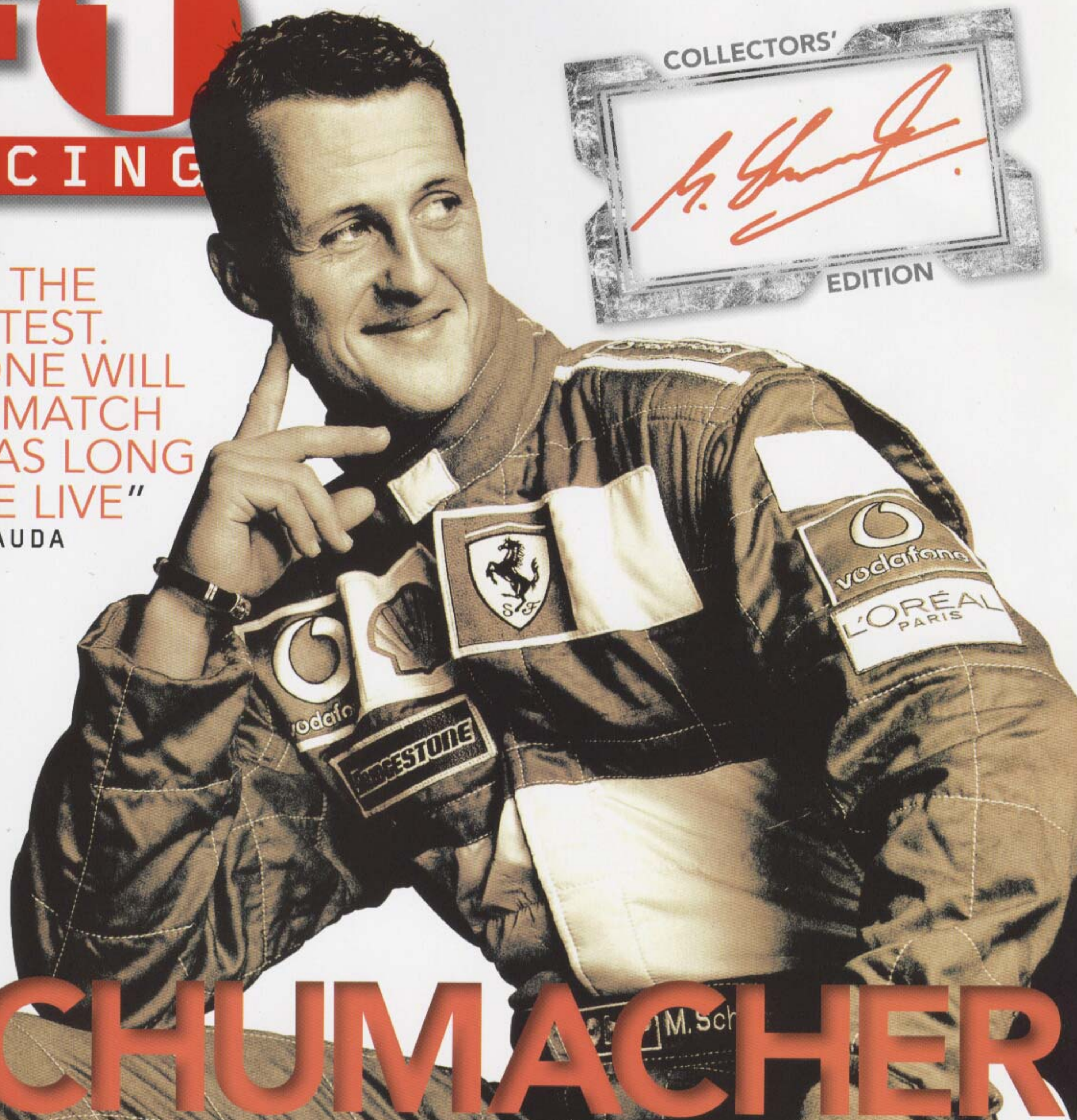


F1 RACING



"HE'S THE
GREATEST.
NO ONE WILL
EVER MATCH
HIM, AS LONG
AS WE LIVE"

- NIKI LAUDA



SCHUMACHER

T H E L E G E N D D E F I N E D

SAY IT EXCLUSIVE FINAL INTERVIEW
SAVE IT HOW HE RESCUED FERRARI
BUILD IT THE ULTIMATE TEAM PLAYER
COUNT IT ALL 249 GPs RE-LIVED
JUST LOVE IT HIS AMAZING LAST RACE





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Cover photography Patrick Gosling
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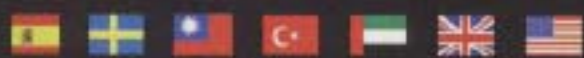
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Delve into our 24-page special on the most successful, influential and committed race driver ever



When you have finished with this magazine please recycle it.



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RENAULT R25 v FERRARI 248

They were the best two cars of 2006: but what secrets separated them? Here's the technical insight



"HE'S THE GREATEST. NO ONE WILL EVER MATCH HIM, AS LONG AS WE LIVE"
-NICK LAUDA

SCHUMACHER

THE LEGEND DEFINED

SAY IT EXCLUSIVE FINAL INTERVIEW
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**SUBS
OFFER
TURN TO
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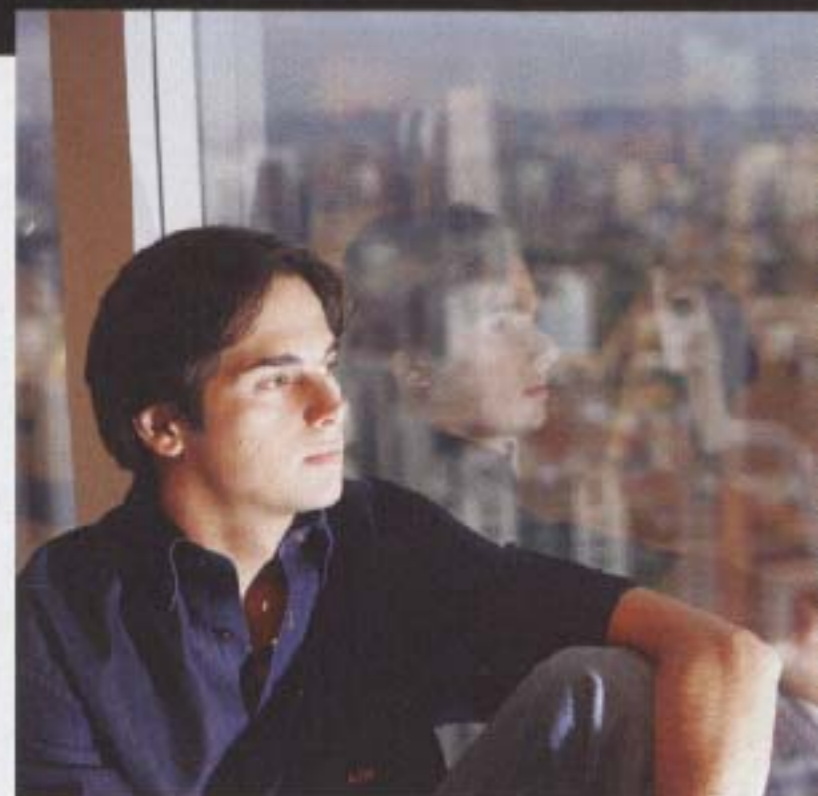
McLAREN MP4-21: WHAT WENT WRONG?

They started off as favourites, but ended up not winning a single race for the first time in 10 years

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PIQUET JNR HITS THE BIG TIME

His famous father helped him to the cusp of F1, but now Nelsinho is standing on his own two feet at Renault



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MAN OF THE YEAR AWARDS

F1 Racing's readers have voted, and the awards for the best performers in 14 categories have been announced...

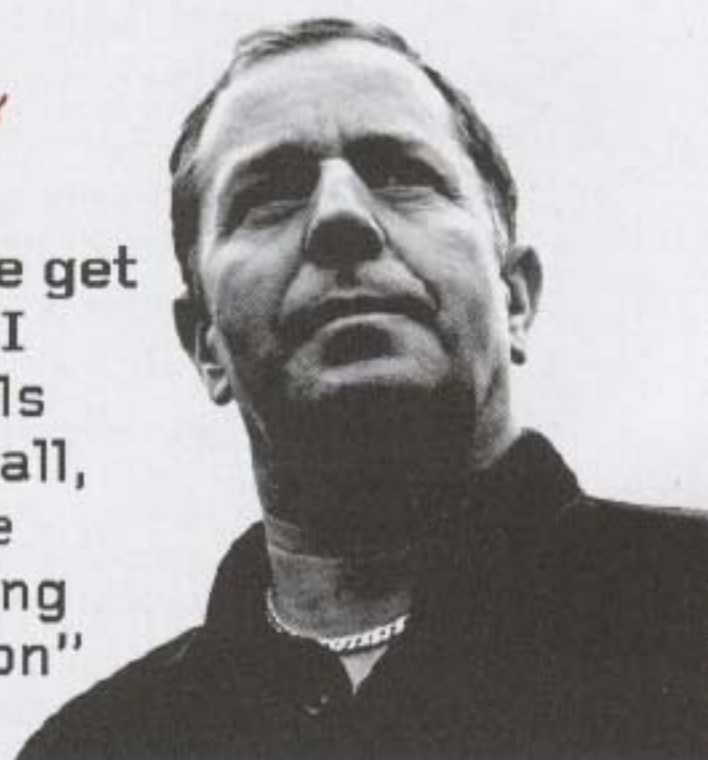


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FIA/AMD FAN SURVEY OPENS THE DEBATE

"I won't stop asking until we get it [better TV]. I want the emails from the pit wall, cameras in the drivers' briefing - total inclusion"

Martin Brundle



F1 RACING

THE WORLD'S BEST-SELLING GP MAGAZINE

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Special editions, special days

How many more 'Michael Schumacher special editions' of *F1 Racing* are we planning to publish? The answer is... none. What you have in your hands is the last of its kind, the end of the road, the final chapter of a truly amazing story. As such it will be – no, is already – a collector's item. Turn to page 62, start reading, and pause for breath when you get to page 91. That's the Schumi story: warts 'n' all.

But life goes on and, after Schumi, so will F1. So, indeed, will *F1 Racing*. And if, Fernando Alonso's second world drivers' championship notwithstanding, the star of 2006 was undoubtedly Michael, then there were many other heroes – some sung, some unsung – whose efforts and achievements, great and small, came together to make this past year one of the truly great ones.

This issue of *F1 Racing* is full of 'em. Indeed, though our annual 'Man of the Year' feature (pages 36-55) pays appropriate homage to Fernando and Michael and Kimi and Jenson et al, it also honours guys whose background graft made their far more exalted colleagues' glory days possible. We salute them all. But I want to make special mention of another unsung F1 hero, and his name is John.

He is F1's very own rough diamond: a man for whom 2006 was a truly extraordinary year, for it was the year in which his son, whom he always calls Jens (no final 'e', puh-lease), finally made an old(ish) man very happy. How so? By winning a grand prix, that's how.

The 2006 Hungarian Grand Prix was a fabulous event, and not only for British F1 fans. It was a thrilling race, and it was followed by the best kind of podium: a deliriously

happy one. For, alongside the beaming Jenson, also all smiles, were Pedro de la Rosa and Nick Heidfeld. And John? Cloud bleedin' nine, pal. Turn to page 110 to find out why.

Stars? Nope. Stripes? Yep. In '06, Bishop (left) says Button Snr (right) was a proper hero



MATT BISHOP
EDITOR IN CHIEF

Contributors

David Tremayne

In extracts from his latest book, *The Last Generation*, David revisits the 1970s of the post-Stewart era and the appalling deaths of three British drivers of huge promise: Roger Williamson, Tom Pryce and Tony Brise (p112)



Fredrik af Petersens

When Swedish journalist Freddy collared Schumi in Austria back in 1998, Michael told Fredrik he'd give him an interview on the day he retired. Eight years on, Schumi made good on that promise, as you can read (p90)



Tim Scott

A rare new talent joins *F1 Racing's* strength. Not only did he score big in the US as editor of *IndyCar Series* mag, but, as an under-13 cricketer, he bowled out Marcus Trescothick. Now, this month, he scores every Schumi race (p72)



Stéphane Samson

French journalist Stéphane is a past staffer on this very magazine, but is now settled in Switzerland as a successful freelancer. And this month we've tapped his technical knowledge of Ferrari and Renault chassis for our analysis on p58



Patricia Soler

Patricia is an exceptional graphic designer and technical artist, and her drawings and detailing of the 2006 Renault and Ferrari chassis (p58) highlight the endless subtle refinements that kept both teams at the front of the grid this season



Darren Heath

F1 Racing's principal snapper was given a really tough assignment this year – to photograph the view from every hotel room he occupied during the season. As you'd expect, the results were both boring and to-die-for (p118)



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PARADE

NEWS

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Schumacher Parade

Schumi dips his toe for the first time

First quali – Spa 1991 – where Michael stunned the F1 community by claiming P7 on the grid in his Jordan 191. His vastly more experienced team-mate, Andrea de Cesaris, qualified P11

Circuit Spa-Francorchamps, Belgium

Time/date 2.37pm, Saturday August 24 1991

Photographer Paul-Henri Cahier

Kit Canon F1, 500mm lens with 1.4x converter, Kodachrome 64 film, 1/500 at F5.6





DEKRA

Philips Car Stereo

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UP

FUJIFILM

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PARADE

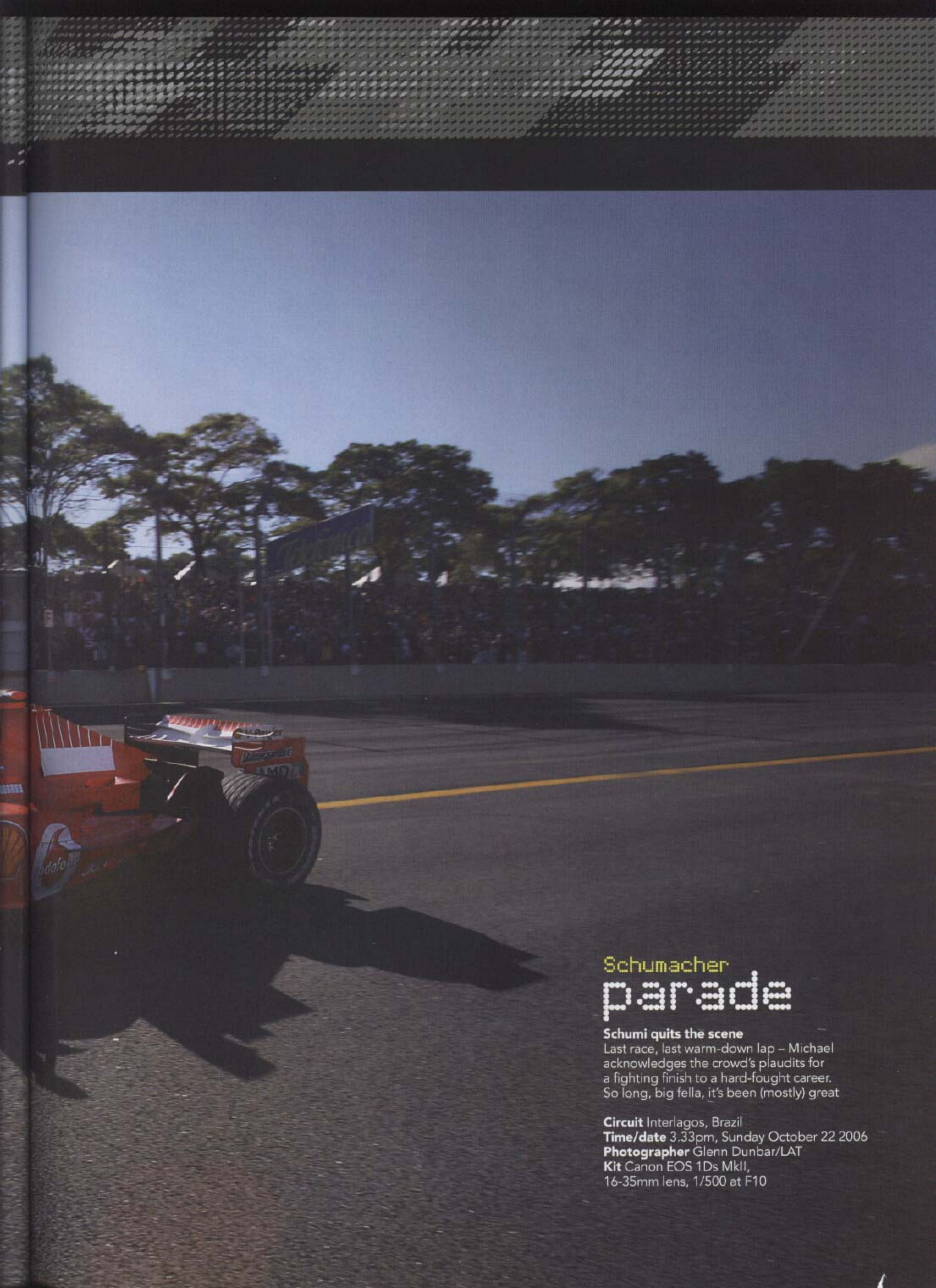
NEWS

EXPOSÉ

BUSINESS

SCIENCE





Schumacher parade

Schumi quits the scene

Last race, last warm-down lap – Michael acknowledges the crowd's plaudits for a fighting finish to a hard-fought career. So long, big fella, it's been (mostly) great

Circuit Interlagos, Brazil

Time/date 3.33pm, Sunday October 22 2006

Photographer Glenn Dunbar/LAT

Kit Canon EOS 1Ds MkII,
16-35mm lens, 1/500 at F10



Great F1 heritage dies at Imola

Whether you're cheering or crying, this is Imola's old pit and paddock complex being demolished. A new \$10m facility is planned, but Imola's return to F1 in 2008 is still in doubt.



MISSION UNLIKELY

BEST CAR, BEST TEAM, BUT ANY CHANCE IN 2007?

F1 Racing readers give Fisi's championship hopes the thumbs down

HOW THE VOTING WENT



MORE PEOPLE think Mika Häkkinen will be F1 world champion in 2007 than think Giancarlo Fisichella will be. That is one result of the first-ever poll of the global F1 Racing Reader Panel (already

hundreds strong). They were asked who they thought would be champion in 2007. Häkkinen received 0.7 per cent of the vote, Fisichella 0.4 per cent. Meanwhile, the headline results are that more than half

(59.3 per cent) of the panel backed Kimi Räikkönen to be 2007 champion, putting him streets ahead of Fernando Alonso, his nearest challenger, on 16.1 per cent. Felipe Massa was third on 10.9 per cent,

does not reflect any concern over Renault's ability to deliver a race-winning car – Renault's rookie No2, Heikki Kovalainen, took the same share of the vote as Häkkinen.

Fisichella, of course, feels quite differently. "I'm confident to win the world championship," he said. "I will be a main player together with [Kimi] Räikkönen and [Fernando] Alonso."

WILL HÄKK BE BACK?

As F1 Racing went to press, rumours of Mika Häkkinen's return to F1, and to McLaren-Mercedes, were spreading.

Will it happen? Well... it just might because McLaren's Ron Dennis isn't fully comfy about running either Lewis Hamilton or Pedro de la Rosa as a race driver. Into that tricky impasse has marched 38-year-old Häkkinen, mustard-keen to race in F1 for \$20 million instead of DTM for \$2 million, and offering to test all winter to get back in the groove.

Mika works a McLaren at the 2006 Goodwood Festival of Speed



HAVE YOUR SAY: THE READER PANEL VERDICT WHO WILL BE WORLD CHAMPION IN 2007?



Geraldine Huang, Cardiff, Wales

"Kimi. Ferrari will handle the engine freeze better than anybody, and he's a more complete driver than Massa"



Shane Mulchay, Tramore, Ireland

"Massa. He's the only front runner with stability behind him. Kimi and Alonso will still be settling in"



David Perel, Cape Town, South Africa

"Alonso. Despite the fact that he's in a new car, he's a great car-developer and decision maker"

Join the F1 Racing Reader Panel. It's free and easy. Just go to our website at www.f1racing.co.uk and click on the 'Have Your Say' link

"The public rate Fisi's chances as less than Häkkinen's"

followed by Jenson Button on 8.1 per cent.

Although it's not statistically significant, the Fisichella/Häkkinen result is telling. As the de facto No1 driver in the constructors' champion team, Renault, Fisichella has, arguably, the best seat in F1. Yet the public rate his chances of netting the drivers' title as less than those of a retired world champ who, at the time of voting, was only an outsider for a race seat in a team who failed to win a race in 2006. (See 'Will Häkk be back?', right.)

More telling still, the vote



Next: Michael the movie star
Schumi's post-F1 career is shaping up. He has agreed to feature in the animated movie *Asterix & Obelix* at the Olympic Games. French football hero Zinedine Zidane will also star



London loses its 'Monaco' GP
The (pipe) dream of a grand prix on the streets of London died an official death this month. The strongly global-warming-conscious mayor, Ken Livingstone, ruled it out on cost grounds

COUNT IT, KIMI

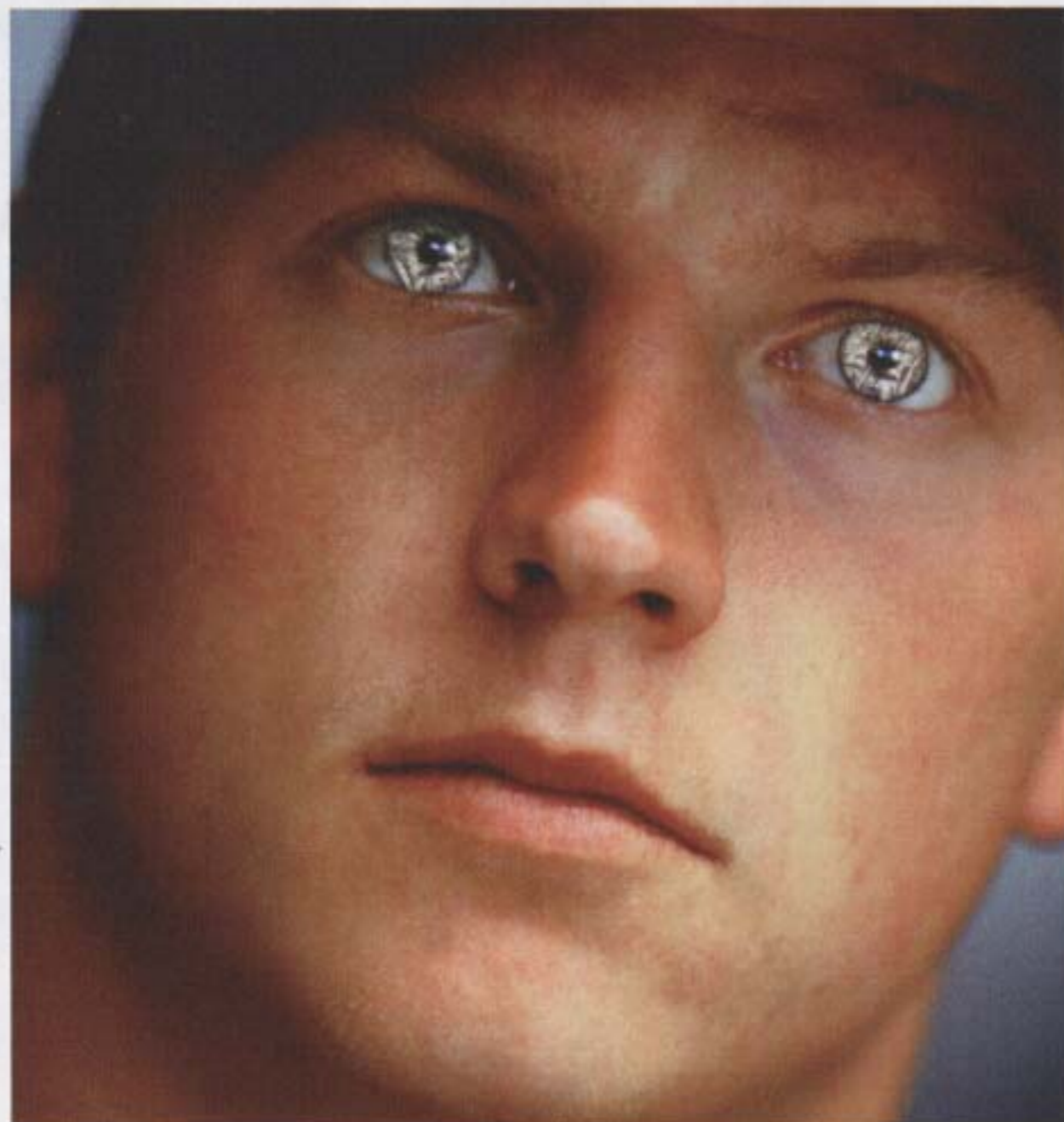
SMILE, YOU'RE IN THE MONEY

A million a week has a nice cosy feel about it – that'll be Kimi's wage in 2007

KIMI RÄIKKÖNEN will be second only to Tiger Woods in the highest-earning sports star stakes in 2007. A famously well-connected Ferrari-watcher has leaked to *F1 Racing* that Kimi's Ferrari salary for next year will be \$51 million (€40 million), the highest ever in the sport after Michael Schumacher's 2006 salary of \$65 million.

Räikkönen's wages, like Schumi's and Ferrari team-mate Felipe Massa's, will be paid by Ferrari's title sponsor, Philip Morris, owner of the Marlboro tobacco brand. Whether Räikkönen, like Schumacher, will be free to take personal endorsement deals to boost his income isn't clear. Under the terms of his standard McLaren contract, Räikkönen was previously prohibited from doing so. But some claim Schumi was able to double his earning power – his cap sponsor alone, German financial consultancy Deutsche Vermögensberatung, was worth around \$8 million pa.

Massa will earn much less in 2007, at the most \$8 million, while reigning double world champion Fernando Alonso's new salary at McLaren will be around the \$20 million mark. After Räikkönen, the highest-



earning driver will be Ralf Schumacher; his Toyota retainer is estimated at \$25 million.

Räikkönen's manager, Dave Robertson, said: "My lips are

Kimi will earn more than twice as much as the current world champ

sealed. There are, as you can imagine, confidentiality clauses in all the agreements with the top teams – and Ferrari, at the top of the pile, are no different. All I can say is that of all the figures that have been speculated none are spot-on."

When we put the \$51 million figure to a Ferrari press spokesman, he refused to comment on the record, but implied that \$51 million might

"After Kimi the highest earner in F1 will be Ralf Schumacher"

be on the high side. But he would say that, wouldn't he?

Neither Robertson nor Räikkönen should be surprised at the high figures. Everyone knows that if you rearrange the letters of Michael Schumacher's name, you get 'Claim much cash here'.

Michael's earning curve, p27 →

WINNERS & SPINNERS

GOOD MONTH...



...for Anthony Davidson, who finally, officially, incontrovertibly, has the race seat he's long deserved, at Super Aguri with Takuma Sato



...for new-media champions Renault, who learnt that their groundbreaking post-race podcast (available through iTunes) grew by 170 per cent from March to October in 2006



...for dolphins. Some clever Bridgestone bods developed an artificial tail fin that has allowed a crippled Japanese Flipper called Fuji to swim again. Ahhh

BAD MONTH...



...for German F1 TV broadcaster, RTL. Thanks to the departure of ratings winner, Schumi, RTL will be forced to lower their advertising rates for 2007

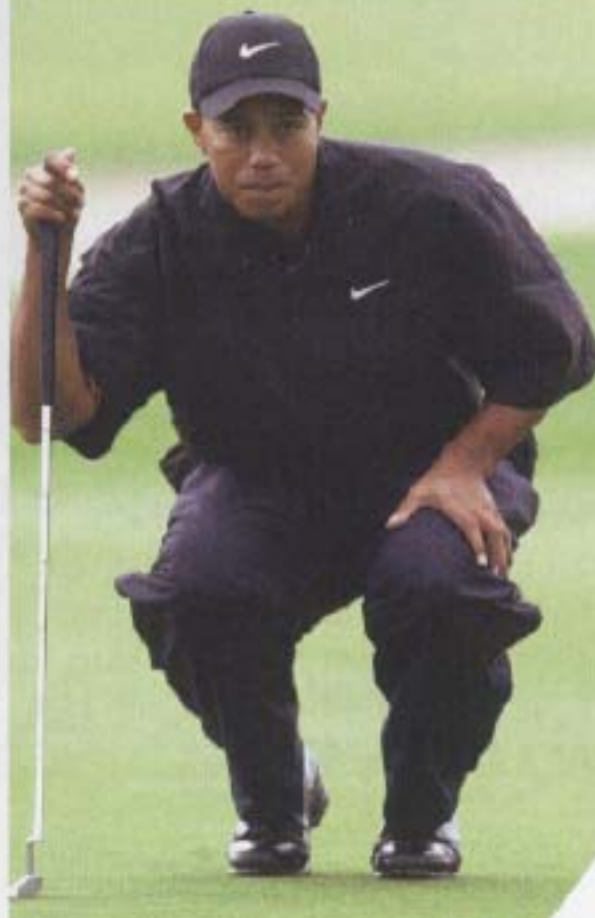


...for Gary Paffett, who lost out on the Honda test drive vacated by Anthony Davidson. It went to former Red Bull racer Christian Klien



...for translators, after Alain Prost's famous nickname 'The Professor' was amusingly translated as 'The Teacher' in the press release announcing his endorsement of Serengeti shades. Well, we laughed...

Kimi's ability to match Tiger's earning power will depend on endorsements



WORLD'S TOP 10 SPORTS STARS' PROJECTED 2007 EARNINGS

- 1 Tiger Woods Golf \$87m
- 2 Kimi Räikkönen Formula 1 \$51m
- 3 Oscar de la Hoya Boxing \$38m
- 4 Michael Vick US Football \$37.5m
- 5 Shaquille O'Neal Basketball \$33.4m
- 6 Michael Jordan Basketball (retired) \$33m
- 7 David Beckham Football \$32.5m
- 8 Kobe Bryant Basketball \$28.8m
- 9 Valentino Rossi MotoGP \$28m
- 10 Alex Rodriguez Baseball \$27.5m

Source: Forbes.com. Projections are F1 Racing estimates



Williams look east for new tester
Kazuki Nakajima, 21, Williams's new test driver, had never driven an F1 car when he signed on in November. The Toyota Driver Programme graduate (go figure) will also race in GP2 in 2007

SEISMIC SHIFTS

ALL CHANGE AT FERRARI

With Michael Schumacher's move from hot seat to tepid desk as a 'super-assistant', the ripples throughout Scuderia Ferrari are huge. So, what are the consequences?

OUTSIDE OF Maranello, few people – even within F1 – had ever heard of Amedeo Felisa until he was appointed general manager of Ferrari's road car and racing operations. Fewer still claim any knowledge of the

team's new technical director, Mario Almondo, who has stepped into Ross Brawn's shoes after he (Brawn) announced his much anticipated sabbatical. So what happened to Luca Baldisserri, the team's chief

engineer, and always a shoo-in for Brawn's old job? Ferrari won't say, but Baldisserri may have been about to leave Ferrari for a rival team, so maybe that's why he missed out... for now.

his involvement with the F1 team seem perfectly logical.



WHY HAS MARTINELLI GONE?

Engine chief Paolo Martinelli's departure to Fiat is logical, too. With the three-year engine freeze due next season, there appears to be little reason for Martinelli to stay. The design and development work is virtually over; all that remains is routine maintenance and efficiency improvements.



WHAT ON EARTH IS A 'SUPER-ASSISTANT'?

The exact nature of Michael Schumacher's future role as 'super-assistant' to Jean Todt has not been properly defined – but it's safe to assume it won't overwork Michael's hitherto unrevealed minute-taking skills. In truth, while Michael may advise on certain driver-related matters, the role is a token consultancy designed to ensure that the biggest racing brand in the world (Schumacher) remains Ferrari property. It also leaves the door ajar for a future substantial management role should Schumacher eventually feel so inclined.



WHAT ABOUT BRAWN'S FUTURE?

Finally, what of Brawn himself? What role would he fill if and when he returns? In all of Ferrari's restructuring there has been no mention of a team principal, someone answerable only to Todt. It would come as no surprise if that position were being kept open for Brawn. Certainly, Todt and president Luca Montezemelo would like to thank Brawn for his hard work, and Ferrari would do all they could to prevent their former technical director and chief strategist from working for a rival team – and you can bet he's already had offers.



SO WHO'S THIS ALMONDO FELLA?

Unlike Brawn, Almondo is a straight manager, not a race strategist – that job now falls to sporting director Stefano Domenicali. Although the leap from race team production manager to technical director is massive for Almondo, he knows his way around a race car. But he may prove to be a stop-gap until Baldisserri – who has a new role at Ferrari, as yet unannounced – steps back in.



WHY SHOULD WE CARE ABOUT FELISA?

As general manager, Felisa takes Jean Todt's old job title (Todt is now CEO) and half the job – the road car half. Todt remains acting team principal of the F1 team, despite his big new title, so Felisa is unlikely to be a race-going regular. However, his credentials – a gifted engineer with experience at both Alfa and Maserati and responsibility for developing the F355 and the Enzo – show skills for swift development work that make



Todt (left) and Brawn are on the move – Todt is now overall CEO and Brawn is on sabbatical

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as recommended by... you!

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Schumacher Massa
Schumi and Massa appear to celebrate after Brazil with a little dirty dancing.
Alison Devlin, London



Search for: Hunt 1976

"James, how much does victory mean?" Answer: "Nine points, \$20,000 and a lot of happiness." Class.
Jo Li, Tokyo, Japan



Search for: Berger Austria Benetton

Listen hard – you'll hear Gerhard gasp as he adjusts a non-adjustable wing mirror.
Brian Kiloh, Glasgow



Search for:

Räikkönen Fisichella
Perhaps the greatest overtaking move ever. Send it to all who think F1 is boring.
Carlos Ferrer, Lima, Peru



Keep your YouTube suggestions coming to the usual address: letters.f1racing@haynet.com, putting 'YouTube' in the subject heading



F1 star takes on the good ol' boys

Juan Pablo Montoya had an eventful Nextel Cup debut at Miami on Nov 19. After qualifying his Ganassi Dodge 29th from 56 entries, he ran as high as 13th, but crashed heavily with 17 laps to go



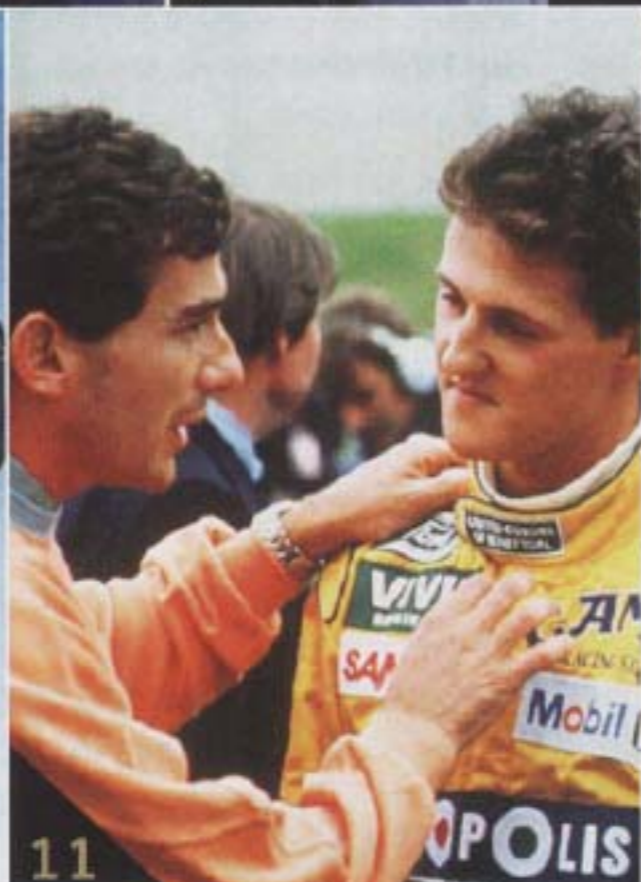
Speed safe at Toro Rosso?

