

SPECIAL ISSUE

20 years of Schuey in F1



**SCHUEY GETS
VERY CANDID**

"I took it to the edge with Damon"

Schumacher uncut: his most remarkable interview ever

...AND HIS RIVALS SPEAK OUT

HÄKKINEN

"Our rivalry pushed us to new levels"

VILLENEUVE

"There was animosity, but respect too"

MONTOYA

"Michael never gave me an inch! I liked that"



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Celebrating 20 years of Schumacher in F1



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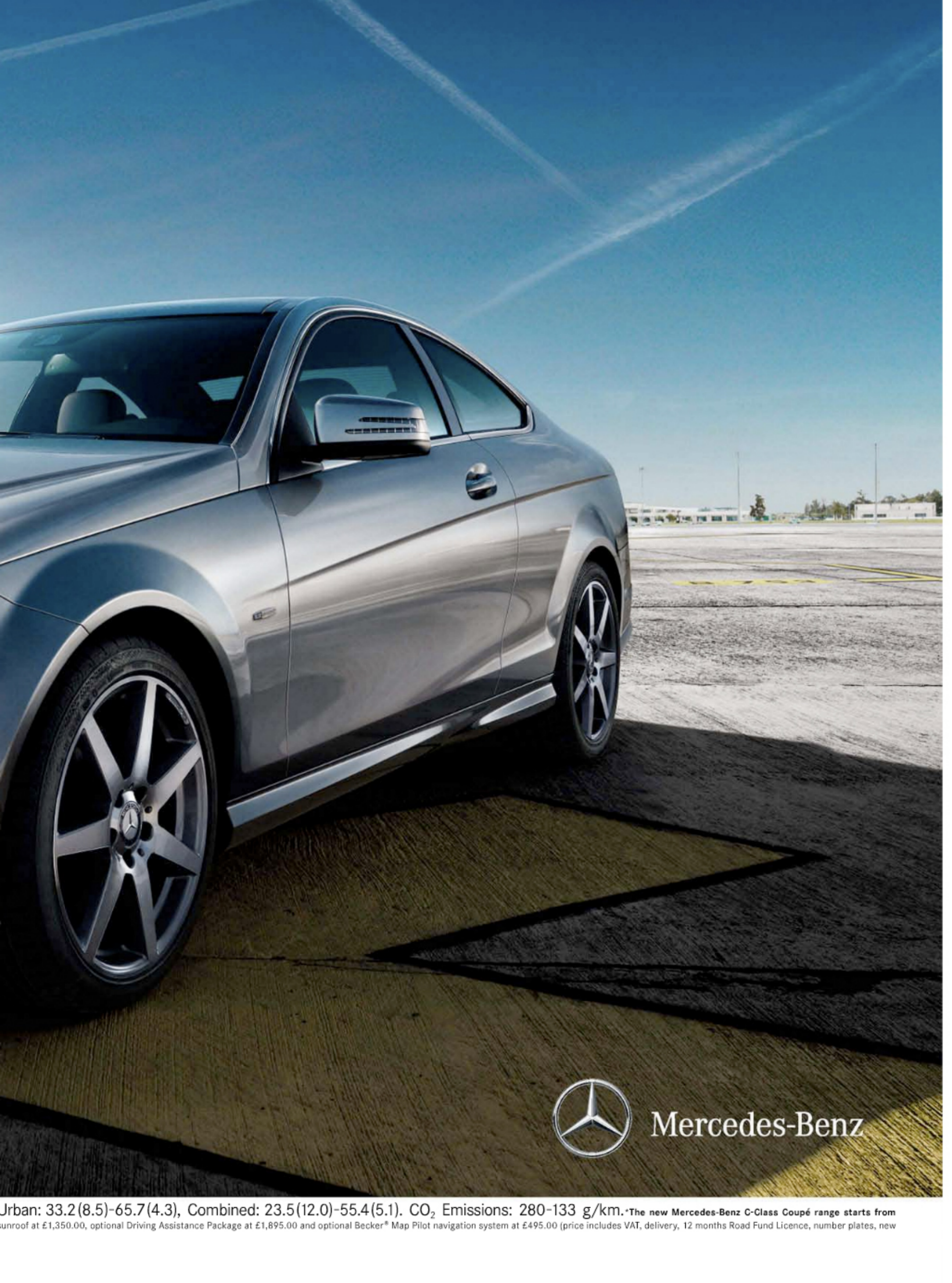
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Parade

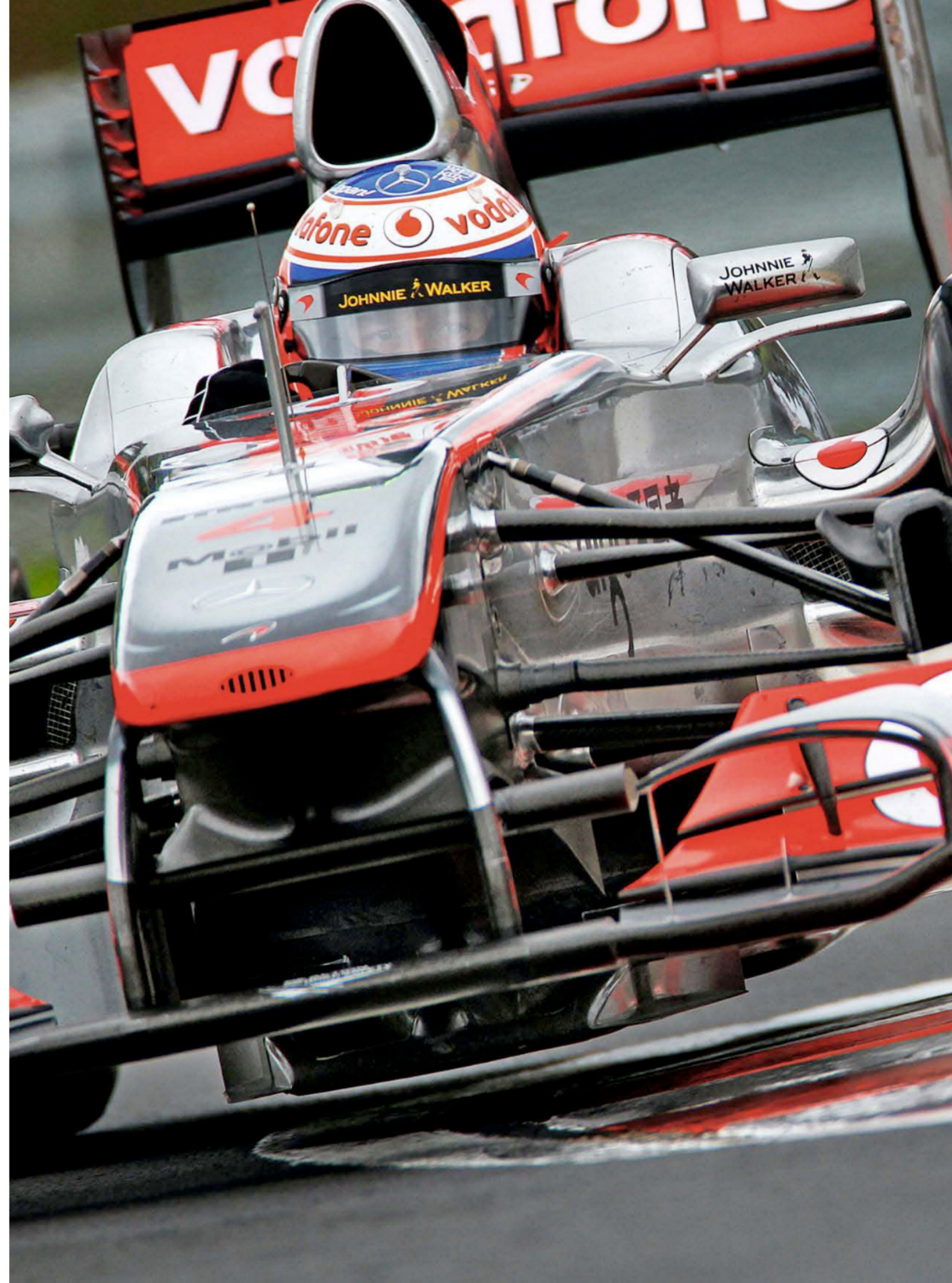
Solid start Having qualified third on the grid, his strongest showing in qualifying since starting second in Monaco, Jenson Button holds his position coming out of the first corner at the Hungaroring. On lap 13 he would squeeze past Red Bull's Sebastian Vettel to claim second place...

Where Hungaroring, Budapest **When** 2.03pm, Sunday 31 July

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 600mm lens 1/800th at F4





vo

vodafone

JOHNNIE WALKER

JOHNNIE WALKER

Mercedes-Benz



Parade

Keeping on it On supersofts for his second and third stints, Jenson is a picture of concentration as he battles in vain to close the gap on leader Lewis Hamilton. Then Lewis spins at the chicane, gets a drive-through penalty and makes a crucial tyre-choice error, allowing Jenson to cruise home...

Where Hungaroring, Budapest **When** 2.54pm, Sunday 31 July

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 840mm lens 1/800th at F5.6



Parade

Good day at the office Beating your high-profile team-mate on your 200th Formula 1 grand prix: it doesn't get much better than that. Jenson Button heads off into the summer break as the happier of the two McLaren drivers, after Lewis blows his chance of victory with a couple of crucial errors

Where Hungaroring, Budapest **When** 3.54pm, Sunday 31 July

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 16mm lens 1/1250th at F3.5







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STOP AND GO / Hans Seeberg / 09.2011



The only losers in the BBC/Sky deal are the F1 fans

Right then – a quick summary. Having read hundreds of letters and emails about the BBC/Sky TV deal, the thoughts of F1 fans are pretty much as follows: 1) We can't believe it; 2) The BBC has let us down; and 3) I'm not getting Sky because it's too expensive/I hate Rupert Murdoch (delete as applicable). Sadly, everything about these arguments leads back to one thing: it's the fans who will lose out.

Some blame Bernie, but it's his job is to make money for the commercial rights holder, CVC. As for the BBC, its coverage has been brilliant – but so it should be with 43 people going to every race (F1 teams are restricted to 45 technical people). We have to accept that a lot of people in the UK don't care about F1, so covering it was deemed too extravagant when the BBC had to make cuts. The average BBC programme costs 7p per viewer; for F1 it's £1.50. That's going to stand out on a spreadsheet.

Beyond the anti-Murdoch sentiments, you can't blame Sky for bidding for the rights. Their coverage is fantastic and they've improved every sport they've been involved in. But will people be prepared to pay £31.95 a month for something they've had free for years when times are tough enough as it is?

The galling thing is the BBC's self-satisfied announcement that – wait for it – it will still show highlights of half the races! F1 is complex enough to follow live; huge chunks of the action will be missed out on a highlights show. Sport is best enjoyed as the drama unfolds – not hours later.

Anyone who's been to a race will know that Formula 1 has always had a deliberately elitist agenda of keeping fans with their noses pressed up against the window. It's the theory that the less you can see, the more you want to see. Unfortunately, quite a few people won't be able to see anything at all next year. Still, it's only F1 fans, isn't it? Thank goodness it's not anyone important...

Editor Hans puts your questions to crisp-shirted Mika Häkkinen on a fancy yacht (p38). And yes, Mika thinks Kimi's coming back...



Beaming features ed Jimmy Roberts chats with Schuey about 20 years in Formula 1 (p50)



Jean Alesi lays on a decent spread and Maurice Hamilton wisely gets stuck into the wine (p92)



Hans and News Ed Jonny run the Hungaroring and help raise \$42,000 for Make-a-Wish through UBS



Special thanks to UBS for donating \$300 to the Make-a-Wish Foundation for every person in F1 who ran around the Hungaroring at the Hungarian Grand Prix – who says banks never do anything decent? Matteo Bonciani, Pasquale Lattunencu, Anthony Peacock, Alexandra Schieren, Matt Bishop, Steve Cooper, Silvia Hoffer Frangipane, Clare Robertson, Bradley Lord, Wolfgang Schattling, Nicola Armstrong, a very special thank you to Sabine Kehm, Katie Tweedle, Britta Roeske, Luca Colajanni, Stefania Bocchi, Claire Williams, Sophie Eden, Ben Nichols, Will Hings, Eric Silberman, Fabiana Valeri, Tom Webb, Anna Goodrum, Hanspeter Brack, Heike Hientzsch, Annie Bradshaw, Tracy Novak, Andy Stobart, Maria Serrat, Aurelie Donzelot, Stuart Doble, Mercedes-Benz UK's Rob Holloway and Laura Biss for the use of a C-Class on the run down to the Nürburgring and finally Stuart Humm, Luke Drake and Alastair Moffitt (for last month!) No thanks to Coobers

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People who'd written in before the BBC/Sky deal was announced...

Inside our postbag this month

96%
Uproar and outrage over the new **BBC/Sky** split F1 coverage deal



★ STAR LETTER

The BBC has completely sold out!

So after years of brilliant free televised F1 coverage from both ITV and the BBC, the BBC will now go down in history as the channel that removed F1 from free-to-air television and totally sold out UK F1 fans. As a tax payer, a licence payer and a BBC customer, I cannot believe that the BBC is allowed to get away with something like this.

Barbara Slater, the director of BBC Sport, said: "With this new deal we have ensured that through our live and extended highlights coverage all the [F1] action continues to be available to licence-fee payers." Well that's simply not true, is it Barbara? If UK F1 fans want to watch 'all the action' live from 2012 onwards we will now have to subscribe to Sky, because the BBC will only be showing half the races live – the rest will just be highlights... so not all the action then! And since all UK F1 fans will now have to pay to watch the rest of the races on Sky, we might as well watch everything on Sky and the BBC might as well not bother broadcasting Formula 1 at all.

Having set a new standard for brilliant Formula 1 TV coverage over the past few years, the BBC is now going to let down UK F1 fans by selling out to Sky. Shame on the BBC – give me my licence fee back and I'll use it to pay for Sky. Oh I forgot – I have to pay my licence fee. What a rip off.

Mick Miller
By email



★ STAR PRIZE

Mick Miller wins a pair of three-day general admission tickets to the 2012 British GP. For more details visit www.silverstone.co.uk/experiences

Not everyone can afford Sky

I just want to say a big thank you to Bernie Ecclestone for selling the genuine F1 fan in the street down the toilet. How's that for 20 years of loyal support?

Many F1 fans have not got and cannot afford Sky – times are tough, yet Bernie still needs to make even more money. Is he not content with what he has already made out of F1 over the years? Could he not have reached a deal with the BBC that did not make him any profit and let the genuine fans continue to watch races without the need to shell out money for a Sky package? How many fans will F1 lose over this?

Me and my husband have followed F1 for almost 20 years and it is the only sport we have in common – I am angry but also upset that this deal with Sky will take away some of our enjoyment of the sport. Why does it always have to come down to money? We genuinely love the sport but cannot afford to pay for a Sky package and are hugely disappointed today by this announcement.

Thanks again Bernie.
Joanne Waddington
Colne, Lancashire.

Is this goodbye?

I wanted to voice my opinion on the deal reached between Sky and the BBC. It's a sad fact that the cuts are needed and that something in the BBC budget had to give, but why cut a BAFTA award-winning show like F1? It's a sad day for F1 and the ones who will suffer first will be the fans, then the sponsors – and then

the teams. I look forward to watching the exciting climax of this season, but then it will be goodbye.

Trevor Fisher
Harrogate, UK

Give the fans a say

As ever, the first casualties of commercial sporting rights are the fans. I could moan about the BBC/Sky decision for days, but nothing will change. This is the start of F1's decline on the BBC, and ultimately the sport will be covered solely on Sky. So what will Sky deliver for the cost of its subscription? I just hope they listen to the fans and that the fans now demand the type and level of coverage they want.

Garry Kennie
By email

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HEATED DEBATE ALERT

F1'S NEW TV DEAL: FANS HAVE THEIR SAY

Four *F1 Racing* readers discuss the controversial news that Sky will take over from the BBC in 2012 as the only broadcaster to show all the grands prix live



F1 Racing: So firstly, to the two of you who don't have Sky: why is that and will you be getting it in the light of what's happening?

Kim: For me it's a matter of principle. I totally refuse to buy into Rupert Murdoch's empire in any way whatsoever. I would never buy it even if F1 was only on Sky – I'd just stop watching it.

Paul: I've no intention of subscribing to Sky, but it's not because I can't afford to. I've always liked seeing football highlights on *Match of the Day* but I don't know if I'd watch F1 highlights on the BBC. With football highlights you get the goals and talking points, but with F1, particularly with the way races are now, you need to understand the rhythm. In the past if I've missed a race but watched the highlights later, I've derived almost no pleasure from it because it's just too bitty.

Amit: I agree. They show an overtake but they always miss the few laps leading up to the pass.

FIR: So on to the two of you who have Sky... how did the news of the deal affect you?

Alex: I was furious – slightly irrationally so to be honest. Sky Sports coverage is great and they do a brilliant job of football and cricket, but they've got the money. F1 has pretty much always been on the BBC. When it went to ITV everyone moaned, then when it came back to the BBC they thought it had come home. Next year it'll make no difference to me, but it's the principle.

Amit: I was the same. It's such a shame the BBC have lost it because they've done a brilliant job. The ratings have gone up and up and the number of casual viewers has increased. They're going to lose a lot of that viewership.

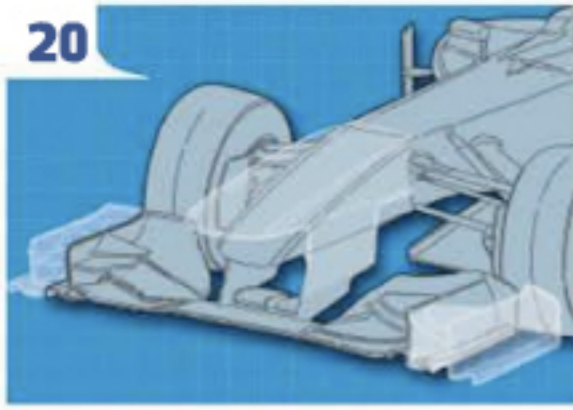
Kim: The quality of the coverage makes this deal seem totally unnatural because no matter how good the coverage is on Sky, I can't believe it'll be any better than the BBC's.

Amit: It's like they're cancelling a hit comedy.

Alex: The first thing I thought was, 'Are Sky going to take Brundle with them?'



"I think Brundle if he doesn't end"



THE CAR OF THE FUTURE

We get Sauber's technical director, James Key, to talk us through the recently published 2014 technical regulations. Find out what he makes of them on [page 20](#)



SILVERSTONE UPDATE

The home of British motorsport might get a new look. It's already had one face-lift, but the next circuit upgrade is now in the pipeline. Read all about it on [page 26](#)

F1R: Is it important to you that all of the BBC team stay together, either on the BBC or on Sky?

Kim: It's easy to get attached to people and think 'I can't watch F1 without Martin Brundle commentating,' but I think that's probably quite a short-term emotion.

Paul: I think Brundle would be a huge loss if he doesn't end up doing all the races *[all agree]*.

Alex: Some of his grid walks have been fabulous.

Amit: I think him and Coulthard play off each other really well.

Alex: If we have to watch it on Sky then you want the best people to be doing it. And that means Martin Brundle.

Paul: Mind you, Ben Edwards was very good when he used to do the Eurosport commentary with John Watson.

Amit: I think Crofty and Davidson are great on 5 live, too. But it's not just the commentators – who'll present the coverage?

Kim: I imagine Sky having a female because they tend to go for the sexy sports presenter.

F1R: Does it matter to you that it's been free-to-air on the BBC for everyone in the country to watch?

Paul: When I walk into the office on a Monday morning, everyone knows I'm into motor racing and we all talk about it.

Alex: It's a water-cooler thing. There are people who wouldn't dream of watching F1 if they had to pay for it. It's the same effect Wimbledon has on tennis: 50 weeks of the year people don't care about it but for two weeks everybody watches the tennis. You'll lose casual observers with this deal, and surely sponsors won't like that.

Amit: Yeah, I don't think people will be that keen on BBC highlights, especially if they've already found out the result online.

Paul: Yes, as I've already said, I don't think highlights work for F1. It's like in cricket – it's not just the ball that takes the wicket that's important, it's all the ones before that set up the wicket. In terms of how a race develops – how a driver was able to make up a lot of time on one set of tyres for example – highlights won't work.

Kim: That's the thing, because in F1 even when nothing's happening there's the anticipation of what's going to happen, especially this year with the tyres, as Paul says. If I have to miss watching a race live I'll always record the whole thing.

I never watch the highlights *[all agree]*.

Alex: Yeah, if I don't watch the race live I want to watch the whole thing; I want to watch it as if it's live without knowing what's going to happen.

F1R: So the general consensus is that if the BBC don't show the races live then they should show them in full, as if they're live, later that day?

Paul: That would be preferable, yes *[all agree]*.

F1R: Most other sports are on Sky or similar in some way. Do you feel entitled to free-to-air F1 coverage?

Paul: I don't have a sense of entitlement, but I assume that the BBC was in an untenable situation.

Alex: What gets me is that the BBC have pulled F1 when they've been so wasteful in other areas.

F1R: Do you feel let down by Bernie?

Kim: I don't blame Bernie because he runs a sport dominated by money. But I do feel very let down by the BBC rashly agreeing the licence fee deal last year with the new government.

Alex: I agree: it's a BBC issue rather than a Bernie thing. His deal has essentially saved F1 on British TV. Yes, it's partially on pay TV, but I don't think he's done anything that isn't standard Bernie business.

F1R: Are you concerned about how the live races will be divided between Sky and the BBC?

Kim: They've said there'll be a 'spirit of cooperation' but Sky could pick the three races before the season finale...

Alex: We could say, 'These are the important races,' but until you're into the season you just don't know. There'll be a point where there's a title-deciding race that's not the last race...

F1R: If Sky show the early morning races in Asia live, will you not enjoy the extra hours in bed and the chance to watch the highlights later?

Paul: No! It's part of the ritual to get up early.

Alex: It's part of what makes it an event.

Amit: When I watch a race I have my laptop next to me with live timing feeds, onboard cameras and the driver tracker from the BBC website.

You can't do that if you're watching highlights.

F1R: Can Sky improve coverage of the sport?

Amit: Everybody says so, but I don't think they will because FOM control the coverage. All Sky can do is what the BBC does, which is control the pre-race and post-race segments, but Sky will have adverts. And how will the pre-show differ from what the BBC does already?

Alex: Sky have said they're going to cover the sport in more depth than ever. But we currently have the Friday practice online or on the red button, Saturday practice, an hour build-up to qualifying and then qualifying, and then an hour-long race build-up followed by the race and then the F1 forum. What more can they do?

F1R: Do you like Sky's sports coverage?

Alex: It's very American and I hate the swooshy noise they do when they go in and out of adverts. But the actual coverage is really well done.

Amit: We haven't touched on another subject. I don't pay the extra for Sky's HD sports channels but the BBC's HD channels are free. This season I've seen the races in HD, but next year I won't. So for the ten races that the BBC shows live, I'll definitely watch them on the BBC. I'm not going to pay extra to Sky to watch ten races in HD.

F1R: Sky have said they won't have adverts during races – what are your thoughts?

Alex: Cricket lends itself to advert breaks because there are breaks after each over, but it doesn't work in F1. It's a much faster sport.

Kim: If they've said comprehensively there'll be no adverts during a race then I think the fact that there'll be adverts in the build-up and post-race will really affect the quality of the coverage.

Let us know what you think...

OUR PANEL

Kim Waddle, 23

An F1 fan for three years; doesn't have Sky



Paul Kenny, 53

First watched F1 on TV in 1966; doesn't have Sky



Amit Mandalia, 27

Has watched F1 since the late 1980s; Sky subscriber for five years



Alex Holmes, 37

Has watched F1 since the late-1980s; Sky subscriber for ten years

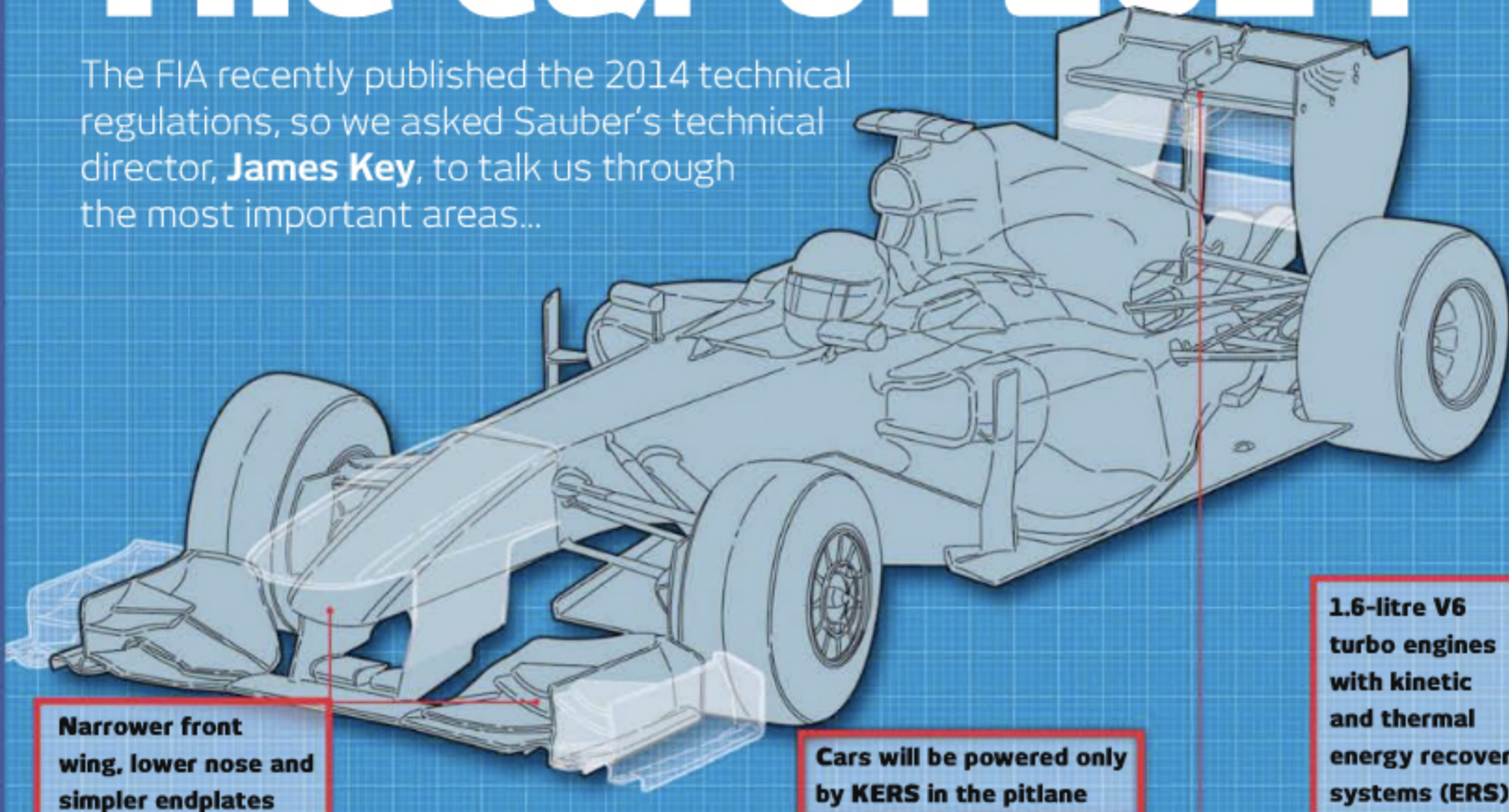


would be a huge loss up doing all the races"

TECH

The car of 2014

The FIA recently published the 2014 technical regulations, so we asked Sauber's technical director, **James Key**, to talk us through the most important areas...



Narrower front wing, lower nose and simpler endplates

Cars will be powered only by KERS in the pitlane

1.6-litre V6 turbo engines with kinetic and thermal energy recovery systems (ERS)

"It's difficult to tell how these changes will affect the car. It's like when we went from the 2008 to the 2009 regulations – it took a while to understand how to make use of the wider front wing. The learning curve was steep: trends emerged quickly and the development rate was high. Endplates have developed a hell of a lot since then, and if you want to reduce downforce it's a sensible place to simplify things. It cuts costs because complex components are expensive."

Cars will be self-starting
 "This makes sense because it's tricky if a driver has a spin on a Tarmac run-off area and stalls. If he's able to restart the car it doesn't just enable him to continue in the race; it's also safer – it's the quickest way to get a car out of the way. In terms of garage procedures it won't change a huge amount."

Cars will have eight forward gears
 "This is a cost saving in hardware. The idea is that we won't have the 'peaky' engines we have now, so ratios will be less critical. But thought is needed to determine where the cars are with drag and downforce levels. It's sensible that the regs let you change ratios if you get it wrong."

"Environmentally it's a good thing, but it'll be strange to see a car coming out of the pits with no noise or wheelspin. There's much to be considered in terms of the torque levels you can achieve and how that will affect your pitstop times and strategy. We will see efficient electrical systems because whenever you single something out as a performance differentiator it always encourages development."

Shallower rear-wing flap and removal of beam wing
 "This is one area where it looks like you're going to lose a chunk of load but you'll just think: 'Now we've lost that element between the upper and lower wing, how are those two now going to interact?' You'll lose downforce and drag but the final impact is difficult to predict. It's just a new challenge."

"There's a lot of complexity with the turbo engine – it's a small unit so will it be structural or will it be housed in a structural part of the car? Also, fuel regulation is going to have an impact on the shape of your chassis so you have to decide how you use that to your advantage. From a chassis point of view there is a lot of work to do, not just to install the engine, ERS and cooling circuits, but also to optimise them."

NEWS

Reduce pitlane speed limit by 25mph, say Pirelli

The tyre firm reckon a lower speed limit in the pits could result in more exciting races

Pirelli motorsport director Paul Hembrey has told *F1 Racing* that he'd like a 60km/h (37mph) pitlane speed limit introduced at more circuits to create better strategy options for teams.

Currently, the penalty of staying out for longer on old tyres is far greater than the time penalty of making a pitstop, but Hembrey thinks there is a simple solution. "The teams lose very little time in the pitlane. We could really do with a 60km/h pitlane speed limit, not for safety but because it makes pitstops last longer.

"There's about three seconds difference in stop time when there's a 37mph speed limit as opposed to a 62mph (100km/h) speed limit and that will remove the performance advantage of changing tyres too much. I'd like to see the speed limit lowered so that the mid-range teams can try to gain an advantage by doing one stop less than the quicker teams. We've seen that a little bit in races this year and it can often lead to an interesting result."

Hembrey is proud of the contribution Pirelli have made to racing so far this season but insists the company is not resting on its laurels. "We've exceeded our expectations in

many ways, in terms of how our efforts have been perceived and accepted by the sport – and particularly the fans. When we came into F1, what we were trying to do was to make what you see on TV more interesting. We've succeeded so far but keeping it going is the next challenge."



Pirelli favour a lower speed limit in all pitlanes

FIVE MINUTES ON THE PHONE WITH... **DANIEL RICCIARDO** PUNK-LOVING HRT DRIVER



You're three races into your F1 career now – do you feel like you've settled in?

I feel more at home now after a few races. My time with Red Bull last year and Toro Rosso this year enabled me to get acclimatised to the paddock, but being a race driver is a bit different. After three races I'm still getting a buzz – mind you, if I wasn't this probably wouldn't be the right job for me!

What are you looking forward to in the second half of the season?

I'm looking forward to improving my results. You enjoy things more when you're doing well. I'm sure I can move forward.

You're not in a front-running car – does that take the pressure off?

There's probably less pressure because we're not fighting for points or podiums and the cameras aren't all pointing at me. But I've still got a task from the team, from Red Bull and from Dr Marko – and I've got to reach certain requirements. There are

people watching and they expect a certain level from me.

Was it tough to adapt to the Pirelli tyres in race conditions?

With my Friday running I did only one long run in Montreal and every other run was on low fuel. It's been challenging, but that's what I expected. In terms of managing the tyres, there's a lot involved.

Is the goal to be consistently ahead of Tonio (Liuzzi) before the end of the season?

The reality is, your team mate is always your best gauge. Tonio's experienced and has proved he can be quite fast. If I can get close to him at this stage, I think that's quite respectable. But if I really want to turn some heads it wouldn't hurt to be in front of him.

On a different subject, we hear you're a big fan of punk music...

Yeah, I like my punk rock and a bit of hardcore as well. Bands like Alexisonfire, Parkway Drive and pop-punk bands like New Found Glory. I went to Reading Festival in 2009 and it was awesome.

Ricciardo has to get in front of team-mate Liuzzi if he wants to be noticed



F1 Mastermind

Your chosen specialised subject: the world's greatest sport...



- 1 Three world champions qualified last on the grid for their Formula 1 debuts. Name them.
- 2 Which Italian made his first F1 start with Scuderia Italia at the 1990 Brazilian GP and his final F1 start for Sauber at the 1997 Luxembourg GP?
- 3 Nick Heidfeld has scored one career pole position. When and where did he do it?
- 4 Which current F1 driver scored his first ever point at the 2005 San Marino GP?

- 5 Who was the first driver to retire from a race in 2011?
- 6 Caesars Palace in Las Vegas hosted GPs in 1981 and 1982. Alan Jones won in 1981, but who won the 1982 race?
- 7 Which Frenchman scored his first F1 podium at the 1979 Belgian GP and his last one at the 1982 French GP?
- 8 Which grand prix venue was situated in Fair Park?
- 9 Who won the inaugural Australian world championship GP in 1985?
- 10 Who was the last South African to race in an F1 world championship grand prix?



THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



James Calado Who is he?

A 22-year-old Brit who finished runner-up in last year's British F3 series and is currently going great guns in the Formula 1-supporting GP3 series.

How good is he?

Calado certainly seems to be delivering the goods so far. He's taken one victory this year, although his most impressive performance came at the last round in Hungary when he put in a stunning drive from 25th on the grid to third place during tricky wet conditions.

Anything else we need to know about him?

Calado is supported by the Racing Steps Foundation, which provides sponsorship for young British drivers who demonstrate the skills and determination to succeed in motorsport but who lack the cash to make it to the top.

F1 chances

He currently drives for the Lotus-backed ART team so he'll already be on the F1 radar. Now all he needs is a few more headline-grabbing performances like the one in Hungary if he wants to make it into the big time.

