actually really funny. Totally deadpan, like a Finnish Jimmy Carr. Boring? Not on this evidence...

#### What gets you up in the morning?

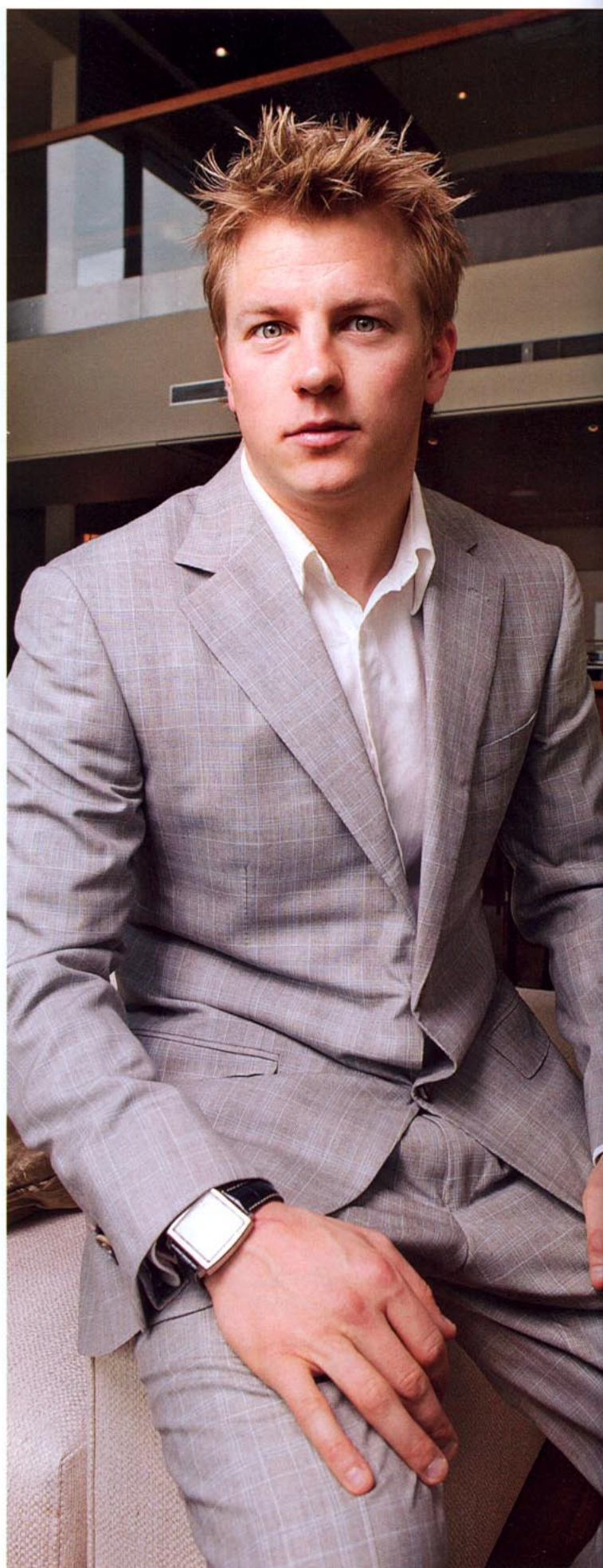
I don't get up, when I wake up it's around noon. If I don't have anything special to do, I sleep as long as I'm tired. I'm never in a bad mood or cranky in the mornings, I just don't wake up if I'm not interested in getting up. It's not a question of needing a certain amount of sleep – I sleep as long as I'm tired. I can easily sleep a whole day, no problem.

#### How long does it take you to get over a bad result?

The bad feeling goes as quickly as it comes. It pisses you off for a second, but then you forget it. I've always been like this. When I first started out racing, our car used to break down all the time and you couldn't do anything about it apart from cry and complain. Complaining doesn't help anything – the result stays the same.

#### How are you treated in Finland?

Nowadays things are fine. From last year onwards I've not had that many issues. It's ▶



Kimi in his plush pad in Finland, where he spends a lot of time in the summer... wearing suits



## HOW OTHER FERRARI DRIVERS HAVE GOT ON IN THEIR DEBUT SEASONS...

KIMI WAS WORLD CHAMPION AT HIS FIRST ATTEMPT WITH THE PRANCING HORSE – SOMETHING ONLY TWO OTHER PEOPLE IN F1 HISTORY HAVE MANAGED...

### MICHAEL SCHUMACHER DEBUT SEASON 3rd

Joining Ferrari in 1996 after two championship-winning years with Benetton in '94 and '95, Schumi's first season hinted at the promise to come, with three victories helping him to third overall. It wouldn't be until 2000 when the run of five consecutive championships kicked in.



First Ferrari win: Spain 1996

### JUAN MANUEL FANGIO DEBUT SEASON CHAMPION

Fangio was Alberto Ascari's replacement at Ferrari in 1956, after the latter was tragically killed in a crash at Monza. Claiming victory in nearly half of the season's races, he comfortably won the title in his debut season. It was also his only season with Ferrari.



First Ferrari win: Argentina '56

### NIKI LAUDA DEBUT SEASON 4th

Lauda had only been in F1 three years when he debuted for Ferrari in 1974. He started well before retirements in the last five races of the season led to him finishing fourth in the championship. He soon put this right, becoming world champion with Ferrari in '75 and '77.



First Ferrari win: Spain 1974

### JODY SCHECKTER DEBUT SEASON CHAMPION

After stints with McLaren, Tyrrell and Wolf Racing, Scheckter joined Ferrari in 1979 and surprised everyone by becoming champion in his debut season. Clinching the title with a win at Monza made it particularly sweet. The following season he retired.



First Ferrari win: Belgium 1979

### GERHARD BERGER DEBUT SEASON 5th

An impressive season with Benetton in 1986 saw Berger join the Scuderia for 1987, but mechanical problems led to him retiring in nine races. The second half of the season was better and included wins in the final two rounds.



First Ferrari win: Japan 1987

always been the same: if you do something they're in your face, there's nothing you can do about it. In general, things are better than before. At one point it was really bad, but I have no complaints.

### What does it mean to drive for Ferrari and be world champion with them?

It's the best thing that's ever happened in my career. The most I've ever wanted from anything in my life was to win the world championship, and the first time it came it was with Ferrari, and that makes it even better. Plus, the way that it happened made it even sweeter.

### How important is it for you to drive for a team that respects your personality and lifestyle?

For sure, it's important. It's one of the big reasons I came to Ferrari. No one was demanding that I change. I live the way I live, I am as I am and the team is happy with it.

### You must be a hero in Italy – what's it like when you go there?

It's always nice to go to Italy. I like the place in any case – I liked it even as a little kid when I was driving karts. Of course it depends on which part you go to, but they don't pay attention to you and they don't stare. OK, you've always got the fanatics, but that's the same anywhere in the world that I go. I don't actually hang around in Italy that much. I'm usually at the factory at Maranello or some circuit watching my mate Toni Vilander in the GT races. People always want autographs, but hey, it's the same everywhere.

### How much Italian do you know?

Well, I do understand some, or at least a little. I haven't spoken that much. I can say a few words, but it's not as if I can say a lot of long sentences.

### Vodka or chianti?

I'm not a red wine man. I've never really liked it.

### Pasta or reindeer stew?

Both are fine. You can eat pasta anywhere, but I usually eat reindeer stew in Lapland, like everyone. Good food is always good food.

### Have you managed to learn to cook perfect pasta yet?

Yep. It's never hard to cook pasta. I don't have a 'Kimi Special', but I always like what I make. That's the key to making pasta. I don't know if it comes out perfect, but I add all sorts of stuff to it and it comes out alright.

### What's your ideal day?

A day when I can do whatever I want. It could be anything: a race day, test day or free day. I like to spend time with my closest friends and family, but an ideal day also includes a small break for exercise. I'm the

type of person that needs to exercise for a short period of time, every day.

### How involved were you with designing and building your home here in Helsinki?

This Finnish apartment was furnished to Jenni's and my liking. But, for our Swiss house, Jenni and I have slowly planned and built it to our specific tastes.

### How often do you go to your home in Switzerland?

I do get to spend time there. Of course, during the summer and winter I go to Finland a lot, but I spend most nights in Switzerland. I'm not completely sure. My home is there and that's where I can be at peace. From Switzerland it's easy to move about. Most of the year I spend in hotels all around the world. I've never counted how many days I travel, but it's a hell of a lot.

### How much did those massive speakers cost?

I don't know, I didn't actually buy them – they came with the house. They were made out of stone by some guy in Austria.

**“I'm not remotely interested in Lewismania, if it exists. Ask him how it feels”**

### What's the biggest party that you've ever thrown?

My wedding was the biggest, but that wasn't here. Every summer Jenni and I have a large summer party here where we grill food, drink and listen to music.

### Have you ever had any complaints from the neighbours?

They've actually never complained about anything. In Switzerland no one cares and here in Finland they care even less. We don't do anything for them to complain about.

### Do you think you're a good neighbour?

Of course – I'm the perfect neighbour. My work schedule means I'm never here.

**Kimi's sense of** humour is something that takes you totally by surprise. Like everything else that comes out of his mouth, one-liners are delivered sharply. Purposefully. Clinically. It's just the Finnish way. Ask an Italian a question and you'll probably get an effusive, lengthy response accompanied by wild hand gestures. Ask a Brit and you'll probably get something more

"Shall I put the new Lordi album on?" Kimi shows off his stack - in a laid-back style, of course





# "I am the way I want to be"

rambling. Ask a Finn a question and they just, well, *answer it*. And Kimi is typical of his countrymen. There's no messing around. *Everything. Is. In. Really. Short. Sentences.*

But he's a deceptively charming chap, and in a sport where many of the major players hide behind sponsor-friendly soundbites you've heard a million times before, he's disarmingly honest. Even more refreshingly, he'll discuss any topic you care to mention. As talk turns to more personal themes – his career, his relationships, Bernie, Lewis, his lack of emotion after winning a grand prix – the Formula 1 world champion simply gives a nonchalant shrug of his grey-suited shoulders, a piercing glance of those almost disconcertingly blue-grey eyes... and remains totally constant.

## How long do you think you'll carry on in Formula 1?

I have no idea. I concentrate on today. I'm concentrating on this season and it's pointless to think any further ahead.

## How far ahead do you plan your life?

I plan one day at a time. I've never made long-term plans. Maybe sometimes I might plan a week ahead. If you decide you want to go somewhere you have to know whether you have races or tests. Then you have to adjust whatever you've planned.

## Do you have any desire to overtake Michael Schumacher's number of world titles?

No way. That's far too much of a long-term project. I'm satisfied with what I've achieved and whatever lies ahead is a bonus.

## Who's your best friend, and how often do you see them?

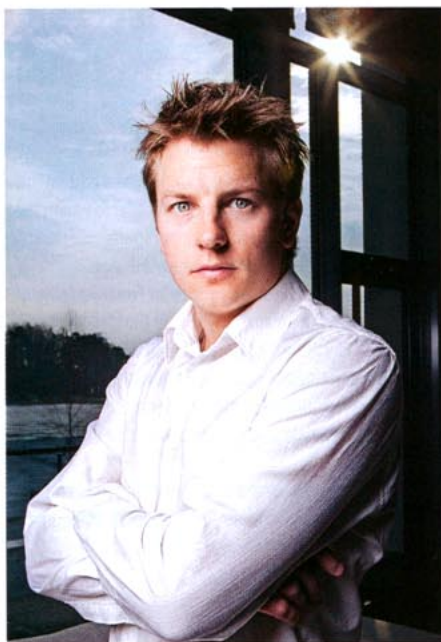
I have a few very close friends and I'm in contact with them nearly every day. But because of my work, I don't get to see them very often.

## Who's your best friend in F1?

In Ferrari we're all good friends, but I would say Gino Rosato – we get on well and he knows something about ice hockey. I think it's possible to have good friends in F1 – I have friends in all the teams I've worked. In F1 everyone is professional and some people become closer friends than others.

## At a charity auction in Monaco, you bought Sharon Stone's old Corvette. Have you driven it yet?

I haven't even got it yet. It will arrive in Switzerland one day. I don't know if I'll ever drive it though.



Cold stare of The Iceman: this is the look you get if you drive into the back of Kimi at the lights, as Lewis knows only too well

## What car do you take to the shops?

I usually take the Alfa Romeo.

## What's the silliest promotion you've been asked to do as an F1 driver?

There have been all kinds of events, but to put one at the top of the list would be extremely hard.

## How do Ferrari and McLaren compare as teams to drive for?

Both teams have different ways of working and leading...

## What was your best ever F1 race?

That's a hard one. It's the type of race where afterwards you don't feel you could have performed better. But if I have to choose, let's say Nürburgring 2003, when I led the race really easily from pole until the car broke down. Also Barcelona this year, when I nailed it.

## What does the perfect lap feel like?

Really good. Better than sex.

## What is the best circuit for you?

It has to be Spa. I've won the last three races there. But the one I really want to win is Monza.

## How did you stay confident that you could win the title last year? Did you ever stop believing?

My way of working has always been that if it's possible in theory to win the championship,

then it can be done. I never give up. Anything can happen in F1.

## What's your opinion on the 'Lewismania' that surrounds Hamilton?

I'm not remotely interested. If there is such a thing, ask him how it feels.

## What did you really want to say to Lewis in Canada after he drove into you in the pitlane?

Nothing. There was nothing to say. I would have said something if I'd had something to say. Nothing was holding me back.

## What would you be if you weren't a racing driver?

I'd just be a professional in some other sport.

## Bernie Ecclestone said you made no effort for the sport outside of the car. What was your reaction to that?

I don't need to do that kind of stuff. Marketing F1 is not my job. I drive and there's enough of a challenge in that for me.

## What's your relationship with Bernie?

It's OK. I know him and every time we see each other we have a chat. We've never had any issues.

## Why don't you show more emotion after winning a race?

It's not my style. Yeah, winning feels good, but I'm not the type of guy to jump up and down and rub it in everyone's face.

## Is your undemonstrative personality a deliberate tactic in the F1 paddock to protect yourself?

I don't have any thoughts in the back of my head. I am the way I want to be.

"I am the way I want to be." That's Kimi Räikkönen... He's a pretty uncomplicated bloke, and at the centre of what makes him happy is just being able to drive fast and win races with as few peripheral distractions as possible. After the huge sponsorship commitments that went with the territory at McLaren, it's no surprise that Kimi is thriving at a team who simply accept him as he is – as long as he gives his all when he's in the car.

What is a surprise is hearing the real Kimi come through. The neighbourly fellow with a fondness for throwing barbecues. The normal chap who likes knocking up a mean pasta dish. The professional athlete who can sleep all day if he feels like it. And, if he can retain his world title, the hugely gifted Finn who quietly became a Ferrari legend. **FO**

# F1'S GREATEST FERRARIS

That iconic prancing horse badge has graced countless world-beating machines since 1950. Here are five of Maranello's finest creations...

WORDS BRADLEY LORD PICTURES LAT ARCHIVE

## Ferrari 312T

The 'T' in Ferrari's 1975 car stood for *trasversale*. The transverse-mounted 5-speed gearbox constituted the primary modification compared with the 1974 cars, but what remained was the mighty 3ltr, flat 12 'boxer' engine. The chassis was developed from the previous year's 312B3 and, indeed, the car's official title was the 312B3(T). The new mechanical architecture improved handling, transforming it into a championship winner. What's more, it laid the foundations for the next five years – during which evolutions of the 312T were to win four constructors' championships up to and including 1979 with the 312T4.

However, the car did not make its debut until the third race of 1975 in South Africa, after completing thousands of miles of testing back at Fiorano. The colour, even in the age of outlandish sponsorship, was *rosso corsa* – Mr Ferrari would have it no other way as long as he lived. The car scored six wins in the remaining 12 races of the season, brought the Scuderia their first constructors' title since 1964, made Lauda world champion and then won the opening three races of 1976 just for good measure. Not only stunningly quick, it's also a contender for one of the most beautiful F1 Ferraris.







**Engine:** 3ltr flat 12 'boxer'

**Power:** 495bhp

**Raced:** 1975/6

**Races entered:** 15

**Wins:** 9

**Winning percentage:** 60%

**Championships:** 1975 drivers',  
Lauda; 1975 constructors'

**Engine:** 1.5ltr V6  
**Power:** 190bhp  
**Raced:** 1961/2  
**Races entered:** 13  
**Wins:** 5  
**Winning percentage:** 38%  
**Championships:** 1961 drivers', Phil Hill; 1961 constructors'



## Ferrari 156

In 1961 new regulations came into force, the main change being a reduction in engine size to 1.5ltrs, which replaced the 2.5ltr rule.

Ferrari used the 1960 Formula 2 races (for 1.5ltr cars) to develop a new engine: this V6 Dino 156 performed so well it even finished fifth overall at the 1960 Italian GP. While British 'garagistes' such as Cooper and Lotus tried to avert the impending rule changes with last-minute political lobbying, Ferrari continued their preparations. During the winter, a new, improved version of the 1,500cc engine was

designed by Carlo Chiti, with its cylinders spaced at 120 degrees.

The definitive 156 – complete with the famous 'sharknose' bodywork – appeared in Monaco, only to be beaten by Stirling Moss. But it claimed five wins from seven starts in that year's championship. Phil Hill won the drivers' title after team-mate von Trips' fatal accident in Monza, and brought Ferrari their first ever constructors' crown. The 156 soldiered on into 1962 but by then proved outdated, failing to win a single race.

**Engine:** 3ltr V10  
**Power:** 800bhp (est)  
**Raced:** 2004  
**Races entered:** 18  
**Wins:** 15  
**Winning percentage:** 83%  
**Championships:** 2004 drivers', Schumacher; 2004 constructors'



## Ferrari F2004

The F2004 was Michael Schumacher's final championship-winning car – and, to many, the best. It came off the back of an epic 2003 season, when Michelin tyres held the upper hand and Montoya and Räikkönen pushed Schumi hard for the title. Indeed, he even suffered the embarrassment of being lapped during that year's Hungarian GP.

So it was back to the drawing board. Eschewing the established practice of running the previous year's car at the season's opening races, Ferrari took the F2004 to Australia, and their nearest rivals

finished over half a minute behind. Domination followed – after 13 races, Schumi had scored 120 points, only failing to finish in Monaco.

His record seventh title was claimed at Spa in round 14 – where his F1 career had begun. Ferrari took three more victories after that, including two for Barrichello, while scoring 81 per cent of the available points in the constructors' title – more than the second and third-placed teams combined. It was outrageous dominance of the kind not seen since Ascari and the first title-winning Ferraris.

**Engine:** 1.5ltr V6 turbo  
**Power:** 580bhp  
**Raced:** 1982  
**Races entered:** 16  
**Wins:** 3  
**Winning percentage:** 19%  
**Championships:** 1982 constructors'



## Ferrari 126/C2

Designed by Harvey Postlethwaite, this was Ferrari's first true turbo car. The team spent 1981 making the 1.5ltr V6 engine reliable, and the 1982 chassis was dubbed "the first modern F1 Ferrari" by Maranello insiders. Rather than a riveted chassis, the aluminium-clad honeycomb was folded and bonded – a first for the team.

Modern it may have been, but people would have been forgiven for thinking the 126/C2 was cursed. Didier Pironi had a major shunt during practice in Imola, Gilles Villeneuve was killed in the closing

minutes of qualifying at Zolder and youngster Ricardo Paletti, driving for Osella, died after ploughing into the back of Pironi's stalled 126 in Montreal. Finally, at Hockenheim, Pironi was injured after hitting Prost's Renault in the wet, ending his F1 career.

Somehow, though, Ferrari salvaged something from a tragic season. Driven in the second half of the year by Patrick Tambay, and Mario Andretti in the final two races, the 126/C2 won Ferrari a sombre constructors' title.



**Engine:** 2ltr, in-line 4 cylinder  
**Power:** 180bhp  
**Raced:** 1952/3  
**Races entered:** 15  
**Wins:** 14  
**Winning percentage:** 93%  
**Championships:** 1952 drivers', Ascari;  
1953 drivers', Ascari

## Ferrari 500

The purists will dispute the 500's eligibility because, in the strictest terms, it was a Formula 2 car. But when, at the start of 1952, race organisers around Europe found themselves unable to assemble a competitive field of F1 machines, the individual events that formed the world championship all swapped to F2 rules.

The decision played into Ferrari's hands. Anticipating the 2.5ltr F1 that would come into force in 1954, Enzo Ferrari had already tasked Aurelio Lampredi with designing a brand new 4-cylinder engine,

suitable both for F2 and F1. Each cylinder displaced 500cc (hence the codename) and the engine delivered some 180bhp at 7,000rpm.

The F2 cars offered nothing like the spectacle of their predecessors – they were 10 seconds a lap slower at Monza. But Ferrari dominated the sport in 1952/3, taking 16 wins from 17 races – 11 of which went to Alberto Ascari. The cars often ran races non-stop, unlike thirstier opponents, and were so dominant at the 1952 European GP at Spa, they didn't even practise on the Saturday. Pure, nonchalant class. **FO**

# ex

## FERRARI BICYCLES COLLECTION



### Live the Myth...

You can live the myth... One fascinating collection of extraordinarily appealing products. Technology and attention to detail but above all passion maintain the vanguard of the prestigious brand 'House of Maranello'. One complete range of bicycles for all ages and requirements born from the collaboration of Turbo, leader in bicycle technology production and the design, planning and technical support of Colnago, recognised as the number one in cycle sport quality.