Despite rumours that Robert Doornbos (far left) will replace Scott Speed (left) at STR in 2007, it appears that Speed's race deal will stand, even if the team are holding off confirming their '07 line-up



PADDOCK SPY

WHAT IT'S LIKE TO BE CAREFREE, QUICK AND CUTE. EVEN MICHAEL WAS YOUNG ONCE



1 1985 junior German karting champ Shy, hesitant... but only for the camera **2** 1987 senior German karting champ Now he's cooking **3** 1988 Formula König (Hockenheim) The prettiest wins again **4** 1989 German F3 The boy done good (but not brilliantly) coming second-equal with Frentzen **5** 1990 Macau GP (1) First outrageous move of the day on Mika... **6** 1990 Macau GP (2) Second outrageous move forces Mika into a wall and Michael onto the winner's podium **7** World Sports Cars In two seasons Schumi nails two wins with Sauber-Mercedes **8** 1991 Jordan F1 at last **9** 1991 Italian GP Second F1 race, first for Benetton. And the result? Fifth **10** 1991 confusion: Benetton helmet, WSC kit In fact, he's driving for Benetton (F1) and Merc (WSC) **11** 1992 Belgian GP (1) Michael's first win (the guy on the left came fifth) **12** 1992 Belgian GP (2) Yes!

L&P: AP/WIDEWORLD; GETTY IMAGES; AUTOSPORT IMAGES; WORLD RACING IMAGES; MAIN: STEVEN TEBALDI; INSET: MALCOLM GRIFFITHS/JAT

Autosport INTERNATIONAL THE RACING CAR SHOW

CLEAR YOUR diaries, book a baby sitter – whatever – just make sure you get to the NEC in Birmingham, January 13-14, for *Autosport International: the Racing Car Show*. It's by far the biggest and most exciting motorsport expo of the year.

As usual, *F1 Racing* will host a stand of this season's F1 cars, so you can get up-close and personal with the best racing machinery in the world. And Super Aguri's Anthony Davidson and Takuma Sato will be special guests over the weekend.

WIN GOLD CARD TICKETS

F1 Racing is also offering you the chance to visit *Autosport International* before the masses turn up. With the Friday Gold Card you'll get in on the second trade-only day (Jan 12) to see exclusive trade-only stands, car and product launches, and a preview performance in the Live Action Arena hosted by ITV-F1's Louise Goodman. You can book this limited ticket by calling 0870 380 2244 and quoting Friday Gold Card, but we've got eight pairs to give away.

Simply answer this question:

Which city hosts the Autosport International Show?

- A – Moscow
- B – Birmingham
- C – Geneva

To enter, simply email your answer, putting 'Autosport' in the subject heading, to: f1racingcompetition@haynet.com by December 15, adding your name, address and phone number (for full conditions, see p4). For all other tickets, visit www.autosport-international.com or call 0870 380 2244.



F1 Racing's Ste Devote F1 parade at 2006's Autosport International

WHEEL TO WHEEL

ITALY'S FORMAGGI PIÙ GRANDI

JARNO v GIANCARLO
TRULLI FISICHELLA
TOY-BOY REN-BOY



Q1 Which Italian has won the most grands prix and what was his win tally?

A: Alberto Ascari; 13

Alberto Ascari. How many wins? 65?

Really, Jarno... 65?

I think it was Ascari. Don't know how many – 20?

Half right

Q2 Which Italian driver last won for Ferrari – when and where?

A: Michele Alboreto, 1985 Germany

It must be Alboreto. Not sure when. I'll say 1986

Alboreto 1985, I think, in Germany

Q3 A Minardi qualified on the front row only once. Where and when?

A: Pierluigi Martini, Phoenix, USA 1990 (Berger was on pole for McLaren)

Martini, I think it was in the US, no? 1992

Almost

Spot on

Ah, it was Phoenix, Pierluigi Martini. 1988?

Q4 How many grands prix have today's Italian F1 drivers won between them?

A: Four (Fisi three, Jarno one)

I've won one, Giancarlo three. So four!

Close

Close

Three plus one equals four!

Q5 What did Michael Schumacher ask of other drivers at the Italian GP in 2001?

A: Not to overtake into first chicane

No passing at the first chicane, but there was more to it than that...

Correct

Correct

That we shouldn't pass at the first corner

Q6 How many constructors' titles have Ferrari won?

A: 14

No idea. 20?

Correct

Correct

Oh, I don't know. Maybe 30?

Q7 What's the corner called after the first chicane at Monza?

A: Curva Grande

It's the Grand Curve

Wrong

Very wrong

After the first chicane? Arrgh... I know this. Curva Grande!

Q8 Who was the last Italian to win a grand prix, and where was it?

A: Fisichella, Malaysia 2006

Giancarlo, of course, at Malaysia this year

Correct, if very English

Correct

Giancarlo Fisichella, Malaysia 2006. Me!

Q9 What's the full name of the Imola circuit?

A: Autodromo Enzo e Dino Ferrari

I think it's Enzo e Dino Ferrari Circuit

Correct

Correct

Autodromo Enzo e Dino Ferrari

Q10 Who are the most successful Italian constructor after Ferrari?

A: Alfa Romeo with 10 wins

Probably Alfa Romeo. I've no idea how many wins.

Correct, if Italo-Inglese

Correct

[Thinks for a long time] Alfa Romeo. Something like three wins?

This month's result

Roma's Fisi beats Pescara's Jarno
A case of winemaker Trulli's 2001 Podere Castorani for Fisi

Toyota tumble

Half right

Renault rout

Loser 7/10



Winner 7.5/10





BMW catch 'em young these days
Robert Kubica and Sebastian Vettel's success has boosted BMW boss Mario Theissen's reputation for talent-spotting. And the latest tyro to test for the team is 18-year-old Marco Holzer (left)



Fernando's "people", those Oviedo home-town locals, give him a hysterical welcome

FERNANDO'S FOLLIES

Q: WHAT DO YOU DO WITH AN F1 CHAMP? A: NOT A LOT

When a champ shifts teams, there's no PR capital for the old guard

AFTER MUCH deliberation, Renault took the only realistic option: to use their new world champion as little as possible. No advertising campaign, no shakin' that ass, no TV... nothing.

Fernando Alonso isn't due to join McLaren until January 1 2007, but he is already tainted goods in the eyes of Renault's marketing men. No post-season media campaign was preferable to anything that might benefit Mercedes, whose lead F1 car will carry the number '1' in 2007. As a result, Fernando has had

the easiest off-season of his career as Renault's post-season message focuses on their constructors' championship win.

In effect, Alonso has been on gardening leave since Brazil and his only contact with Renault has been two factory visits, one to Enstone, one to Viry-Châtillon. Here's his post-Brazil diary.

Sunday October 22: Interlagos

1530: Fernando crosses the finish line in second place, clinching the world title by 13pts. Post-race TV interviews last for two hours.

1800: Returns to the Renault pit to join in the team photo and celebrate with mechanics.

1830: Engineering debrief. Oh yes, Pat Symonds and Rod Nelson



"Thanks for the R26 chassis, guys." Fernando cheers the Enstone team

work their new champ to the last.

1930: Renault party at the Café de la Musique in downtown São Paulo. Fernando makes a speech about sporting spirit. "You are the best" are his parting words.

2300: Flies to London Heathrow.

Monday Oct 23/Tuesday

October 24: Oxford

Fernando celebrates his championship success with his family, even allowing himself a jar of his favourite Asturian cider.

Wednesday October 25:

Enstone

After five years with the team, Fernando visits Enstone for the last time. He makes a rousing speech to the troops, in which he thanks everyone for their hard work. "If I don't have the opportunity to win in the future," he says, "then I hope Renault do."

He signs autographs for two hours and is the focal point of a team photograph before heading to the airport and flying to Spain, where he spends a few days relaxing with his family.

Sunday October 29: Oviedo

Home town celebrations. More than 20,000 of "my people" turn out to congratulate him.

He addresses his fans from the balcony of the town hall and signs autographs all afternoon.

Monday October 30:

Viry-Châtillon

Fernando's last appearance on Renault soil. He visits Renault's engine department in Paris, where he surprises everyone by making a five-minute speech in French.

Tuesday October 31: Geneva

Flies to Switzerland to finalise the purchase of a house in Mont-sur-Rolle overlooking Lake Geneva. He will become a Swiss resident on January 1 – and a neighbour of Michael Schumacher, who lives about 12 miles away.

Fernando keeps a low profile for the rest of October. He next hits the headlines on November 13, when he visits Spain's peace-keeping troops in Lebanon and is made an honorary legionnaire by Gen Juan Bautista García Sánchez.

Since then, Spain's newest legionnaire has been left to count his money and to look forward to the FIA Gala on December 8. That's when he'll officially be crowned 2006 world champion. Not that Renault will be shouting about it, of course.

CAUGHT ON YOUR CAMERA

Spotted an F1 celebrity? We want your pics!

Ferrari's team boss practises his high-wire act



Jean Todt
Image: Martin Rickerd

Jean never tired of Schumi's podium celebrations. Here, many hands help him find a better view at the '06 US GP

So... you want to see your pics in print? Send your unusual or amusing images to: caughtonyourcamera@haynet.com, and leave the rest to us



Red Bull harness Renault power
Red Bull Racing and Toro Rosso are getting the engines they wanted for 2007, having negotiated a swap. The RB3 will now be fitted with Renault's latest V8, while the STR02 gets a Ferrari



Hunt Jnr takes his first racing steps
Stacks of world champ offspring have gone racing. Latest is Freddie Hunt, 19-year-old son of 1976 champ James. Hunt Jnr recently did the Silverstone Motorsport Academy course (left)

FORMULA GREEN

F1 TO SCORE 'PEACE IN OUR TIME'?

No, revolution in our time, say FIA chief Max Mosley and GPMA bigwig Burkhard Göschel

ON NOVEMBER 14, at BMW's headquarters in Munich, FIA president Max Mosley and BMW's senior adviser to the board of management, Burkhard Göschel, invited the motorsport press to lunch at BMW's Munich HQ, shook hands for the photographers, and spoke of "F1 peace in our time".

Göschel is a significant figure in the Grand Prix Manufacturers' Association, the alliance of F1 car makers who once threatened to break from the F1 establishment and run a rival world championship.

But what was most notable about his and Mosley's ceasefire rhetoric was that it centred on largely eco themes. Mosley: "The key issues are cost reduction, road-car relevance and social relevance. If we get those right, and I'm confident we now can, we'll be able to stop F1 being labelled as a dinosaur."

"Yes," agreed

Göschel enthusiastically, "and the manufacturers will feel confident enough to stay in F1 long-term, too."

Fine. But was it not the case – an *F1 Racing* hack asked Mosley – that, using the Machiavellian divide-and-conquer tactics that he (and Bernie Ecclestone) had perfected over the past 30 years, the FIA had

succeeded in holing the GPMA below the water-line by offering the manufacturers something that their 'garagiste' partners (ie, the teams) would neither be able or minded to offer – namely a programme whereby F1 can be reinvented with eco issues to the fore?

"Paddock cynics might say that," Mosley replied, "but they'd be wrong to do so. The conflict that we've seen up

to now has all been petty-minded and based on nothing. Moreover, it's been perpetuated by less senior people such as motorsport directors and team principals. The key thing is that we've now got the agreement of people who matter: board members of the manufacturers. This is a fundamental change, a revolution. In fact, it's such an enormous change that it's quite hard to grasp just how big it is.

"And so, although I won't go on beyond 2009 [the date of the next FIA presidential elections], I'm finding F1 work interesting again. It's a privilege to be involved – whereas the mind-numbingly tedious talks I used to have [with motorsport directors and team principals] were not."

"Yes, F1 people can be so conservative," agreed Göschel. "But we really are finding common ground. There are still a few people sitting outside that process, but that will change."



Mosley talks eco-turkey with BMW big shot Göschel

"I'm finding F1 interesting again. It's a privilege to be involved" Max Mosley

Carbon exposé, p22 →

Science: F1 future, p28 →

FIA/AMD Survey, p100 →

TRACK BACK

The more the detail of F1 technology changes, the more things actually stay the same...

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- 2013

Transporters Once they were called trucks, the sort of thing that Pickfords or Eddie Stobart would recognise. Now F1 transporters wouldn't look out of place on a NASA launch pad, and probably cost as much as a space shuttle

LICENSED TO DRIVE

F1 DRIVERS CAN GET P3R50N4L

Everyone in F1 is filthy rich, right? So here's their chance to flaunt it on their road wheels

AN EXTREMELY rare UK car registration number – F1 – recently came on the market... then came off again. Apparently the bloke trying to sell it didn't own it. While it was on sale, however, it was listed on www.regtransfers.com as a price-on-application item, which, to judge from current going rates,

probably means it would set you back at least £350,000 (\$666,468).

Nothing to a man like Bernie Ecclestone; or maybe A1 FOM (for Formula One Management), an utter snip at £2995 (\$5703).

So what else is on offer? An online trawl turned up the reg bargains for the final 2006 grid (and their friends) you see here.

The FIA, paddock and test drivers

KOV 1

Kovalainen? £14,495 (\$27,604)

A1 FOM

Ecclestone? £2995 (\$5704)

4 RON

Dennis? £14,495 (\$27,604)

N1 FRY

Fry? £3745 (\$7129)

41 EX

Wurz? £67,995 (\$129,490)

MAX 1

Mosley? £275k (\$524k)

FB 11

Briatore? £17,495 (\$33,317)

LEW 1

Hamilton? £36,795 (\$70,072)

On the 2006 Brazilian GP grid

FM 1

Massa? £178k (\$339k)

J4 RNO

Trulli? £800 (\$1523)

ROO 8Y

Barrichello? £7995 (\$15,221)

R44 LFS

R Schumacher? £1744 (\$3321)

P1 KUB

Kubica? £440 (\$838)

W38 BER

Webber? £14,995 (\$28,550)

RO56 ERG

Rosberg? £11,795 (\$22,459)

TON 13

Liuzzi? £14,495 (\$27,602)

CA 1

Albers? £175k (\$333k)

S4 TOS

Sato? £3795 (\$7226)

T21 MON

Monteiro? £2290 (\$4361)

KR 1

Räikkönen? £250k (\$476k)

7 FER

Alonso? £10,495 (\$19,981)

G1 ANF

Fisichella? £4245 (\$8084)

NH 99

Heidfeld? £17,495 (\$33,313)

MS 1

M Schumacher? £350k (\$664k)

3 PDR

De la Rosa? £7995 (\$15,225)

BUT 70N

Button? £39,995 (\$76,141)

S60 TTS

Speed? £23,495 (\$44,738)

DAV 1D

Coulthard? £253k (\$482k)

SY 2

Yamamoto? £27,795 (\$52,920)

ROB 6

Doornbos? £35,000 (\$66,646)

STODDY RETURNS

MINARDI TO RISE AGAIN

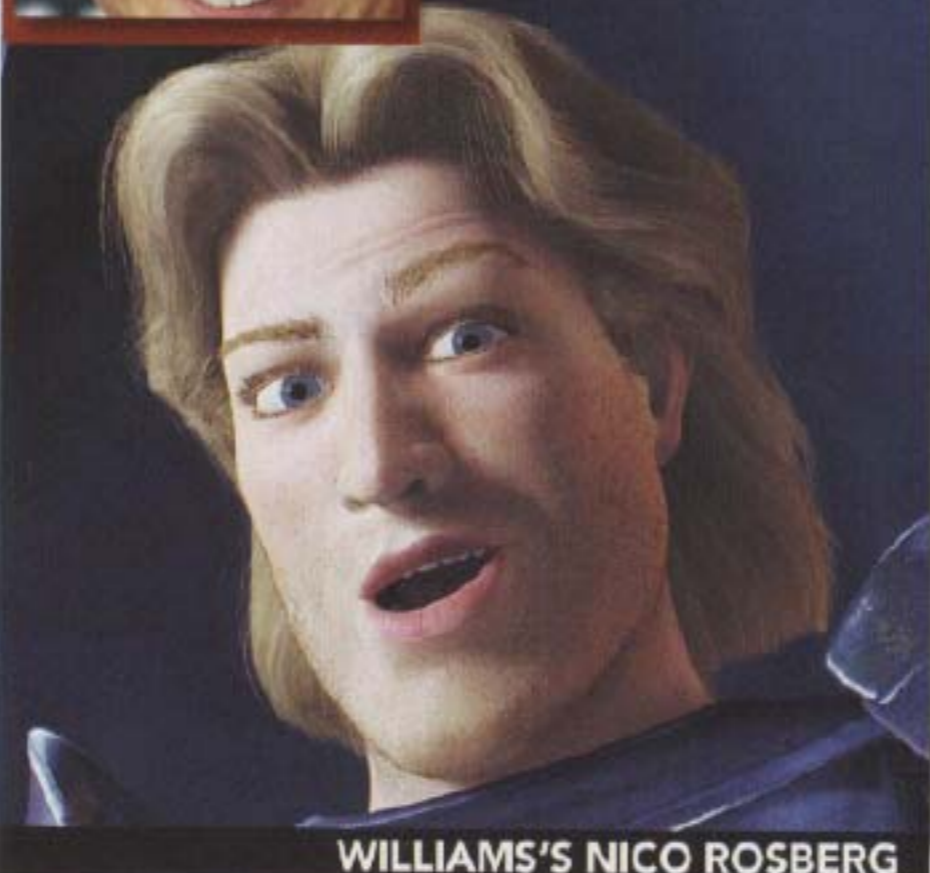
THE MINARDI team name looks like being revived on both sides of the Atlantic next year as former Minardi F1 boss Paul Stoddart closes a deal to buy into a Champ Car team. He expects to tie up an agreement to take on part-ownership of the HVM team before December, and hopes to use the Minardi name in the new title.

Meanwhile, Gian Carlo Minardi, founder of the Italian team whose F1 operation was sold to Red Bull at the end of 2005, has bought into Nelson Piquet's GP2 team, and the newly named Minardi by Piquet Sports operation has been relocated to Italy.



LOOKY-LIKEY NO 79

Tough, innit, when you're hogging the rookie limelight, the F1 princess is puckering up, and then a nice quiet Polish ogre drops by to steal it all away?



WILLIAMS'S NICO ROSBERG



SHREK 2'S PRINCE CHARMING

181,000 litres
of Shell V-Power

Developed with



8,330 litres
of Shell Helix



1066 points

72 wins

53 fastest laps

58 pole positions

5 world titles

one big thank you

A world-renowned fuel and motor oil, a car feared by every team in Formula One and a driver that has swept past the chequered flag five times as a world champion with Ferrari.

Our partnership with Ferrari and Michael Schumacher has made history.

Congratulations Michael on an unforgettable career.

Working with you has helped us develop winning formulas for Shell V-Power and Shell Helix that drivers around the world rely on every day. And thanks to you, and our continuing partnership with Ferrari, we're confident that we will continue to make history.

Made to move

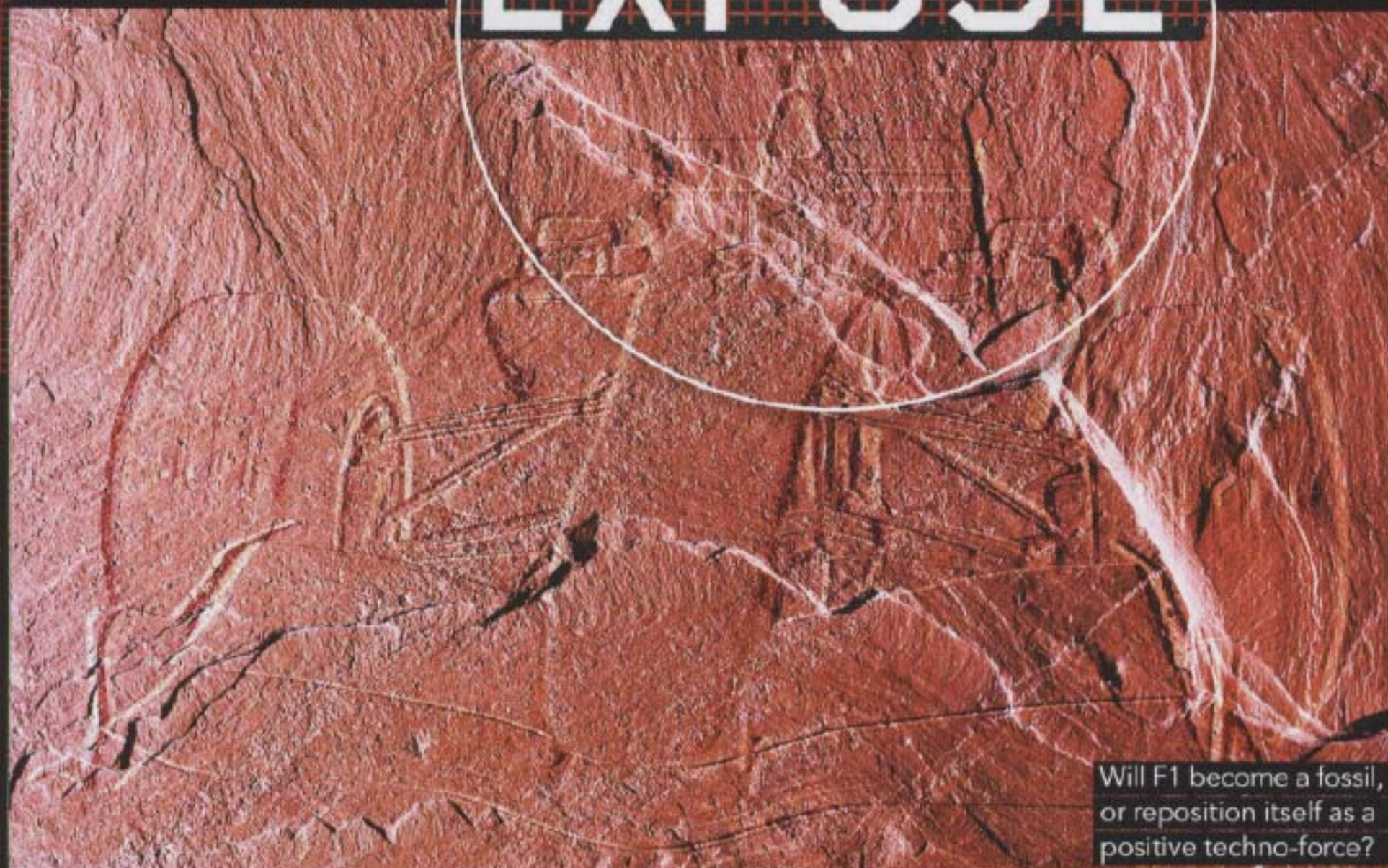




Race is on to test 'green' gizmos

Who will be the first team to test 'green' energy-recovery devices on track? Expect prototypes to surface in 12-18 months. Teams say both capacitor and flywheel-driven systems have potential

F1 EXPOSÉ



Will F1 become a fossil, or reposition itself as a positive techno-force?

SOLVING F1'S IMPENDING IMAGE CRISIS

F1'S GREEN CREDENTIALS

The FIA has climbed into bed with the manufacturers. Where once there was war, now they're co-operating on eco-solutions

THINK TURBOS in Formula 1, and you conjure up images of flame-spitting Renaults and Brabham-BMWs with 1500bhp, spewing fumes that made your eyes water at 100 yards. Surely the height of F1's 'blown' technology is now buried in the 1980s, the decade of true damn-everything excess. But, just maybe, it's time to think again.

At a press briefing in Munich in mid-November, FIA president Max Mosley and BMW's Burkhard Göschel, chairman of the Grand Prix Manufacturer's Association

(GPMA), were united in their pitch of a green agenda for F1.

To that end, Mosley even floated the idea that turbo engines – last seen in F1 in 1988 – could return by 2011. Not in a vein of excess, of course, but as a means of producing F1 levels of power efficiently. In so doing, F1 would remain at the forefront of advances that car makers can utilise to stem emissions.

FORMULA 1 UNDER ATTACK
It doesn't take a tree surgeon to recognise that motorsport is an easy target for the increasingly

powerful green lobby. Cars, full stop – let alone those at the recreational, circle-travelling F1 pinnacle – are rightly a major concern. Car exhaust fumes contribute massively to global carbon dioxide levels and thus global warming. In September 2006, the state of California even pinned a lawsuit on the world's six biggest car manufacturers for damage they have 'allegedly' done to the environment. (Why don't the six counter-sue the state for building eight-lane freeways?)

In short, environmental

awareness is rocketing up the political and social agenda. The simple fact that fossil fuels are being burnt every time a racing car laps a track opens up the sport to attack. And it's this that the FIA is now trying to protect the sport from with a proactive evolution of F1.

F1'S CARBON FOOTPRINT

Of course, compared to global road-car usage, motorsport makes a minuscule contribution to global emissions. And, indeed, F1's carbon footprint has little to do with the racing itself – all the fuel used by F1 cars in a year is less than that consumed by one commercial transatlantic flight.

In a recent *Observer Sport Monthly* article entitled 'How sport is killing the planet', the eminent environmental author George Monbiot wrote a polemic on the negative impact of sport caused by the energy used in travelling to events by both competitors and fans. On that scale, the global, 18-race F1 calendar isn't more carbon-profligate than other sports: golf stages 75 major tournaments, and tennis 130 pro-championships across the globe each year.

Still, perception is everything, so the FIA are conscious of the necessity to ensure that motorsport can be justified in wider terms. They also introduced the Euro-NCAP safety rating for road cars a good decade ago, along with FIA Foundation road safety campaigns. Indeed, the FIA have even been taking steps to negate the impact of F1's travelling circus by backing a tree-planting programme in Mexico which neutralises its carbon footprint.

MOTORSPORT'S USE

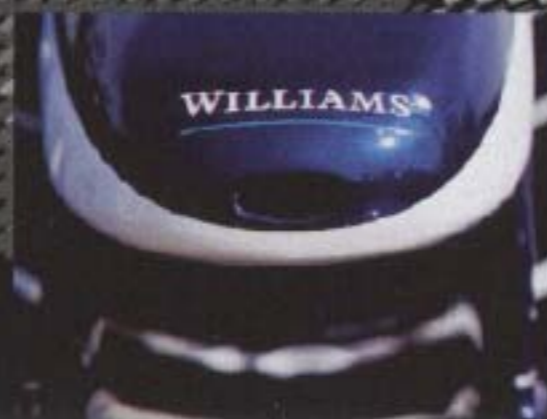
But while planting trees is a mitigator, the FIA know it's not a solution to the wider global problems. And solutions are the area into which they are trying to push motorsport, via F1.

In his article, Monbiot wrote: "Some sports are simply



In other test-driver news...

Toyota will test home-grown prospects Kohei Hirate (left) and Kamui Kobayashi in 2007, products of their young driver programme. Former Jordan racer Timo Glock will test for BMW over the winter



New chief executive for Williams

Williams have appointed a new CEO, former Rio Tinto president Adam Parr. He will replace Chris Chapple, who left the team November. Parr is an old friend of team principal Frank Williams

Windsor's

ENERGY RECOVERY FROM BRAKING (WHICH PRODUCES HEAT) IS AN AREA IN WHICH F1 CAN SPEARHEAD RESEARCH

The FIA know that F1 must be part of the solution and not part of the problem

incompatible with any likely solution to the problem [of climate change]. The most obvious example is motor racing."

It's a prevalent attitude. But, surely, F1 is the *only* sport that is compatible with a likely solution. Swinging a golf club or hitting a tennis ball is never, in any way, going to address any ecological problems. But F1 has the potential to provide the major car manufacturers with an opportunity to develop, showcase and popularise future technologies that will help to reduce the global problem of transport emissions (which would also filter into other branches of motorsport). And that is where the FIA are moving to protect the sport's long-term future, hand in hand with the major car manufacturers.

HOT-HOUSE FLOWER POWER

The FIA hope to so position F1 that it becomes the hot-house in which new technologies are developed by car makers, then showcased to the world before filtering down to road cars.

Energy recovery from functions such as braking (which produces heat) is one area in which F1 could spearhead research. The FIA's long-term vision is very much in futuristic technology. They regard as redundant the continued refinement of the internal combustion engine – essentially

WHAT WOULD 2011 TURBOS BE LIKE?

Max Mosley described his turbo suggestion: "The capacity would be up for discussion [to limit horsepower]. There would be a fuel-flow valve and you would [run] in the 18,000-19,000rpm bracket. The size of the engine could be a function of the fuel, probably a bio fuel, the amount of energy [being recovered] from the brakes, then [re-used], because that would increase total power; plus energy recovered from surplus [engine] heat. Taking all [that] into account we wouldn't want to have much more power than we have today."



Observer journal Monbiot sees profligacy in the fuel spent on sport, but F1 reckons it can help

a 20th-century innovation. They want F1 to sit centre-stage in 21st-century technology. For now, Mosley's turbo suggestion is a short-term solution to better aligning engine power to road-car functions. But the long-term target is a fresh eco-emphasis, not simply marketing existing 'better' alternatives such as hybrid technology or diesel engines. F1's saving grace will be to accelerate the invention and development of environmental solutions, then have them adapted to road-car use.

The significance of the new mood of co-operation between the FIA and the GPMA is the discussion it encourages between manufacturers at board level. What technological directions, for example, should they be taking (something the engine freeze until 2009 allows breathing space to consider)? That would ensure regulation changes can be universally agreed by F1 without short-term competitive objections being raised by individual teams. It could also secure F1's future by locking manufacturers into the sport for the long-term and making it socially acceptable in an environment-friendly world.



At the height of the '80s turbo era, fuel was gulped at a rate that would give FIA a fit of the vapours

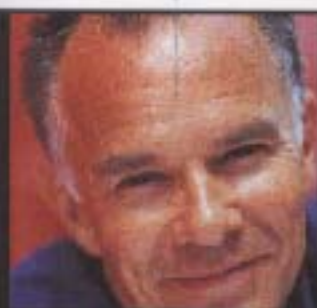
← Formula 1 to enjoy 'Peace in our time?', p19



"LOST IN TRANSLATION"
LUCA MONTEZEMOLO

"We've shared, also outside racing, a beautiful relationship. Michael came to Ferrari and had some kids, I had some kids, Todt's son became a man, Ross [Brawn] had an extraordinary dog named Lucas..."
Luca Montezemolo, Ferrari president

TRANSLATION:
"This is awkward. I want to give Michael a happy send-off, but since I pushed him out, I'm wittering on about Brawn's dog"



Peter Windsor's

the friction circle

A little more transparency, if you please. Drivers learn and grow if they're held to account

When is F1 not a team sport? When the race is won, that's when. *That's* the moment when drivers know none of this would have been possible without their particular brand of brilliance... which is why some of them always say something like, "and I'd personally like to thank all my mechanics for working so hard..." Get it? *Personally*. What's that all about? This is a team sport, remember – which means that no one is more important than anyone else. Who is this guy, thanking one small part of the 1000-head team who *to a person* worked for *him*?

Instead, why not: "Look. All I did was drive a perfect racing car today. You shouldn't be talking to me. Talk to the guys who designed, built and run it. Any one of 20 drivers could have won in my car. I'm just lucky, that's all."

Conversely, there's the business of how drivers handle the days that are not so good. Take Kimi Räikkönen. To my eye, Kimi is almost the perfect racing driver in the way he distances himself from 'his team' when something goes wrong. He walks away from the car, helmet on; he walks right on up that gangplank, then sits down on a boat (Monaco 2006), oblivious of the rest of the race and of the world outside. For what more could a team ask? There are no histrionics with Kimi. No innuendos. He just *drives*. End of story.

Sort of... I was troubled for a long time by Imola

"F1 cars should be built to finish – but drivers should respect their parameters"

2005, when Kimi drove away from the field in the early stages of the race before stopping with (we were told by McLaren) a broken driveshaft. Minutes after he slowed, however, one of Kimi's management team, Dave Robertson, turned to me and another journalist and said, "We know what happened. And we're not happy about it."

What did that mean? We had no clue. Had the Robertsons made some pre-race recommendation to McLaren that hadn't been adopted? Had Kimi been mistreated in some way? No one would say – then, in the way of these things, the matter faded.

The other day, however, I finally heard that Kimi's Imola problem may have been self-inflicted. McLaren had instructed him before the race to carry out no more than three practice starts. By the time the lights went out, Kimi (probably because



Imola 2005 – and another DNF for Räikkönen, courtesy of a broken driveshaft. But was that all there was to it?

he was worried about rear tyre temperature) had dropped the clutch five times. F1 cars should be built to finish – but drivers should in return respect the parameters of the car's operation.

McLaren neither confirmed nor denied the new information – and (to my mind) therein lies the problem. Kimi was never going to say anything; he never does. So why were the team so protective of Kimi's mistake? Yes, F1 is a team sport – but no one is perfect and every observer is free to be as critical as he likes when an engine blows away its bottom end or a rear wing collapses under full load. Driveshaft failures, however, are more subtle.

I imagine McLaren were thinking that this was all their business and that it shouldn't be made public because it opened too many closet doors. That's true, except that there's another issue here: Kimi himself. If drivers are over-protected by teams, then the teams run the risk not only of the driver failing to grow organically at the right rate but also of the team incurring more criticism than they deserve. Neither path is good – and neither addresses the uncomfortable business of *reality*.

Reality is that DNFs appear in the record book – and that DNFs are not always what they appear to be. F1 is a team sport – and the driver is no more or less a member of that team than the guys who design the driveshafts. Did McLaren DNF at Imola? Yes. Did Kimi make a mistake at Imola? Yes again – and that latter statistic is no less crucial than the former.

I still don't know what Dave Robertson was talking about in that McLaren enclave but I do think it is in everyone's interest – especially the drivers' – that we're all allowed some grasp of what actually happens from day to day, from race to race. Where's the downside?

McLaren MP4-21: what went wrong? p92 →

MAX ATTACK

BUTTON'S BOLLOCKING

FIA PRESIDENT Max Mosley has revealed that he nearly disciplined Jenson Button – and his father, John, too – for bringing the sport into disrepute. In 2000, Jenson was fined €1000 (\$1279) for driving a BMW 330d Coupé at 238km/h (148mph) on a French autoroute.

Button Snr then remarked in interviews that his son, a BMW-Williams driver at the time, had done BMW a PR service, since few people at that time realised that a diesel could be so quick.

"It was extremely irritating and irresponsible," said Mosley. "That attitude is the exact opposite of what we're all about."

Young and foolish? Banzai Button incurred the wrath of FIA's Mosley



COMPETITION

WIN OFFICIAL F1 ANNUAL

THE OFFICIAL *Formula 1 Season Review 2006* is out now, and it features the story of the season, recounted in part by Fernando Alonso, Michael Schumacher and Jenson Button.

F1 Racing has five copies to give away, signed by the 1996 F1 world champion, Damon Hill, and ITV's Martin Brundle.

To win, answer the following question:

How many races did Jenson Button win in 2006?

- A – zero
- B – one
- C – two

Email your answer to f1racingcompetition@haynet.com putting 'Review' in the subject heading (for conditions, see p4).





Safety first and foremost for Wurz
Alex Wurz has bought Test & Training GmbH. Together with his father, Franz (far left), he has plans to expand this prominent Austrian business into the global leader in road safety training

THE BUSINESS OF F1

BERNIE CLOSE TO PUTTING INDIA ON F1 MAP

IN BUSINESS terms, China has been by far the most important addition to the F1 calendar in recent years. But an even more important grand prix could be on the way.

"India is probably going to grow quicker than China," said Bernie Ecclestone in November. "We had to make sure we found the right place in India – and we have."

Ecclestone has not revealed the location, but most speculation points to a track near Delhi. So why is India so important? Estimates suggest that its population (1.1 billion) will overtake China's (1.3 billion) by about 2025, and the people are already taking great interest in the sport. Much of that is down to Williams tester Narain

Karthikeyan, who raced for Jordan in 2005. (China has yet to produce an F1 race driver, although Dutch-Chinese Ho-Pin Tung has tested for Williams.)