STATS

Mid-season super grid

If you added together the quickest time that each driver set during qualifying at each of this year's grands prix, here's how the grid would look

1. SEBASTIAN VETTEL 15mins 42.342secs	2. MARK WEBBER +5.708s
3. LEWIS HAMILTON +6.666secs	4. FERNANDO ALONSO +7.724secs
5. JENSON BUTTON +8.817secs	6. FELIPE MASSA +11.694secs
7. NICO ROSBERG +13.636secs	8. MICHAEL SCHUMACHER +18.298secs
9. VITALY PETROV +19.116secs	10. ADRIAN SUTIL +25.002secs
11. NICK HEIDFELD* +25.503secs	12. PAUL DI RESTA +25.983secs
13. SERGIO PÉREZ/ PEDRO DE LA ROSA +26.175secs	14. KAMUI KOBAYASHI* +26.665secs
15. PASTOR MALDONADO +27.746secs	16. RUBENS BARRICHELLO +30.501secs
17. SÉBASTIEN BUEMI +31.364secs	18. JAIME ALGUERSUARI +34.165secs
19. HEIKKI KOVALAINEN +48.209secs	20. JARNO TRULLI/ KARUN CHANDHOK +54.075secs
21. TIMO GLOCK +1m 3.901secs	22. JÉRÔME D'AMBROSIO +1m 9.791secs
23. VITANTONIO LIUZZI* +1m 13.839secs	24. NARAIN KARTHIKEYAN*/ DANIEL RICCIARDO +1m 19.231secs

*Where, in any of the races so far this season, a driver has failed to record a lap time in qualifying, their fastest practice time has been used instead



1

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KEVIN PLANK

Founder & CEO, Under Armour

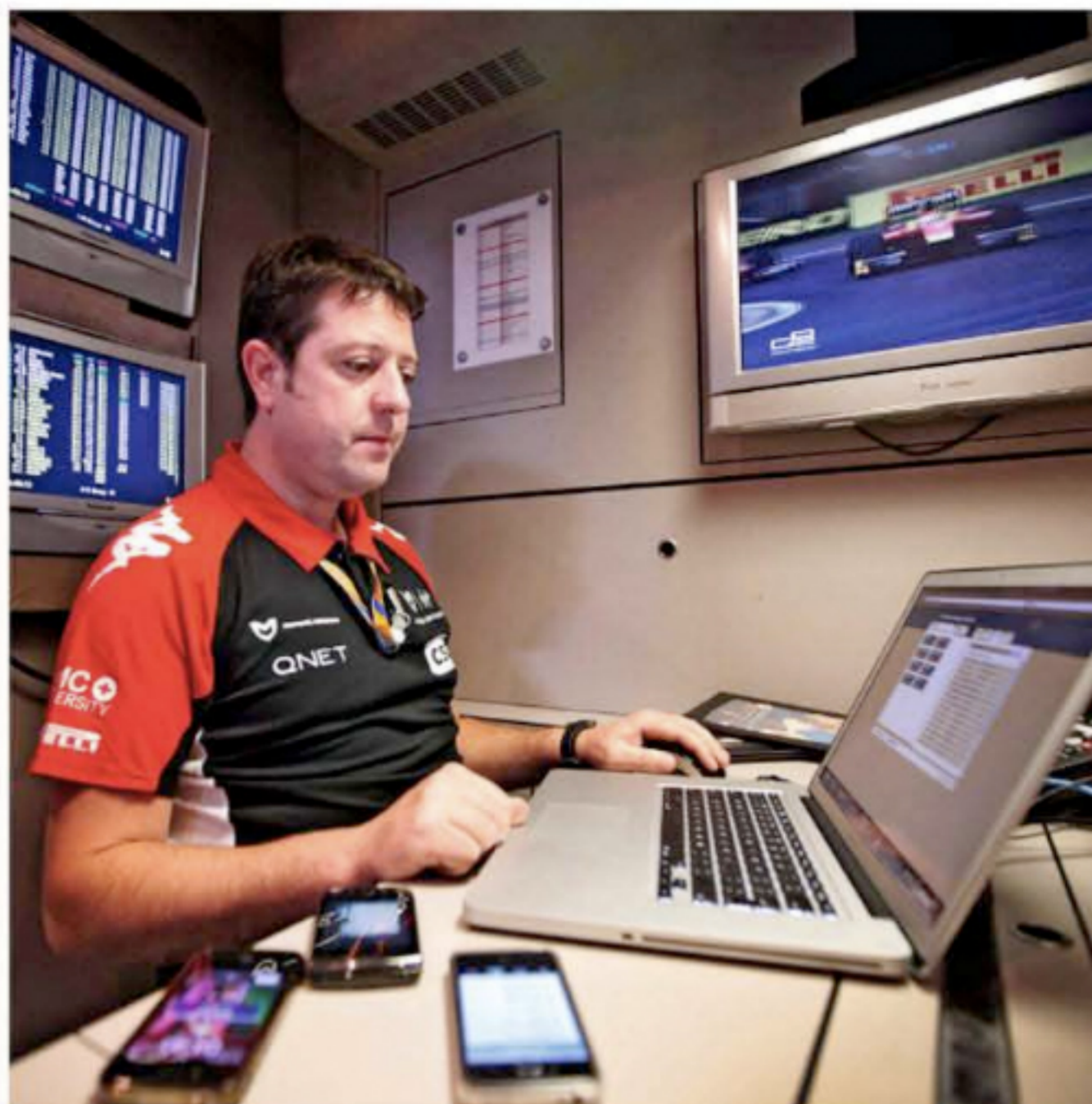
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INES VAN GENNIP

Head of Brand Marketing, Samsung Electronics Europe

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EXCLUSIVE



The app no team manager can do without

Life has got a lot simpler for F1 team bosses thanks to this revolutionary invention...

On a race weekend, F1 team managers are in constant communication with the FIA using a variety of systems including pitwall radio. But now *F1 Racing* can reveal the FIA's latest innovation: a bespoke iPhone app.

The FIA's Document Management System (DMS) was introduced in 2009 to improve the creation and distribution of official documents. Last season this system became truly mobile with the introduction of what is possibly the world's most exclusive iPhone app, available only to F1's team managers.

Using the app, the FIA can communicate directly with each of the 12 team managers

wherever they are in the paddock. Team managers receive around 50 notifications every race weekend, concerning everything from notices of pitlane-speeding penalties to changes to the circuit – and even the official ambient temperature. When a new notification is issued by the FIA, the manager's iPhone will buzz as if a new text message has arrived. As soon as they open the message, the app then notifies the FIA, who can then see that it has been received.

It may seem like a fairly simple system but it is far more effective, reliable and secure than email or text messaging, and a big step

up from the old system. Previously, if a penalty was issued during a race, a notification had to be typed and printed by the FIA before being handed to a runner who would then go and find the requisite team manager. The team manager would then sign the document to say he'd received the message and the runner would return to race control, photocopy the document and redistribute it to the other team managers – a very lengthy process. Now this can all be done in around five minutes.

The app can access all official documents for each race and also enables each team manager to communicate with FIA users logged onto the system, be it race director Charlie Whiting or the FIA technical delegate.

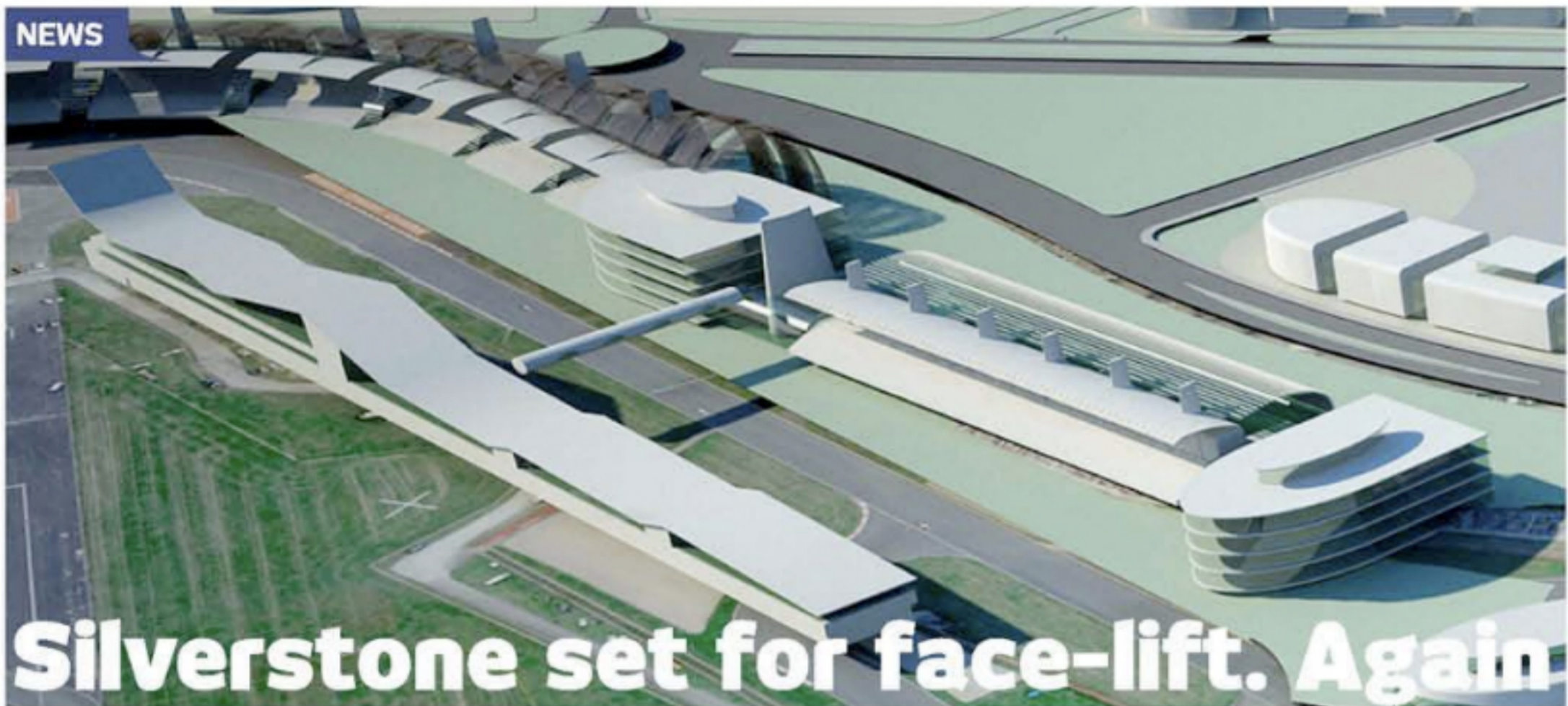
"The app is very useful," said Virgin Racing's team manager Dave O'Neil, who now has three mobiles. "The only problem is that because I have the phone on all the time I'm forever having to recharge it..."

Life before the FIA app...

Gone are the days of the huge paper trail between the FIA and the teams



NEWS



Silverstone set for face-lift. Again

Some fancy new features could be in the pipeline – if circuit bosses can attract investors

After the enormous success of July's British Grand Prix, which attracted some 315,000 spectators over the three days, Silverstone is now looking to push ahead with what managing director Richard Phillips has described as "the biggest circuit development in the history of British motorsport."

Work on the £28million Silverstone Wing pit and paddock complex was completed this year, but a recently submitted planning application indicates several major developments on the 760-acre site. The application includes plans to replace the temporary pit straight grandstands with football-stadium-style

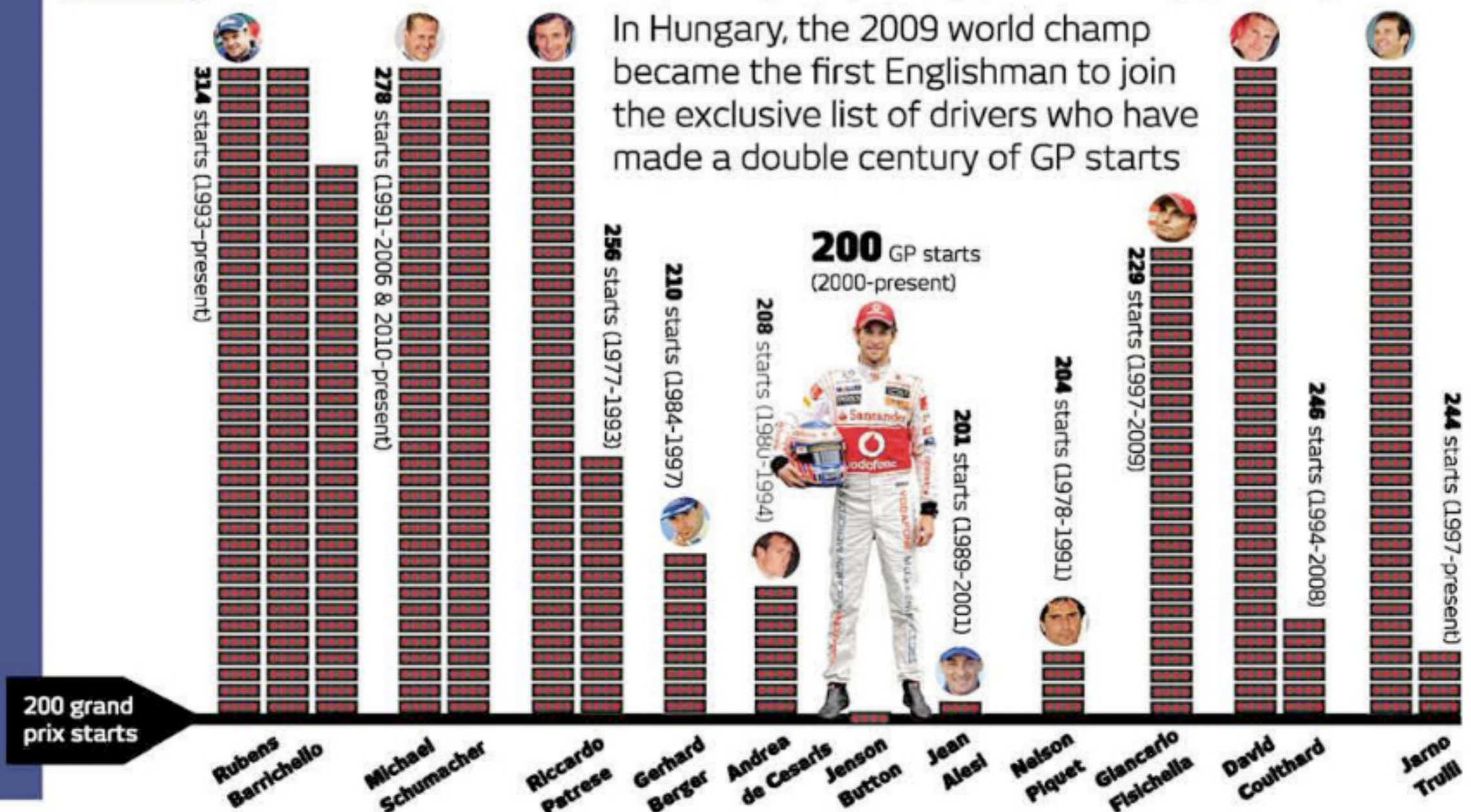
grandstands to enhance the atmosphere. A new kart track, hotels, car showrooms and a museum are also planned.

Phillips warns the expansion won't happen overnight and confirmed that Silverstone's owner, the British Racing Drivers' Club, is currently seeking serious investors to make the upgrade possible.

STATS

BUTTON JOINS THE 200 CLUB

In Hungary, the 2009 world champ became the first Englishman to join the exclusive list of drivers who have made a double century of GP starts



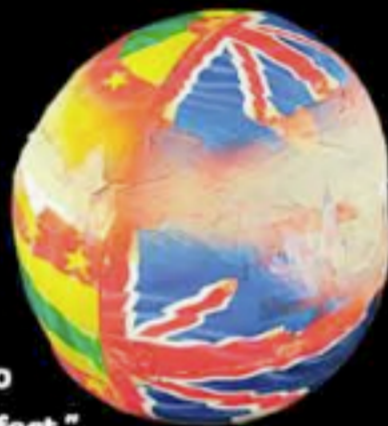
200 grand prix starts

DESIGN

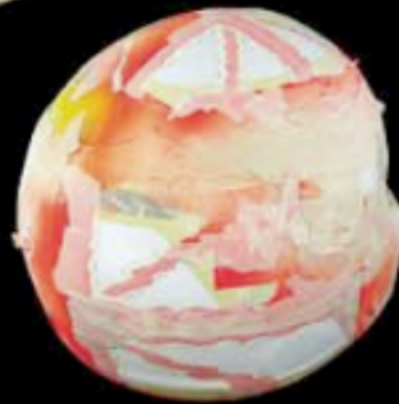
7 "Once the paintwork is complete, the helmet is given several coats of lacquer. This brings the dull colours to life. It's then returned to Japan for the interior to be fitted."



6 "Shading is airbrushed onto the flags to give a 3D effect. The shading is subtle but must be planned carefully so as not to kill the effect."



5 "Once dry, the red areas are masked and the blue sections are drawn and hand-cut in the same way as before. They are painted metallic blue."



1 "First the helmet's primer and white basecoats are applied, then the design is laid out and the first logos are added. The first colour to go on is 'McLaren rocket red'."

PAINTING LEWIS'S LIDS

Jason Fowler, the man behind Hamilton's eye-catching helmet livery, takes us through the 30-hour design process



2 "The other colours are painted separately instead of one on top of the other, to save weight. The masking tape is removed and the other logos are painted on."



3 "This helmet is the special one Lewis wore at the British Grand Prix that included the British and Grenadian flags and a big number '3'." The number is painted and then covered over to protect it."

4 "Flag areas are covered with tape, then the red sections of the Union Jack are drawn on, cut by hand and sprayed 'rocket red'."

NEWS

Webber not keen on fighter jet-style cockpit protection

The tough Aussie driver is in favour of keeping cockpits open and feeling the wind in his hair...

Red Bull's Mark Webber is wary of F1 adopting closed-cockpits in the future following the FIA Institute's recent experiment with an F-16 fighter jet canopy. To investigate cockpit safety, the Institute fired a 20kg F1 wheel at the polycarbonate jet canopy at 140mph – and there was no lasting damage.

"The canopy is an interesting idea," said Webber, "but it's a big step to do a closed canopy in F1. I still like the idea of 'having your hair in the breeze' and it will be a big day if they elect to close the cockpits of our cars. You'd also need to think about what to do when it rains and how to get out of the car in a hurry."

The subject is close to Webber's heart. In a closed-cockpit Mercedes sportscar in the late 1990s, the roof of his car saved his life when he flipped at Le Mans.

The results from the test will be studied by the Institute's technical adviser, Andy Mellor, who'll then decide how best to proceed.



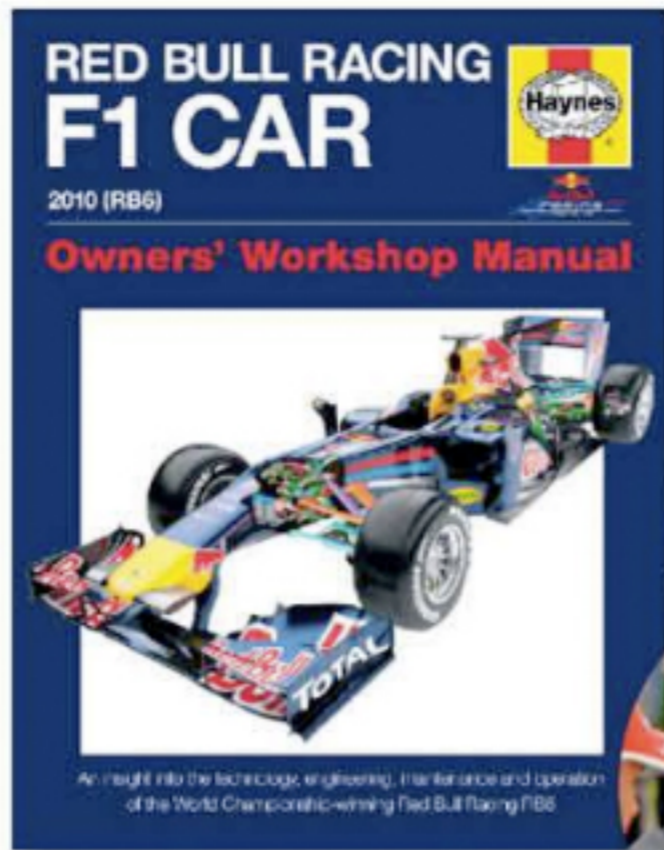
How Formula 1 cars could look in the future if they're given a Top-Gun-style makeover... all in the name of safety, of course



COMPETITION

WIN a signed Red Bull Haynes manual!

We have five copies of the fantastic *Red Bull Racing F1 Car Owners' Workshop Manual* to give away. Each book is signed by Mark Webber, Adrian Newey or Christian Horner and takes a unique look under the skin of last year's title-winning RB6, explaining in detail how it was designed, constructed and operated...



The manual lifts the covers on Red Bull's championship-winning 2010 car

To win a copy, just answer this question:

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- a) Six
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STATS

Overtaking up by over 100 per cent on last year

At this point in 2010 there'd been 345 passes. This year, with one less race, it's risen to 720...

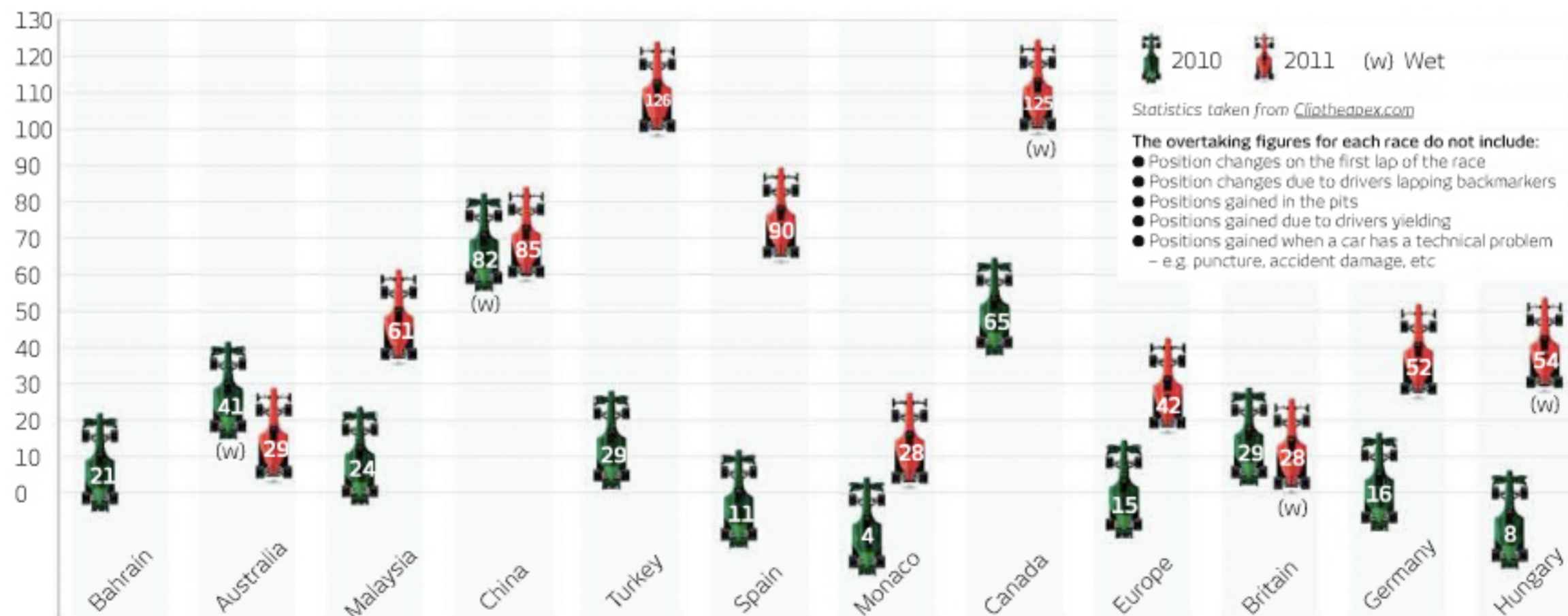


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THE SCIENCE BEHIND THE PERFORMANCE

Increasing the car's minimum weight limit this season has given KERS a real advantage, says Red Bull Racing's Adrian Newey

THE MINIMUM WEIGHT OF the cars has increased from 620 kilos to 640kg this year. That might not sound like a lot, especially when you have an engine that produces about 750bhp, but it has an impact on performance.

The extra weight affects fuel consumption and also increases wear on all of the car's consumable materials, such as brakes and tyres, because the extra mass has to be slowed in every braking area and carried through every corner. Everything is under extra strain and that makes a difference over a race distance.

At a heavy braking circuit like Montreal, or at a circuit



with lots of high-speed changes of direction, you have to factor in the effects of the extra weight. You plan for earlier pitstops and you have to think about keeping the brakes cool.

When designing this year's RB7, we tried very hard to get

the weight as low as possible in the car because that helps performance. That required some clever packaging and I was happy with the result.

There has been a positive aspect to this year's weight increase as well: KERS. It made it easier to incorporate the system in the car, although it was still pretty tight because a standard KERS system weighs more than 30kgs.

In 2009, when KERS was last permitted in the rules, we were on the old weight limit and that pretty much negated its advantages. You were better off optimising your packaging and aerodynamics than taking the weight penalty of KERS, which is why only two teams used it. This year, the front-running teams are all using the system.

There's talk of a further weight increase as part of the 2014 technical regulations. It doesn't make any difference to us; we'll design the car to whatever the rulebook demands.



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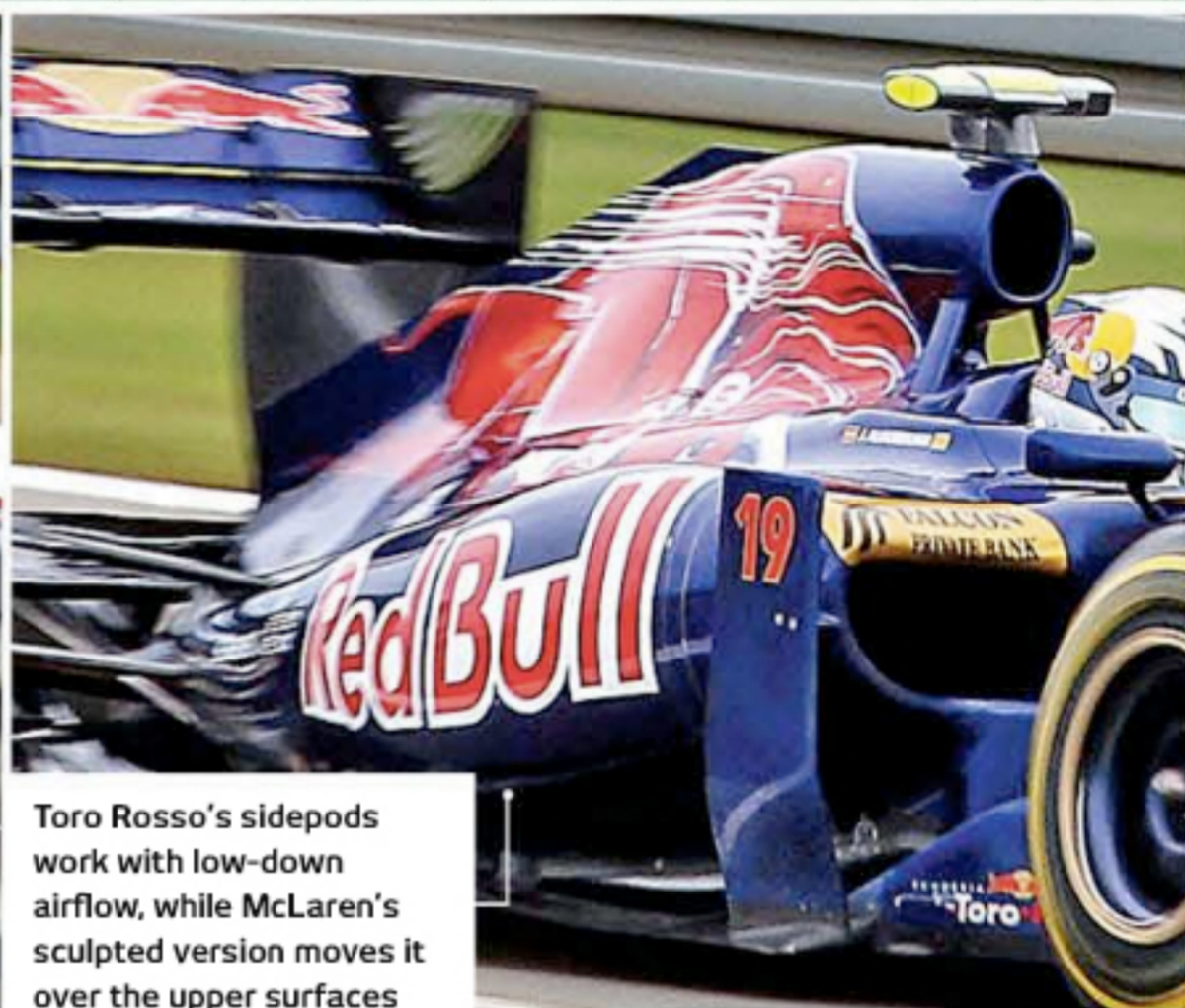
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Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

THIS MONTH: SIDEPODS



Toro Rosso's sidepods work with low-down airflow, while McLaren's sculpted version moves it over the upper surfaces

What are the sidepods there for? Why does the car have them?

That's a bit of a chicken-and-egg-type question. Sidepods are now such an integrated part of the car design that they now perform many functions. In the days of ground-effect cars they were the primary source of downforce, and it was then that they took on the shape that we are familiar with now. These days, their primary purpose is to house the radiators but they are still aerodynamically important.

How strict are the rules concerning sidepod design?

Extremely strict! The regulations govern the maximum height and width of the sidepods and even dictate the minimum curvature that is used in certain areas. It's this latter requirement,

which was introduced for 2009, that eliminated the small wings and deflectors that had been appearing on the sidepods.

There seems to be a lot of variation in sidepod design – why is that?

There is no single perfect design of any element of bodywork. All of it must work in harmony and it is particularly important that bodywork downstream of the front wing works in conjunction with the airflow that comes off the front wing. Toro Rosso have concentrated on the flow that runs low down, while McLaren have focused on the upper surfaces. Both seek to provide a clean flow to the elements at the car's rear. The sidepods do influence aerodynamics, but are not as fundamental as the wings or diffuser, which produce the main downforce.

What's in a sidepod?

The primary components housed within the sidepods are the radiators for the engine water and oil and the gearbox cooler. The energy-absorbing structures designed to lessen the effect of a side impact are also contained here, alongside a plethora of electrical boxes.

Is sidepod design compromised by what's underneath the bodywork?

'Compromised' is not the right word. The airflow through the radiators is of vital importance. Because the radiator fins represent a blockage to the flow, the air speed through the sidepods is less than the car's speed, amounting to around only 15-20 per cent of the air speed seen at the front of the car. This makes air management around the pod entry more difficult.

THE THEORY EXPLAINED



The sidepods house radiators for oil and water, the gearbox cooler and a number of electronic boxes. Very importantly they also contain a number of energy-absorbing structures that offer protection in the event of a side impact

Sidepods play a big role in safety too, don't they?

Yes. The side of the monocoque is strong but also quite thin, so not ideal for absorbing energy. The regulations require energy-absorbing structures to be fitted to the side of the car. These are tested by hitting them with a 780kg mass travelling at 22mph. These structures must be enclosed by the sidepods. In reality, the sidepod bodywork, floor and radiators also absorb significant amounts of energy in the event of an impact.

Turn to pages 106 and 110 for Pat's analysis of the German and Hungarian Grands Prix >

PHOTOS: CHARLES COATES/LAT; STEVEN TEE/LAT; JULIAN FINNEY/GETTY IMAGES

MURRAY WALKER



“We’d better just grit our teeth and accept the fact that we’re going to have to pay to view the sport we love”

Shock, horror! I was lying in bed, listening to the news and looking forward to watching free practice for the Hungarian GP, when I heard that Sky Sports will now be showing all Formula 1 races from 2012 to 2018, as well as the practice sessions and qualifying. BBC TV will be showing half the races, including the Monaco Grand Prix, the British Grand Prix and the last event of the season, plus extended highlights.

Bloody hell! That woke me up, I can tell you. It’s a major happening for petrolheads like you and I, because watching F1 on the box is a

must. We’re surely all delighted with the BBC’s superb coverage, so how could such a thing happen? Well, as the saying goes, “Follow the money. Always follow the money.” And that’s what it’s all about. Acting for the commercial rights holder, CVC, Bernie Ecclestone’s mission in life is to maximise the income from every aspect of Formula 1 – and TV rights are just about the biggest source of money available. At the same time as the BBC, strapped for money due to cutbacks, is vigorously looking for rapid and deep economies, Sky, who certainly aren’t

short of the readies, have seen an opportunity to increase their audience by ousting the current holder for the sport which, next to the Olympic Games and the World Cup, has the biggest TV audience of all. Job done. Bernie’s achieved his objective, CVC are happy and so are Sky – as they should be after such a brilliant coup.

But what about us? Not just in the UK but in all the other English-speaking countries that receive the BBC’s commentary. And what about the teams and their sponsors, for whom free-to-air coverage to maximise the audience has always been said to be essential? Good thing or bad thing? Well, Sky say they’re going to produce the best coverage ever. They’ve done very well with football, cricket and rugby, so why shouldn’t they do just as well with F1? They’ve got the desire and ability, they’ve got the money, they’ve got the resources and they’ve got the experience. But that isn’t the point. As I see it, the deeply disturbing thing is that many enthusiastic viewers who want to watch all the races live – plus millions of others, who aren’t necessarily F1 fanatics but who love watching it on the box – are going to be denied the opportunity to do so because they can’t afford to pay the £400 or so a year that Sky will presumably require.

The outraged public response to the announcement illustrates my point. When ITV got the rights from the BBC in 1995, Bernie said to me: “I’m not just doing it for the money. They’re going to do a much better job.” And to be fair, they did. Having spent a mint on obtaining the rights, ITV spent another mint on giving F1 much more programme time and much better in-depth coverage from many more good people with much better facilities, including a fabulously impressive and expensive mobile studio that went to all the European races. The viewers benefited enormously, except for the hated commercial breaks, which Sky claim they won’t burden us with.

But will Sky really be able to match – let alone improve – on the superb coverage we currently receive from the BBC’s Jake Humphrey, Martin Brundle, David Coulthard, Eddie Jordan, Lee McKenzie and Ted Kravitz, plus all their behind-the-camera colleagues who present F1 so informatively and entertainingly? I hope so for all our sakes but even if they do, it will be for a very much smaller audience. Sadly, the massive



“Sky have the desire and the ability, they’ve got the money, the resources and the experience. But that’s not the point”



Forthright chatter from the legend of F1

"I see no advantage to us, the viewers, from what has happened. Those who can afford to pay Sky as well as the BBC licence are going to be alright, but so many of us are not. A lot of F1 fans are going to suffer"




costs involved in producing high-quality programming such as Formula 1 are increasingly unaffordable to terrestrial broadcasters with the result that, from the 2012 Australian Grand Prix, which is only six months away, we will have to decide whether we are prepared to pay a great deal more to be able to watch all the races live.

I fear, although I sincerely hope I'm wrong, the fact that the BBC will be covering only half of the races live, and that they will be spending a lot less money on doing so, means their coverage will not be as good as it is now. For instance,

which of next year's ten races that they are going to be covering live will they choose to show? Just the lower-cost European ones? And will the BBC's stars stay with the Corporation to help present half the races or will they, if their contracts permit, accept a more lucrative offer from Sky to do them all? It's a no-brainer, isn't it? When the BBC lost the rights to cover F1 in 1995 I was lucky enough to have ITV contacting me the very next day and I'd be very surprised if Sky haven't already approached the BBC's top people about moving over.

Rather gloomily, I fear that television's audience for Formula 1 is probably going to drop dramatically and there is a possibility, even though it has signed up until 2018, that the BBC could eventually lose heart altogether and abandon the sport to Sky's advantage – if not to ours. However, what we have to accept is that the whole media scene is changing at a dizzying rate. The BBC isn't going to get any richer and it has to make some agonising decisions about where its money-allocation priorities lie. Expensive programming such as Formula 1 has to be paid for, and free-to-air sports programmes could eventually become a thing of the past. So we'd better just grit our teeth and accept the fact that we're going to have to pay to view the sport we love.

Bernie seems to have managed to calm the teams' major worry – namely that they will suffer a dramatic loss of income as a result of the change. But currently, I see no advantage to us, the viewers, from what has happened. Those of us who can afford to pay for Sky as well as the BBC licence fee are going to be alright, but so many of us are not. And that's more than a pity.

But is there anything we can do about it? Unfortunately, not really. The die has been cast and, this time, a lot of Formula 1 fans are going to suffer. 