ENGINEERED BY

**TURBO**  
The world's bicycle®

 **COLNAGO**

**Ferrari**

OFFICIAL LICENSED PRODUCT



**Ferrari Bicycle UK Distributor:**

Moore Large & Co Ltd  
Sinfin Lane  
Derby  
DE24 9GL

UK Ferrari Bicycle sales  
Phone: 01332 274285  
Fax: 01332 274201  
email: abby.hook@moorelarge.co.uk

# FERRARI'S PASTA MAESTRO

Forget having Gordon Ramsay breathing down your neck, this is pressure: cooking for Kimi and Felipe...

WORDS TOM CLARKSON PICTURES LORENZO BELLANCA/LAT

**T**o some people, a bowl of pasta is merely the quick cooking option at the end of a hard day's work; to Vincenzo Santangelo, however, it's an art form. He loves the taste and versatility of his national dish, and during his two seasons as Ferrari's head chef he has fine-tuned penne pomodoro to the following exact ingredients...

"For every 100g of pasta," he says, "you want to add 30g of tomatoes, 20g of cream and one tablespoon of pesto. Perfetto!" These raw materials sit on a chopping board next to a vat of boiling water in the Ferrari kitchen at Silverstone. A nod in the direction of sous-chef Salvatore Belgiuine results in the pasta being dropped into the water, at which moment Vincenzo starts his stopwatch. It's a procedure they have been through hundreds of times, and for the next 11 minutes Vincenzo watches in silence as the penne oscillates around the vat. At the allotted time, there is another nod of the head and the tasting begins.

"Perfect pasta should be al dente," says Vincenzo. "Firm to bite, but cooked through. The amount of gluten in the pasta affects the cooking time – we like to use pasta that has lots of gluten because it lasts longer once it's cooked, which is very useful when you are cooking for a lot of people."

Another of Ferrari's chefs, Felice Guerini, arrives to give his opinion. He holds a piece of penne between his thumb and forefinger, as if it were a glass at a wine tasting, and bites through it. He then swirls it around his mouth before spitting it out. There are nods all round. It's ready.

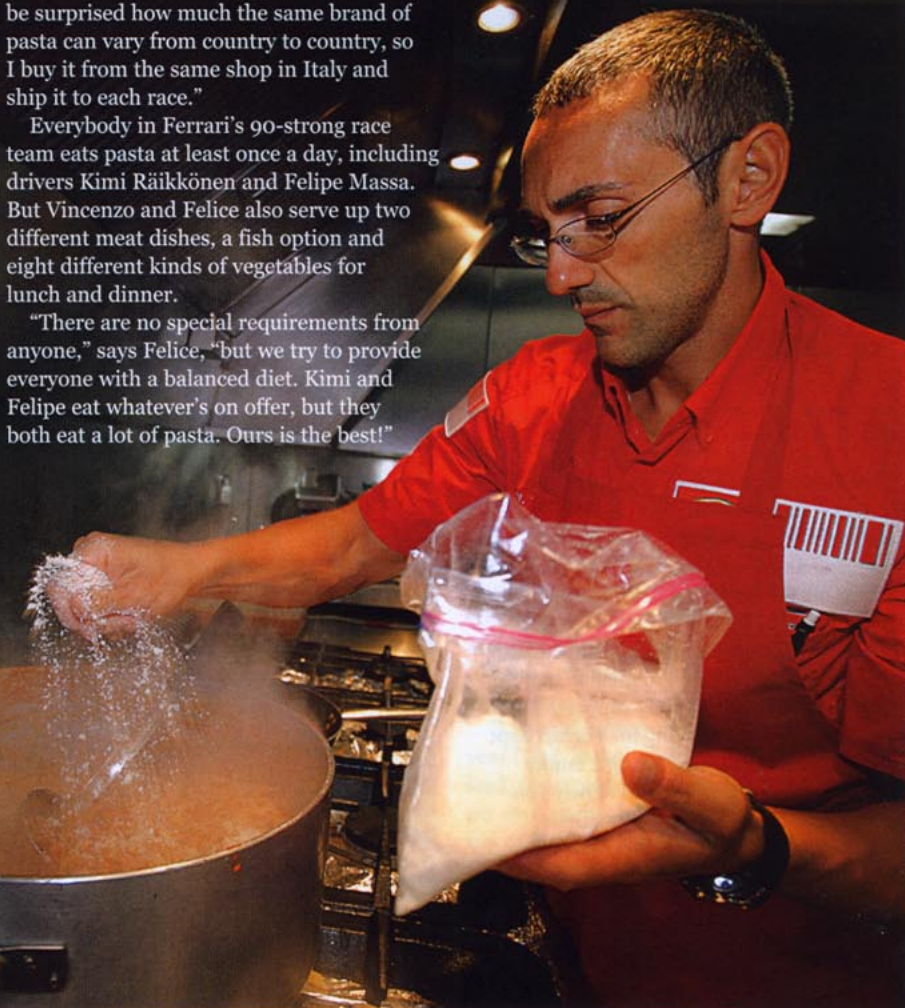
"To be honest," says Vincenzo, "I know exactly how long it takes to cook because I use the same pasta from Italy at every race, and the same cooking methods. You'd be surprised how much the same brand of pasta can vary from country to country, so I buy it from the same shop in Italy and ship it to each race."

Everybody in Ferrari's 90-strong race team eats pasta at least once a day, including drivers Kimi Räikkönen and Felipe Massa. But Vincenzo and Felice also serve up two different meat dishes, a fish option and eight different kinds of vegetables for lunch and dinner.

"There are no special requirements from anyone," says Felice, "but we try to provide everyone with a balanced diet. Kimi and Felipe eat whatever's on offer, but they both eat a lot of pasta. Ours is the best!"



Chefs Felice Guerini (top) and Vincenzo Santangelo (middle) use pasta which is shipped to every race from Italy



# WHAT'S IT LIKE TO DRIVE FOR FERRARI?

Team politics, unrelenting pressure from the Italian press, trying to get a pay rise from Enzo... It could be stressful at Ferrari, but these drivers explain why it was also the ultimate honour

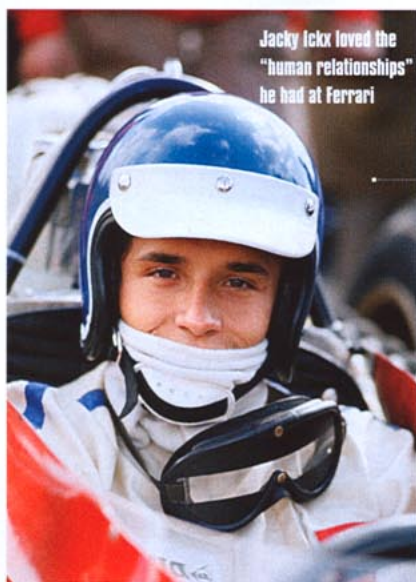
WORDS BRADLEY LORD PICTURES LAT ARCHIVE



## Patrick Tambay 1982-1983

"I should have gone to Ferrari at the end of 1977 – there was an offer, but I didn't take it seriously. I accepted McLaren's proposal, and before Monza, I went to inform Mr Ferrari of my decision. He just said, 'You've made a big mistake.'

"I got a second chance after Gilles' death in 1982. Pironi's accident damaged morale even further, but everybody supported each other: the pride of working for Ferrari kept people going. It was like losing a family member: life must go on, and slowly you go back to normal. There was sadness, bitterness, nostalgia... the races gave us a chance to escape from all that. Given the circumstances, it's incredible that the team won the constructors' title that year, but it was only a meagre consolation compared to the loss of two great champions."



Jacky Ickx loved the "human relationships" he had at Ferrari

Tambay, who originally turned Enzo Ferrari down, brought home a constructors' title in a dark year

## Jacky Ickx 1968 and 1970-1973

"I never felt wronged or manipulated: it was a great honour to drive for Enzo Ferrari. I first met him at Modena in 1967. He'd been negotiating with Jackie Stewart but it didn't work out. I was racing F2 in Sicily and team manager Franco Lini was dispatched to take me to Modena. In total, I spent five years with the team. We didn't have the success of Ferrari today: there were highs and lows, good cars and bad, but Ferrari had prestige. I also enjoyed working with the Italians: they're friendly, expressive, interesting people. It's not just results that are important; human relationships count too."



L-r: Phil Hill, Dan Gurney and Tony Brooks. Brooks didn't win the title, but had a "very happy" year at Ferrari

**Tony Brooks 1959**

"It was a very happy year at Ferrari. I'd heard the place was full of politics and intrigue, so I resolved to spend a minimum amount of time at the factory. There was myself, Dan Gurney, Phil Hill and Cliff Allison – we all got on like a house on fire. The only exception was Jean Behra, who thought he'd signed as the number one driver. But, Ferrari never appointed a number one, not even Fangio. Behra and I never discussed it, and he ended up leaving the team after he landed a right-cross on team manager Tavoni at Reims. Behra was killed at Avus a few weeks later, poor chap.

"We finished second that year. Only the five best results counted – and Jack Brabham used all five to win, whereas I only finished four races. At the last round, I got hit by my team-mate Wolfgang von Trips on the first lap, and pitted to have the car checked. Ferrari's attitude was that the drivers should be prepared to put their life on the line for the cause, but I'd made a firm resolution that I would never drive a damaged machine beyond its limits. Thanks to my philosophy, I'm still alive to tell the tale. But the title wasn't lost there: Ferrari didn't compete in Britain because of a strike at the factory, then at Monza they changed my clutch on Saturday night and it burned out 100 metres after the start."

**Niki Lauda 1974-1977**

"When things were going well, being a Ferrari driver was stressful – the Italian media saw to that. When things were going badly, life could be impossible. In that respect Lewis Hamilton is having it easy with the press. When you were driving for Ferrari you were under non-stop scrutiny.

"Dealing with Mr Ferrari himself could be pretty difficult. When I joined in 1974 I was paid around \$30,000. At the time Ronnie Peterson was the highest paid driver in the business on \$100,000, so when Ferrari asked me what I wanted for '75, I told him I wanted the same. He then rang his accountant, asked what that was in lire, then slammed down the phone and started shrieking that I was impertinent and would be the death of him!

"He paid, and then we had similar fights right through to the middle of '77 when he asked me how much I wanted for '78. 'Nothing,' I said. 'I'm leaving.' And I did, to join Bernie Ecclestone's Brabham team."

**Niki Lauda discovered that Enzo Ferrari was not an easy man to discuss pay rises with**

**Stefan Johansson 1985-1986**

"What makes Ferrari so unique is the tifosi. Wherever you go in the world, there's a fanatical following. Being an ex-F1 driver is great; but being an ex-Ferrari F1 driver means instant recognition.



**Stefan Johansson has since admitted he probably wasn't ready to drive for Ferrari when they offered him the seat**

"Old Man Ferrari had this aura that nobody's ever come close to. We used to lunch together when I was testing at Fiorano. He had this phenomenal sense of humour, and loved getting [team manager] Marco Piccinini running round in circles, just to make fun of him.

"I should have won several races that year ['85], including Imola. When I took the lead, the crowd went ballistic: I couldn't hear my own engine because of the roar, but I ran out of fuel with three laps to go.

"In all honesty, I don't think I was ready to drive for Ferrari. I hadn't had a full season in F1 and I was probably too grateful for the opportunity. But I'll treasure those memories for the rest of my life." ➤

**Michael Schumacher 1996-2006**

"The funny thing is that I had never asked myself that question other than in a purely technical sense before joining the Scuderia. Looking back now, I sometimes think it was an advantage: I was so completely open to the spirit of that world that I may have experienced it to a much bigger extent.

"How is it? Great. Special. Stunning. Sometimes heart-breaking. You make friends there. People open their hearts to you. You are sharing a great emotion with them as you are on a special mission – living a myth. You get to know very soon that this team doesn't mean a racing team to its tifosi – it means their lives to them. Therefore you bear a big burden, but you receive big sympathy at the same time. It's extreme in a very positive sense. I still love being part of it."



Schumacher found he made many friends at Ferrari. Well, you would if you'd won them five titles...

Argentinian José Froilán González lived in Italy and had a good relationship with Old Man Enzo



Scheckter on Ferrari: lots of great food, no freedom of speech

**Jody Scheckter 1979-1980**

"The thing that's different about Ferrari is that you're driving for a country; everybody else is just a team. Oh, and the food's much better: at an English team, you used to get white sarnies with pickle, whereas at Ferrari, there were four different types of pasta...

"The Old Man was a very smart guy, and he ran things tough. I won the title at Monza – theoretically, you couldn't do better. Then I went to Fiorano and all he said was, 'Ciao campione' – 'Hello champion.' I knew that

the politics of the place would fall away if you got straight to him. So after every practice and race, I sent a telex through to his secretary to give him my thoughts.

"I remember one meeting with the Old Man, Mauro Forghieri and the engine guy. They were translating for me and I told them to say the engine wasn't good and the Ford had more power. They refused. I said, 'Tell him!' but they wouldn't. And you know, I think the Old Man had such affection for the engine that the guy would have been chopped up if they'd told him!"



**José Froilán González 1951, 1954**  
(One start in 1955, 1957, 1960)

"The first race I did for Ferrari was the 1951 French Grand Prix at Reims. I had to give the car to Ascari there because I still hadn't got a contract, then I signed two weeks before Silverstone. The 1951 British Grand Prix was an important race for both Ferrari and me. It was a very special day, as you can imagine, and a great triumph for Ferrari to take their first win because at that time we had a tremendous rivalry with Alfa Romeo... they were at Milan and we were at Maranello!

"Don Enzo never travelled to any races, but we were always talking over the phone. *Il Commendatore* followed the race on the radio, then he called sporting director Ugo Gullini. Afterwards I talked with Enzo and he congratulated me. The next Wednesday, we were back at Maranello and the Old Man was certainly very pleased! I had a very straight relationship with Ferrari because Fangio and I used to live in Italy – in 1950 we lived at Galliate, then from 1951 to 1955 we had a house in Milan, so I used to spend plenty of time at the factory." **FO**





Uplifting.

Sponsor



Just like Ferrari, we know how it feels to come in first. Take our Diamond First Class, recently voted the best in the world\*. It's an intimate boutique flying experience like no other. Just what you'd expect from a proud sponsor of Scuderia Ferrari.

\*2007 Business Traveler Awards

[etihadairways.com](http://etihadairways.com)

FROM ABU DHABI TO THE WORLD

الإتجاه  
**ETIHAD**  
AIRWAYS

NATIONAL AIRLINE OF THE UAE

“Jean Todt looked at me and said,  
‘You’re the man  
for the job.’

I said,

‘Okay, I’ll do my best.’  
It’s a great challenge, but I  
won’t change my personality.  
I’m not autocratic.  
My door is always  
open to people.”

# DOMENICALI

WORDS ALAN HENRY

**T**here was a time when the job as Ferrari team principal was the most poisoned chalice in the pitlane.

The position was filled by a succession of harassed lackeys, who trembled in their boots before telephoning Enzo Ferrari, desperately trying to think of ways to sugar the pill of disappointment.

That was 40 or 50 years ago. Today’s incumbent, Stefano Domenicali, is a very

different proposition. At a young-looking 43 years old, you could say that one of his key achievements – winning a world championship – was achieved ahead of schedule when Felipe Massa steered aside to let Kimi Räikkönen take last year’s crown in Brazil.

Not that he is self-promoting in anyway. Modest to the point of reticence, Domenicali sat down with *F1 Racing* in the Ferrari >



**“There’s no place  
for part-timers  
in an organisation  
like this – it totally  
absorbs you”**



motorhome and explained all about what it's like to manage the sport's most famous, and most envied, team...

**So Stefano, can a nice guy really succeed at Ferrari?**

Well, really I don't think that the question of success in this job at Ferrari depends on whether you are nice or not. The key thing is to be professional, to get the job done. I think the question of whether you're nice or not is a peripheral issue on the edge of the main challenge, which is to do the job. Having said all that, as far as I'm concerned, I don't really want to change my personality at all.

**What is it really like working at Ferrari these days?**

Fantastic. Really great, but it's a commitment which involves total, 100 per cent effort, maximising all the potential of all the people around you. And if you do find you have a few weak areas, it's important to find a way of improving them. Every day is a big challenge. It's a great responsibility which I feel totally.

**What does Ferrari stand for? And what does Ferrari mean to you?**

Well, bearing in mind that Ferrari is the only company I've worked for in the whole of my life, it means a lot. After my family, it is the most important thing I have in my life.

**Ferrari and McLaren have a famously intense rivalry. Why? And why is it stronger than with Williams, BMW, Renault or any of your other competitors?**

Like two famous and long-established football teams, it's only to be expected that the rivalry between Ferrari and McLaren is likely to be so intense, because these two teams have written so much of F1 history between them. As we've said before, if everything takes place in a sporting context, then that's excellent.

**How much has Ferrari changed since you joined the company?**

In recent times I would say we've depended on the philosophy of 'dynamic stability,' changing a few elements, but not the fundamental structure of the company at the upper levels. Evolution rather than revolution is our watchword – we don't need any kind of revolution.

**How did you feel on your first day as team principal? And what did you do?**

I was in Jean Todt's office when he told me of my nomination for the job of team principal. That was last autumn, and although the appointment did not officially become effective until the beginning of January 2008, I had to make an instant change to my mindset, as I was effectively taking over immediately. So that was the feeling. I rang my family and told them the



news immediately after Jean Todt said, 'We have decided you're the man for the job. It will be tough and challenging, but we believe you can do it.' I said, 'Okay, we will try to do our best.'

**Is it important to have an Italian running Ferrari?**

To be honest, I don't think so. We have proved in the past [with Jean Todt] that it is possible to have a non-Italian running the company and achieving a great deal of success. Having said that, I think being an Italian helps me when it comes to understanding the way the internal structure of the Ferrari company operates.

**Who do you report to? And what are they like as a boss?**

I report to the chief executive of the company, Amedeo Felisa, and the president, Luca di Montezemolo. They're straightforward to deal with.

**What do you think is the secret of managing two drivers who are fighting for the world championship without having any big problems?**

Obviously you want competitive drivers, but it's particularly important that they also understand what being a Ferrari driver really means in the context of the team's priorities. That involves their understanding and abiding by what I would call our rules of engagement. In that respect Kimi and Felipe are very good and get on very well together, and last year Felipe did an incredible job, doing the right thing for the team [helping

**Domenicali celebrates winning the 2008 French GP with the team... and a couple of rather nice trophies**

Räikkönen to win the title at Interlagos] and I'm sure that if the situation had been reversed then Kimi would have done the right thing for the team.

**If you go out and about in the F1 paddock, you'll find quite a lot of people who are rather surprised Kimi and Felipe have been getting on so well. Are you surprised about this?**

No, not really, because they're both very professional in their approach and I was always very impressed with Felipe when he first came here as a test driver. I know them both very well and they both play by the rules, even though it's obvious that both of them want to win the world championship.

**Following on from that, it has always been the long-standing convention that, if the Ferraris are running first and second after the final round of pitstops, they won't race each other and will hold position for the rest of the race. Does that rule still stand?**

Yes, that's the normal practice, unless there is some other aspect which might affect the outcome of the race.

**As the boss of Ferrari, can you get free pasta anywhere in Italy?**

Well, to be honest, I don't go out a great deal and usually eat in the canteen at the factory. So I suppose the answer is that I don't really know yet.

**What is your best perk of the job? Do you have a Ferrari 599GTB to drive on the road?**

No, no, no. A scale model, perhaps! I drive a Lancia Thesis, which I don't think is available in the UK, and a Fiat Cinquecento. Before the Fiat, I drove an Alfa Romeo. Really, I'm a pretty normal guy with modest tastes.

**Stefano Domenicali comes** over as cool as his surroundings on the top floor of the Ferrari motorhome; understated, and slightly apologetic that he has been thrust inevitably into the spotlight as Ferrari's latest occupant of the role of team principal. Upon meeting him, he springs to his feet and proffers his hand with charm and civility. Yet there is a firmness and resolute quality about him which suggests that he's no pushover by any means. He is a company man, sure enough, but there is nothing slavish about that devotion.

He makes eye contact regularly. He looks like a man who has been thrown in at the deep end, but in no way is he handling the task tentatively. The subtext to everything he says comes back to the depth of commitment to Ferrari he expects from individual team members. This is his over-riding priority.

**What do the workforce think of you?**

I like to think that they respect me in my new role as leader of the team, as they've all known me for the long time I have been working in the company. I do not believe I have an autocratic style and I think the ➤

LORENZO BELANCA/LAT; MARK THOMSON/GETTY IMAGES



Stefano says Massa and Räikkönen are very different but is not surprised that they get on well, as both drivers "play to the rules"

workforce appreciates that they can rely on me, because I have the skills necessary to do the job. They also know that they can come and discuss with me any problems they might have. My door is *always* open.

**What tips did you get from Jean Todt?**

He told me never to give up and always to concentrate hard on being competitive in F1, which can often be a very complicated world.

**As you're probably aware, people sometimes suggest that Ferrari has a special influence with the FIA. How do you respond?**

Well, Ferrari has an immense amount of respect for the FIA as the governing body which controls the sport. In that respect we have always been 'legalists' in the sense that we have always been aligned with the official governing body. But if we disagree with that governing body from time to time, we try to resolve the matter by having a normal discussion. And that's it.

**How do you see the future of Formula 1 unfolding?**

Difficult, particularly during the next couple of years when we have to start taking into account environmental considerations. But we must all work hard to ensure that the sport comes out of that period in a strong and healthy condition. We need to be very effective, I believe, in doing the things to strengthen the sport in the longer term. I always say that, in difficult times, the two things which will survive are music and sport.

**Considering next year's rule changes how's work going on the 2009 car?**

It is going well, but it's a big challenge. We have moved a large number of staff in the racing department onto the programme to ensure that it all runs to time, because we know that any time lost early in the project will be very difficult to claw back.