Karthikeyan's absence from the grid in 2006, however, did nothing to slow F1's Indian momentum – local reports claim the sport's TV audience in India (and nowhere else) doubled during 2006.

Karthikeyan's presence has already brought Tata, one of India's largest conglomerates, into the sport as a Williams sponsor. As such, the team are well placed to exploit the rush if (probably when) it comes.

However, some industry insiders fear that further globalisation of F1 may in fact begin to weaken its power to attract a variety of sponsorship.



Old Delhi town: India has the fastest growing general (and F1) population of all

Consumer brands' marketing strategies in recent years have veered towards local, tightly focused, campaigns incompatible with a global identity. Bernie's drive towards

India (and South Korea), however, highlights that F1 sponsorship is destined to become ever more a business-to-business arena, and less and less a consumer-focused one.



Vroom. Niiaaouw. Weeeee.

Remember how you imagined driving would be? That's what we aim for at Shell research and development. Our brief may be to devise a formula that cleans your engine for more efficient burning. We may talk about superior

responsiveness from a fuel developed with Ferrari. But at the end of the day, we want you to feel just as excited about getting behind the wheel as you did when your age was slightly bigger than your shoe size.

New Shell V-Power



La Régie push their champion image

Renault have been milking their F1 world champion constructors' success using co-ordinated campaigns online, in print and in dealer showrooms. Check out www.we-made-it.com



Williams's coffers are filling nicely

Philips have upped their sponsorship of Williams in an estimated \$16m per year deal with branding. Title sponsor AT&T's deal is reckoned at \$30m per year for three years for a total of \$90m

THE FUTURE LOOKS LIKE 20 RACES

A 20-RACE F1 calendar seems inevitable within five years. Yet Britain and France may have to share a race. Why? Read on.

Max Mosley says 20 races would permit an extra North American event as well as races in Korea, Russia and India, and two Japanese races. And that, of course, would suit Bernie Ecclestone's globalisation

drive. But Mosley doesn't want to lose too many European races, either.

Even so, if the calendar were to expand along these lines, three current races would have to go. No surprise, then, that Ecclestone mooted earlier in November that France and Britain may, in future, have to alternate, year and year about.

Packing up for flyaway races could become even more commonplace



THE EARNING CURVE

Michael Schumacher's cumulative Ferrari career earnings

2006 (Salary \$65m)	\$ 495m
2005 (Salary \$65m)	\$ 430m
2004 (Salary \$45m)	\$ 365m
2003 (Salary \$45m)	\$ 320m
2002 (Salary \$45m)	\$ 275m
2001 (Salary \$45m)	\$ 230m
2000 (Salary \$45m)	\$ 185m
1999 (Salary \$35m)	\$ 140m
1998 (Salary \$35m)	\$ 105m
1997 (Salary \$35m)	\$ 70m
1996 (Salary \$35m)	\$ 35m

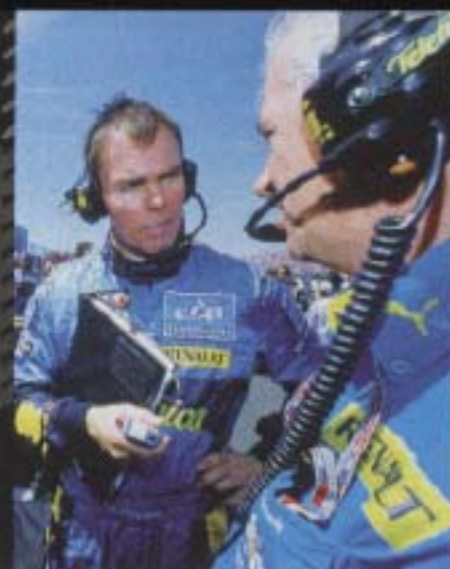
Note: All figures are F1 Racing estimates in US dollars. Figures are for Schumacher's Ferrari salary only, and do not include personal endorsements, sponsorships and other income sources, which F1 Racing estimates to be verging on the same amount again

Developed with



Made to move





Symonds changes focus at Renault
Renault's strategy guru, Pat Symonds (left), will be less hands-on in '07. Fisi's former engineer, Alan Permane (far left), is now chief race engineer and will call the strategy shots from the pit wall

THE SCIENCE OF F1

THE SHAPE OF THINGS TO COME

There's still some room for manoeuvre, so how will the cars find extra speed in 2007?



Renault have a nose for great aero, but refinements to wings will matter much more

IF YOU'D mentioned mass dampers a year ago you'd have drawn blank expressions from (and probably lost) your friends. Little would anyone have known that you were predicting the defining technical issue of 2006. But, now, simply by reading this *F1 Racing* 2007 tech preview, you can show equally geeky foresight about next season.

AERO

Now that the pro-overtaking aero overhaul has been put off until '09 (and the FIA's unpopular split rear-wing concept perhaps shelved altogether), F1 now finds itself in an unexpected period of aero stability. No major changes have been sanctioned

since the start of 2005, and won't be until the end of 2008.

Stability usually breeds homogeneity in design between teams as optimum solutions are collectively arrived at or copied. Certain areas of the car still lend themselves to variation, however – although they can be difficult to spot – and it will be interesting to see how certain trends develop in 2007.

Viking wing v roll-hoop wing (4 – see graphic, opposite)

McLaren's distinctive horns have been copied only by BMW so far. But BMW have since reverted to the trad shape preferred by all other teams in 2006. Both types modify the flow to the rear

↑↑
Ferrari have never wavered from their single-keel chassis layout – and why should they?
↓↓

wing, but in different ways. That more teams haven't gone McLaren's route may mean that McLaren, too, will abandon it – although, perhaps they know something the others don't.

Single keel v V-keel v zero-keel (2)

Ferrari have never wavered from their single-keel chassis layout – and why would they? – while the rest of the pit lane became obsessed with other solutions for optimising airflow around the front suspension attachments.

Renault won the world championship with a V-keel in 2006, while Williams adopted McLaren's pioneering zero-keel. Predictions for 2007: Ferrari stick with what they know, Red Bull under Adrian Newey go for a zero-keel. But nothing is certain until launch day.

Sidepod undercuts (3)

Engine heat is proportional to revs, so 19,000rpm-limited V8s



Driver safety to be further boosted

A new standard driver protection panel made of zylon will be bonded on each side of the carbon driver cell in all 2007 cars. The new panels could stop a bullet at point-blank range



Tyre company resist fatter rubber

Bridgestone may oppose plans for a return to wider, bigger tyres in 2009. Under their contract, they must accept the FIA's regulations but may fear the huge retooling costs of a size change

will generate less heat than last year's units, allowing for smaller radiators and even trimmer sidepods. These help the air to retain energy and keep working as it flows around the Coke-bottle shape at the rear of the car to the rear wing and diffuser.

Nose shape (1)

Don't get too excited about the narrow, low-nose versus wider, high-nose debate. Nose shape is mainly a styling issue, and, within limits, makes very little difference. Instead, look out for subtle trends in front wing flaps – such as Renault and Williams's double cascades.

Rear wings (8)

Keep an eye on whether teams adopt Ferrari's centre-mounted rear-wing concept, stick with traditional end-plate mounts, or resort to Renault's halfway house. The flexi-wing issue should be a thing of the past as the FIA's new, stricter, rear-wing slot-gap separator is imposed.

ENGINES (5)

Engine design was frozen for the next three years at the end of the 2006 season, right? Wrong. Although designs for homologated engines had to be submitted, engine manufacturers have until

The flexi-wing issue should be a thing of the past as the FIA's new slot-gap separator is imposed

December 15 to make minor repackaging adjustments and tuning tweaks to re-optimize their engines for the 19,000rpm limit, which all F1 engines must conform to in 2007.

By the end of 2006, all V8s were cranking out 19,600-20,000rpm and more than 750bhp. The 19,000rpm limit cuts power to around 700bhp, but expect another 20-30bhp to be clawed back before the start of the season, then another 5-10bhp during it. Beyond that, power levels will plateau in the low- to mid-700s, with little to choose between rival engine manufacturers, but a hierarchy will still exist in terms of driveability and efficiency.

Engine development will be massively reduced (budgets should fall by around 20-30 per cent), but will continue, albeit in

a different direction from the traditional search for horse power. Instead, the boffins will concentrate on peripheral factors such as engine mapping, to maximise performance parameters such as low-end torque.

GEARBOXES (6)

In 2006, the question was: who were using seamless shift 'boxes? (Williams, Honda and McLaren, for the record, although Red Bull were also rumoured to have tried, unsuccessfully, to race them.)

In 2007, the question will be: who isn't? Perhaps no one. Gearboxes must do four races from 2008 onwards, but don't get too exercised about it – most could comfortably do that now anyway.

TYRES (7)

F1's switch to a single tyre supplier certainly favours current Bridgestone runners, but not as much as they may be hoping. The 2007 Bridgestone is an entirely new construction, which they ran for the first time along with ex-Michelin runners at the beginning of pre-season testing in November. Both Ferrari and Williams had previously tested a 2005-spec

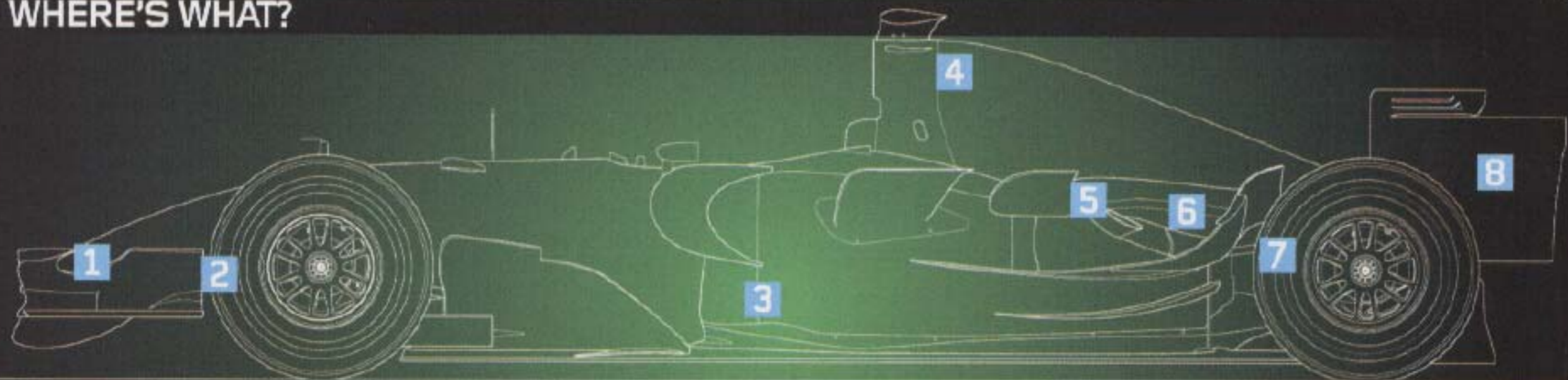
Bridgestone expecting it to be the basis of the 2007 tyre, but this was abandoned after a late call for the tyres to reduce lap times by 2.0sec. That will require a six per cent reduction in grip.

The existing Bridgestone runners' advantage is further reduced by the fact that only four or five compounds (all of the same construction) will be produced for the whole year, rather than two bespoke compounds of varying construction at every race (as in 2006), giving ex-Michelin teams fewer compounds to have to get their heads around.

Ex-Michelin teams won't be fully up to speed until January, however. By then, they will have adapted suspension set-ups, ride heights, tyre pressures, driving styles etc. Their fundamental problem, though – that the core suspension geometry of their 2007 cars will have already been designed without any prior experience of Bridgestone – will mean that true parity won't begin to emerge until 2008.

All it will take is a few contentious Ferrari wins for tyres to blow-up again as a controversial issue in 2007. Bridgestone may even want that to happen – otherwise, who's going to talk about their tyres now the war's over?

WHERE'S WHAT?



1 NOSE



2 KEEL



3 SIDEPODS



4 MID-WINGS



5 ENGINE



6 GEARBOX



7 TYRES



8 REAR WING

MAIN: PAUL-HENRI CAHIER; INSET: LAT ARCHIVE; DARREN HEATH; PAUL GILHAM; GETTY IMAGES; XPR.CC; DREW GIBSON; ILLUSTRATION: PATRICIA SOLER

TELLY LOBBY

IT'S TIME TO OPEN UP F1



EX-F1 DRIVER and ITV commentator Martin Brundle has added his voice to F1 Racing's 'Better F1 TV For You' campaign.

Speaking in response to the results of the FIA/AMD fan survey, which highlighted a public desire for more pit-to-car radio broadcasts and on-board action, Brundle demanded that all teams open up their radios to TV.

"I won't stop asking until we get it," he said. "And I want the emails from the pit wall to Race Control, cameras in the drivers' briefing – total inclusion. But some teams fear giving too much away. It's down to Bernie [Ecclestone], really."

But Ecclestone has yet to persuade the sport's two biggest teams to de-scramble their broadcasts. "Ferrari and McLaren don't allow it and, frankly, I don't think that's acceptable," said Honda Racing's CEO, Nick Fry.

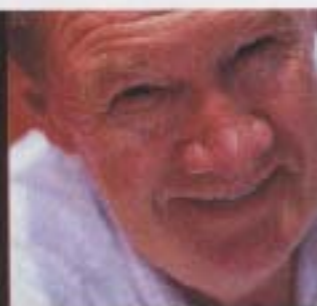
Renault's Pat Symonds also wants something done. "It should be compulsory," he said. "It's fundamental to understanding a race."



Ferrari are presently in no mood to share their pit-to-car chit-chat

Backfire letters, p34 →

FIA/AMD Survey, p100 →



Alan Henry's the rumble strip

A good bet, customer engines, surely? Especially prime front-of-grid ones? Well... don't bet on it

Customer F1 engine deals are a complete waste of time, and there's no earthly reason why Red Bull should expect to perform any better in 2007 with Renault power than they did this past season with Ferrari V8s. Okay... I think I've got your attention now. Interesting – if slightly controversial – theory, isn't it? But is it accurate? Or, really just a gross over-simplification?

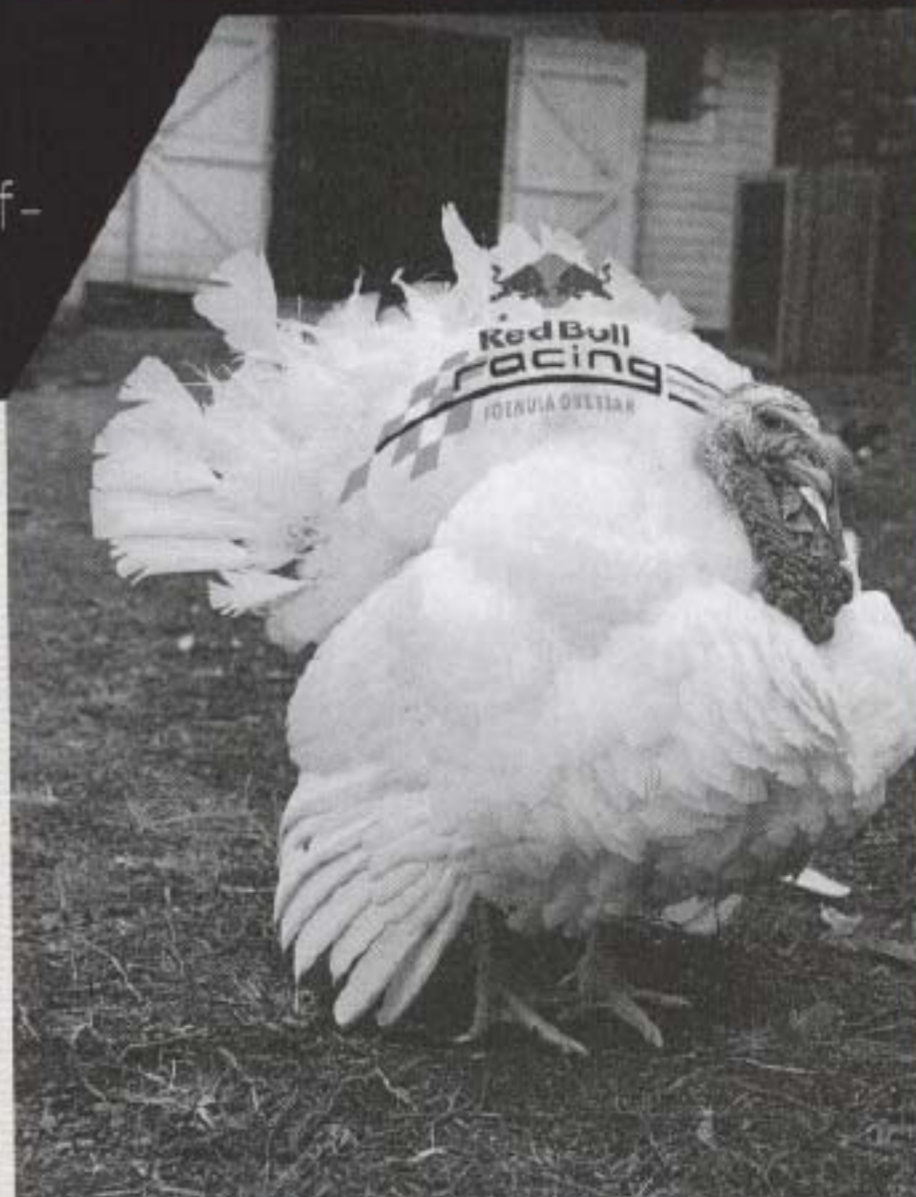
Sauber used Ferrari customer engines – badged Petronas – for nine seasons from 1997 through to the end of 2005. In the first year of that partnership they wound up seventh in the constructors' championship on 16 points, and in 2005 were eighth on 20 points. In between times, apart from a praiseworthy fourth in 2001, that's where Peter Sauber's team languished. For a price tag of around \$25 million a year he leased a series of generally reliable and robust power units – on the face of it nothing special – but they did help Maranello defray some of their R&D costs. Nothing more than that.

Extrapolating this line of thought as logically as possible, there was absolutely no reason to expect this year's Red Bull-Ferrari RB2 to have been any better than last year's Cosworth-engined car. Moreover, progressing the engine supply arrangement deal beyond a purely customer relationship into a meaningful technical collaboration didn't really appear to be on the

"Sauber used Ferrari engines for nine seasons, and, apart from fourth in '01, the team languished"

Prancing Horse's agenda. In addition, a Ferrari engine deal inevitably comes with political strings attached. Why else would a late about-face prior to a crucial F1 Commission meeting see Red Bull vote in favour of reintroducing in-race tyre changes for 2006? As a Michelin runner this was the F1 equivalent of turkeys voting for Christmas and infuriated many of the team's rivals who'd originally been convinced – some claim specifically *assured* – that Red Bull would vote against such a proposition.

The Red Bull team then lost pretty much 50 per cent of their pre-season testing mileage



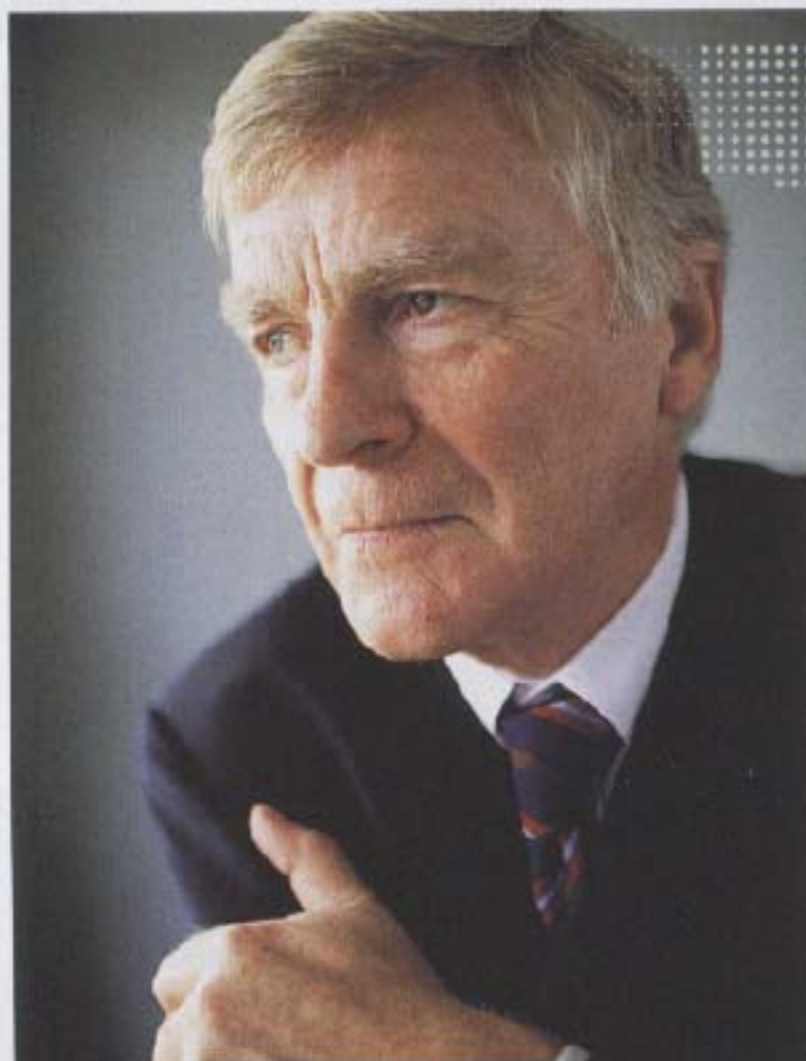
Ferrari thought all their Christmases had come at once when Red Bull (Michelin) voted Bridgestone's way

trying to cure overheating problems that should never have occurred in the first place. Nobody doubts, of course, that they had close to parity of engine spec with the works Ferrari team – they just didn't have a Tipo 248 chassis, Maranello's aerodynamic firepower, Ross Brawn or Michael Schumacher. Which is why, for most of the time, they were generally next to not very good at all.

At this point Adrian Newey enters the Red Bull equation. What he wanted for the 2007 RB3, on which he's been working pretty much exclusively since joining early this year, was a Renault V8. For sound technical reasons. It's light, stiff and has excellent cooling characteristics, which means nice small radiators can be inserted beneath an ultra-slippery aero skin. Word on the street is that initial wind-tunnel tests of the prototype have been bang on target – and a commitment to building a lavish new F1 simulator should help Red Bull accelerate their promising development.

The Red Bull top brass seem confident that Renault will embrace this new partnership as a serious technical collaboration from which both parties can learn worthwhile lessons. Meanwhile, as Newey stands on the touchline wondering which McLaren techno-bod to approach next, a goodly number of Woking insiders are wondering whether their former technical director is a busted flush in cruise-and-collect mode for his pension.

An optimistic assessment? Dangerously so, I'd have thought. But that's the tantalising thing about the F1 business. You never quite know.



GRIP IN SPIN

A personal view by Max Mosley

Running a high-profile show such as the FIA can be a frustrating business, especially if – when there's good news to tell – the media don't always come a-knocking

One of the first things you learn when you run any kind of organisation is to listen to both sides. Someone comes in to complain about a colleague, and you sit there feeling more and more outraged. Then the colleague concerned tells you a different version which, even if it doesn't change everything, puts a new light on the dispute.

It's the same with F1 journalists. There are, of course, many professional reporters who always try to tell both sides of any story – then there are the kind who aren't quite so rigorous. As a result we see quite a few articles in which only one side of the story appears.

Back in the autumn of 2002 I had dinner with a group that included a retired general who had commanded the Territorial Army brigade of which I'd been a very minor member in the early 1960s. He asked me what I thought of the proposed attack on Iraq, then imminent. I remember my exact words. I replied that I thought it "the midsummer of madness". To my surprise he agreed. Since then, nothing has happened to change my view, but I can't imagine writing about Iraq, and saying that the Government had some difficult questions to answer (which it surely does), without bothering first to put those questions to the relevant Government spokesperson.

Another version of the problem is an article criticising some new rule or decision, but whose author never puts his criticism to anyone involved. It's relatively harmless, but it's nevertheless a pity because the reader is deprived of the explanation. Quite often one reads a piece that would be much more informative if the author had made a phone call to find out the reason for a decision that at first sight may have appeared misguided.

A good example is a recent article suggesting that the four-year engine freeze was a set-back to plans to introduce energy efficiency in F1. Here, again, the journalist (let's call him John Smith) didn't bother to

check. In reality, of course, the engine freeze is fundamental to an energy-efficient F1. Why? Because freezing engines has two effects. The first is to persuade teams who want a power advantage to look somewhere other than to their engine. Where previously they would have spent tens of millions seeking more power from extra engine speed, they now have to look at recovering and re-using energy that has been dissipated during braking or lost in the cooling system. Both techniques will be fundamental to energy-efficient road cars in future. They're part of the motor industry's core research effort.

The second effect is to allow some of the \$1 billion-plus spent annually by F1 engine builders to be devoted to useful research into energy efficiency rather than a pointless hunt for extra revs. But, perhaps more important, it will also allow a big part of that money, which had previously been a total loss to the manufacturers (ie, it had spawned no useful by-product), to be saved.

An F1 engine will never be ultimately fuel-efficient, because an ultimately fuel-efficient engine would probably have to be slow-running, quiet and turbocharged – not exactly thrilling in a racing context. But it's entirely possible for F1 engines to continue to be exciting, yet out-perform their rivals in delivering usable power to the wheels, while still performing a useful or even vital research function to the motor industry.

And to make sure no one is left without such new technology, we plan to require all teams to sell their devices to their competitors for relatively modest sums. That will keep the independent teams competitive, even if the manufacturer teams would probably always want to make their own devices rather than fit versions supplied by rivals. But every team will have the choice.

Thus F1's entire energy-efficiency strategy actually depends on a long-term freeze – keeping the existing F1 engines as supreme examples of their kind – while power increases will come from clever peripheral technologies that will be of genuine utility to the motor industry.

So how could 'John Smith' (the journalist concerned) get it so wrong? Because he didn't ask, that's how! Smith neatly illustrates the problem of one-sided journalism: at best the readers are given only part of the story; at worst they're completely misinformed.

Smith isn't an *F1 Racing* journalist, but *F1 Racing* isn't immune to the problem. In fact, last month's issue contained two pages in its Pitpass section ('Reds under the FIA bed', p24-25) on the subject of alleged unrest between the FIA and the GPDA (Grand Prix Drivers' Association), plus a five-page interview with David Coulthard in which he spoke at length on the same subject – yet no one from *F1 Racing* called me or anyone else at the FIA to ask for our side of the story. In this space next month, I'll provide just that. **FO**

"Quite often one reads a piece that would be more informative if the author had called to find out the reason for a decision"

Monkeying around with the story isn't on, is it? Both sides of the story must be told, says Mosley





For arguing that television coverage of F1 is falling well behind the times, Gareth Chambers wins a superb Panasonic Lumix FX01 camera



Panasonic

Every month, the writer of our star letter will win a prize from the Panasonic range of products

STAR LETTER

YOUTUBE BEATS OLDTUBE

Thanks for your F1 clips selection on YouTube.com (*F1 Racing*, November). They revealed driver talent in a whole new way. But why do we have to view it in blocky, Post-it-note-o-vision on some video search engine? Why not on the official F1 website, with glorious sound and image quality? I'd be happy to subscribe to such a service for both archive and modern race footage.

YouTube further underlines the problem with modern F1 TV coverage. If ever there was a time for multi-channel digital coverage, this is it. And I disagree with Ron Dennis that a pay-per-view service would ruin F1's viewing figures – as long as free-to-air remains as well.

And what about this new-fangled (not) wide-screen technology or, dare I say it, High-Def? That F1 is stuck in the 1980s with a 4:3 image is, frankly, embarrassing.

Gareth Chambers

Annbank, Ayrshire, Scotland

Many F1 insiders agree. See *FIA/AMD Survey*, p100 – ed

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SAVING HIS BEST 'TIL LAST

I make few bones about the fact that I've been a bonkers Schumi fan since 1991. I've agonised through the faux pas, rejoiced through the triumphs, and revelled in his glorious unpredictability since then. I fully understand why so many F1 fans find him difficult to deal with – hell, I do sometimes too – but, you have to admit, Brazil was one of the best-ever drives by Michael (or by any driver). He didn't give a hoot about anything other than having a blast, and he drove like the devil was on his ass.

Michael, thanks so much for the adrenalin, pathos, disappointment and joy. You have no idea how much this Canuck will miss you on the grid next year. You are indeed an impossible act to follow.

Marcus Darwell

Kingston, Ontario, Canada



The greatest? Footballer of the century, Pele, awards Michael a farewell trophy at Interlagos

CLASS ACT, CLASSY EXIT

Remind me again why Michael is retiring? Without a doubt he was the class of the field in the last three races of 2006.

David Swinden

Liversedge, West Yorkshire

SCHUMI'S TOTAL ECLIPSE

At last, we've seen the back of Michael Schumacher. He was such a gargantuan figure that those in his shadow had no chance to register on the wider public's radar. Thus, the perception was of a sport utterly dominated by him, even after two years of having Fernando Alonso as champion. It's the Jupiter effect. In any other part of the solar system, its moons would be big enough to be planets. But because Jupiter is so massive, they're sucked into orbit around it instead of the sun, and become only moons. There's a huge amount of young talent in F1, and I can't wait to see them duking it out next year, as planets in their own right. It'll take a while, but I predict that lapsed, casual F1 fans will soon return in droves. Bring it on.

Cathy Turner

Sheffield, South Yorkshire

TEAM SCHUMI SHAKE-UP

Following the retirement of Michael Schumacher, the departure of Ross Brawn and Paolo Martinelli must deal Ferrari a body blow they won't easily recover from. Jean Todt suggests that the loss of these immensely talented people won't cause so much as a hiccup – but, really, how can that be? I await next season with more



In 2006, the UK national anthem was heard just once: when Button won (for Honda) in Hungary

than the usual anticipation, and fully expect Ferrari to struggle. Perhaps that is what they deserve for allowing 'Team Schumacher' to disintegrate so wantonly.

Sue Ratcliffe

Portsmouth, Hampshire

THE YEAR BRIT TEAMS FAILED

One of the least noticed (but most notable) details of 2006 was that, for the first time in 50 years (yes, since 1956!), British teams didn't win a single race. Although Renault and Honda are British-based, the reality is that in terms of constructors' podium anthems, apart from the traditionally Schumi-conducted *Inno di Mameli*, we heard only *La Marseillaise* and *Kimigayo* (Japan's national anthem). Moreover, it's likely that even Team McLaren-Mercedes will eventually lose the McLaren bit, and be winning only *für Deutschland*.

João Amaral

Lisbon, Portugal

This year, **46,937 F1 Racing** readers – the highest number ever – voted for the drivers, technicians and teams who made 2006 such an outstanding success. And is there anyone out there who doesn't agree that this year has been one of the best? We doubt it – truth is, it has been momentous. Read on to find out who you've chosen

THE MIAAN OF THE YEAR AWARDS 2006



2006
MAN OF THE YEAR AWARDS
AS VOTED BY YOU

THE LEADING CANDIDATES



Fernando Alonso Felipe Massa Kimi Räikkönen Michael Schumacher Jarno Trulli

START
Of The Year 38

QUALIFIER
Of The Year 38

THE LEADING CANDIDATES



Fernando Alonso Flavio Briatore Jenson Button Kimi Räikkönen Michael Schumacher

PERSONALITY
Of The Year 39

CAR
Of The Year 40

THE LEADING CANDIDATES



BMW-Sauber Ferrari Honda McLaren Renault

PIT CREW
Of The Year 41

DRIVE
Of The Year 42

THE LEADING CANDIDATES



Anthony Davidson Robert Doornbos Adrian Sutil Alex Wurz Sakon Yamamoto

FRIDAY DRIVER
Of The Year 43

ROOKIE
Of The Year 44

THE LEADING CANDIDATES



BMW-Sauber Ferrari Honda Red Bull Renault

OVERTAKE
Of The Year 46

TECHNICAL DIRECTOR
Of The Year 48

THE LEADING CANDIDATES



Bob Bell Ross Brawn Paddy Lowe Shuhei Nakamoto Willy Rampf

TEAM PRINCIPAL
Of The Year 51

THE LEADING CANDIDATES



Fernando Alonso Jenson Button Felipe Massa Kimi Räikkönen Michael Schumacher

DRIVER
Of The Year 52

MAN
Of The Year 53

THE LEADING CANDIDATES



Fernando Alonso Jenson Button Felipe Massa Kimi Räikkönen Michael Schumacher

THE LEADING CANDIDATES



BMW-Sauber Ferrari Honda McLaren Renault

THE LEADING CANDIDATES



Fernando Alonso Jenson Button Felipe Massa Kimi Räikkönen Michael Schumacher

THE LEADING CANDIDATES



Robert Kubica Franck Montagny Nico Rosberg Scott Speed Sakon Yamamoto

THE LEADING CANDIDATES



Fernando Alonso Juan Pablo Montoya Kimi Räikkönen Michael Schumacher Jarno Trulli

THE LEADING CANDIDATES



Flavio Briatore Ron Dennis Nick Fry Mario Theissen Jean Todt

THE LEADING CANDIDATES



Fernando Alonso Flavio Briatore Felipe Massa Kimi Räikkönen Michael Schumacher

(QUALIFIER)

OF THE YEAR

FERNANDO ALONSO

It's all very well pulling out a shatteringly quick lap when everything is on song – the chassis, the engine, the tyres, the conditions. It's quite another when adversity is added to the mix, along with terrific consistency

How you voted (%)

Fernando Alonso	29.3
Michael Schumacher	20.0
Kimi Räikkönen	15.2
Felipe Massa	12.7
Jenson Button	9.1
Others	13.7



(START)

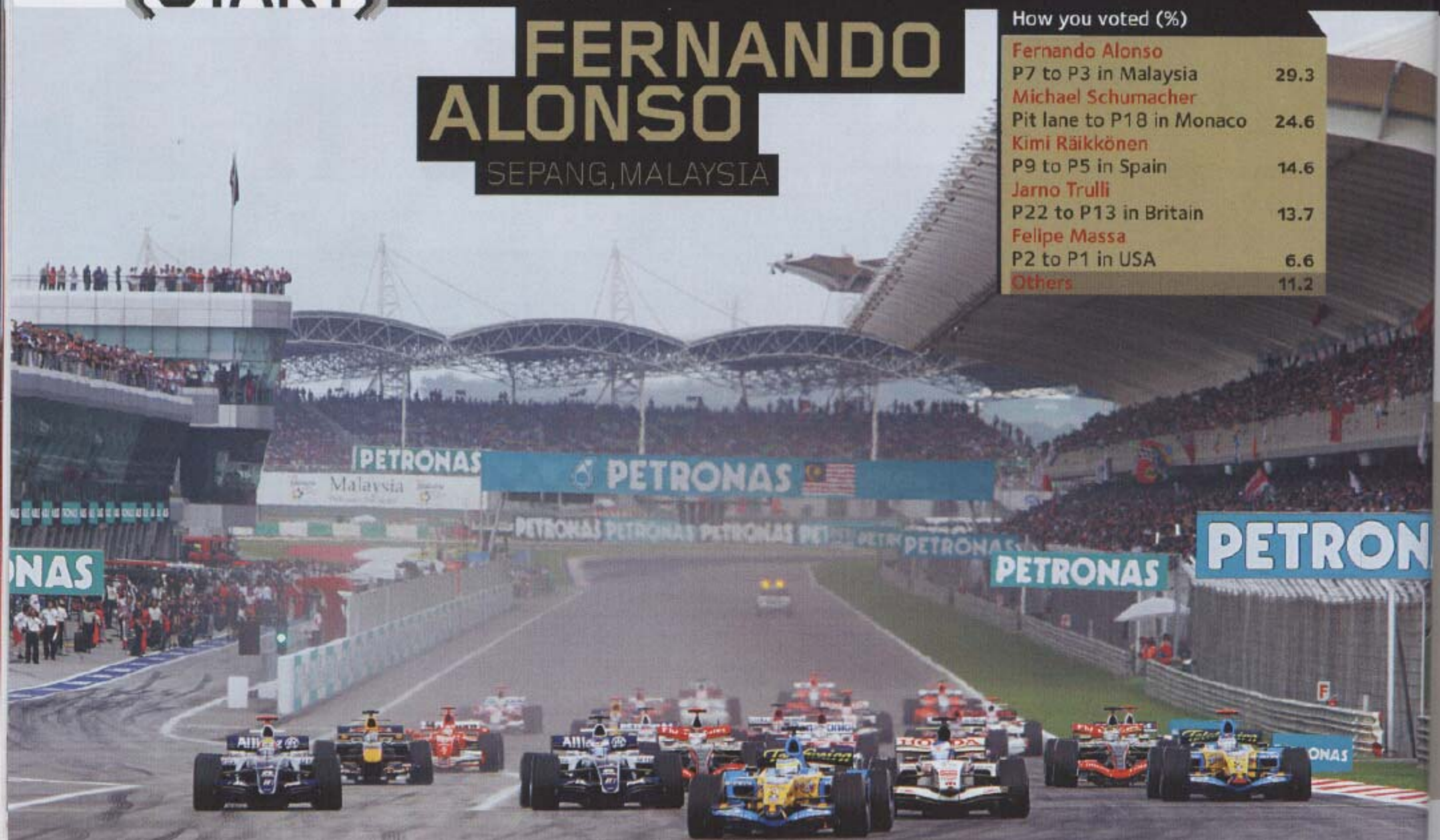
OF THE YEAR

FERNANDO ALONSO

SEPANG, MALAYSIA

How you voted (%)

Fernando Alonso	29.3
P7 to P3 in Malaysia	
Michael Schumacher	24.6
Pit lane to P18 in Monaco	
Kimi Räikkönen	14.6
P9 to P5 in Spain	
Jarno Trulli	13.7
P22 to P13 in Britain	
Felipe Massa	6.6
P2 to P1 in USA	
Others	11.2





I remember it was difficult because we'd made a mistake in qualifying, so it was a key moment to get away quickly. It allowed me to race cleanly and get on the podium behind Fisichella. Fernando Alonso (Start of the Year)

Once I got used to the new format, I think I did some great laps. Thanks very much to everyone who voted for me – every year I get one or two awards from F1 Racing. Fernando Alonso (Qualifier of the Year)



What we thought

Forget the six pole positions. The lap of the year had to be Monza. With qualifying coming to a close, there was time for only the most cursory of repairs to the damage done by flailing rubber on Alonso's punctured right-rear tyre. He scorched out of the pit lane on cold tyres and brakes, not knowing exactly how much downforce had been lost, but certainly aware that he had to drive like the wind in order to start his flying lap seconds before the chequered flag fell. The lap itself, worth fifth place, was sensational on this high-speed track, particularly when the loss of downforce cost him approximately 0.4s.