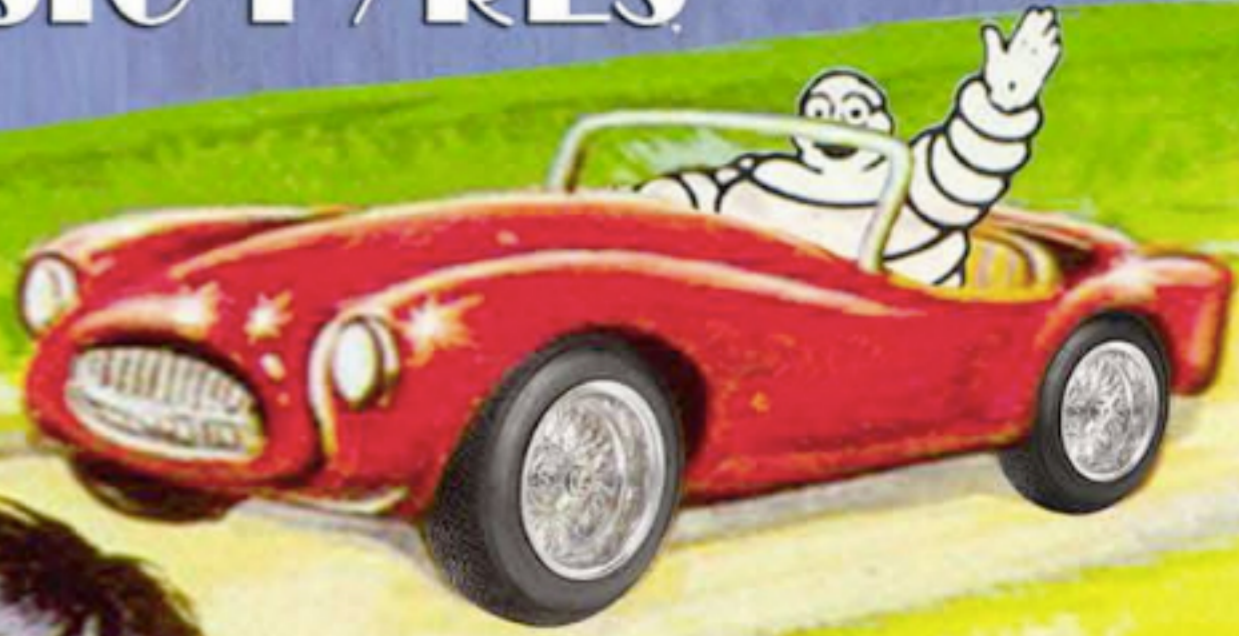


"Can Sky match the superb coverage we get from the BBC's Jake Humphrey, Martin Brundle, David Coulthard and Eddie Jordan?"





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WHATEVER HAPPENED TO...

FRANÇOIS MAZET

Once drove a total lemon – now has an easier time growing them



Then

Making his sole GP appearance in 1971, driving the March 701. He finished last

Parisian racer François Mazet participated in only one world championship race: the 1971 French Grand Prix, which was held, for the first time, at the Paul Ricard circuit.

Back then, Mazet had been competing in Formula 2, driving Jo Siffert's car when the moustachioed Swiss racer's Formula 1 commitments meant he couldn't race. Siffert also played a hand in Mazet's F1 debut, running him in an aging March 701. Unfortunately the outing wasn't a great success, with Mazet qualifying 23rd before finishing as the last classified runner in the following day's race, five laps down on victor Jackie Stewart. Mazet would never race in Formula 1 again.

"It was a disappointment that I only got to race in one GP," the Frenchman told *F1 Racing*. "But you have to remember that not long after my debut, Jo Siffert was killed at Brands Hatch. His wife came to see me and said: 'We cannot continue motor racing.' Then my backer, Shell, withdrew from the sport in France



Now

Grows lemons. Not just any old lemons – oh no. 'The best lemons in the world'

and everything fell apart in just a few weeks. I had my own things to look after so I thought, 'I'll stop for a year and try to do something else.'

"I went into insurance and reinsurance and, after a year, things were going really well. I decided that if I went motor racing properly again, my businesses could collapse. I set up a big brokerage company in Paris and it was one of the top five in the city.

"From the end of 1979 I became involved in Formula 1 again with the sponsorship of Lotus by Essex Petroleum. And today I'm still

involved in the organisation of the Monaco Grand Prix.

"I also own La Citronneraie, a 19th century estate and gardens in Menton, which I bought when I was 22. It's been classified as one of the 'Remarkable Gardens of France' by the French ministry of culture and we receive visitors all year round.

"The town of Menton has a great climate for growing citrus fruit, and our lemons are considered the best in the world. I have the most lemon trees in Menton and produce 15-20 tonnes of fruit per year. There is a very high demand for them and we sell to some of the most famous chefs in France as well as producing our own liqueurs and preserves. I like cooking with lemons – in fact the best recipes I have come from English books, because the English enjoy cooking with citrus fruit.

"I still have a passion for motor racing and continue to follow F1 today with no regrets, but I also have a passion for beautiful gardens. As you can imagine, one interest is much more relaxing than the other!"



1971: makes his F1 debut

The 28-year-old enters the 1971 French GP at Paul Ricard in a rented March 701...



1971: F1 career high

...but he qualifies 23rd and finishes 13th and last, five laps down on the winner




Now...

The 68-year-old owns and runs La Citronneraie, a 19th-century estate and lemon grove

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 YEONGAM 2010/Dong-heon Shin/25/SOUTH KOREA

"I even got the chance to meet Nico Hülkenberg, who is a very cool guy!"



"I had been dying to watch the Korean GP since 2006 and, at last, the day had finally come. I arrived at Yeongam on the Thursday, and went to the circuit to see what it looked like, hoping to bump into some of the drivers. On arrival, I spotted Bernie, Button, Vettel, and my hero Alonso.

I also got to meet Nico Hülkenberg at the paddock gate later on in the day. He is a very cool guy!



"The qualifying was both exciting and disappointing at the same time, due to another session of Red Bull dominance! But, after qualifying, the pitlane opened and the autograph session



Alonso wins. Cue the happiest day of Dong-heon Shin's life

took place. I just missed out on getting Alonso's signature. It was the most disappointing moment of the weekend.

"On Sunday, the race was delayed by heavy rain – similar to this year's Canadian GP. It was all a bit boring and I was getting sick of the sight of the Safety Car, but then the lights went out and lots happened. Webber and Rosberg crashed and Vettel suffered an engine failure. After all the incidents Alonso became the winner and suddenly my first Formula 1 attendance became the best race I've watched."

2010 KOREAN GP

- Vettel and Webber once again locked out the front row in qualifying
- Fernando Alonso took the win for Ferrari
- Hamilton finished second and Massa third, with Schuey a solid fourth

 MONZA 2010/Jono Park/30/NEW ZEALAND

"It was magical to be with the tifosi on home turf after Alonso had won"

"I'd been living in London for about three years, but before I headed home to New Zealand for good, I decided I wanted to see a Formula 1 grand prix in Italy. So plans were made, and it was a glorious sunny September day when we arrived at Monza for a weekend of racing.

"My mate JB somehow pulled some strings and we managed to get into the paddock and enjoy some Red Bull Racing hospitality (my Ferrari T-shirt was discreetly put in my bag before we went in). Apart from having a tour around the Red Bull garage, we



managed to get photos in the paddock with Renault's Kubica and Petrov.

"The race was fantastic, especially given that Alonso and Ferrari won. It was a mad dash from the Ascari chicane to the podium, but it was worth it to be right among the tifosi on home turf. All in all, a magical experience I will never forget!"



"We managed to get photos in the paddock with Robert Kubica"

 A1 RING 2002/Ray Gilliland/59/UK

"The crowd stood up and booed, which didn't come across on TV"



"I go to a different grand prix every year and, in 2002, I decided to go to the Austrian GP at the A1 Ring. This was the grand prix where race leader Rubens Barrichello was

ordered to let Michael Schumacher past. The problem was, he left it right up until the chequered flag, making his feelings very obvious. The whole crowd stood up and booed – the force of which didn't come across on TV.



"This picture was taken from the grandstands.

Does it show the moment when Ron Dennis persuaded Montoya to leave Williams for McLaren...?"

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Mika Häkkinen

There is much to discuss, not least the “probable” return of Kimi Räikkönen to F1, the kicking of DC’s behind and a curious afternoon with James Hunt and his budgies that led Mika to ask: “What was all that about?”

WORDS HANS SEEBERG PORTRAITS LORENZO BELLANCA/LAT

Mika Häkkinen is in a relaxed mood, which might have something to do with being on a £30million yacht in Monaco, surrounded by beautiful women and watching qualifying on a 50-inch HD telly. It’s often said that being an F1 driver is a glamorous job, but it’s nothing compared to being a recently retired double world champion.

Even so, Häkkinen has the air of a man so at ease with life that you sense he’d be equally happy chatting away at a Little Chef somewhere off the M4. This is slightly at odds with the aloof persona he gave off during his F1 career, one of many things he addresses in an absorbing 45-minute session, where he tackles a host of your questions. “F1 takes your soul – it takes everything,” he goes on to admit, tellingly.

As the action unfolds on TV, the only thing that punctures Häkkinen’s breezy demeanour

is Sergio Pérez’s huge shunt at the chicane after the tunnel. Mika is noticeably quiet, perhaps thinking back to his own accident at Adelaide in 1995 that left him with a skull fracture and internal bleeding. He watches the screen intently as medics attend to Pérez, and doesn’t speak until it’s announced that the Sauber driver is definitely going to be okay.

So as the qualifying session comes to an end, Mika – here in his role as a brand ambassador for Johnnie Walker – picks up the question cards and smiles. “Let’s do this!” he grins.

Would you ever come back to Formula 1 as a team boss?

Peter Corcoran, UK

It’s a simple question and I’ll give you a simple answer: no. To be a team boss is a massive responsibility; it’s an extremely complicated

job to have and to do, and Formula 1 is a very specialised sport. If I took a position as a team boss, I’d like my team to win – we’d have to have the right people, the right sponsors, great designers and all the rest of it. Those are the elements you need to succeed, but it’s very difficult to make it all happen. I couldn’t do all of that, so I don’t want to even try. It’s a good question though.

Why didn’t Formula 1 work out in the long-term for Kimi Räikkönen?

Cesar Alvarez, Dominican Republic

I don’t know... I mean he was in Formula 1 for quite a few years and he did a great job in my opinion. He’s a super talent, but I think Kimi probably didn’t feel like he wanted to take part in Formula 1 any more. It’s a very strict sport and you really have to follow the rules, and I think he →



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maybe wants to make his own rules, so perhaps he felt like he didn't want to hang around. He has immense talent and he could have continued in Formula 1 for many years, but he wanted to do other things, like rallying and NASCAR. Why not? He's still a young guy – you know, why not go around the world and do things you want to do? Will we see him in Formula 1 again? Probably, yes... that's my opinion.

Did you ever have any ambitions to drive for Ferrari?

Barry Cosgrave, Canada

I was always interested in the technical side of F1, and simply to have understood one of their cars from a technical point of view would have been interesting. I really committed myself to working with McLaren and we had an incredible journey together: we had some accidents, we had some great victories – everything.

I decided when I first spoke to Ron Dennis about joining them that it would not be for a short amount of time; I said to Ron, "Look, this is a long-term thing, so let's do it." He said, "Mika, I maximise everything and I'll do all I can for you – I want you to be at McLaren until you want to stop." We went on an incredible road together and won two world championships. I think it was correct to commit in this way – I think if I'd been at McLaren for three years and then left to join another team like Ferrari for three years, I wouldn't have been a double world champion.

So really, my only interest in driving the Ferrari was probably to understand what it was like technically – how it handled and so forth, and in what areas it was better than my own car.

Why haven't McLaren won a constructors' championship since 1998?

Richard Marsh, UK

The mentality of McLaren is that they'll always make a car that's extreme: it has to be faster and have more horsepower than any other car. Everything has to be the best. When you're working with this kind of mentality, the people and the machines are on the limit, and the risk of something breaking is greater. And when something breaks, you can't win the constructors' championship. So this is the reason behind why they haven't won it for a while, although I wouldn't say it'll be like this forever.

What was your relationship with David Coulthard like, considering that team orders were sometimes used?

Steve DiMartino, UK

Me and David had a great relationship when we were team-mates – absolutely fantastic. We had a bit of a rough start though, because I'd already

been in Formula 1 for a couple of years and he was a newcomer; he was thinking he was gonna kick my arse, and I was thinking I was gonna kick his arse. So that was the situation, which meant the relationship was quite aggressive at the beginning. But after a while we learnt to handle it... we grew up, I suppose. We understood that there was no point being negative. I think the team helped us a lot – especially Ron and Norbert Haug from Mercedes. They made us communicate better and improved how we worked with the mechanics, and that made the team stronger.

Team orders? I don't know if I'd call it that, but you have to remember it worked both ways. It was never just for me. I still speak to David now when I go to a grand prix, and we have a great time together; we haven't got that weight on our shoulders to perform any more. You know, he's got a family, I've got a family – let's all relax, enjoy the sunshine and remember the past in a positive way.

Is it true that you almost became Fernando Alonso's team-mate at McLaren in 2007?

Jorge Henley, UK

No. Was I ever close to a return to Formula 1? No, it's not true. Maybe...

What do you miss most about Formula 1?

Aaron Cawley, Ireland

Well, Formula 1 makes your life quite easy. That's what I miss. Everything is organised for you every day: all you've got to do is exercise and get fit, race cars and enjoy it. Once you leave Formula 1, life gets a lot more complicated. Things change – you have to do everything for yourself! [Laughs] But I'll be honest: driving an F1 car is a beautiful experience; driving a car on the limit is a beautiful experience; getting success with a team is a beautiful experience. It's a great sport. The glamour is great, but I don't miss that so much, it's more driving the car and getting success that I miss.

What do you think of Schumacher's return and do you think he'll win again?

Sarah Birch, UK

I believe his return in Formula 1 can be viewed in so many different ways. What I think about his return is that it is very brave decision to make a comeback to Formula 1, especially at an age when you have a lot of responsibilities in life, which you cannot avoid. To go motor racing in Formula 1 is time consuming and you really have to put your time into it, especially your mind. Your body, of course, you have to train... but your mind in particular. And you cannot



"First **Ayrton** smiled. That's how he reacted. First he smiled... and then he realised the **impact** of that result in qualifying. Then he wasn't smiling any more."

Mika on outqualifying Senna at Estoril in 1993



easily switch on and off. Go and decide to race in a grand prix: it's not easy-peasy, for me, but everyone is a different person and, like I said, it's a very big challenge for Michael. Will he win again? Certainly, in my opinion, yes. He can win again, you do need the car to be in a position to win, but he can win – although if Nico performs like he did last year, then it will be very difficult for him to win, very difficult. If somebody has a bit of bad luck, or something completely crazy →



“At first, David was thinking he was going to kick my arse, and I was thinking I was going to kick *his* arse. But then... we grew up, I suppose”

happens, of course he can win. But at the same time, in fair conditions first of all he has to beat Nico... and so far he hasn't done it.

Mika, how did Senna react when you outqualified him at Estoril in '93?

Jean François Jouhannaud, Canada

Well, first he smiled. That's how he reacted. First he smiled... and then he realised the impact of that result in qualifying. He wasn't smiling any more when he started to realise what had happened. And as the weekend continued, in the debriefing with the engineers, Ayrton was starting to get more... not more aggressive, but more nervous. More serious. He started to get more serious through the weekend. And of course the media did not give him any mercy and they started asking more questions: "What is going on here Ayrton? Why is this young bloke kicking your butt?" And I felt the tension from him towards me immediately after qualifying and he started walking around my car in the garage, looking at what was going on with it. But there was no difference in the cars, except where we had a few personal modifications here and

there. But at the same time there came a little respect from him. I saw him during testing at Silverstone when we ran at the same time and he said "Hello, hi," and I said "Okay, hi," But after that came the respect. At the same time there came a certain fear for him... that's how he reacted.

Mika, tell us: how much attack is 'maximum attack', exactly?

Fizzy Stella, UK

How can I describe that one? I think that when we talk about maximum attack, the grand prix takes a little bit less than two hours – sometimes the whole two hours, and it depends a little bit on the situation. And occasionally I had some racing situations, like I had with Michael Schumacher in Spa – 2000, I think it was. I overtook him in a very difficult situation past Zonta and that was a 'maximum attack' situation where you really have to hold your breath for a certain amount of time. You have to think. And then you make a maximum attack. And make a decision that is a very risky decision. Attack is just a normal overtaking situation.

What did you really think when Michael Schumacher pushed you onto the grass at the Belgian Grand Prix in 2000?

Tim Howard, UK

This was a lap before the pass I've just mentioned. When you are sitting alone in the car and you are in a racing situation like that, you cannot start screaming on the radio, telling the team – "Hey, what is he doing!" You can't start waving your hands, showing the international signs... it just doesn't help. So you have to put yourself in a controlled mode and think, 'Well, okay. If you want to play the game, let's play this game.' So I really started understanding what the name of the game was and what I wanted to do, so I thought to myself, 'Let's see what's going to happen next' – I wasn't ready to die and hit the wall. I wasn't ready to do that. But I wanted to see what *he* was ready to do. Of course, it's all a game at the end of the day. It's a sport – and when you play the game it has to be within the rules. He met his match in that situation and I tried to find a way to trick him. And it worked.

David Coulthard says in his autobiography that you never trusted anyone. Is that true? If so, why?

Alex Cooper, UK

[Pauses for 21 seconds, then laughs] It takes a long time to answer the question... no, of course I have trusted people. I mean, throughout life some people who you trust let you down, but I did trust people. It's actually easy to trust people in Formula 1, but it depends who you're dealing with, doesn't it? I trusted everyone at McLaren, because the people there worked like crazy so that I could have a chance of success. Bernie was brilliant, too – I had great support from him. I think David maybe misunderstood... I probably didn't explain it properly to him. But I'd like to say that of course I trust David!

How was working with James Hunt early in your career? What did he teach you?

Sid Man, UK

I was definitely a young guy. I met James Hunt for the first time in 1987, a very long time ago. And then I ended up getting advice from him in 1991, quite a few years later. And I saw James on different occasions, not in a working environment, but in a fun environment. Then I started seeing him in a coaching environment when he started explaining to me about Formula 1. I think it was a good idea; I had my management behind me at the time, Keke Rosberg, who has a great amount of experience. His advice was very simple, he would just say to me, "Mika, put your foot down." But Peter Collins at Lotus wanted to get more out of me

What was it really like to drive for Ron Dennis?

Denise Harvey, UK



I don't understand the question. 'Really like'? I didn't find it difficult to work with Ron because what Ron does is to make everything work. Everything was logical and he made everyone understand what we were working for and what we were trying to achieve. We were aiming to win and we were aiming to win grands prix and the world championship. He made us all understand that we were there to win, not to be second or third. And Ron was great at identifying your weaknesses. He knew that people who worked in the team had a lot of strengths in different areas, in their personalities, in how they

worked, in their talents. But we all had weaknesses and he made us work harder to overcome those. It's good to identify those weaknesses as you become more complete. When you are more complete, you are more successful and when there are a lot of people in the team, the result will come. So it was very hard to work there with Ron Dennis, but we got the job done ultimately.

Ron Dennis: always a big fan of winning (below). Less tolerant of faults (see quiff-adjustment, above)



than just keeping my foot down and James Hunt was a very positive guy, very outgoing, and he was also a very nice man. Like I am, but I'm very quiet, especially at that time – I was so shy, first of all because of the language barrier. I was in a foreign country and a lot of elements made me behave in the way I did: it was nothing against the people or the country. And I also think the shock of Formula 1 had an effect and closed me down a little bit and I realised that I couldn't trust so many people – that was difficult.

But the work with James Hunt was really exciting – it really stayed with me when I met him and went to visit him in his house and sat on his sofa with a cup of tea. And he would start a discussion in a very friendly way, we'd talk and then he would take me to have a look at his budgies. Then I'd leave his house, thinking to myself: 'What was that all about? And am I a better racing driver now?' And later on when I thought about it, I realised that life is something else other than F1. There is another life and you don't have to just live in F1, you don't have to think that this is everything. And as you know, James Hunt was a guy who loved to have fun, enjoyed socialising with other people but he also liked his own peace and quietness. He tried to explain this to me and said, "Mika, smile, come on, chill out, relax. Do your racing, keep your foot down, but enjoy your life."

Do you regret retiring from F1?

Nigel Forrest, UK

No, I don't regret not continuing in F1 because I knew that I couldn't continue in a positive frame of mind. There was no way that I could have been good for the team with my performance – it was not good enough. I had one year off racing and Ron told me to have a year off, but in reality I think I would have needed more time off to chill out. But even then, Formula 1 is such an incredibly demanding sport – it really takes your soul, it takes everything. So I don't regret it.

You're a Johnnie Walker ambassador but, as a Finn, surely you prefer vodka?

Margot Bewick, UK

Never! I prefer whiskey, of course! 🇫🇮

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Just another normal day in the life of an F1 driver

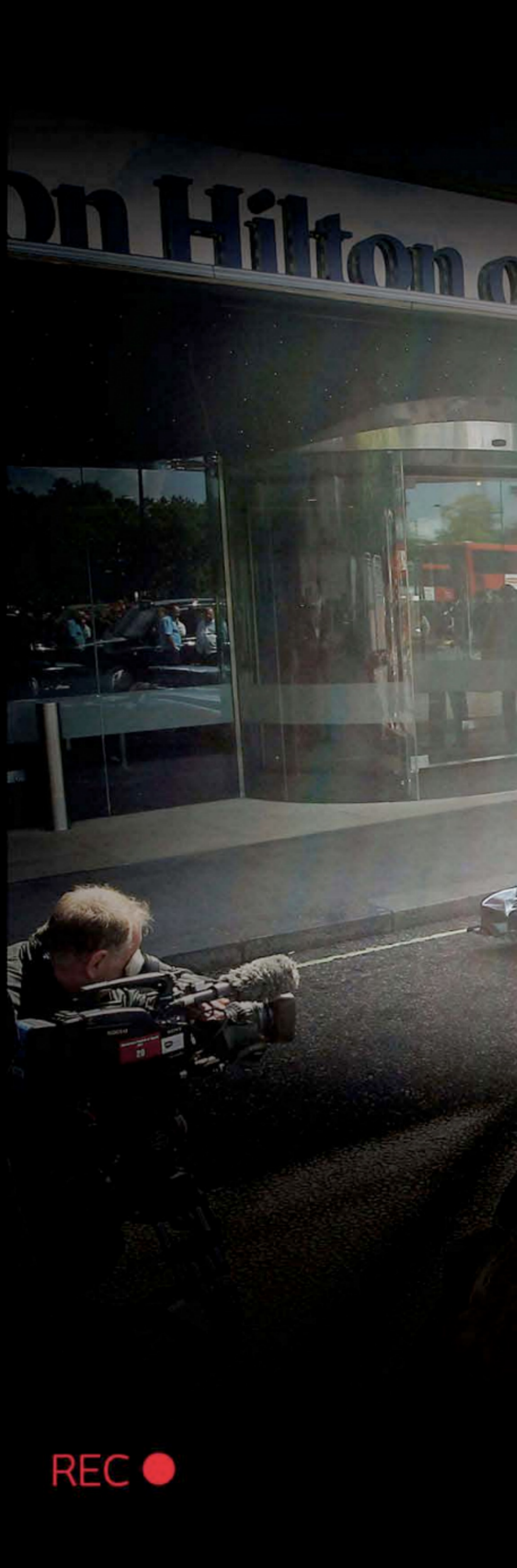
The likes of **Jenson Button** have to keep their sponsors happy by doing numerous PR days, but is being a movie star really such a tough job? *F1 Racing* investigates...

WORDS JAMES ROBERTS
PICTURES ANDREW FERRARO/LAT

It is a fact of modern Formula 1 life that grand prix drivers don't just simply race cars any more. The days of motoring across the Continent to compete in a couple of world championship races, followed by a few nights on the French Riviera before leisurely returning home, are long gone. Sir Stirling Moss memorably said in the February issue of *F1 Racing*: "When I won a race, I could go and chase crumpet. When Jenson or Lewis win a race they have to go and talk to Vodafone..." He's not wrong.

The pressures from the sponsors, who demand bang for their buck, means this generation of drivers spend more of their time fulfilling PR commitments when they are not sitting inside a racing car. And they can't really complain. Unless they are in a position to pay for a race seat themselves, it's a fact of life that they need to please the people who are signing the cheques.

But some PR days are more fun than others. Earlier in the year, Jenson Button was given the chance to drive around Bathurst, →



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Lights, camera, action – changing weather conditions and unwitting hotel guests permitting



firstly in an F1 car and then in an Australian V8 supercar for a stunt organised by Vodafone, while as we reported last month, Lewis memorably swapped machinery with NASCAR champion Tony Stewart in a similar deal put together by Mobil 1.

In the build-up to the British Grand Prix – arguably McLaren's most important race of the year – both their drivers had put in a number of publicity appearances for Santander, Vodafone and Mercedes-Benz. There was another when Jenson Button caused consternation by driving his McLaren up to the front door of the Hilton hotel on Park Lane and handing the concierge his helmet and gloves...

For today, Jenson has given up the day job to take a starring role in a couple of short videos that are being made by Hilton. One scene is a simulated pitstop, where the staff from the hotel dash through the rotating door of the flagship London Hilton on Park Lane and work on his McLaren on the street outside, while a second scene has Jenson charging up to the hotel entrance whereupon he entrusts his helmet and gloves to the concierge.

To make these shoots happen, a number of logistical hurdles have to be overcome, namely liaising with Westminster City Council to get the road closed off in front of the hotel, procuring last year's MP4-25 (in 2011 livery), and prepping Jenson for his acting work. The biggest

headache though is created by the hotel guests, who obviously stumble out of the front door, unaware they are in the middle of a film set.

During the half-day filming, London life continues around the set, but the unusual sight of an F1 car on the streets of the capital is enough to stop most people in their tracks. Passengers on top of a double-decker bus passing down Park Lane all turn their heads as they spot the McLaren parked on the street in front of the hotel, while a security firm tries their hardest to stop pedestrians from getting in the way. One local resident starts a row when he refuses to walk the 20 metres around the cordoned-off areas, blaring insistently: "I pay for these streets!"

Other hotel guests, from Middle Eastern businessmen to Iberian airline pilots, stop and stare when they see Jenson's MP4-25 on the street outside; some pose for pictures while others film the car on their mobiles. The main platform for today's videos are the numerous social networking sites where the videos will be posted and reposted until they become 'viral'.

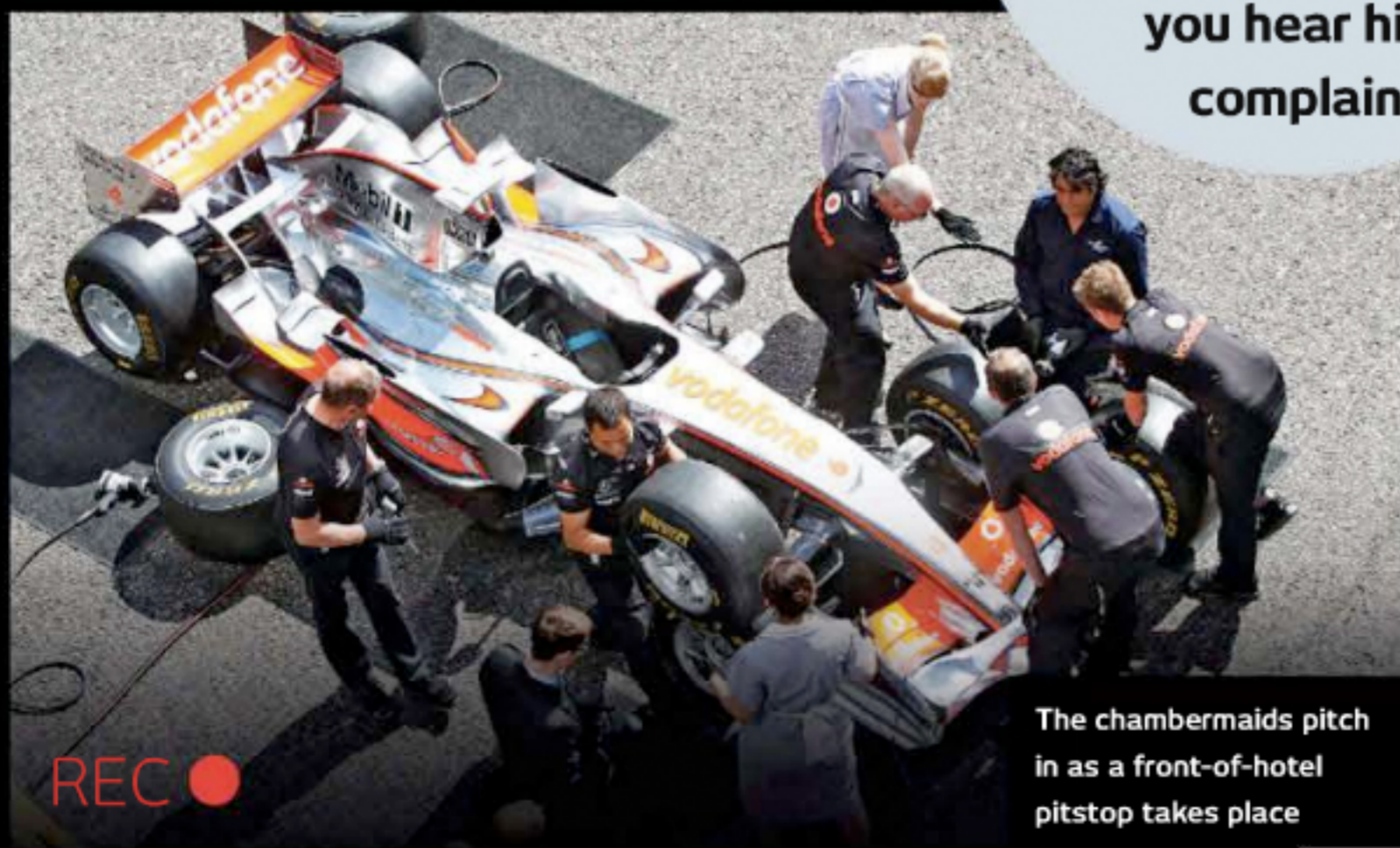
Throughout the day, hotel guests are confused by which is the real concierge and which isn't.

Time with **Jenson** is precious but, as ever, he's happy, relaxed and instantly does whatever is asked of him. **Not once do you hear him complain**

REC ●



JB's not-very-convincing lookalike does the hard graft before the man himself arrives



The chambermaids pitch in as a front-of-hotel pitstop takes place

REC ●



Jenson receives direction in taking off his gloves in a proper, actorly fashion

It's only when a make-up girl comes along to powder the one wearing the top hat, that we realise who the actor is. "The videos are a bit of fun, but they are also intended to show guests that when you stay at a Hilton Hotel, there are a number of people behind the scenes you don't see who add to their experience" says Robin Fenwick of Right Formula, the agency that looks after Hilton's F1 sponsorship and one of the creative brains behind today's work.

Although filming with the car commences well before 9am, Jenson doesn't actually arrive on set until 11.39am – the earlier and more labour-intensive work having already been carried out by a Button lookalike. Except the lookalike doesn't really look like Jenson. Time with Jenson is precious but, as ever, he's happy, relaxed and instantly does whatever the film's director, Simon Fitzgerald, asks of him. Not once do you hear him complain.

"Jenson is a very polished act, isn't he? He understands totally what he has to do and it's our job to get him to perform," says Fitzgerald.

The only problem is the British weather. While it's overcast to start with, sunshine and a sharp shower later on play havoc with the continuity. "It's very difficult to control the circumstances, but these are the cards we've been dealt and we have to think on our feet and be flexible," says Fitzgerald. "We always have time constraints with these jobs; how long we can close the road for, how long we have the car and Jenson – you just factor all that in."

Sir Stirling Moss lives just a few streets away and pops into the Hilton with his wife Susie to chat with Jenson and girlfriend Jessica in a period of downtime between scenes. JB claims that during his world-title-winning year with Brawn he did only six PR days; that has mushroomed since he joined McLaren. But being a film star, chatting to Stirling Moss in a world-class London hotel and driving racing cars for a living doesn't seem like such a hard life to us. **F1**

Classic F1 adverts

Who'd have thought F1 drivers were such good actors? Er...



The Canberra Milk kid

Did you think Mark Webber could sing? Well, you'll be disappointed to hear that he can't. In a massively low-budget production, the Aussie sings over footage of himself driving a kart around some cartons of Canberra Milk. It's definitely a forced smile...

Funny rating: ●●●○○○

(but it's not meant to be)

<http://tiny.cc/kfe8t>



Lewis, Jenson – and no team

The McLaren mechanics leave their drivers to assemble their own F1 car with fairly predictable results. Jenson finds a bolt on the floor, while Lewis kicks the engine into position. Classic line: "Do you want to take it out first?" "Nah, we'll leave Gary [Paffett] to do that. That's what test drivers are for..."

Funny rating: ●●●●○○

<http://tiny.cc/albsr>

F1
Classic
advert



Damon and Murray in Pizza Hut

An all-time classic where Murray Walker can't stop commentating on every move Hill makes while ordering a pizza. "And here comes the pasta!" shouts Murray, wild with enthusiasm. "It's a pizza, Murray," deadpans Hill. "And he's spun! He's spun his pizza around 180 degrees!" Legendary.

Funny rating: ●●●●●●

<http://tiny.cc/tfd9y>



James Hunt with Morecombe & Wise

James Hunt pits his Texaco-backed McLaren and the '70s comedy duo come out to help. The car's not working – they've changed the engine, the suspension, the tyres and the transmission. Maybe it needs some fuel. Some Texaco fuel...

Funny rating: ●○○○○○

(was probably hilarious in 1977)

<http://tiny.cc/1pcc0>



Anything you can do, I can do better

The subtext for this advert starring Fernando Alonso and Lewis Hamilton was all the more tasty given the feud between the McLaren duo in '07. The pair try to outwit each other, before a bizarre Mika Häkkinen cameo appearance in a sauna at the end.

Funny rating: ●●●○○○

<http://tiny.cc/6okra>

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1.4 TURBO MULTIAIR
POWER OUTPUT 165BHP (121KW) AT 5,500RPM
PEAK TORQUE 250NM AT 2,250RPM
ACCELERATION 0 - 62 MPH 7.9 SEC
TOP SPEED 133MPH

FUEL CONS MPG (L/100KM): URBAN 35.3 (8.0) /
EXTRA-URBAN 56.5 (5.0) / COMBINED 46.3 (6.1),
CO₂ EMISSIONS: 142G/KM.

ABARTH 500

1.4 16V TURBO T - JET
POWER OUTPUT 135HP (99KW) AT 5,500RPM
PEAK TORQUE 206NM AT 3,000RPM
ACCELERATION 0 - 62 MPH 7.9 SEC
TOP SPEED 127MPH

FUEL CONS MPG (L/100KM): URBAN 33.2 (8.5) /
EXTRA-URBAN 52.3 (5.4) / COMBINED 43.5 (6.5),
CO₂ EMISSIONS: 155G/KM.

ABARTH 500C

1.4 16V TURBO T - JET
POWER OUTPUT 140HP (103KW) AT 5,000 RPM
PEAK TORQUE 206NM AT 2,000RPM
ACCELERATION 0 - 62 MPH 8.1 SEC
TOP SPEED 127MPH

FUEL CONS MPG (L/100KM): URBAN 33.6 (8.4) /
EXTRA-URBAN 52.3 (5.4) / COMBINED 43.5 (6.5),
CO₂ EMISSIONS: 151G/KM.



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MICHAEL



SCHUMACHER

Has it really been 20 years?

It might have been won by Ayrton Senna, but the Belgian GP on 23 August 1991 has become more famous for the debut of Michael Schumacher, a man who would go on to rewrite Formula 1 history. To mark the 20th anniversary of that day, **Michael** looks back on his career with astonishing candour; the likes of **Villeneuve, Häkkinen** and **Montoya** recall their time racing against him; and **Ross Brawn**, who has been with him nearly every step of the way, relives their highs and lows. Twenty years, seven world titles and still doing it at the age of 42: you've got to admit – that's impressive...