**FIVE THINGS YOU NEVER KNEW ABOUT STEFANO DOMENICALI**

- He was born a stone's throw away from the Autodromo Enzo e Dino Ferrari at Imola
- When he was young, he would help out at the Imola circuit during the weekends, working as a steward
- Domenicali studied economics and commerce at Bologna University
- In the mid-1990s he was the race director in charge of redeveloping Mugello – a Ferrari-owned circuit, near Florence
- Among his first jobs at Ferrari were sponsorship acquisition and running the HR department



**Did you ever meet Enzo Ferrari?**

No, I didn't. I only joined the company in 1991, three years after Mr Ferrari left us.

**Who were your racing heroes when you were young?**

Well, I remember Gilles Villeneuve and his contribution to Ferrari's history, but I would have to say that I admired all the top drivers pretty much equally. Going back to when I was a really small kid, my pedal bike carried a sticker for Jarno Saarinen, the motorcycle ace who was killed at Monza in the early 1970s,

and I was also a fan of Giacomo Agostini, another Italian motorcycle star. I also had a lot of respect for the likes of Barry Sheene at the time I was growing up.

**How much does Ferrari's history and sense of tradition matter today?**

I think it is important in the sense that Ferrari's heritage is on-going, but on a day-to-day basis, I have to look forward and totally concentrate on today's projects. The next chapter is the most important to me.

**How do Kimi and Felipe differ? What are their strengths?**

They differ by virtue of their nationalities, by virtue of the fact that one is a Finn and one is a Brazilian. By saying that you are saying a lot. I think Felipe has improved hugely over the past few seasons to the point where he could win a world championship, while Kimi is absolutely impervious to outside pressure. That can be a great strength.

**How do you manage a superstar F1 driver and keep them motivated?**

Let's be totally clear: if you're a Ferrari F1 driver and you cannot be self-motivated, then you're in the wrong job. Both Kimi and Felipe are hugely self-motivated drivers.

**What is your motto or philosophy?**

To be totally professional, and totally committed to the job. There is no place for part-timers in an organisation like this. It totally absorbs you.

**What is the secret of winning?**

Take your commitment and focus up to a new level every day. You must be totally wedded to the idea of continuous improvement, otherwise you cannot be with us.

**How important was it to perform in 2007 after Michael Schumacher and Ross Brawn left the team?**

Very important indeed. These were fantastic people who achieved a great deal for Ferrari, but it was important for the next generation to show it could do the same. And we did.

**A quick smile**, another handshake and that's it. Following in Jean Todt's footsteps can hardly have been the easiest of tasks; the Frenchman engineered the most complete renaissance in the Ferrari team's history. Making a correspondingly profound impact on the course of Ferrari history over the next few years will not be easy for Domenicali.

Yet this mild-mannered man does not obviously come across as an empire builder, more a modest professional who wants to take one step at a time in his quest to keep the prancing horse at the sharp end of F1. As this quietly assertive, but thoroughly nice chap exits the Ferrari motorhome and walks into the F1 paddock, smiling and hello-ing as he goes, you can't help but wish him luck. **FO**



# GOODWOOD REVIVAL

Classic Racing on a Classic Circuit • 10 years of the Goodwood Revival

Fabulous Evening Race on Saturday • Freddie March 'Spirit of Aviation' concours d'elegance

Tribute to legendary driver Tony Brooks • Saturday is Ladies Day

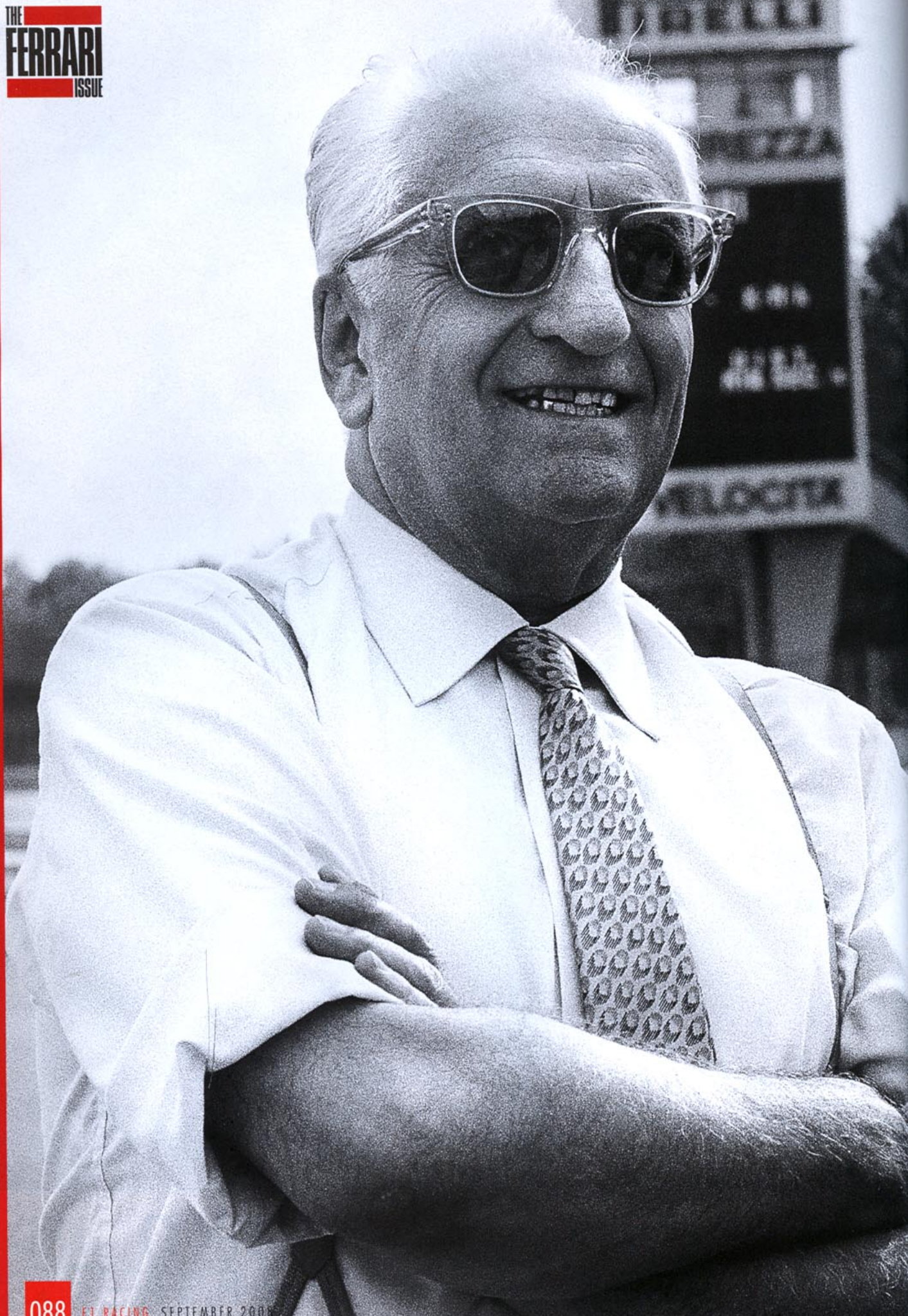
*"A magical step back in time"*



19 · 20 · 21 SEPTEMBER 2008

Admission strictly by advance ticket only – Call +44 (0)1243 755055 or book online at

[www.goodwood.co.uk](http://www.goodwood.co.uk)



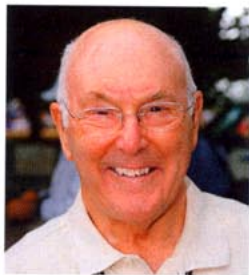


# MURRAY ON ENZO

Twenty years after the death of Enzo Anselmo Ferrari, Murray Walker remembers his unforgettable meeting with “the greatest man who ever lived in motor racing history”

WORDS MURRAY WALKER

“Mr Ferrari – you don’t know me but you knew my father.” “Oh, how’s that then?” he replied – in Italian, you understand. “When you used to run a Scuderia Ferrari motorcycle racing team in the 1930s, you used Rudge-Whitworth bikes and you actually bought them from my father, who was sales and competitions manager.” So began my interview with the greatest man who has ever lived in the history of motor racing. That’s what I think anyway...



Murray only met Enzo once, but it was an unforgettable encounter

The BBC had sent me to Maranello in 1988 to interview the living legend that the world knew as *Commendatore Ferrari*, although he didn’t like being called that, preferring *Ingegnere*. I was in awe of him, especially as I had to conduct the interview through his formidable ex-racing manager, Franco Gozzi, who said to me as we entered the great man’s study at Maranello: “Three historical questions. Mr Ferrari likes historical questions.” “I should cocoa!” I thought. “I haven’t come all this bloody way just to ask him three historical questions!”

The Master was sitting behind his desk, on which was a large, black, glass prancing horse given to him by Paul Newman. On the wall facing him was a painting of his beloved son Dino who had, tragically, died at an early age. He looked at me through the heavy, dark-lensed glasses he always wore and waited for me to begin. Nothing intimidating there, then. Frankly, what with one thing and another, it wasn’t the greatest interview I ever did, but I doggedly got through a whole lot more than three historical questions. It was an awesome experience I’ll never forget. Me with Enzo Ferrari. Wow! “Nuvolari was the best, although I very much admired Collins and Moss,” said Mr Ferrari, but in his long life – he lived until he was 90 – he had employed, dominated and motivated, been loved and hated by so many more who had lived to drive his cars and had very often died at the wheel. And, yes, I know that Stirling Moss never actually raced an F1 Ferrari, but he very nearly did. That’s another story, though.

So how did the Ferrari legend begin, and what sort of a bloke was he? Well, it’s amazing what you can do in life if you have the right make-up and motivation – and Ferrari certainly had both. His Dad was a structural engineer who made stuff for the Italian railways, and young Enzo’s ambition was to be an opera singer, a sports writer or a racing driver. Not much difference, I suppose. Anyway, World War I got in the way and, looking for a job after he was invalided out of the Italian army, Ferrari found one as a test driver for a company called CMN. Then, fired by his long-held desire, he joined Alfa Romeo to do and dare behind the wheel as a racer. He may ▶



A young Enzo achieved some success as a driver, but his future would be in team management



Left, *Il Commendatore* outside Maranello in 1960. Below, hard at work in 1955



not have been the Michael Schumacher of his day, but he was no slouch either and achieved a string of successes that most of us would be more than proud of. And in case you missed it in all the stories that have been written about him, he was given the right to use the prancing horse symbol, which his team and cars subsequently made famous the world over, by the parents of Italian fighter ace Francesco Baracca, as a mark of their respect and admiration for Ferrari when he won the Circuit Of Ravenna in 1923.

But the real Ferrari legend began when Enzo realised that he was a sight better at organising, administering and generally masterminding other people than he was at beating the aces of his day. Firstly as Alfa Romeo's racing manager and then as the founder of the Scuderia Ferrari, he became a mighty force in his own right. There's a host of harsh words you have to use when describing Enzo Ferrari's complex personality: aloof, autocratic, conspiratorial, cunning, divisive, dictatorial, manipulative and highly political are only some of them. But he was also an inspirational leader of men who could be warm, genial and paternal and who was a passionate racer; variously feared, sycophantically obeyed and revered by those who worked for him. His beloved cars mattered far more to him than the men who drove them, but their powerful engines – preferably V12s – mattered most of all. If anything went wrong it was the driver's fault, not his car's. But another entirely appropriate word to describe Enzo Ferrari is genius, for it is only when you consider the seemingly endless procession of inspired engineers and top drivers who worked for him, and the length and depth of their achievements under his command, that you start to appreciate his greatness.

**“He could be warm, genial and paternal but he was feared, obeyed and revered”**

From the 1920s until his death, Ferrari was almost god-like in motorsport and his brooding influence continues to this day. His cars and drivers have won more races and championships than any other, and I'm not just talking about single-seaters: nine Le Mans wins, eight Mille Miglia victories and seven at the Targa Florio. Added to that, his roll call of drivers featured a dazzling parade of all-time superstars. There are too many to list, but how's this for starters? Tazio Nuvolari,

Alberto Ascari, Juan Manuel Fangio, John Surtees, Niki Lauda, Gilles Villeneuve, Alain Prost and Nigel Mansell, who was the last driver to be signed by Ferrari himself. With the momentum he created, the great tradition has carried on to this day, with Michael Schumacher, Kimi Räikkönen and Felipe Massa proudly extending Ferrari's success. Yet, when Ferrari was boss he encouraged rivalry between his drivers. To give preference to one of them, such as Schumacher used to have, would have been inconceivable to him.

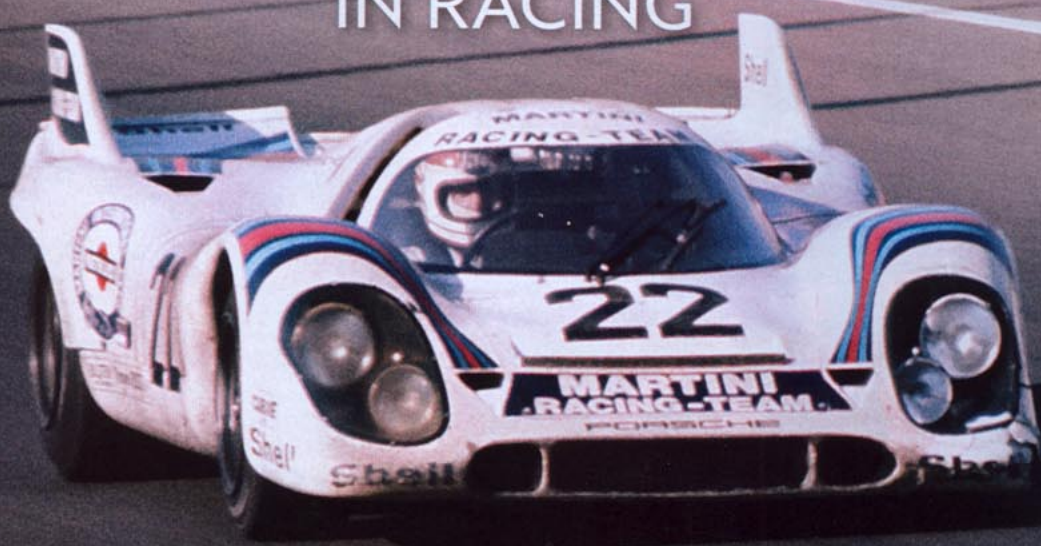
In the history of our great sport there has truly never been anyone else who even remotely approaches his reputation and achievements, let alone someone who the Pope goes to see rather than the other way round. Just a few weeks after his death in 1988 I was at Monza for the Italian Grand Prix – one of the most emotional races I ever saw. McLaren, with Alain Prost and Ayrton Senna, had dominated the season, winning every race, and at Monza Senna led every lap until just two from the end, when he collided with Jean-Louis Schlesser's Williams. The two Ferraris of Gerhard Berger and Michele Alboreto finished first and second, the Ferrari-loving tifosi went berserk and so did I in the commentary box. I like to think that, up there in his great HQ in the sky, Enzo Ferrari was a very happy man too. **FO**



CELEBRATING  
40 YEARS



OF STYLE AND PASSION  
IN RACING



**“THE TIFOSI  
WENT CRAZY.  
I THOUGHT  
THEY WERE  
GOING TO KILL  
THEMSELVES...”**

Just one month after Enzo Ferrari's death in 1988, the Scuderia beat Senna and Prost to take a poignant one-two at Monza. Winner Gerhard Berger remembers Ferrari's greatest race...



**M**claren had dominated the 1988 season. The Honda-powered machines from Woking took 15 wins from 16 races with Ayrton Senna and Alain Prost at the wheel. Just one race escaped their iron grip, though: the 59th Italian Grand Prix. Enzo Ferrari had died, aged 90, on August 14 1988. One month later his beloved, blood-red cars took a famous one-two victory on home turf in Monza, with Austrian Gerhard Berger heading home Italian Michele Alboreto.

Prost's engine had suffered a rare failure on lap 34, while Senna famously crashed out trying to pass backmarker Jean-Louis Schlesser's Williams on lap 49. The Frenchman was making the last of his two career Formula 1 starts, subbing for Nigel Mansell, who was ill with chicken pox. Berger steadfastly maintains that he'd have won the race without Schlesser's timely intervention. But as Ron Dennis fumed at McLaren's first defeat of the year, others preferred to ascribe the victory to fate or destiny. Either way, it was a fitting tribute to *Il Commendatore*.

**Gerhard Berger takes up the story:** "When Enzo died, it was a big loss, but Ferrari was a strong brand and the company was well-structured, so it was business as usual. I wasn't particularly close to him, but I always felt that he liked me, and I respected him. We had lunch a couple of times

together and he wrote me a nice letter after I finished on the podium in Portugal [1987]. I had a good chemistry with him, but at the end of the day he kept his distance from everyone.

"I remember the build-up to Monza because I was at Maranello and they asked me what I was going to do at Monza. I said that I was going to win it. When you race at Monza as a Ferrari driver, it's always special. The McLaren was the best car that year so, during the race, I thought I would settle for third place behind Ayrton Senna and Alain Prost.

"After Prost retired I was catching Ayrton. Then he lost it with Schlesser two laps from the end. But he was having fuel dramas, while my fuel was okay. He had to push and that's why he took the risk lapping Schlesser, because he couldn't play around any more. So I came to the chicane and thought, 'I'm looking good now!' and took the lead. Although my team-mate was close, I could handle him. It was a nice moment to come round Parabolica and see Michele in the mirror. But the most impressive thing was afterwards on the podium, because the fans broke over the fences. I looked down and they went crazy. I thought they were going to kill themselves.

"The best bit was that, at the factory a couple of days before the race, I asked the guys, 'Can I keep the car if I win at Monza?' So on Sunday evening I left the circuit with a trailer, and on the back of it was my F187 Formula 1 car!" **F1**



Berger celebrates, as Italian team-mate Alboreto looks chuffed to have come second in the Scuderia's greatest race. Right, the tifosi break through the fencing and go wild



PICTURES: LAT ARCHIVE



# WHAT DO FERRARI MEAN

What happens when you ask F1's biggest names about the sport's most famous team? Expect rivalry,

WORDS TOM CLARKSON

**R**oad cars were an afterthought for Enzo Ferrari. He founded Scuderia Ferrari in 1929 in order to go racing on behalf of Alfa Romeo; production cars were a means of funding his racing activities when he struck out on his own in the late '40s.

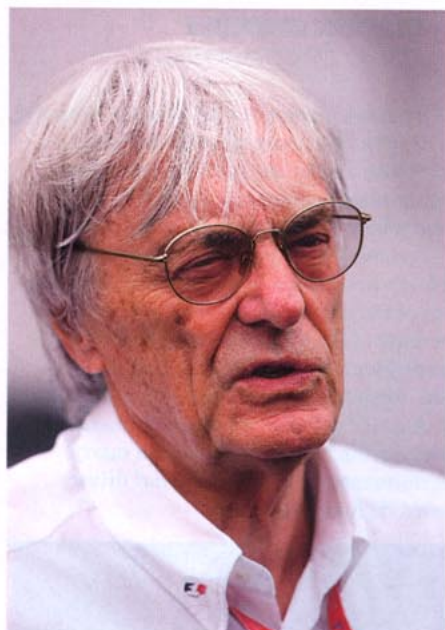
The modern-day mystique of Ferrari is founded on this racing heritage. The

team has raced in Formula 1 since the inauguration of the world championship in 1950 and they won their first world title with Alberto Ascari in '52, when Bruce McLaren and Frank Williams were still in short trousers. They've notched up a record 15 constructors' titles and 15 drivers' titles.

Many of the sport's greatest drivers (Ascari, Fangio, Andretti, Lauda, Gilles Villeneuve, Prost, Mansell, Schumacher)

have raced for the prancing horse, each lured to the team by their charisma and passion. And that's to say nothing of Enzo Ferrari, who died in 1988 but is still revered as one of Italy's greatest industrialists.

The team's continued success in F1 ensures their appeal to the younger generations. At every racetrack around the world – even in Germany, the home of BMW and Mercedes – Ferrari flags outnumber



**▲ BERNIE ECCLESTONE**  
F1'S COMMERCIAL TSAR

"Ferrari have been around longer than anyone else. So, from that point of view, their brand is recognisable around the world. Having said that, I think Ferrari would be a weaker place without Formula 1."

**▼ FLAVIO BRIATORE**  
RENAULT TEAM PRINCIPAL

"Ferrari are like any other team in F1. We need 10 teams and we don't want to lose any of them; in that sense Ferrari are no more important than anyone else. I'm sure they have the most fans, but how important is Manchester United to football? If Manchester wasn't in the Premiership, there would still be Chelsea, Arsenal and Liverpool. It would be the same if Ferrari weren't in F1. Every team is important."



**▲ ARON DENNIS**  
CHAIRMAN AND CEO, MCLAREN

"The Formula 1 World Championship was inaugurated in 1950. Alfa Romeo was the dominant constructor at first, but Alberto Ascari won Ferrari's first world championship in 1952. McLaren didn't enter Formula 1 until 1966, which makes us Formula 1's second-longest-lived team. Ferrari's 16-year headstart therefore gives them the edge over us in terms of overall wins, poles, fastest laps and so on.

But, since 1966, McLaren's and Ferrari's records are remarkably comparable. We're proud of that for two reasons: not only because McLaren exist to win, but also because we've always respected Ferrari as our principal rival. The McLaren-versus-Ferrari contest is a hard-fought battle – very hard-fought. But it's also one that we've always tried to wage in a sporting way. And as I said at this year's Australian Grand Prix in March, I like and admire Ferrari's new team principal, Stefano Domenicali, and I wish him well.