Maurice Hamilton Editor at large

Hungary and Italy apart, Alonso's qualifying was metronomically reliable – and, of course, mesmerising quick – all season. He took six poles and never started lower than seventh (Malaysia and Germany). His two 'failures' came, as I say, at the Hungaroring and Monza – and both were the product of FIA stewards' penalties that many impartial observers felt were questionable at best. Indeed, Fernando's Monza qualifying had in truth been nothing short of brilliant. And perhaps it was frustration with his dubious treatment that persuaded MOTY voters to support him so strongly – because Michael Schumacher was every bit as quick on Saturdays as Alonso.

Matt Bishop Editor in chief

(PERSONALITY)
 OF THE YEAR
FLAVIO BRIATORE



What we thought

One of the things Flav has never been short of – beyond money – is personality (and personas). He's got quite a few, in fact: businessman, charmer, Bond villain, strategist, talent-spotter, playboy, philosopher, politician. But good guy? Moral(e) guardian? Well, he slipped into the role effortlessly at Monza after Alonso's penalty, and said that-which-cannot-be-said regarding the FIA and



Whenever I receive an award like this, it makes me realise that my job is very important and that the fans who take time to vote really make a difference to us. So thank you to all F1 Racing readers – it has been a fantastic year. Flavio Briatore



Ferrari. He stood up not just for Alonso and Renault, but for F1 (even if he later stood down). And we saw that the man once perceived as the clothes merchant playing among real racers, is now a bona fide elder statesman of F1. And how did he get there? Personality, of course.

Tim Scott Executive editor ▶

Fernando's Sepang start didn't mark the biggest first-lap overtaking splurge of the year. But when you consider that a fuel-rig problem in quali forced him to start with twice his intended fuel load, it was a mesmerising feat

What we thought

Fernando made plenty of great starts in 2006 – Hungary being one obvious example – but Malaysia was significant in other ways. Here was the world champion under pressure: he had won in Bahrain but now his luck seemed to be fading. Of all the fuel rigs to fail in Q3 it had to be car number one's! Fernando didn't blink. On the formation lap he threw the R26 from side-to-side in that trademark dance of his and when the lights went out he ripped through the field – brilliantly – as though he were in another race. Message received: Fernando was hungry for more.

Peter Windsor Grand prix editor

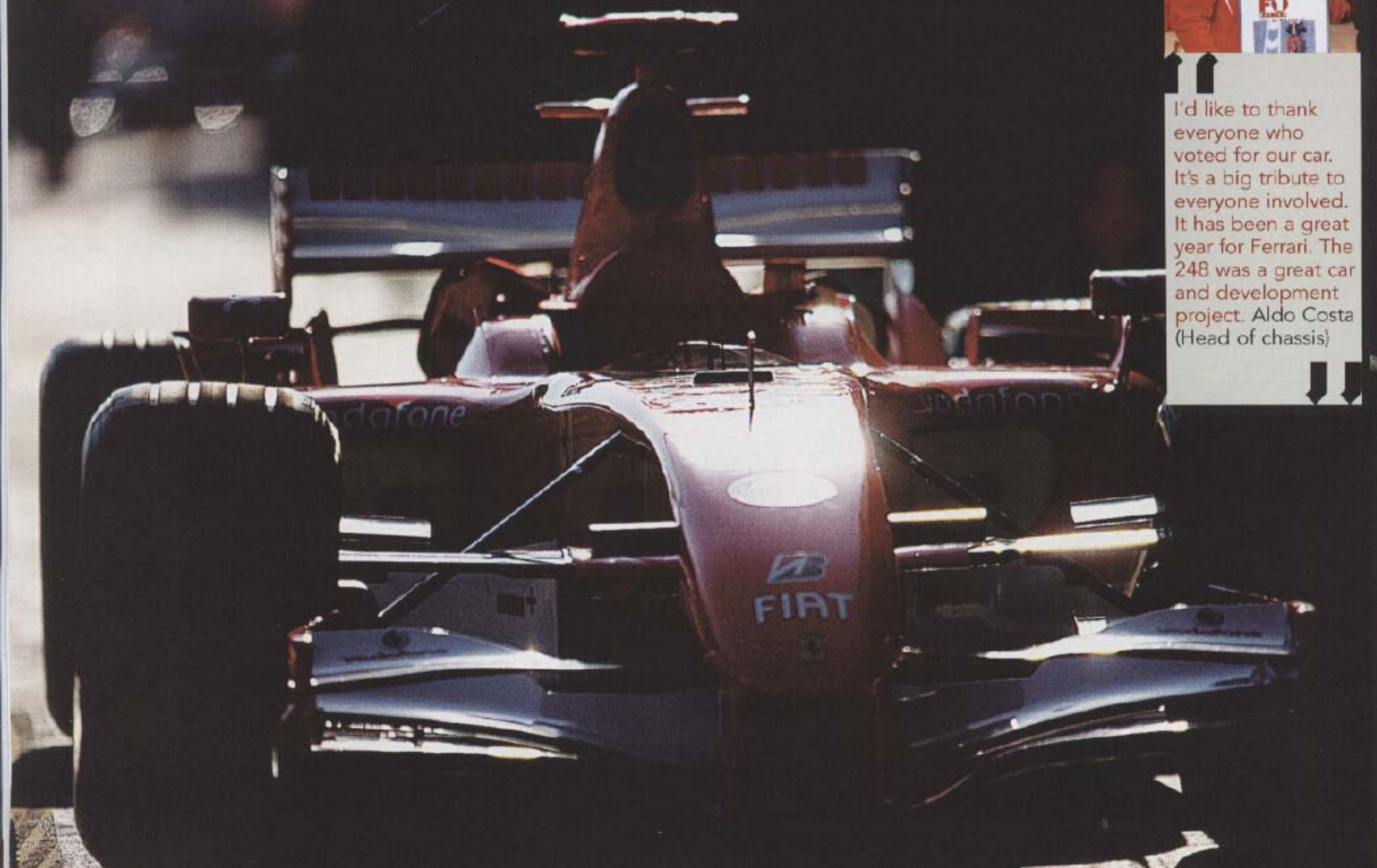
There's more to a high profile than noisy manners and sexy shades, something our voters recognised when they picked F1's most effective and shrewd team leader

How you voted (%)

Flavio Briatore	30.7
Michael Schumacher	28.0
Fernando Alonso	21.2
Jenson Button	6.2
Kimi Räikkönen	5.9
Others	8.0



I'd like to thank everyone who voted for our car. It's a big tribute to everyone involved. It has been a great year for Ferrari. The 248 was a great car and development project. Aldo Costa (Head of chassis)



(CAR) OF THE YEAR **FERRARI 248**

The 248 was a classic development adventure – a car that stuttered into life before finally, and awesomely, blazing ahead of the field as convincingly as F1 Ferraris in 2002 and 2004. The readers agree: Ferrari pulled more votes this year than all other cars combined

How you voted (%)

Ferrari 248	52.5
Renault R26	27.6
BMW-Sauber F1.06	10.9
McLaren MP4-21	4.1
Honda RA106	1.6
Others	3.3

What we thought

Aldo Costa's 248 began the year as a rough diamond, far more noteworthy for the string of accusations being levied at its aerodynamic infidelities to the rule book than its outright pace. It was unresponsive and unreliable in the opening flyaway races, and its true potential was unleashed by Ferrari only on their return to Europe, as they ramped up development. Maranello's aerodynamicists may still lack Renault's outright ability to package their cars in super-efficient aero 'shrink-wrap', but, in basic engineering terms, the 248 was the class of the field. By the final phase of the season, when Bridgestone had honed their tyres for both qualifying and the race, the 248 was phenomenal, its raw speed at Suzuka and Interlagos lifting it into an entirely different galaxy from its rivals.

Steve Cooper Features editor

It would have been easy for Ferrari to take the McLaren anhedra-suspension route for 2006. Most other teams copied the Newey concept – and did so for good reason: the MP4-20 was the quickest car of 2005, if

not the most reliable – and the chances were that McLaren would get it *all* right for 2006. Like Renault, though, Ferrari read the new regulations well. They predicted that the rules would take away the advantages of the zero-keel, to leave only downsides. So they concentrated on what they do (and knew) very well – on packaging, sculpting and driveability. The 248 was the final Brawn/Schumacher car. It was a gem.

Peter Windsor Grand prix editor

A car's true worth is found in its balance. Throughout the season several key sections of track will reveal a car's innate grace (if it exists): at Imola, for example, on the downhill sprint to Rivazza, where, through downshifts and hard braking, a car must remain beautifully poised, then bite hard and flick left; any instability at the rear, and the car will pirouette into the gravel. At Suzuka it's through the subtle Esses leading to Dunlop; there the chassis must roll, not wallow, be responsive but not understeer. And the Ferrari had it all. It was as precise, as graceful, as a prima ballerina.

Steve Matchett Technical editor

(PIT CREW) OF THE YEAR **FERRARI**

All pit crews fight their corners well – they're all heroes – everyone knows that. But the guys at the top somehow manage to find an extra edge – their commitment and efficiency and choreography outbid all the rest. Such a crew are Ferrari's



How you voted (%)	
Ferrari	53.4
Renault	23.7
BMW-Sauber	11.0
McLaren	5.2
Honda	2.6
Others	4.1

What we thought

Two incidents stand out. When Massa trashed his car during qualifying in Australia, it had to be totally rebuilt. But with the parc fermé rules, time to do it on Saturday was limited: the finishing-off had to take place on race morning. Too bad, then, that Felipe crashed within 500 metres of the

start. Brazil was a different story. A gearbox change completed in 25 minutes just before the start of qualifying produced both pole and a win for Massa. It was one of those occasions when mechanics work seamlessly as a group, and the Ferrari guys were no exception in 2006.

Maurice Hamilton Editor at large

Firstly, thanks to everyone who voted for us. After a disappointing start to the year, I'm glad people have recognised that we improved and tried to correct our mistakes. The 2006 season has been a hard fight, but this award is a great morale booster. Nigel Stepney (Race/test technical manager)



(DRIVE) OF THE YEAR
JENSON BUTTON

WINNING AT THE HUNGARORING

Hallelujah! At last it all came right and all former disappointments were forgotten. Jenson's super-smooth style was perfect for the highly changeable conditions; as others came unstuck, his feel for the wet/dry race not only kept him safe, but kept him quicker than anyone else



How you voted (%)

Jenson Button P14 to P1 in Hungary	28.6
Michael Schumacher pole to P1 in San Marino	25.5
Kimi Räikkönen P22 to P3 in Bahrain	23.6
Fernando Alonso pole to P1 in Spain	9.3
Felipe Massa P21 to P5 in Malaysia	5.2
Others	7.8





Thank you very much, first of all. Hungary was the best way to win my first grand prix; charging through from 14th to victory was just fabulous. We've now shown that we can fight at the front, so I want to say a big thank you to all the readers and I hope we can produce more of those wins.
Jenson Button

What we thought

What a day! Fernando, Kimi and Michael all looked strong but then faded in their own ways. Approaching the last phase of the race, Jenson Button and the Michelin-tyred Honda were the fastest package on a drying track. Only Fernando was ahead – and his intermediates were in worse shape. Seizing the initiative, Jenson stopped for dries. It was when Fernando was exiting from his, similar, stop that the Renault's wheel nut spun away... And so Jenson Button from Somerset won his first grand prix. It was a racer's win, a circumstantial win – and he maximised his chances.

Peter Windsor Grand prix editor

We all saw the exquisite execution of the win: the brilliant first lap, the consistent lap times and the Schumacher-esque timing of his pit stops. But it's what happened after the race that really impressed me. Jenson had little time to celebrate his victory at the track because he had to fly to Shanghai for a PR event. Yet he sat on the phone at every available opportunity and spoke to everyone in the team who had contributed to his win. He then rejigged his schedule to visit Honda's R&D facility at Tochigi to thank them as well. The ultimate team player.

Tom Clarkson Contributing writer

In which the boy who became a man finally drove like one. That it came in the wet was significant. That he won it on merit, not attrition, even more so. Alonso's right-rear wheelman gave a useful assist, but Jenson had the speed – and the balls – to overtake Alonso that day. But the real significance of Hungary is what it did to Jenson. No doubt, he has been a better – a proper – racing driver ever since. His effervescent self-confidence now looks well placed, even more credible, and at Shanghai and Interlagos there was extra fire in his driving – Hungary was the spark that finally lit it.

Dom Taylor News editor

(FRIDAY DRIVER) OF THE YEAR ANTHONY DAVIDSON

The acid test for a Friday driver is just how relaxed he makes the race drivers feel when they have only his feedback to go on. At Honda, they're smiling because Ant is as quick and experienced and race-savvy as they come

How you voted (%)

Anthony Davidson	54.1
Alex Wurz	28.3
Robert Doornbos	7.2
Sakon Yamamoto	2.4
Adrian Sutil	1.8
Others	6.2



It's really great to actually win something even though I'm not racing. It's been a really difficult year – much harder than 2004 – every team were competitive so we had to keep pushing. And to be matched against guys like Alex [Wurz] is a fantastic achievement for me.
Anthony Davidson

What we thought

Without fail, Jenson Button praised Anthony Davidson at every race. "I didn't do much running today," he'd say every Friday evening, "but it didn't matter because Ant did another great job for us." And nowhere more than at Monza, where reliability problems with Honda's Series-4 engine meant that neither

Jenson nor Rubens Barrichello turned a lap on Friday. Anthony had two engine failures, but managed to complete eight flying laps before being forced to call it a day. The team's race weekend relied almost entirely on his feedback from those laps. The result? Jenson finished fifth and Rubens sixth.

Tom Clarkson Contributing writer



(ROOKIE) OF THE YEAR **ROBERT KUBICA**

You can't argue with well-nigh three-quarters of the voting constituency. Kubica raced an F1 car for the first time in Hungary, and got his first podium two races later, in Italy. Now he's added consistency and race-craft to his speed

How you voted (%)

Robert Kubica	73.9
Nico Rosberg	17.9
Scott Speed	3.0
Franck Montagny	2.4
Sakon Yamamoto	1.3
Others	1.5

What we thought

Is the current generation of V8-powered, gizmo'd-up F1 cars too easy to drive? It's an ongoing debate, but it mustn't cloud what was clearly a superb start to a grand prix career. Simply, from the moment he went out in practice at the Hungaroring, Kubica looked as though he belonged in an F1 race seat. And he was quick – properly quick. It was no flash in the pan, either, as he proved at Monza. Heidfeld might have wobbled then, but, fair play, they remained evenly matched through the final four races. Next year will be very interesting.

Tim Scott Executive editor

Jacques Villeneuve probably clocked Robert Kubica before any of us and realised the writing was on the wall. Not that it took too long for paddock and press

wisdom to catch up; by early summer, Kubica had shrugged off assumptions that he was merely driving a BMW-Sauber on ultra-low tanks and brand new tyres to prove that he genuinely possessed a talent above the norm. I vividly remember watching him out on track at Montreal, shaving the wall where few else would venture, demonstrating both skill and bravery. By Monza, he proved that he'd got consistency and race-craft licked, too. One of the most exciting prospects for 2007.

Steve Cooper Features editor

For a kid almost fresh out of Formula Renault, F3 and World Series, Kubica is manna from heaven for those who make a habit of watching talent develop. It may be a fact that he comes from a relatively modest background, or hails from a country that thus far hasn't shown a shred of interest in Formula 1, but you can sense the steel lurking just below the surface of Kubica's lopsided grin. And his race pace at Monza – that monument to low-downforce spectacle – was genuinely impressive. Robert Kubica gives every impression

that he'll revel in ruffling the establishment's feathers. As he has done already.

Alan Henry
 Editor at large



“ Thanks to all readers who voted for me; it's an honour to receive this award from such an important magazine. I don't expect many Polish fans voted, so I'm very surprised! Robert Kubica ”

(MOST IMPROVED TEAM) OF THE YEAR

BMW-SAUBER

Many observers wondered aloud how well BMW would fare once they were detached from Williams. Well, the figures are in: BMW-Sauber finished two places ahead in the constructors' table with more than three times as many points



It's an award that means a lot to everybody in the team – the guys have worked very hard, so we really appreciate being recognised by your readers. Thanks to all who voted for us.
Mario Theissen
(Team principal)



How you voted (%)

BMW-Sauber	48.9
Ferrari	23.9
Honda	9.1
Renault	4.8
Red Bull	3.5
Others	9.8

What we thought

Let's face it – Sauber (on their own) would never have been at the centre of the flexi-wing controversy that boiled over in Canada 2006. In one weekend, BMW-Sauber proved themselves born again boundary-pushers. Sauber hadn't so much as tickled a boundary since their twin-keel chassis of 2001 made its influential debut. But here were BMW-Sauber prompting rivals to commission photographs of the F1.06's rear wing at revealing points around the circuit. The wing's elements were moving apart at high speed, reducing drag – in short, reducing the effectiveness of the FIA's slot-gap separators, introduced to prevent wings from flexing in the opposite direction. The whole world loves a trier, and by pushing so hard BMW are proving as creative as they're gung-ho.

Dom Taylor News editor





(OVERTAKE) OF THE YEAR **KIMI RAIKKONEN** ON TRULLI AT MAGNY-COURS

Few things are as satisfying to watch on track as a masterly cat-and-mouse game, and Räikkönen's move in France, stretched out over much of a lap as he softened Trulli up, was beautifully finessed

How you voted (%)	
Räikkönen on Trulli France	26.1
Schumacher on Button Monaco	23.2
Alonso on Button Australia	22.4
Trulli on Button & Klien Britain	7.2
Montoya on Webber Australia	6.8
Others	14.3



It's nice to finally win something this year! I didn't think it was such a special move, but it feels good to get past on a circuit where overtaking isn't easy. It's great that such moments are remembered.
Kimi Räikkönen



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What we thought

The mark of a great driver is how he performs in second-rate machinery. Senna in the '93 McLaren (five wins), Schumacher in the '96 Ferrari (three wins), and so on. Kimi didn't actually win a race in 2006, but his six podiums prove that he was often very quick. His move on Trulli in France was stunning in its opportunism, but what about any one of the nine overtaking manoeuvres he pulled on lap one in Bahrain, when he started from the back of the grid? That lap had all the hallmarks of Senna's opener at Donington in '93, only no one saw it because Kimi was battling for 13th.

Tim Scott Executive editor

In truth, Kimi was probably subject to, not author of, the overtaking move of the year. Michael Schumacher's pass down the inside into the Senna S at Interlagos was braver and more spectacular (but too late for the voting). Even so, Magny-Cours was classic Kimi. Trulli has a habit of falling asleep in France (remember the terrible last-lap error that let Barrichello steal a podium from him in 2004?), but here he fought hard. Kimi was irresistible, though, sneaking through at the quick chicane after Jarno had somehow kept him at bay through the hairpin. But therein lay Kimi's cunning – he had the patience not to lunge at the first opportunity, creating an even better one moments later.

Tom Clarkson Contributing writer

DARREN HEATH



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(TECHNICAL DIRECTOR)
 OF THE YEAR
ROSS BRAWN



You know what they say about soft voices and big sticks... The phrase could have been invented for Ross Brawn, the engineer and strategist who has been almost as central to the Ferrari success story as Schumi. And this year, under his baton, they almost brought it off again



↑↑
 This is always a very special award because it comes from the people who support F1. For me, their opinion is the most important of all, so I feel very honoured.
 Ross Brawn
 ↓↓

How you voted (%)

Ross Brawn Ferrari	54.3
Bob Bell Renault	18.0
Willy Rampf BMW-Sauber	16.4
Paddy Lowe McLaren	3.3
Shuhei Nakamoto Honda	1.5
Others	6.5



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What we thought

Ross Brawn is a confident, intelligent leader. He understands the importance of delegation; Brawn motivates, encourages his juniors to advance, and so gets them to give more of themselves. Massa's young engineer, Rod Smedley, is a classic example of that philosophy in action: promoted from the test team at the start of the season, Smedley worked overtime to understand his driver's needs. Brawn's faith in him paid off – the new driver/engineer partnership claimed two race wins by the end of the year. Throughout 2006, not only was Brawn leading Ferrari's on-track campaign but, behind the scenes, was working just as hard to prepare Ferrari for his departure.

Steve Matchett Technical editor

"He's a tough bastard." That's one paddock sage's view of the most successful technical director of the modern era. Not that you'd know it from Ross's public persona. Like Bernie Ecclestone, he has a disarming ability to come across as an almost gentle character when talking to the media. But don't be fooled. You wouldn't want to get on the wrong side of Big Ross any more than Little Bernard. Even Michael Schumacher confirms that: "His strong personality and natural authority have been of fundamental importance for the team," he says. "In my mind, he will always set the standard."

Dom Taylor News editor

DARREN HEATH; PATRICK GOSLING

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(TEAM PRINCIPAL) 90
OF THE YEAR
JEAN TODT

Well, Ferrari nearly pulled it off, didn't they? Barring one or two rare dropped balls in the final two races, Michael might have done it. And for the cohesive team ethic that makes such greatness and self-belief possible, it's the little Frenchman who deserves a huge amount of the credit

How you voted (%)

Jean Todt Ferrari	34.1
Flavio Briatore Renault	25.1
Mario Theissen BMW-Sauber	22.9
Ron Dennis McLaren	5.5
Nick Fry Honda F1	4.2
Others	8.2

What we thought

Todt's Sunday evening race debriefs have long been something of a hot ticket for the specialist press in the paddock. Not for a useful soundbite or cry for justice; no, you went to Todt to get a subtle read on the inscrutable Frenchman's frame of mind as he operated seamlessly within the pressure cooker atmosphere of the Ferrari front line. It was always fascinating stuff. Entwined, as he is, in a devoted father/son relationship with both Michael Schumacher and Felipe Massa, Todt seems to be nourished by the intimacy of close personal working relationships at the race track. It will be fascinating to see whether Kimi Räikkönen will realise that he, too, should become part of this filial pact. It could well be his smartest move next season.

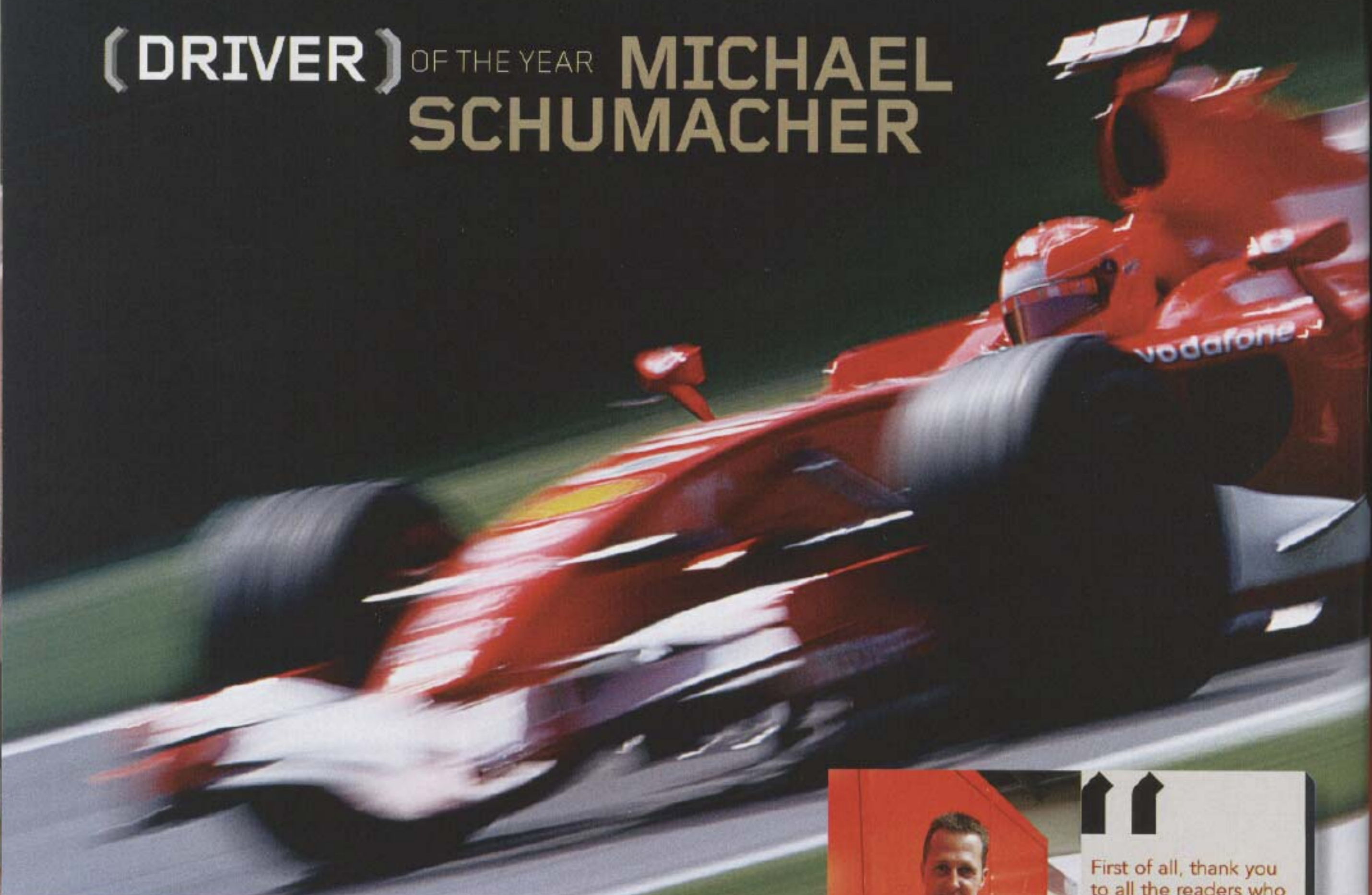
Steve Cooper Features editor

You can't argue with career stats, can you? And, undoubtedly, Todt's career stats are impressive. But what is he like as a man? What is he like to work for? Well, despite the fact that some people who have never worked with him may have little time for him, and certainly find his appeal elusive, his closest associates will not hear a bad word said about him. And that speaks volumes, doesn't it? His detractors contend that all he did was grab hold of Schumacher's coat-tails; but Michael, and the senior Ferrari men who have won with him and Todt, disagree. Perhaps his unpopularity with his rivals – indeed, with all non-Ferrari and, it has to be said, non-FIA personnel – is merely a mark of his astonishingly single-minded determination to see his team succeed. At all costs.

Matt Bishop Editor in chief

I'm very pleased. This season we would also have loved to win the world championships, too, of course, but I'm still obviously very happy. It's really pleasing to see that we have so many supporters – a great credit to the readers. I'm delighted, very happy.

(DRIVER) OF THE YEAR **MICHAEL
 SCHUMACHER**



At the age of 37, Michael's talent and drive and audacity are undiminished. Even as he said goodbye, he proved easily a match for the most spectacularly gifted of the younger generation

How you voted (%)

Michael Schumacher	37.9
Fernando Alonso	22.0
Kimi Räikkönen	10.9
Jenson Button	8.6
Felipe Massa	7.7
Others	12.9



First of all, thank you to all the readers who voted for me. Over the years, I've enjoyed these moments, receiving recognition from people around the world. Knowing that people like what I've been doing means a lot and I'd like to thank everyone for their support.
 Michael Schumacher

What we thought

With a full lap of Interlagos during which to consider the damage the punctured tyre was doing to his already wafer-slim championship chances, you might have forgiven a driver for thinking 'sod it'. But not Michael Schumacher. He produced a drive that justified all the superlatives. You could recall other races, too: Imola, where he drove around a tyre problem in the second stint and held off Alonso; the storming three laps before the final stop

that won the race at the Nürburgring; the change of driving style and car set-up that protected his tyres in France. All of them exceptional. All of them Schumi.

Maurice Hamilton Editor at large

His pole in Bahrain was the start of it all; then there was the win at Imola – the perfect role-reverse with Fernando Alonso. In Spain he finished second on a Michelin-Renault day; at Monaco, quiet and sombre, he was a class act who started from the pit

lane. And so on. And on: Indianapolis. Magny-Cours. Hockenheim. In Hungary they caned him for being over-aggressive – but they lauded him for driving the same way in Brazil, Monza, and then China. Win number 91. His last. And, in some ways, his best. And then we reminded ourselves that he had driven them all in the knowledge that each would be his last there in an F1 car. 'Giving it 100 per cent' suddenly seemed like trite understatement.

Peter Windsor Grand prix editor



(MAN)

OF THE YEAR

**MICHAEL
SCHUMACHER**

How appropriate that the sport's most prodigious success story should walk away with more than 50 per cent of the popular vote in the most important category of all. As he quits the scene, Michael takes *F1 Racing's* readers' best wishes into retirement

How you voted (%)

Michael Schumacher	54.5
Fernando Alonso	21.4
Kimi Räikkönen	6.4
Flavio Briatore	1.6
Felipe Massa	1.4
Others	14.7

What we thought

Michael Schumacher's final championship charge was conducted with the same ruthlessness that characterised all his very greatest efforts. No lifting, no compromise. If anything, he was even more determinedly committed. Yet, in the final analysis, it was the man's genuine grace and humility during the endgame period that remain with me as I recall his final few months in the cockpit of an F1 car. Defeat may have looked inevitable after that Suzuka blow-up, but that wasn't the message writ large on his face as he strode back to the pits to embrace his colleagues. Conscious of his status as Ferrari's tower of strength, he had never looked more resolute – and that was genuinely touching to observe: he was doing it for them. And that fire-in-the-belly farewell in Brazil tore up the rule-book that says great champions should walk away from the sport once they recognise an imperceptible dip in personal form. For Michael, there simply was no let-up – from the first race of his career to the very last. A proper legend.

Steve Cooper Features editor

Man of the Year? Yes, of course – but Michael was even more than that in 2006. Michael *was* the year, and the year *was* Michael. Everyone else – yes, even Alonso, consecutive world drivers' championships notwithstanding – was but a bit-player in the final act of Schumi's magnum opus. Yes, he showed at Monaco that, despite his advancing years, he was still capable of perpetrating the most dastardly of tricks, but at Interlagos, his very last grand prix, he also showed us that here, unequivocally, was a man who was bowing out at the very top of his game. If you saw him in his pomp, you'll tell your grandchildren all about it. If you didn't, well, you'll tell your grandchildren you did, anyway.

Matt Bishop Editor in chief

F1 RACING'S TOP 10 HEROES AND VILLAINS



Matt Bishop
Editor in chief

- 1 **Fernando Alonso**
Driver, Renault
- 2 **Pat Symonds**
Executive director of engineering, Renault
- 3 **Mario Theissen**
Team principal, BMW-Sauber
- 4 **Robert Kubica**
Driver, BMW-Sauber
- 5 **Jenson Button**
Driver, Honda
- 6 **Alex Wurz**
Third driver, Williams
- 7 **Ron Dennis**
Team principal, McLaren
- 8 **Patrick Head**
Engineering director, Williams
- 9 **Jacques Villeneuve**
Driver, BMW-Sauber
- 10 **Michael Schumacher**
Driver, Ferrari

Alonso and Symonds, supported by Briatore, did another brilliant job. Theissen transformed Sauber. Kubica looks like he washes cars for a living, but in fact drives them superbly. Button was solid, especially towards the end of the year, and Wurz didn't put a foot wrong: everything comes to him who waits. Chats with Dennis were always fascinating, while Head and Villeneuve unfailingly provided compelling soundbites. Schumi would have topped the list, but for Rascasse-gate.

Unsung hero: Kimi Räikkönen (driver, McLaren)... for not giving a shit, whatever he told Brundle on the Brazil grid

Villain: Tony Scott-Andrews (permanent steward, FIA)... for Alonso's Monza qualifying penalty, and for not appreciating what Albert Einstein meant when he said: "In theory, theory and practice are much the same. In practice, they are not"



Tom Clarkson
Contributing writer

- 1 **Fernando Alonso**
Driver, Renault
- 2 **Michael Schumacher**
Driver, Ferrari
- 3 **Flavio Briatore**
Team principal, Renault
- 4 **Jenson Button**
Driver, Honda
- 5 **Mario Theissen**
Team principal, BMW-Sauber
- 6 **Bob Bell**
Technical director (chassis), Renault
- 7 **Felipe Massa**
Driver, Ferrari
- 8 **Aguri Suzuki**
Team principal, Super Aguri
- 9 **Mark Preston**
Technical director, Super Aguri
- 10 **Alex Wurz**
Third driver, Williams

It was crucial that Alonso beat Schumacher to the world title this year, because now he becomes the new benchmark in F1. For someone so young, Fernando is remarkably composed – everything, in fact, that Schumacher was in 1994-95. Briatore continued to show up other team bosses, giving Renault a bigger bang for their buck. With Alonso gone, Flavio's presence is crucial. In the last six races, Jenson scored more points than any other driver. He denies it, but is a changed driver since Hungary – not faster, just more tenacious on and off the track. Theissen impressed, as did Massa, and the boys at Super Aguri worked wonders. Wurz was technically brilliant (say Bridgestone).