“When I joined F1, guys like **Senna** and **Mansell** didn't like young drivers trying to be their equals, so they really pushed out their elbows to keep me down...

Naturally I wasn't happy with that.”

On 23 August 1991, a 22-year-old upstart got his F1 break with Jordan; three seasons later he was world champion. Twenty years on, Michael Schumacher tells us about his career as F1's most successful driver

INTERVIEW JAMES ROBERTS **PORTRAITS** LORENZO BELLANCA/LAT

Well Michael, you've had a rather long career, haven't you? Let's start with your first win, back at the 1992 Belgian Grand Prix at Spa...

Obviously it was my first time back at Spa after my debut there and having done more than 500 metres, this time was already much better – the track is so special, particularly in wet conditions. It was a pretty standard race; I was fighting with my team-mate, Martin Brundle, until I made a mistake at Stavelot and went wide. →




**Deutsche
vermögensberatung**

My team-mate passed me and that was when I saw that his tyres were blistered. It was at that moment – call it luck or coincidence – that I realised it would be a good time to come into the pitlane. The team were instantly responsive: they were great and that is the magic key. If you have changeable conditions and you take the decision at the right moment then you always benefit from it. At that moment in time it wasn't clear if I could get such a lead and win the race. But there was some luck, as Nigel Mansell, who was clearly quicker than me, had a problem with his exhaust and couldn't go 100 per cent, which meant that I was able to maintain enough of a lead to win the race. Even if he had his speed, I would have made sure I was as wide as a bus and he wouldn't have been able to overtake me!

Twenty years is a long time, isn't it? Do the days of racing against the likes of Mansell, Senna and Prost seem like they were a lifetime ago now?

They do. In those days the experienced race drivers, like Gerhard Berger, Ayrton Senna, Alain Prost and Nigel Mansell, didn't like young drivers coming up and showing off – and certainly not trying to be their equals. So they really pushed out their elbows and knocked the edges and corners off me to try to keep me down. Naturally I wasn't happy with that, thinking that everyone should be equal. I put my fingers into some areas that they were unhappy with and that caused some friction initially – and some good laughter afterwards. I remember leaving a test in Monza with Gerhard Berger once – we shared a car because we both lived in Monaco at the time. We talked about the old days and had a good laugh about them.

Didn't Ayrton once wag his finger at you at Magny-Cours in 1992?

He did a couple of times, I think. In Magny-Cours he was right: I have to admit that I made a mistake. There was also the memorable

thought that it was a good moment to clear the air and from that point on we had a much better relationship as things developed.

Your next best race was Spain 1994, stuck in fifth gear...

No, I think you've missed out one. Interlagos '94 was a hell of a race – I think it was the first one of the season. Qualifying was very tight and Ross had a great idea in terms of strategy. We managed to get in front of Ayrton by a one- or two-second gap; I was absolutely on the limit and just driving at a qualifying level and Ayrton was doing the same. But the fact that it was in Brazil, beating Ayrton at his home race and actually forcing him into a spin... I was just over the moon at that moment. Spain 1994 was also very exciting – especially those pitstops. In getting out of the pits in fifth gear I was afraid to blow up the clutch, so the mechanics would help me with a push every time I stopped to make sure that I was able to drive out again.

How good was the Benetton B194?

It was a very good car. I remember a Silverstone test at the start of the year: it was really miserable, foggy, wintry weather and we'd been there with the 1993 car. I knew the lap time I was capable of. I had a good feeling about what was possible and then going out, after I had a few reliability problems with the car, and finally running it in its proper spec – it was magic! It was such a clear step forward, one-and-a-half to two seconds quicker from the year before. We →

“With Damon, I always took things closer to the edge. I was a master of exploring limits”

Hockenheim test when he furiously got out of his car and wanted to have a personal discussion with me – and I did with him. So I got out of my car to go and see him. He blocked me two times unnecessarily in a normal test session – both of us just wanted to do our job, but you could really tell that he felt that I was a little guy and that he wanted to teach me a lesson. The moment I did that to him, I thought, ‘Okay big guy, here's the little one showing you that two can play at that game.’ He didn't agree with that! But I



Spain 1994 was one of Schuey's finest drives: he finished second behind Damon Hill, despite having been stuck in fifth gear for most of the race





Michael battles Villeneuve at a rain-soaked Spanish GP in '96, to take his first win for Ferrari

didn't know then that we had a championship-winning car in our hands, although I knew it was a very good car, despite it having around 100bhp less than some other teams'. But it wasn't about power: it was the harmony of all the other aspects of the car working together.

In 1994 and '95, your great rival was Damon Hill. You had a number of incidents with him, but how did you rate him as a competitor?

Well, we had some interesting fights, although it was very clear that Damon didn't have the school of karting background. And you could always feel that in a fighting situation he wasn't as confident. I always took things closer to the edge, which he clearly didn't like, and sometimes I went over the edge – but as long as the stewards agreed and they were happy and they didn't intervene, then that was kind of the limit – and you had to go for it. I was probably a master of exploring the limits. I remember Damon and David Coulthard were not very pleased with me at certain moments, but I think that was down to my karting experience and all the categories that I went through, learning that you have to fight to the maximum possible.

I think Damon would probably admit that now himself.

Probably.



At Spa in 1995 you were on slick tyres, keeping Damon back on a wet track...

I remember that one well. I remember again, we had those moments... there were a number of corners where the racing line was a little dry and I wasn't weaving, but I was using all of the track in the right places to turn into the corner a little bit earlier or to turn out of the corner a little bit later when I knew that he was just about to make a move. And I knew that in those places he was much quicker than me because he had rain tyres on. I had to keep him behind me and it was a brave decision not to change to rain tyres; it paid off in the end. It was a great battle, particularly if you keep the upper hand and are able to keep a much quicker car behind you by all sorts of tricks and means.

The race at the Nürburgring was a classic one that year...

I'm very clear on my moves, including that late one I made on Jean Alesi. At the chicane I always had an option to react to what he was going to do. Yes, I was determined: I was clear and actually I didn't expect to get to this position because the race was so hard for us. The car was very difficult in those conditions, but then the conditions improved and we became a lot stronger. Then closing in and overtaking him was just a matter of time. →

Celebrating the first of his Ferrari world titles with Jean Todt on the Suzuka podium in 2000

Schumacher's career race by race



Pos	Year	Car	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19
14th	1991	Jordan 191											BEL RET								
		Benetton B191													5 ITA	6 POR	6 ESP	RET JPN	RET AUS		
3rd	1992	Benetton B191B	RSA 4	MEX 3	BRA 3																
		Benetton B192				2 ESP	RET SMR	4 MON	2 CAN	RET FRA	4 GBR	3 GER	RET HUN	1 BEL	3 ITA	7 POR	RET JPN	2 AUS			
4th	1993	Benetton B193A	RSA RET	BRA 3																	
		Benetton B193B			RET EUR	2 SMR	3 ESP	RET MON	2 CAN	3 FRA	2 GBR	2 GER	RET HUN	2 BEL	RET ITA	1 POR	RET JPN	RET AUS			
1st	1994	Benetton B194	BRA 1	PAC 1	SMR 1	MON 1	ESP 2	CAN 1	FRA 1	GBR DSQ	RET GER	1 HUN	DSQ BEL	BAN ITA	BAN POR	1 EUR	2 JPN	RET AUS			
1st	1995	Benetton B195	BRA 1	ARG 3	SMR RET	ESP 1	MON 1	CAN 5	FRA 1	GBR RET	1 GER	11 HUN	1 BEL	RET ITA	2 POR	1 EUR	1 PAC	1 JPN	RET AUS		
3rd	1996	Ferrari F310	AUS RET	BRA 3	ARG RET	EUR 2	SMR 2	MON RET	ESP 1	CAN RET	FRA DNS	RET GBR	4 GER	9 HUN	1 BEL	1 ITA	3 POR	2 JPN			
DSQ	1997	Ferrari F310B	AUS 2	BRA 5	ARG RET	SMR 2	MON 1	ESP 4	CAN 1	FRA 1	RET GBR	2 GER	4 HUN	1 BEL	6 ITA	6 AUT	RET LUX	1 JPN	RET EUR		
2nd	1998	Ferrari F300	AUS RET	BRA 3	ARG 1	SMR 2	ESP 3	MON 10	CAN 1	FRA 1	1 GBR	3 AUT	5 GER	1 HUN	RET BEL	1 ITA	2 LUX	RET JPN			
5th	1999	Ferrari F399	AUS 8	BRA 2	SMR 1	MON 1	ESP 3	CAN RET	FRA 5	RET GBR							Recovering from broken leg	2 LUX	2 JPN		
1st	2000	Ferrari F1-2000	AUS 1	BRA 1	SMR 1	GBR 3	ESP 5	EUR 1	MON RET	CAN 1	FRA RET	RET AUT	RET GER	2 HUN	2 BEL	1 ITA	1 USA	1 JPN	1 MAL		
1st	2001	Ferrari F2001	AUS 1	MAL 1	BRA 2	SMR RET	ESP 1	AUT 2	MON 1	CAN 2	EUR 1	FRA 1	2 GBR	RET GER	1 HUN	1 BEL	4 ITA	2 USA	1 JPN		
1st	2002	Ferrari F2001	AUS 1	MAL 3																	
		Ferrari F2002			1 BRA	1 SMR	1 ESP	1 AUT	2 MON	1 CAN	2 EUR	1 GBR	1 FRA	1 GER	2 HUN	1 BEL	2 ITA	2 USA	1 JPN		
1st	2003	Ferrari F2002	AUS 4	MAL 6	BRA RET	SMR 1															
		Ferrari F2003-GA					1 ESP	1 AUT	3 MON	1 CAN	5 EUR	3 FRA	4 GBR	7 GER	8 HUN	1 ITA	1 USA	8 JPN			
1st	2004	Ferrari F2004	AUS 1	MAL 1	BHR 1	SMR 1	ESP 1	MON RET	1 EUR	1 CAN	1 USA	1 FRA	1 GBR	1 GER	1 HUN	2 BEL	2 ITA	12 CHN	1 JPN	7 BRA	
3rd	2005	Ferrari F2004 M	AUS RET	MAL 7																	
		Ferrari F2005			RET BHR	2 SMR	RET ESP	7 MON	5 EUR	2 CAN	1 USA	3 FRA	6 GBR	5 GER	2 HUN	RET TUR	10 ITA	RET BEL	4 BRA	7 JPN	RET CHN
2nd	2006	Ferrari 248 F1	BHR 2	MAL 6	AUS RET	SMR 1	EUR 1	ESP 2	5 MON	2 GBR	2 CAN	1 USA	1 FRA	1 GER	8 HUN	3 TUR	1 ITA	1 CHN	RET JPN	4 BRA	
9th	2010	Mercedes MGP W01	BHR 6	AUS 10	MAL RET	CHN 10	ESP 4	MON 12	4 TUR	11 CAN	15 EUR	9 GBR	9 GER	11 HUN	7 BEL	9 ITA	13 SIN	6 JPN	4 KOR	7 BRA	RET ABU
*	2011	Mercedes MGP W02	AUS RET	MAL 9	CHN 8	TUR 12	ESP 6	MON RET	4 CAN	17 EUR	9 GBR	8 GER									

* Results up to the first ten races of 2011

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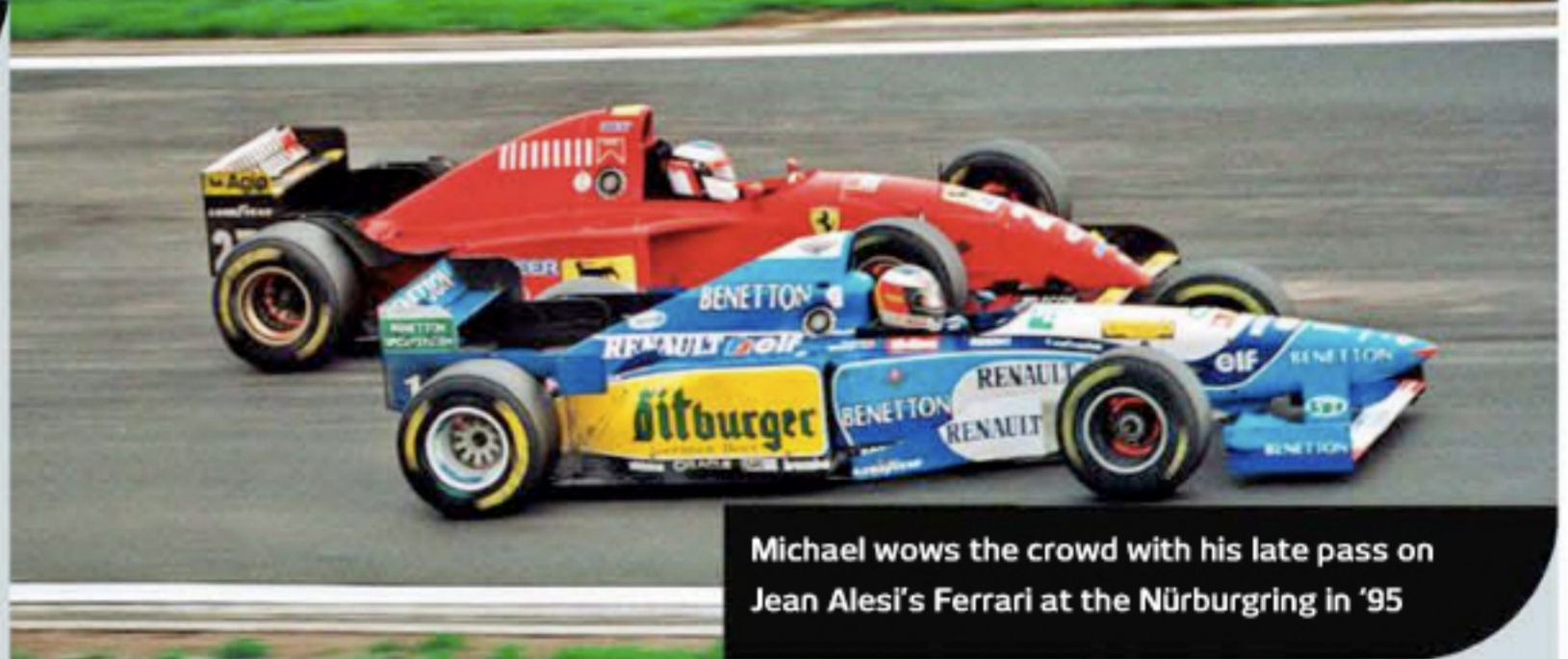
Michael (on slicks) somehow keeps ahead of Hill (on rain tyres) to win the 1995 Belgian Grand Prix

What was it like working with Flavio Briatore in those days?

As I took things to the edge, so did he in his areas. He was very good at getting the right people together in the team and then keeping them together and keeping them focused. He did it very differently, because he had come into Formula 1 without any previous experience. He struggled initially for a little moment, but then he clearly understood what was important, what his role was and where he needed to give some freedom to the other people in his team. He was great in that respect.

Your next big step was moving to Ferrari. When you were young did you always want to drive one of those red cars?

No, absolutely not. I was probably kind of ignorant about what happened in the past. I never really cared. I don't mean that in a negative way, I mean that I was just never really interested. I suppose I wasn't a typical kid as I didn't grow up with the dream of being a Formula 1 driver. I didn't have that dream because it was unrealistic and I have always tried to be a realist. I just took the opportunities that I had. I was always happy, whether it was Formula Ford or Formula 3 or sportscars. I was always happy with my achievements at the time and I didn't ever regret anything, even if it meant that I would never arrive in Formula 1, because it was much more than I ever imagined. I mean, I was a little kart racer living in Kerpen; I had no financial backing from my parents. I had a wonderful home, wonderful parents – but I never had an unrealistic dream. As I came closer to it, naturally, it was great that this little kid out of Kerpen was able to handle it.



Michael wows the crowd with his late pass on Jean Alesi's Ferrari at the Nürburgring in '95

But when you first went to Maranello, did you think it was special? And what was the reaction from the tifosi to your first Ferrari win – in the wet in Spain 1996, where you lapped everyone up to third place?

Obviously I went off track on the question before! So, going back to the Ferrari era... it was clear that I wanted to leave Benetton and I wanted to explore a new challenge. And it was either McLaren or Ferrari at that time. The main reason I chose Ferrari was that I had a meeting with Jean Todt where he made it clear that they had a task in mind – to win the world championship – and they were building up a team to achieve that. They trusted me and saw me as someone who could help with this, but it was never the case that I ever asked, ever wanted or ever *had* a number-one contract. I never wanted a quicker car than my team-mate, but if there was a quicker car, I wanted to deliver and I wanted the best car available to make, match and compete with the other guys that had the best available. So in this respect, it was a very clear decision: 'That's what we are going to go for, that's what we're going to have and if you're the quicker one, you'll have whatever is available.' So it was up to me to prove that. This whole concept

was the reason that I decided to go to Ferrari. Only after did I understand what it meant to be a Ferrari driver, what it meant to win together and to see myself now in the history books with all the achievements that we had together.

Rory Byrne, Jean Todt, Ross Brawn: it was a dream team, wasn't it? What was it like working with those guys?

It was clear there was one thing we wanted to achieve, so it was maximum effort and concentration to make it happen. If strategy meant there was a driver going for a title and the second driver or the driver who was slower in the team could help, then he would have to do so. Similarly in 1999 after I had my accident, I came back and was there to help the team achieve our task. I didn't have any problem with that – they had helped me before, so it was my duty to help them back. But this focus within the team was the one that cracked our rivals very often when they had a better car, when they had the better performance. We managed together to beat them and that was very special, particularly when you don't have the better car. If you beat them with better skill, better strategy and bravery, that's the best pleasure you can take. →

"I never asked for a number-one contract... but if there was a quicker car, I wanted the best available"

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And it all culminated at Suzuka in 2000 when you won Ferrari's first drivers' world championship for 21 years, in that thrilling scrap with Mika Häkkinen. You had pole, but he beat you off the line, then you beat him out of the second pitstop...

I was behind him?

Yes, at the start...

Was I? I don't remember that. It's quite possible. I don't remember clearly. What I do remember is that it was a great qualifying session. I was going quicker, then he was going quicker... I was... he was. It was going backwards and forwards by 'eff all,' as you say [laughs]. I don't remember how the start went, but from the beginning to the end, through the strategy, it was a tight fight from the first to the last lap, in a way that was unlike other races. We were fighting for the championship and the deciding moment again was taking the pitstop at the right moment. I took a lead of about five seconds then just drove it safely home.

Was Mika your toughest competitor?

Definitely. His mindset was amazing. Often we thought we'd cracked him... and then he came back! On a Friday or Saturday morning he might be nowhere and then in qualifying, I don't know how he managed it, but he was there. So it was again on Sunday during the race. We had some great battles and it was unusual that we fought for the championship for so many years, but I can't remember any verbal argument in the media with him. We always stayed clear and focused and we really respected each other – it was down to the battle on the track.



At his final race in Brazil '06, Schuey shows a flash of the old magic after tangling with Fisichella

Off-track, we didn't have a relationship or a friendship, but there was respect and we focused on what was important.


So was it a pretty good party after the race at Suzuka in 2000?

It was a loss of memory party... [Laughs]

A lot of people say Brazil 2006 was your best race... the last race before you – temporarily – hung up your helmet.

In a way, you might be right. It was certainly a good one, admittedly with not a great final result, but I still remember the emotions I went through. I was doing well until Fisichella cut my tyre, and coming in, doing this lap with a puncture, I wondered whether I should stop at that point and just go straight to the party. Then they changed tyres, I went out, checked the car and thought, 'Okay it's my last race, I might as well go and enjoy it.' And there were some great moves and great overtakes... it was exciting at the end and I was very glad. As always, I never gave up at any moment.

Does it rank as a favourite for you?

Not necessarily, no. For me, my number one race is the one in 2000 where I won the championship for Ferrari. Then Brazil '94 is very high in my ranking, as is Barcelona '94... then we had Budapest '98. Oh, and there was Spa in 1995 as well. Luckily I have a good handful of those sorts of races... 

His
first
F1 car

Where it all began

Michael Schumacher would only race the **Jordan 191** once. Despite his retirement from that GP, it was enough to announce his undisputed talent to the world

WORDS JONATHAN REYNOLDS
PHOTO JAMES MANN



There are many things to admire about the Jordan 191: its elegantly simple curves and iconic green and blue livery to name but two. But it will always be best remembered as the car in which Michael Schumacher made his F1 debut.

Jordan's first ever car was originally named the 911, but that was hastily changed to 191 after harrumphing by Porsche. Veteran racer John Watson had urged chief designer and fellow Ulsterman Gary Anderson to design a simple, driver-friendly car – and that's exactly what they built.

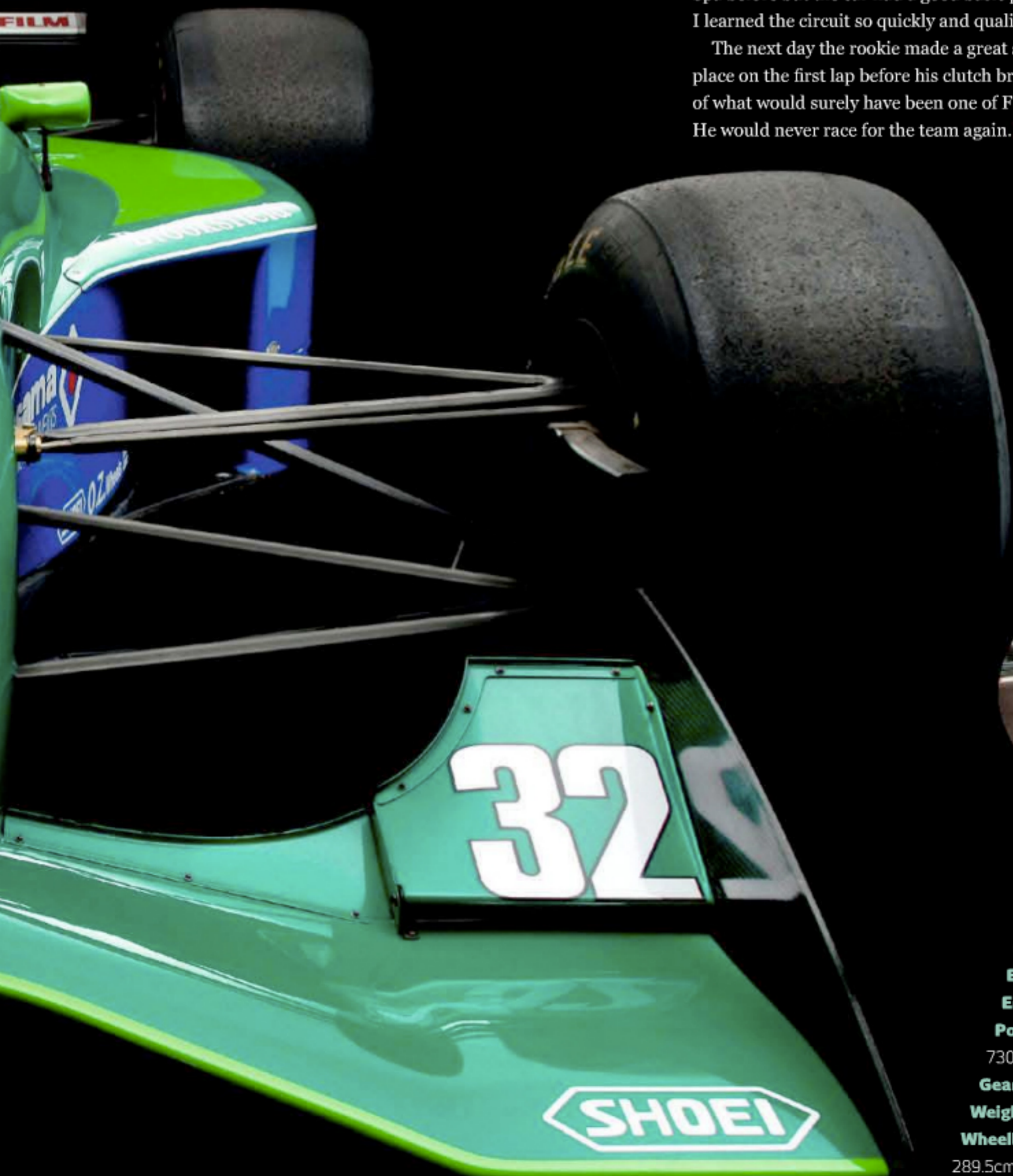
In the hands of Bertrand Gachot and Andrea de Cesaris the 191 scored 13 points in its opening ten races, so when Gachot was 'otherwise detained' before the Belgian GP (see [page 80](#))

Schuey's manager Willi Weber saw the perfect opening for his young charge and persuaded Eddie Jordan to give him a test. "I did about 20 laps of the Silverstone south circuit and I hoped that the team would be impressed enough to give me the drive," Schumacher recalls. "It seemed to work: about halfway through they asked me to go easy on the engine because it was the one I'd be using in practice and qualifying!"

Schuey's race seat was confirmed so late in the day that he and Weber couldn't find a hotel room near the circuit. Instead, they had to commute to the track each day from the local youth hostel. But that had little effect on the German as he cruised to a superb seventh on the grid, equalling the 191's best starting position. Schumacher remembers it well: "I hadn't driven at Spa before but the car had a good basic package, and that's why I learned the circuit so quickly and qualified seventh."

The next day the rookie made a great start and was up to fifth place on the first lap before his clutch broke, denying the world of what would surely have been one of F1's greatest debut races. He would never race for the team again.

M
FILM
FILM



MICHAEL IN THE JORDAN 191

Races 1
Qualifying result 7th
Race result Retired
Points 0
Fastest laps 0



THE JORDAN 191 TECH SPEC

Chassis Carbon-fibre monocoque
Suspension Monoshock, pushrod (front); twinshock, pushrod (rear)
Engine Ford HB 72-degree V8
Engine capacity 3,500cc
Power output/rev limit 730bhp/13,800rpm
Gearbox Jordan transverse
Weight 505kg
Wheelbase length/track 289.5cm/182cm/168cm

**His
toughest
rivals**

R



E

They fought him and their careers were defined by their battles with him. But as Häkkinen, Coulthard, Villeneuve, Herbert and Montoya recall their time racing Michael Schumacher, they keep returning to that word up there...



S



F

INTERVIEWS

TOM CLARKSON;
HANS SEEBERG;
JAMES ROBERTS

PROJECT



PETRONAS

SYNTIUM



His toughest rivals

MIKA HÄKKINEN

BEAT SCHUEY TO TWO WORLD TITLES

“Our rivalry pushed me on to new levels. It probably did for Michael, too”

Fernando Alonso aside, Mika Häkkinen is the only driver ever to have beaten Michael Schumacher to back-to-back titles. But he reveals their battles were built on respect

“I first heard about Michael around 1982 or '83 when we were both karting and he was the top guy in Germany. I think we first raced against each other at his home circuit in 1983, and that was when I first got to know him and his brother – although I think his brother was still in nappies. It was the first time I saw what a challenging competitor he was, and you could tell how good he was going to be. At the time, all I was thinking about was my performance and how I was the centre of the universe, so of course I started looking at him and thinking, ‘I’m going to have to drive a bit faster.’ On a personal level it was hard because there was a big language barrier between us; we tried to say something to each other in English but it wasn’t really good enough, so our level of personal interaction was very minimal.

I suppose Macau in 1990 was the first time the world saw us racing each other and wondered, ‘Who are these two guys?’ It was a great race. I got pole and Michael was second, but we had

an incident and Michael was able to finish the race. A few years later when I got into Formula 1 it took a bit of time for me to get to the top, but I suppose my big years racing against Michael were 1998, '99 and 2000, during which I won the world championship twice.

Looking back, I’d describe our relationship as absolutely great, actually. It was very a positive atmosphere. It was just a constant rivalry between the two of us, and there was a real spark around it. I knew his strengths and weaknesses, and he knew mine. It was relentless and tough, because we were both giving absolutely 100 per cent all the time. As you can imagine, there were many situations during race weekends where we’d be wheel-to-wheel and I’d be thinking: ‘Am I doing the right thing?’

When we weren’t racing we’d say a few words to each other, but we didn’t really go in for the chit-chat, you know? We’d exchange general words for politeness, but we didn’t ask about each other’s private lives or anything. It was a purely professional relationship because there was such big stress from the level of competition. There was definitely a lot of respect between us though. I had such admiration for the amount of hard work he put into Formula 1 and the way he just never gave up.

We never spoke badly about each other in the media. I always felt he was so clever that I never needed to speak out against him or try to create some kind of war of words. If anything, it might have got him angry and made him perform better, and I didn’t want that! But there would be times when I’d look at him and see what was going on from his body language – whether he was weakened, what was going to happen. So I didn’t feel that I needed to start winding him up.

There was nothing to be gained from saying anything about the bad things he’d done. As



a racing driver, you are someone who takes massive risks. Sometimes the risk is a calculated one and sometimes the risk is so necessary that there isn’t any time to calculate it. Sometimes you make mistakes that destroy another driver’s race. None of us can say we are perfect drivers who will never take another driver off the track. Sometimes you put yourself on a limit that you’re not controlling any more, so I’m not going to start pointing the finger at other drivers for doing certain things, because I know that when I’ve been giving 100 per cent I may have taken some drivers off the track myself.

When you’re giving maximum attack, things happen. Take 1997 with Villeneuve at Jerez. Was I surprised by what Michael did? I wasn’t surprised, but that was certainly a moment when Michael deserved a little rap across the knuckles. He did a nasty thing. We’re all different personalities, and there are no excuses, but it’s a moment of desperation. He’s fighting for the world championship, he’s racing in his second year with a new team – he just threw everything he had at the situation without thinking what the cost would be. Is it worth it to create a reputation? In sport, I think you have to think about the long-term – not just the here and now.

I would say that our rivalry certainly pushed me to new levels of performance; it probably did for Michael as well. He’d bang in a qualifying lap, so I’d sit there and calculate the track conditions, the grip and the track temperature to try to get a clear picture in my brain as to why he’d been three tenths quicker than me. Once I’d done that, I felt I could go out there and beat his time, which I often did. Then he’d go faster

again and I'd be sat in the garage thinking, 'What's going on here?' Then I'd have to go through every single factor all over again and try to beat him once more.

He was obviously an incredibly tough competitor, but he was also the type of driver you knew wasn't going to make any sudden or uncontrolled movements. Everything he ever did on the track was calculated. Once I'd worked that out, it was quite easy to race against him in a way. The level of risk he'd take was high, but I knew what he was doing. I have to say that overtaking Michael always felt good – it was a relief that he was behind me!

Racing is Michael's world – it's his life. I think when it gets to that stage, it's hard to live without that level of competition; normal life is quite different from the Formula 1 paddock. But those years between 1998 and 2000 when I had those big battles with Michael were brilliant. Absolutely brilliant. Looking back, I suppose not many drivers have beaten Michael in back-to-back championships, so it is a great achievement. I feel proud, although I couldn't have done it alone. I had a lot of support from the team and my family – I just sat in the car and steered. But every day of my life I carry this great achievement with me and I have to admit it feels good. You know, in my career there was a lot of mental pain, a lot of physical pain, a lot of tears – but it was worth it. When I look out of the window now, I'm a happy chap.

If I go to races I'll often chat with Michael. I'm an ambassador for Mercedes-Benz, so we'll see each other at some functions. I always wish him the best and maximum luck, because I know how hard it is to be in the position he is in at the moment. I don't know how he can do it. For me, it took seven years to win my first F1 grand prix and it was such hard work. Michael had a little break from the sport, so it can take a bit of time before the results come back.

But the way these youngsters and Nico are performing, I have to admit that Michael has to start putting his foot down and performing better than his team-mate. But I wish him all the luck in the world. As a racing driver, it's horrible to be second. It's worse than being third."

Michael Schumacher vs Mika Häkkinen

Height of rivalry: 1998-2000

You could barely put a Marlboro or West cigarette paper between them

	Schumacher	Häkkinen
Wins	17	17
Poles	15	25
Fastest laps	13	21
Other podiums	12	15
Laps led	992	1,311
Races led	29	35

JACQUES VILLENEUVE

ANYONE REMEMBER JEREZ '97?

"There was animosity between us, but a lot of respect as well"

F1 Racing columnist Jacques Villeneuve remains one of the few people to have beaten Schumacher over a season in his heyday. Despite their frosty relationship at the time, he looks back on their battles with fondness

"I saw Michael racing for the first time when I went to watch the F3 race in Macau in 1990, where he collided with Mika Häkkinen before going on to win. I'd also watched him race in F1 before I joined the sport in 1996, so I knew who he was and I was very impressed with what I saw. You could tell he was someone who'd rise to the occasion, which is what makes the difference between quick drivers and people who win championships. At the time, I was already racing against some great drivers in Indycar, like Nigel Mansell, Emerson Fittipaldi and Mario Andretti, and that was amazing for me. I never really thought about how tough Michael might be to race against. Maybe I should have done.

For some strange reason, I can't actually remember meeting Michael during my first season in 1996. My first proper memory of him was at the end of that season in Estoril, at a party on the Sunday night after the race. I remember the grand prix well because it was the one where I overtook him around the outside on the final corner, which he didn't like very much. Anyway, we were all out having a good time and Michael was busy pouring glasses of drinks over people's heads. Then he came up to me

and emptied a bucket full of ice over my head; it accidentally hit me on the eyebrow and cut me. Then someone poured a drink over him. It was all a bit of a laugh, although looking back I think it was a way of him trying to assert himself. The way I saw it was that because everyone else just got a glass but I got a bucket, he must have really respected me.

Obviously the F1 paddock is quite small so you'll see other drivers all the time. During 1997 I remember seeing him quite a lot, but we'd only ever say "hi" or whatever. I think Michael knew the Williams would be the car to beat that season, so he knew there wouldn't be any room for us to be sociable together. He'd crack a joke every once in a while, but we didn't make a particular effort to talk to each other. It was much easier for him to speak to me once I wasn't winning any more. It took a while for us to be able to talk to each other properly after what happened in 1997, sadly, but that's what happens when you get two people fighting for the same thing. When there's been bad blood it's bound to leave a few scars – on both sides.

I don't know what Michael's like as a human being – all I know is what he was like as a →



His toughest rivals

racer. And the only thing that existed for him was winning and destroying the opposition – whether it was a rival or a team-mate. He was in a position where he could do that, because he was so heavily protected within Ferrari.

Nothing else seemed to matter to him. But competing against someone who had that level of competitiveness was brilliant; I feel lucky to have raced against him. Really. He was such a hard racer, and you knew going into every race that you'd have to do something really special to get the better of him. You'd have to surprise him... pull something out of the hat... go beyond what you'd normally do. That made it exciting and fun. He wasn't used to people going for it against him – it was all part of him trying to exert his authority over people the way he did at the party in Estoril. But that didn't work on me.

Michael was always a very late braker, so it was a question of trying to find a way to brake later than he did – and not let him know it was about to happen. But overtaking Michael Schumacher definitely felt better than overtaking any other driver. I had some amazing battles with a load of other guys, but with Michael there was always something a bit special about it. If you managed to get past him in an impressive way that he thought only he was capable of, like I did in Estoril in 1996, that really got to him and upset him. I did that a few times; I guess that's why there was an animosity between us. But maybe that's why there's always been a lot of respect as well.

He had an incredible will to win and made every sacrifice necessary to make that possible. A lot of the other guys were just happy to be racing and had something missing; Michael had it all. You always knew that you'd have to fight like a madman just to get anything out of him. Maybe some of the other guys were annoyed that we had this machine standing in the way of us winning more races, but I thought it was great. It made me work harder. The reason I got into racing was to have people to beat who were better than me, so I could try to be better than them. And you had to really surpass yourself to beat Michael.

The media probably made out at the time that Michael and I hated each other. I'd say that 'Hate' is a very strong word, and hating another driver is very dangerous. That's when you're more likely to do something really stupid on track. I might've been upset with fellow drivers but I've never hated any of them, because we're all in there trying to do what's best for us. I mean, people have asked me about Michael's occasionally 'dubious tactics', shall we say, but, looking back, I just think that nobody would

stand up to him. When I stood up to him, maybe that's why we didn't get along.