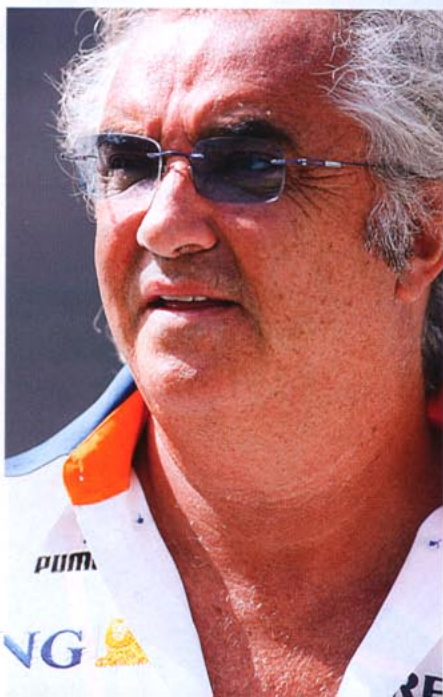
There are many non-Italians who have achieved great success at Ferrari in recent years – one thinks instantly of Michael Schumacher, of course, but also of Jean Todt, Rory Byrne, Ross Brawn and Gilles Simon – but the Scuderia is of course most beloved in Italy. That's entirely understandable. I, too, am a patriot, and I always feel goose-bumps when *God Save The Queen* is played after one of our victories. But, contrary to popular belief, I also love Italy, Italian people and Italian food." ➤

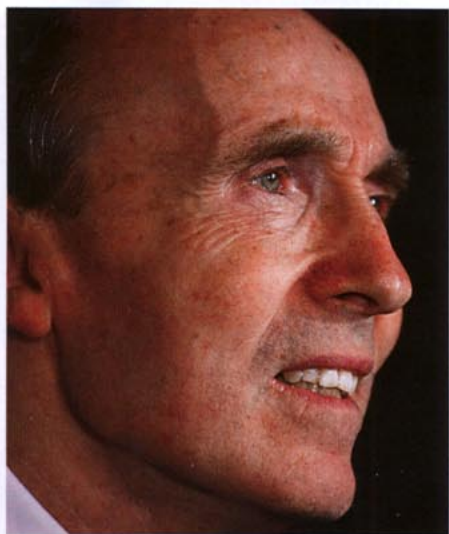
# TO F1?

respect and just a hint of envy

those of any other team. The grandstands are a sea of red and yellow.

Inside F1, Ferrari polarise opinion. Bernie Ecclestone recognises the team's global appeal, and the team take a larger share of the sport's commercial revenues as a result. That creates envy in many of the other teams, to whom Ferrari is just another rival. Here's what Formula 1's bigwigs had to say about the sport's most famous team...



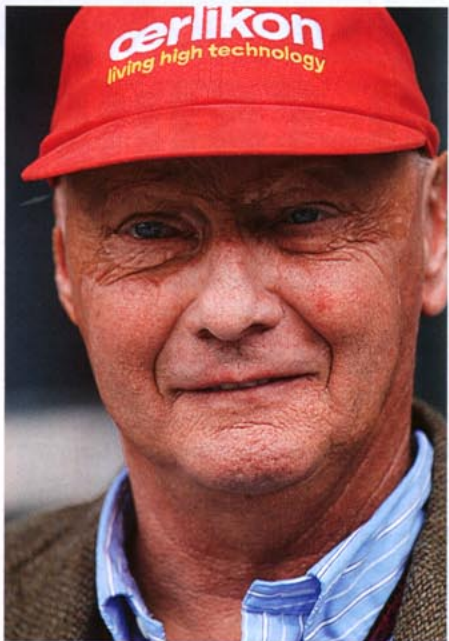


**▲ FRANK WILLIAMS**  
FORMULA 1 LEGEND

"Ferrari are the single most important team in F1. They have the biggest fanbase around the world and make fabulous road cars."

**▼ NIKI LAUDA**  
TWICE WORLD CHAMPION WITH FERRARI

"Ferrari are the most important team because they're the most recognised around the world. That's the way it is, and people in Formula 1 must respect that. The charisma of the red cars is down to Enzo Ferrari and the history of the team. If Ferrari were to stop doing Formula 1, millions of people around the world would lose their idol and stop watching. It's as simple as that."



**▼ MARTIN BRUNDLE**  
ITV'S F1 CO-COMMENTATOR

"Ferrari are inherent to the brand of Formula 1. They've been there since the beginning; they have a mystique and competitive spirit that makes them interesting. There are people who follow F1 because they follow Ferrari."

I remember testing a Ferrari at Donington a few years ago for *F1 Racing*, and as I drove out of the pitlane I had a look around me because of the colour of the cockpit. There's something very special about that Ferrari red, something very Formula 1-ish about it. A driver will always take performance over anything else, but if you can marry performance with being a Ferrari driver, you'd do it in a heartbeat."



**▼ GERHARD BERGER**  
MR TORO ROSSO, EX-FERRARI DRIVER

"Ferrari are key to the success of Formula 1. A few things in this sport are irreplaceable and they are one of them, as are the Monte Carlo Grand Prix, Bernie Ecclestone and Max Mosley. Ferrari are the most traditional and most historic team; they have a racing spirit that no other team has and bring a lot of emotion into our business. You can say, 'We have McLaren, we have Williams' and, yes, absolutely, we do have them, and they are fantastic. But Ferrari are leaders in bringing emotion to the racetrack. It meant more to me to drive for Ferrari than any other team."



**▲ ROSS BRAWN**  
KEY PLAYER IN THE SCHUMACHER ERA

"Ferrari generate huge emotion within Formula 1. They have a unique place in the sport and F1 without Ferrari would, to me, be a very different place. It was always an ambition of mine to work there, partly for these reasons and partly because they were a sleeping giant. They had this potential and weren't quite realising it. I've still got a lot of love for Ferrari and Italy."



**▲ RUBENS BARRICHELLO**  
SCHUMI'S OLD FERRARI TEAM-MATE

"When you get to the car park at Maranello and see all the Ferraris, you know there is something different about this team. To drive for Ferrari meant more to me than driving for any other team simply because it was Ferrari."

The myth of Ferrari started with Enzo Ferrari, who was obviously a huge guy. I read a quote from him recently in which he said aerodynamics are only important to people who don't know how to build an engine. He must have been special to say that. And the reason why Ferrari are still special 20 years after his death is because people keep saying how great they are. The more people say that, the more the view will be shared." **FO**



Shell  
V-Power



Developed with



*It's not just fuel. It's over 60 years of shared passion for performance.*

Exciting? Unique? Inspiring? How else can you describe over 60 years of shared passion for performance with Ferrari? As leaders in the field of fuel technology we've fuelled Ferrari Formula One cars to 150 Grand Prix wins, 12 FIA Formula One Drivers' and nine Constructors' World Championship titles.

What we've learnt from the track during all the years we've worked with Ferrari is then distilled into every single drop of Shell V-Power for the road. It's designed to fuel your passion for performance on each and every journey. So, you see, it's not just fuel, it's Ferrari fuel for your car.

*made to move*

www.shell.com





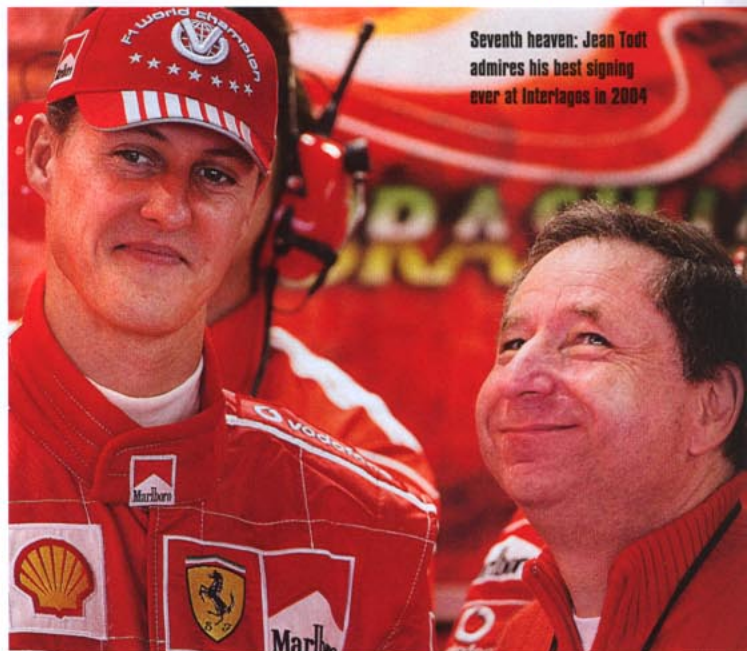
# THE SCHUMACHER YEARS

It took elbow grease, a bit of nouse and a helping hand from Bernie Ecclestone to transform F1's most famous team into its most successful...

WORDS MAURICE HAMILTON

**B**ernie Ecclestone had a hand in Ferrari's revival. That may be not be a major revelation given Mr E's knowledge of everyone's business within what amounts to his personal domain, but what did surprise most people was the fact that Ferrari actually managed to turn their fortunes around. That's how bad things were at Maranello in 1992 when Ferrari President Luca di Montezemolo asked Ecclestone for advice.

By that time Ferrari had become something of a joke, in the sense that the Formula 1 community would look upon the Italian team with the same benign affection accorded to a loveable but ageing relative who had sadly seen better days. Let's not forget that Ferrari's history is extensive. There had been Formula 1 world championships in the 1950s, '60s and '70s. Then nothing. The blank sheet in the aftermath of Jody Scheckter's drivers' title triumph in 1979 had transmuted from an uncomfortable statistic to a millstone that increased in weight with each passing year.



Seventh heaven: Jean Todt admires his best signing ever at Interlagos in 2004

There had been a couple of constructors' championships in the early 1980s, but not even the presence of Alain Prost in a red car in 1990 and 1991 could bring the title Ferrari desperately craved. When the Frenchman left under a cloud, he declared that Ferrari would never win anything in their current state.

Cutting words required desperate actions, but who could drag Ferrari into competitiveness? Who could deal with a racing culture that urgently needed to be tuned to the needs of the new decade? Di Montezemolo called the font of all knowledge.

Ecclestone recommended Jean Todt. The Frenchman had spent 11 years masterminding Peugeot's success in the World Rally Championship, and at Le Mans. Disillusioned over Peugeot's failed attempt to tackle F1 head-on, Todt needed a new challenge. There was none bigger than this: an outsider with no formal F1 background taking charge of an Italian institution was either madness or inspired. In truth, it needed to be a bit of both. Arriving at Maranello in July 1993, he was in for a very long and, at times, uncomfortable haul.

"I took the risk for love of the car," said Todt in 2000. "I left a nice quiet job at a company where everyone was happy with me. But when you love racing, the symbol of competition is Ferrari. To be the boss of this team was the greatest challenge I could possibly set myself. I knew it would be tough, but I wasn't expecting it to be as tough as it was, because as soon as I walked into the Ferrari building, I saw that everything had been... *damaged.*" ➤

**The racing team** had been split in two. In 1987 John Barnard had been signed as technical director. The Englishman's reputation was such that he was able to call the shots and operate from his base in England, where the chassis was designed and manufactured prior to dispatch to Maranello for mating with the engine. Division within the team was rife thanks to the inevitable lack of supervision by the top technical man. It was like a gynaecologist assisting a birth 1,000 miles away by telephone and fax.

Todt's priority was to see the 1994 car win races; not easy when Benetton-Ford and Williams-Renault were cleaning up. "By the stage our team took the chequered flag in July 1994 (Gerhard Berger at Hockenheim), we had gone 59 races without a victory," said Todt. "It was as if we were haunted by our past. So, although I do not like to live with history, it was an enormous struggle in those early days."

There would, however, be times during the winter of 1995/1996 when Irvine would wonder at the wisdom of it all. Every time either he or Schumacher sat in the 1996 car, it broke down. Even worse, Barnard's F310 was extremely difficult to drive.

Irvine was in the paddock in Argentina after struggling to qualify 10th for the third race of that season. Schumacher had just put his car on the front row. "How the fuck did he do that?" Irvine asked quietly, as he began to recognise the full depth of his team-mate's talent.

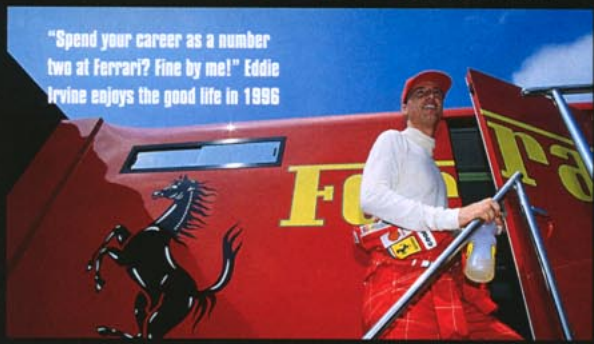
Schumacher would use that skill to score wins in Barcelona (an exquisite drive in the wet), Spa and Monza. But, elsewhere, there was embarrassment, such as in France where Schumacher failed to complete the parade lap. It became so bad that Roger Benoit, a Swiss journalist, ran a sweep at each race on how many laps Schumacher would complete; bets frequently covered only the first 10.

Life was tough for Todt. He returned to his home late one night to find the front door had been forced and a pair of broken scissors left on his pillow. Todt had done much to remove the effect of the politics that had frequently hampered the team, but Schumacher could see



Bernie Ecclestone was instrumental in bringing Todt to Ferrari, and changing their fortunes

I've got the brains and the Brawn, let's win lots of trophies: Schumi and Ross in Brazil, 2002



"Spend your career as a number two at Ferrari? Fine by me!" Eddie Irvine enjoys the good life in 1996



When Todt witnessed Michael Schumacher take successive titles for Benetton in 1994 and 1995, it was clear that this was the driver Ferrari needed to have. But would the 26-year-old German feel the same about moving to a team that appeared to be struggling to get out of its own way? Todt's arguments were persuasive. By the very fact that there was a great deal of work to be done, here was a team that Schumacher could help make his own.

Schumacher may have proved himself with back-to-back championships, but he would, in effect, be starting all over again as he walked into Ferrari's Gestione Sportiva on November 16 1995. An estimated 50,000 people were waiting in the town, hanging around the factory gates and at the nearby Fiorano test track to greet the new hero. The pressure was on immediately.

It was clear that nothing was too much trouble within Ferrari for the man perceived as the team's saviour, which meant finding a team-mate capable of accepting the role of number two would depend on the size of that driver's ego; a tricky business in F1.

Eddie Irvine fitted the role. At peace with himself and his ability, he took the drive in the knowledge he could learn from Schumacher, win a few races and earn more than he would driving for Jordan. And there was the additional bonus of driving for Ferrari.

## In the early days, Todt once came home to find a broken pair of scissors on his pillow

that the technical division was in need of a thorough reorganisation, from important technical input to the basic methodology. "With Benetton," observed Schumacher, "if wheel change practice began at 9 o'clock, someone would come and get me at five to. At Ferrari, it was time for another cappuccino."

It was also time to approach Ross Brawn, the man with whom Schumacher had worked at Benetton. Not only was Brawn won over by Todt and Schumacher, but Rory Byrne,

the Benetton designer and aerodynamicist, was also persuaded to abandon plans to retire and set up a scuba diving centre in Thailand. Brawn and Byrne were not released until the end of the season, which meant there was little that could be done with the 1997 Ferrari. But a start could be made on unifying the technical department by gradually abandoning the English operation and bringing everything under one roof.

**Like Schumacher**, Brawn immediately recognised there was much to do when, to his surprise, he discovered there was no dedicated gearbox department. Brawn moved to Italy and was soon in the thick of an intense political arena awash in Ferrari racing red

## KEY PLAYERS IN FERRARI'S REVIVAL THE FIVE BRAINS BEHIND FIVE CONSECUTIVE WORLD TITLES

### JEAN TODT

A nail-biter with a brilliant brain. Ruthless in search of perfection, much admired and respected within a team initially sceptical about a Frenchman being responsible for a national icon



### MICHAEL SCHUMACHER

His relentless work ethic set an example which earned total commitment from the team. His skill alone produced victories which Ferrari would not otherwise have had. The perfect team player



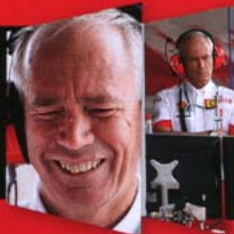
### ROSS BRAWN

A quiet mastermind. Brought order and respect to a technical department in disarray. Encouraged autonomy, but used calm authority to unite the various departments into a cohesive, fighting unit



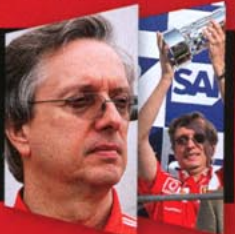
### RORY BYRNE

Often overlooked, which suited the shy South African very well. Hugely respected for a design genius and a genuine, bubbling enthusiasm. Ego-free partnership with Brawn. Made brilliant use of R&D



### PAOLO MARTINELLI

Responsible for strong and reliable engines. Moved to the race department in 1994. Championed switch from V12s to V10s and gave Schumacher trouble-free engines for years at a time



L-r: Todt, di Montezemelo, Schumacher and Brawn celebrate a record-equaling fifth drivers' title at Magny-Cours in 2002



Schumacher does his trademark fist-pump for what seemed like the 600th time after winning in Malaysia, 2004

with absolutely no shades of grey. If he brought the team – and, by association, the entire country – the yearned-for victories, he would be a god. Failure was not worth thinking about.

Brawn had firm allies in Todt and Schumacher, the former backing his technical director to the hilt. Such assurances were all very well, but Ferrari's methods and traditions were deeply entrenched. They were also Italian, with a reputation for glorious anarchy.

"There is a sort of xenophobic view from Britain of what people such as the French and the Italians are like, and these opinions often turn out to be misconceptions," said Brawn. "The Italians are loud and demonstrative but, in terms of work, they are very conscientious and extremely skilled. The great thing was that Jean laid down the rules: I was the technical director and anything technical was my final decision. I was also very fortunate because I had a good first year."

Schumacher ran wheel to wheel with Jacques Villeneuve in '97, the title being decided in favour of the Williams driver when the two collided at the last race. It would take another three years before Schumacher and Ferrari would begin their run of five championships. By then, Rubens Barrichello had replaced Irvine, and Todt and Brawn had their house well and truly in order, even though Todt originally envisaged being ready to leave Ferrari at the end of 2000.

Irvine's appreciation of Ferrari's methods was enhanced when he joined the dysfunctional Jaguar team. "There was no one better than Ross," said Irvine. "He has a very clear mind and the ability to extract

the relevant details from the mass of information pouring in during a race. The tactics he decided on may have been blatantly obvious, but you try working them out beforehand or in the heat of the race. He remained incredibly calm; he missed nothing.

"Jean is one of the best team directors I ever worked with. I was honest with him and he was totally honest with me. A couple of times, I felt I had to make it known I was not particularly happy, but he came back with arguments which were usually justified. If he had a fault, he tended to mollycoddle me a bit too much. But, he's a really smart guy. I had a lot of time for him."

Todt and Brawn were clever enough to look ahead to the day when they would move on. Systems were put in place that allowed the training of bright young engineers and technicians. Responsibility was gradually offered to the potential managers of the future, so much so that when Brawn and Byrne left at the end of 2006, control moved easily to Aldo Costa, Luca Badoer and Mario Almondo, with Stefano Domenicali assuming Todt's role in 2008.

Against all predictions, Ferrari scarcely seemed to break their stride in 2007. After a shaky start by Kimi Räikkönen, the Finn took advantage of McLaren's disarray to win more races than anyone else and give Ferrari their 15th drivers' world championship. There may have been a lengthy hiatus, but Ferrari have been put back on track during arguably the most significant recovery period in the team's chequered history. Precisely as Bernie Ecclestone knew it would. **FO**

# THE FERRARI ISSUE

MICHELE ALBORETO 1984-1988 JEAN ALESÌ 1991-1995 CLIFF ALLISON 1959-1960 CHRIS AMON 1967-1969 MARIO ANDRETTI 1971-1972 1982 RENÉ ARNOUX 1983-1985 ALBERTO ASCARI 1950-1954 GIANCARLO BAGHETTI 1961-1962 LORENZO BANDINI 1962-1967 RUBENS BARRICHELLO 2000-2005 JEAN BEHRA 1959 DEREK BELL 1968 GERHARD BERGER 1987-1989 1993-1995 TONY BROOKS 1959 IVAN CAPELLI 1992 PIERO CARINI 1953 EUGENIO CASTELLOTTI 1955-1957 PETER COLLINS 1956-1958 ANDREA DE ADAMICH 1968 JUÁN MANUEL FANGIO 1956 GIUSEPPE FARINA 1952-1955 PAUL FRERE 1955-1956 NANNI GALLI 1972 OLIVIER GENDEBIEN 1956-1959 1961 RICHIE GINTHER 1960-1961 IGNAZIO GIUNTI 1970 JOSÉ FROILÁN GONZÁLEZ 1951 1954-1955 1957 1960 DAN GURNEY 1959 MIKE HAWTHORN 1953-1955 1957-1958 PHIL HILL 1958-1962 JACKY ICKX 1968 1970-1973 EDDIE IRVINE 1996-1999 STEFAN JOHANSSON 1985-1986 NICOLA LARINI 1992 1994 NIKI LAUDA 1974-1977 UMBERTO MAGLIOLI 1953-1955 WILLY MAIRESSE 1960-1963 NIGEL MANSSELL 1989-1990 ROBERTO MANZONI 1954 FELIPE MASSA 2006-PRESENT ARTURO MERZARIO 1972-1973 GIANNI MORBIDELLI 1991 LUIGI MUSSO 1956-1958 MIKE PARKES 1966-1967 CESARE PERDISA 1957 ANDRÉ PILETTE 1956 DIDIER PIRONI 1981-1982 ALFONSO DE PORTAGO 1956-1957 ALAIN PROST 1990-1991 KIMI RÄIKÖNEN 2007-PRESENT CLAY REGAZZONI 1970-1972 1974-1976 CARLOS REUTEMANN 1976-1978 PEDRO RODRIGUEZ 1969 RICARDO RODRIGUEZ 1961-1962 MIKA SALO 1999 LUDOVICO SCARFIOTTI 1963-1967 JODY SCHECKTER 1979-1980 HARRY SCHELL 1955 MICHAEL SCHUMACHER 1996-2006 DORINO SERAFINI 1950 ANDRÉ SIMON 1952 RAYMOND SOMMER 1950 JOHN SURTEES 1963-1966 PATRICK TAMBAY 1982-1983 PIERO TARUFFI 1951-1952, 1954-1955 MAURICE TRINTIGNANT 1954-1955 1957 WOLFGANG VON TRIPS 1957-1961 NINO VACCARELLA 1965 GILLES VILLENEUVE 1977-1982 LUIGI VILLORESI 1950-1953

*"I made no application to retain my title after the war, and am thus no longer a commendatore. Neither am I a commander, as I am sometimes called by foreigners. Others appear to think I should be addressed as ingegnere or cavaliere, but I prefer to be called simply Ferrari." Enzo Ferrari*

# MURRAY WALKER

# SCRAPBOOK

"You might not think that's cricket, and it's not, it's motor racing." Murray Walker

An action-packed rummage through the memories and memorabilia of the world's best-loved motor sports commentator.