Unsung hero: Alex Hitzinger (development head, Cosworth). Writing 'Cosworth' makes me weep. Hitzinger is a genius

Villain: Fuji. Who wants it?



Steve Cooper
Features editor

- 1 **Fernando Alonso**
Driver, Renault
- 2 **Pat Symonds**
Executive director of engineering, Renault
- 3 **Flavio Briatore**
Team principal, Renault
- 4 **Michael Schumacher**
Driver, Ferrari
- 5 **Bob Bell**
Technical director (chassis), Renault
- 6 **Rob White**
Technical director (engine), Renault
- 7 **Mario Theissen**
Team principal, BMW-Sauber
- 8 **Mark Webber**
Driver, Williams
- 9 **Ron Dennis**
Team principal, McLaren
- 10 **Mark Preston**
Technical director, Super Aguri

Renault and Fernando earned the top spots with their commitment, composure and, most important, sporting grace. Michael Schumacher erased those Rascasse-gate memories with some stunning drives. Theissen will turn BMW into winners sooner than anyone expects. Webber was, and always will be, a top bloke, and Ron Dennis is still invaluable to F1. Finally, Super Aguri's Mark Preston did a fabulous job to even get the car to Bahrain. Who would have thought it would end up faster than the Spykers by Brazil?

Unsung hero: Alex Hitzinger. He ruled F1's power game by designing the Cosworth CA2006

Villain: Hermann Tilke (track designer). Turkey is a rare success; Bahrain, Shanghai and Hockenheim are wasted opportunities, and who's *really* looking forward to Fuji next year?



Maurice Hamilton
Editor at large

- 1 **Fernando Alonso**
Driver, Renault
- 2 **Michael Schumacher**
Driver, Ferrari
- 3 **Bob Bell/ Tim Densham**
Technical director/ chief designer, Renault
- 4 **Pat Symonds**
Executive director of engineering, Renault
- 5 **Jenson Button**
Driver, Honda
- 6 **Aguri Suzuki**
Team principal, Super Aguri
- 7 **Nick Shorrock**
Director F1, Michelin
- 8 **Alex Wurz**
Third driver, Williams
- 9 **Martin Brundle**
TV commentator
- 10 **Kathy Francis**
Chef, Vodafone-

Schumacher in at No 2 because of that Monaco aberration, but those two were in a class of their own. Renault design team for defying the knobblers and getting the R26 to work without the mass damper. Symonds, the supremely eloquent voice of reason. Button for his cheery breath of fresh air. Super Aguri for defying all the odds. Michelin for dignity in response to Mosley's harassment. Wurz for a brilliant driver column (in *Autosport*) and proving persistence pays. Brundle for putting Mosley on the back foot at Monza. Kathy, for the best poached eggs ever.

Unsung hero: FIA's Charlie Whiting... for keeping the peace at Monza following the most ludicrous decision ever reached by three grown men with expense accounts, and headed by Tony Scott-Andrews

Villain: Tony Scott-Andrews



Alan Henry
Editor at large

- 1 **Pat Symonds**
Executive director of engineering, Renault
- 2 **Ross Brawn**
Technical director, Ferrari
- 3 **Robert Kubica**
Driver, BMW-Sauber
- 4 **Jean Todt**
CEO, Ferrari
- 5 **Flavio Briatore**
Team principal, Renault
- 6 **Paolo Martinelli**
Engine director, Ferrari
- 7 **Sebastian Vettel**
Third driver, BMW-Sauber
- 8 **Hisao Suganuma**
Technical manager, Bridgestone
- 9 **Willy Rampf**
Technical director (chassis), BMW-Sauber
- 10 **Patrick Head**
Director of engineering, Williams

This list reflects just how dramatically the outcome of both world titles depended on the efforts of the backroom brigade – to the point where you wonder whether F1's most dramatically talented rising star, Robert Kubica, might even have been capable of winning races in his freshman year had he got his hands on a Renault R26 or a Ferrari 248. Vettel earns his place for giving us a glimpse of the F1 generation-after-next, Hisao for his sterling work for Bridgestone, Willy for making a silk purse out of a Sauber's ear, and Patrick for being so bloody honest about what an awful year Team Willy have survived.

Unsung hero: Tony Scott-Andrews... (permanent steward) for sending Schumi to the back of the Monaco grid

Villain: Tony Scott-Andrews... for Monza qualifying penalty



Eddie Jordan
Columnist

- 1 **Michael Schumacher**
Driver, Ferrari
- 2 **Fernando Alonso**
Driver, Renault
- 3 **Bernie Ecclestone**
President, FOM
- 4 **Felipe Massa**
Driver, Ferrari
- 5 **Flavio Briatore**
Team principal, Renault
- 6 **Jean Todt**
CEO, Ferrari
- 7 **Jenson Button**
Driver, Honda
- 8 **Robert Kubica**
Driver, BMW-Sauber
- 9 **Pat Symonds**
Executive director of engineering, Renault
- 10 **Ross Brawn**
Technical director, Ferrari

Michael is a megastar who finished in style. Alonso stayed calm and cool, and held his nerve. Bernie, the eternal puppetmaster, pulled strings to get the finale of all finales. Also on my list: Button, for breaking his duck; Todt, for rejuvenating Ferrari; Kubica, for opening the door to Eastern Europe; shy Symonds for his technical brains and for giving Flavio space to be Flavio; and Brawn for being a things person, not a people person – his stability and calmness made Ferrari a force, and his rest from the pressure pot is well-earned.

Unsung hero: Ian Phillips (commercial and marketing director), Andy Stevenson (team manager) and all the boys on the ground who kept the Midland/Spyker team going in difficult times

Villain: The stewards at Monza... for being so unfair to Fernando Alonso – although justice was served in the end



Steve Matchett
Technical editor

- 1 **Michael Schumacher**
Driver, Ferrari
- 2 **Ross Brawn**
Technical director, Ferrari
- 3 **Nigel Stepney**
Technical manager race and test, Ferrari
- 4 **Dino Toso**
Chief aerodynamicist, Renault
- 5 **Rob white**
Technical director (engine), Renault
- 6 **Paolo Martinelli**
Engine director, Ferrari
- 7 **Willem Toet**
Chief aerodynamicist, BMW-Sauber
- 8 **Alastair Gibson**
Chief mechanic, Honda
- 9 **Chris Hessey**
No1 race mechanic (car 1), Renault
- 10 **Rod Smedley**
Race engineer, Ferrari

Brawn and Stepney, along with Schumacher, played an enormous part in transforming the disorganised mob that were the Scuderia of 10 years ago into the multi-championship winning team we see today. Ferrari owe them an enormous debt. If they both quit (Brawn already has) their absence may quickly become evident. In 2006, the only team capable of regularly taking the fight to Ferrari were Renault. The 248 Ferrari won more races but the R26 Renaults scored five points more, successfully defending their constructors' title.

Unsung hero: Matt Aldridge (senior chief engine dresser, Honda)... for preparing the RA806E V8 ancillaries so flawlessly

Villain: Those faceless suits that made pre-Schumi Ferrari such a cold place; I sense their re-emergence



Tim Scott
Executive editor

- 1 **Fernando Alonso**
Driver, Renault
- 2 **Pat Symonds**
Executive director of engineering, Renault
- 3 **Michael Schumacher**
Driver, Ferrari
- 4 **Flavio Briatore**
Team principal, Renault
- 5 **Ross Brawn**
Technical director, Ferrari
- 6 **Mario Theissen**
Technical director, BMW-Sauber
- 7 **Felipe Massa**
Driver, Ferrari
- 8 **Dino Toso**
Chief aerodynamicist, Renault
- 9 **Juan Pablo Montoya**
Driver, McLaren
- 10 **Pascal Vasselon**
Senior general manager chassis, Toyota

Alonso won on *and off* the track this year – a near faultless season was capped by delivering the goods when the pressure was on in the final races; he never relented to the Schumi bandwagon and showed great maturity at Monza and afterwards. So did everyone at Renault, especially Briatore. Schumi signed off in the best possible way (and aren't we glad?), while Massa was a revelation. Theissen led a superb transition to Switzerland by BMW, Montoya's ejection was wonderfully 'diss-establishment', and Vasselon picked up the reins well in very difficult circumstances.

Unsung hero: Aguri Suzuki (Team principal, Super Aguri)... for overseeing a gutsy upswing in his new team

Villain: Jean Todt. His unremitting defence of Schumi after Rascasse was as big a blot as the driver's action itself



Dom Taylor
News editor

- 1 **Fernando Alonso**
Driver, Renault
- 2 **Bob Bell**
Technical director (chassis), Renault
- 3 **Pat Symonds**
Executive director of engineering, Renault
- 4 **Michael Schumacher**
Driver, Ferrari
- 5 **Felipe Massa**
Driver, Ferrari
- 6 **Jenson Button**
Driver, Honda
- 7 **Mark Webber**
Driver, Williams
- 8 **Jacques Villeneuve**
Driver, BMW-Sauber
- 9 **Aguri Suzuki**
Team principal, Super Aguri
- 10 **Geoff Willis**
Ex-technical director, Honda

Alonso, as much for his robust stance in the Monza controversy as for becoming a back-to-back champion. Bell, for continuing, humbly, to shun his status as an engineering superstar while proving he is one. Symonds, for strategically masterminding Renault's championships. Michael, for driving like a legend and stepping aside. Massa, for coming of age. Jenson, for showing aggression. Webber, for silencing Rosbergmania. Villeneuve, for his principled GPDA resignation. Suzuki, for getting his team to the grid. Willis – well, his car finally won, even if he wasn't there to enjoy it.

Unsung heroes: Chad Hurley, Steve Chen and Jawed Karim. Founders of YouTube.com, for transforming how we enjoy F1 footage

Villain: Juan Pablo Montoya... for pretending to have jumped when he was actually pushed



Peter Windsor
Grand prix editor

- 1 **Michael Schumacher**
Driver, Ferrari
- 2 **Fernando Alonso**
Driver, Renault
- 3 **Pat Symonds**
Executive director of engineering, Renault
- 4 **Ross Brawn**
Technical director, Ferrari
- 5 **Mario Theissen**
Team principal, BMW-Sauber
- 6 **Robert Kubica**
Driver, BMW-Sauber
- 7 **Juan Pablo Montoya**
Driver, McLaren
- 8 **Flavio Briatore**
Team principal, Renault
- 9 **Ron Dennis**
Team principal, McLaren
- 10 **Alex Hitzinger**
F1 development head, Cosworth

Michael for his intelligence, and his feel for people within Ferrari and without; Fernando for having the strength of character – starting at 24! – to win back-to-backs; Pat – the thread linking Toleman, Benetton and Renault; Ross for making the entire Ferrari package work; Mario for polishing and buffing Sauber; Robert for his beautiful touch and feel; JPM for his talent for *racing*; Flavio for infusing all the right guys with renewed confidence; Ron, despite his winless 2006, for continuing to stay sharp and take risks; Alex and his team for the quality V8 they produced under such unpromising Ground Zero conditions.

Unsung hero: Nick Shorrock (director F1, Michelin)... for grappling with momentous changes *while* winning a world title

Villain: The stewards for penalising Michael and Fernando (Hungary), and Fernando (Monza) **FO**

Top-end low-down

What gave the 2006 Renault and Ferrari their advantage? Let's lift the lid



REAR WING

Unlike 2005, Renault ran a central carbonfibre pillar, mainly to ease the loading on the endplates



SIDEPOD REAR FLICKS

The R26 ran elaborate double-decker rear flicks, a concept initially developed on the R25 towards the end of 2005. They were aped by Ferrari, who introduced a similar system from Hockenheim onwards

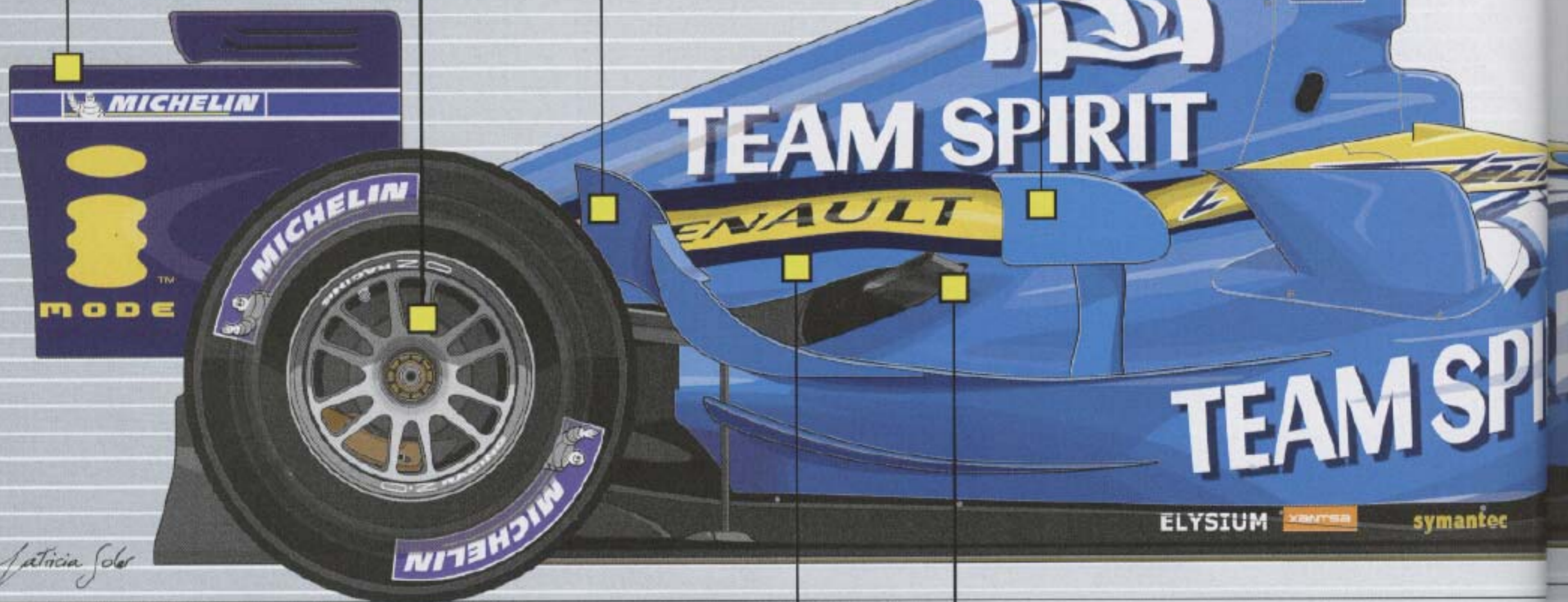


T-WINGS & CHIMNEYS

Development of an R25 idea, the T-wing stalk grew more complex as aero efficiency was improved. In Monaco and Budapest, oversized drooping winglets were used to scoop up more downforce

REAR SUSPENSION

Revised geometry was introduced at Hockenheim, then withdrawn as a precaution following tyre problems. It was reintroduced at Monza and used until Interlagos



Patricia Soler



SIDEPOD LOUVRES / ENGINE COVER

The R26's engine cover (left) was far more completely shrink-wrapped than the 2005 car's (inset below).



Despite the less-critical cooling requirements of the V8, Renault retained their distinctive sidepod louvres

ENGINE

The RS26 V8 wasn't tested in a hybrid car over the winter, Rob White's Viry team preferring to focus on dyno work until the R26 chassis was ready. The engine suffered only two major breakdowns – a hydraulics problem hit Fisichella in Bahrain and Alonso suffered a total failure in Monza

Words Stéphane Samson Illustrations Patricia Soler

RENAULT R26

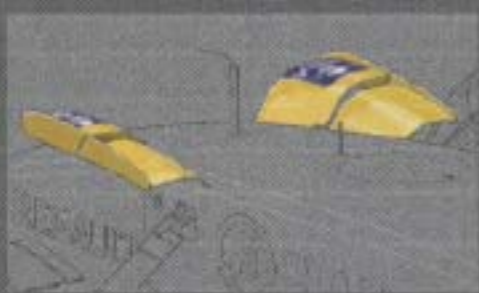


FRONT WING

In early 2005, Renault pioneered the use of front-wing cascades – contoured flaps running off the endplates and above the main wing (above left). The team continued their development in 2006 until Hockenheim, where they followed Ferrari's lead and adopted full-length cascades that attached to the nose (above right)

NOSE FLAPS

The team experimented with different-sized and -spaced nose flaps during the season. The flaps worked as flow-straighteners, directing airflow around the cockpit and towards the rear wing



MASS DAMPERS

They helped maximise grip under differing load variations. Authorised from Interlagos 2005, they were then banned by the FIA after Magny-Cours 2006. That forced Renault to revise the car's weight distribution in order to claw back the three-tenths per lap they were rumoured to yield

NOSE

Although the car was launched with an R25-type narrow nose, the team opted for a wider shape in time for the season-opener in Bahrain. The reason? Aesthetics. Chief aerodynamicist Dino Toso claimed that both noses offered the same results and therefore opted for the prettier solution



SIDEPOD FRONT FLICKS

At Montreal, Renault adopted contoured sidepod turning vanes. Initially developed by Honda, they were adopted for all subsequent races



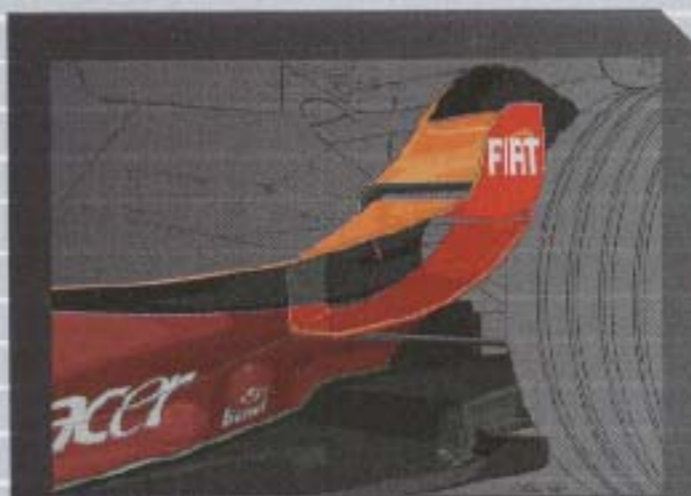
VEE-KEEL

Renault created the vee-keel in 2005 and stuck with it when most teams adopted McLaren's more fancy zero-heel layout. The vee-bracket permits a lighter keel without causing the structural compromises that come with the more aerodynamically elaborate zero-keel solution >



REAR WING

Ferrari ran with a horizontal rear wing in winter testing, introducing the swooping version only in the run-up to the season-opener. A storm of controversy descended on the car in the opening races as several teams accused Ferrari of running flexible chords to reduce straight-line drag. The FIA demanded that a central slot-gap separator be attached to all rear wings in time for Canada (shown here, above right, in the car's low-drag Monza set-up)



REAR FLAP

The sidepod flicks were upgraded at Hockenheim, where a secondary winglet was attached just below the main structure. It remained for the rest of the season

ENGINE

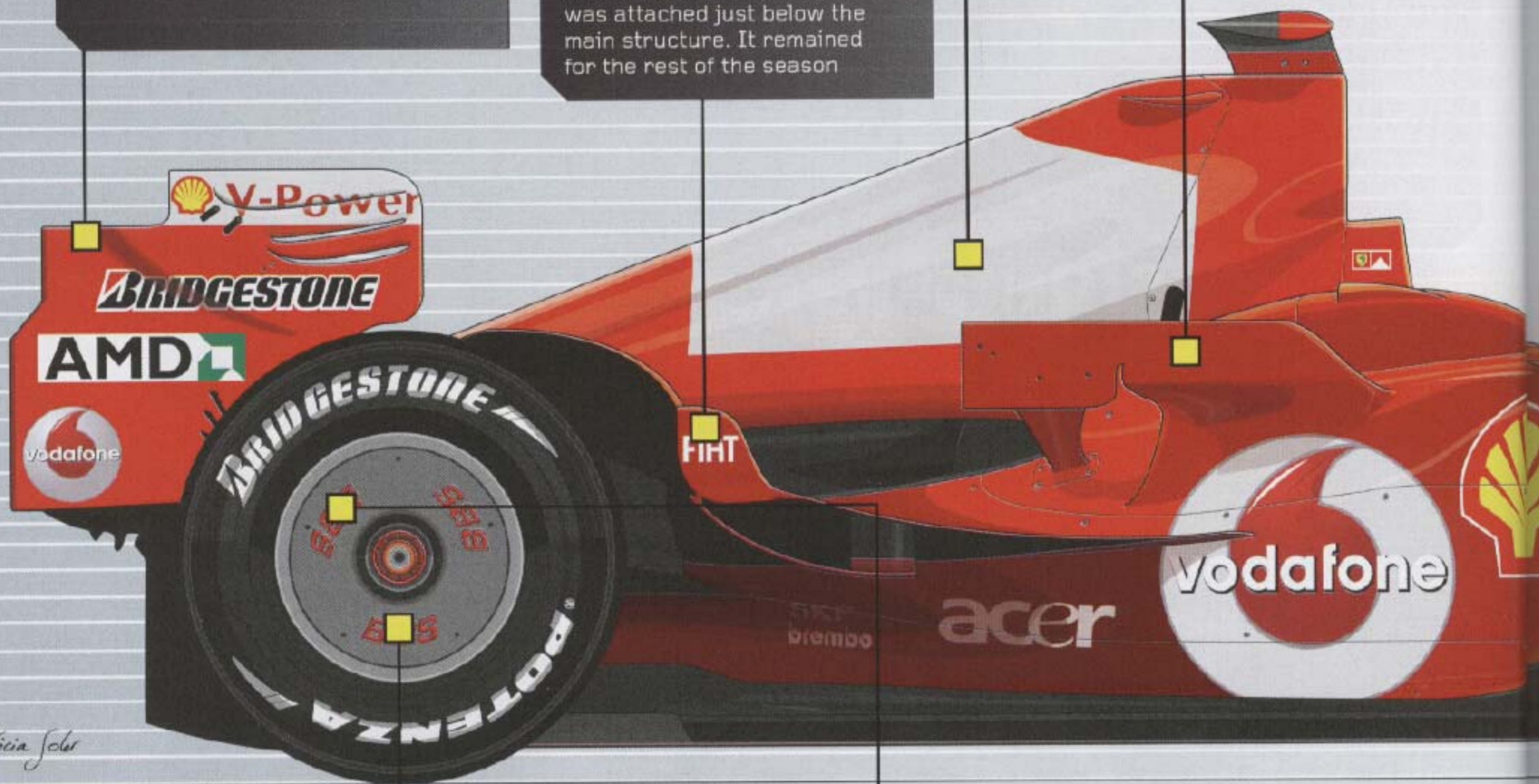
Faulty valves in Malaysia caused three failures. An air-tight seal kept failing, causing gas to leak out of the combustion chamber and into the cylinder. The problem was corrected by Imola, where the V8 pulled an extra 400rpm during the race. Major engine upgrades appeared at Magny-Cours and Shanghai

ENGINE COVER

The engine cover and rear package were significantly tweaked for Magny-Cours, after a wind-tunnel programme helped to streamline and shrink-wrap it

CHIMNEYS

The sidepod T-wing and chimney began the season as two separate components. They were then combined from the Nürburgring onwards



Tricia Seler



REAR-WHEEL AERO SHROUDS

The team adopted these sophisticated rear-wheel cooling aids for the Turkish Grand Prix. Ferrari argued that they improved brake cooling, but rival teams complained that they improved aerodynamic efficiency



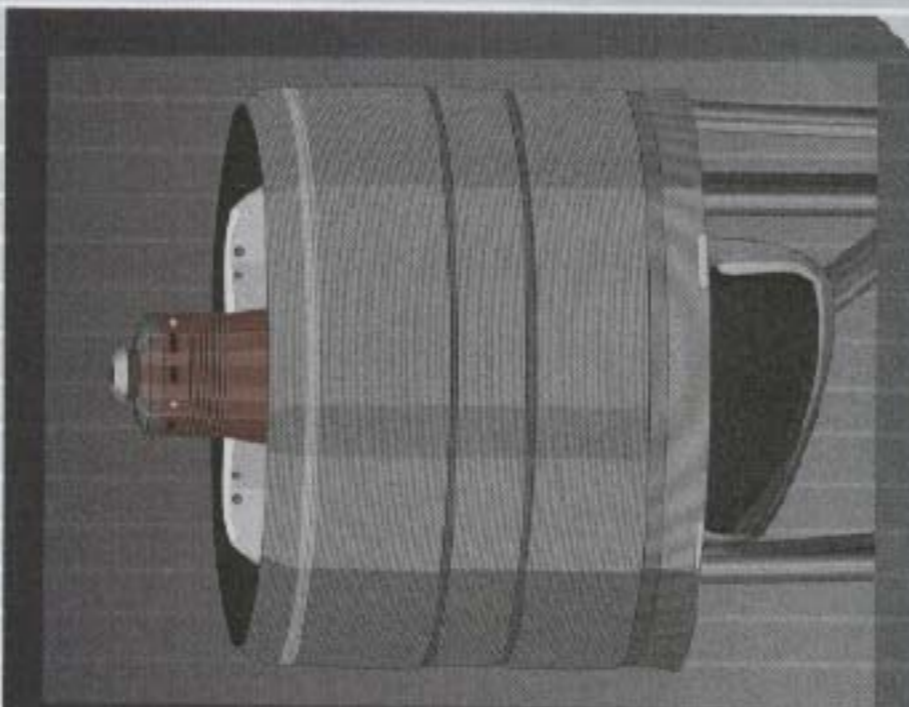
REAR SUSPENSION

The gearbox casing and torsion bars were streamlined in time for the start of the European season. Further geometric changes were later added for the German Grand Prix



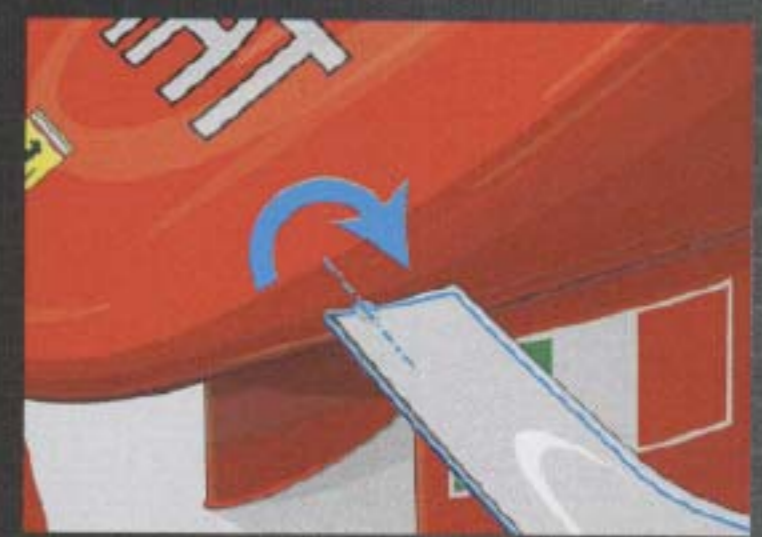
REAR-VIEW MIRRORS

Uniquely, Ferrari positioned their rear-view mirrors on the trailing edge of the sidepod mouths (most teams attached them to the side flanks of the tub). Positioned a little higher than other teams', this vantage point also enabled the drivers to keep a closer eye on rear tyre wear.



BRAKE HUBS

Front brakes were completely streamlined to optimise cooling and limit aerodynamic disturbance to the wheels – it's an area in which Ferrari have always specialised. The Scuderia used Brembo discs and pads throughout the season – but adopted Carbone Industrie products for the greater demands of Montreal and Monza.



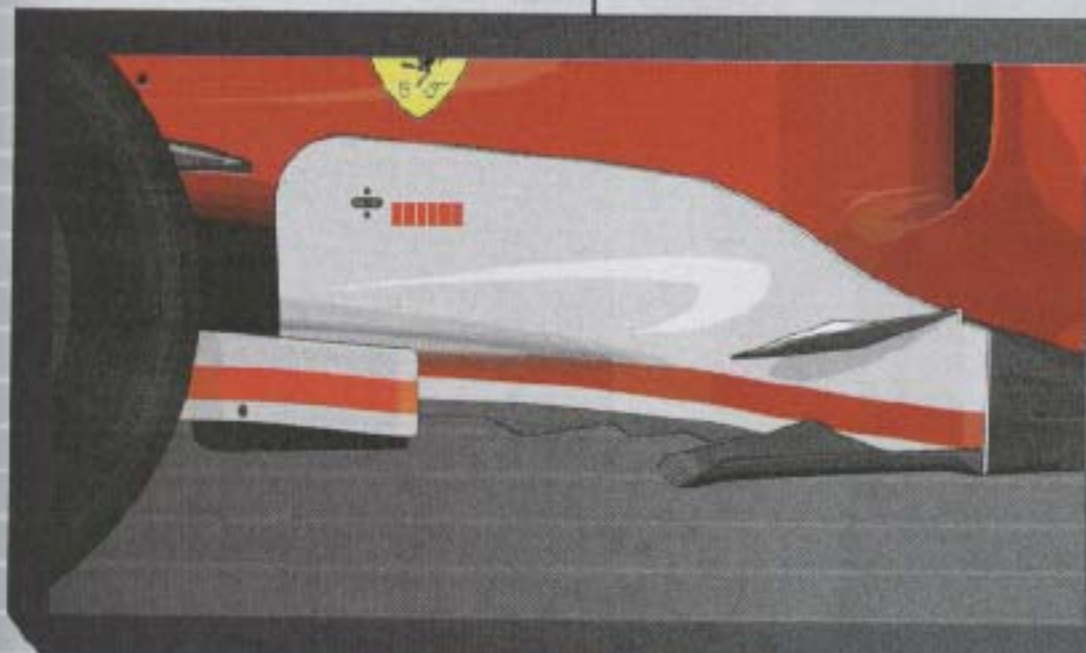
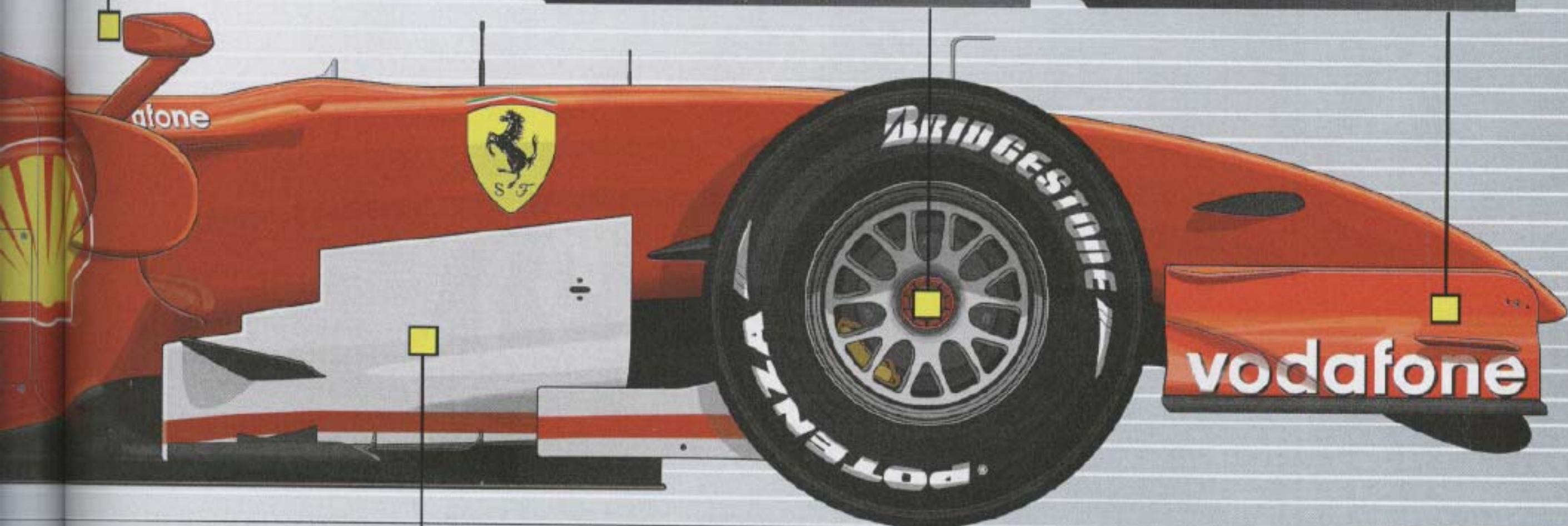
FRONT-WING FLAPS

Onboard camera footage in Malaysia caused a stir when it appeared to show Ferrari's front wing flaps pushing downwards at speed – another example of F1 flexi-wing technology. The offending part was this unsecured flap housing (see top pic) which allowed the wing to swivel like a hinge. A secure mounting was added in time for Australia (lower pic).

"The team used Brembo brakes for all races except Montreal and Monza"

FRONT SUSPENSION

While most front-runners experimented with vee- or zero-keel geometry, Ferrari were the only team to retain the classic single-keel front suspension mountings for 2006 (Toro Rosso inherited last year's single-keel RB1 from Red Bull Racing). The first significant change to the geometry came at Hockenheim; another revision was prepared in time for Shanghai.



BARGEBOARDS

At the start of the season, the 248's bargeboards were largely similar to those used on the F2005. They were tweaked at Imola, where they grew extra flaps, and then again at the Nürburgring, where the team added yet more flaps. They were completely revised in time for Istanbul, and were given radical saw-tooth edges – a design that was continued until the end of the season.



SCHUMACHER

THE LEGEND DEFINED

Farewell to the greatest driver of the modern era

FERRARI'S TURNAROUND	64
MR MOTIVATOR	70
MICHAEL'S 249 RACES	72
THE FINAL GRAND PRIX	86
F1-TO-ONE: MICHAEL	90



RENAISSANCE MAN

Hiring Michael Schumacher was the best day's work Ferrari have done in their entire F1 history. Here's why...

Words Steve Cooper

↑ ↑

The basics seem to be right," said Michael Schumacher at the outset of his Ferrari career, trying to sound optimistic while lacing his words with a calculated measure of realism. "But we need time to work together. I'm sure the potential is there for Ferrari to be world champions, but it will take a while. In 1996, we will get ready – we can really fight in 1997."

Michael had just sampled Ferrari power for the very first time on a frosty morning at Fiorano, in November 1995 and, within a lap, he had been

made acutely aware of the gaping chasm separating Ferrari from F1's front runners.

Here were a team excusing their abject performance shortfall by wallowing in a state of endless transition. "Ferrari are just building for the future this season," almost became an Italian mantra in 1996, as the optimism surrounding yet another car launch evaporated.

That mantra became a prayer that ultimately became a lament. And just as the nation were losing their belief, Schumacher chose to defy ▶

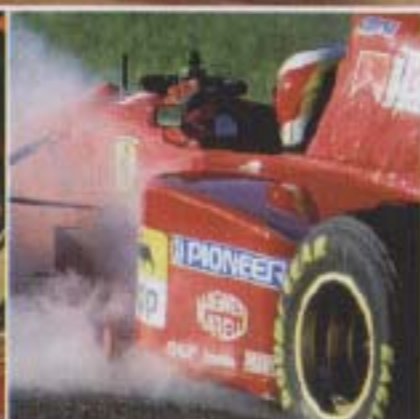
**"The potential is there
for Ferrari to be
world champions"**

Michael Schumacher, 1995

Alpha and omega –
Day One at Fiorano
in 1995 (opposite),
and Day Last in
Brazil 2006 (above)



Sussing out the state of play: Schumi at Fiorano, November 1995



Michael poses in 1995 (with an eye on history?), then tests, then delivers the bad news

the cynics, pressing every bone in his body to the task of transforming Ferrari's fortunes.

It was the most gargantuan task in all motorsport but would define Michael Schumacher as Ferrari's saviour and produce the greatest partnership in F1 history. This is how it all came together...