Over the years your opinion changes. We were fierce competitors and there was respect on the track, even if we didn't have quite the same idea of what you should and shouldn't do. But I look back on my time racing against him with real fondness. I thought 1997 was an amazing season and an incredible way to win the championship – how could I look back on it in any other way? I have to say it gave me huge satisfaction to beat Michael to the world championship. I mean, he's a seven-time world champion – who else do you want to beat? I can say I beat the greatest driver of all time, and I'm one of only very few to have done it. That's amazing.

Michael's attitude was always to want to beat everyone and destroy everyone – to show the world that no one was even close to him. That's what made him win so many championships and that's what I really respect. Everything he did was for one aim: to win. I didn't agree with all his tactics, but you have to respect what he's achieved and the willpower he showed to do it. Some people might be surprised that I've stood up for him since his comeback, but I think it's impressive he's still got that willpower. He's not just there for the ride – you can tell that he's trying and that he's still hungry.

The last time I spoke to him was at this year's Canadian Grand Prix. It's become quite easy for us to chat together these days, which I think is nice. There's no meanness between us any more. We just talked about racing, and how it was going for him. I gave him a few encouraging words, and told him I thought it was great that he was back in F1 and not giving up. I don't think he's used to it, so I think he was a bit shocked. He probably thought I had an ulterior motive! But you can tell he's a lot more relaxed these days than he was at Ferrari.

I think it's really impressive that he's still got it. So many drivers retire because they don't want to take the risk any more and because they've never really been that passionate about racing. But Michael still loves it. It's still in his blood and that's what I admire."

Michael Schumacher vs Jacques Villeneuve 1996-1997

JV just about had the edge – although he very clearly had the superior machinery

	Schumacher	Villeneuve
Wins	8	11
Poles	7	13
Fastest laps	5	9
Other podiums	8	17
Laps led	414	633
Races led	17	20

JUAN PABLO MONTOYA
PULLED SOME MOVES ON SCHUEY...

"Most people would get out of my way, but Michael never gave me a freakin' inch! I liked that"

The hot-headed Colombian "hated" Schumacher when he was growing up, but now admits that racing Michael made him a better driver

"Growing up, I was a Senna fan and that meant I hated Michael Schumacher. I'm sure it was the same for all Senna fans; you couldn't support both guys. It wasn't that I particularly disliked Michael, it's just that he wasn't Senna.

The first time I saw Michael race was at Silverstone in 1995, when I was driving in the British Formula Vauxhall Championship. He crashed with Damon Hill, but he'd been impressive until that point. The Benetton wasn't as good as the Williams, but he was still fighting for the lead. There's no doubt that he was a great driver. He was always on it, in and out of the car. He had this incredible commitment to the sport; his life revolved around racing and his focus was relentless. He'd do whatever it took to win and to beat him, that's what you had to do too.

Michael was helped by the media a lot. The press built up so much hype around him that some of the drivers were scared of him before they'd even got to the track. I wasn't one of those people. I just wanted to race and win, and he was one of the guys I had to beat in order to do that.

I was lucky enough to drive for Williams and McLaren at a time when they both had



win and you mustn't worry what people think. Michael had that in his first career, but he no longer seems to be like that. People see him more as a human being these days and he doesn't have the hype around him as a result. He's probably enjoying his racing more, but achieving less.

The deal Ron Dennis struck with Mercedes must frustrate Michael – he's with Mercedes, yet McLaren get similar engines and support. He's used to being the focus of attention, and after winning seven world championships it must be tough to race for the minor positions. But I don't think he's worried. He came back because he loves racing, which is incredible after all these years. You have to respect that.

I never really got to know Michael when we were racing each other. We confronted each other a lot, but we never chatted. I remember the post-race press conference at Imola in '04, when he claimed he hadn't seen me after putting me on the grass. I was quick to correct him. The only time we could have talked over a weekend was at the drivers' briefing or on the drivers' parade, but



competitive cars, so I could fight at the front. Most people saw me coming and would get out of my way, but Michael never gave me a freakin' inch! I liked that. There was always pressure when you were racing him. Our battles were tough and intense, and it meant more to beat him than it did to beat anyone else.

When you look at Michael's achievements, you need to remember that he always had a good car and he always had his team focused on him. When he was at Ferrari, Jean Todt backed him whatever he did and he always got preference over his team-mates. Look at what happened to Barrichello in Austria 2002. I would never have let Michael past in sight of the finish line – although I'd have been out of a job the following week. But he isn't the only person to have had number one status in a team. Is what happened to Rubens any different to Webber being asked to stay behind Vettel at Silverstone this year? I don't think so. By staying behind Vettel, Webber proved he'll never be a number one driver.

People tell me that Michael is a much nicer guy since his comeback and that's probably why he's not winning. You've got to be ruthless to

he used to chat to the same people and I'd chat to the same people – never to each other. I think our rivalry was too important for small talk.

We did our talking on the track and I look back on some of our battles and smile. They were good fun and very intense. I was a smarter driver by the end of my F1 career and some of that came as a result of racing Michael Schumacher. I wish him well after 20 years in F1; that's impressive. You've got to admire what he's achieved."

Michael Schumacher vs Juan Pablo Montoya

Height of rivalry: 2001-2005

History shows that Juan Pablo could only be an occasional thorn in Michael's side

	Schumacher	Montoya
Wins	40	7
Poles	32	13
Fastest laps	28	12
Other podiums	19	21
Laps led	2,162	599
Races led	54	25



JOHNNY HERBERT
ISN'T MICHAEL'S BIGGEST FAN

"His mentality was to win at all costs"

As he's about to reveal, Johnny Herbert should've known what his relationship with Michael would be like the first time they raced together...

When did you first come across Michael?

In Japan in the Formula Nippon series in 1991 – we were in the same team. At the time, I didn't think much of it, but I went to my car and they said, "No, that's not your car – you've got the spare one!" So I'd turned up and he'd already nicked my bleedin' car! I should have realised then what was to come.

Fast forward to Benetton – he got the number one car again then, didn't he?

Flavio went through all this "we work as a team and together we want to win the constructors' title" routine. At the first test I did with Benetton →

His toughest rivals

at Jerez, the original deal was two days Michael, two days me. It ended up being me doing half a day at the end.

I took my bike with me, so when he was in the car or when it was the lunch break I would go off and cycle around the circuit. Then I remember about halfway through the test, Michael shipped his bike over on his plane! He'd seen me do it, so he thought, 'Right, I must do that, too.'

I then did an interview with a German magazine and I sort of said, "I could challenge for the world championship." He was very angry and did an interview saying, "If Johnny thinks that he's going to come into my team and be a world champion, he's got another thing coming." This was all before the season had even started!

Some people have criticised him over the years for certain moves he's made on the track...

His mentality is to win at all costs: it didn't matter when or how. The two incidents that stuck out involved Damon and Jacques and we all knew what he was trying to do. I know people were critical of how Senna used to do things, but when he got back at Prost that time it was about revenge. Michael wasn't like that – he did things because he wanted to win. It's not my way, but it's how he achieved what he's achieved.

When did you last speak to Michael?

I haven't really spoken to him – even when I've been doing my drivers' steward stuff. I saw him briefly in Brazil last year but he didn't say anything – we just walked past each other. That's the way he is.

What would you say to congratulate him on 20 years and his comeback?

I think it's brilliant what he achieved, particularly in terms of dominating at Ferrari for so long. I didn't like everything he did or how he did it, but the work rate he had was impressive. He wasn't afraid of any challenge. He's come back and I understand why – he wants to win another title for Mercedes. But I don't think it'll happen now. His rivals now are faster than they were a generation ago and he's making errors. In a way, it's nice to see that he's human."

Michael Schumacher vs Johnny Herbert 1995

There was only ever going to be one winner when they were team-mates at Benetton...

	Schumacher	Herbert
Wins	9	2
Poles	4	0
Fastest laps	8	0
Other podiums	2	4
Laps led	454	27
Races led	14	3

DAVID COULTHARD

BATTLED MICHAEL FOR EIGHT YEARS

"With Michael, you had to fight fire with fire"

DC spent eight years fighting Schuey at the sharp end. He recalls Michael's commitment, his 'bending of the rule book' – and an on-off sort of friendship

"I was aware of Michael before he came on the F1 scene with Jordan, but I didn't hear much about him on his way up. I think it's fair to say Michael grew into his talent rather than blew the doors off everyone in the lower formulae.

I've had some fun times with Michael, but our relationship has always been dictated by him. He decides whether he wants to be your friend on a given day. When he is your friend, he's great fun; when he isn't, there's no contact at all. One day he's open, the next he's closed.

He wasn't the fastest driver we've ever seen in F1, but he brought a new level of professionalism to his physical preparation and commitment. All racers have an element of selfishness, but he really put the hours in. For me, Mika Häkkinen was faster over one lap. Michael was a good qualifier, but he stood out because he could deliver qualifying laps time and time again in a race. This is a business about winning GPs; it's not about fastest laps and pole positions.

Michael had a different way of competing and you had to fight fire with fire. Over the years I learnt to play him at his own game. At Magny-Cours in 2000 and at various other times – passing him down the inside of Turn 2 in Malaysia, for example – I gave him a taste of his own medicine. To pull a pass on him was satisfying because he was our benchmark.

Other drivers could have achieved the same level of success at Ferrari at that time, though. Ayrton Senna could have done, so could Fernando Alonso if he'd been at the team back then. But all of the stars were aligned for Michael: Ferrari were reliable at a time when F1 cars failed. Today it's very unusual for cars not to finish races, but in those days you expected



not to finish 30 per cent of the races you entered – unless you were in a Ferrari.

I get why Michael decided to come back with Mercedes and I respect his decision. If he enjoys it, he should do it. He also validates how good today's drivers are and how sport moves on. Greats from the past should not be able to come back and dominate like they used to. F1 is not a pure sport in terms of man against man. It's a crossover between business and technology, and these are the reasons why someone shouldn't be able to come back at 40-something after three years away and have the same level of success.

He's not much slower now, but a light goes out when you retire. You can switch the light back on, but does the bulb ever shine as bright again? Through life you gain baggage – kids and things like that – and you can't drop it. You think differently. I'll offer him my hand in Spa to congratulate him on 20 years in F1. Longevity is something to be proud of. F1 isn't a charitable facility; you have to earn your right to be here and he deserves to be here. I have the highest regard for his speed, his intellect, his work ethic, the way he galvanises a team and his fitness.

I'm pleased I got to finish second in the world championship to Michael Schumacher, the most successful driver in F1 history. Look at Keke Rosberg, who only won one race in his championship year – it would have been a bummer to finish second to him, wouldn't it?"

Michael Schumacher vs David Coulthard

Height of rivalry: 1996–2004

He could match him on his day, but DC couldn't match Michael's consistency

	Schumacher	Coulthard
Wins	73	13
Poles	57	12
Fastest laps	51	16
Other podiums	37	46
Laps led	3,937	877
Races led	110	55

PREDICTOR SLIPS UP IN HUNGARIAN RAIN

Changeable weather means another low-scoring weekend for the Castrol EDGE Grand Prix Predictor



Changeable weather and varying tyre strategies played havoc in the Hungarian Grand Prix, but the Castrol EDGE Grand Prix Predictor managed to navigate the drama and salvage a par score in what was generally a difficult weekend for predictions.

Things started badly as the Predictor omitted eventual race winner Jenson Button completely from its top ten, but it did score points elsewhere, by backing Fernando Alonso for the win and Lewis Hamilton for third.

Sebastian Vettel in fourth and Felipe Massa in fifth yielded further points, but the Predictor then missed out completely on sixth through to ninth – leaving it on course for a second consecutive poor weekend. Pride was salvaged however as its correct forecast of Jaime Alguersuari in tenth

yielded a maximum score and boosted the Predictor's tally to 24 – around par for a tough weekend.

HERBERT DROPS BACK

Expert panelist Johnny Herbert also left out Button from his top ten and paid the price, returning 22 points to drop back in the experts' mini league. The three-time grand prix winner collected five-point hauls for Alonso, Vettel, Webber and Massa, but failed to score with half of his predictions.

In a lower scoring weekend there

was only one team to gain triple figures, 'Team Scott' proving perfect in every position from first to sixth and again for ninth. 'Random Racing' remain overall leaders on 486 points, four ahead of 'bod bod gp', who move up 14 places into second.

OVERALL STANDINGS

To see the full leaderboard and to get a rundown on the Predictor's picks, visit:

<http://predictor.castroledgerankings.com>

“THE PREDICTOR SALVAGED A PAR SCORE ON A TOUGH WEEKEND BY CORRECTLY FORECASTING JAIME ALGUERSUARI'S TENTH PLACE”

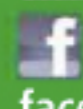


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**His
amazing
statistics**

Twenty years, seven titles, 46063 miles raced

You can rack up some pretty impressive stats when you've raced for as long as Michael Schumacher. Here's the proof...

STATISTICS STEWART WILLIAMS
PICTURE LORENZO BELLANCA/LAT

WINS

1. Michael Schumacher	91
2. Alain Prost	51
3. Ayrton Senna	41
4. Nigel Mansell	31
=5. Jackie Stewart	27
=5. Fernando Alonso	27

MOST CONSECUTIVE WINS

=1. Michael Schumacher	7
=1. Alberto Ascari	7
3. Michael Schumacher	6
=4. Michael Schumacher	5
=4. Jack Brabham	5
=4. Jim Clark	5
=4. Nigel Mansell	5

MILES LED

1. Michael Schumacher	14989
2. Ayrton Senna	8497
3. Alain Prost	7755
4. Jim Clark	6291
5. Nigel Mansell	5879

MILES RACED

1. Rubens Barrichello	48563
2. Michael Schumacher	46063
3. David Coulthard	37112
4. Jarno Trulli	36075
5. Giancarlo Fisichella	34565

OTHER PODIUMS

1. Michael Schumacher	63
2. Rubens Barrichello	57
3. Alain Prost	55
4. David Coulthard	49
5. Kimi Räikkönen	44

POLES

1. Michael Schumacher	68
2. Ayrton Senna	65
3. Jim Clark	33
3. Alain Prost	33
5. Nigel Mansell	32

FIRST TO LAST WIN

1. Michael Schumacher	14y 1m 1d
2. Alain Prost	12y 0m 20d
3. Niki Lauda	11y 3m 28d
4. Nelson Piquet	11y 2m 3d
5. Jack Brabham	10y 9m 25d

FIRST TO LAST POLE

1. Rubens Barrichello	15y 1m 20d
2. Mario Andretti	13y 11m 6d
3. Alain Prost	12y 2m 22d
4. Michael Schumacher	12y 2m 1d
5. Riccardo Patrese	11y 5m 1d

FIRST TO LAST FASTEST LAP

1. Michael Schumacher	14y 1m 22d
2. Alain Prost	12y 3m 19d
3. Niki Lauda	11y 3m 7d
4. Jack Brabham	11y 2m 8d
5. Gerhard Berger	11y 0m 0d

HAT TRICKS (win/pole/fastest lap)

1. Michael Schumacher	22
2. Jim Clark	11
3. Juan Manuel Fangio	9
4. Alain Prost	8
=5. Alberto Ascari	7
=5. Ayrton Senna	7

GRAND CHELEMS

(win/pole/fastest lap/all laps led)

1. Jim Clark	8
=2. Michael Schumacher	5
=2. Alberto Ascari	5
=4. Jackie Stewart	4
=4. Ayrton Senna	4
=4. Nigel Mansell	4

RACES STARTED

1. Rubens Barrichello	314
2. Michael Schumacher	278
3. Riccardo Patrese	256
4. David Coulthard	246
5. Jarno Trulli	244

RACE IN THE POINTS

1. Michael Schumacher	208
2. Rubens Barrichello	140
3. Alain Prost	128
4. David Coulthard	121
5. Fernando Alonso	117

RACES LED

1. Michael Schumacher	141
2. Ayrton Senna	86
3. Alain Prost	84
4. Fernando Alonso	66
5. David Coulthard	62

AGE WINNING FIRST TITLE

1. Sebastian Vettel	23y 4m 11d
2. Lewis Hamilton	23y 9m 26d
3. Fernando Alonso	24y 2m 17d
4. Emerson Fittipaldi	25y 9m 26d
5. Michael Schumacher	25y 10m 10d

AGE WINNING LAST TITLE

1. Juan Manuel Fangio	46y 2m 15d
2. Giuseppi Farina	43y 10m 4d
3. Jack Brabham	40y 6m 21d
4. Graham Hill	39y 8m 19d
5. Nigel Mansell	39y 3m 00d
6. Alain Prost	38y 8m 14d
7. Mario Andretti	38y 7m 10d
8. Damon Hill	36y 00m 26d
9. Michael Schumacher	35y 9m 21d
10. Niki Lauda	35y 7m 29d

FASTEST LAPS

1. Michael Schumacher	76
2. Alain Prost	41
3. Kimi Räikkönen	35
4. Nigel Mansell	30
5. Jim Clark	28

LAPS IN THE LEAD

1. Michael Schumacher	5108
2. Ayrton Senna	2987
3. Alain Prost	2684
4. Nigel Mansell	2089
5. Jim Clark	1943

LAPS RACED

1. Rubens Barrichello	16186
2. Michael Schumacher	15481
David Coulthard	12394
4. Jarno Trulli	11943
5. Giancarlo Fisichella	11509

OTHER FRONT ROW STARTS

1. Alain Prost	53
2. Michael Schumacher	47
3. Damon Hill	27
=4. Jack Brabham	25
=4. Jackie Stewart	25
=4. David Coulthard	25

CHAMPIONSHIP TITLES

1. Michael Schumacher	7
2. Juan Manuel Fangio	5
3. Alain Prost	4
=4. Jack Brabham	3
=4. Jackie Stewart	3
=4. Niki Lauda	3
=4. Nelson Piquet	3
=4. Ayrton Senna	3

CHAMPIONSHIP POINTS

1. Michael Schumacher	1473
2. Fernando Alonso	974
3. Alain Prost	798.5
4. Jenson Button	675
5. Rubens Barrichello	658

FIRST TO LAST RACE IN THE POINTS

1. Michael Schumacher	19y 10m 16d
2. Rubens Barrichello	17y 7m 19d
3. Riccardo Patrese	15y 10m 20d
4. David Coulthard	14y 3m 16d
5. Graham Hill	14y 0m 3d

FIRST TO LAST RACE LED

1. Rubens Barrichello	15y 0m 23d
2. Riccardo Patrese	14y 8m 4d
3. Michael Schumacher	14y 1m 8d
4. David Coulthard	13y 9m 11d
5. Alain Prost	12y 4m 2d

FIRST TO LAST CHAMPIONSHIP LEAD

1. Michael Schumacher	12y 6m 4d
2. Alain Prost	11y 9m 15d
3. Jack Brabham	11y 0m 28d
4. Niki Lauda	10y 3m 14d
5. Mario Andretti	7y 7m 2d

FIRST TO LAST TITLE

1. Michael Schumacher	9y 11m 11d
2. Niki Lauda	9y 0m 16d
3. Alain Prost	8y 0m 4d
4. Jack Brabham	6y 10m 11d
5. Nelson Piquet	6y 0m 29d

**His
greatest
ally**

“

There are things Michael shouldn't have done, but that's one of the ingredients of



genius

Having discovered Michael Schumacher (no, it wasn't you Flavio), Ross Brawn forged an incredible alliance with the German that's spanned two decades and seven world titles. Not that it was always plain sailing, of course...

INTERVIEW
JAMES
ROBERTS
PORTRAIT
LORENZO
BELLANCA/LAT

“S”

50
20
years in F1
50



Throughout the past 20 years of Formula 1, **Michael Schumacher** has had one longstanding ally. He's a man who guided him through the incredible highs, such as all seven of his world titles, as well as lows like being stripped of second place in the championship after Jerez '97. And that's not all that **Ross Brawn** can take credit for: he helped discover Schumacher, too. "With all due respect, the story of **Flavio Briatore** discovering Michael is complete hogwash!" laughs Ross. "Flavio didn't know Michael from the man on the street!"

Forget Eddie Jordan as well – it was the softly spoken Ross Brawn who was working for Jaguar when he first identified the talent of a precocious young German driver who came up against him as a Mercedes rival in the world sportscar championship in 1991. Soon after, Schumacher made his F1 debut, and their relationship began to flourish when they started working together at Benetton. The combination of Brawn's strategic nous and Schumacher's raw speed made them a formidable partnership, as Michael won back-to-back world championships in 1994 and 1995. Later, at Ferrari, the pair would conquer all before them, sweeping up every trophy going.

Now, older and wiser – but no less competitive – they are partnered again at Mercedes; still racing, still seeking that competitive edge. So, a few days before the German Grand Prix, we catch up with Ross Brawn in his Brackley office to look back at the past two decades, to consider Michael's talents and to briefly reflect on some of the more... *controversial* moments in his career. But as he

casts his mind back, can Ross remember the first time he'd heard of a young German racer called Michael Schumacher?

Ross squints his eyes, looks into the distance, ponders and smiles...

"With the Jaguar XJR-14 in 1991 we had technically stolen a march on everyone else in the sportscar world and the car was substantially quicker than any of its rivals," Ross recalls. "Michael was driving for Mercedes and when it was his stint he was the only one of their three drivers who could match, or indeed beat, the times we were setting. What was also impressive was that this was a fuel-consumption formula and he would use less fuel than anyone else. He was stunningly better than the other two drivers, so Tom Walkinshaw and I took pretty sharp notice of him.

"When we heard he was looking to come into Formula 1, Tom and I realised that we had to grab him. We were two of the few people

who had seen Michael's talent first-hand and although he initially drove for Jordan, we were already on the case trying to get him for Benetton. Like I said, the story of Flavio discovering Michael is not true. It was Tom and I who first spotted what Michael could do."

At Benetton, the scrawny, youthful and enthusiastic Schumacher started to set the world alight, particularly in 1994 at the wheel of the Benetton B194. It was the first season of the return to refuelling and the knowledge Ross and Michael had gathered in sportscars instantly gave them an advantage in strategy, which, combined with Schuey's incredible level of fitness and competitive commitment, outwitted both Williams and Ferrari at that time.

"With his intelligence, Michael took the fitness of a racing driver to a new level and used experts to set himself a regime – you'd see that he would finish a race and would barely have broken a



Schuey (right) in his sportscar days – the only driver capable of beating the Jaguar XJR-14

sweat, whereas all the other drivers would be collapsing," smiles Ross. "As a result he would be as capable at the end of a race as he would be at the beginning – that was really critical in the mid-'90s with multi-stop strategies and soft tyres because, for the first time, you had to drive flat-out at a qualifying pace for the whole race. He was a master of doing that; he raised the standard. It also applied to his work with the team. Michael was never a driver who when it came to five o'clock on a Saturday night would say, 'Thanks guys, see you in the morning.' He was there until every last bit of juice was squeezed out of the lemon, staying late each night to pore through the data and work out how the race weekend would develop.

"We were often very successful in the race because Michael knew exactly what we were trying to achieve. He was very easy to work with, very professional, very precise – he didn't get too emotional or irrational about things, but he was very demanding and he expected very high standards. In my view he raised the level of professionalism of being a racing driver, and he became the reference that I then expected all the drivers I worked with to meet. Quite honestly, not many of them made it."

Curiously, it's that lack of emotion that led to the tie-up with Ferrari. As Michael admits →

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A collision with Villeneuve (whose tyre mark is on the sidepod) at Jerez cost Michael the 1997 title

in his interview on page 50, he wasn't lured by the emotion of Ferrari – it was purely the best offer at that moment in his career. Even so, Brawn was surprised when he found out Michael was leaving. "I have to say that when he told me he was going to move, I was disappointed because I felt we'd given him everything. We'd won championships and we'd grown together. He's right: it wasn't the attraction of the Ferrari name, it was the fact that they were in turmoil and he wanted to know what the next challenge in his life was going to be. But I could see the challenge and the attraction because I succumbed to it too. It was exciting to get the greatest name in F1 back into shape and onto the podium again."

Schumacher's first Ferrari win came in the rain at Barcelona in 1996 and, despite his victory at Monza later in the year, while the tifosi respected Michael they didn't take him to their hearts as they had with Villeneuve, Andretti or even Alesi. There was success, but it was a Teutonic ruthlessness, where winning came at all costs. Then things came to a head at Jerez in 1997. Jacques Villeneuve lunged for a gap and Michael closed the door to stop him winning the title – as he had done with Damon Hill three years earlier. As he looks back now, does Brawn think that Michael went a little too far on occasions?

"I don't need to look back now, I knew at the time – it was obvious! It was Michael's competitiveness that took over. These guys who are exceptional all have a different structure somewhere in their mind that gives them this compulsion, the commitment that those of us who



Out of the 282 grands prix Michael has driven in*, Ross Brawn has been alongside him for 265 of them. Michael's solitary race for Jordan in 1991 and the 16 GPs in his first season at Ferrari in 1996 were his only Brawnless races in Formula 1. (*up to and including the 2011 Hungarian Grand Prix)

don't have it can't understand. It's not an excuse, because I wish the things that happened hadn't happened. But sometimes a switch flicks the wrong way and drivers do things they shouldn't.

"At Jerez '97, Michael came back to the pitwall and he was screaming blue murder: he was convinced that Villeneuve had taken him out of the race and I just looked at him... I thought, 'I'll just let him calm down and give him time to reflect,' but he wanted us to protest against Villeneuve. There was just the odd occasion when things didn't work out."

After years of Ferrari domination, the emergence of Fernando Alonso at Renault became a major threat, and the run of Schumacher titles finally came to an end in 2005 when Alonso took the crown. The following year, during qualifying at Monaco, Schumacher parked his Ferrari at the penultimate corner, Rascasse, to stop Alonso taking pole. It saw him relegated to the back of the grid.

"Rascasse just had no logic, because we had a fantastic car and whether we were on pole or not, with the pitstops we could have won that race easily," reflects Brawn today. "It's just that this trigger went again. We all wish it wasn't there, but it's the price you pay for having someone so exceptional. I think it's very rare, when you look through history, that anyone who has that incredible level of ability and commitment and obsession with success doesn't have that little bit that pings occasionally, meaning they do things they regret afterwards."

"But in his defence, he's been in the spotlight for 20 years and if you total up those events, it's a tiny, tiny percentage – but because he's been in the spotlight for that amount of time, they stand out like beacons. If you took any driver's career, and the things they shouldn't have done in the heat of the moment when their instincts took over, I bet Michael's ratio isn't bad compared to most of them."

"There are things that he shouldn't have done, and he reflects on the fact he shouldn't have done them, but that is one of the ingredients of a genius. It's not an excuse, but all those guys who are truly gifted – Senna, Alonso – they just can't cope with being beaten and that's why they are so great."

After Michael retired at the end of 2006, he couldn't shift the bug of racing, getting his fix from racing bikes or returning to the Ferrari pitwall to aid with strategy. So it was hardly a great surprise that in 2010 he decided to make his comeback, returning to the sport with Mercedes and reuniting with Brawn once more. However, the Schumacher we were used to seeing, leaping off the top step of the podium every other Sunday, hasn't yet materialised. So



Michael's Mercedes contract expires in 2013. Will he keep racing, or stay on in some other capacity?

while the car's not quite up to scratch, could it be that age has finally caught up with him?

"Everyone matures," says Brawn. "He's less raw than he used to be, but he now has more experience. He's still as competitive as he always was, but that maturity brings more reflection – it brings a bit less of an edge in certain circumstances – but he's no less competitive. It's just a question of what age brings more positives than negatives. For a while they compensate each other, but there will come a time when they don't and the competitiveness will decline."

At it stands, Schumacher will see out the final year of his three-year contract in 2012. Beyond that, you can still imagine him continuing in F1 in some role, or even returning to where he first started: sportscars.

"Michael still enjoys F1; he loves racing and is frustrated at not being higher up the grid," admits Ross. "There will be huge opportunities at Mercedes and in F1 when he stops. Who knows what the next 20 years will bring?" **F1**





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His
first
great Ferrari



Let DOMINATION commence

The **F1-2000** not only allowed Michael Schumacher to score Ferrari's first drivers' title since 1979, it also ushered in an era of unprecedented supremacy

WORDS
JONATHAN REYNOLDS
PHOTO
JAMES MANN

By the start of the 2000 season, Michael Schumacher had already spent four seasons with the Scuderia and while he'd come close to championship glory in 1997, he'd never had what could conclusively be called the best car on the grid. All that changed in 2000 as Ferrari's dream team, comprising chief designer Rory Byrne, engine guru Paolo Martinelli and technical director Ross Brawn, worked with the gifted German racer to unleash the first in a sequence of cars that would dominate Formula 1 for the next five years.

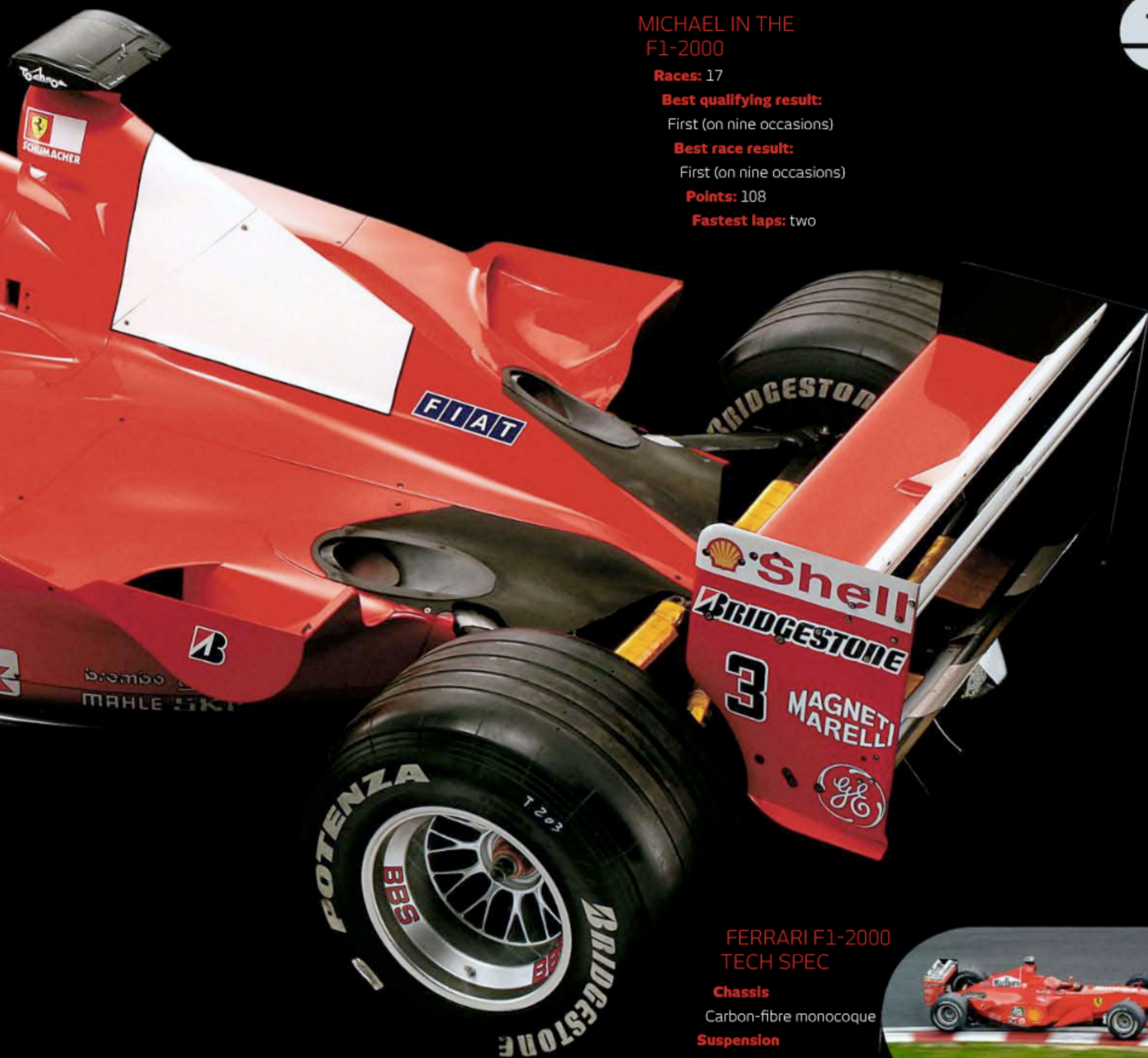
Ferrari recognised that if they were to overhaul the Adrian Newey-led McLaren squad as the sport's dominant team, then a change of philosophy was required. Thus the F1-2000 was a much more radical car than its predecessor, the F399, both inside and out. The monocoque was smaller, the centre of gravity lower and the overall car weight lighter, enabling the team to make maximum use of ballast.

Initially, it looked like all the effort had been in vain when McLaren romped to first and second on the grid at the season-

opener in Australia, but Ferrari's hard work paid dividends the next day when both McLarens suffered engine failures and Schumacher led home team-mate Barrichello in a momentous one-two. Häkkinen and McLaren were back on pole position at the following two grands prix but, when it really mattered, it was Schumacher who again emerged victorious. Suddenly Ferrari's chances of scoring their first drivers' title since 1979 were looking more realistic.

There was a wobble midway through the season when Ferrari found the F1-2000 was consuming its rear tyres quicker than McLaren's MP4-15 in hotter conditions. But Schumacher's five first-half wins had given him enough of a cushion to ride out the storm until a slew of performance upgrades to the rear suspension, engine and aerodynamics arrived later in the year.

Four Schumacher wins in the last four races, including an emotional Monza victory and a title-winning drive at Suzuka, put the seal on an incredible year for the German and the F1-2000, the car that restored Ferrari to their former glory. **F1**



MICHAEL IN THE F1-2000

Races: 17

Best qualifying result:

First (on nine occasions)

Best race result:

First (on nine occasions)

Points: 108

Fastest laps: two

FERRARI F1-2000 TECH SPEC

Chassis

Carbon-fibre monocoque

Suspension

Double wishbone,
pushrod front and rear

Engine

Ferrari 049 90-degree V10

Engine capacity

3,000cc

Power output/rev limit

820bhp/17,500rpm

Gearbox

Ferrari longitudinal semi-automatic sequential

Weight

(Including driver) 600kg

Wheelbase

Length/track: 302cm/149cm/140.5cm



**His
unlikely
benefactor**

"I'm remembered
as the guy who
went to jail and
gave Schumacher
his chance in F1.
I have no problem
with that."

Bertrand Gachot's imprisonment in 1991 while he was a Jordan driver left the team needing a replacement... and the rest is history. In his own words, Gachot tells his story – and recalls how Michael was one of the first people to seek him out after his release

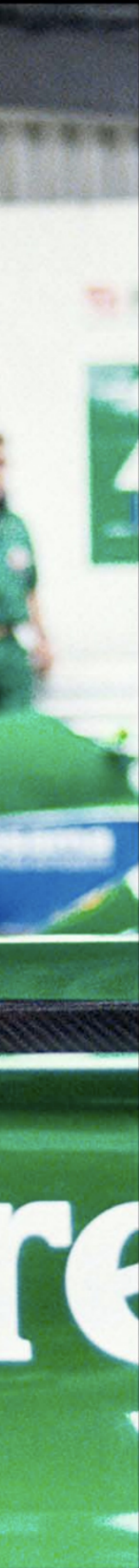
INTERVIEW
ADAM COOPER
PICTURES
GETTY IMAGES

"It was in December 1990.