Crammed with personal anecdotes, behind the scenes stories, images and information, with very personal contributions from over 80 drivers and colleagues – Brawn, Brundle & Button; Hamilton, Harvey & Hopkirk; Mansell, March & Moss; Soper, Stewart & Surtees; Watson, Warwick & Williams...

## Includes

- \* The low-down on Murray Walker's career, featuring: Formula 1, motocross, motor cycle racing, rallycross, touring cars, Formula 3 – even power boats & trucks
- \* The two key TV partnerships – James Hunt & Martin Brundle
- \* Away from the track – an insight into Walker's childhood, army years and career in advertising
- \* Packed with Murray's personal enthusiasms, sporting knowledge and contagious sense of fun

**Standard Edition: £34.95**

Large format (248x300mm/10"x12" landscape)

**De Luxe, Limited Edition: £75.00**

Leather bound book & slip case.

Signed by Murray Walker

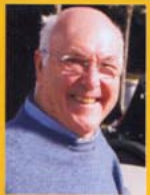
Free shipping worldwide when you buy from:

Porter Press International  
Tel: +44 (0)1584 781588  
Fax: +44 (0)1584 781630  
sales@porterpress.co.uk

[www.porterpress.co.uk](http://www.porterpress.co.uk)



**Go, Go, Go**  
to buy it now!



# F1'S AMAZING UNSEEN PHOTOS

**F1 Racing uncovers an astounding collection of never-before-seen pictures that have spent 35 years in a dusty desk drawer**

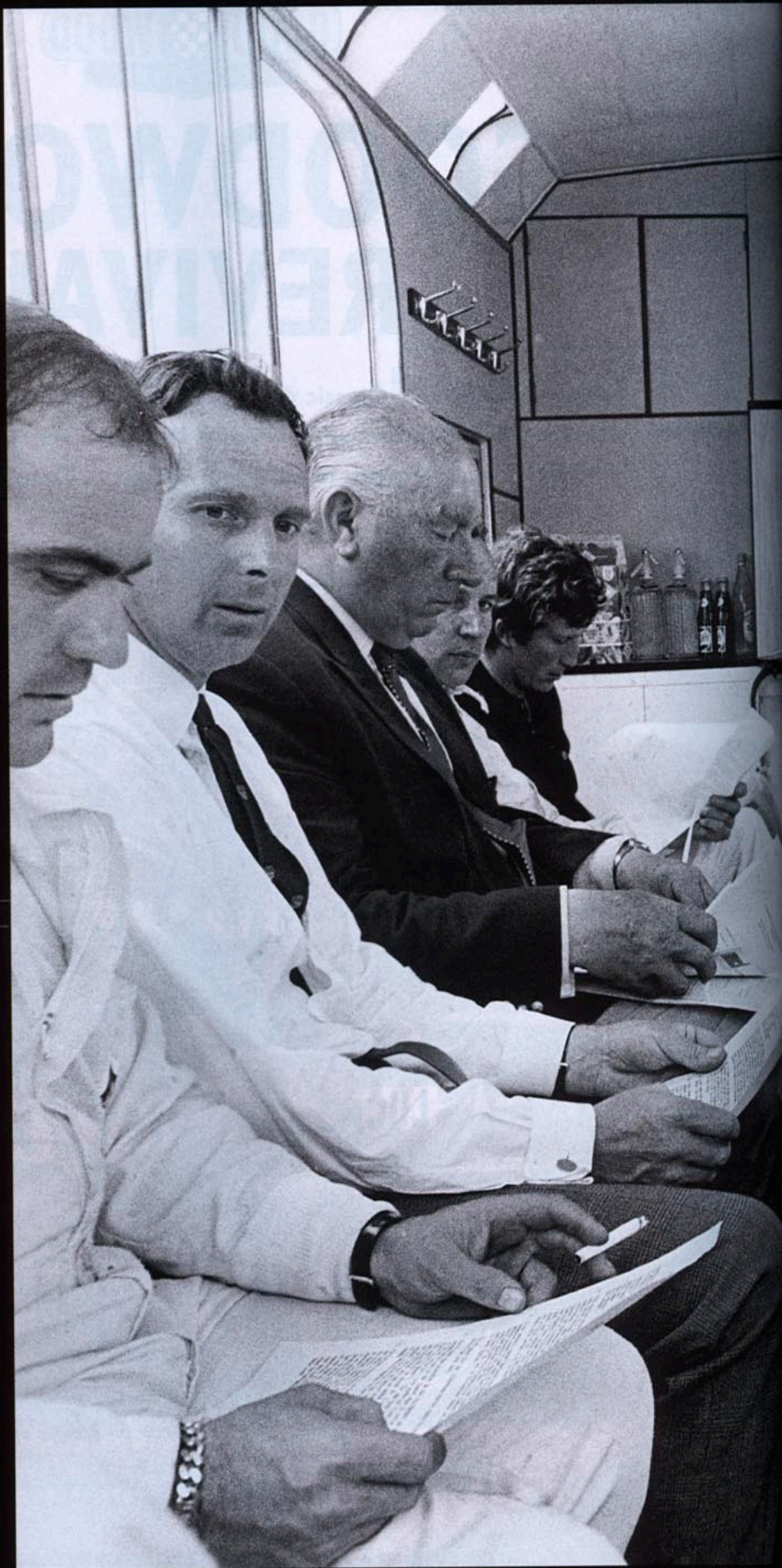
PICTURES DAVID HUDSON

In F1 terms, it's a bit like finding buried treasure. Imagine candid moments with Graham Hill when he was in one of his legendary moods (and when he wasn't), or private pictures of Jackie and Helen Stewart on their hotel balcony right after a grand prix win...

This collection of unseen F1 photos is the work of David Hudson, a 72-year-old former lawyer. In the '60s and early '70s, he combined legal training and a job in insurance with part-time work as motor racing photographer for the *Daily Sketch* – a newspaper that merged with the *Daily Mail* in the early 1970s. "I took my photography seriously, but in my thirties I decided it was a young man's game, so I gave it up to be a lawyer," recalls David.

What remains is a chronicle of the sport's golden age. Access was easy and a trip to a driver's home needed nothing more than a quick phone call.

With many of these images never having been published before, David talks us through them as they see the light of day for the first time in 35 years...





## GPDA MEETING BP caravan, Silverstone, 1967

David Hudson: "There was an announcement on the Tannoy at Silverstone saying, 'Will all drivers go to the BP caravan for a Grand Prix Drivers' Association meeting.' So I decided to go along, and I thought I'd be one of the first ones there. I grabbed these huge double doors and threw them open, only to find the meeting had already started. Graham Hill was the secretary and you can see he's handing out the agenda. So Hill looks at me sternly and says, 'We're having a f\*\*\*king private meeting here, if you don't mind.' I asked if I could just take one picture, but I had the wrong lens on and I was ferreting about in my camera bag. It took ages. I took an exposure reading as well, and he boomed, 'How much longer are you going to take?' There was no way I could get the face of the man whose legs are on the far right, which is a shame as it's Jim Clark. What I like is Dan Gurney at the very back — I think he was just bored to tears by it all." ➤



## JACK BRABHAM WITH SON GARY 1966

DH: "I managed to get hold of Jack's telephone number after he'd won the British Grand Prix, and I asked if I could take some pictures [on the Sunday after a Saturday race]. I think he was a bit surprised, but he said, 'Come round.' I borrowed this little racing car from the Brands Hatch playground."



## JACKIE STEWART ON THE VIOLIN AT CAESAR'S Monaco, circa 1968

DH: "The drivers always ate at Caesar's every year — it had an avalanche of *hors d'oeuvres*. It was like the famous Tip-Top bar, but that was more of a place for drinking. Caesar's has long since gone, and I've no idea whereabouts in Monaco it was, but the drivers went there each time. It was typical Jackie to be centre of attention and entertain them all. That violin was taken off the wall for him to play. It was a time when all the drivers and wives would socialise together. Piers Courage is sitting opposite. Behind Jackie is his wife Helen, the journalist Eoin Young and his wife, there's Bruce McLaren and his wife and Bette Hill. I don't know where Graham was. He used to work late in the pits with his team and you might catch him much later at Tip-Top. Either that or he was in one of his moods. I was very privileged to be a member of this starry world."



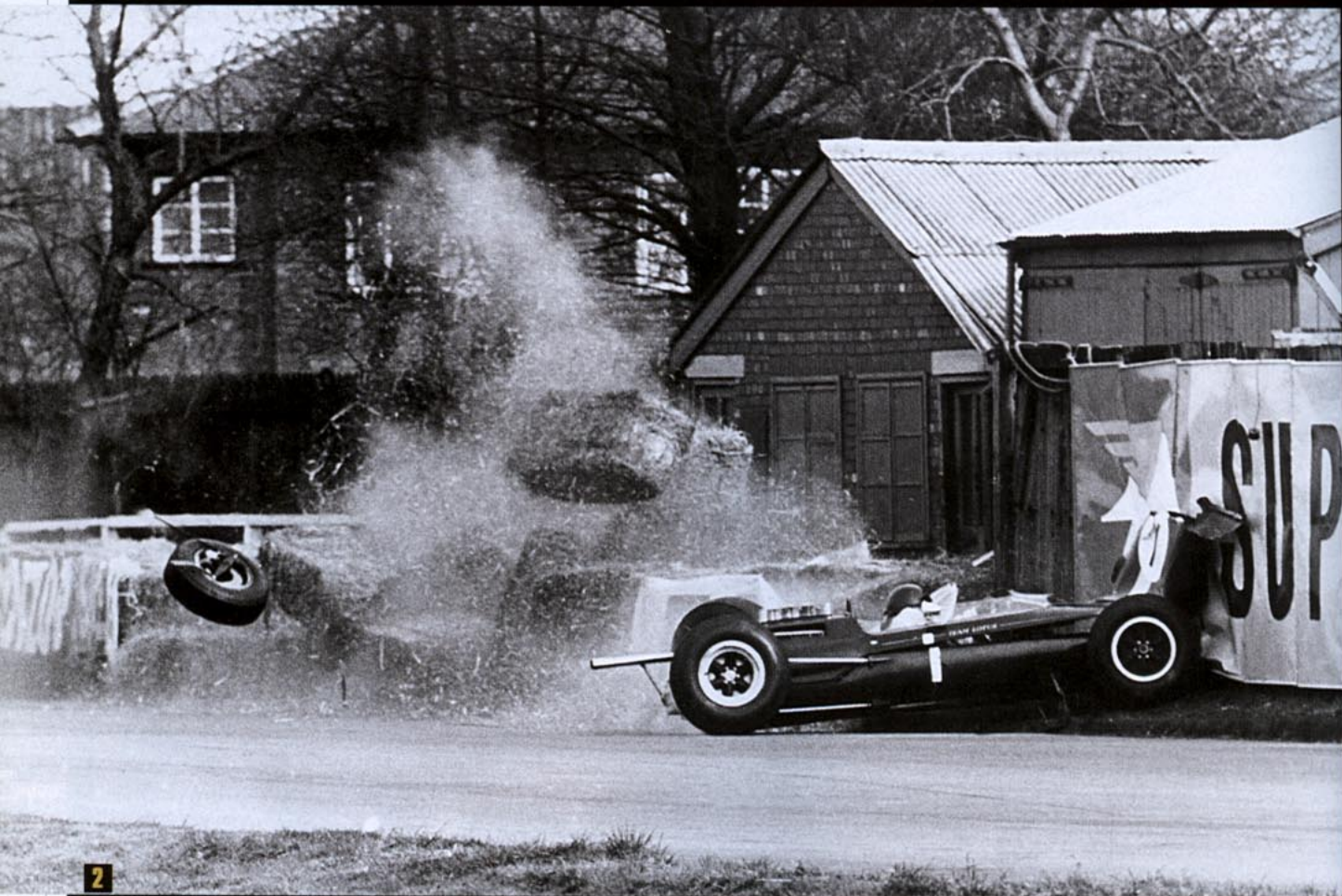
## JACKIE STEWART'S MASSAGE Brands Hatch, 1966

DH: "During the practice day I'd overheard one of his entourage saying that Jackie could do with a massage because he'd hurt his shoulder previously at Spa. So I decided to fix it up. I phoned a friend who knew an osteopath and picked her up from London at the crack of dawn on the Sunday morning. Then I drove her down to the country club at Wrotham, Kent, where the Stewarts were staying, and he had a massage the morning of the race. It's unbelievable. You can't imagine anything like that happening today, as drivers have their own physios who travel all over the world with them, but in those days the access was so much easier. Again, this picture has never seen the light of day before." ➤



## JIM CLARK LOSES IT The Aintree 200, 1964

DH: "Jim was coming round the Melling Crossing — a bit of a high-speed kink. It was very fast and you had to get it right. He was really lucky here. You could see it was going to happen. The slower car in front of him was going to give him room and it never did. The drivers in those days were brilliant at making very important decisions in an instant. They had to make quick and very positive moves in a split second, as their lives depended on it. They were great talents. The only problem for me was working for a national newspaper. If there was a death, and there were far too many, they'd give it a lot of coverage. At Monaco, I always stood at the Nouvelle Chicane. If you worked for a national, you had to stand there. But it was a hellish place. I snapped Paul Hawkins crashing into the harbour one year and also Lorenzo Bandini's fiery accident. In one second you couldn't see the car: it was covered in fuel, then shot up in a ball of flames." >







## GRAHAM HILL AND DAUGHTER SAM Silverstone, 1968

DH: "I worked for the national press, so I was after a different picture than the specialist photographers from *Autosport*. The nationals wanted glamour, celebrity and news stories. They were interested in anything other than cars going round corners. Hill was always one of the focal points — here he is with his daughter Sam. I got other pictures of a young Damon too. Graham was always important to the paper, and one year I managed to get him playing golf with Jackie Oliver at Monaco. I think it was at this race I gave Jackie Stewart and Jochen Rindt a lift across the airfield in my Triumph as they had just arrived by helicopter. I was always friendly with Jackie, but Graham could be a bit moody sometimes." **F1**

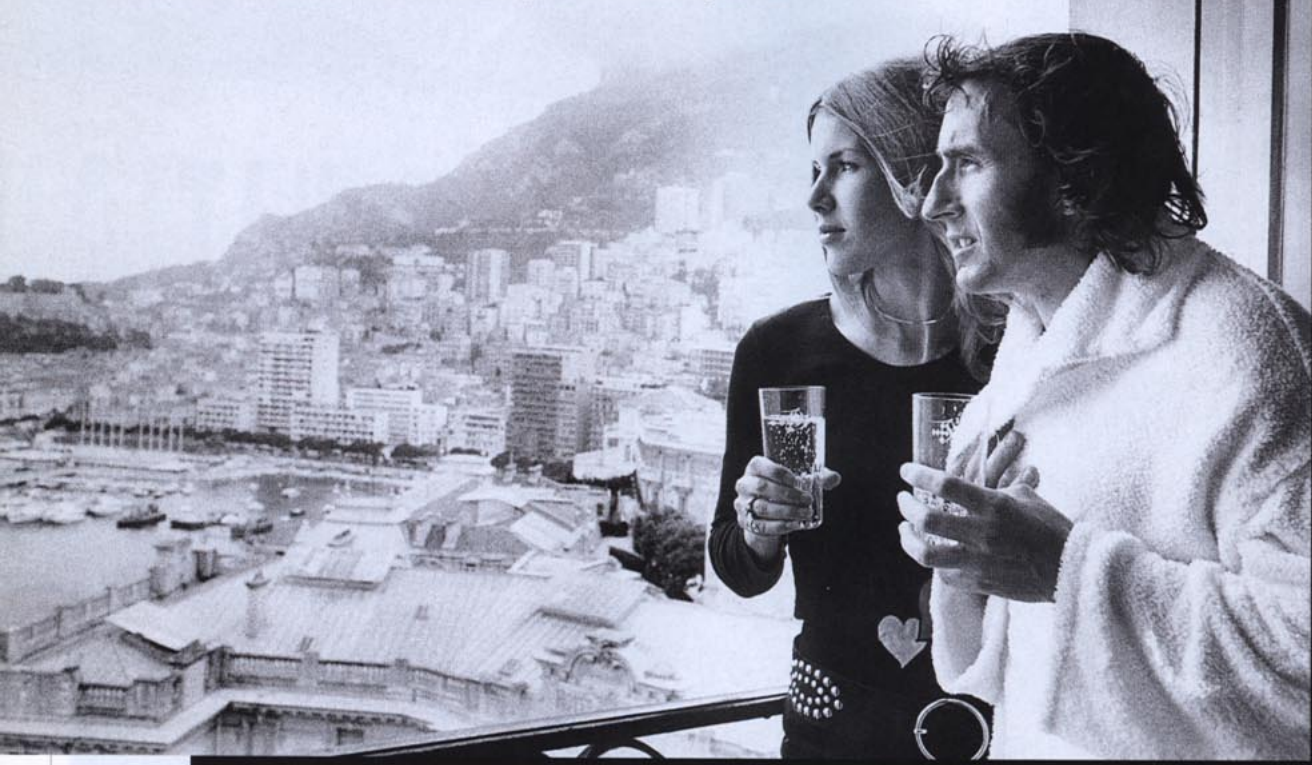
## JOCHEN RINDT IN THE CANTEN Brands Hatch, 1970

DH: "I was just sitting there in the Brands Hatch canteen, having some food or a cup of tea when Jochen Rindt came in. I remember thinking, 'There's a picture worth taking' — and that was it. If you want me to tell you what he had for breakfast that day, I've no idea. Jackie was in there as well. It just shows the level of access you could get in those days, and how close you could be to your heroes. The thing was that I didn't get to know Jochen at all. Working for the British press, my real focus was Graham and Jackie."

*David Hudson's images are part of the LAT Archive, the world's leading motorsport archive. To order prints of these amazing images, visit [www.latphoto.co.uk](http://www.latphoto.co.uk)*

## JACKIE AND HELEN STEWART Hôtel de Paris balcony, Monaco, 1971

DH: "This was taken on the balcony of their hotel room, after Jackie won the race. It was the year that Roman Polanski was filming his movie *Weekend Of A Champion* and he was in the room at the time — I met him too. It helped that Jackie had written a column for the *Daily Sketch* during the F1 season, as he was quite good if you needed stuff. If you asked him to do something, he'd normally oblige. As for this picture, I telephoned the hotel and asked for Mr Stewart. They put me through, so I asked Jackie if I could come up and take some pictures. We asked for champagne, but I was in a bit of a hurry, so we used Perrier in the glasses instead."





# THE RACE THAT STARTS WHEN A GP FINISHES

Packing up an F1 garage isn't just a matter of chucking a few things in boxes. When the TV cameras stop rolling, the teams on the grid begin a whole new race - and it's run with military precision...

WORDS TOM CLARKSON PICTURES GLENN DUNBAR/LAT

**2:19PM (BST)** The Williams mechanics' pitstop work is done for the day, but the helmets stay on as they monitor their drivers' progress during the climax of the German GP





The chequered flag falls on the 2008 German GP and another Formula 1 race is consigned to history. But immediately, the pack-up starts. The pit garage set-up is totally dismantled, lorries are loaded and within five hours of the race finishing, the F1 circus is back on the road, leaving an empty track behind for another year. But this isn't a race that McLaren can win, because all their mechanics are delayed by the celebrations following Lewis Hamilton's dominant victory. For everyone else, though, it's a mad dash to clear the decks and get on the autobahn. There's no money at stake, only pride, and the guys at Force India are a very proud bunch: they've yet to be beaten this year.

At Williams F1, the pack-up starts in the pitlane. The pitstop booms are the first things to be dismantled, followed by the pitwall gantry and the back-of-garage banners. The jobs are shared by the mechanics: those who work at the front end of the cars do the gantry and those from the middle of the car do the booms and banners. Everything so far is non-performance equipment, so it's placed in its relevant box (of which there are a total of 40) and put into a DHL truck that's sitting on the pit straight, ready to be shipped straight to the next race in Budapest.

Behind the pit garages, a separate group takes down the tent between two Williams trucks, before going through the laborious

process of sorting through the 32 sets of dry and wet weather tyres. Each of these 128 tyres needs to be taken out of its blanket, deflated, and the rims de-weighted and washed before being returned to Bridgestone. It's a huge job and isn't left to the truckies, or 'garage operatives' as they've become known since European law dictated that lorry driving duties have to be farmed out to specialist agencies. The mechanics from the rear end of the cars help out, as do a bunch of engineers. In a show of great solidarity, even team manager Tim Newton gives a helping hand, in between phone calls.