Michael gets what Michael wants

Even before he arrived at Maranello, Michael began to flex his muscles – ensuring that the de facto No1 status he'd enjoyed at Benetton would continue. Schumacher's first mission, therefore, was to select a suitable team-mate. Initially, the team had favoured promoting test driver Nicola Larini to the race seat. But Schumi resisted, reasoning that the mechanics would give an Italian preferential treatment.

In the end, Eddie Irvine was bought out of his Jordan deal – at considerable expense. The Ulsterman was thought psychologically robust enough to weather a Schumacher drubbing without posing a threat sufficient to throw the team leader off balance.

The pay-off: Michael's power and influence were already significant – it makes you realise just what a big deal he was for the team. Even such Ferrari greats as Lauda, Villeneuve and Prost had been paired with comparable No2s – it was deeply ingrained in the Ferrari ethos that both drivers should compete with each other.

Michael changed all that at a stroke. It's even arguable that Ferrari have proved that

unopposed No1 status, in this day and age, is the only genuine way to win championships – although Ron Dennis and Frank Williams would no doubt vigorously disagree.



Wobbly start to the relationship

With Irvine now ensconced beside him, Michael could do little to influence the technical department's progress on his new car – Ferrari's first-ever V10-powered machine. But unlike the svelte and functional 412 T2 of 1995, technical director John Barnard's 1996 F310 chassis was a box-like, aerodynamic brick of a car that went as badly as it looked.

Despite brief flashes of raw pace and a mesmeric, walk-on-water victory in the flooded Spanish GP that went a long way towards appeasing the few tifosi who disapproved of Schumi's hiring, Michael's first six months at Ferrari were dismal. They hit a new low in mid-summer when, over three consecutive races, the team were almost brought to their knees. Hugely embarrassing retirements for both cars at

"Despite a walk-on-water win in Spain, Michael's first six months were dismal"



New era, new regime and lots of new money

Montreal, Magny-Cours and Silverstone had an apoplectic Italian press baying for blood.

Team principal Jean Todt even publicly offered to resign, but Schumacher leapt to his defence, issuing a very public vote of confidence in his boss. "Jean Todt is one of the best people at Ferrari," he said. "If you want to destroy Ferrari, then kick Todt out. If you want the team to grow, let him stay."

Michael then quickly fingered the team's shortcomings, concluding that Barnard's unorthodox approach – working in Surrey and communicating his vision to the factory in Maranello – would never yield the results he had grown accustomed to at Benetton's tightly knit Enstone factory.

Michael's reservations deepened – to the extent that he voiced his doubts about Barnard's abilities in the German press – and he began to seek his own solution to the problem. Discreetly, he approached Ross Brawn – informally at first – bringing him closer and closer to the Ferrari hub as he sounded out his old Benetton ally about the position of Ferrari technical director. Michael's wooing worked and, four months later, Ross landed at Bologna airport.

The pay-off: Barnard had been Ferrari's last resort – and his approach hadn't worked. Michael's broader vision saw exactly where the weaknesses lay and, simultaneously, how to deal with them, proving to Ferrari that he was far more than just a driver. With Todt still finding his feet – remember he still had comparatively little experience in Formula 1 after impressive stints in rallying and world sports cars – Michael was now the team's unofficial leader.



Brawn's new era

Brawn swept through Maranello like a whirlwind. A fiercely competitive engineer and strategic thinker with the highest standards, it didn't take the Englishman long to pinpoint Ferrari's deficiencies and set them right – a job that Barnard could never have done sitting at his desk in Guildford.

Along with Schumacher, Brawn also helped persuade fellow Benetton man Rory Byrne to defer his retirement, to put thoughts of Thai beaches and his new diving school on hold, and become Ferrari's new chief designer. He was another key signing.

As Byrne inherited Barnard's slightly more effective F310B for 1997, Brawn got to work kicking the Maranello technical department into shape. He shuffled out the old technical team (Barnard purchased the Ferrari drawing offices in Surrey and went to work for Arrows); aerodynamicist Willem Toet was replaced by Nicolas Tombazis while electronics whiz Tad Czapski was lured from Benetton to work on electronics systems.

The team's fortunes were also boosted in 1997 by an increased infusion of money from Marlboro, who had defected from McLaren after a 22-year partnership. The new

contract saw the cars painted a brighter hue of red (much to the outrage of F1 purists) and the beginnings of Ferrari's hugely successful corporate rebranding. A deal with Shell, initiated in 1996 after a lifetime with Italian petroleum company Agip, also pumped up performance as Brawn opened deeper avenues of research and co-operation with the oil firm.

The pay-off: Brawn's strength of character, allied to his closeness to and experience of both Schumacher and Byrne, created a rock-solid technical triumvirate. The deals put in place by Todt at the same time not only showed that the team were now operating on a higher technical and administrative plain, but also that the human foundations of these deals were immensely strong – many still bearing fruit to this day.



Michael and the boys

Even with Brawn and Byrne's collective input, Ferrari began the 1997 season with a car that was no match for the pace-setting Williams FW17. That was a disappointment for a team who had openly claimed this would be the year in which they fully expected to fight for the title. Such a dispiriting want of pace pushed Michael into making greater personal sacrifices to get the team back on track, and over the winter of 1996 and '97, a routine slowly emerged.

After a day spent pounding around the Fiorano test track, Michael and his engineers would decamp across the road to Ferrari's sporting HQ – the Gestione Sportiva (GeS) – for increasingly thorough debriefs. ▷



Embarrassing times for Todt, Brawn and Schumi (above); both cars retired (right) in Canada, France, Britain '96



Michael collects the tyre barrier at Pouhon, Spa 1996, while pushing in Friday practice

"The seeds of the Ferrari/Bridgestone relationship led to crushing dominance"



Above: eating and debriefing with engineer Ignazio Lunetta in '97



In Ferrari's Goodyear days (above), Michael was often critical; but it was all smiles with Hiroshi Yasukawa of Bridgestone (below)

Michael would then unload all the data he had memorised, recalling corner entry behaviour, mid-corner conditions and exit speeds, all the while answering queries and suggesting solutions to engineers' problems.

As midnight approached, he would leap into his 456GT road car and blast down the dark winding streets to the only Maranello pizzeria still open. The proprietor would be well-versed in the drill as Michael smilingly picked up a dozen boxes of pizza, tenderly strapped the wobbling tower into the passenger seat and blasted off back to the factory. He would then unload the late supper to his grateful crew and continue debriefing – often until three or four in the morning.

It was around this time that Ferrari bequeathed the use of Enzo Ferrari's old whitewashed farmhouse to Michael. It was from this building, which sits squarely in the centre of the Fiorano test track, that the Old Man had watched his cars. Now it was Michael's home-from-home as his testing routine became so strenuous that he put his fitness regime on hold for 18 months in order to devote more time to the factory than the gym. This new living arrangement meant that he could finish his debriefs and turn in late yet still be back at the track by 8.00am for the first laps of the new day.

The pay-off: the Ferrari mechanics began to treat Michael like a member of the family. He had proved his commitment beyond the call of duty – and demanded that his

colleagues prove theirs. You saw it after every victory, as he emotionally embraced his boys. You saw it, finally, at Suzuka in 2006, in the wake of defeat, as he consoled his troops – at that moment the superstar became their equal. And they loved him for it.



Sweet-talking Bridgestone

In November 1997, Goodyear shocked the grand prix world by announcing they were withdrawing from Formula 1 at the end of 1998. McLaren quickly sussed the sea change. Surmising that Goodyear's focus would doubtless wane before the end of the year, they jumped ship to Bridgestone a few months before the season-opener.

It was more difficult for Ferrari, who had developed an extremely close relationship with the Akron, Ohio, company and remained glued to the partnership despite the strong emergence of Bridgestone during 1997.

Nonetheless, Michael was never slow to jolt the American giants out of their slumber, calling them "a little lazy" once he had sized-up the true threat of Bridgestone rubber on a

pace-setting car. And while Jean Todt spent much of the 1998 season trying to persuade Goodyear to stay, they proved immune to his advances, leaving Ferrari with no option but to switch to Bridgestone a season later than their chief rivals, McLaren.

However, it was Goodyear's withdrawal and Bridgestone's appointment as sole supplier to the F1 field that finally enabled Ferrari to grab a decisive advantage. With F1 testing growing in significance – but still largely unpoliced – 1999's testing schedule permitted Bridgestone to supply tyres to only two testing venues simultaneously. With most teams opting to test at either Barcelona or Jerez, Ferrari were free to capitalise on a second venue at Fiorano, Monza or Mugello. With Bridgestone also reportedly supplying Ferrari with 50 extra sets per season to test exclusively at Fiorano, Todt was easily able to convince the Japanese of the benefits of working closely with his engineers. The result was a unique chassis/rubber relationship that became the envy of the pit lane, once competition from Michelin emerged in 2001 and Bridgestone made Ferrari their most intimate ally.

The pay-off: the seeds of the Ferrari/Bridgestone special relationship had been sown, and would lead to the Scuderia's crushing dominance on near-bespoke tyres at the start of the 21st century. It was the final crucial ingredient in the mix, and ushered in a period of five straight titles, a dominance never previously witnessed in F1.

Schumacher, along with Todt, Brawn and Byrne, had transformed Ferrari from scarlet embarrassment into F1's most successful and prestigious brand. The partnership would not lose a single world championship for another five years... Such an all-embracing triumph marked a technical, managerial and racing *tour de force* that both humbled and educated all their rivals. Whether or not the lessons have been learnt, the next couple of seasons will undoubtedly tell. **FO**

SCHUMACHER
THE LEGEND DEFINED



MR MOTIVATOR

In Schumacher's Benetton years – 1991-95 – *F1 Racing's* technical editor, Steve Matchett (above), was one of Michael's mechanics. So just how skilled was Schumi once he'd stepped out of the cockpit?

As Michael climbed from his smoking chassis at Suzuka 2006, as the cameras caught him walking back to the pits, you could see the emotion of the moment in his eyes, in the tiny lines on a face that only relatively recently has started to age. The inner sigh, the resignation, the acceptance that the dream of signing-off his long career with an eighth championship was now well-nigh impossible.

Yet, despite the weight of all of that, when Michael returned to the Ferrari pits his demeanour had changed. His eyes were bright, his smile stitched back on. He found his team-mates one by one. A few words with each, a shaken hand, a patted shoulder. Not just with his crew, but every member of the team: tyre guys, truckies, engineers, mechanics; all are equal in Michael's eyes. He not only knows their names, he knows how many children they have. And this sense of family is as strong today as ever it was during his four-and-a-half years with Benetton. Stronger, in fact, for Ferrari were his family away from family for 11 years.

Protected from the throng, safe within the confines of the team's garage, he is open and approachable, never aloof. He takes a genuine interest in whatever is being discussed: kids, the race car, holidays, testing times from Barcelona. He bonds effortlessly. And this intuitive bent has proved extremely useful over the years.

Michael is beyond devoted, gives his all to winning; and his motivation, his

camaraderie, rub off, inspiring those around him. "The main qualities that Michael brings to the team are his constant high performance, his commitment and his spirit," says Ross Brawn.

Nigel Stepney, Ferrari's race technical manager, goes further: "He is, at 37, by far the fittest driver; he has a fitness level more associated with an athlete. He's probably the only driver who can drive at 100 per cent for the whole race, follow a strategy and deliver. Most drivers at some point lose concentration. People forget the amount of physical effort required to drive an F1 car at his level. I don't believe anyone is in the same league."

I ask Stepney about Schumacher's loyalty to Ferrari, about the lack of finger pointing when things go wrong. "We can only do our best and he can only do his best. Everybody is human and we all make mistakes, but when we do – we, as in the team – stick together and go through the good times and bad times together. This dedication cements the relationship. You end up looking at yourself and wondering if you've

done enough; could you have done more? I think this is probably a unique feature of this team over the past 10 years, especially when you remember that Ferrari were once one of the most unsettled places to work."

Nigel's comments remind me of exactly how things were at Benetton. From the day Michael joined us, mid-season in 1991, he seemed to settle right in. At first I took his friendliness to be nerves: the new kid finding his feet, feeling a need to make an effort, to say hi to people he wouldn't remember the next day. But he did remember.

Back then I ran the front-end of Nelson Piquet's car; Michael's front-end mechanic was Jon Wheatley, now team manager with Red Bull. "Michael is genuinely interested in the people he works with, even now [11 years after they stopped working together] he asks after my wife and family," Jon tells me. "It's his attention to detail and total unwillingness to compromise that makes him stand out. How many other drivers did you work with who were genuinely interested in a car's bodywork shut-lines?"

The answer to Jon's question, by the way,

"Michael is beyond devoted, and his camaraderie inspires those around him"



SCHUMACHER

F1
SCHU
1994

Buoyant Benetton celebrate Michael's first world title (main and below left, with Matchett, circled, above left)

is: one. Of all the other drivers I worked with I'm pretty sure that only Martin Brundle showed the slightest interest in F1 matters beyond the immediacy of the cockpit.

Schumacher's engineer at Benetton was Pat Symonds, now director of engineering with Renault. "Michael stands out as the hardest-working driver I've seen in F1," he says. "The speed in the car and the talent go without saying, but the characteristic that I always believe makes champions stand out is their ability to continually improve, and to set personal bests every time they're in the car. For Michael, that extended to every aspect of his life in the team.

"And on a human level, he worked extremely well. We'd often find him in the garage late in the evening, with a plate of pasta, chatting to the mechanics; he really believed in making the team strong, and he understood his role as a leader in that process. The work ethic comes naturally to him, but what struck me was how well he understood that F1 is a sport about human beings as much as machines."

Personally, I never felt more included, more an intrinsic part of Benetton's quest for victory than during the Schumacher years. Yes, there were highs and lows but, even now, 10 years on, that view has never wavered. I consider myself extremely fortunate to have played even a tiny role in what must be judged, even by the most cynical, to be an incredibly special epoch in Formula 1 history. **F1**

Team-mate challenge

Michael's six Benetton team-mates all felt the hot breath of Schumi's speed

Nelson Piquet, 1991

"I never felt Michael was getting preferential treatment. Of course he was quick, sometimes quicker than me. But he was a nice guy and I was happy to open up and show him everything."



Martin Brundle, 1992

"Michael had an aura about him. He was one of the most influential team-mates I ever had. He pulled the team around him because he was so fast, but I never found him devious."



Riccardo Patrese, 1993

"The only driver I have seen like Michael was Ayrton Senna. Nigel Mansell was very quick, but he had to have the wind blowing in his direction. Like Senna, Michael was always strong."



JJ Lehto, 1994

"Benetton was Michael's team. I had no complaints about his character. People who don't know him say he's arrogant, but I think that's down to his face. It gives him an air of arrogance."



Jos Verstappen, 1994

"When Michael came to a new circuit, he'd be on the limit on the first lap. My time with him was very difficult. He was quick all the time, so bloody quick! I got nowhere near him."



Johnny Herbert, 1995

"We had some fun times but Michael didn't want anyone to work out what he was like. He was very selfish, but that's F1. My problem was the team saying yes to him all the time."



FOR THE RECORD:

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PODS

Schumacher's career was, among many things, a statistical goldrush – and here it is in full, including the engine failure in France 1996 that prevented him reaching yet another numerical milestone: 250 GPs

Words Tim Scott

1991

JORDAN-FORD 191/
BENETTON-FORD B191

Belgian GP, Spa
Start 7 Result R
Stuns on debut by qualifying seventh, but retires on lap 1

Italian GP, Monza
Start 7 Result 5
Out-qualifies and beats team-mate Piquet; scores first points

Portuguese GP, Estoril
Start 10 Result 6
Quicker than Piquet again, but finishes behind him in race

Spanish GP, Barcelona
Start 5 Result 6
Spins while challenging for lead, recovers to sixth

Japanese GP, Suzuka
Start 9 Result R
Huge qualifying crash followed by engine failure

Australian GP, Adelaide
Start 6 Result R
Running fourth in wet but collides with Piquet

Wins 0 Points 4 Position 12th=

1992

BENETTON-FORD B191B/
BENETTON-FORD B192

South African GP, Kyalami
Start 6 Result 4
Dominant Williams leave Schumi to chase Senna (McLaren)

Mexican GP, Mexico City
Start 3 Result 3
Passes Brundle and Senna for a lonely third

Brazilian GP, Interlagos
Start 5 Result 3
Takes third from Senna but is lapped by both Williamses

Spanish GP, Barcelona
Start 2 Result 2
In new Benetton B192 scores best result to date

San Marino GP, Imola
Start 5 Result R
Makes a rookie mistake and spins off

Monaco GP, Monte-Carlo
Start 6 Result 4
Survives clash with Alesi for Monaco debut points

Canadian GP, Montreal
Start 5 Result 2
Inherits a quiet second behind Berger's McLaren

French GP, Magny-Cours
Start 5 Result R
Runs into the back of Senna in the damp

British GP, Silverstone
Start 4 Result 4
Out-raced by team-mate Brundle to take fourth

German GP, Hockenheim
Start 7 Result 3
Non-stop run reaps podium after Patrese spin

Hungarian GP, Hungaroring
Start 4 Result R
Collision with Brundle damages rear wing which then breaks

Belgian GP, Spa
Start 3 Result 1
Well-timed switch to slicks secures famous first win



Italian GP, Monza

Start 6 Result 3

Clutch problems limit him to third behind Brundle

Portuguese GP, Estoril

Start 26 Result 7

Dead engine relegates him to back; delayed by puncture in race

Japanese GP, Suzuka

Start 5 Result R

Running third behind Williamses before gearbox failure

Australian GP, Adelaide

Start 5 Result 2

Sets fastest lap but Berger overtakes him to win

Brazilian GP, Interlagos

Start 4 Result 3

Slow pit stop (the car fell off the jack) limits him to third

European GP, Donington Park

Start 3 Result R

Spins off in the wet during Senna masterclass

San Marino GP, Imola

Start 3 Result 2

Inherits second behind Prost's dominant Williams

Spanish GP, Barcelona

Start 4 Result 3

Small off prevents a challenge on second-placed Senna

Monaco GP, Monte-Carlo

Start 2 Result R

Leading comfortably when hydraulics failure intervenes

Canadian GP, Montreal

Start 3 Result 2

Senna retirement promotes Schumi to second behind Prost

French GP, Magny-Cours

Start 7 Result 3

Passes Senna to become first non-Williams home

British GP, Silverstone

Start 3 Result 2

Again beats Senna's McLaren in Cosworth battle ▶

Wins 1 Points 53 Position 3rd

1993

BENETTON-FORD B192B/
BENETTON-FORD B193

South African GP, Kyalami

Start 3 Result R

Spun off trying to pass Senna for second



Spa 1992 and Michael's first win; he thrived in tricky conditions to pull off a first GP win by a German driver since Jochen Mass in 1975

After shadowing Hill at Monaco in '95, Schumi is released and wins when Hill pits



German GP, Hockenheim
Start 3 Result 2
Benefits from late Hill puncture to secure second

Hungarian GP, Hungaroring
Start 3 Result R
Two spins are followed by fuel pump failure

Belgian GP, Spa
Start 3 Result 2
Passes Senna and Prost to take a fine second

Italian GP, Monza
Start 5 Result R
Running in second before engine failure

Portuguese GP, Estoril
Start 6 Result 1
Staves off Williamses at end after clever one-stop strategy

Japanese GP, Suzuka
Start 4 Result R
Early retirement after collision with Hill

Australian GP, Adelaide
Start 4 Result R
Engine lets go after 19 laps

Wins 1 Points 52 Position 4th

1994

BENETTON-FORD B194

Brazilian GP, Interlagos
Start 2 Result 1
Passes Senna for lead at first stops to take win

Pacific GP, TI Circuit
Start 2 Result 1
With Senna out at start, Schumi wins unchallenged

San Marino GP, Imola
Start 2 Result 1
Takes dark victory following Senna's fatal accident

Monaco GP, Monte-Carlo
Start 1 Result 1
Takes pole from Häkkinen, then walks the race

Spanish GP, Barcelona
Start 1 Result 2
Brilliant second with car stuck in fifth gear

Canadian GP, Montreal
Start 1 Result 1
Never headed as he wins dry/wet race

French GP, Magny-Cours
Start 3 Result 1
Jumps both Williams with superb start and leads from there

British GP, Silverstone
Start 2 Result DSQ
Loses second for ignoring black flag; given two-race ban

German GP, Hockenheim
Start 4 Result R
Running second when engine blows up

Hungarian GP, Hungaroring
Start 1 Result 1
Incisive moves through traffic ensure another win

Belgian GP, Spa
Start 2 Result DSQ
Wins but disqualified for illegal skidblock wear

European GP, Jerez
Start 1 Result 1
Passes Hill at first round of stops for key victory

Japanese GP, Suzuka
Start 1 Result 2
Outrun in wet by Hill to lose on aggregate

Australian GP, Adelaide
Start 2 Result R
Hits wall and then takes out Hill to be champion

Wins 7 Points 92 Position 1st

1995

BENETTON-RENAULT B195

Brazilian GP, Interlagos
Start 2 Result 1
Takes win after Hill's Williams retires

Argentine GP, Buenos Aires
Start 3 Result 3
Headed for second before delay with jammed fuel hose

San Marino GP, Imola
Start 1 Result R
Leading but crashes on slicks in damp conditions

Spanish GP, Barcelona
Start 1 Result 1
Dominant victory from pole to re-take points lead

Monaco GP, Monte-Carlo
Start 2 Result 1
Beats Hill handsomely after Williams get strategy wrong

Canadian GP, Montreal
Start 1 Result 5
Leading until gearbox and throttle troubles intervene

French GP, Magny-Cours
Start 2 Result 1
Super-quick laps around first stops secure winning lead

British GP, Silverstone
Start 1 Result R
Taken out of lead by Hill's ill-judged passing attempt

German GP, Hockenheim
Start 2 Result 1
Clever, late, two-stop strategy brings famous home victory

Hungarian GP, Hungaroring
Start 3 Result R
Delayed by refuelling dramas; then electrical failure ends it

Belgian GP, Spa
Start 16 Result 1
Truly amazing drive soured by suspended ban for blocking Hill

Italian GP
Start 2 Result R
Retires when Hill out-brakes himself and hits the Benetton

Portuguese GP, Estoril
Start 3 Result 2

Satisfying second after re-passing title rival Hill

European GP, Nürburgring
Start 3 Result 1

Late-race charge sees him pass Alesi's Ferrari to win

Pacific GP, TI Circuit
Start 3 Result 1

Astonishing 'in' and 'out' laps secure win and title

Japanese GP, Suzuka
Start 1 Result 1

Dominant all weekend, winning easily from pole

Australian GP, Adelaide
Start 3 Result R

Dice for third with Ferraris ends in collision with Alesi

Wins 9 Points 102 Position 1st

1996

FERRARI F310

Australian GP, Melbourne
Start 4 Result R

New F310 runs third but retires with brake problems

Brazilian GP, Interlagos
Start 4 Result 3

Unsorted car nearly undriveable, but takes third

Argentine GP, Buenos Aires
Start 2 Result R

Run to second ruined by rear-wing failure

European GP, Nürburgring
Start 3 Result 2

Quick stop delivers second behind Villeneuve

San Marino GP, Imola
Start 1 Result 2

Beaten off the line, then chases Hill home

Monaco GP, Monte-Carlo
Start 1 Result R

Pole wasted with first-lap crash into barrier

Spanish GP, Barcelona
Start 3 Result 1

Sublime victory in teeming rain after poor start

Canadian GP, Montreal
Start NS Result R

Engine refuses to start on the grid

French GP, Magny-Cours
Start NS Result R

On pole but engine blows on warm-up lap

British GP, Silverstone
Start 3 Result R

Gearbox hydraulics fail after just three laps

German GP, Hockenheim
Start 3 Result 4

Tortoise-like one-stop strategy salvages fourth

Hungarian GP, Hungaroring
Start 1 Result 9

Running third when throttle breaks, classified ninth

Belgian GP, Spa
Start 3 Result 1

Passes Villeneuve for lead into Eau Rouge with 12 laps to go

Italian GP, Monza
Start 3 Result 1

Both Williamses falter and Schumi wins for tifosi

Portuguese GP, Estoril
Start 4 Result 3

Passed by Villeneuve on outside of final corner

Japanese GP, Suzuka
Start 3 Result 2

Villeneuve off, and Schumi chases champion Hill home

Wins 3 Points 59 Position 3rd

1997

FERRARI F310B

Australian GP, Melbourne
Start 3 Result 2

Off Williams pace by 2.0sec, but ends up second to Coulthard

Brazilian GP, Interlagos
Start 2 Result 5

Leads early on but gradually slips to fifth

Argentine GP, Buenos Aires
Start 4 Result R

Spins off on first lap after hitting Barrichello

San Marino GP, Imola
Start 3 Result 2

Improved F310B performance reaps second behind Frentzen ▶

Michael manages three wins in 1996 in the worst Ferrari he ever drove



1998

FERRARI F300

Monaco GP, Monte-Carlo

Start 2 Result 1

Crucially, opts for wet settings before start; wins easily

Spanish GP, Barcelona

Start 7 Result 4

Takes second with brilliant start, but fades to fourth

Canadian GP, Montreal

Start 1 Result 1

Wins after Coulthard stalls in pits just before red flags

French GP, Magny-Cours

Start 1 Result 1

Relief for Maranello as Schumi wins purely on merit

British GP, Silverstone

Start 4 Result R

Winning easily when wheel bearing fails

German GP, Hockenheim

Start 4 Result 2

Salvages second behind Berger despite losing fifth gear

Hungarian GP, Hungaroring

Start 1 Result 4

Three-stop strategy hamstrung by badly blistering tyres

Belgian GP, Spa

Start 3 Result 1

Rain helps Schumi build a 40sec lead in six laps...

Italian GP, Monza

Start 9 Result 6

Tyre-wear issues impact again, limiting Schumi to sixth

Austrian GP, A1-Ring

Start 9 Result 6

Overtakes Frentzen under yellow flags and hit by penalty

Luxembourg GP, Nürburgring

Start 5 Result R

Brother Ralf's Jordan damages the Ferrari at the start

Japanese GP, Suzuka

Start 2 Result 1

Takes crucial win as Irvine blocks title rival Villeneuve

European GP, Jerez

Start 2 Result R

Collides with Villeneuve; retires and is later denied year's points

Wins 5 Points 78 Position DSQ

Australian GP, Melbourne

Start 3 Result R

Retires after five laps with engine problem

Brazilian GP, Interlagos

Start 4 Result 3

Despite no brake-steer, McLarens easily beat Schumi

Argentine GP, Buenos Aires

Start 2 Result 1

Two-stop strategy and charging drive produce famous win

San Marino GP, Imola

Start 3 Result 2

Second behind Coulthard after Häkkinen retires

Spanish GP, Barcelona

Start 3 Result 3

Third is best possible because McLarens are in different league

Monaco GP, Monte-Carlo

Start 4 Result 10

Damages car barging past Wurz's Benetton; loses three laps

Canadian GP, Montreal

Start 3 Result 1

Overcomes stop-go penalty to pass Fisichella's Benetton to win

French GP, Magny-Cours

Start 2 Result 1

Beats McLarens off the line and builds unassailable lead

British GP, Silverstone

Start 2 Result 1

Outwits stewards, taking flag during stop-go in pit lane

Austrian GP, A1-Ring

Start 4 Result 3

Two offs cause pit stop that limits Schumacher to third

German GP, Hockenheim

Start 9 Result 5

Wayward car qualifies badly, and races little better

Hungarian GP, Hungaroring

Start 3 Result 1

Daring three-stop strategy, that's reliant on flat-out genius, works

Belgian GP, Spa

Start 4 Result R

Forty-sec lead ruined by running into Coulthard in spray cloud

Italian GP, Monza

Start 1 Result 1

Scrambles past Häkkinen to lead after Coulthard blows up



A confident, relaxed start to 2001 in the Australian Grand Prix



Luxembourg GP, Nürburgring
Start 1 Result 2

Häkkinen passes Schumi during pit stops, then wins duel

Japanese GP, Suzuka

Start 1 Result R

Stalls on grid ahead of title showdown; back to third before puncture

Wins 6 Points 86 Position 2nd

1999

FERRARI F399

Australian GP, Melbourne

Start 3 Result 8

Stalls on grid; comes from back to eighth

Brazilian GP, Interlagos

Start 4 Result 2

Leads but cannot stop Häkkinen's McLaren winning

San Marino GP, Imola

Start 3 Result 1

Beats Coulthard to win after leader Häkkinen crashes out

Monaco GP, Monte-Carlo

Start 2 Result 1

Good start gives Schumi a lead he will never lose

Spanish GP, Barcelona

Start 4 Result 3

Outpaced by McLarens, and has to settle for third

Canadian GP, Montreal

Start 1 Result R

Crashes out of lead under pressure from Häkkinen

French GP, Magny-Cours

Start 6 Result 5

Leading in wet until delayed by electrical problem

British GP, Silverstone

Start 2 Result R

Crashes at Stowe on first lap and breaks leg

Malaysian GP, Sepang

Start 1 Result 2

Hinders Häkkinen to help team-mate Irvine to win

Japanese GP, Suzuka

Start 1 Result 2

Second to Häkkinen, but secures constructors' championship for Ferrari

Wins 2 Points 44 Position 5th

2000

FERRARI F1-2000

Australian GP, Melbourne

Start 3 Result 1

Both McLarens expire to leave Schumi to mop up win

Brazilian GP, Interlagos

Start 3 Result 1

Fight for victory with Häkkinen ends in Finn's retirement

San Marino GP, Imola

Start 2 Result 1

Stunning in and out laps allow Schumi to beat Häkkinen

British GP, Silverstone

Start 5 Result 3

Stuck behind Villeneuve early on, he is limited to third

Spanish GP, Barcelona

Start 1 Result 5

Leading until a slow puncture forces an extra pit stop

European GP, Nürburgring

Start 2 Result 1

Sharp pass on Häkkinen paves way for victory

Monaco GP, Monte Carlo

Start 1 Result R

Huge lead lost when suspension breaks

Canadian GP, Montreal

Start 1 Result 1

Wins dry/wet race with protection from Barrichello

French GP, Magny-Cours

Start 1 Result R

Loses lead to Coulthard before engine failure ends day

Austrian GP, A1-Ring

Start 4 Result R

Taken out by Zonta and Trulli at first corner

Germany GP, Hockenheim

Start 2 Result R

Moves across track at start and is hit by Fisichella

Hungary GP, Hungaroring

Start 1 Result 2

Beaten off line by Häkkinen and has to take second

Belgian GP, Spa

Start 4 Result 2

Defeated by Häkkinen's daring pass around Zonta and into Les Combes

Italian GP, Monza

Start 1 Result 1

Beats Häkkinen in straight fight to equal Senna's win record

US GP, Indianapolis

Start 1 Result 1

Wins easily despite late spin as McLarens self-destruct

Japanese GP, Suzuka

Start 1 Result 1

Wins after a titanic head-to-head battle with Häkkinen to seal title

Malaysian GP, Sepang

Start 1 Result 1

Victory again after Coulthard has off-road excursion

Wins 9 Points 108 Position 1st

2001

FERRARI F2001

Australian GP, Melbourne

Start 1 Result 1

Lights-to-flag victory aided by Häkkinen's retirement

Malaysian GP, Sepang

Start 1 Result 1

Easy win as Ferraris are 5.0sec per lap faster in torrential rain

Brazilian GP, Interlagos

Start 1 Result 2

Loses out to Coulthard in dry/wet race

San Marino GP, Imola

Start 4 Result R

Retires after puncture damages wheel rim

Spanish GP, Barcelona

Start 1 Result 1

Beaten into second by Häkkinen until McLaren's engine blows

Austrian GP, A1-Ring

Start 1 Result 2

Charges back to second after mix-up with Montoya

Monaco GP, Monte-Carlo

Start 2 Result 1

With poleman Coulthard stranded on grid, Schumi walks the race

Canadian GP, Montreal

Start 1 Result 2

Michelin superiority allows Ralf to hunt Schumi down ▶

SCHUMACHER

THE LEGEND DEFINED

Second to Rubens at Monza in 2002, but Schumi breaks the points record for a single season



European GP, Nürburgring
Start 1 Result 1

Battle again with Ralf, resolved when Williams gets stop-go

French GP, Magny-Cours
Start 2 Result 1

Passes Ralf during the first stop sequence and canters home

British GP, Silverstone
Start 1 Result 2

Slower one-stop strategy allows two-stopping Häkkinen to win

Germany GP, Hockenheim
Start 4 Result R

Slows at start with gearbox problem and is hit by Burti

Hungary GP, Hungaroring
Start 1 Result 1

Heads regulation Ferrari 1-2 to secure fourth world title

Belgian GP, Spa
Start 3 Result 1

Leads from lap one onwards to score record 52nd win

Italian GP, Monza
Start 3 Result 4

Subdued performance post-9/11 produces quiet fourth

US GP, Indianapolis
Start 1 Result 2

Beaten fair and square by Häkkinen after second stops

Japanese GP, Suzuka
Start 1 Result 1

Rapid early laps ensure dominant victory

Wins 9 Points 123 Position 1st

2002

FERRARI F2002

Australian GP, Melbourne
Start 2 Result 1

Easy win in last year's car after Barrichello is caught in start pile-up

Malaysian GP, Sepang
Start 1 Result 3

Clashes with Montoya's Williams then tigers through the field

Brazilian GP, Interlagos
Start 2 Result 1

Debut of new F2002 produces resounding victory

San Marino GP, Imola
Start 1 Result 1

Walk in the park as Ferrari claim a 1-2

Spanish GP, Barcelona
Start 1 Result 1

Barrichello retires and Schumi strolls to win No4

Austrian GP, A1-Ring
Start 3 Result 1

Dominant Barrichello lets Schumi past on the line to win

Monaco GP, Monte-Carlo
Start 3 Result 2

Rare thing as Coulthard's McLaren beats Schumi on merit

Canadian GP, Montreal
Start 2 Result 1

Montoya mounts a challenge, but Schumi has it in hand

European GP, Nürburgring
Start 3 Result 2

Early spin results in controlled second behind Barrichello

British GP, Silverstone
Start 3 Result 1

Battle with Montoya goes Schumi's way after rain

French GP, Magny-Cours
Start 2 Result 1

Fights back past Räikkönen to seal fifth title

German GP, Hockenheim
Start 1 Result 1

Staves off early pressure from Ralf to win convincingly

Hungarian GP, Hungaroring
Start 2 Result 2

Routine run to second as buffer to victorious Barrichello

Belgian GP, Spa
Start 1 Result 1

Romps to record-breaking 10th victory of the year

Italian GP, Monza
Start 2 Result 2

Different strategies give Barrichello win over Schumi

US GP, Indianapolis
Start 1 Result 2

Bungled dead heat, as Schumi lets Barrichello win by inches

Japanese GP, Suzuka
Start 1 Result 1

Schumi dominates at one of his favourite circuits

Wins 11 Points 144 Position 1st

2003

FERRARI F2003-GA

Australian GP, Melbourne
Start 1 Result 4

Leads early on but damages floor on kerbs

Malaysian GP, Sepang
Start 3 Result 6

Limited to sixth by penalty for tangle with Trulli

Brazilian GP, Interlagos
Start 7 Result R

Spins off in torrential rain that causes mayhem

San Marino GP, Imola
Start 1 Result 1

Takes emotional win after death of his mother

Spanish GP, Barcelona
Start 1 Result 1

New GA variant of F2003 wins after battle with Alonso

Austrian GP, A1-Ring
Start 1 Result 1

Survives small pit fire to win after Montoya's engine blows

Monaco GP, Monte-Carlo
Start 5 Result 3

Trapped behind Trulli for ages, limiting Schumi to third

Canadian GP, Montreal
Start 3 Result 1

Brilliantly survives fading brakes to hold off train of cars

European GP, Nürburgring
Start 2 Result 5

Knocked off by Montoya, but recovers to fifth ▶

French GP, Magny-Cours

Start 3 Result 3
Leapfrogs McLarens at final stop for third behind Williams duo

British GP, Silverstone

Start 5 Result 4
Takes a quiet fourth in thrilling race won by Barrichello

German GP, Hockenheim

Start 6 Result 7
Drops from second place with late-race puncture

Hungarian GP, Hungaroring

Start 8 Result 8
Dismal weekend ends with Schumi a lap down in eighth

Italian GP, Monza

Start 1 Result 1
Defeats Montoya over race-long battle in fastest-ever GP

US GP, Indianapolis

Start 7 Result 1
Overcomes Button's challenge to notch up crucial win

Japanese GP, Suzuka

Start 14 Result 8
Needs a point to secure title – struggles, but does it

Wins 6 Points 93 Position 1st

2004

FERRARI F2004

Australian GP, Melbourne

Start 1 Result 1
Formation run with Barrichello leads to crushing Ferrari 1-2

Malaysian GP, Sepang

Start 1 Result 1
Tense tactical battle with Montoya ends in Schumi win

Bahrain GP, Sakhir

Start 1 Result 1
Cool temperatures help Bridgestones; easy Schumi win

San Marino GP, Imola

Start 2 Result 1
Passes Button's B.A.R-Honda during first stops, then cruises it

Spanish GP, Barcelona

Start 1 Result 1
Overcomes early Trulli resistance and a holed exhaust to win

Monaco GP, Monte-Carlo

Start 4 Result R
Crashes in tunnel after contact with Montoya behind Safety Car

European GP, Nürburgring

Start 1 Result 1
Sato chases to no avail as Schumi is again peerless

Canadian GP, Montreal

Start 6 Result 1
Clever two-stop strategy nets seventh Montreal win

Michael pauses for thought during practice for the 2003 US GP

US GP, Indianapolis

Start 2 Result 1
Jumps Barrichello at restart and negotiates Safety Car to win

French GP, Magny-Cours

Start 2 Result 1
Remarkable four-stop strategy and relentless pace pay off

British GP, Silverstone

Start 4 Result 1
Puts hammer down when it matters to come through again

German GP, Hockenheim

Start 1 Result 1
Wins with customary ease despite Button charge behind

Hungarian GP, Hungaroring

Start 1 Result 1
Win number 12 from 13 is the most straightforward

Belgian GP, Spa

Start 2 Result 2
Second to Räikkönen in exciting race to secure title

Italian GP, Monza

Start 3 Result 2
Spins at chicane on lap one, charges back to second

Chinese GP, Shanghai

Start 20 Result 12
A spin in qualifying, two in the race: unforgettably forgettable