I was wearing a suit and was on my way to a meeting with Eddie Jordan and the board of 7UP at the Carlton Towers Hotel in London. Eddie was a few cars behind me. I'd gone the wrong way, and we were on the phone together. Basically, this taxi driver cut me up and I reacted stupidly. I was waiting in the line and he cut the

line, and I just didn't let him in. And I should have done. He kept brake testing me, and I just wanted to make a point to the guy – I said, 'If he does it one more time, I'm going to bump him with my bumper.' So I did, and he got out of his car, opened my door, pulled me out and said he was going to kill me. So I just went 'phfft' and sprayed him with tear gas. Suddenly, →





20
years in F1

re
land

a guy who said he was going to kill me was crying for mummy because he got a little bit of tear gas in his eye. Two minutes beforehand he'd threatened and insulted me, so I didn't feel bad. And then I called the police.

When the case came to court, the police made out they'd saved the situation and all that, which was absolutely not true. I'd called the police because there were about 50 taxi drivers who wanted to lynch me, and that was it. I just told them exactly how it was. I didn't even know the gas was forbidden. It was a joke. I went to the police station, I told them what happened, they released me, and I went to the meeting. Nine months later I go to court and they put me in jail. We offered to pay over a million pounds in bail, and the judge said: 'No, you are too dangerous to be on the streets of London.'

At the time of the incident I was driving my girlfriend's car, and the tear gas was in the door. In France, you can buy it in petrol stations; it's just tear gas – it can stop an argument. The guy grabbed me, and I didn't even think about it. I'd never used it before, and I never used it again afterwards. The great thing about the gas is that after one hour, everybody's fine. He was fine – he drove his taxi home! The thing is that they just made a big deal out of it because I was an F1 driver.

Before my case went to trial I'd asked three different lawyers to give me their opinion, and all of them said: 'They cannot put you in jail for that.' Their only concern was that I could be convicted because I had used too much force to defend myself. I couldn't risk getting a conviction because I knew Eddie Jordan was desperate for cash, and I was worried that he was going to fire me to take another paying driver who could bring in more money.

Anyway, when it got to court I was confident I was only going to get a fine. The prosecution spoke to my lawyer, and said, 'This is six of one and half a dozen of the other – I'd like to drop the case.' So they went to the judge and he said, 'No, I'm here now, I want to go to trial.' It was ridiculous, but I was a little bit famous and I think they wanted to make an example of me.

The jury couldn't reach a unanimous verdict, so they came out and asked another question, which was: 'Does the gas cause permanent damage?' The expert said, 'No, it doesn't.' But they still decided that I had used too much force to defend myself and therefore I had to be convicted. The judge gave me the biggest sentence ever given to anyone using tear gas – including a girl who had 22 previous convictions and used it to steal the handbag of an old lady. So I got 18 months, plus six months for possession.

I just couldn't believe it. I had a plane waiting to take me to testing at Imola, and when I got the sentence I thought, 'Did I hear that right?' They took me through this little door and said, 'You're going to jail now.' There were these two screws with tattoos, and I remember them talking. They said, 'He'll be out in December for good behaviour.' And then the other guy said, 'No, he's done a violent crime, I think he'll be out for Easter next year.' I took off my tie and lay on the bench and thought: 'What's happening in my life? Jesus!'

I was in Brixton for three weeks before I was moved to a semi-open prison. I must say, as much as I hated it, the human experience was astonishing. Obviously you meet some people in prison who are awful, but I actually met some amazing people in there and, to this day, I'm still friends with some of them. It was very interesting from a human point of view. There were lots of funny stories, too. One day a guy said to me, 'So you're the racing geezer? When you come out, don't bother going racing – you come with me, because we need a getaway driver. You'll make a lot more money with us, you'll see, it's much better.' I said, 'What do you do?' He said, 'We steal a car, we smash into the

Gachot's supporters in the F1 world included Erik Comas, Andrea de Cesaris, Alain Prost, Olivier Grouillard and Ivan Capelli



Schuey drives over on-track graffiti at Spa in 1991. It reads: "Gachot, the Belgians are with you!"



"In jail, this guy said: 'So you're the racing geezer? When you get out come with me – we need a getaway driver. You'll make more money with us!'"

window of a supermarket, and we steal the cigarettes and the booze. We need someone to drive us away really fast...'

When Michael Schumacher got my seat, I didn't have a TV so I didn't actually see it. All I know is that a stupid screw kept standing in front of my door going, 'Vroom, vroom, vroom!' saying stuff like, 'Hey, they found another driver – they don't want you any more! The new guy is very good.' They were enjoying that, standing in front of my door, telling me the results. 'This guy's brilliant!' they kept shouting.

The good thing was that Andrea de Cesaris sent me a message saying: 'I'm going to get that German!' It was funny. I'm not going to tell you I'm better than Schumacher or anything, but at my last grand prix, in Hungary, I flew [Gachot took the fastest lap] – I'm not bullshitting. Today if you put me in a car, I'd be slow – I don't know how Schumacher can still drive! All I can tell you is at that time, I knew I could


do a good job. However, after that he did very well, that's for sure.

It's funny, I'm often remembered as the guy who got put in jail and gave Michael Schumacher his chance in Formula 1, but one way or another he would have come to F1 because he had the resources, and he was an excellent driver – no question. This was the opportunity for him and I have no problem with that; I get along with him really well – he was always a gentleman.

I must say that when I got out of jail and I went to the Japanese GP, one of the first people who came to see me was Michael, and he said: 'I know what happened to you was so wrong. Anything I can do to help you, let me know.' He didn't need to say that, and I have a lot of respect for him as a result. To this day, when I go to a race and see him, we always chat.

When I first got out of jail I didn't go to back to my house and I didn't take a shower. I went to a party at the

French embassy, and from there I got straight on a plane to the Japanese Grand Prix. What happened with EJ? Well, I think he forgot that we were working together, that we were friends and that he was my manager... it became quite ugly. It was all about business – he was desperate for money. The thing with Eddie is, he has talent, he's a very funny guy and all that, but he had no limits...

Looking back on my Formula 1 career, I would have to say that I was always hanging on by my fingernails. I would have liked to have driven for a good team. In a small team, your focus is not on the right things; your focus is on the next race, and trying to survive. But on the other hand, for a little guy who came from nothing, I'm very happy. I came out in one piece and I've had a very interesting life. I've met a lot of exciting and interesting people along the way, I have no regrets and I really don't miss racing. I love the life I have now." 



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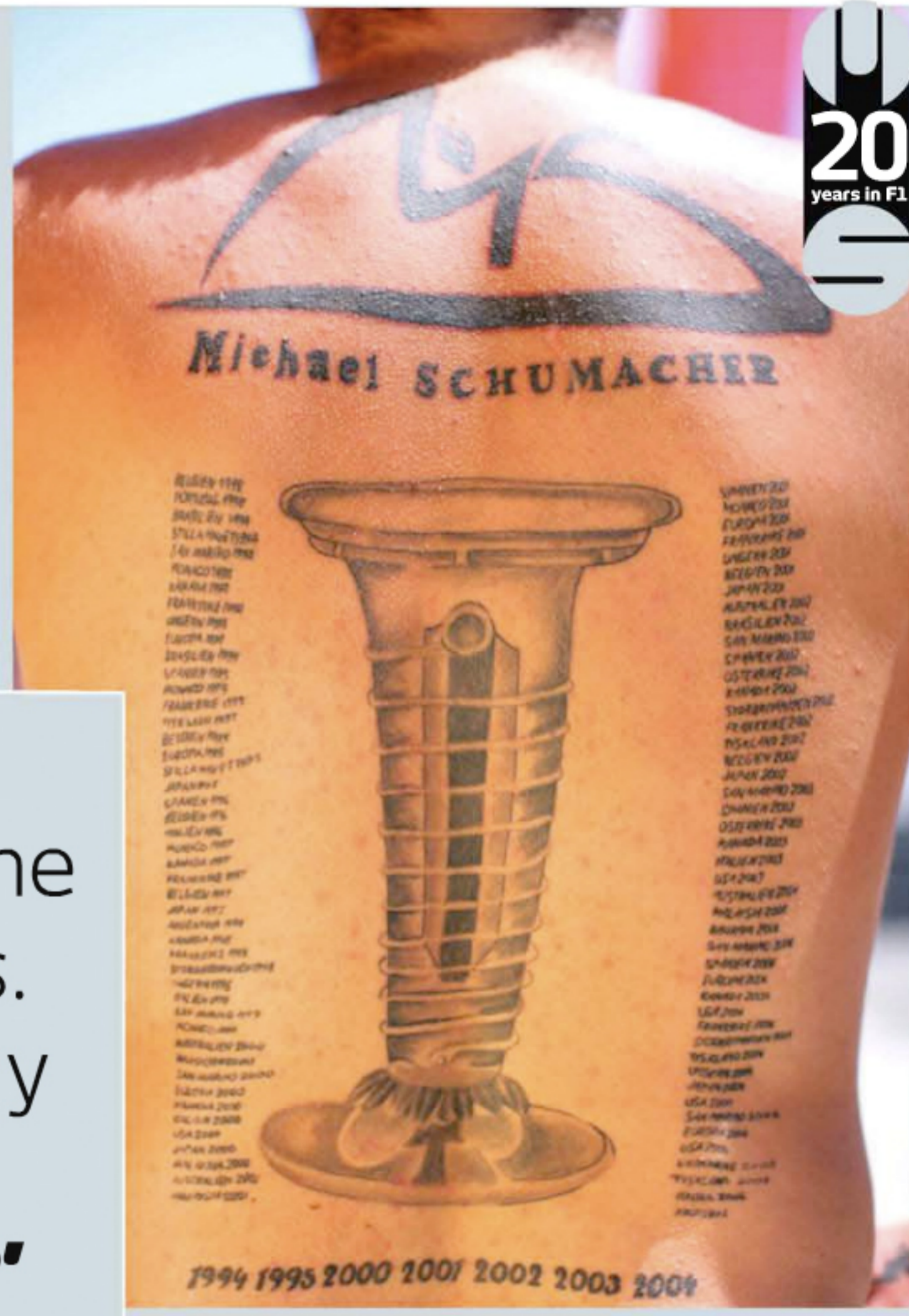
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His biggest fan



Michael was laughing when he saw my tattoos. He was probably thinking, **'Who is this maniac?'**

Swedish F1 nut **Jonas Orling** likes Michael Schumacher. In fact, he likes him so much that he's had all his 91 race wins tattooed on his back. As you do...

WORDS ADAM COOPER
PORTRAIT LORENZO BELLANCA/LAT

Michael Schumacher has millions of fans around the world, but few have been as extreme in expressing their support for him as Sweden's Jonas Orling.

The 35-year-old former IT salesman caught the racing bug from his father, a Ronnie Peterson fan. With no local heroes to support as he grew up, Jonas himself was an Alain Prost fan – until a certain young German arrived on the scene.

"Germany's goalkeeper at the 1986 World Cup was called Schumacher," he recalls. "I was 11 years old and thought it was a nice name. Then a few years later a guy comes into F1 with the same name. I thought: 'he must be a cool guy...'"

Jonas didn't get to see a grand prix in person until he went to the Nürburgring in 2002, which he combined with a visit to Schumacher's home



If Schuey rediscovers his winning form, we dread to think where Jonas will find space to record it...

town in Kerpen. He then travelled to two or three races a year until Michael retired, and resumed when his hero made a comeback in 2010.

It was earlier this year while holidaying in Bangkok that Jonas decided – inevitably after a couple of beers – that he wanted to celebrate

Schuey's success. He duly located south east Asia's champion tattooist, and started off with a simple 'MS' logo. He followed that with an image of the world championship trophy and a list of Michael's 91 GP wins on his back – the names are written in Swedish, so 'Pacific' is 'Stilla Havet'. He then added a list of titles on his arms, and seven stars to represent them.

The tattoos were still fresh when he made it onto the stage at a fan event in Kuala Lumpur, and got to show a bemused Schumacher his handiwork. "Michael was laughing when he saw my tattoos. He probably thought: 'Who is this maniac?' I told him I wanted an even bigger star when he wins his next championship!"

Later that day, Jonas had Michael's autograph tattooed across his chest. Any worries that he might regret it one day? "When I'm 50 it doesn't matter if I've got wrinkles on my back, because people will always know who he is." Fair point. **T**



UST Global





VIRGIN RACING

Our man joins the **Virgin** pit crew for the day to find out what the sport's unsung heroes really do. The answer? Work 18-hour days, do a lot of polishing... and remember to shave

WORK

WORDS
JONATHAN
REYNOLDS
PICTURES
GLENN
DUNBAR/LAT

EXPLORE

“OH

dear,” says

Simon Price, Virgin Racing’s team co-ordinator, as he sees me arrive bleary-eyed for my day of work experience with the team. It’s 6am and I’ve arrived still sleepy but half an hour early for pitstop practice, looking – so I think – very smart. But judging by the look on ‘Pricey’s’ face, I’m mistaken. “You do realise you might be sent home, don’t you?” he says with not a trace of irony in his voice. My heart sinks. I’ve only been with the team for 30 seconds – what could I possibly have done wrong? “When the team manager sees you’re not clean-shaven there’s a good chance he’ll send you away.”

I laugh nervously. Pricey stares back at me.

“I’m not joking,” he announces sternly. “This is team policy.”

“But I don’t even work for the team!” I protest.

“It doesn’t matter,” he responds. “You’re in team kit so you’re representing the team.”

I look around at the rest of the guys, desperately hoping to find someone with just a bit of bum fluff or an overly long sideburn, but I find none. This hardly seems fair. I mean, Richard Branson’s not exactly a notorious razor botherer, is he? But I should have guessed from the attention to detail on my team kit – even my belt buckle has Marussia Virgin Racing engraved on it – that presentation is very important to this team and that patchy stubble wouldn’t go down well. It was not the best of starts.



Jonny meets Jérôme (above) then spends quite a long time standing around with a fire extinguisher (below)



Our man with his controversial facial hair... and a duster

“M

spending the Friday

of the British GP weekend with Virgin as a ‘truckie’. Traditionally, truckies, as you would expect, drive the team’s trucks, with a bit of odd-job multi-tasking thrown in as well. But these days, European working directives mean they’re not actually allowed to drive trucks any more and, as a result, they often go by the rather more chic title of ‘garage operative’. They’ll never hog the headlines like other crew members do, but without them an F1 team just couldn’t function.

Just before pitstop practice, I’m introduced to truckie ‘Big Chris’ Allen, a bear of a man who I’ll be shadowing for the rest of the day. It looks as if I’ve got away with the shaving faux pas as team manager Dave O’Neil arrives and I’m given my first job: pushing the car

into the pit box and then pulling it back out when all the tyres are changed. It’s not exactly rocket science, but I’ve still got to stay switched on.

“You can push the car here and here,” says Big Chris pointing at two of the sturdier parts of the rear wing, “but *do not* push on *this*,” he tells me, referring to the rather more delicate-looking DRS flap. “Oh – and one other thing,” he adds. “Don’t push for too long or I’ll wipe your legs out when the rear jack goes under the car.”

Time after time we push the car in and out of the pit box as Richie, the chief mechanic who’s directing operations, calls different scenarios and records the times on a stopwatch. Watching a pitstop up close is a real treat – on TV the actions can almost seem routine when, in reality, every stop is a complex sequence of very precise movements. This may only be practice but the atmosphere is far from light-hearted. After about 20 stops I hear the call “let’s do one final one” in my headset – a welcome relief as I’d worked up quite a sweat. Unfortunately, ‘one final one’ turns into ‘six more stops’ as Richie is unwilling →



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to finish on anything less than a perfect stop. They may be down the back end of the grid, but their 2.7-second final stop proves the Virgin boys are as well-drilled as any team.



retire to the motorhome for breakfast before Chris and I return to the garage to do some running repairs on the tyre guns. After that, I'm asked to go to the GP2 paddock to pick up some dry ice from a woman in a van. "When you get there it'll be obvious who it is," I'm assured. So I set off in an electric buggy with a vague set of directions.

I get out of the buggy in the GP2 paddock to find – surprise surprise – the dry ice woman is

nowhere to be seen. Panic rushes through me... have I been set up? F1 mechanics love a wind-up and I'd heard stories of teams sending the new boy out with a Ziploc bag and asking him to collect air samples. But this seemed genuine.

I frantically search the paddock and eventually find the woman several hundred metres from her supposed location. Eight boxes are loaded onto my buggy and I rush back just before FP1 is about to begin, feeling very pleased that, thanks to me, the car can now be cooled. "Thanks for doing that, mate," says Sheeny, another truckie. "We probably won't need it, but you never know."

First practice begins and I'm given several typical truckie jobs to take care of, one of which is holding the fire extinguisher whenever Jim, the man in charge of refuelling Timo Glock's car, tops up the tank. It's a vital, if easy job but I'm soon distracted by all the pit activity and move away. "Where's that journalist?," Jim booms and I shuffle quickly back to his side.



Pitstop practice starts very early at 6.30am – all the more alarming when you don't finish until 11.50pm


Another major function performed by the truckies is ensuring the garage and cars are kept spotless, so, for my next job, I'm handed some cloths and polish. Whenever Timo returns to the garage, it's my job to wipe the grime off the car to keep the sponsors' logos visible. It seems fruitless knowing that in a matter of minutes he'll go out and get it filthy again, but it's standard practice for image-obsessed F1 teams.

First practice ends and I realise that for the first time in ages I've no idea who's where in the standings and, more remarkably, I don't really care: all that matters is sorting out our cars. It's an indication of how blinkered you can be working for an F1 team, especially when you barely stray from the small piece of land the team occupies in the paddock. The bodywork comes off the car and I knuckle down to more polishing, followed by a spot of pre-lunch sweeping.

Second practice begins and I'm really starting to feel like part of the team as I require fewer instructions. The second session ends, the bodywork comes off the cars and I ask Big Chris if I should crack on with shining it up. "Yes mate," comes the reply, "only this time do it properly. It looked like Ray Charles cleaned it last time."

With the on-track running finished and the mechanics hard at work on the cars, I head out to the back of the garage to meet the two tyre operatives, Magnet and Bruce. It's their job to clean, label and wrap each wheel and tyre ready for the next day, monotonous work that they spent over 200 days on the road doing last year.

We break for dinner at 6.30pm and I start to feel the strain of a long day. But then a hydraulic problem is found on Jérôme D'Ambrosio's car that will have the team pushing to make the midnight curfew. As the mechanics toil into the night it's acutely obvious that these guys work as hard, if not harder, than the teams at the other end of the pitlane; the only difference is that, through no fault of their own, their car is slower. D'Ambrosio's car is finally finished at 11.50pm and I head off to bed.

The next day Big Chris and the boys will be back at 6am to do it all over again. I, however, will be having a lie-in. Followed by a shave. 

Friday 8th July, Silverstone

A day in the life of a truckie

(Curiously, it doesn't actually involve driving a truck at any point)

06.00	Arrive at track	
06.30	Pitstop practice begins	
07.00	Breakfast in motorhome with team	
07.30	Fix tyre guns, make sure garage signage is clean and straight	
08.00	Collect dry ice for cooling from GP2 paddock	
08.30		
09.00	Man the fire extinguisher and clean the car during FP1	
09.30		
10.00		
10.30	Clean bodywork, sweep garage, organise front of garage	
11.00		
11.30		
12.00	Lunch in back of garage with team	
12.30	Man fire extinguisher as car is refuelled for FP2	
13.00	Man fire extinguisher and clean car during FP2	
13.30		
14.00		
14.30	Clean bodywork, sweep garage and organise front of garage ready for pitlane walkabout	
15.00	Help to bleed brakes on Timo's car	
15.30	Help a mechanic to change rear wing actuator on Timo's car	
16.00		
16.30	Work with tyre operatives to clean and prepare the tyres for the rest of the weekend	
17.00		
17.30		
18.00		
18.30	Dinner in motorhome with team	
19.00	General cleaning and milling around	
19.30		
20.00	Work with Big Chris to check torque of tyre guns	
20.30		
21.00		
21.30		
22.00	Help out as the rest of the team work on Jérôme's hydraulics problem	
22.30		
23.00		
23.30		
00.00	Midnight curfew	



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THE MAURICE HAMILTON INTERVIEW

A lunch time chat with
the legends of F1,
every month

“Gerhard Berger
and I ‘borrowed’
Jean Todt’s car at
Maranello but
ended up rolling
it. Todt went
completely mad
– he even phoned
di Montezemolo!”

Jean Alesi’s 12-year career in F1 spanned the 1990s, and bore witness to a changing of the guard from Senna and Prost to Schumacher and Villeneuve. It also involved one great win, a few mechanical failures – and a frustrating moment with Martin Brundle

PORTRAITS
GLENN DUNBAR/LAT



Only Jean Alesi could have Pepe, an eccentric Italian who runs a pizzeria in Avignon, come to his 17th-century home and cook a three-course lunch, accompanied by wine from Jean's own vineyard. And then, after a wonderful few hours spent reminiscing, have us go for supper at Napoli Mia, Pepe's equally eccentric restaurant, complete with Lambretta scooters hanging from the wall. They're both fitting venues to discuss a 12-year F1 career that ended in 2001, but included over 200 grand prix starts – and a priceless win in Canada in 1995...

Maurice Hamilton: This is a beautiful home. You've come a long way since you first left your parents' place here in Avignon and moved in with Eddie Jordan and his family in Oxford.

Jean Alesi: I was not speaking English at all back then and my brother, José, came with me. I always mention my brother because he's looked after me since I was a little boy; he means a lot to me. He stayed with me for two days and then he had to come back to France. The next night Eddie said we were going to have dinner with Rick Gorne, the guy who was working with Adrian Reynard. They had a lot to drink. →



THE MAURICE HAMILTON INTERVIEW

A lot! I had to put them in the car and drive these two through the centre of Oxford and I'm thinking: 'I've made a huge mistake!' But, after that, everything was fine. It was a good time.

MH: Eddie says he wanted you to stay with him because he felt you needed to have a family around you?

JA: Yes, it's the way I grew up. I was living in my family home, here in Avignon. I was pretty young although when I was doing F3 in France, I had my truck and my car. I was doing everything myself; mechanic as well as driver. But I'd never lived outside France. So Eddie was the key to the proper start of my racing life.

MH: What I find hard is that even though I'm from Ireland, I can't understand what Eddie says sometimes. So I don't know how you managed!

JA: For me it was okay because I thought that was the way to talk!

MH: Dear god!

JA: Eddie did so much for me, particularly the deal to get me into F1 with Tyrrell – but he insisted I keep doing F3000 for him to win the championship in 1989, which we did.

MH: The first time I met you was at the British Grand Prix that year. You probably won't remember but there was a driving promotion on the Thursday, with Camel I think...

JA: At the Green Man pub?

MH: Yes! You won a little trophy for driving a Land Rover or something in a competition.

JA: I still have it. Do you want to see it? The only trophy I have in my house is for my victory in Canada in 1995. Otherwise, my mother keeps my trophies, my overalls – everything.

MH: You and I have spoken many times about Ken Tyrrell. What a wonderful place to go when you're starting out in F1.

JA: I have many stories about my time with Ken but the one I like most happened at Monza in 1989. It was my fifth race in F1, it was raining in Friday practice and nobody was going out. Ken asked if I wanted a try. At Curva Grande, I spun 360° at 186mph. But I didn't touch anything. I came back to the box and Ken asked if everything was okay. I said: "Yeah, it's a bit wet, I prefer to wait." There was no telemetry back then of course, but Ken could tell something was wrong. He came back and asked if something had happened. I said: "Well, I had a small spin." He said: "Okay, we have a T-car, so don't worry. Go out and get some confidence with the car." It was unbelievable: basically, he was saying "Okay, you can go and crash!" But he gave me a lot of confidence because that spin really scared me. He understood something had happened.

MH: That Tyrrell 019 was a nice car, wasn't it?

JA: It was a dream car. It's like when you put on a glove and it fits your hand 100 per cent. A good front end and good traction. When you lost the rear it was okay to control. It was fantastic.

MH: You were working with Harvey Postlethwaite [the 019's designer], who was a very clever guy: very British. He told me a story about you at Monza in 1990. You knew that car was going to go well there and, in qualifying...

JA: I remember! Qualifying tyres were good for one lap and then they'd be finished. We had Pirellis and you could have them shaved so they would be good for another lap. Because of that, they wanted me to wait...

MH: The way Harvey described it to me was: "So we agreed with Jean what we would do. Jean said: 'Yes, yes, okay; we wait.' So I'm standing at the pitwall, with my back to the garage, and I hear an engine start behind me. I turn around – and Jean's gone!"

JA: [Laughing] That was my weakest point. No patience. Especially in qualifying. I wanted to do



it now, now, *now!* I didn't care if the track would be faster later. The car was so good. I had to do it.

MH: Your enthusiasm is absolutely incredible.

You've always had that.

JA: Always... always.

MH: For everything in life? Everything you did? Or is it driving you love most?

JA: I would say only for driving because I have a passion there, you know. So you can imagine what it was like at Ferrari. I had the best time of my life because of the passion I had from the fans and the mechanics and everyone. Unbelievable.

MH: That must have been fantastic for you.

Particularly with your Sicilian background and the fact that you speak Italian.

JA: Yeah, but in Italy it's not always good if you are from Sicily. What I loved was the feedback I had from the public, because they want the guy

in the Ferrari to win, so it doesn't really matter where he is from.

MH: How did you deal with the Italian media? Had you experienced anything like that before? Particularly when the car was uncompetitive?

JA: No – but I loved it. They gave me shit when I deserved it, so what can you say?

MH: What a difference to go from Tyrrell in that little woodyard, to Ferrari. A huge difference in terms of the way the team was run, the culture – everything. How did you find that?

JA: It was all good because I had more assistance and support at Ferrari. It was nothing more complicated than that actually – it was just better. Also in my time, the F1 driver had more space, more privilege. Ferrari respected the driver a lot more. Now they control the driver. In my time it was more or less the opposite; the driver was controlling the team.

MH: So you don't think that Alonso's got control and a say in the team? Are you saying he's got less control than he would have had in 1994?

JA: Yes. In my time, it would have been a bigger place from his point of view. We had the T-car, we had the testing; we had more ways to show the power of the driver. Now there's less. Even when the driver talks, there's always someone next to you, listening to what you are saying.

MH: You had a bad start at Ferrari, but 1994 was a good year. To my surprise, I discovered that your first ever pole position was at Monza that year. You're a guy who's always fast and full on. But only two poles? Why do you think that is?

JA: First, I drove a Tyrrell. So I was never going to be on pole. Also, Senna was there, so nobody was ever going to get a pole position when he was around – nobody. Then I moved to Ferrari when the car was not competitive.

MH: I remember Monza 1994: you were leading, you needed that win so much and... you're holding your head, Jean! Sorry to remind you.

JA: It was the pitstop. Back then, you had to do it in neutral. When everything was ready, I opened the clutch – I used the foot clutch as it was faster than the throttle. Then, when I took first gear, the revs were too high, the gear came in and exploded everything. The race after that, we had a limiter, so no problem. But, for Monza – bang!

MH: You were very upset. You threw your helmet against the wall and left immediately.

JA: I was very upset because it was so difficult to put everything together. When everything had →

“That Tyrrell 019 was a dream car. It's like when you put on a glove and it fits your hand 100 per cent. It was fantastic”





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been put together, something always happened.

MH: Okay, let's move on to something more positive; your win in Canada in 1995. How do you look upon that now?

JA: It released the pressure in me. Finally I had won and I could tell myself everything would get better. So it was a very good feeling. But it was not an exciting feeling like when I finished second with the Tyrrell in Phoenix 1990 (after fighting for the lead with Ayrton Senna's McLaren). It was totally different. During the last laps in Canada, I was really taking care. I wanted to cross the line. It felt like an endurance race.

MH: At least in Montreal, there was a good atmosphere. A lot of Ferrari fans come to this race from North America.

JA: When I was leading, the fans watching in the grandstands just exploded! The first win for Gilles Villeneuve was in Canada in a Ferrari and, for me, it was my first win and I was also in a Ferrari. So, the people link Gilles Villeneuve and my win. They seemed to adopt me after that.

MH: There are many similarities between your attacking driving styles.

JA: Gilles was my hero because, you know, this was when I was growing up. The things he did...

MH: Zandvoort... dragging the wheel behind him...

JA: Yes, and Monaco 1981, when he won with a car that was jumping and sliding around. Incredible. And his fight with Arnoux for second place at Dijon in 1979.

MH: I'll bet you enjoyed the last lap of this year's British GP with the fight between Hamilton and Massa. Maybe this is a good point to ask what you think about racing in 2011?

JA: The last ten laps always seem to be the best time because of the tyres.

MH: Do you think the tyres alone are enough? Do you think we could do without DRS?

JA: I do because the DRS makes overtaking fake. You should be on the limit when overtaking. The problem is that the steering wheel has so many buttons. People believe the driver presses a button and he overtakes. They think he presses a button and he brakes. Press a button and the car turns. All those things on the steering wheel give an impression that kills everything the driver is actually doing. If the steering wheel had no buttons, I'm sure the drivers would have more respect from outside.

MH: What about the Formula 1 race tracks these days?



Alesi's career was blighted by mechanical failures and in over 200 race starts, he took only one win: the 1995 Canadian GP

JA: At Abu Dhabi, for example, there are no corners. It's just chicanes: left, right, left. There's nowhere like Tosa or Club. You know what I mean because we've been together at Abu Dhabi.

MH: Yes, we have. They've only got those quick corners at the back of the circuit, two right-handers and you tried to take the second one flat when I was with you in the two-seater F1 car.

JA: [Laughs] Yes, yes – I remember!

MH: We'd had dinner the night before with Johnny Herbert, and Johnny was winding you up, saying you couldn't take the second right-hander flat in the two-seater. I was with you when you went out for the first time...

JA: Yes... they say one out lap, one flying lap and in.

MH: Exactly. So, on the flying lap, you try to take it flat and have to lift. But then you don't come into the pits. You start another lap. I think: "Jeez... I know what's going to happen here!" Sure enough, you take it flat – and we end up on the Astroturf and then onto the run-off, all sideways. The guy gives you a bollocking when we get back. And we're killing ourselves laughing because I knew exactly what you were trying to do. Fantastic!

JA: [Giggling] I know!

I knew you'd be okay, so I had to try!

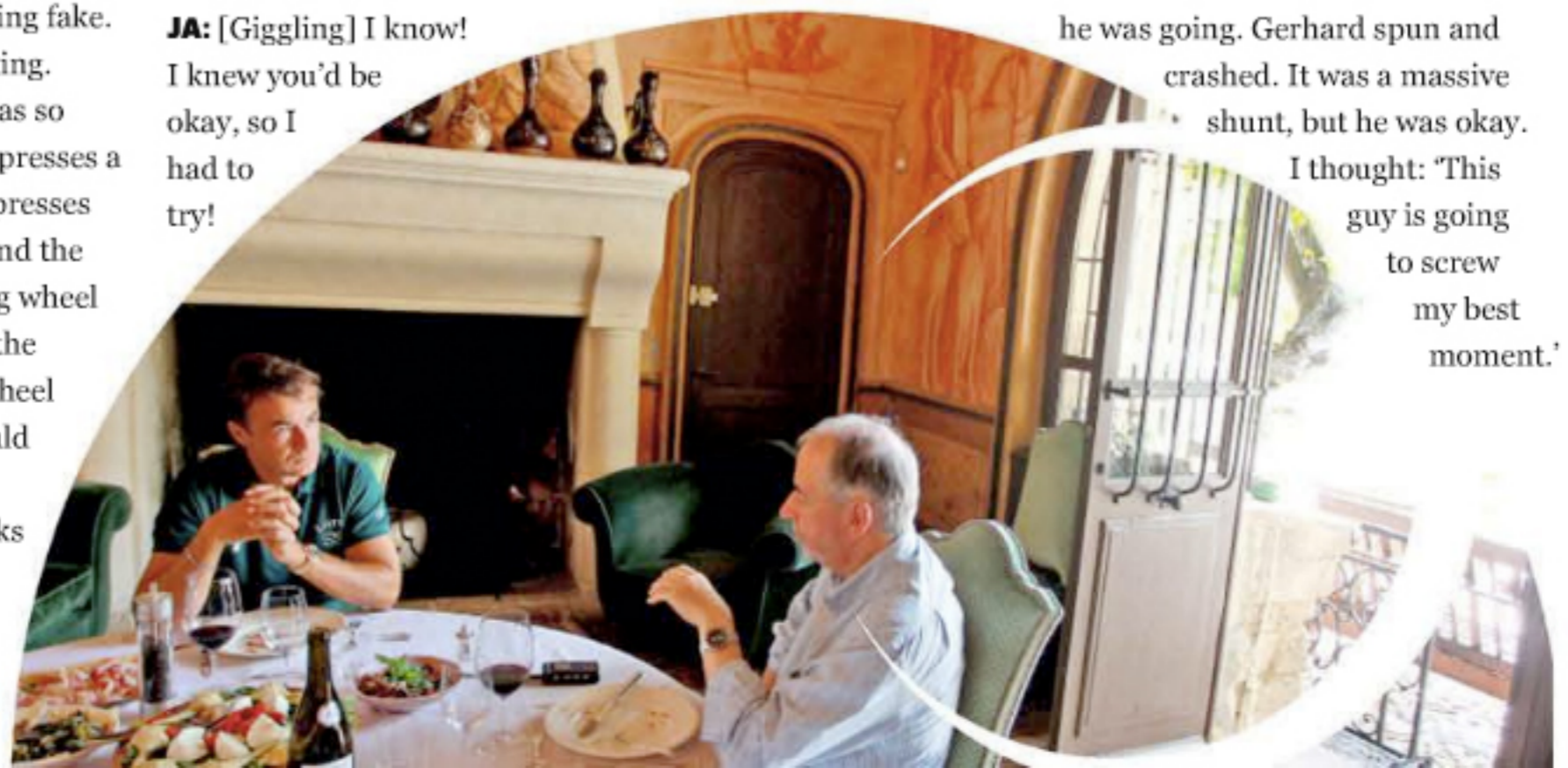
MH: That's the sort of thing Gerhard Berger would have done. You were with Gerhard for five years; three with Ferrari and two at Benetton. That must have been a great time.

JA: Ah, Gerhard... He's the most political guy I've ever met; so clever at getting the team on side with him. He's fantastic. I'm a bit sensitive, particularly when he was creating politics that weren't so nice for me... like when he decided my engine was better and I'd find they'd be changing my engine and when I asked they'd say: "Gerhard says this will be okay."

There are a lot of stories. Like in qualifying at Monza in 1994. When I crossed the line, the flag came out. I was on pole for Ferrari and it was a fantastic moment for me. I'd loosened my belts and I was responding to the crowd. As I arrived at Ascari, I saw a small red image in my mirrors. It was Gerhard. Coming flat-out, even though the chequered flag had been shown. I didn't know whether to go left or right; he was coming like a rocket. I made a decision – but it was where

he was going. Gerhard spun and crashed. It was a massive shunt, but he was okay.

I thought: "This guy is going to screw my best moment."





“In my time, I had more space; Ferrari respected the driver more. Now they control the driver”

When I arrived back in the pits, everybody thought he was dead. I said: “No, he’s not dead – I saw him.” But Jean Todt said: “Let’s go to the medical centre.” Gerhard was lying on the trolley – and he was covered in dust. He said: “You’re a fucking asshole.” I said: “Gerhard! The session was finished! What were you doing?” He said “Me? You were trying to get out of the car!” I said I could do what I liked because the session was finished. I had pole position. He said: “Ah, okay, okay.” And that was it! But no one was celebrating my pole position.

MH: Gerhard tells a story about testing at Silverstone with Benetton. He was on rain tyres, he came into the pits and said that the track was dry and that you could go out on slicks. But it wasn’t dry, was it?

JA: I said: “Okay. Slicks. Let’s go!” I arrived in Becketts flat-out. It was wet. Big spin! That was a typical trick. I loved it. Okay, Pepe has lunch ready. Let’s go though..

MH: You’ve got to tell me the story about putting Jean Todt’s car on its roof. Is that true?