"We have one of the smallest race teams in the pitlane," says race team co-ordinator Paul Singlehurst, "so everyone helps out at the end of the weekend. Everybody wants to go home, so the sooner everything's cleared away, the sooner we can get out of here." At 4pm (BST) Nico Rosberg and Kazuki Nakajima exit their post-race debrief with the engineers. Both stroll into the pit garage, where they say goodbye to their pitcrews. They have good rapports with their guys: there's lots of handshaking and back-slapping, and Kazuki makes a point of thanking Matt Bazzo, who was an 11th-hour call-up from the test team to work on his car this weekend.

The team then receives bad news from the FIA. None of the cars are going to be released from parc fermé until 5.15pm, which is 45 minutes later than normal. As a result, the team reach a temporary delay in the packing up procedure because the front of the garage cannot be removed until the cars have been retrieved from parc fermé, checked by the mechanics and loaded onto a truck.

Newton calls for some grub from the hospitality team in the motorhome, so sandwiches and drinks are brought in on a trolley. Everyone mills about at the back of the garage eating beef and horseradish sarnies, enjoying their first break from work for six hours. Except, that is, for a small group that's loading a van bound for Spain. Wings, roll bars and radiators are being loaded, and by 5.30pm the van is away – it won't stop until it finally arrives at Jerez on Monday evening. ➤

**5:21PM** Nico's car finally returns to the garage after the FIA's parc fermé checks



**5:31PM** 'Set-down' checks take 20 minutes before the mechanics prepare to load the car



**5:51PM** Fitted with white travel rims, the car is wheeled back to the transporter



**5:57PM** As Nico's car is loaded, the mechanics work on Kazuki's gearbox, on the left

6:04-6:09PM

Every piece of Williams' garage equipment is packed away in custom-made cases to prevent any damage during transportation



7:07PM

Every part of the garage system is designed for quick assembly and disassembly



7:11PM

The gantry scaffold is packed away in just five minutes

## Williams have got one of the most efficient race teams in the pitlane. Even the team manager mucks in

**At 5pm the relief** drivers arrive in the paddock, just as the mechanics head to parc fermé at the top end of the pitlane to collect the cars. The Force India guys are, as usual, at the head of the queue and, over the course of the next five minutes, a grid of F1 cars is pushed backwards down the pitlane.

All in all it wasn't a great race for Williams, with Nico Rosberg coming home in 10th place and Kazuki Nakajima in 15th. But at least neither car is damaged – except for a chip on the front wing of Kazuki's car following a drama in the final stint, when a piece of Astroturf from the exit of Turn 12 became wedged under his front wing, ruining the handling of his FW30. As soon as the car is back in the garage, Newton and the front-end mechanics check for any damage that's occurred, while on Nico's car the usual 'set-down' procedure begins. The mechanics check how the car finished the race: cambers, casters and corner weights, plus a whole host of other things are meticulously measured. The car is also covered in oil, having been behind Mark Webber's Red Bull when his oil leak proved terminal on lap 41, so it's given a thorough clean as well.

The 'set-down' checks take about 20 minutes, after which Nico's car is ready for loading. Its extremities are clothed in a protective cover and then its travel wheels, which have white rims to differentiate them from a race set, are attached. The car is finally loaded at 6pm.

The post-race checks are taking a little bit longer on Kazuki's car because his gearbox has another race to run, thanks to the new four-race ruling for 2008. It has to be prepared for the forthcoming Hungarian Grand Prix under the watchful eye of an FIA scrutineer, so it's meticulously checked and then flushed with clean oil, all without breaking any of the FIA seals. It's a pretty lengthy process that has a rather unfortunate side-effect for some of the Williams pitcrew: 10 members of the team now can't make the 6.30pm bus back to the airport and will have to fly home tomorrow morning instead. Such is life.

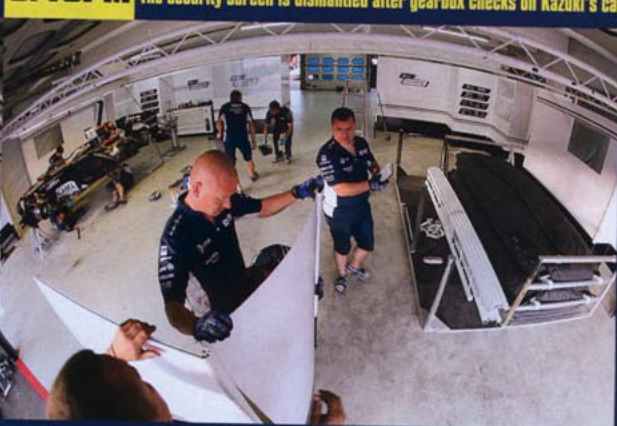
With Nico's car loaded, the front-of-garage banners on his side of the pit can begin to be dismantled. The overhead gantry that was above his car is disconnected and lowered into a padded travel cover

**6:10PM**

Each car's 'gantry' provides power supply and communications

**6:46PM**

The security screen is dismantled after gearbox checks on Kazuki's car

**7:24PM**

It's just under five hours since winner Lewis Hamilton crossed the finish line, and Williams are finally done. There's just the matter of a 600-mile drive to complete, now...

– the sort of thing you might wrap a surfboard in before attaching it to the roof of your car. The scaffolding that surrounded it is then taken down, but the guys are careful not to disrupt the intricate work taking place on Kazuki's car.

**The mechanics then move** into the paddock to finish the loading process there. The team has a total of six vehicles departing the track: the DHL lorry bound for Budapest has already gone; the van heading for Jerez is also 50 miles south of the circuit and the Petrobras fuel truck is en route to Hamburg, where all the FIA-approved F1 fuels are stored during the year, to pick up the fuel and lubes for Hungary. That leaves just the three Williams F1 trucks in the paddock.

Truck one carries the two race cars, spares, tool boxes and seven Toyota RVX-08 engines; truck two is the office truck into which bodywork, computer racks, hydraulics and sub-assembly are crammed; truck three carries the spare chassis, fuel rigs, pitwall

stand, wheels, airlifters and anything else that needs to get back to the team's base in Grove, Oxfordshire. By 6.20pm the trucks are loaded, except for Kazuki's car and the banners that make up his side of the garage. Everyone then changes into their travel gear and heads to the airport, leaving the 10 still working on Nakajima's car behind.

"Until this year," says team manager Tim Newton, "it was possible for everyone to get home on a Sunday night. But this four-race gearbox has scuppered that because, for three races out of those four, you've got a bunch of guys working until 7pm on that car."

The Williams boys are on form tonight though, keen to end the weekend on a good note after a disappointing race. They finish working on Kazuki's car at 6.45pm and spend 30 minutes dismantling the remainder of the garage. Just before 7.30pm they turn out the garage lights, leaving the remainder of the mechanics to return to their hotel.

The three Williams transporters finally pull out of the Hockenheim paddock area in convoy and head for Grove. It's all been done in pretty good time – no other team's trucks have moved yet. Oh, except for those belonging to Force India, of course. **F1**

# HOW F1 USED TO BE

Amazing shots from the days of yore

## FRENCH CONNECTION

At first glance there seems nothing notable about this group relaxing before qualifying for the 1978 South African GP at Kyalami – apart from that white was definitely the ‘in’ colour for overalls.

However, this represents nearly a quarter of the 30 entrants that year, and all of them are French. There was a time when a conveyor belt of Gallic talent made it into F1 – unthinkable now with Sebastien Bourdais the country’s only representative on the grid. Although they won 22 races between them, none of them won a world championship and the only Frenchman to do so, Alain Prost, didn’t arrive in F1 for another two years.

### 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](mailto: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.

**Which driver in this photo went on to win the South African GP two years later?**

- (a) Jean-Pierre Jabouille
- (b) René Arnoux
- (c) Patrick Tambay

The closing date is September 18, 2008. For full competition terms and conditions, please refer to [www.fracing.co.uk](http://www.fracing.co.uk)

#### JEAN-PIERRE JARIER

In three races at Kyalami Jarier had been unclassified once and retired twice, so eighth this time was an improvement, given the uncompetitiveness of the ATS. As a result, he quit the team later on in the season

#### PATRICK TAMBAY

The highest French qualifier – fourth in his McLaren alongside team-mate James Hunt – Tambay was the likeliest French winner. The highest he managed in the race was eighth before a spin damaged his radiator and rear wing, forcing him out



#### JACQUES LAFFITE

Obviously distracted at the crucial moment, Laffite’s attention was fully focused on the matter in hand come race day, finishing a steady fifth after qualifying the Ligier 13th. He was the only one in the group who had a GP win to his name at this point



▼

### DIDIER PIRONI

The fifth youngest in the race and the baby of the seven, Pironi was definitely one of the rising stars of French motorsport. Kyalami was only his third GP, and for the second race running he brought his Tyrrell home in the points, in sixth – albeit a lap down

▼

### PATRICK DEPAILLER

Just missed out his long-awaited first F1 win when, after leading for 14 laps, his Tyrrell lost out in a wheel-banging tussle with Ronnie Peterson's Lotus on the last lap. It was his eighth runner-up spot, but he broke his duck two races later in Monaco

▲

### JEAN-PIERRE JABOUILLE

This was the first start of the season for the turbocharged Renault, the car having missed the races in Argentina and Brazil. As to be expected in what was a 'development' RSD1, Jabouille was let down by the engine and retired after qualifying sixth

▲

### RENÉ ARNOUX

Arnoux was attempting to make his F1 debut in the brand new Martini Mk23 but failed to qualify by 0.06s to Arturo Merzario and was left kicking his heels. After another failed attempt at Monaco he qualified the troublesome Martini an impressive 19th in Belgium

# FINISHING

S T R A I G H T

RACE REPORTS | RACE PREVIEWS | EXPERT ANALYSIS | AMAZING PICTURES



## 132

### KOVALAINEN STEPS UP

Heikki becomes F1's 100th winner after the Hungarian GP takes a thrilling twist



## C O N T E N T S

### 126

#### POSTCARDS FROM HUNGARY

A cosmopolitan crowd with a great city nearby gave the Hungarian GP a fantastic atmosphere



### 128

#### GERMAN GP RACE REPORT

Lewis chalks up another win, but it oh-so-nearly falls into the lap of Renault's Nelson Piquet



### 132

#### HUNGARIAN GP RACE REPORT

Lewis blows out, Felipe blows up – so Heikki Kovalainen becomes the 100th GP winner



### 136

#### PETER WINDSOR COLUMN

Why are we having complicated KERS systems when the cars aren't allowed self-starters?



### 138

#### ALAN HENRY COLUMN

Why other teams should consider what happened at McLaren before signing Fernando Alonso



### 140

#### EUROPEAN GP PREVIEW

The first new grand prix of 2008 – a blast around the harbour front of Valencia in Spain



### 142

#### BELGIAN GP PREVIEW

Drivers rate Spa as one of F1's crown jewels – they're not keen on the revised chicane, though



### 144

#### ITALIAN GP PREVIEW

We can confidently predict that anything other than a Ferrari win won't go down well here...



IMAGES LORENZO BELLANCA/LAT

# POSTCARDS FROM HUNGARY



Hungary for success, but Kubica's many Polish fans were left disappointed



"Yeah, I'll probably come first here" Nelson Piquet Jr plays down his second in Germany

The log flume set for next year's race should encourage more overtaking







Stars of CCTV: Jenson keeps it real with the boys on the shop-floor



Gold, silver or bronzed... you can't fail to win in Hungary



Timo Glock keeps a low profile after receiving loads of attention for qualifying fifth



Nice body, shame about the race: F1 Racing gets up close and personal with some Ferrari bodywork



"I've been stung again!" Fans get bitten by the F1 bug



Check out all the Ferraris on sunset boulevard



Flags are undoubtedly fun, but five on one pole is just excessive



# PETER WINDSOR'S RACE REPORT THE GERMAN GP

HOCKENHEIM 20.07.08



## PIQUET PERFORMANCE

**Renault wrestle the big boys using a full Nelson, but can't floor Lewis**

A few years from now, when F1 cars are running on chicken manure and the drivers are doing their thing with hand-held remotes, the truth will probably emerge. We will know, finally, what it was that defined the race of Nelson Piquet in the German GP at Hockenheim.

Nelson is probably scratching his head about it right now: was it that journalist with whom he spent an extra two minutes of time on Thursday? Or was it merely the presence on Friday and Saturday at Hockenheim of his good buddy, PJ Rashidi? Or maybe it was the old lady he helped across the street... and there was one, wasn't there? Wasn't there?

The best way forward is to look backwards – to Friday, when Nelson again felt reasonably confident and on top of things. We say *reasonably*, meaning, 'confident within the context of knowing that your F1 career is on the line and that you haven't been delivering.' In France it changed a little when he and his guys were able to do a lot more light-fuel-soft-tyre running when the pressure was off and where, as a result, he effectively qualified top 10 (given the Lewis penalty) for only the second time in 2008. At Silverstone it was a similar story: lots of time on the soft tyre and another Q3 as a result. This maybe wasn't helping the team

in terms of race data, but at the moment it wasn't drastic: the way the R28 has been going with Fernando, they run him relatively light in any event.

And so, at last, there was a bit of momentum on which to build. True, Nelson fell off a wet Silverstone on Sunday, but lots of people did. He'd been quick in the dry and ahead lay circuits he knows well – Hockenheim and Hungaroring. He was, as he might say, *reasonably* confident.

Friday passed more or less without incident and on Saturday morning Nelson was seventh, two-tenths away from Fernando. Not bad. Not much fuel, of course,

but plenty of time out there on the circuit, managing the tyres *just* as the graining phase began. Softer off the brakes here; a more gentle turn-in there... Brake stability, too, is always an issue at Hockenheim, so Nelson worked away with the brake balance, learning the extremes. More rear bias. More front bias. On hard tyres, but also on the softs. A lot of mileage on the softs.

Now all that remained was qualifying. Early in Q1, when the pressure was still light, Nelson made his first major mistake of the weekend. He locked up massively as a result of braking too late into the hairpin. The banker lap was gone. He would have to put it all together in the closing minutes.

He thought about going out a bit earlier. He thought about it. Felipe Massa was doing just that – and was down in the 1min 14s, for Pete's sake. The track was quick. Let's go... Go! They decided to wait, though. The track could be quicker still. Wait... wait... okay. Three minutes. Go!

He began his lap with Sebastian Vettel about four lengths ahead of him. He'd tried backing away but couldn't find the space: there were cars ahead of him and cars behind him. And so his view was coloured by that Toro Rosso – and it wasn't even quick. Vettel was cruising, or something, and as they ran towards the stadium, Nelson knew that Sector 3 would be a drama.

He braced himself as he crossed the line. He dreaded the crackle of the radio. "P17 Nelson – we're out." Nelson couldn't resist it in reply. "Did you see Vettel? He held me up the whole way round. We should protest him or something."

When you're Nelson, and you've been having the kind of season that he's been having, you don't protest about the man of the moment. You sit back and hope that the stewards will investigate. They didn't at Hockenheim, so Vettel's progress continued unimpeded.

Nelson stayed at Hockenheim until the sun went down and the rain was falling again. It was a morose, edgy de-brief. He studied his data, Fernando's data and all the GPS stuff, but to him it didn't really matter. There was nothing there that a good qualifying lap wouldn't have put right. I sat in the Renault motorhome for much of this time, watching round three of the British Open golf with Jerome Poupel, Nelson's... chiropractor. Except that 'Poupy' is more than just a back-man. He looks at the position of the sun and the moon and the stars, and he knocks you about a bit with a hammer – then suddenly you feel better. Sort of.

"Nelson was just so unlucky," he said, watching KJ Choi chop another one into the undergrowth. "If only he'd gone out a bit earlier – just a minute or two earlier. He was in very good shape. I know he would have been quick. I know it..."

"Do you have any direct input with the team when they're running?"

"No," said Poupy, staring into the middle-distance. "I just look after Nelson's brain."

The brain walked into the motorhome at that point, looking sullen. "Okay, let's go. I'm going to hang out at GP2. See you there."

None of us knew it at the time, but at that point Nelson Piquet's Hockenheim podium was being defined: contrary to his plan –

**The pitlane opened, and Nelson passed everyone... without passing anyone**



Kubica, Trulli and Räikkönen all had off-days by their standards – especially Jarno, who finished ninth after qualifying fourth



What a way to score your first Formula 1 podium. From 17th on the grid to second in the race, Piquet won't forget this one



Coulthard and Button were again locked in battle. DC eventually finished 13th after contact with Button's team-mate, Barrichello

"Let's just start on soft tyres with a light fuel-load and I'll try to pass some cars early on. We've got to get some track position" – Alan Permane favoured a long first stint on hard tyres, giving them the mid-race option of going one or two stops, depending upon the situation. This is pretty standard back-of-the-grid strategy, and in the end it was the engineers who pulled rank. The way qualifying had gone, Nelson didn't have the impetus to argue back.

Thus, in the early evening, Nelson's destiny was decided: he would stop for fuel and tyres on lap 35, just after half-distance.

You know the rest: he struggled in that long first stint, while Fernando shone, sort of, on Bridgestone hard tyres, racing in the opening laps in a way that suggested he would finish comfortably in the points. Nelson was nowhere on his high-fuel hards – 18th to be precise. A messy, no-grip 18th. All that remained: his elegant handwork (Nelson still places less emphasis on footwork than he should) and perhaps an inner voice from his father: "Keep fighting. Manage the car. Be professional."

And so lap 35 came and went. A good stop... and then mayhem. Safety Car. Glock's >

## DID YOU KNOW?

■ This was the youngest podium ever, with an average age of 24 years, seven months and one day. It beat the previous record in Hungary 2003 by 11 days

■ Felipe Massa's second place in qualifying was the 450th time that Ferrari have been on the front row of the grid in the 767 races they have contested

■ Nick Heidfeld's second career fastest lap means that Kimi Räikkönen fell one short of equalling Alberto Ascari's record of seven consecutive fastest laps

■ Williams have not scored points in the German Grand Prix since Juan Pablo Montoya and Antonio Pizzonia were fifth and seventh respectively back in 2004

had a big one. Stay calm. See what's going to happen. Pitlane's open. Everyone's coming in! Suddenly Nelson is passing everyone... without actually passing anyone...

Radio: "Look after the tyres, Nelson, and watch for debris. You're in good shape. You're good to go. We will pick up track position." Indeed. P18 became P3. Just like that. He was on his beloved soft tyres. All that running in P1, 2 and 3. All that tyre 'management'. Now, put it together.

"Hamilton and Heidfeld have to stop again. You will be leading."

An inner calm. He's led and won plenty of races. No problem. The car felt good. He watched for the first signs of brake drama. Nothing. He fell into a zone. One lap. Two. Three. Nelson Piquet led the German GP. He led, indeed, for a total of six good laps.

Then Lewis was upon him. "Lewis is much quicker than you, but you are matching Massa. Don't lose time." As much as Nelson wanted to make it difficult for Lewis, he left the door open. He lost only a second. Now he was P2 and six seconds ahead of Massa. There were seven laps to go.

Unbeknown to Nelson, Massa's Brembos were beginning to complain. On the



The car in front is a Toyota... aaargh! Timo Glock suffers his massive shunt on lap 35 - a suspension part failed on his TF108

Bridgestone hard, Massa felt the back end jinking out of line under heavy braking. He was forced to leave a margin. The car was imbalanced, too: there was understeer and there was also power oversteer.

And so Nelson again ticked off the laps. Two, one to go... He backed off, and yet still he was a half-second quicker than Massa.

"P2 Nelson. Fantastic drive. Great job."

And then the ultimate compliment: perhaps frustrated with the late-race feel of his Renault on hard tyres, Fernando spun at the hairpin.