Japanese GP, Suzuka

Start 1 Result 1
Makes amends with truly crushing victory

Brazilian GP, Interlagos

Start 18 Result 7
Hits wall in qualifying, then spins in the race

Wins 13 Points 148 Position 1st

2005

FERRARI F2005

Australian GP, Melbourne

Start 19 Result R
Torrid weekend ends by pushing Heidfeld onto grass

Malaysian GP, Sepang

Start 13 Result 7
With 2004 car, Schumi is woefully off the pace

Bahrain GP, Sakhir

Start 2 Result R
New car battles Alonso for 12 laps before hydraulic failure ▶



Bowing out with a total blast – Schumi shows what he's made of: Brazil '06



San Marino GP, Imola
Start 13 Result 2
Alonso holds Schumi at bay in thrilling battle

Spanish GP, Barcelona
Start 8 Result R
Runs third before two punctures in two laps

Monaco GP, Monte-Carlo
Start 8 Result 7
Lapping quicker in race than qualifying shows tyre troubles

European GP, Nürburgring
Start 10 Result 5
Is beaten by Barrichello in lacklustre run to fifth

Canadian GP, Montreal
Start 2 Result 2
Swamped at start, pits early and salvages second

US GP, Indianapolis
Start 5 Result 1
Hollow victory after Michelin teams withdraw

French GP, Magny-Cours
Start 3 Result 3
McLaren retirements promote Schumi to podium

British GP, Silverstone
Start 9 Result 6
Off the pace but reliable to finish ahead of Barrichello

German GP, Hockenheim
Start 5 Result 5
Runs third against Michelin hordes but drops to P5

Hungarian GP, Hungaroring
Start 1 Result 2
Holds lead from Räikkönen until second stops

Turkish GP, Istanbul
Start 19 Result R
Controversial clash with Webber's Williams ends day

Italian GP, Monza
Start 6 Result 10
Falls back gradually in race to finish lowly 10th

Belgian GP, Spa
Start 6 Result R
Rammed out by Takuma Sato's B.A.R.-Honda

Brazilian GP, Interlagos
Start 7 Result 4
Stronger day as he beats Fisichella's Renault to fourth

Japanese GP, Suzuka
Start 14 Result 7
Drops from fifth as Alonso passes him on outside of 130R

Chinese GP, Shanghai
Start 6 Result R
Spins off on cold tyres while behind safety car

Wins 1 Points 62 Position 3rd

2006

FERRARI 248

Bahrain GP, Sakhir
Start 1 Result 2
On form: beats Alonso by inches

Malaysian GP, Sepang
Start 14 Result 6
Flexi-wing row enforces fight to seventh

Australian GP, Melbourne
Start 10 Result R
Lack of grip ends in crash into wall

San Marino GP, Imola
Start 1 Result 1
Triumphs in head-to-head battle with Alonso

European GP, Nürburgring
Start 2 Result 1
Relentless pace on Bridgestones overcomes Alonso lead

Spanish GP, Barcelona
Start 3 Result 2
Initially stuck behind Fisichella; unable to catch Alonso

Monaco GP, Monte-Carlo
Start 22 Result 5
Infamous Rascasse quali drama sparks huge race charge

British GP, Silverstone
Start 3 Result 2
Has to battle past Räikkönen for hard-fought second

Canadian GP, Montreal
Start 5 Result 2
Supreme second is best possible behind strong Alonso

US GP, Indianapolis
Start 1 Result 1
Dominant again, heading home Ferrari 1-2 with Massa

French GP, Magny-Cours
Start 1 Result 1
Ferrari again on top form as Schumi takes lights-to-flag win

German GP, Hockenheim
Start 2 Result 1
Storms to easy victory in front of home crowd

Hungarian GP, Hungaroring
Start 11 Result 8
Grid penalty and touch with Fisichella restrict Schumi to eighth

Turkish GP, Istanbul Park
Start 2 Result 3
Safety Car ruins race as he queues behind Massa in pits

Italian GP, Monza
Start 2 Result 1
On top again for win, then announces retirement

Chinese GP, Shanghai
Start 6 Result 1
Inspired win as Schumi beats Alonso in crucial duel

Japanese GP, Suzuka
Start 2 Result R
Winning by a margin when engine blows up

Brazilian GP, Interlagos
Start 10 Result 4
Puncture sparks storming drive from back to finish career **F1**

Wins 7 Points 121 Position 2nd

Races 249
Wins 91
Points 1369
World championships 7



Once more – and finally – into the breach. Michael prepares for one of his great drives

PHOTOGRAPH BY ANDREW HARRIS FOR THE NATIONAL GEOGRAPHIC

ONE FOR THE ROAD

So, farewell, Michael. That was a frantic, crazy, masterly final race

Words Matt Bishop

FMICHAEL SCHUMACHER was the biggest star that Formula 1 has ever known (and he was), and if the 2006 Brazilian Grand Prix was the race in which his star was at its most ascendant (which it was), then it logically follows that no man has ever been bigger, or strutted and fretted his hour upon the F1 stage more imperiously, than did the man they called Schumi, at Interlagos on Sunday October 22.

All weekend he was everywhere... and nowhere. Everywhere because his name was on everyone's lips, yet nowhere because he made himself so scarce most of the time. But every time he did appear – walking oh-so-briskly from the paddock swipe-gates to Ferrari's quarters behind the crumbling pit garages – hundreds of photographers and cameramen surged towards him. And every time it happened – and it happened every time – it was an awesome sight. Awesome in the proper sense of the word. Because, from Friday onwards, Michael arrived surrounded by black-suited heavies, like motorcycle outriders keeping the hordes at bay.

THE CALM BEFORE THE STORMING DRIVE

Astonishingly, Michael wasn't invited to the official FIA press conference for drivers on Thursday afternoon. Instead we pressmen were invited to grill Fernando Alonso (logical enough, given the position of the world championship), Felipe Massa (for the sake of the local media), Rubens Barrichello (ditto), Kimi Räikkönen (not quite sure why) and Tiago Monteiro (search me). In Ferrari's (and, I guess, the FIA's) defence, Michael did attend a special Thursday-morning press conference at downtown São Paulo's TranAmerica Hotel, but it was too early for most European-based journalists, many of whom were still waiting at baggage reclaim as it began (see 'Schumi shows his soft side', overpage).

"Michael didn't attend a single official FIA press conference"

And here's an odd thing: Michael failed to qualify in the top three on Saturday, and failed to make the podium on race day – which meant that he didn't attend a single official FIA press conference at any time during his final grand prix weekend.

But we're running ahead of ourselves. Michael stayed at the Grand Hyatt, arriving late on Tuesday afternoon, and dined there the following evening – with his wife, Corinna; his father, Rolf; Rolf's lady friend (Michael's mother died in 2003); his manager, Willi Weber; his ex-physio, Balbir Singh; five-times MotoGP champion, Mick Doohan; and a couple of old mates from his karting days, Peter Kaiser and Heribert Fringeling: an octet of people who, for one reason or another, mean a hell of a lot to Michael.

Just as Michael's morale-raising sensibility means a lot to the team. On Thursday evening, as they've done every Thursday evening all season, Michael and Felipe selected 10 Ferrari mechanics each for a friendly kick-about. This time Ross Brawn refereed. Fittingly, team orders were nowhere to be seen, and the match was drawn. Surprised? Yes, so would many F1 ▶



Man of the moment in Brazil was Michael (left, in a media scrum), not champ Alonso or race winner Massa. Puncture (above) reduced his chances to zero



On the grid (left and below in white balaclava) Michael was the calm centre amid the adulation



insiders be – for Ferrari's reputation is of a well-oiled machine, with no time allotted for simply messing about. Well, it *is* well-oiled, but time *is* allotted for messing about – or, if you prefer, bonding. Hence, the footie. But it wouldn't have worked if Michael and Felipe weren't genuinely friendly. They are.

FRIDAY: HAIL FELLOWS WELL(ISH) MET

As usual, Ferrari saved Schumi's engine on Friday, opting not to send him out at all in the first session and giving him just 15 laps in the second. In between he ate a small pasta salad and had a massage from Balbir's successor, Michael Harner.

But the most significant happening on the Friday was the drivers' briefing. It began much as usual: the FIA's race director and safety delegate, Charlie Whiting, chaired it, and ran through the basics – "look out for the blue flags when you're being lapped, guys"; "make sure you don't impede anyone in qualifying if he's on his hot lap and you're on your out-lap" – but, just as everyone was about to scrape their chairs back and sling their hooks, Charlie asked for silence again.

"I think it would be appropriate," he said, "if, in recognition of what Michael has done

for the sport over the past 16 seasons, we all put our hands together and gave him a round of applause."

Some drivers did as bidden, a few of them even shouting, "Speech! Speech!" Others sat on their hands. The result was a muted ovation and, as a result, Michael didn't make a speech.

SATURDAY: TROUBLE ON TRACK

Saturday started perfectly, which is to say it started like almost every other Saturday in Michael's F1 career: chopper to the track; technical briefing; massage; session one (second fastest); lie-down; pasta salad; another massage; qualifying knock-outs (second fastest in Q1; fastest in Q2). Pole looked, well, extremely likely; the front row, a formality.

In the end, as you know only too well, Michael didn't complete even a single competitive lap in Q3, owing to a fuel pump failure – something that hasn't happened on a Ferrari during a race weekend for more than five years. So he ended up P10. Alonso qualified fourth.

Did he give up? Of course not. He debriefed until nearly 8.00pm (or, in other words, about four hours after Kimi had left for the Hilton), then had dinner with the

Schumi shows his soft side

Immediately after the TransAmerica press conference on Thursday, Michael asked all German and Italian journalists to stay behind. He then told them that, although he'd had his ups and downs with the media, he wanted to thank them for, well, he wasn't quite sure; he just wanted to thank them.

"Will you make a comeback?" one asked.

"The answer is more likely to be no than yes," Michael replied, to much laughter.

Then he did a funny thing – and those who saw it said it seemed spontaneous. He autographed each reporter's FIA pass. To each man he wrote a personal message – in German for the Germans and Italian for the Italians.

"We really saw the human side of Schumi," said one Italian later.

On Saturday evening, Michael would extend the gesture to only one British journalist: F1 Racing's Peter Windsor. He wrote: "To Peter. Keep it up. Michael Schumacher".

F1 Racing's Peter Windsor finds that he is embraced by Schumacher's "human side"



"Michael drove prodigiously well. Truly, madly, deeply well. It was an epic drive"

When words failed us...

As usual, Michael won both our Driver and Man of the Year awards (see feature, p36).

"Well, Michael," I said, wondering how he'd receive me, because he hasn't always liked our editorial line, "you've picked up quite a few of our awards over the years, and here are a couple more."

"Thank you," he replied, "and thank you to your readers, too."

Then I quipped: "You can put them with the others, in the downstairs loo."

"No," he tut-tutted, "I never put your awards

down the toilet."

I laughed, but Michael wasn't joking. "No, er..." I tried to counter. But by now he was walking away. "Goodbye, guys," he shouted back, friendly enough. And as I watched him go, I was both amused and aghast that he could think I was suggesting he'd treat our Man of the Year gongs like so much shit.

Well, Michael, that isn't what I meant. It was a joke. But now, I'll have to live with the thought that he walked away thinking, "What a dickhead." Pity.



Bishop (right) presents the awards



Congrats all round (left): from Michael to Felipe on his win, and from Felipe to Michael for his great swansong

Ferrari boys at the track, arriving back at the Grand Hyatt at about 10.00pm. Dedication can be habit-forming, you know...

SUNDAY: A LEGEND IN HIS OWN LAPTITUDE

Until 1.30pm, everything was more or less business as usual – chopper; technical briefing; Paddock Club appearance; pasta salad; drivers' end-of-season group photo on the start line etc.

I walked out onto the grid at about 1.25pm, and stationed myself in the only place any F1 fan would want to be: beside the P10 slot. Already, it was well thronged – and waiting closest was Mika Häkkinen, the man whom Michael has described many times as the driver he most respected as a foe (well, I think he called Mika "my greatest rival" actually, but you know what I mean).

As Michael drove up to the grid, then cut the engine in order to be pushed through the mêlée to his grid slot, the Interlagos crowd issued a roar of a magnitude rarely heard in grand prix racing. It was a collective bellow of Rangers-v-Celtic-at-Ibrox proportions – shapeless, unyielding, scary even – and it lasted a long time.

He climbed out, was patted by Todt, Weber and Ferrari test driver Luca Badoer, then walked up to Häkkinen. Mika looked

genuinely emotional as they chatted, but Michael was seemingly his usual phlegmatic self. Already, despite the drama, you somehow knew there would be no tears from him this day. Not in public, anyway.

After Mika, he marched towards Pele (Kimi, as ITV viewers were made well aware minutes later, when Martin Brundle interviewed him on his grid walk, was apparently "having a shit" at the time).

I say "apparently" because, actually, Kimi wasn't. Having a shit, that is. No, after his McLaren was pushed up to its front-row grid slot, he remained either in it or beside it until he got in it again prior to the race.

So why did he say what he said? For mischief, surely. To cast a little ridicule on all the 'goodbye Michael' razzmatazz, to be sure – and to piss off Ron Dennis, too, no doubt. (Check the 'Kimi having a shit' clip on YouTube; Kimi's cheeky grin says it all...)

The race, you know about. Despite an early puncture, Michael drove prodigiously well. Truly, madly, deeply well. It was an epic drive, a magnificent drive – and, on lap 68, he pulled one of the most audacious overtaking manoeuvres any of us has ever seen. On Räikkönen, fittingly.

That'll teach Kimi to have a shit – or, worse, pretend to be having a shit – when history is being made, won't it? **FO**

F1 to One

Michael Schumacher Private citizen

On whether he'll stay retired; on his racing tactics; on diving with whales

During your 16 years in F1 your only serious accident was at Silverstone in 1999 where you broke a leg. Did fear play any small part in your decision to quit, as it did for James Hunt at Monaco in 1979?

No. I'm no more or less scared now than I was at the start of my career. Of course, there are always moments when you do feel a bit of fear, but when you sit in the car you don't think about it.

The betting is that at the beginning of next year you'll want to test the new Ferrari. Do you want to bet against that happening?

At this moment, yes.

How about driving in the DTM in Germany?

Why should I do that? But I can only answer that question for sure from where I am right now. Niki Lauda made a comeback in F1; Mika Häkkinen is driving DTM. But that all happened after a certain period of time. I cannot for sure say what I'll be doing in two or three years.

Jean Todt was once a rally co-driver and then developed a very successful career as team manager. Could he be a role model for you?

I never had any [role models], and never had the need for one.

What do you say to those who claim you're one of the track's biggest egoists, but a very nice guy once you've stepped out of the car?

I would agree. Why should I give others a present on the track?

But that has also meant you've been heavily criticised – when, for example, in Monaco last year, you overtook Rubens Barrichello [in very marginal

conditions – Rubens was simultaneously trying to pass Ralf], then tried to take your brother on the last lap [almost causing a crash]. Or when you stopped your car during qualifying in Monaco this year.

To be honest, if the other drivers criticise me then I've done a lot of things the right way.

Were you surprised that your retirement announcement topped the television news in Germany, and that it was treated like an affair of state?

I didn't know. That evening I got home fairly late and didn't check the news. To read what the press writes about me was never a large part of my life. But I did understand there would be a lot of interest.

You've often said that your wife, Corinna, would always let you decide for yourself about your future as a driver. How was it this time?

As always. Corinna isn't someone who tries to push me into something. On the contrary, she gives me the freedom to reach the right decision, but in the end we always decide things together.

What will you be doing when testing starts for next year?

I think the children are on holiday and we'll travel somewhere together. I'll also take care of some personal business I couldn't attend to earlier because of lack of time.

From now on you'll be free to do as you please. What's the first indulgence that you'll allow yourself; the first luxury?

To do everything I've never had a chance to do before. Having a lot of time just for me is a real luxury.

But is there something

particularly special?

Yes. I've wanted to dive with whales, but I've always been in the wrong place at the wrong time. The whales were always somewhere else. But now I'll have the time to travel to where they are.

You do a lot of charity work but usually decline to talk about it. Is it, however, something you'll now get more involved with because you have more time, and probably won't be followed by the press?

I wouldn't call it 'followed'. On the contrary, for this project you need the co-operation of the media, so I'd welcome that. Earlier, what little free time I had, understandably, I wanted to spend with my family. But now I'll have more time to spend on different projects.

You've said that the only place you can take a holiday is the USA because nobody knows you there. Do you really believe that you can simply be a private citizen again?

Not tomorrow, but sometime it will happen. When I'm old, grey and fat.

Your daughter is riding and your son is playing ice hockey. Do you play with him?

No. I wouldn't be much help. But I'll watch and give him my support.

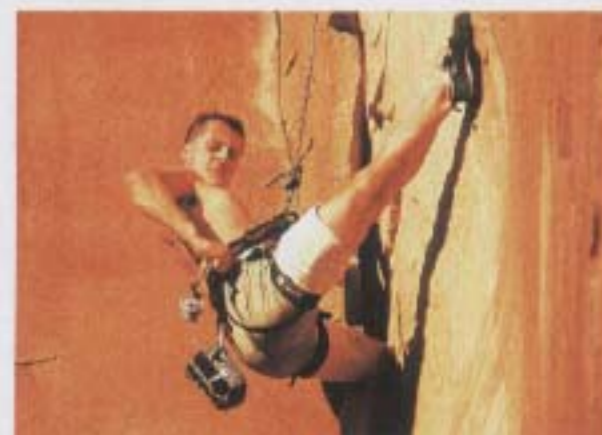
When you joined Ferrari in 1996 the team were in chaos. In the press room a Swiss journalist started to take bets on which lap you'd retire. How did you react to that?

At first I laughed when I heard about it; on the other hand it wasn't that funny to be the main character in such a bet.

Interview by Fredrik af Petersens **FO**

+5 fast facts

- 1 You've met many famous people. Is there anyone you still want to meet?**
Off the top of my head, I'd say no
- 2 What are the highlights and low points of your life?**
Highlights are the birth of my children, the day Corinna and I became a couple, my first world title with Benetton in 1994 and Ferrari in 2000. The low points are the death of my mother and the tsunami
- 3 What's your favourite song?**
'My Way'. And I can sing pretty well. There's so much truth in the lyrics and perhaps it has become a part of my life
- 4 What's your favourite food and drink?**
Pasta and *Kaiserschmarrn* (scrambled pancakes with raisins), and apple juice with soda
- 5 Surprise us with something we don't know**
I'm keen on rock climbing



Michael uses rock climbing to strengthen his arms and legs

SCHUMACHER
THE LEGEND DEFINED

deutsche
Anlagenberatung

"If other drivers
criticise me then
I've done a lot of
things the right way"



So, *the superteam failed to win a race this year for the first time since 1996. The issue now, of course, is why; and the answer, in the triteness of F1-speak, is obvious: "Well, if we knew why, we would have put it right, wouldn't we, naive journalist?" Therefore let's just assemble the evidence and pose the questions here. For the ultimate answers, though, we must sit back and await Vodafone Team McLaren-Mercedes in 2007, Fernando Alonso-style...*

You only had to watch on any circuit, on some reasonably interesting corner, to appreciate *how good* the McLaren MP4-21 looked in 2006. Michael Schumacher would be great – smooth and flowing after a subtly extended braking area; Fernando would be all energy – punching the R26 towards his apex, flat-car-ring it over the kerbs; then along would come Kimi Räikkönen – all neatness and simplicity, in that gorgeous McLaren of his, engine note an octave lower than the others, all rasping and rough, his matt-finished helmet identifying him as the driver out there alone, different from the others.

Then, all-too-regularly, you'd return to base and study the times and Kimi would be P6 and you'd say to yourself, "Yes, but he's

On the slippery slope? McLaren failed to win a race this season for the first time in a decade – a humiliation

probably running more fuel", and the guys at McLaren would smile wistfully and then it would be qualifying... and Kimi would again be P6. And then you'd think about the morning and you'd try to think if Kimi had *looked* that slow on that corner, and your honest answer would be that he had not.

So, what was going on, you'd ask. Are you not able to distinguish between the quick and the very quick?

The answer, I think now – now that we can think about it a little in the closed season – is that there was nothing wrong with the McLaren's balance in 2006. Understeer or oversteer you can see. You can see guys like Juan Pablo Montoya or Pedro de la Rosa (reactive drivers both) fighting with

understeer. And we didn't see that – or I didn't – in 2006. What we saw was a McLaren that looked pretty neat and tidy but which had a very small operating window and thus, on average, wasn't quick enough.

First observation, then, is that the McLaren probably suffered from poor basic grip in 2006 rather than some horrendous handling vice. That statement may not change the world but it is a good starting point for the discussion, I think, because in 2005, if you recall, Juan Pablo spent the first two-thirds of the year complaining about a front end he couldn't use. (Complaining about it to the press, at any rate. Late this year I was quite surprised to hear from a McLaren insider that Juan had always been

WHAT WENT WRONG?

As engineers chased the conflicting needs of Montoya and Räikkönen, McLaren lost their focus in 2006. But now, with Alonso on board, normal service must be resumed ASAP

Words Peter Windsor



happy with the front of the car and that it was the *rear* he was unsure about. That was why, I was told, the engineers worked towards 'dumbing' the front end of Juan's car as the 2005 season progressed. With the car much less pointy, he then found that he could do more with the rear.)

In my view, all this dumbing and pointing and Juan Pablo-ing was probably McLaren's first 'mistake' – if that's the right word – in the context of 2006. Juan may have *felt* that his problem was the rear of the car because he *drives* that way – with the rear, hunting

Third-row quali in Malaysia put Kimi into an opening-lap mêlée and a Klien crunch

for the moment when he can flatten the throttle and get the hell out of the corner, preferably with a bobble or two of correction for the photographers out there. That's Juan. That's the way he drives. That's the way he will always drive. And, within the context of oversteer drivers, he is a master.

Juan's problem in 2005, however, was that, in order to get his McLaren into that oversteery condition, he was having to *overcome* the front rather than *maximise* it, as Kimi did – and does. There's no doubt that a racing car, to quote Stan and Alan Jones, is at its best when it is pointing straight – and that is always the way Kimi has driven. If he doesn't have steering response within reasonable limits, he **D**

"McLaren did as much development work on their car as Renault and Ferrari on theirs"

works at finding the moment when he can. He doesn't ask for more front wing, or a softer front bar, or less rear wing. He just finds the moment of perfect execution.

So what does all that mean? On the face of it, I'd suggest, McLaren were a bit confused by the end of 2005. On the one hand they had Kimi seemingly happy with the car and obviously wanting nothing more than rock solid reliability; on the other, they had Juan Pablo saying he needed a better rear end (when actually he meant that he needed a stronger front). You'd think now, in late 2006, that McLaren would have followed Kimi's lead – but remember that Juan Pablo, through judicious use of tyres, etc, etc, actually beat Kimi in Brazil in 2005. That wouldn't have helped to clear the fog.

I talked to someone close to Juan about a year ago, and suggested that he needed to develop his driving over the winter to the point where he could use the front of the car as well as Kimi did but the answer was quite the contrary: McLaren's engineers needed to improve the rear of the car for Juan Pablo. At that point, of course, we all smelt trouble.

(Press pause here, because it's important to establish a balance between that Great God Telemetry and the endless, uninteruptable debriefs that it engenders, and observers-from-the-outside like me, watching on the circuit, seeing Juan struggling and then seeing Kimi, with judicious use of brakes, steering and throttle, appearing to be driving an altogether different racing car. For the record, I think the gap is huge and that McLaren's lack of success in 2006 was, to some extent, proof of what I say.)

So that was one thing: confusion over grip levels front to rear. Let us now throw in a bunch of other factors in no particular order:

(1) Chassis regulation changes over the

winter that (as it turned out) did not hurt the main-keel structure cars such as the Ferrari or Renault but did take away some of the advantage of twin- or zero-keel cars such as the McLaren. You won't find an engineer in the paddock, in my experience, who definitively says that twin, single or zero keels make any substantial difference to the car's performance. "It's just a question of the package," they love to say – but one is forced to beg to differ. There is no doubt that a single or vee keel ensures a stronger, more adjustable front end; and now, with last winter's front-wing changes, there is also performance evidence to suggest that twin- or zero-keel cars have lost their airflow advantage.

(2) Sporting regulation changes that again permitted tyre changing during the race. In other words, tyre graining and wear became less of a determining factor in overall

Fine-tuning a knife-edge Newey design isn't easy – alter one thing and the whole edifice will be compromised

performance. McLaren, with their brilliant 2005 aero package, were always kind to their tyres, and last year that frequently gave them an advantage: they could run softer Michelins for the full race distance. That advantage was lost in 2006.

(3) The departure of Adrian Newey just after he had finished the basic design of the MP4-21. In his legacy he left, they say, one aero update. Thereafter, the development of the car was up to the new McLaren technical team (see panel, p92). Considering (1) above and the on-going Juan dramas, they were left with a huge job – aside from the business of regrouping and restructuring the team.

Adrian has said from the Red Bull sidelines that he is amazed McLaren did not further develop his car during 2006 – but then he would say that, wouldn't he? The truth is that McLaren did at least as much (in terms of wing, bodywork and cooling structures) as did Renault and Ferrari in 2006 but that they were doing so from a very different, zero-keel baseline. On top of that, Adrian, like John Barnard before him, is ▶



The last Big Mac year was 1999 What's happened since?

2000: MP4-15

Car proved a match for Ferrari as Mika Häkkinen developed a genuine title challenge during the summer. Ferrari then turned the screw, however, winning the final four races as the McLaren charge wilted.

Points 152
Wins 7
Constructors' pos 2nd



2001: MP4-16

Poor early reliability put paid to Mika's title push before the halfway point. David Coulthard picked up the baton – and looked genuinely impressive – but the team once again failed to smother Ferrari's winning machine.

Points 102
Wins 4
Constructors' pos 2nd



2002: MP4-17

After the promise of 2001, McLaren came out of the blocks expecting to fight for the title (but the move to Michelin didn't help). But the car was out-classed by supremely polished Ferrari and emergent BMW-powered Williams.

Points 65
Wins 1
Constructors' pos 3rd



2003: MP4-17D/MP4-18A

Updated 2002 car gelled perfectly on Michelins but couldn't beat Williams and Ferrari in a straight fight. Stillborn MP4-18A proved an expensive waste of time and money.

Points 142/0
Wins 2/0
Constructors' pos 3rd



2004: MP4-19/MP4-19B

McLaren deluded themselves that an updated MP4-18A – misleadingly labelled the 19 – would be quick enough for the new season. But it was a total embarrassment. Team also diluted their effort by producing a faster B-spec car.

Points 22/47
Wins 0/1
Constructors' pos 5th



2005: MP4-20

The class of the field – but still hampered by early-season grip problems and, latterly, patchy reliability. Divergent handling preferences of the two drivers also slowed development.

Points 182
Wins 10
Constructors' pos 2nd



2006: MP4-21

Winter worries with unreliable Merc V8s delayed pre-season progress. Car looked quick out of the box but proved too temperamental as both Montoya and Räikkönen lost interest.

Points 110
Wins 0
Constructors' pos 3rd



Compiled by Steve Cooper



A gravelly park was forced on de la Rosa when his engine failed in the Italian GP



Montoya said he couldn't make sense of the chassis's rear end

Who will Fernando Alonso's McLaren whizz-kids be?

The technical personnel structure is strong despite departures during 2006.

Under team principal Ron Dennis are Martin Whitmarsh, CEO of F1, and Jonathan Neale, MD of McLaren Racing. It's to Neale that the technical hierarchy report: the ex-Williams duo

of Neil Oatley (director of design and development) and Paddy Lowe (director of engineering). Oatley runs what could loosely be called chassis design, while Lowe oversees aero programmes.

Next is Mike Coughlan, chief designer, who turns Oatley's concepts into

hardware; he's backed up by Tim Goss (MP4-21), Pat Fry (MP4-22) and former Lola designer, Mark Williams (longer-term projects). Under Lowe is aero chief Simon Lacey (ex-Honda), Doug McKiernan (MP4-21/22) and ex-Renault designer Nicholas Hennel (longer-term projects).

a perfectionist. Developing a Newey car is a bit like changing the angle of two critical lines within the most complicated, pyramidal matrix structure known to man. Change one thing, in other words, and a million others will be compromised – and there will be zero margin for error along the way.

When Adrian has worked with a Patrick Head or a Neil Oatley the results have been magic. Separate the aero genius from the rock, however, and both parties are less effective. No wonder the cooling system

absence of a strong, detailed driver in the other car, however (a driver of David Coulthard's ilk), Kimi's well-known ability to say little and just *drive* the car, albeit perfectly, inevitably meant that the bulk of the team's thinking was coloured by the views of the ever-changing drivers of McLaren No2. There was no Michael or Fernando, in other words, at McLaren. There was, instead, a committed if distracted Kimi – and Kimi is distracted even when he's concentrating.

I'm sure many would add a point six here,

as important, I think they will want more or less the same front-to-rear balance from the chassis. I gather that McLaren's engineering team are being mildly restructured over the winter but Martin Whitmarsh should be wary of changing too much; beforehand, they should see what it's like to work with two of the fastest and best-organised drivers on the planet – Fernando and Lewis. Overnight, I suspect, they will see a different world.

Regulation changes are significant for 2007 (control tyres, frozen engine specs) but, on the assumption that McLaren build a strong, functional, adjustable and driveable (single- or vee-keel) car, then neither of those factors should hurt them. Newey's next-generation, zero-keel Red Bull may well be blindingly quick but then McLaren's driver package – as Ferrari's used to be – is so strong that they can still win with post-Newey conventional wisdom.

What else? Engines should be okay; the standard Bridgestones are there to be maximised (which moves us a little towards the 2005 no-change era); and there is no doubting Ron Dennis's ability to put together the support package – the budget, the facilities, the environment.

In late 1973, you will recall, Emerson Fittipaldi left the very fast Team Lotus set-up (where his style had been a little cramped by Ronnie Peterson) to start afresh at apolitical McLaren. He grafted away, found his niche, scored points, won some races, and became world champion for the second time. Tyrrell, Lotus and Ferrari were all quick that year – yet Emerson won with McLaren. I can see Fernando doing the same in 2007. **FO**



"With Fernando and (I hope!) Lewis Hamilton (left), the messy driver situation should be over"

wasn't up to the demands of a Safety Car period at Monaco, or that mirrors and heat shields seemed to fall off the car with metronomic regularity.

(4) The departure of Alex Wurz from the test team; the departure of Montoya after Indy; and the appointment of Pedro de la Rosa as second race driver. McLaren argue that a team as strong as theirs should have had no problem overcoming such hiccups. That, however, presupposes perfect knowledge of the car's performance – and throws into question the whole rear-end/front-end argument of 2005.

(5) Räikkönen's decision (which goes back probably to the summer of 2005) to drive for Ferrari in 2007. There was – is – no doubt about Kimi's short-term commitment; in the

highlighting the on-going deficiencies of the Mercedes-Ilmor engine, but I defer from that on the basis that the McLarens have not been particularly slow in a straight line this year and their engine reliability has been on a par with that of Ferrari and Toyota. If the Mercedes engine had any fault in 2006 it was probably its relatively narrow power band. That didn't help the team when they were struggling for grip (and thus balance) but it wouldn't have been a major problem for a car up there in the Ferrari/Renault grip league.

Conclusions? The driver situation at McLaren has been messy ever since DC was replaced by JPM. Now, with Fernando and (I hope!) Lewis Hamilton, those problems are over. Both will extract 100 per cent from the car (in addition to themselves) – and, just

The rest will be HIStory...

Nelson Piquet Jnr's career has long been moulded by his triple world champion father. Of course, without the son's talent, Nelson Snr would have had nothing to work with. But now Nelsinho is on his own, a Renault test driver with one eye on a racing seat for 2008

Interview Tom Clarkson
Portrait Steven Tee/LAT

Hello," says Nelson Piquet Jnr. "I can't sleep; I've got bad hay fever. Thought I'd come and watch some of the action."

We're standing on the inside of the Dunlop Bridge at the 2006 Le Mans 24 Hours. It's 2.00am and he'd recently finished a double stint behind the wheel in his Aston Martin DBR9. It's a brief first meeting, but proof nonetheless that Nelson loves racing. He could, after all, be sitting in his motorhome, listening to his 80-gig iPod.

He passes unnoticed through the crowd and likes to comment on the lines of different drivers. "Too sharp" and "too wide" roll off his tongue, making him sound like the voice of experience. But he's still only 20 years old; still very much a wannabe.

Wind the clock forward four months. Nelson's world has turned upside down, following a whirl of publicity. We're at Interlagos for the final race of the F1 season and he's wearing Renault clobber at a GP for the first time, after being confirmed as the team's 2007 test driver.

No longer is anonymity an option. Brazil is in a fervour about the return of the Piquet name to F1. Fans stop outside the Renault hospitality suite to

take his photograph and local celebrities stop for a chat.

"I'm thrilled to have this chance to test with 'Ree-no'," he says. "F1 is what I've strived for throughout my career, and I now have my foot on the ladder. I'd say I'm about one-third of the way towards a race drive now."

His rise has been swift. A string of Brazilian karting championships preceded his graduation to South American F3 in 2001 with a team set up especially by his triple-world-

champion father. Two years later, with the F3 championship in the bag, the team relocated to Europe for the next four years to advance his education.

Despite this leg-up from Nelson Snr, Piquet isn't overtly thankful to his old man. He's keen to emphasise that he's made it on his own.