JA: Yes, yes! We were at Maranello. I was doing some things in the office and Gerhard was supposed to be testing at Fiorano. He came into the room wearing his overalls, and asked if I could take him to the track. He said he would find a car. Outside in the car park was a brand new Lancia with leather upholstery... everything. He said: “Okay, let’s take this one.”

He got in and pushed the passenger seat as far back as it would go. We went through the factory gate onto the street and he pulled the hand brake. But we didn’t have much speed so the car just went sideways a bit. Then we went flat-out to the track, through the gate and past Mr Ferrari’s house. When I make another turn near the garage, he did it again. That time we had more speed and the car went onto its roof. The roof was touching the steering wheel!

I was not wearing a seat belt, so I was on the floor. But Gerhard was hanging upside from →

THE MAURICE HAMILTON INTERVIEW

his seat belt. He was laughing so much: he undid the belt and fell down. The car was so badly damaged that the mechanics had to open the back to get us out.

Jean Todt and John Barnard arrived. I realised I would be in the shit because Gerhard told me this was Todt's car and I was driving. But the mechanics had covered the car, so Todt didn't see anything. He asked if everything was okay. I said yes, although I had a cut on my head and was trying not to show it. Typical Gerhard, he then asked Todt: "Have you spoken with Jean yet? He had an accident." When Todt asked me what Gerhard meant, I said: "We were driving to the box – and we turned over." He said: "What do you mean?" He didn't know. I said that we came to a corner and Gerhard used the handbrake. Then Jean saw his car – and went completely mad. "What have you done? For six months I've been waiting for this car!" He called di Montezemolo. It was just typical Gerhard.

MH: You're very trusting, Jean. You're what we'd call an optimist.

JA: Always. Because I believe if you live your life and do the best, you get the best. That is the way I feel. That way, I'm very affected when things are finished and I haven't reached what I wanted to reach. For a moment, I'm really down. But the next day I wake up and say: "Let's try again".

MH: This food is superb. What have we got here?

JA: Mozzarella with artichoke, prosciutto, aubergines and salad, with vegetables from here. Then two specialities of Pepe from Napoli: seafood pasta and limoncello tiramisu.

MH: And a glass of your own *Clos de L'Hermitage*? Mmmm. Moving on, I have to say I was surprised when you joined Alain Prost's team. Was Alain finding it one thing to be a winning driver and another to run a racing squad? They're quite different, aren't they?

JA: Definitely. Alain is good at many things, but in this particular position, he was not good. There was a lot of pressure, from Peugeot and so on; it was not an ideal moment for him.

MH: Would you ever run a team?

JA: No. Because I'm sure I'm not able to do it. What I like is the atmosphere. I have the feeling for what is going on. When I go to a race, I understand completely what's right and what's being done wrong. I feel it. But to be the boss and say: "Do this, do that," – no way.

MH: You seem to have a nice balance through your role with Group Lotus.

JA: I felt a good ambience and the timing is great because they are restarting from scratch. Dany Bahar is a young president, full of ambition. He is controversial but he knows what he wants to do. Lotus

is the Ferrari of England. You have the history; Colin Chapman; the race track; the factory. Colin had the vision for motorsport. Now, Dany is putting back the basics established by Colin Chapman – but in our time, today.

MH: To be honest, Jean, everything they're doing seems a bit much to me.

JA: Well, at the end of next year, there will be the Lotus Esprit; wait until you see that car. Unbelievable. It's step by step and everything they say they will do, they do it. I became involved because Martin Donnelly was my team-mate in F3000. They called me and said "Martin says we should talk to you. What are you doing now?" I said I'd stopped everything; not much was happening. But I went to see them and everything developed from there. I didn't know Dany, but I immediately liked the way he was doing things and his plans for the future.

MH: So, your old mate Donnelly started all this. Have you seen the film *Senna*?

JA: No.

MH: It shows Martin's accident at Jerez and it really reminds you how severe that crash was.

JA: Martin is a fantastic guy. When he crashed, I could see it was not good. There were ten minutes of qualifying left and Ken said I didn't need to go out again if I didn't want to. I decided not to, but Ayrton went back out and put the McLaren on pole.

MH: They make that point in the film. It also reminds us how mad Jean-Marie Balestre was.

JA: Ha! You probably only know the

Alesi gives sometime friend and team-mate Gerhard Berger a lift: "Gerhard was so clever at getting the team on side with him"

half of it! But, you know, Balestre was influenced a lot by Alain Prost. He was doing more or less everything Alain wanted. There is a funny story and it shows what I mean. We were at Monaco in 1991 and Balestre came up to speak to him. Alain

was carrying an open-face helmet for a scooter. He said to Jean-Marie: "I have a problem. Can you help?" Balestre says: "Yes, yes. What's happened? Tell me!" Alain says: "Look, I want to race with this helmet because in the streets, in the town, it's difficult to breathe but the FIA says 'No.'" And immediately Balestre says: "No, no. You can do it – I say it's okay!" Alain starts laughing and Balestre says: "What's wrong? You don't like?" Alain says, "The helmet is for the scooter!" Balestre laughed a little and then left. But he was going to agree – just like that!

MH: Describe your role with Lotus...

JA: We have this F1 car for customers, the Lotus 125. I helped to develop the car and when one is sold, I go with the owner and I teach him how to drive and deal with the car. Very soon I'll be developing the Esprit because we're going to get the prototype on the road. I'm not involved at all with the F1 team.

MH: If you had the chance to race competitively again – not in F1 – would you like to?

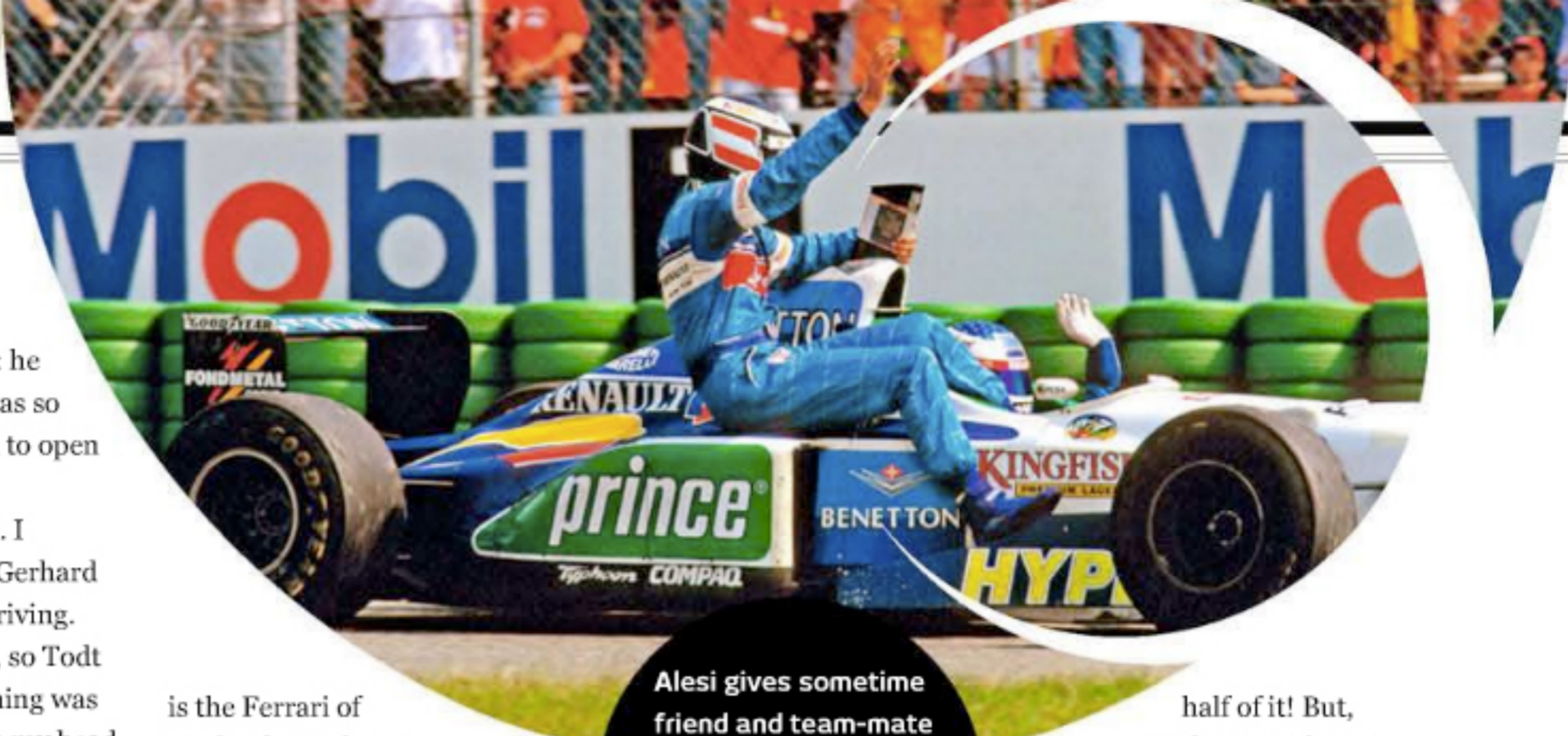
JA: Yes, I would. Very much. And I'm preparing myself now for the moment when it arrives.

MH: So, you do have something planned, do you?

JA: Yes – but I can't tell you what.

MH: Okay, can you go as far as saying it might be something you haven't done before?

At Suzuka in 1995, Alesi shot from the back of the pack to second – just missing the win due to an exploding gearbox



JA: That could be true. Enough questions, Maurice!

MH: That leaves plenty of scope for speculation. I see you have your gym here, so you are working hard. I hope whatever you do allows you to race in the wet; you always were fantastic at that. What's your best memory?

JA: Suzuka 1995: I was second on the grid and it was raining, but I'd been penalised for a jump start. I was so pissed off because the grid was downhill and the car had rolled a little because I was using my left foot for the clutch and I had to get on the throttle with the right as soon as the lights came on. I came in for the penalty and it stopped raining. I said I'd be back straightaway for slicks. My engineer said it was too early but I'd stopped listening by that point. I came in for slicks; I was last. After 15 laps, I was second – one second behind Michael Schumacher. Just like that. I did a 360° spin on the straight, but I caught Michael so fast that he came on the radio and asked: "Is he on the same lap as me?" And then my gearbox explodes. Pah!

MH: I also remember Magny-Cours in '92 when you were on slicks. Spectacular. Tell me the story.

JA: Ah yes. So, during the race it rained and everybody stopped. Except me. And I was going faster than everyone because I had found grip in the wet during practice. At one stage, there was so much water, I had a 360° spin on the straight. And then the engine broke.

MH: D'you know what strikes me? I had forgotten how many good results you were denied by mechanical problems of some sort.

"I finished second 16 times in my career. Eight times I had the lead in my pocket and then – boof!"

With the reliability we have today, you would have been winning loads of grands prix.

JA: Please – don't remind me. I finished second 16 times in my career. But, eight times, I had the lead in my pocket and then – boof! It's fantastic what they do now. Incredible.

MH: I posted on Twitter that I was coming to see you, and I've had a lot of responses.

JA: Really?

MH: Yes, loads. One guy said to tell you he was in Canada in 1995 and will never forget it. Another said: ask him about Martin Brundle.

JA: Well, we had a few moments. Martin was a super driver. I mean, he fought with Senna

in Formula 3. So he was part of the Senna era which, I have to say, is not fair for Martin because he deserved more than he got. But sometimes he had a way of driving that made me explode! But nothing bad. We're okay. I respect him very much and I think he respects me.

MH: Would you ever go into TV, like Martin?

JA: I do work for Italian TV in Milan, before and after the races. It's good, too, to keep my name out there because in Italy we have the best audience in Europe. Ferrari is the reason.

MH: And, of course, you were very much in the mould of what people expect a Ferrari driver to be. Doubtless you know about the banner at

Monza in 1995 saying: 'One Alesi today is worth 100 Schumachers tomorrow'?

JA: I loved being there so much. I try to explain it by saying being in a Ferrari is like if you go into the grandstand, take the best fan and say: 'Okay, you go and drive the car.' It's the same. I'm such a big fan of Ferrari. When I drive the car, I'm so happy. I give my maximum.

MH: That doesn't seem to have changed at all, Jean. Thank you for such a wonderful lunch in your beautiful home. It's been fantastic.

JA: No problem, Maurice. Now, I'll show you round Avignon. We take your car... I'll drive.

MH: I was hoping you'd say that! 🍷



Way back when

Famous Formula 1 occurrences from the month of September, many moons ago...



THIS
MONTH
12
YEARS
AGO

Stewart's podium return

Over a quarter of a century after winning his last race as a driver, Jackie Stewart once again tasted success – this time as a team owner – when Johnny Herbert won the European GP at the Nürburgring on 26 September 1999. Stewart had retained his F1 links since retiring, but made a full-time return in 1996 when he founded Stewart GP with his son Paul. Herbert took advantage of late-race rain and errors by those in front of him to record the team's first and, as it turned out, only GP win, with team-mate Rubens Barrichello in third. Stewart GP later was sold to Ford and, by 2000, had morphed into Jaguar.





THIS
MONTH
56
YEARS
AGO

Mercedes' last hurrah

No, it's not a sportscar: it's the last appearance of the beautiful Mercedes W196 Streamliner at a GP. Following the Le Mans disaster, the 1955 season was considerably curtailed. Stirling Moss (pictured) and Juan Manuel Fangio went into the final race at Monza on 11 September with the title at stake. An engine failure forced Moss out and the win and the title went to Fangio. Mercedes withdrew at the end of the season, and wouldn't return as an F1 team until 2010.



THIS
MONTH
48
YEARS
AGO

Colin and Jim's lap of honour

It was a pairing that was, on its day, unstoppable. The racing skill of Jim Clark combined with the technical wizardry of Colin Chapman at Lotus finally bore fruit on 8 September 1963 at the Italian GP. Clark went into the race at Monza having won four of the six races so far that year in the Lotus 25 and, after battles with Graham Hill, John Surtees and Dan Gurney, a fifth victory was enough to clinch the drivers' and constructors' titles. After so narrowly missing out in 1962, the joy on Chapman's face is plain to see as Clark peers through the winner's wreath. The pair would repeat this feat in 1965.

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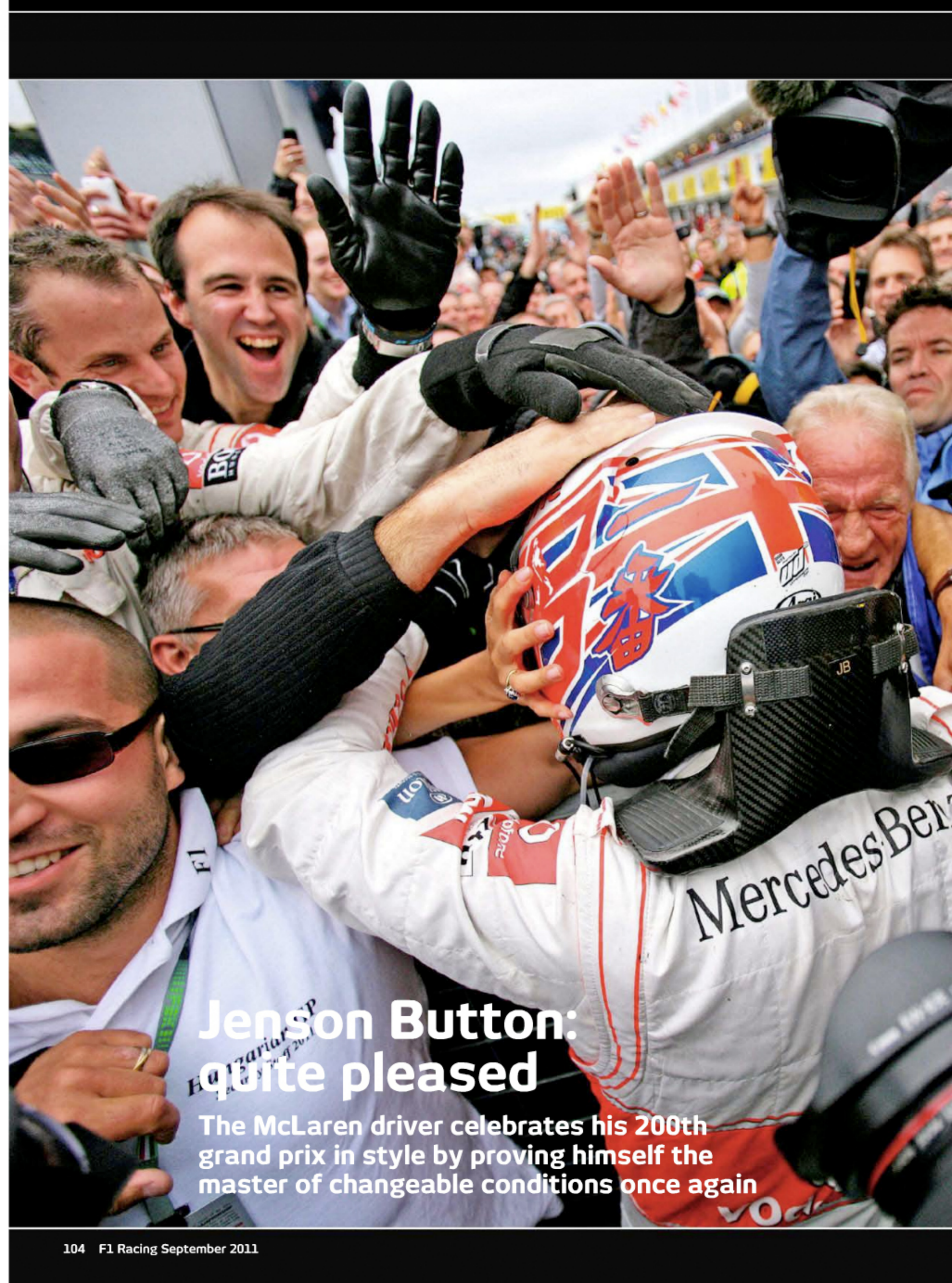
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Jenson Button: quite pleased

The McLaren driver celebrates his 200th grand prix in style by proving himself the master of changeable conditions once again



PHOTOS: LORENZO BELLANCA/LAT

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He came eighth, but at least Michael Schumacher had the fastest pitstop



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A tricky race with a great atmosphere and a real sense of history



RACE DEBRIEF by Pat Symonds

The German Grand Prix

24.07.2011 / Nürburgring

A cold, wet race ...Vettel misses the podium ...Lewis bounces back



Lewis returns to the top step

Sebastian Vettel fails to shine at home, recording his worst result of 2011 in fourth, leaving Lewis, Webber and Alonso to fight for the podium

While the Nürburgring has a wholly justified reputation for cold, dank weather, no one had expected to be faced with track temperatures in the low 20s for a race held in late July. This was, however, exactly what the teams had to face as practice got underway. Pirelli had elected to bring the mid-range tyre pairing, termed the medium and the soft compounds and, during the first practice session, it proved to be extremely difficult to get any acceptable levels of grip on the harder of the two rubbers.

In the slightly warmer conditions of second practice, most teams still struggled. Even McLaren failed to regain their form, seeming to be a second off the pace of the leaders. Ferrari on the other hand looked extremely capable of taking on Red Bull on much more even terms in both high and low fuel-load conditions, in spite of their general dislike of cold temperatures.

Second practice showed tyre behaviour to once again be a surprise. Degradation was extremely low, with the softer of the two tyres showing the lowest degradation and wear of the

year. It seemed that if the rules would allow it, a one-stop race on the soft tyre could be feasible – if not desirable. Conversely, the harder tyre, struggling with the low temperatures, was proving to be anything up to two seconds slower. As the strategists checked their numbers, it seemed likely we would see an unusual race with a final pitstop to take on the obligatory hard tyre occurring right near the end.

Final practice on Saturday morning saw the McLaren camp looking much more confident. Small aerodynamic changes that had been evaluated on the Friday had been rationalised into a positive improvement for Saturday. In addition, some changes to the engine mapping had been made as the low atmospheric pressure of 940 millibar that accompanies the 620-metre altitude of the Nürburgring dispelled reliability concerns and allowed more performance to be eked out of the blown diffuser.

The first part of qualifying eliminated Kobayashi along with the usual suspects, while the second part saw Paul Di Resta outqualified by his team-mate Adrian Sutil. He put this down to losing valuable learning time by having to give up his car for the first session to reserve driver Hülkenberg. There was irony in this as Di Resta obtained his drive this year partly off the back of some impressive showings as a reserve driver last year. Also eliminated was Heidfeld, the German not looking anywhere near as comfortable as he did earlier in the season. He was comfortably outqualified by his team-mate.

The final part of qualifying was, by 2011 standards, unusual. Webber, who had seemed determined all weekend, drove a storming lap to grab pole by five hundredths of a second. The margin may have been small but Webber always looked on course for it. The events of Silverstone, where he had been the ‘victim’ of team orders, had clearly upset him, and the Nürburgring was the place to re-stamp his authority. He did it in the best possible way.

But it was not the fact that Webber was on pole that made this session so unusual; it was

“The German GP was a race of intrigue and competition”

the fact that his challenger was Lewis Hamilton – not Sebastian Vettel. Lewis drove a lap in qualifying that seemed to come from nowhere. An advantage over Webber of over one tenth in the first sector was wiped out in the middle when Lewis was nearly four tenths slower. It seemed as if all was lost as the final sector at the Nürburgring consists of just a slow, somewhat trivial, chicane and a wide, long, almost 180° bend onto the pit straight. It is not the sort of area where you expect much time to be made or lost. Hamilton, however, was in no mood to give up and grabbed whatever he could. It was not quite enough to take pole from Webber but, significantly, it was enough to push Vettel onto the second row. The German world champion, racing in his home country, seemed devastated. He had not been comfortable all weekend and this was a bitter blow to his self-esteem.

Once again the weather forecast for Sunday was playing heavily on everyone's mind that evening. The low temperatures were the harbinger of a cold front that was relentlessly marching across north-west Germany, carrying a significant band of rain with it. Indeed, as the cars left the pits to form up on the grid, light rain was falling and the weather radar showed ominous bands of blue approaching the circuit.

But the rain held off and, at the start, Hamilton leapt into the lead aided by Webber's engine dropping revs at a critical point. Vettel's weekend worsened as he was beaten into the first corner by Alonso, thereby completing the

View from the paddock

A reminder of the golden age of Formula 1

The red carpet is often rolled out for royal dignitaries, but this time the crimson strip was being used as a road. Blasting along it were Michael Schumacher and Nico Rosberg, driving a pair of Mercedes W196 racers. They were the main attraction at 'The Night of the Stars' – one of many functions put on by Mercedes-Benz for their home event.

With so many flyaway races and airport queues, it was a pleasure to attend this weekend in a borrowed C-Class AMG Sport Coupé, and first stop was the Nordschleife. Here, Markus Winkelhock took the wheel for an awesome wake-up call around the full track. This was before a Mercedes barbecue attended by most rival teams. Motoring across the continent, socialising with teams up and down the paddock and the awesome sight of the W196s and the Nordschleife was a great reminder of the sport's golden age.

James Roberts

The story of the race

▼ A poor start by pole-sitter Webber immediately hands the lead to Hamilton

NÜRBURGRING



► Alonso does battle with Webber, both of them making mistakes that help extend Hamilton's lead



◀ Although he keeps on racing, Di Resta's hopes of a points finish are ruined after a first-lap tangle with Heidfeld...

► ...and Heidfeld's race is over after a shunt with Toro Rosso's Sebastian Buemi at Turn 13 on lap 11



▼ Rosberg and Schuey qualify sixth and tenth respectively, and finish seventh and eighth

▼ Alonso challenges but can't come through, making the fastest man on the track, Lewis Hamilton, the victor



MAIN PHOTO: STEVEN TEE/LAT; INSERTS: LORENZO BELLANCA/LAT; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; CHARLES COMTES/LAT; ILLUSTRATION: ALAN ELDREDGE

first lap in an unfamiliar fourth place. On the second lap he got his first smile as Alonso went wide at Turn 2 allowing Vettel to gain a place. It was not to last, however, as on lap 8 Alonso made a classic move into Turn 1 to regain his position. This rattled Vettel's composure as he made a rare mistake on the next lap, spinning at Turn 10. Shortly afterwards, Webber seized an opportunity as Hamilton faltered into the chicane. He nudged ahead into the final corner but Hamilton countered into Turn 1. At least we saw Webber leading for the first time this season – if only for a few hundred metres.

Webber was the first to stop, a couple of laps before Hamilton and Alonso. The additional performance gained from the fresher tyres let him regain the lead. His team-mate, however, saw a bad day turn worse when, in spite of stopping a lap before Massa, he lost position to find himself in an unfamiliar fifth place.

The top three, from three different teams for a change, were locked in battle with less than two seconds between them until the next round of pitstops. Once again Webber pitted first, but his stop was 0.8secs slower than McLaren's and this, combined with his need to overtake Kovalainen, put him behind Hamilton. A brave attempt to regain the lead was seen off by



Having jumped Vettel at the start, Alonso continued to battle the reigning world champion over the early laps, pulling a classic move on him at Turn 1, and finishing two places ahead of him in second

Hamilton who left him with no alternative but to explore the wet Astroturf on the outside of Turn 2. In the skirmish, and by dint of a late pitstop, Alonso had now stolen the lead, but he allowed Lewis to drive round the outside of him at Turn 2, thereby dropping to second.

Now the question was when the leaders would adopt the unfavoured harder tyre. Would they all stop on the last lap? At lap 46, Petrov, running tenth took on the harder tyre and, to everyone's surprise, started setting fast sector times. McLaren reacted intelligently by stopping Hamilton immediately and his race was won.

Alonso followed him home having now scored more points than anyone else in the past three races. Vettel and Massa stopped together at the end of the penultimate lap and although Vettel gained a position after Ferrari lost time over a wheel nut, this was of little consolation at the hardest weekend of his ultra-successful season.

The German GP did not have a plethora of overtaking; this was much more a race of intrigue and close competition. It worked here at the Nürburgring but it also showed that the more durable Pirelli tyres used at this event are not so conducive to good racing. 🏎️

The GP you didn't see on TV

Taking you behind the scenes at the Nürburgring



German Red Bull fans are poised for a glimpse of Vettel, unaware that he's cunningly hidden in their midst



This is, essentially, a black T-shirt... so actually quite conservative by EJ's usual standards



Kamila Mazur and the helmet she designed for Nick Heidfeld. Serious stuff, everyone...



Virgin's Timo Glock announces he's signed up for a further three years, by posing with a lump of car – and John Booth



Older fans were out in force to cheer on Michael and Rubens – in between cups of Ovaltine

German Grand Prix stats

The lowdown on everything you need to know from the weekend at the Nürburgring...

THE GRID

 1. WEBBER RED BULL 1m30.079secs Q3	 2. HAMILTON McLAREN 1m30.134secs Q3
 3. VETTEL RED BULL 1m30.216secs Q3	 4. ALONSO FERRARI 1m30.442secs Q3
 5. MASSA FERRARI 1m31.910secs Q3	 6. ROSBERG MERCEDES 1m31.263secs Q3
 7. BUTTON McLAREN 1m31.288secs Q3	 8. SUTIL FORCE INDIA 1m32.010secs Q3
 9. PETROV RENAULT 1m32.187secs Q3	 10. SCHUMACHER MERCEDES 1m32.482secs Q3
 11. HEIDFELD RENAULT 1m32.215secs Q2	 12. DI RESTA FORCE INDIA 1m32.560secs Q2
 13. MALDONADO WILLIAMS 1m32.635secs Q2	 14. BARRICHELLO WILLIAMS 1m33.043secs Q2
 15. PÉREZ SAUBER 1m33.176secs Q2	 16. ALGUERSUARI TORO ROSSO 1m33.698secs Q2
 17. KOBAYASHI SAUBER 1m33.786secs Q1	 18. KOVALAINEN LOTUS 1m35.599secs Q1
 19. GLOCK VIRGIN 1m36.400secs Q1	 20. CHANDHOK LOTUS 1m36.422secs Q1
 21. D'AMBROSIO VIRGIN 1m36.641secs Q1	 22. RICCIARDO HISPANIA 1m37.011secs Q1
 23. LIUZZI* HISPANIA 1m37.484secs Q1	 24. BUEMI** TORO ROSSO 1m33.546secs Q2

*Five-place grid penalty for replacement gearbox

**Excluded from qualifying for fuel irregularity

THE RACE



THE RESULTS (60 LAPS)

1st	Lewis Hamilton McLaren	1h37m30.334s
2nd	Fernando Alonso Ferrari	+3.980s
3rd	Mark Webber Red Bull	+9.788s
4th	Sebastian Vettel Red Bull	+47.921s
5th	Felipe Massa Ferrari	+52.252s
6th	Adrian Sutil Force India	+86.208s
7th	Nico Rosberg Mercedes	+1 lap
8th	Michael Schumacher Mercedes	+1 lap
9th	Kamui Kobayashi Sauber	+1 lap
10th	Vitaly Petrov Renault	+1 lap
11th	Sergio Pérez Sauber	+1 lap
12th	Jaime Alguersuari Toro Rosso	+1 lap
13th	Paul Di Resta Force India	+1 lap
14th	Pastor Maldonado Williams	+1 lap
15th	Sébastien Buemi Toro Rosso	+1 lap
16th	Heikki Kovalainen Lotus	+2 laps
17th	Timo Glock Virgin	+3 laps
18th	Jérôme D'Ambrosio Virgin	+3 laps
19th	Daniel Ricciardo Hispania	+3 laps
20th	Karun Chandhok Lotus	+4 laps

Retirements

Vitantonio Liuzzi Hispania	37 laps - electrics
Jenson Button McLaren	35 laps - hydraulics
Rubens Barrichello Williams	16 laps - oil leak
Nick Heidfeld Renault	9 laps - accident

THROUGH SPEED TRAP



Fastest: Michael Schumacher, 192.66mph
Slowest: Rubens Barrichello, 179.12mph

TYRE COMPOUNDS USED



Soft Medium Intermediate Wet

CLIMATE

Overcast 13°C

TRACK TEMP

15°C



FASTEST LAP

Lewis Hamilton, lap 59, 1min 34.302secs



FASTEST PITSTOP

Michael Schumacher, 19.930secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel Red Bull	216pts
2nd	Mark Webber Red Bull	139pts
3rd	Lewis Hamilton McLaren	134pts
4th	Fernando Alonso Ferrari	130pts
5th	Jenson Button McLaren	109pts
6th	Felipe Massa Ferrari	62pts
7th	Nico Rosberg Mercedes	46pts
8th	Nick Heidfeld Renault	34pts
9th	Vitaly Petrov Renault	32pts
10th	Michael Schumacher Mercedes	32pts
11th	Kamui Kobayashi Sauber	27pts
12th	Adrian Sutil Force India	18pts
13th	Jaime Alguersuari Toro Rosso	9pts
14th	Sergio Pérez Sauber	8pts
15th	Sébastien Buemi Toro Rosso	8pts
16th	Rubens Barrichello Williams	4pts
17th	Paul Di Resta Force India	2pts
18th	Pedro de la Rosa Sauber	0pts
19th	Jarno Trulli Lotus	0pts
20th	Vitantonio Liuzzi Hispania	0pts
21st	Pastor Maldonado Williams	0pts
22nd	Jérôme D'Ambrosio Virgin	0pts
23rd	Heikki Kovalainen Lotus	0pts
24th	Timo Glock Virgin	0pts
25th	Narain Karthikeyan Hispania	0pts
26th	Daniel Ricciardo Hispania	0pts
27th	Karun Chandhok Lotus	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	355pts	9	Williams	4pts
2	McLaren	243pts	10	Lotus	0pts
3	Ferrari	192pts	11	Hispania	0pts
4	Mercedes	78pts	12	Virgin	0pts
5	Renault	66pts			
6	Sauber	35pts			
7	Force India	20pts			
8	Toro Rosso	17pts			



For comprehensive F1 statistics visit www.forix.com

RACE DEBRIEF by Pat Symonds

The Hungarian Grand Prix

31.07.2011 / Hungaroring

Classic battle of the Brits ...Alonso's fourth podium in a row ...Jenson's 200th GP

Now *that's* how you celebrate

Jenson marks his 200th GP by winning again at the scene of his first ever F1 victory. That'll be quite some party afterwards...



We may have bemoaned the durability of the Pirelli tyres in the previous race but, with tyres one step softer for Hungary, there was no repeat in the unusually cool conditions of Germany. The Hungaroring is not a severe circuit as far as the tyres are concerned, since it features no particularly long high-speed corners, but degradation is nevertheless usually quite bad due to graining. A good comparison run by Paul Di Resta showed that the softer tyres, while considerably quicker to start with, were degrading badly. The data suggested that after around 12 laps, the total time on both tyres was equal. Given the improvements expected from the track as the weekend wore on, it was certainly pointing towards the possibility of four stops being required if the effectiveness of the super-soft tyre was to be harnessed.

Weather forecasts had predicted rain on Friday and the threat was ever present after an overnight downpour. Not taking any chances, the top teams got down to work as soon as the dust had been cleared off the track by those lower in the pecking order. Webber had his first session curtailed when he found how slippery the damp kerbs were. The damage as he clipped the barrier was minimal, but valuable time was lost in the search for aerodynamic tweaks that most teams spend the first session investigating.

“Unusually after this race, everyone seemed happy”

Second practice saw Hamilton – who had set the pace in the first session – go to the top of the time sheets again with a low-fuel run on supersoft tyres before the longer high-fuel runs started. It was a further sign of McLaren's resurgence, which started in Germany after the disappointments of Valencia and Silverstone. It was also a sign that all was not well at Red Bull with Vettel languishing in fifth place. The young German was again unhappy with the balance of his car, complaining it was “not like last year”. Analysis went on long into the evening, leading to wholesale changes. The process kept the mechanics busy long past the imposed curfew.

Saturday started off sunny, dragging the track temperatures up in spite of the relatively cool air. Final practice proceeded to show that Red Bull's hard work overnight had been worth it. Vettel was quickest on both the harder and softer tyres, finishing the session a couple of tenths in front of Alonso. It may not have been the same order of domination we saw in the early part of the season, but it showed that the team have fighting spirit.

The first part of qualifying saw Buemi join the gang of seven, but as he was already suffering from a five-place penalty imposed after Germany, it was more prudent for him to save his tyres – something that would contribute to his impressive drive the next day. It was surprising to see both Renaults electing to use the supersoft tyres in this session. It was a mark of how far they have slipped since those back-to-back podium finishes at the start of the season.

The mid-qualifying session followed established practice with the confident limiting themselves to one run and the less confident using two sets of tyres to try to remain in the hunt. Interestingly, Hamilton's confidence was such that he was happy to use the harder tyre for his single run. It gave him a time that was ultimately almost a second off the best set in the session but took him comfortably through to the final shootout. Gone at this stage were both Renaults and Force India's Paul Di Resta.

The final part of qualifying highlighted some interesting tyre traits. The softer tyre, while →

The story of the race

✓ **Sebastian Vettel makes a great start from pole as the race gets under way**



HUNGARORING



> **More bad luck for Nick Heidfeld as his Renault dramatically catches fire on lap 25**



> **Exciting battles between team-mates Button and Hamilton take place throughout the race**



< **Lewis serves his drive-through penalty on lap 57 for forcing Di Resta off the track on lap 47**



> **Having narrowly avoided Hamilton, Di Resta takes seventh – his best result so far**

> **Button records his 11th victory on his 200th F1 start**



View from the paddock

A very good omen...



On Saturday evening, there was a party to celebrate Jenson's 200th GP start. Button's former team bosses, Frank Williams and Ross Brawn were there and gave glowing testimonials of their time with the Brit. Later, Button and his manager Richard Goddard stepped outside to be greeted by a rainbow above the paddock. "Remember the last time we saw one of those?" asked Jenson. "Yep," replied Goddard with a grin. "Saturday evening in Montreal. A good omen, huh?" Yes it was, for the next day, as in Canada, Jenson took a thoroughly deserved win.