Nelson, his brain, or some mysterious deed of his, had been good enough to beat even his ex-champion team-mate. **FO**

## GERMAN RACE RESULTS

RESULT	DRIVER	TOTAL RACE TIME	GRID POSITION
1st	Lewis Hamilton McLaren-Mercedes	1h31m20.874s	1st
2nd	Nelson Piquet Renault	+5.586s	17th
3rd	Felipe Massa Ferrari	+9.339s	2nd
4th	Nick Heidfeld BMW Sauber	+9.825s	12th
5th	Heikki Kovalainen McLaren-Mercedes	+12.411s	3rd
6th	Kimi Räikkönen Ferrari	+14.483s	6th
7th	Robert Kubica BMW Sauber	+22.603s	7th
8th	Sebastian Vettel Toro Rosso	+33.282s	9th
9th	Jarno Trulli Toyota	+37.199s	4th
10th	Nico Rosberg Williams	+37.658s	13th
11th	Fernando Alonso Renault	+38.625s	5th
12th	Sébastien Bourdais Toro Rosso	+39.111s	15th
13th	David Coulthard Red Bull Racing	+54.971s	10th
14th	Kazuki Nakajima Williams	+60.003s	16th
15th	Adrian Sutil Force India	+69.488s	19th
16th	Giancarlo Fisichella Force India	+84.093s	20th
17th	Jenson Button Honda	+1 lap	14th
Retired	Rubens Barrichello Honda	50 laps - accident	18th
Retired	Mark Webber Red Bull Racing	40 laps - oil leak	8th
Retired	Timo Glock Toyota	35 laps - suspension	11th

## 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	10	-	-	-	-	-	-	-	58	
2nd	Felipe Massa Ferrari	0	0	10	8	10	6	4	10	0	6	-	-	-	-	-	-	-	54	
3rd	Kimi Räikkönen Ferrari	1	10	8	10	6	0	0	8	5	3	-	-	-	-	-	-	-	51	
4th	Robert Kubica BMW Sauber	0	8	6	5	5	8	10	4	0	2	-	-	-	-	-	-	-	48	
5th	Nick Heidfeld BMW Sauber	8	3	5	0	4	0	8	0	8	5	-	-	-	-	-	-	-	41	
6th	Heikki Kovalainen McLaren-Mercedes	4	6	4	0	0	1	0	5	4	4	-	-	-	-	-	-	-	28	
7th	Jarno Trulli Toyota	0	5	3	1	0	0	3	6	2	0	-	-	-	-	-	-	-	20	
8th	Mark Webber Red Bull Racing	0	2	2	4	2	5	0	3	0	0	-	-	-	-	-	-	-	18	
9th	Fernando Alonso Renault	5	1	0	0	3	0	0	1	3	0	-	-	-	-	-	-	-	13	
10th	Rubens Barrichello Honda	0	0	0	0	0	3	2	0	6	0	-	-	-	-	-	-	-	11	
11th	Nelson Piquet Renault	0	0	0	0	0	0	0	2	0	8	-	-	-	-	-	-	-	10	
12th	Nico Rosberg Williams	6	0	1	0	1	0	0	0	0	0	-	-	-	-	-	-	-	8	
13th	Kazuki Nakajima Williams	3	0	0	2	0	2	0	0	1	0	-	-	-	-	-	-	-	8	
14th	David Coulthard Red Bull Racing	0	0	0	0	0	0	6	0	0	0	-	-	-	-	-	-	-	6	
15th	Sebastian Vettel Toro Rosso	0	0	0	0	0	4	1	0	0	1	-	-	-	-	-	-	-	6	
16th	Timo Glock Toyota	0	0	0	0	0	0	0	5	0	0	-	-	-	-	-	-	-	5	
17th	Jenson Button Honda	0	0	0	3	0	0	0	0	0	0	-	-	-	-	-	-	-	3	
18th	Sébastien Bourdais Toro Rosso	2	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	2	
19th	Giancarlo Fisichella Force India	0	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	-	-	-	-	-	-	-	0	

## CONSTRUCTORS' STANDINGS

1	Ferrari 105pts	7	Williams 16pts
2	BMW Sauber 89pts	8	Honda 14pts
3	McLaren-Mercedes 86pts	9	Toro Rosso 8pts
4	Toyota 25pts	10	Force India 0pts
5	Red Bull 24pts	11	Super Aguri 0pts
6	Renault 23pts		

For comprehensive F1 statistics visit [WWW.FORIX.COM](http://WWW.FORIX.COM)



After Rubens at Silverstone, another unlikely Brazilian gets on the podium. But Nelson couldn't hold Lewis off here

Fastest lap: Nick Heidfeld 1m15.987s (lap 52)





# GARY ANDERSON

Heikki's Hungaroring win: a case of strategic 'luck'?



Heikki Kovalainen and Lewis Hamilton congratulate each other in parc ferme

HEIKKI KOVALAINEN'S WIN in Hungary was deserved, but universally described as 'lucky'. And it was – but Felipe Massa and Lewis Hamilton didn't enjoy the same good fortune. Over the course of a season, everybody has both good luck and bad, and you just have to accept that not everything is under your control.

But, in reality, most things are. A seemingly 'unlucky' engine failure might be caused by an oil pressure problem, which in turn could be traced back to someone taking a risk on the size of the oil tank when they designed the car a year previously. So rather than putting it down to bad luck, you need to take responsibility for understanding the actual cause, so that you can stop it happening again.

Often what looks like good luck is actually

the result of taking a risk and putting yourself in a position to benefit from unpredictable events.

In 1999, I was with Stewart Grand Prix when Johnny Herbert won at the Nurburgring. At the point when both our drivers were due for pit stops, there was a massive black cloud overhead but it wasn't raining. Rubens Barrichello was first in. We asked him, "It looks like rain, do you want to take a risk on wet tyres?". The answer was no. Then it was Johnny's turn; he said yes. As he went out of the pit lane, the heavens opened.

Another example is Brazil in 2003 with Jordan and Giancarlo Fisichella. The weather was horrible, suggesting we were going to see plenty of incidents, and in fact the race started behind the safety car. If a

race is red-flagged at more than two-thirds distance (that's lap 54 at Interlagos), it doesn't have to be re-started and full points are awarded. We decided to pit Fisichella's car on lap 7, just before the safety car went in, and fill it to the brim. When the race began other cars started crashing, falling off and pitting for fuel, but Fisichella kept going. He had enough fuel to stay out till lap 59; on lap 53 he took the lead, and on lap 54 the red flag came out.

That was certainly lucky. But you can't win the lottery if you don't buy a ticket.

As a technical consultant to RBS World of Sport, Gary Anderson will be providing post-race analysis throughout the 2008 season on [www.rbs.com/F1](http://www.rbs.com/F1).



**PETER WINDSOR'S  
RACE REPORT**

**THE HUNGARIAN GP**

HUNGARORING 03.08.08

**NAGYDIJ  
BUDAPEST 2008**



**FINLAND'S GLORY**

**Heikki's happy, but it's Massa that leaves Lewis with a spot of bother**

**F**1 drivers of note gave up any thoughts of actually racing one another around the Hungaroring long ago, and not just because there's nowhere to pass out there in the hills north of Budapest.

No, the real reason was that the Hungarian environment has, for the most part, proved unbeatable over the past 20 years or so. You can be leading by a mile, you can be thinking of the podium and the trophies, and the week's holiday you're about to take with your brand new Learjet... and then something will

jump out from behind a cloud and goulash you right back into submission.

About the worst thing you can do in Hungary, for example, is qualify on the pole and feel relatively 'safe' about what will happen on Sunday. Ask Lewis. There he was, keeping things calm, enjoying every millisecond of his Hungarian weekend when out of nowhere came Felipe Massa, thrashing past him on the outside of Turn 1 and thereby ruining his race. Well, kind of. It's true that any car in 'dirty' air will

perform differently to one in 'clean', and it's just as true that 'dirty' air in Hungary can be more damaging still. Hungary is all about the crud off-line. It has a racing groove that becomes grippier and narrower by the lap, coupled with the general vexation of having to follow someone else when it's hot. Basically, the action's non-stop and you're not travelling as fast as you want to.

In Lewis's case, he did well to restrain himself at Turn 1 and not turn Felipe's frolics into a two-car shunt. He's still young,

remember, and it would have been natural for him to feel annoyed with both himself (for giving Felipe some sort of opening by braking a tad too early) and then with the situation. But he sat back and watched the first stint unfold, hoping against hope that Felipe was a quantum leap lighter.

He wasn't. He was one lap lighter. In the old days, of course, you probably would have thought about short-fuelling Lewis at that stage and thereby gaining him track position; in 2008, with Bridgestone holding a monopoly, there is a tyre issue at stake – and the issue in Hungary was that the soft tyre was, even at that stage, something of a question mark. Most likely it was going to be at its best when the grip level was highest – in the third stint; compromise that by running the soft in a shorter second stint and you left yourself vulnerable.

So McLaren did the opposite: they gave Lewis about three laps more fuel than Ferrari had given Felipe. To retain the lead going in to stint three, Massa was going to have to be leading by three seconds or more.

**It was going to be** a close race, so it was time for the Hamilton Factor. His view still framed by the back end of the Ferrari, on lap 31 Lewis locked up under braking and flat-spotted a left-front. He often locks inside fronts; he brakes hard, he pushes hard. He is also good at coming back out of the brakes, limiting the damage. On this occasion, though, it was a big one. He might have even felt a vibration through the steering wheel.

Suddenly it became much harder. Felipe, in front, was driving beautifully – as you do when your car's good and you've won the first-corner battle. Lewis, his vision perhaps blurred by the flat-spot, was struggling.

Three seconds became four; four became five. Lewis gritted his teeth and responded: 4.2secs. The harder he pushed, the greater the heat in the tyres and, noticeably down into Turn 2, the greater the vibration could have been. So he nursed the brakes.

And so here, in the vortex of the race, with its four Bridgestones now nicely at optimum, the Ferrari perhaps had a slight advantage: 4.9secs; 3.8secs. Then... Bang! The McLaren's left-front tyre suddenly lost air before Turn 1. Lewis was forced to drive a complete lap at dolly speed. Game over.

We heard immediately after the race that the two events were unrelated – the puncture was not connected to the flat-spot. Damage to some of the bodywork near the tyre indicated that something big and hard hit



Kimi Räikkönen followed Fernando Alonso for much of the race without being able to make much of an impression on the Renault



It's been a while since we've seen such a high profile engine failure right at the end of a grand prix, but it still happens



Despite inheriting second, this was a far less fortunate first podium for Timo Glock than Nelson Piquet's a race before



Lewis tries to keep his McLaren on the straight and narrow during his agonising run to the pits with a punctured front-left tyre

**There was Lewis, enjoying his weekend, when Massa came out of nowhere**

the McLaren – possibly a skid from another car. But, on the Monday after the race, Bridgestone said it *was* a flat-spot. Either way, it was one-up to the Hungaroring.

It was going to be Felipe's day. After qualifying third, he'd given us some idea of why Hungary works for drivers like him, Timo Glock and Heikki Kovalainen when he complained about the traffic he'd found on his Q3 out-laps. "And here, for us the out-lap is critical," said Felipe ruefully.

To be precise: in the Hungarian heat, the soft tyre was basically too soft to throw around until about the last 40 minutes on Sunday afternoon, when we finally had a high-grip race track. Prior to that, being fast out there (the all-embracing Lewis aside) was all about getting the harder tyre to work on a relatively slippery track surface. The softer, manipulative drivers like Kimi and Jarno Trulli therefore faded into the background. Add a further dimension – Ferrari and BMW this year have had to work harder than, say, the McLaren boys to generate "one lap speed" (make that temperature) – and you have another Hungarian GP that was about to stand, and was standing, the world on its head. ➤

## DID YOU KNOW?

■ Heikki Kovalainen is the fourth Finnish driver to win a Formula 1 race, following on from Keke Rosberg, Mika Häkkinen and Kimi Räikkönen

■ Lewis Hamilton is the joint third fastest driver to claim 10 pole positions, in his 28th race. The fastest was Juan Manuel Fangio, who did it in 20 races

■ Timo Glock became the 12th different driver to step onto the podium this season, and also became the 12th German to claim an F1 podium

■ This was the first time this season that McLaren have locked out the front row in qualifying. They managed it five times in 2007, the last being in Japan

Felipe backed off after that, of course, and indulged his 25sec cushion. The race was his – he'd all but taken the flag. Then, with three laps left, his V8 engine blew – just as Damon Hill's engine failed back in '97, when he was about to win in Hungary for a team called Arrows. But it never happens these days... Two-up to the H-track.

The Heikkis and the Timos thus found themselves at the front of the Hungarian GP. Heikki, who'd been a little more prudent in the first two stints than he'd been in Canada, France and Silverstone, by stint three, had nothing but clear track in his mirrors. Timo, still fighting the effects of the food poisoning he had contracted in the post-Hockenheim Jerez test (blame the mozzarella), was now sweating his way around, under pressure from Ferrari's Kimi. Could he stop Kimi's progress over the final six laps? Timo took another sip from his drink bottle... and promptly felt even worse.

Again the question went unanswered: ready to pounce, or at least feint to pass, Kimi felt something go suddenly strange at the back of the car. It felt like a broken damper, or damper mount. Alarmed, he prudently backed off. P3. Three-up to the H-ring.



Role reversal: Hamilton has become a specialist at first corner moves... but, Massa passing Hamilton? On the outside?!

The Renault drivers did reasonably well, as two late-braking, oversteery guys were always going to go well on the hard Bridgestone – and Fernando, particularly, caused some distress for Kimi by holding off the Ferrari for what seemed like a leisurely week or two. Afterwards, Räikkönen complimented Renault on the balance of the R28: "It was pretty good through the last corner... which was the only corner that mattered."

You want a four-up? How about a spate of re-fuelling fires, possibly caused by the

oppressive Hungarian heat – fuel gas sitting in the lines. "Zip up your overalls," said McLaren's new sporting director, Dave Ryan, as they prepared for Lewis and Heikki.

So, Hungary won another day. I stopped short of asking BMW what had gone wrong. I knew they'd say: "We need to study the data but probably we will find that this is just a one-off event peculiar to this circuit", etc.

In Budapest the sunset looked gorgeous over the Danube, as if it was smiling back at us, the master joker again having played its annual game at the Hungaroring. **FO**

## HUNGARY RACE RESULTS

RESULT	DRIVER	TOTAL RACE TIME	GRID POSITION
1st	Heikki Kovalainen McLaren-Mercedes	1h37m27.067s	2nd
2nd	Timo Glock Toyota	+11.061s	5th
3rd	Kimi Räikkönen Ferrari	+16.856s	6th
4th	Fernando Alonso Renault	+21.614s	7th
5th	Lewis Hamilton McLaren-Mercedes	+23.048s	1st
6th	Nelson Piquet Renault	+32.298s	10th
7th	Jarno Trulli Toyota	+36.449s	9th
8th	Robert Kubica BMW Sauber	+48.321s	4th
9th	Mark Webber Red Bull Racing	+58.834s	8th
10th	Nick Heidfeld BMW Sauber	+67.709s	15th
11th	David Coulthard Red Bull Racing	+70.407s	13th
12th	Jenson Button Honda	+1 lap	12th
13th	Kazuki Nakajima Williams	+1 lap	16th
14th	Nico Rosberg Williams	+1 lap	14th
15th	Giancarlo Fisichella Force India	+1 lap	18th
16th	Rubens Barrichello Honda	+2 laps	17th
17th	Felipe Massa Ferrari	+3 laps – engine	3rd
18th	Sébastien Bourdais Toro Rosso	+3 laps	19th*
Retired	Adrian Sutil Force India	62 laps – puncture	20th
Retired	Sebastian Vettel Toro Rosso	22 laps – overheating	11th

\*five-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	Lewis Hamilton McLaren-Mercedes	10	4	0	6	8	10	0	0	10	10	4	-	-	-	-	-	-	62	
2nd	Kimi Räikkönen Ferrari	1	10	8	10	6	0	0	8	5	3	6	-	-	-	-	-	57		
3rd	Felipe Massa Ferrari	0	0	10	8	10	6	4	10	0	6	0	-	-	-	-	-	54		
4th	Robert Kubica BMW Sauber	0	8	6	5	5	8	10	4	0	2	1	-	-	-	-	-	49		
5th	Nick Heidfeld BMW Sauber	8	3	5	0	4	0	8	0	8	5	0	-	-	-	-	-	41		
6th	Heikki Kovalainen McLaren-Mercedes	4	6	4	0	0	1	0	5	4	4	10	-	-	-	-	-	38		
7th	Jarno Trulli Toyota	0	5	3	1	0	0	3	6	2	0	2	-	-	-	-	-	22		
8th	Fernando Alonso Renault	5	1	0	0	3	0	0	1	3	0	5	-	-	-	-	-	18		
9th	Mark Webber Red Bull Racing	0	2	2	4	2	5	0	3	0	0	0	-	-	-	-	-	18		
10th	Timo Glock Toyota	0	0	0	0	0	0	5	0	0	0	8	-	-	-	-	-	13		
11th	Nelson Piquet Renault	0	0	0	0	0	0	0	2	0	8	3	-	-	-	-	-	13		
12th	Rubens Barrichello Honda	0	0	0	0	0	3	2	0	6	0	0	-	-	-	-	-	11		
13th	Nico Rosberg Williams	6	0	1	0	1	0	0	0	0	0	0	-	-	-	-	-	8		
14th	Kazuki Nakajima Williams	3	0	0	2	0	2	0	0	1	0	0	-	-	-	-	-	8		
15th	David Coulthard Red Bull Racing	0	0	0	0	0	0	6	0	0	0	0	-	-	-	-	-	6		
16th	Sebastian Vettel Toro Rosso	0	0	0	0	0	4	1	0	0	1	0	-	-	-	-	-	6		
17th	Jenson Button Honda	0	0	0	3	0	0	0	0	0	0	0	-	-	-	-	-	3		
18th	Sébastien Bourdais Toro Rosso	2	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	2		
19th	Giancarlo Fisichella Force India	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	0		
20th	Takuma Sato Super Aguri	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0		
21st	Adrian Sutil Force India	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	0		
22nd	Anthony Davidson Super Aguri	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0		

## CONSTRUCTORS' STANDINGS

1	Ferrari 111pts	7	Williams 16pts
2	McLaren-Mercedes 100pts	8	Honda 14pts
3	BMW Sauber 90pts	9	Toro Rosso 8pts
4	Toyota 35pts	10	Force India 0pts
5	Renault 31pts	11	Super Aguri 0pts
6	Red Bull 24pts		

For comprehensive F1 statistics visit [WWW.FORIX.COM](http://WWW.FORIX.COM)



We're beginning to get used to seeing those Toyota overalls on the podium, but not Heikki on the top step just yet

Fastest lap: Kimi Räikkönen 1m121.195secs (lap 61)





  
**ROLEX**

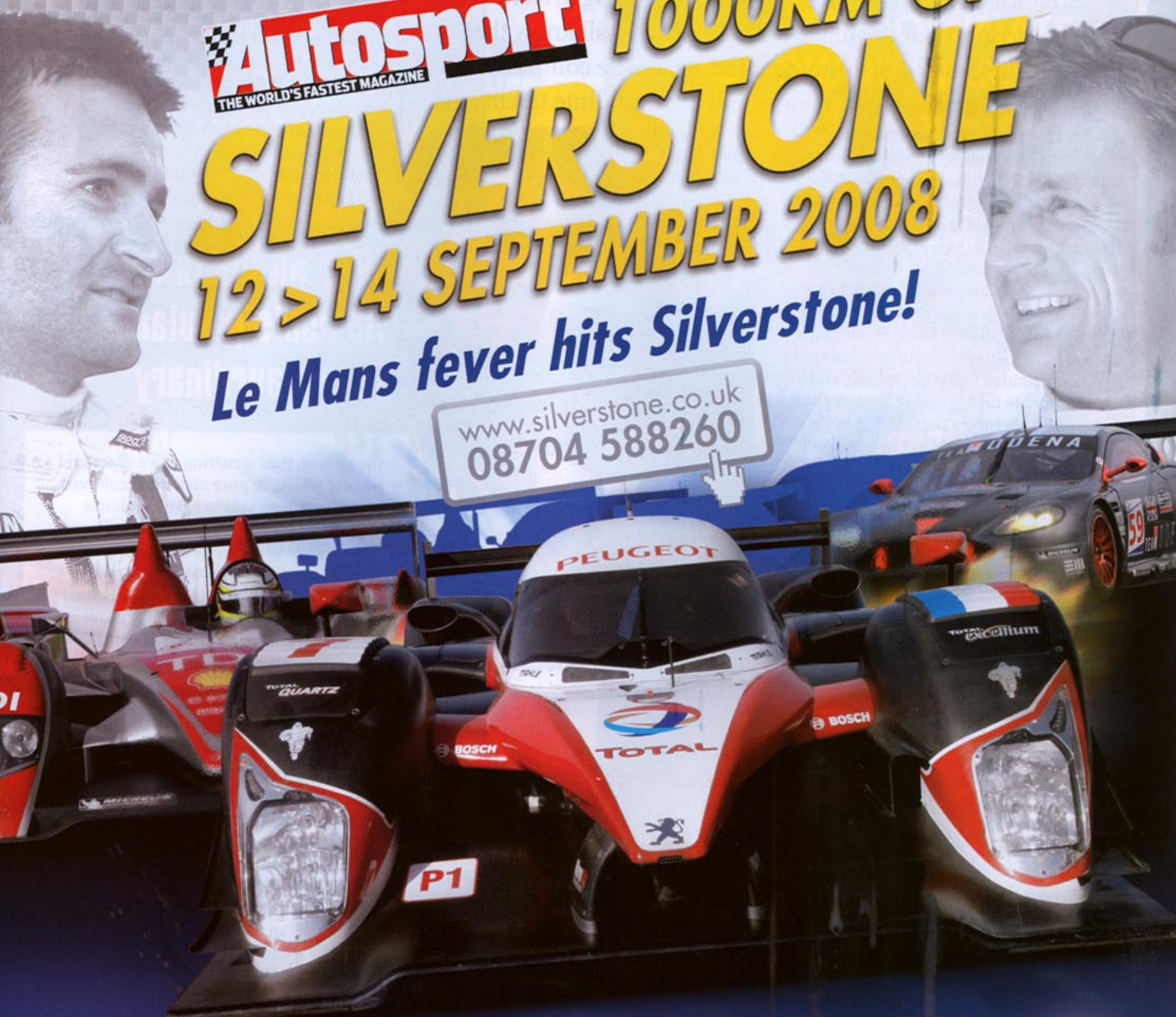


# LE MANS SERIES

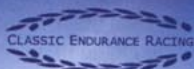
**Autosport** THE WORLD'S FASTEST MAGAZINE **1000KM OF  
SILVERSTONE**  
**12 > 14 SEPTEMBER 2008**

*Le Mans fever hits Silverstone!*

[www.silverstone.co.uk](http://www.silverstone.co.uk)  
08704 588260



[www.lemans-series.com](http://www.lemans-series.com)





# PETER WINDSOR

**Forthright views from our man inside the F1 paddock**

**A** couple of seasons back I suggested that Formula 1, as the pinnacle of automotive technology, should feature cars fitted with that most basic of everyday motoring requirements: a self-starter. Even if they only stopped once

or twice a year, I whined, dead F1 cars should never be allowed to delay the start: they look stupid and cause even the most disinterested observers to wonder what Vauxhall Astras have that F1 cars don't.

Self-starters never happened, of course. The teams didn't want them: the starter motor, and its battery, would be too heavy...