Jonathan Reynolds

quicker, was proving harder to use effectively. The graining of the left front that was occurring during the timed lap was really showing up as the drivers turned into the last, long corner before the timing line. This part of the track has reasonably high grip, but the tortured left-front

seemed unable to exploit it with most drivers missing the apex and then experiencing a flick to oversteer as they sought to drag the contrary front back in line. Even earlier in the lap it was possible to see the drivers working hard at the wheel as they fought the tyre round the track.

Vettel may have had his work cut out, but he was delighted to grab pole from the equally happy McLaren drivers who occupied the next two slots. Alonso, outqualified for once by Massa, sought solace in the fact he was on the clean side of the track for the start while Webber, languishing in sixth, seemed perplexed as to how his team-mate had set a time eight tenths quicker than him.

In the lead up to the start, any advantage to be gained from starting on the clean side of the grid was forgotten as the rain became a great equaliser. The start got under way with all cars on intermediates. Vettel made the most of his pole by leading into the first corner with a pair of McLarens chasing him, which were, in turn, being chased by a pair of Mercedes.

The grip was exceptionally low and the drivers had their work cut out just maintaining control let alone attacking or defending positions. On lap 5, the conditions got the better of Vettel as he went wide at Turn 2, letting Hamilton through. Lewis ended the lap almost three seconds in the lead in a perfect display of driving in difficult conditions. Further back Alonso passed Massa who, a lap later, kissed the barriers at Turn 2 having tried to fight a slide rather than letting his car find its own path.

At the end of lap 10, Webber, in sixth, stopped for slicks followed in the next few laps by all the front-runners. In the melee Button took second place, Vettel slipped to third and Webber, by taking a chance, elevated himself to fourth.

The second round of pitstops was predicted to occur around 12 laps later and, as expected, all the front-runners had stopped by lap 28. Both Red Bulls took on the harder tyre in these stops while the other main contenders chose the softer option. Intriguingly, we saw a more significant split at the next round of stops as Hamilton and Alonso took the softer tyres again thereby locking themselves into a further stop while Button and the two Red Bulls took the harder tyre with the intention of running to the end. We should have been set for a fascinating tortoise-and-hare finish, but a shower of rain at lap 51 threw the whole race wide open again. Hamilton, having spun at the chicane, dived into the pits for intermediates, as did Webber. We now had an epic race as the others stayed on slicks, expecting the shower to be short-lived. Sure enough, within two laps, the circuit had favoured the brave. Hamilton's woes were not over however as he was given a drive-through penalty for pushing Di Resta off the track as he recovered from his spin.



Di Resta started 11th and finished an impressive seventh, despite almost being taken out by Lewis

As the race entered its final phase, Button stamped his authority by setting a fastest lap. Alonso made it his fourth podium in a row, even surviving a late spin on the way. The fast-recovering Hamilton managed to outfox Webber in a fight among the back markers six laps from the end to recover some recompense for what had, at most times, been a spirited drive.

Unusually after the race, everyone seemed happy. Button about the win, Vettel about reversing the Red Bull decline and Alonso about another podium. Hamilton is not known for his reasoned statements after races he hasn't won, but this time even he gushed with enthusiasm. Happiest of all were the fans, who, once more, had been treated to a cracking race. 🏁

The GP you didn't see on TV

Taking you behind the scenes at the Hungaroring



Had we mentioned that thing about Jenson celebrating his 200th grand prix in Hungary?



Adrian Newey's latest aero tweak alarms everyone



Bernie's been locked out, but we're not really sure who would actually dare...



Sebastian Vettel goes racing with a sore hand. It's not quite a broken shoulder, is it?



The competition to see who can touch Petrov's helmet for longest, without getting bored and wandering off

Hungarian Grand Prix stats

The lowdown on everything you need to know from the weekend at the Hungaroring...

THE GRID

 1. VETTEL RED BULL 1m19.815secs Q3	 2. HAMILTON McLAREN 1m19.978secs Q3
 3. BUTTON McLAREN 1m20.024secs Q3	 4. MASSA FERRARI 1m20.350secs Q3
 5. ALONSO FERRARI 1m20.365secs Q3	 6. WEBBER RED BULL 1m20.474secs Q3
 7. ROSBERG MERCEDES 1m21.098secs Q3	 8. SUTIL FORCE INDIA 1m21.445secs Q3
 9. SCHUMACHER MERCEDES 1m21.907secs Q3	 10. PÉREZ SAUBER NO TIME IN Q3
 11. DI RESTA FORCE INDIA 1m22.256secs Q2	 12. PETROV RENAULT 1m22.284secs Q2
 13. KOBAYASHI SAUBER 1m22.435secs Q2	 14. HEIDFELD RENAULT 1m22.470secs Q2
 15. BARRICHELLO WILLIAMS 1m22.684secs Q2	 16. ALGUERSUARI TORO ROSSO 1m22.979secs Q2
 17. MALDONADO WILLIAMS NO TIME IN Q2	 18. KOVALAINEN LOTUS 1m24.362secs Q1
 19. TRULLI LOTUS 1m24.534secs Q1	 20. GLOCK VIRGIN 1m26.294secs Q1
 21. LIUZZI HRT 1m26.323secs Q1	 22. RICCIARDO HISPANIA 1m26.479secs Q1
 23. BUEMI* TORO ROSSO 1m24.070secs Q1	 24. D'AMBROSIO VIRGIN 1m26.510secs Q1

* Five-place grid penalty for causing a collision in the German GP

THE RACE



THE RESULTS (70 LAPS)

1st	Jenson Button	McLaren	1h46m42.337s
2nd	Sebastian Vettel	Red Bull	+3.588s
3rd	Fernando Alonso	Ferrari	+19.819s
4th	Lewis Hamilton	McLaren	+48.338s
5th	Mark Webber	Red Bull	+49.742s
6th	Felipe Massa	Ferrari	+83.176s
7th	Paul Di Resta	Force India	+1 lap
8th	Sébastien Buemi	Toro Rosso	+1 lap
9th	Nico Rosberg	Mercedes	+1 lap
10th	Jaime Alguersuari	Toro Rosso	+1 lap
11th	Kamui Kobayashi	Sauber	+1 lap
12th	Vitaly Petrov	Renault	+1 lap
13th	Rubens Barrichello	Williams	+2 laps
14th	Adrian Sutil	Force India	+2 laps
15th	Sergio Pérez	Sauber	+2 laps
16th	Pastor Maldonado	Williams	+2 laps
17th	Timo Glock	Virgin	+4 laps
18th	Daniel Ricciardo	Hispania	+4 laps
19th	Jérôme D'Ambrosio	Virgin	+5 laps
20th	Vitantonio Liuzzi	Hispania	+5 laps

Retirements

Heikki Kovalainen	Lotus	55 laps - water leak
Michael Schumacher	Mercedes	26 laps - gearbox
Nick Heidfeld	Renault	23 laps - engine fire
Jarno Trulli	Lotus	17 laps - water leak

THROUGH SPEED TRAP



Fastest: Sergio Pérez, 187.88mph

Slowest: Jarno Trulli, 173.83mph

TYRE COMPOUNDS USED



Soft **Medium** **Intermediate** **Wet**

CLIMATE

Overcast 20°C

TRACK TEMP

33°C



FASTEST LAP

Felipe Massa, lap 59, 1min 23.415secs



FASTEST PITSTOP

Sebastian Vettel, 19.664secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	234pts
2nd	Mark Webber	Red Bull	149pts
3rd	Lewis Hamilton	McLaren	146pts
4th	Fernando Alonso	Ferrari	145pts
5th	Jenson Button	McLaren	134pts
6th	Felipe Massa	Ferrari	70pts
7th	Nico Rosberg	Mercedes	48pts
8th	Nick Heidfeld	Renault	34pts
9th	Vitaly Petrov	Renault	32pts
10th	Michael Schumacher	Mercedes	32pts
11th	Kamui Kobayashi	Sauber	27pts
12th	Adrian Sutil	Force India	18pts
13th	Sébastien Buemi	Toro Rosso	12pts
14th	Jaime Alguersuari	Toro Rosso	10pts
15th	Sergio Pérez	Sauber	8pts
16th	Paul Di Resta	Force India	8pts
17th	Rubens Barrichello	Williams	4pts
18th	Pedro de la Rosa	Sauber	0pts
19th	Jarno Trulli	Lotus	0pts
20th	Vitantonio Liuzzi	Hispania	0pts
21st	Pastor Maldonado	Williams	0pts
22nd	Jérôme D'Ambrosio	Virgin	0pts
23rd	Heikki Kovalainen	Lotus	0pts
24th	Timo Glock	Virgin	0pts
25th	Narain Karthikeyan	Hispania	0pts
26th	Daniel Ricciardo	Hispania	0pts
27th	Karun Chandhok	Lotus	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	383pts	9	Williams	4pts
2	McLaren	280pts	10	Lotus	0pts
3	Ferrari	215pts	11	Hispania	0pts
4	Mercedes	80pts	12	Virgin	0pts
5	Renault	66pts			
6	Sauber	35pts			
7	Force India	26pts			
8	Toro Rosso	22pts			



For comprehensive F1 statistics visit www.forix.com

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My month in F1

FRANK WILLIAMS

Every issue. Only in *F1 Racing*

A GREAT BRITISH WEEKEND

The British Grand Prix was a fabulous reminder that we're involved in a very popular business. The grandstands were full on all three days of the race weekend and the new Silverstone Wing is a magnificent addition to the circuit. We all felt we were a part of something significant – something substantial – and it's always nice to feel appreciated.

F1 ROYALTY MEETS ACTUAL ROYALTY

I'd met Prince Harry once before, quite a few years ago, and I found him to be very charming when we chatted at Silverstone at the British Grand Prix. I don't think his father has ever driven an F1 car, but I do remember that Princess Anne drove one of ours at Donington back in 1983. She wasn't much good behind the wheel, but she was very funny over lunch!

SMALL THINGS...

I love children and it was great to have Rubens' boys Eduardo and Fernando in the motorhome at the Hungaroring. They were very well behaved – I hardly noticed they were there!

Talking of motorhomes, I paid my first visit to the McLaren Brand Centre in Hungary when I said a few words about Jenson Button at a party to celebrate his 200th Grand Prix.

I was expecting it to be huge inside, but the rooms were surprisingly small. I suppose they've split a large floor area into lots of small rooms rather than a few big ones. That surprised me.



After 20 years in F1, Schuey's struggling to match the younger Nico Rosberg

SCHUEY'S 20TH ANNIVERSARY

It's impressive for anyone to stay at the top of their sport for 20 years, so I take my hat off to Michael Schumacher. The cars always colour the drivers' abilities in F1, so it's hard to know if he's as quick now as he used to be. But the evidence suggests that he's not the force he once was.

ROSBERG THE ROCKET

Seeing the way Nico Rosberg has outpaced Michael at Mercedes makes me think that I underestimated him. I thought he was very good when he drove for us, but the evidence now suggests that he's outstanding.

SUMMER HOLS ARE HERE

We had a two-week factory shutdown after the Hungarian GP, in keeping with the regulations. The summer break is something I dread because I still go to the factory but there's no one there for me to talk to! But I can see that an enforced layoff is a good thing for the guys who work on the cars. They work extraordinary hours and it's right that they should get some time away.

SPLIT COVERAGE IN 2012

This is a typical Bernie deal, isn't it? We're going to have two broadcasters in the UK next year, so F1 will get more coverage than it's ever had and there's going to be more money coming in as well. It's a great deal for the sport. Fans can pay to watch every race live, or they can wait a few hours and see highlights on the BBC. I have Sky at home and they do a fantastic job with other sports. I'm sure they'll do the same with F1.

MY OWN ANNIVERSARY

I remember driving back from the Austrian GP in 1975 in a knackered old Ford Viscount. I spent the journey wondering if I was going to ask my girlfriend Ginny to marry me – and I decided to

do the right thing. We got married on 20 August and it turned out to be the best decision I've ever made. I love my wife; we have a happy marriage and you'll have to wait until next month to find out how we spent our anniversary!

THE NOTW WENT TOO FAR

The *News of the World* phone-hacking story caught my attention. I don't think it's happened to anyone in F1, but you do wonder. I'm a fan of big-time industrialists who start from nothing, but it seems that Rupert Murdoch has stepped beyond the pale this time.

On my mind this month...

"I went to McLaren to say a few words about Jenson at a party to celebrate his 200th grand prix"



"I'd met Prince Harry before and found him very charming when we chatted"



"I underestimated Nico when he drove for us – the evidence now suggests he's outstanding"



"Splitting the F1 coverage between the BBC and Sky is a typical Bernie deal, isn't it?"



For more information on Williams and what they're up to, visit www.attwilliams.com

ALAN HENRY

Forty years and counting on the frontline of Formula 1

Could Formula 1 make a return to Mexico City?

With 19 races on the F1 calendar this year, I remain intrigued as to how the schedule could possibly be expanded in the immediate future, although consistently optimistic voices are still calling for the Turkish GP to be saved, the French and Mexican GPs to be revived, and even for a second race to be held in the USA to supplement the new fixture in Austin, which will take place for the first time in 2012.

Bernie has long believed that there is a need to cram as many races onto the calendar as possible. Many disagree with him, but the sport's commercial rights holder has been consistent over the decades in his belief that if you're going to fire up an F1 engine, you might as well go racing rather than testing because the cost-per-mile of running a racing car is pretty much the same whether you are contesting a grand prix weekend or pounding around Silverstone in preparation for it.

What is particularly tantalising is the possibility of a return to Mexico City, to an updated version of the Autódromo Hermanos Rodríguez in Mexico City, which first held a world championship round in 1963 when Jim Clark's Lotus won from pole position. The race endured until 1970, after which there was a 16-year break before Gerhard Berger's Pirelli-shod Benetton-BMW triumphed after an unfathomable non-stop run, which was unexpected to say the least. The event then continued until 1992 when it fell



The first Mexican Grand Prix took place in 1963 when Jim Clark took victory for Lotus from pole

off the schedule almost unnoticed as F1's insatiable appetite for expansion elsewhere in the world left Mexico struggling to justify the ever-increasing cost of hosting a race.

Yet Mexico has a great motor racing heritage built on the legacy of the late Rodríguez brothers, Ricardo and Pedro, who put their country on the motor-racing map in the early 1960s. It was always rumoured that their father, Don Pedro Rodríguez, was head of his country's secret service. He certainly knew how to make money, that's for sure, and bankrolled his sons' racing activities when they were still in their teens.

"Perhaps one day we'll see Pérez race a Ferrari on his home turf in Mexico City"

Pedro was just 20 and Ricardo 18 when Luigi Chinetti brought them to Le Mans in 1960 to share a Ferrari 250TR. They put the fear of god into the Maranello works team and would have won had their hard-pressed V12 lasted the course. Both Rodríguez boys made it to F1 and died young in racing accidents, but their charismatic legacy still flickers.

Sergio Pérez may have more conventional backers, but he certainly seems to have the spark that marks him out as something special. Perhaps one day he will race a Ferrari on his home turf at Mexico City. That will really be something to look forward to.

PARR OFFERS A NOVEL VIEW

I was intrigued by the viewpoint offered by Williams chairman Adam Parr to the effect that F1 fans are quite capable of understanding that theirs is a sport that demands huge capital expenditure.

"The fundamental challenge is that Formula 1 is a very, very expensive show," Parr announced recently. "This isn't



Parr: "F1 is a very, very expensive show"

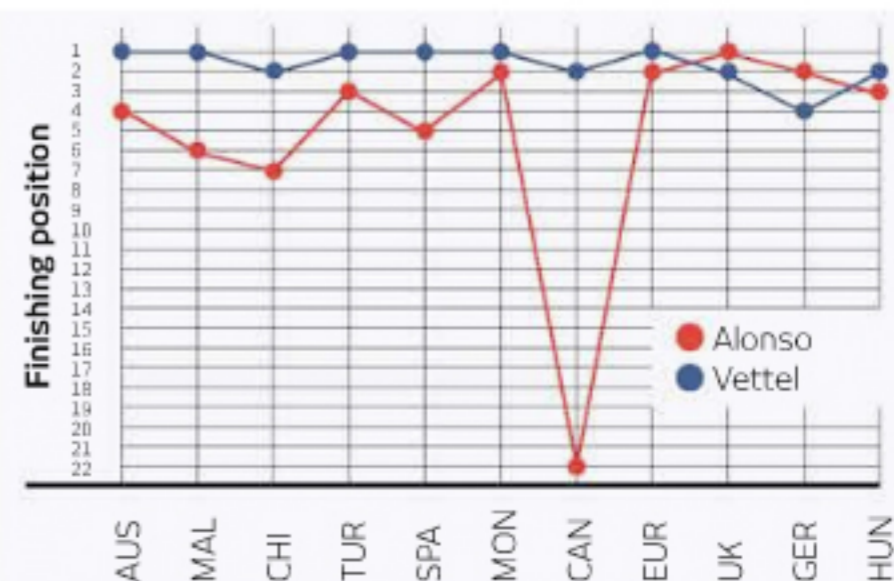
two blokes with a couple of tennis racquets and a pair of plimsolls – all of which were provided for free."

Two blokes, a couple of tennis racquets and a lot of skill, I would have thought. You might as well say that Formula 1 drivers spend the whole afternoon sitting down – and what would be the challenge in that?

ALONSO ISN'T A QUITTER

Fernando Alonso went into F1's summer break claiming that he hadn't yet given up hope of challenging for the 2011 world championship. A reminder, perhaps, that really great drivers never, ever abandon hope that, no matter how difficult their current situation might be, a miracle may be waiting just around the corner. Good for him!

Alonso's performance in the 2011 season so far...





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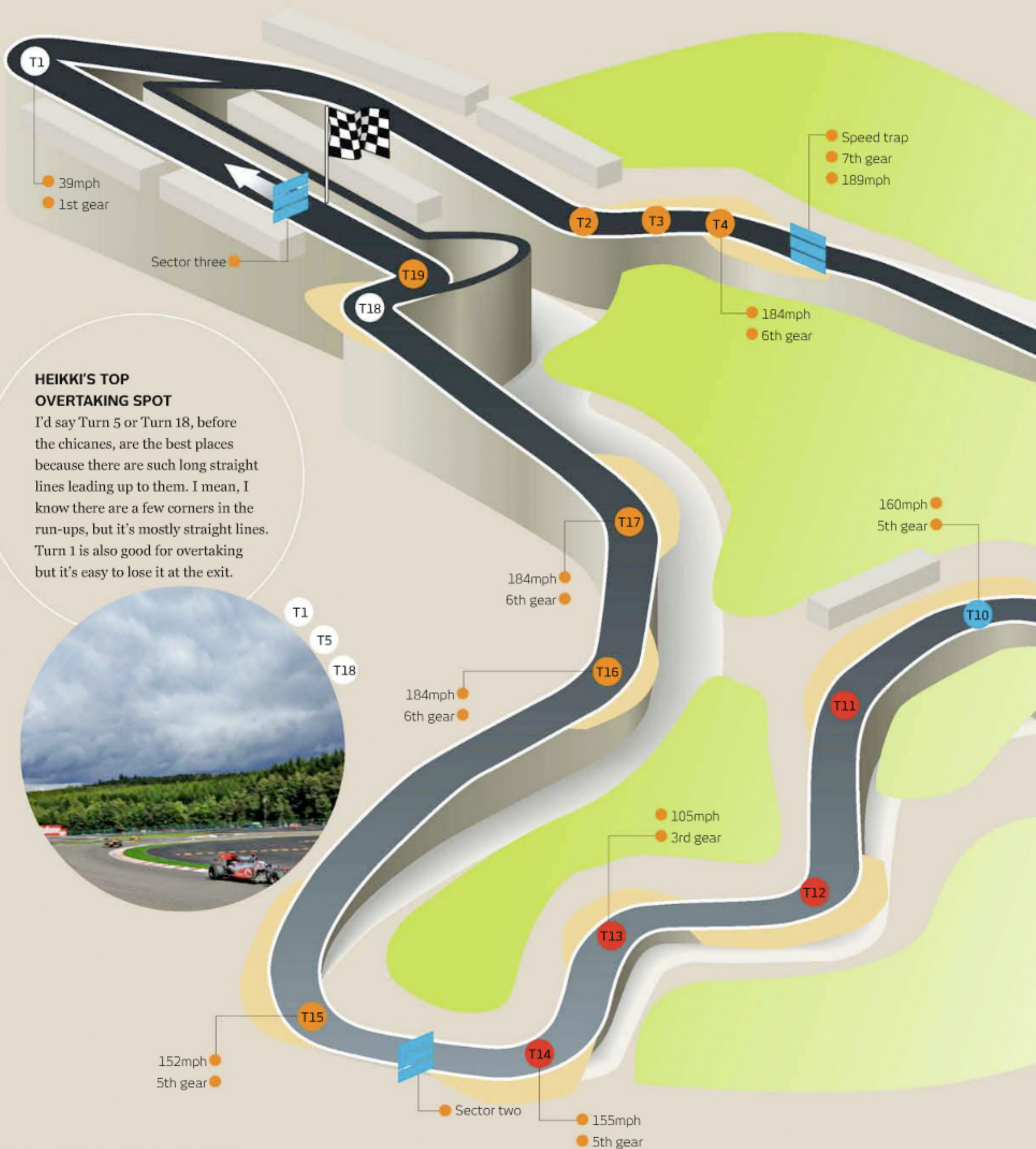
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The Belgian GP preview

by Heikki Kovalainen 28.08.2011 / Spa-Francorchamps

A favourite of all of the drivers, but Spa's biggest challenge is no longer Eau Rouge...

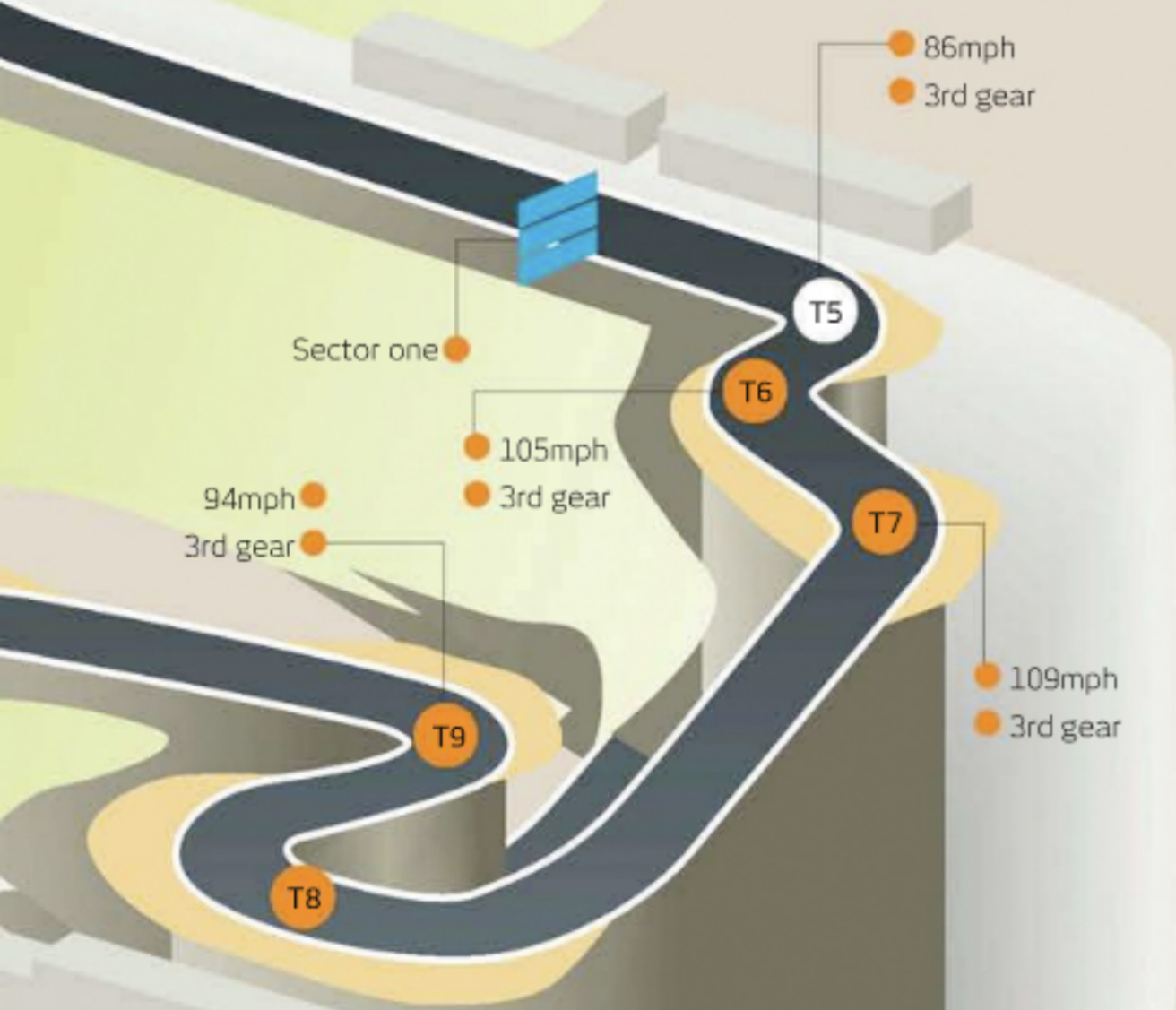




T10
T11
T12
T13
T14

HEIKKI'S CIRCUIT HIGHLIGHT

I love Turns 10, 11, 12, 13, 14 – they're all high-speed corners with changes of direction. You need good balance and a lot of confidence. The walls are very close, so if you come off here, it'll be a big accident. It's not easy to nail, so you have to be brave.



T10

HEIKKI'S INSIDE TIP

A fast entry is essential going into Turn 10 (Pouhon) – and that's a real challenge. You have to be able to carry maximum speed on the approach and make sure that you don't run off the circuit. If you brake too early, you'll lose time. So the key, really, is a fast entry.



Spa is where you feel an F1 car at its best



All you need to know

CIRCUIT STATS

- Round 12/19
- Track length:** 4.352 miles
- Race length:** 191.414 miles
- Laps:** 44
- Direction:** Clockwise
- F1 debut:** 1950
- Lap record:** 1min 45.108secs
Kimi Räikkönen (2004)
- Last five winners:**
 - 2010** Lewis Hamilton
 - 2009** Kimi Räikkönen
 - 2008** Felipe Massa
 - 2007** Kimi Räikkönen
 - 2005** Kimi Räikkönen

Tyre allocation

- Prime: Medium
- Option: Soft

TV SCHEDULE

- Timetable (UK time)
- Fri 26 August**
 - Practice 1: 09:00 - 10:30
 - Practice 2: 13:00 - 14:30
- Sat 27 August**
 - Practice 3: 10:00 - 11:00
 - Qualifying: 13:00
- Sun 28 August**
 - Race: 13:00

Spa is a really big circuit, a challenging circuit, and I think that's why the drivers like it so much. It's a great circuit in the dry, or in the wet, but in the dry you get to feel a Formula 1 car at its very best because you're going at such a high speed and there are such great corners and nice, small kerbs.

"Eau Rouge is still a challenging corner because it's so fast... you have to concentrate"

It's got everything you could ever want from a circuit. When it rains, you think to yourself, 'oh dear!' but it can throw anything at you, so it's a good opportunity to drive a great race.

Everybody thinks of Eau Rouge when they think of Spa. It's still a challenging corner because it's so fast and you have to concentrate to make sure that you don't come off the line or anything like that. It's a really cool corner, but with a modern F1 car it's not the sort of corner where you really have to hang in there. It's relatively comfortable when you drive it flat-out, whereas some other corners around the track aren't. Turn 10 for example, is a corner that *can* be tricky – if somebody lifts off there, you can lose a lot of time.

Spa is a long circuit – more than four miles – so to drive the perfect lap there is hard because you always feel you've missed something out. That's something you keep on chasing all weekend.

The Italian GP preview

by Heikki Kovalainen 11.09.2011 / Monza

High-speed Monza is all about pushing to the limit – and dealing with the corners when you get there





T10
T9
T8

HEIKKI'S CIRCUIT HIGHLIGHT

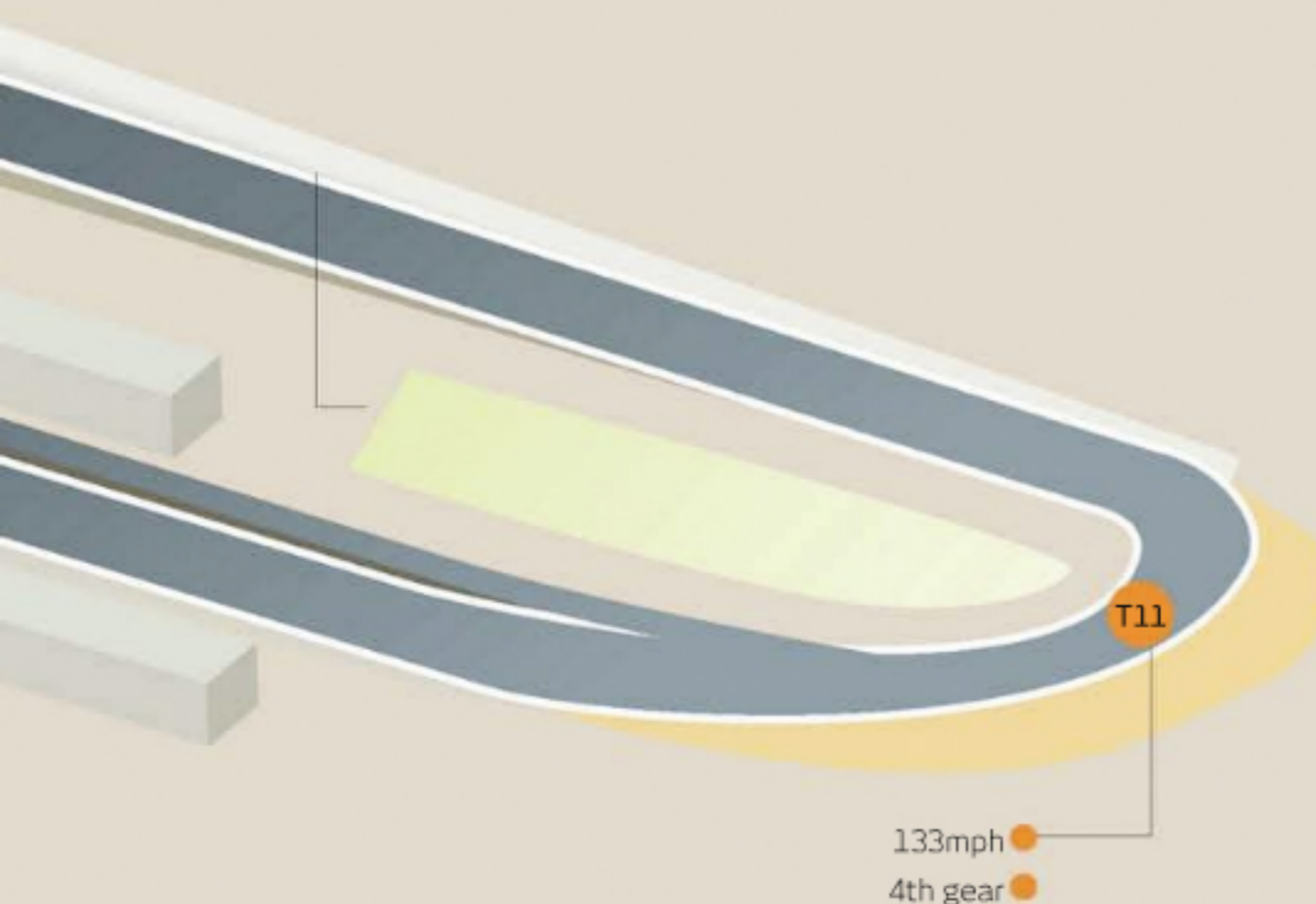
The Ascari chicane is my favourite part of the circuit – Turns 8, 9 and 10. The most important thing you have to do here is to gain time on the entry and then ensure you get a clean exit out of Turn 10 for the run down the back straight.



T9

HEIKKI'S INSIDE TIP

Carrying speed into Turn 8 of Ascari is crucial. It's a surprisingly fast chicane and you spend the whole weekend trying to work on your speed through there. The aim is to carry as much speed as possible through it to take in to the run up to Turn 11 (Parabolica).



The most exciting race of the year!

Monza is a fantastic place to go racing and the circuit is absolutely brilliant. The atmosphere there is great and the Italian fans are extraordinary. Alongside the Japanese, I'd say the Italian fans, the *tifosi*, seem to have the ability to get more excited about Formula 1 than any other nation.

"It's all about straight lines and trying to struggle through the corners with no downforce"

This circuit is very different in nature to any of the others on the calendar. Monza is all about straight lines and building up as much speed as possible, followed by trying to struggle through the corners with no downforce while trying to get the braking right. Braking points are vital at Monza. You try to push the car to the limit in the corners without it snapping back on you; if that happens, you'll lift and lose time.

It's a tricky circuit, which means that it's always a tricky race but, because of the carnival atmosphere, there's always a really positive feel to the weekend.

What's also really special is that you get a great sense of Formula 1 history at Monza. After the second Lesmo corner (Turn 7), you go under the bridge and suddenly you can see the old circuit and all of the trees surrounding it, which gives you a very different feeling compared to a lot of the other tracks we go to. But most importantly, you don't want to have an accident there.



All you need to know

CIRCUIT STATS

- Track length:** 3.599 miles
- Race length:** 190.586 miles
- Laps:** 53
- Direction:** Clockwise
- F1 debut:** 1950
- Lap record:** 1min 21.046secs
Rubens Barrichello (2004)
- Last five winners:**
 - 2010** Fernando Alonso
 - 2009** Rubens Barrichello
 - 2008** Sebastian Vettel
 - 2007** Fernando Alonso
 - 2006** Michael Schumacher

Tyre allocation

- Prime: Medium
- Option: Soft

TV SCHEDULE

- Timetable (UK time)
- Fri 9 September**
 - Practice 1: 09:00 - 10:30
 - Practice 2: 13:00 - 14:30
- Sat 10 September**
 - Practice 3: 10:00 - 11:00
 - Qualifying: 13:00
- Sun 11 September**
 - Race: 13:00



Inside the mind of... **JARNO TRULLI**

The pen-and-paper-based Q&A that you can win

Full name: JARNO TRULLI Nickname: THE KILLER

Occupation: F1 DRIVER

Describe yourself in three words: NICE ~~PERSON~~ SWEET STUBBORN

Who is your favourite F1 driver in history and why? SENNA

SIMPLY THE BEST

What's your favourite corner in F1? MONACO SWIMMING POOL Who's your best mate in F1? ALONSO

What's the best grand prix you've ever seen? YET TO COME Who do you owe your success to? MY FAMILY

What was your best overtaking manoeuvre? SPA ON Alesi - ? BOTH GOT THEM OUTBREAKING

ON THE FAR INSIDE END OF THE STRAIGHT

If F1 could introduce one new rule, what would it be? ALL ON THE SAME CAR ??

What would you be if you weren't an F1 driver? ??

What's the best piece of advice you've ever had in F1? DON'T GIVE UP

What's your career highlight so far? MONACO 2005 WIN

What car do you drive? TOYOTA RAV4

What was the last thing Bernie Ecclestone said to you? HOW ARE YOU ?

Who's the sport's toughest competitor (apart from you)?

EVERY ONE OUT THERE

What are the three key elements to a perfect lap?

TO BE COOL

Please draw a quick self-portrait:



I declare that all the information on this form is correct to the best of my knowledge

signed

WIN THIS FORM!

Which of the following wines does Jarno Trulli produce from his own vineyard...

- a) Podere Castorani
- b) Pieropan Soave
- c) Blue Nun

Email your answer to writeoff@haymarket.com or enter at www.f1racing.co.uk. The winner will be chosen at random.

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WINNING



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