**“Dead F1 cars should never be allowed to delay the start. They just look stupid”**



**In the KERS era, mechanics might be a bit tentative about plugging electrical equipment into the car while it's on the grid**

too cumbersome. And besides, F1 cars by then had anti-stall systems. Who needs self-starters when the engines never stop?

Anyway, we lived with it. We concluded, as we often do, that the experts know best.

Now we have KERS (kinetic energy recovery systems), bringing with them lithium batteries and their associated gubbins. (Personally, I'm a flywheel man, as in the new Xtrac KERS system, but that's another story.) So am I missing something here? Are we seriously suggesting that F1 cars should have this new and extremely expensive paraphernalia in the name of 'eco-friendliness' when they will not be allowed to run something as user-friendly as self-starters because that would require them to run regular batteries? As I understand it, a battery-sourced KERS mixes hundreds of volts of electricity with massive heat and a complicated water-cooling system, because (thanks to Gordon Murray's 1978 Brabham) fans of any kind are today forbidden on F1 cars. If that isn't a recipe for the odd, sudden demise of a 2009-spec F1 KERS special, then the word 'hydraulics' has never been used as a scapegoat for a retirement.

I understand that the subject of self-starters was recently discussed – and then rejected. To err once is understandable; to repeat the error is careless. To think that a 2009 F1 car won't benefit from a self-starter is naïve. Pity the mechanics who are going to have to plug those slave batteries into the back of the KERS Specials on the dummy grids of the early 2009 races.

## WHY TEAM RADIO SHOULD BE BROADCAST TO EVERYONE

I LOVE RADIO Williams/BMW/Toro Rosso. I love listening to the boys on the pitwall and to the drivers. The more I hear of Kaz Nakajima, however, or Seb Vettel, the more I thirst for the Kimi-Chris Dyer interplay.

And yet we hardly ever hear from the boys in red – or silver, for that matter. Okay, we get the occasional, “Fantastic, Felipe!” but anything real – as in Felipe's recent problems, or Lewis's in Hungary – you can



**Kimi has a pre-race chat with his engineer, Chris Dyer – wouldn't it be good to tune in to what they say while the race is on?**

forget about. The two 'main rivals' (as they refer to one another) choose not to share their workings with the audience. Why? Because they think it might help the aforementioned 'main rival'.

Silly me. There I was, thinking that F1 was supposed to be entertainment. All radio should be made available for the show's directors to broadcast – to the benefit of the viewers at home and therefore to those who pay the bills (ie, the TV networks and the sponsors). To the benefit, in other words, of the F1 economy as a whole.

## HELP US TO IDENTIFY THE TYRES

BRIDGESTONE are looking at a different type of white striping to identify their softer compound tyre in the upcoming night race at Singapore. While we're at it, could the FIA additionally

provide a barcode system at the pitlane exit which tells us in real time on the data channel whether each driver is on scrubbed tyres or new, and what type of tyre he's running – hard, soft, wet or



**Is Robert Kubica on new or scrubbed soft tyres as he leaves the pits here?**

extreme wets? (Try telling the difference, on a drying track as seen through a foggy monitor, between hard dries and wets and you'll see what I mean). Great idea? Good. Let's have it at every race.



# ALAN HENRY

**On a childish Alonso and seeing Glock and Massa's true talent**

**I** find Fernando Alonso one of the most baffling drivers I have ever encountered during my time in F1. We all know that the psyche of these high-octane matadors can be complex in the extreme, but quite why someone with such sublime talent can

also demonstrate such a public degree of childish petulance is extraordinary, and must surely leave a lingering question mark over the Spaniard's genius behind the wheel.

One year after falling out with the McLaren team in the run-up to the Hungarian Grand Prix, Alonso chose hamfistedly to gouge open old wounds by suggesting it was just as well that he was no longer driving alongside Lewis Hamilton, as he wouldn't be allowed to win any more than Heikki Kovalainen would be. Putting aside the unfortunate timing of that remark given that Heikki inherited a popular – if lucky – maiden triumph, I couldn't help but feel that Alonso was only telling part of the story.

What I have repeatedly tried to prise out of Ron Dennis is whether it is correct that Alonso threatened McLaren by saying that if they did not deliberately slow Hamilton down during the 2007 Hungarian GP, then he would deliver supposedly incriminating evidence about the team directly to the FIA. Dennis won't spill the beans, but the reason I believe it to be true is that McLaren sources



Alonso said in Hungary that he wouldn't have been allowed to win this year at McLaren any more than Kovalainen – then Heikki won

have told me that Fernando Alonso was very nearly fired from the team and replaced by test driver Pedro de la Rosa after free practice at the Hungaroring last season. Ditching a double world champion midway through a grand prix weekend? I can't imagine that was merely for parking on a double-yellow line.

Alonso, of course, responded by infamously blocking Lewis Hamilton in

**“For all his talent Alonso's petulance is extraordinary”**

the pitlane, thus incurring a five-place grid penalty which, in pure mathematical terms, could have been said to have cost him a third straight title crown. Cutting off your nose to spite your face is a curious quality for an Formula 1 driver to display, and it is something that both Honda and Ferrari need to keep firmly in mind if they are thinking of putting an unsigned contract under Alonso's nose.

## WHAT MAKES THEM SO SPECIAL?

TWO WEEKS BEFORE the Hungarian GP Timo Glock was leaving Hockenheim in an ambulance after the sort of brain-rattling shunt that would have put most of us in hospital for a couple of months. Yet by the end of the same week he was testing at Jerez and qualified fifth in Hungary, before claiming second in the race. I find that all drivers who have real quality deliver a truly memorable moment early in their career which lingers in the mind long after they've established themselves in F1. In Glock's case it was his GP2 battle with Lewis

Hamilton at Istanbul in 2006. Lewis towed past Timo in a majestic overtaking manoeuvre, but before he could make it stick,

the German had dodged around the back of him to regain the place. It was absolutely an instinctive racer's reaction.



Timo Glock (left) shows his skill by holding off Lewis Hamilton during GP2's Turkish round in 2006

## FELIPE'S GOT TALENT

IRREVERENCE HAS always been a journalist's most valuable stock in trade, but it's always important to retain some semblance of an objective view when assessing a driver's ability. I have wrestled for years to reach an accurate calibration of Felipe Massa's talent level, but after his magnificent drive in Hungary I can conclude I'd previously got it wrong. Together with another like-minded journalist we coined an irreverent nickname for him, which reflected the fact that we didn't really rate him. Well, after Hungary, I think we're going to have to abandon it.

# FINISHING STRAIGHT



## SWING BRIDGE

In terms of lap time, this won't be a significant section, but it'll be cool to cross the water. We'll accelerate from about 100mph as we cross it, so we might have time to look at the view

## TURN 2

The approach to this looks quick – about 190mph – so it should be a good overtaking place. There's a lot of run-off, so you won't hit the wall if you out-brake yourself

## TURN 25

It'll be important to get good traction on the exit because it's followed by the long pit straight. Get too much wheelspin and your speed will be compromised all the way to Turn 2



# ADRIAN SUTIL'S RACE PREVIEW

## THE EUROPEAN GRAND PRIX

VALENCIA STREET CIRCUIT 24 08 08

(LAP: 57 CIRCUIT LENGTH: 3.000 MILES START TIME (GMT): 1300



### TURN 14

This looks quick, and we'll be pushing a lot because it's followed by a straight. It will be hard to know how much to push because you don't want to go over the limit and into the wall

### TURN 12

I think that we'll be braking for this second-gear corner down from 195mph, which will be good to watch because it will create good overtaking opportunities

A new circuit is a real leveller for all the drivers, so keep your eyes off those lovely boats in the marina or you'll find yourself sailing into the wall on the slippery new Tarmac

**"Initially, I was surprised** when I heard that a street track was going to be built in Valencia because there's a permanent racetrack, where we do a lot of testing, just 12 miles from the city. However, that track – the Ricardo Tormo circuit – isn't really big enough to stage an F1 race and I love street tracks, so I think this is a great idea.

The circuit looks spectacular. It follows the edge of the marina, where the America's Cup teams are based, and I'm looking forward to seeing those boats because I've liked water and sailing ever since I was a boy. My father's a very keen sailor and his passion for the sport has rubbed off on me.

The track looks a lot faster than most other street circuits. At a couple of places around the lap we'll reach speeds of more than 190mph, which will feel pretty fast when we're surrounded by concrete walls. It looks like there is the necessary run-off where it's needed, but the walls won't be that far away and mistakes will be punished. That's the challenge of street tracks and that's why I love driving on them.

**The new asphalt will** probably be quite slippery on Friday morning, but grip levels will increase as more rubber goes down. That will make it tricky from a set-up point of view – until the track surface settles down, we won't know whether a lap time improvement has come from the car or the circuit, but it will be the same for everyone.

After my race in Monaco this year, where I nearly finished in the points, I'm looking forward to a street race where no-one else has previously raced. All the drivers will begin the weekend from the same starting point in terms of experience, and it will be interesting to see who's quick."



## ADRIAN SUTIL'S RACE PREVIEW

# THE BELGIAN GRAND PRIX

SPA-FRANCORCHAMPS 07 09 08

LAPS: 44 CIRCUIT LENGTH: 4.362 MILES START TIME (GMT): 1300

With unpredictable weather and high-speed corners, Spa is a driver-favourite. You really have to concentrate to avoid bringing up your mayo and chips on the crest of Eau Rouge

**"I love racing at Spa.** It has lots of challenging corners and it's also a very long lap, so you really feel that you're travelling somewhere. Now that Suzuka isn't on the calendar, this is one of the few old-school tracks left.

It's possible to get into a very good rhythm behind the wheel here because all the corners flow from one to the next. All of them, that is, except the new Bus Stop chicane at the end of the lap. I don't like this new section because the kerbs are so high that you can't even use them in a touring car, let alone in an F1 car, and they spoil what is otherwise a great track.

**There are many beautiful** corners here. Everyone talks about Eau Rouge, and it's certainly a classic series of bends even though it's easy to drive flat in the dry. You experience some extreme sensations too: first your body feels like it's being crushed as you go through the compression at the bottom of the hill; then you point at the sky as you climb the side of the hill, before finally losing your stomach as you go over the crest at the top.

Pouhon and Blanchimont are two other memorable high-speed corners, but even some of the slower sections are challenging. And it all becomes much more demanding in the rain, which is something that you can never rule out in the fickle Ardennes region of Belgium because the weather changes very quickly. Often it can be dry on one section of track, but wet on another, and it's easy to get caught out.

Overall all, it's a privilege to drive a Formula 1 car at Spa and I even like chips and mayonnaise, which means there's a lot to look forward to!"



### EAU ROUGE

In the dry it's taken flat-out in seventh gear; in the wet you have to re-apply the throttle mid-corner, which can give you big oversteer. It rained during testing last year and I managed to make up 0.6s by taking it flat!





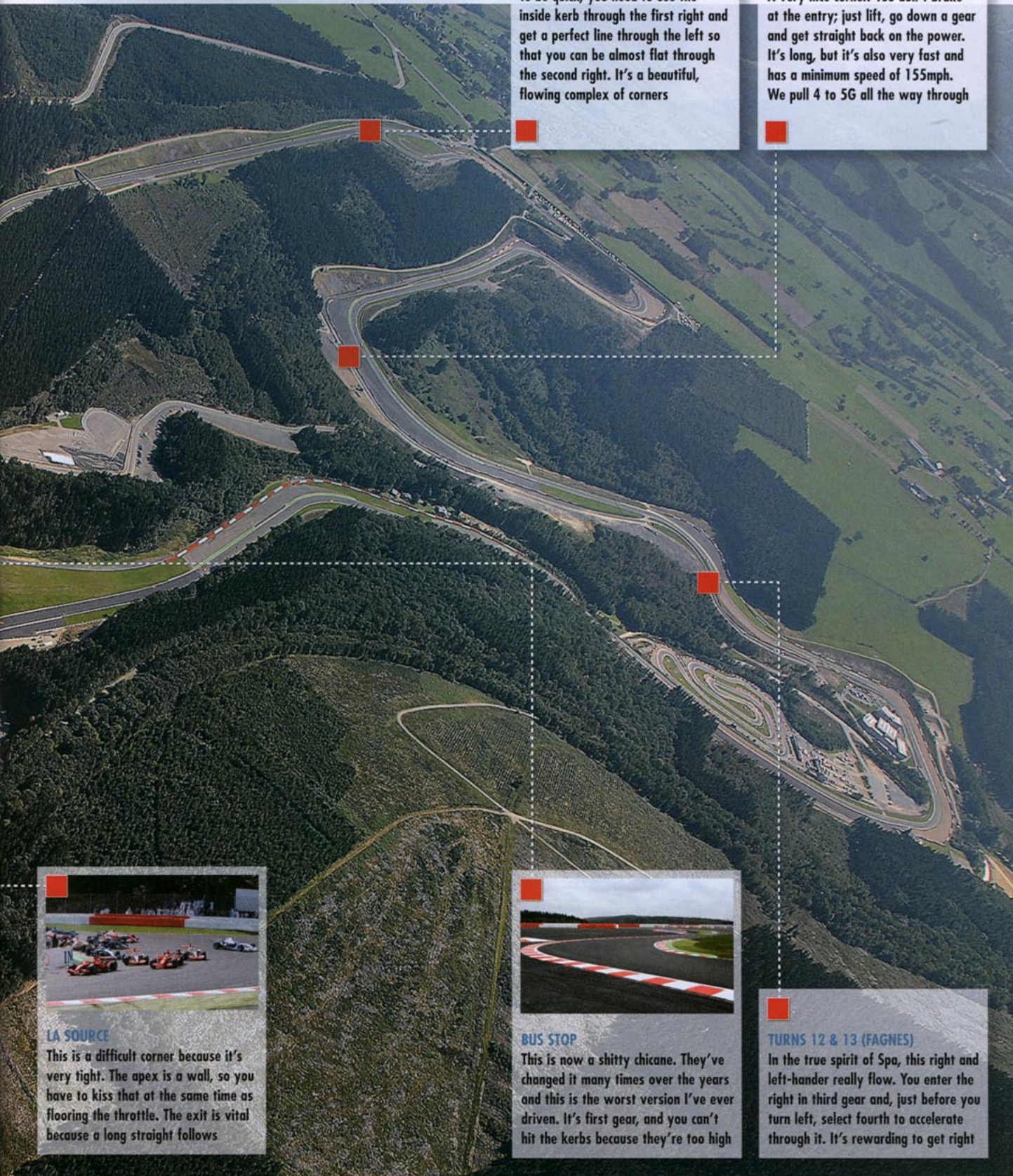
#### LES COMBES

To be quick, you need to use the inside kerb through the first right and get a perfect line through the left so that you can be almost flat through the second right. It's a beautiful, flowing complex of corners



#### POUHON

A very nice corner. You don't brake at the entry; just lift, go down a gear and get straight back on the power. It's long, but it's also very fast and has a minimum speed of 155mph. We pull 4 to 5G all the way through



#### LA SOURCE

This is a difficult corner because it's very tight. The apex is a wall, so you have to kiss that at the same time as flooring the throttle. The exit is vital because a long straight follows



#### BUS STOP

This is now a shitty chicane. They've changed it many times over the years and this is the worst version I've ever driven. It's first gear, and you can't hit the kerbs because they're too high



#### URNS 12 & 13 (FAGNES)

In the true spirit of Spa, this right and left-hander really flow. You enter the right in third gear and, just before you turn left, select fourth to accelerate through it. It's rewarding to get right

# FINISHING STRAIGHT



## CURVE DI LESMO

Both of these are slower than they used to be, but they are still good corners. At the exit of Lesmo 2, you use all of the exit kerb because it's important to be fast onto the straight down to Ascari



## VARIANTE ASCARI

This is a great corner. You're accelerating through the next right and left-handers and you know you've got your line right if you hit the end of the exit kerb on the straight towards Parabolica



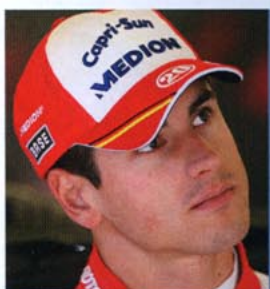
## VARIANTE DELLA ROGGIA

Again we're braking from 210mph, so the approach is very fast. You hit the kerbs hard and try to get on the power as early as possible again. The second kerb is actually quite severe, so you don't want to hit it too hard, otherwise the car will bounce a bit at the exit and that will cause excess wheelspin

## PRIMA VARIANTE

We're braking from 210mph down to 50mph for this corner, so there's a lot to be won and lost before the apex. The car can be quite oversteery as the downforce comes off. Smash the car over the kerbs on the right and left, and try to get on the power early





# ADRIAN SUTIL'S RACE PREVIEW

## THE ITALIAN GRAND PRIX

MONZA 14 09 08

LAPS: 53 CIRCUIT LENGTH: 3.000 MILES START TIME (GMT): 1300

### PARABOLICA

This is a very nice corner. We brake from 210mph to 185mph, turn in and get back on the power as soon as possible. It's a 180-degree corner and you're constantly trying to straighten the front wheels to avoid scrubbing off speed. A good exit is important because the pit-straight is next

You can really feel the history when you see the old concrete banking on the way round the lap. That's if you can see at all after having your head shaken about on the chicanes' kerbs

**"Spa and Monza are** back-to-back races, so we have two historic circuits in less than a week. They are very different, however, because Monza is made up of long straights and slow chicanes, which makes it quite similar to Montreal.

To be quick, you need good straight-line speed and a car that's good over kerbs. The more confidence you have in your machinery, the more kerb you take and the more time you shave off. You hit the kerbs quite hard, and it feels like you're breaking your car whenever you hit them, but somehow they take the punishment. You feel every jolt of these kerbs through your body, which makes this race quite a physical one for the drivers. Sometimes your head is being shaken about so much that it's hard to see where you're going.

We might really notice the lack of electronic driver aids at this track because the cars are quite loose in low-downforce trim. The lack of traction control will have a big influence over how we feed in the power exiting the chicanes, and the absence of engine braking will be very noticeable too. We struggled under braking last year even when we had it, so I'm expecting the rear wheels to lock up quite a bit this year.

Overall, I enjoy the Italian Grand Prix weekend. I like Italy, Monza is a good challenge for the drivers and I like the passion of the Italian fans – even if their support is only for Ferrari! You also feel the history of the track when you're there. At various points around the lap you can see the old concrete banking and you can't help thinking about the drivers that have raced here in the past. It gives the place a very different atmosphere to some of the tracks that have been built in the past few years."

# WHAT'S IT LIKE TO...



"Sorry!" David Coulthard punts Mika Häkkinen off in Austria, 1999

## ...CRASH INTO YOUR TEAM-MATE?



### ALAIN PROST LOCKED WHEELS WITH AYRTON SENNA AT McLAREN – JAPAN, 1989

"Ayrton and I were in contention for the title and Suzuka was a decisive race. He needed to win there if he

wanted to to keep the championship open, and we were both on the front row. Ayrton was on pole but I had a better start.

"For the first half of the race, I built up a lead of five seconds. Then he began to come back. By lap 40 we were only a second apart. I had the advantage on the straights, Ayrton was better in the corners. I could see him try to use a different line at the chicane. On the 46th lap, he tried something where he just could not pass. It was typical Ayrton: 'Move over, or we'll both crash.' I decided that, on this occasion, I would not make his manoeuvre easier. I didn't close the door, I simply didn't open it and I kept my line. Of course, we collided.

"I felt really, really sorry. I didn't want the fight to end like this, it wasn't good for the sport. I wasn't angry, just disappointed. I knew that, back at the motorhome, arguing with Ayrton would be useless. I won my third title with this incident, but I didn't cause it in order to be champion."



### GIANCARLO FISICHELLA HIT BY RALF SCHUMACHER AT JORDAN – ARGENTINA, 1997

"The race was very confused, with several incidents, but luckily it offered us an opportunity to score points.

After about 20 laps I was second and Ralf third, when he suddenly tried to overtake me in a twisty sector where you really can't do it. He pushed me out. I was very disappointed. A double podium could have been fantastic for Jordan and for us as young drivers. Ralf did come to me and say sorry, but I know he didn't feel sorry at all."



### MIKA HÄKKINEN HIT BY DAVID COULTHARD AT McLAREN – AUSTRIA, 1999

"It's a long time ago, so I'm now calm enough to talk about it! I was leading the championship, I was on pole,

took a good start, but when entering Turn 2, I felt somebody destroying me... and it was David, my own team-mate! I was forced to retire. It was a disaster. David did apologise, and it was clear he didn't do it on purpose. I finally clinched the title against Eddie Irvine in Japan, and DC was forgiven!"



### CHRISTIAN KLIEN TOOK OUT MARK WEBBER AT JAGUAR – BRAZIL, 2004

"Usually when you're right behind your team-mate, or right in front of him, you're a little bit more careful than normal – and it helps if the team talks to you on the radio and lets you know the strategy, for example. It was a racing incident. We talked about it and there was no problem between us, only disappointment. You always try to make sure this doesn't happen, but sometimes a small mistake at 160mph can make a big difference."



### JEAN ALESI TOOK OUT NICK HEIDFELD AT PROST – AUSTRIA, 2000

"That bad move proved how tricky it is to overtake a team-mate. You're faster, you think the other one

knows it and will logically let you pass because he's your team-mate. In such a case, you don't really attack, you just slide on the inside... and when you realise he's defending his line, it's too late. You really feel bad! Luckily, apart from that one, it didn't happen to me very often in 201 grands prix."

IF YOU ENJOYED THIS ISSUE OF F1 RACING, THEN WHY NOT SUBSCRIBE? SEE PAGE 122 **NEXT ISSUE ON SALE FRIDAY SEPTEMBER 19TH**