"I haven't got here because of who my father is," says Nelson. "I've got here because in every category that I've contested I've proved that I'm fast. My father hasn't been all that interested in my racing career; we've never really talked about it."

Perhaps that's why he seemed so happy at Le Mans. It was the first 'outside' drive of his career; he'd earned the coveted privateer Aston seat off his own bat.

Nelsinho was a match for Heikki at Silverstone in September





> CV Nelson Piquet Jnr

DOB July 25, 1985

Born Heidelberg, Germany

Lives Oxford, England

Status Single

1993 Begins karting career in Brazil

2001 South American Formula 3 – 5th

2002 South American F3 champion

2003 British F3 – 3rd

2004 British F3 champion; tests Williams-BMW

2005 GP2 series – 8th; tests B.A.R-Honda

2006 GP2 series – 2nd



The CV looks impressive, but it has all been a preamble – young Piquet is now ready for the real test

Whatever the truth of the Nelson/Nelson face-off, Jnr is certainly quick. At his two Renault tests to date, his lap times were impressive and he was consistent on long runs. However, the team remain non-committal about his ultimate potential.

"He just exists for the moment," says Flavio Briatore, with whom Nelson has signed a long-term management deal. "How good he will become, I don't know, but I think he's a guy with a big future, otherwise he wouldn't be with me."

And Piquet is right – on his day he has dominated every category he's contested. He won two F3 titles (the SudAm and British), and was a regular front-runner, if a bit inconsistent, in two seasons of GP2. He was quick when he tested for B.A.R-Honda in 2005, and the only blot on his *curriculum vitae* dates from his first F1 test – for Williams in 2004. At that test, Nelson was outpaced by Euro F3 champion and future GP2 rival Nico Rosberg, another 'son of' who went on to race for Team Willy in 2006.

"The Williams test was a long time ago," says Nelson. "I was racing F3 at the time and the performance of the car was a big step up. I had problems keeping my lap times within one second of each other, so it was very hard. At Silverstone, in the Renault, I was able to keep my laps within 0.1s, which shows the progress I've made."

Nelson's first Renault outing away from the track was a meet 'n' greet at a Renault factory in Curitiba, Brazil, a week before Interlagos. He did well, impressing everyone with his ability to jump from English to French to Portuguese, three languages he speaks fluently.

For that reason, and for his surname, he's a sponsor's dream. His presence at Renault helped persuade Telefonica, for whom

the Latin American market is crucial, to re-sign with the team.

"The only thing I'm interested in," says Nelson, "is my on-track performance. I know I have the hardest year of my life ahead of me because I have to prove to the team that I'm ready to race. They've already seen that I have talent, but now I have to prove to them that I'm ready to race."

No doubt there will be talk of "too sharp" and "too wide", until Nelson is consistently lapping at the pace of Giancarlo Fisichella and Heikki Kovalainen. If he does, Fisi will be a worried man.

"Of course I want to take Fisico's place," says Nelson. "Everybody knows that he's in the last few years of his career and that he hasn't been as quick as Alonso these last two years." **FO**

"Renault have seen that I have talent; now I have to prove to them that I'm ready to race"

FIA/AMD SURVEY

THE FUTURE OF F1: DISCUSS

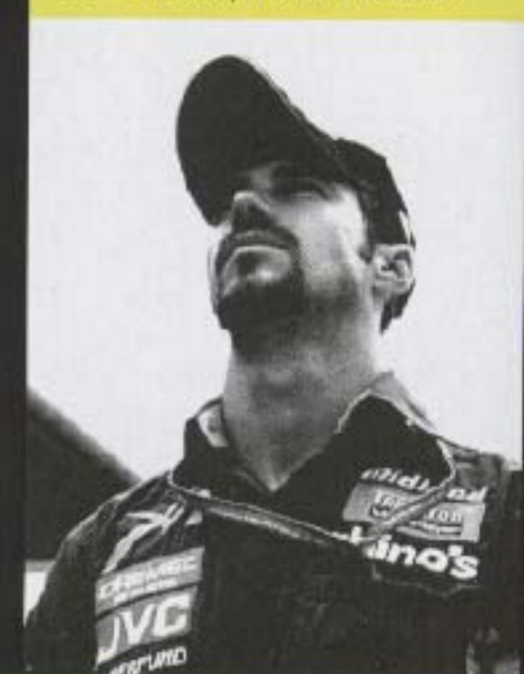
91,934 of you bent our collective ear when you responded to this year's FIA/AMD Survey of F1. And here's the F1 Racing panel's take on the findings



Gerhard Berger
Co-owner, Toro Rosso



Stephen McMahon F1
program manager, Siemens



Tiago Monteiro Driver,
Spyker-Midland

The cast

Portraits Darren Heath

ENTERTAINMENT VALUE

Did F1 put on a better show in 2006?

49% of respondents say the racing was more competitive in 2006, and 66% are positive about the re-introduction of tyre changes

Pat Symonds: I'm convinced that 2006 was better entertainment than last year, but that's down to circumstances more than anything.

Martin Brundle: The fight between you and Ferrari for the championship, you mean?

Symonds: Yes, exactly. We didn't do

anything to make the racing more competitive, but we've had two competitive teams on different tyres in a close tyre war.

Mark Webber: It's much better for the sport when the championship goes down to the wire. And if you look at pace from the front to the back of the grid, 2006 was more competitive. I think tyre pit stops made it easier to overtake, too.

Tiago Monteiro: Yes, they're a definite plus for the sport.

Peter Sauber: The single-set rule in 2005 was interesting for us, but not for spectators.

Symonds: I disagree. With tyre stops, you might as well wave the chequered flag

after the second round of pit stops, because very little happens afterwards. On a single set, at least those who managed their tyres well were able to challenge at the end.

Brundle: I hear your point, Pat, but I thought it was pathetic when a car rolled into the pits, two guys put the fuel in and 14 others just looked at it. It's meant to be a spectacle.

Symonds: Maybe, but reintroducing tyre changes wasn't a factor in improving the racing. I think the opposite, in fact.

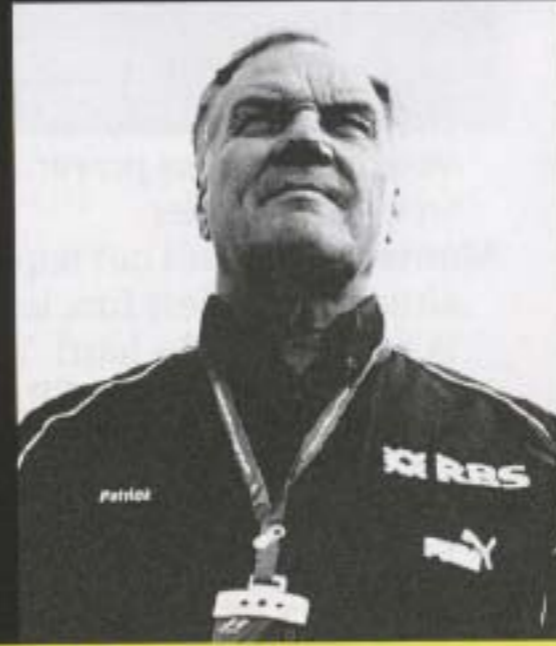
Nick Fry: Whether or not that's true, I agree with Martin that pit stops should be a spectacle. But I'd go further and restrict



Martin Brundle TV commentator, ITV



Nick Fry CEO, Honda Racing



Patrick Head Director of engineering, Williams



John Howett President, Toyota Racing



Henri Richard Chief sales and marketing officer, AMD



Peter Sauber 20% owner and consultant, BMW-Sauber



Pat Symonds Exec director of engineering, Renault F1



Mark Webber Driver, Williams

the number of pit crew so they have to do one side of the car, then the other. That would create more room for error.

Brundle: Why not stick the fuel rigs' flow-rate up a bit higher, so it's a rush to get the tyres done? Think back to the old Brabham days of 4.0-second pit stops – that would be really impressive.

Fry: It would, but we're not competing with ourselves from previous years, but other forms of sport. For me, the chinning bar is MotoGP. I sometimes wonder if they're putting on a better show. It's not just overtaking, either. The coverage is better, everything's more passionate. You get wheelies and burnouts on victory laps –

all the emotion you'd expect. In F1, we get someone driving round slowly, waving if we're lucky. Let's have a few doughnuts and some passion.

Henri Richard: I agree. Speaking as both a fan and a sponsor, I think more can be done to improve the entertainment aspects of Formula 1. We're living in the 21st century and yet in many ways F1 is not making the most of its unique assets. Speed, glamour, technical excellence and talent are all part of the package, yet the drivers spend most races greeting their fans before the race by driving around on the back of a truck. We should do better than that. The fans want to get closer

to the drivers and yet most of the time they're restricted to begging for autographs through a wire mesh. It isn't good enough.

TECHNOLOGY

What were the most exciting developments of 2006?

91% of respondents agreed with the statement: "F1 showcases the most advanced technology"

Symonds: Well, I'm biased, but I think our mass damper was a nice little development [laughter]! But, until the ▶

"Well, I'm biased, but I think our mass damper was a nice little development. Until the bubble burst. So I'd argue that we could do a better job of publicising technology and reducing secrecy"

Pat Symonds on the need to explain technology to the fans

bubble burst, it was one of those hidden things that didn't do anything to enhance our image. So I'd argue that we could do a better job of publicising technology and reducing secrecy.

John Howett: Pat's right. Fans want to know about it. What the developments actually are is less important. What they're asking is for us to explain them.

Webber: All right then: one of the most brilliant pieces of technology was the Cosworth engine. It was the first to go to 20-grand [20,000rpm], and they didn't get the credit they deserved for that. I find it unbelievable that they're not going to be in F1 next year.

Brundle: Yeah, even a top road car only revs to – what? – 8000rpm, so it's massively impressive.

Patrick Head: What's really impressive, though, is engine reliability despite the transition from V10s to V8s. The V8s are smaller with less power, so they have to work a lot harder.

Monteiro: I'm still not happy with the V8 situation. It's less fun, less aggressive. F1 is supposed to be hard. You see young kids coming from F3 and GP2 and getting used to it very easily. It wasn't like that in the V10 era. The first time I drove an F1 car I was shitting myself because it was so powerful. It should be scary.

Head: Other than engines, the most significant thing has been seamless-shift transmission.

Monteiro: Now F1 gearboxes are another matter. They're amazing. The downshifts are so violent!

Fry: Yeah, today's shift technology, combined with how small and light they are – it's remarkable that they carry those loads.

Richard: From the perspective of someone in the microprocessor industry I think the most exciting development is the speed and complexity with which we can process and produce telemetry data. This kind of intensive data processing is vital to formulating more advanced tactics and strategies for future races.

Monteiro: Of course, the electronics on these cars are incredible. But the downforce – the aero is just unreal.

Webber: Definitely. We had some huge top speeds and all that flexi-wing drama. But was that superb technology or reading the rules in a different way? I don't know. But the tyre war, and the amount of grip and durability we found – that was phenomenal.

MAN v MACHINE

Is the driver's contribution being drowned out by the technology?

56% of respondents (as opposed to 43% in 2005) think F1 got the right balance between technology and driver skill in 2006. Do you agree?

Gerhard Berger: Well, do people turn on the TV to see the best traction control [TC]

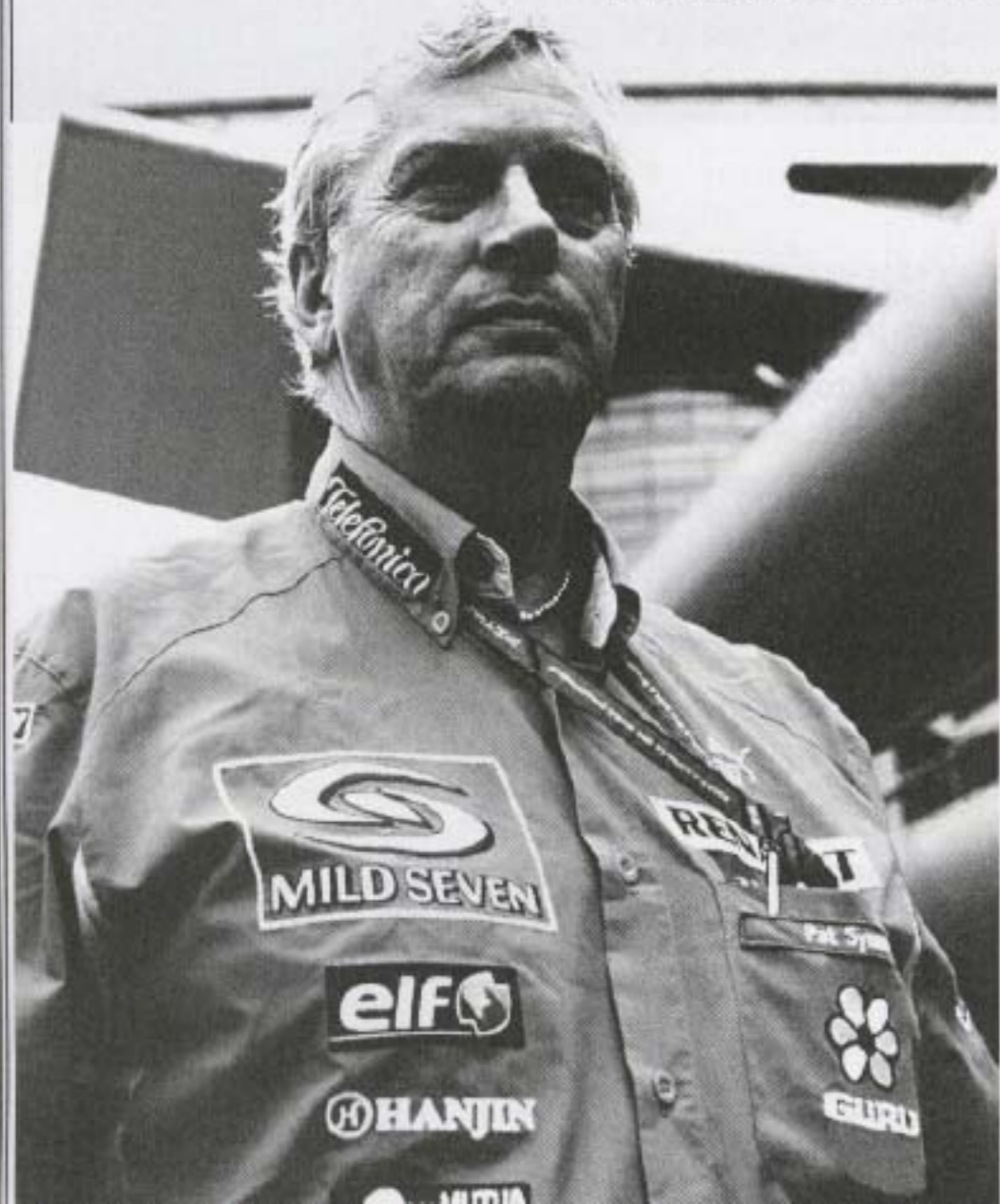
91%

of respondents agreed with the statement: "F1 showcases the most advanced technology"



"Do people turn on the TV to see the best traction control or the best driver? The balance with driver skill isn't right at all"

Gerhard Berger on the driver skill/technology imbalance



or the best driver? As much as I like the technical side, I think it's over the top. The balance with driver skill isn't right at all.

Brundle: I agree. It's as bad as I've ever seen it. As Tiago said earlier, kids like Sebastian Vettel are jumping in and flying with zero experience. Michael tried to crash in Monaco and the thing wouldn't let him!

Webber: Didn't you drive the Red Bull at Silverstone this year, Martin?

Brundle: Yeah, I did. And in heavy rain on intermediates, when I nailed the throttle in fifth it just sorted it all out for me.

Webber: It would be nice to be a bit more challenged, and not have the car manipulate us so much. Would you agree, Tiago?

Monteiro: I think so, yeah. The balance definitely isn't right – it's about 70 per cent technology and 30 per cent driver.

Brundle: It's the perennial problem – is F1 a show or an R&D programme? Right now, you say you're flat through Eau Rouge [at Spa] but the system can be backing off, even though your foot's to the floor. It's rubbish. So I think it's brilliant that we're going to standard ECUs in 2008. We should take the opportunity to hand stuff back to the driver.

Symonds: But even if TC goes – and I don't mind if it does – it won't make too much difference. If you're driving well you don't rely just on that anyway – it isn't good driving technique, it's wasteful of fuel, etc.

Sauber: That's true. You still need a special talent to drive a high-tech machine.

Webber: Some people say, "If you don't like it, go and race in Formula Ford." And the trouble is, we've had TC for a decade now, and we're now cornering so fast that we might risk having huge shunts without it.

Richard: I agree. Good technology can be an enormous complement to talented drivers. It helps to amplify their skills and allows them to shine through, as Michael [Schumacher] has demonstrated. People say he was given the best equipment. Maybe so. But he also worked extremely hard to make sure he used it in the right way, and he always took great interest in all aspects of the technical side of racing.

Howett: We're not far away from a good balance. Remember, technology is part of our daily life – it improves our lives and our road cars. F1 fans are very involved, and for them it's more than just sport – they're interested and fascinated by the technology. It is, after all, what fundamentally differentiates F1 from the rest of motorsport.

Berger: For a small group of aficionados, maybe. Overall, our attention should be much more on the sport and show.

Brundle: But if we want the razzmatazz of the manufacturers, it's always going to be a technology platform.

Fry: This is a crucial point. Our team are entirely funded by Honda's R&D budget. It's not a marketing programme. For F1 to be at the pinnacle of technology is mandatory. Without it, F1 becomes uninteresting to us.

66%

of respondents want more team radio



"As an F1 viewer, you get so little on-screen information. I like the scrolling running-order bar you get in US racing – at least you always have a rough idea of what's going on"

Patrick Head on improving F1's interactive experience



TV COVERAGE

How can we improve TV coverage, F1's prime medium?

66% of respondents want more team radio broadcasts. 59% want more on-board camera

Symonds: I'm amazed that only 66 per cent want more team radio.

Brundle: Me, too. I thought it would be 100.

Symonds: It should be compulsory for teams to open their radios up. It's a fundamental part of understanding a race.

Fry: I completely agree. Ferrari and McLaren don't allow it and, frankly, I don't think that's acceptable.

Sauber: Yes, because if the TV viewer wants more, then more can be done. They're our customers; *they* have to take the decision.

Brundle: Well, I won't stop asking until we get it. And I want the emails from the pit wall to race control, cameras in the drivers' briefing – total inclusion. FOM [Formula One Management] give us great stuff, but we have to take the fans from the edge of their chairs and place them in the cockpit and on the pit wall for the entire race if we want to stay ahead of interactive games and other sports. They demand and deserve total participation. But some teams fear giving too much away. It's down to Bernie [Ecclestone], really.

Monteiro: What about Bernie's F1 Digital thing? I've heard there are talks to bring it back... but what happened?

Stephen McMahon: I think he just launched it too soon. People five years ago weren't used to interactive, multi-channel TV. It's suddenly more natural now.

Richard: We're in the digital age, and I agree; I think it would work now. We should also make more use of the internet and the quick and free flow of information. Kangaroo TV has come up with an interesting concept for handheld interactive TV, which is popular in NASCAR. If they can work to make it more economic, that would go a long way towards making it a success.

Monteiro: It would. I used to follow the cars I wanted, battles at the front, the middle, the back. I had on-board and timing screens. It was just amazing.

Head: As an F1 viewer, you get so little on-screen information. I like the scrolling running-order bar you get in US racing – at least you always have a rough idea of what's going on.

Symonds: I agree. It's appalling at the moment. The technology being used for F1 TV is archaic, so 20th century [laughter]! There's much more that could be done with real-time computer graphics.

Brundle: Such as?

Symonds: Well, the current acceleration and braking thing is pretty damn' crude. I'd like to see virtual cars, super imposition, recognition of driving lines, split screens. All these things can be done. Most ▸



teams have data acquisition systems that are way in advance of what's being broadcast. It just shows an incredible lack of imagination.

Richard: Truth be told, I think the guys in charge have become a bit set in their ways, and I'd like to see a more open approach. Although I understand from Bernie's perspective he needs to protect the brand.

Brundle: Another problem now is we don't have consistency of directors. I can't imagine a grand prix without [race director] Charlie Whiting, [FIA observer] Herbie Blash, [Safety Car driver] Bernd Mayländer, [medical chief] Gary Hartstein and all the regular key people parachuted in to every race. Why not a consistent and experienced TV director, too?

PAPERS & MAGAZINES

How can newspaper/magazine coverage of Formula 1 be improved? Do the teams co-operate enough over granting access to their stars?

80% of respondents want more in-depth interviews with drivers

Fry: From the fans' point of view, the print stuff is pretty good, actually.

Brundle: I think so, too, although we don't get enough access to drivers. What bothers me is that on a weekend without a grand prix, there isn't a single article about F1 in the UK papers. Sports editors aren't interested.

Fry: It's a problem. But I'd agree we need to be more accessible.

Symonds: It's important to remember that the non-specialist press almost have a duty to be sensational. *The Sun's* headlines might grate on the purist, but if they get people paying attention to F1, then great. As for the specialist press, I can only talk about UK publications like *F1 Racing* and *Autosport*, but I generally think they're rather good.

Webber: I think we do plenty, but a lot of it is very repetitive. I agree with Pat that the mags are good and they try bloody hard. What I really love about them is the photos. They're phenomenal.

Fry: The problem, though, is the level of insight we're giving in the time we do make available. We're getting like football, where players say virtually nothing because they think they're going to get caught out.

Symonds: Yeah, press conferences can be as dull as ditch water – contrived questions, corporate answers, no real thought, no antagonism, no fighting, no one saying what they really mean, no bloody spark. Dreadful.

Fry: In MotoGP, the riders have the confidence to speak out, maybe because they know the media are positive towards them and their sport. So, in F1, perhaps, we need a better relationship in both directions.

80%

of respondents want more in-depth interviews with drivers



"What bothers me is that on a weekend without a grand prix, there isn't a single article about F1 in the UK papers. Sports editors aren't interested"

Martin Brundle on the poor coverage of F1 in the print media



NEW MEDIA

How can internet coverage be improved and developed?

87% of respondents stay informed via the web

Webber: The problem with the web is that there's a lot of bullshit on it.

Sauber: Yes, and it gets copied.

Monteiro: You can't control it. Anyone can start a blog or a rumour – and it's frustrating when proper journalists come and ask if something's true when it was started by some 14-year-old in Belgium [laughter].

Brundle: I'm gobsmacked by that 87 per cent. It just shows that people are hungry for information, and they want it *now*.

Fry: Still, there are balanced sites out there offering balanced coverage.

Symonds: Hang on. This should be about what the public want on the web, not what the teams want, and it has the potential to do so much good stuff.

Head: It's just a question of developing how we can use it. It's probably commercial issues rather than technology that are limiting it at the moment.

Symonds: To me, though, it should be about being interactive and graphic. I'm going to blow our own trumpet here, but the Renault F1 website is superb. You can look at data coming out as if it were a telemetry stream, you can play around with strategies, all these kinds of things. FOM don't seem to have recognised the web's potential yet.

Richard: You're absolutely right. I think formula1.com is woeful, or rather woefully out-dated. The potential of the web in F1 is huge and it's time that was recognised. I'd like to see a much more interactive and imaginative approach.

Symonds: Yes, it is dreadful, isn't it? We bang on about technology in F1 but, crikey, we're Luddites in so many areas.

CIRCUITS

How are the circuits shaping up, for drivers, teams and fans?

Webber: Generally good, I think. But there's a fine line between making them challenging and keeping them safe. I wasn't a huge fan of asphalt run-offs at first because errors go unpunished.

Monteiro: Definitely. At Shanghai there's so much run-off that everybody takes stupid risks. I hate tracks like that.

Webber: But mechanical failures are a different matter. Gravel traps don't arrest the cars as effectively as asphalt, and can make you roll. Cars stuck in them also cause a lot of Safety Cars. And you can't paint sponsors' logos on gravel.

Berger: I know it's safety, but big asphalt run-offs mean the grandstands are too far away from the cars.

Sauber: Yes, I agree. ▸

Berger: We're missing the closeness at new circuits. Is Montreal really much more dangerous than Shanghai? I don't think so.

Webber: Well, we definitely need asphalt on fast tracks like Monza, where we're doing over 210mph. But street circuits can still work with barriers. We should have more street circuits anyway.

Monteiro: Some aspects of the new tracks are great. Grandstands tend to be well placed for the action. Some are a bit boring to drive, though.

Webber: Yeah, there are a few pussy circuits, like Bahrain, Budapest and Hockenheim.

Monteiro: The older tracks have great character but they're getting a bit *too* old. Monza and Imola have such rough surfaces that it isn't a pleasure to drive there any more because it's physically painful. They just need to update them, without killing the character.

Brundle: I've noticed that the PA systems at most circuits are rubbish, so the fans often find it impossible to understand what's going on, unless they're sitting directly opposite a screen.

McMahon: Kangaroo TV should help with that in the future.

Brundle: Yeah, I think it's a great idea.

Symonds: It is, but they'll have to pay extra for it, and ticket prices are already too high. F1 is mainly a TV sport, but the live audience is actually rather important.

Fry: Absolutely.

Symonds: That's what gets people hooked. If we don't get kids coming to races, we'll lose our future TV audience. The circuits will say, "We can't lower prices, because Bernie's licence fee is too expensive", but that's a totally different argument.

Howett: From the teams' facilities point of view, I don't think there's anything we can complain about. One or two could improve but the rest are doing a fairly good job.

Webber: I'm sorry to see Suzuka go. It's such a brilliant layout – even if it was on the limit in terms of run-off in some areas.

QUALIFYING

Can quali be further improved?

73% of respondents say it was better in 2006

Webber: I was okay with the one-lap system, to be honest. It turned out to be good for me. And I think the current system is long-winded.

Berger: I disagree. For me, the number one improvement in 2006 was qualifying.

Brundle: It's really exciting now – you can sense in the pit lane that everyone's twitchy. It's heart-in-mouth stuff for the teams, so it's far more exciting for the viewers. But we've *got* to get rid of that fuel-burn phase in the final session.

Webber: Too right. What a waste of time. We're driving around simply to pad out the time on TV.

Brundle: And I hate having to apply any sort of fudge factor. For example, Heidfeld's

on pole but he's three-stopping so the guy in fifth is actually your fuel-corrected fastest driver today, ladies and gentlemen. It's not right. P14 on the grid can end up with a faster time than P6. It's a basic rule – never confuse your customer. It's simple, surely? Just nominate your race fuel beforehand. Then at least we'll see them absolutely at their fastest in Q3.

Symonds: There's a lot to be said for a single-lap shoot-out in Q3. Bring back the chaos element, mix up the grid, and make the TV director's job easier. The main thing, though, is that qualifying gives us a good race. Any system that puts the best car at the front inevitably spoils the racing. Equally, if it's too contrived, it isn't good. But, 10 years ago, I'd have said it mustn't be contrived at all, and I've sort of changed my views.

Fry: I can tell you're building up to something here, Pat.

Symonds: Well, what about reverse grids, or semi-reverse grids? People are always saying GP2 is full of great overtaking, but of course it bloody is, because the guy who's quickest is eighth on the grid.

Webber: It goes against the meritocracy we've always had, but I quite agree. Why not start in reverse order of championship position?

Symonds: Whatever, it just takes a bit of a change of mindset, and that's not something we're very good at in F1.

THE BUSINESS SIDE

Do F1 sponsors get value for money? What needs to be improved? How do they rate Paddock Club hospitality?

Richard: Clearly, we at AMD reckon we get a good return on investment out of F1, or we wouldn't be involved. We looked at various options before becoming a Ferrari technology partner and sponsor – and, as you'd expect, there were cheaper options. But in the end we decided Ferrari were, and are, the best option not only from a brand point of view but also because our business philosophies are similar. Ferrari have pushed us to develop new products and ideas, and that has been good for our business. AMD are very customer-oriented. We work with our customers to provide the best solution for the challenges they must confront. Ferrari are a demanding – but, of course, much valued – customer. However, F1 is more a business-to-business arena now than a consumer one. Would that tally with Siemens's experience, Stephen?

McMahon: Well, Siemens have been in since 1998, with McLaren-Mercedes, for a total of nine seasons. It was Siemens's key global sponsorship package in that time.

Brundle: But you're leaving, now, right?

McMahon: As a sponsor, yes. We'll still provide a lot of infrastructure to F1, which is less visible, but perhaps we'll return as a sponsor some day. ▷

73%

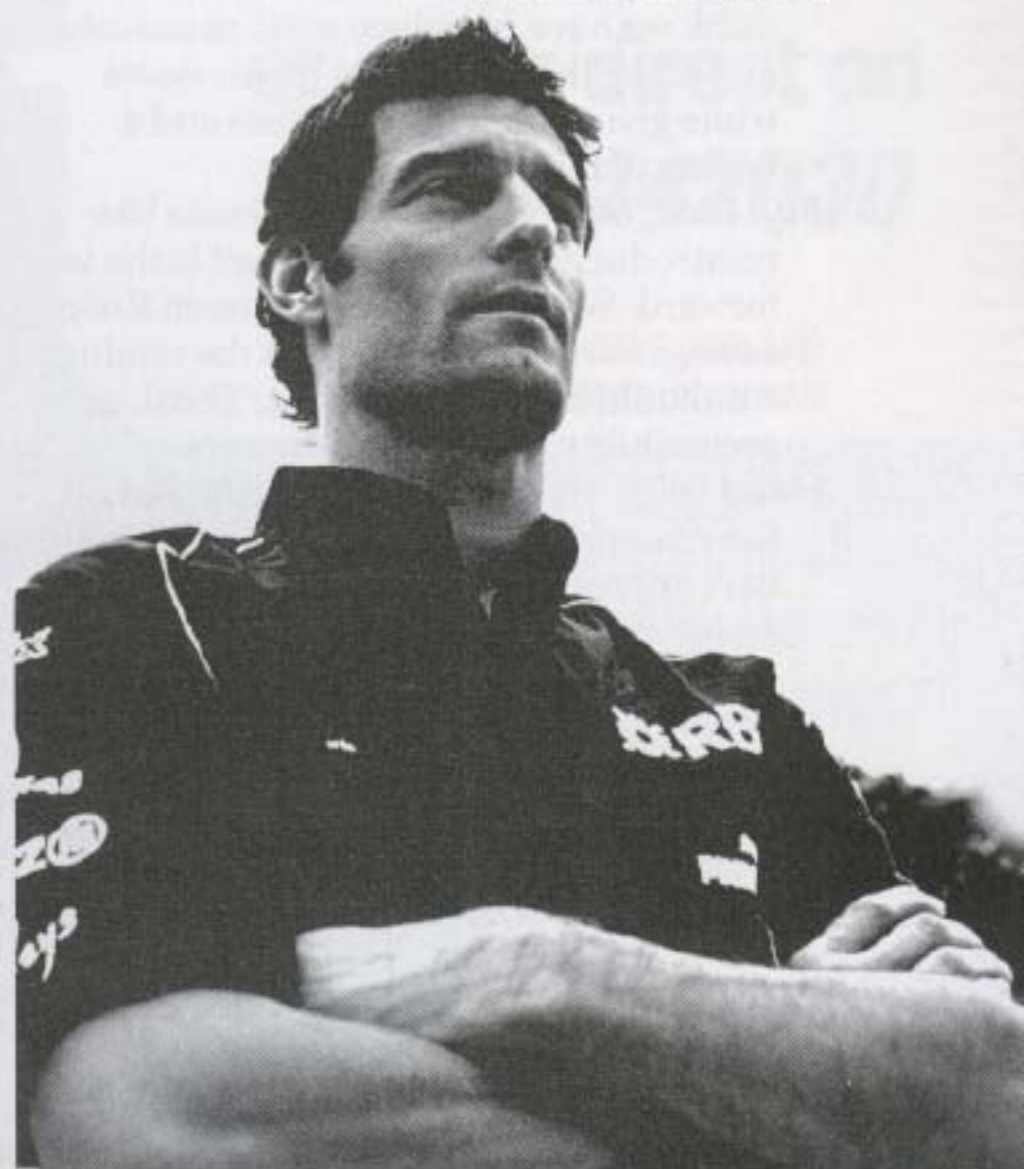
of respondents say qualifying is better



INSET: DARREN HEATH

"What a waste of time. We're driving around simply to pad out the time on TV"

Mark Webber on the fuel-burn phase of qualifying



Brundle: So did you get a return on your investment?

McMahon: Definitely. It was great, especially for creating awareness when we had a consumer-related mobile phone business.

Berger: I think we're a fantastic platform for sponsors. Viewing figures are still good and new companies are still coming in.

Fry: Clearly, they do get value for money. Our research says the payback is usually three to four times the investment. Major corporations wouldn't be doing F1 unless they got a measurable return.

Howett: The only sports that come close are the Olympics and the World Cup, and they only happen every four years. Doing it 18 times a year, no sport can touch F1.

Fry: F1 will miss the tobacco companies because they've been very generous over the years. But some companies are much more interested in coming in now that tobacco, other than Marlboro, has gone. Similarly, Paddock Club needs to move with the times. It's very nice, but we need to customise it to F1 and the requirements of individual sponsors.

McMahon: Paddock Club is pretty similar from race to race, but I think it's brilliant – far better than anything I've seen at other sporting events.

Monteiro: There's little integration with the sport, though. Guests are stuck above the paddock and never go to the grandstands, so only see the cars on the straight. They have a pit walkabout but it's a bit limited. There's a lot more that could be done.

THE FUTURE

What do we need to do to ensure a healthy future for Formula 1?

Berger: There are so many issues. For me, we must get the right balance of driver and technology, and get costs down. The key is a set of regulations where a clever racer with a reasonable budget can beat the big boys. F1 must get this back.

Brundle: Hermann Tilke has worked out how to get F1 cars to overtake, but you can't change every circuit, so you've got to lengthen braking zones somehow. I also think we have to reduce costs massively, and bring the fans' ticket prices down while giving them more access and a feeling of inclusion.

Fry: First, overtaking. To us, it looks like reintroduction of ground-effect is the way forward. Second, the environment. Energy-saving is exactly right, but it's the minimum we should be thinking about. Third, more accessibility for fans and viewers.

Head: Well, overtaking, obviously. But on the environmental issue, the fuel-burn isn't appropriate and should be stopped. As for energy-storage systems, if it's done purely for marketing reasons, people will be quite cynical. But I think F1 has to play its part.

Howett: Overtaking is the biggest issue, but we've had some reasonable races this year. As a wider concern, we need to do

a better job of building the brand of F1, particularly in the US. We can do a lot more at the track, work the crowd a little.

McMahon: Picking up on that theme, let's have more open-Thursdays, for public pit walkabouts and driver appearances where fans can ask questions. I'd like a lower-tier hospitality option, too. Paddock Club-lite, if you like. Less expensive and a more simple style of service.

Monteiro: Less politics and more sport, but I don't see it changing, because there's so much money involved. For overtaking, slicks and less brake performance would help. And we should set an example on the environment – even though we're not the biggest polluters.

Richard: I think we need to look at the bigger picture and take into consideration the effect on the environment. Max [Mosley, FIA president] has talked about hybrid engines and making the sport more environmentally aware without losing its competitive and unique spirit, and I think we need to focus on that. Our resources on this planet are finite, and F1 has to be part of the movement to protect those resources. I'm sure, if we put some good brains together, we could come up with some interesting initiatives that would continue to produce exciting racing and wouldn't escalate costs.

Sauber: It's good to think about eco-friendly technologies, but it could create huge costs. The small teams can only buy that technology, not develop it themselves. I don't think there will be six manufacturers in F1 in 10 years' time.

Symonds: F1 must be perceived as the premier division of racing, and we can improve overtaking in sporting ways as well as technical. The points incentive to win currently isn't great enough. On the environment, we probably should be doing more, but I, too, find it difficult to reconcile with cost-cutting.

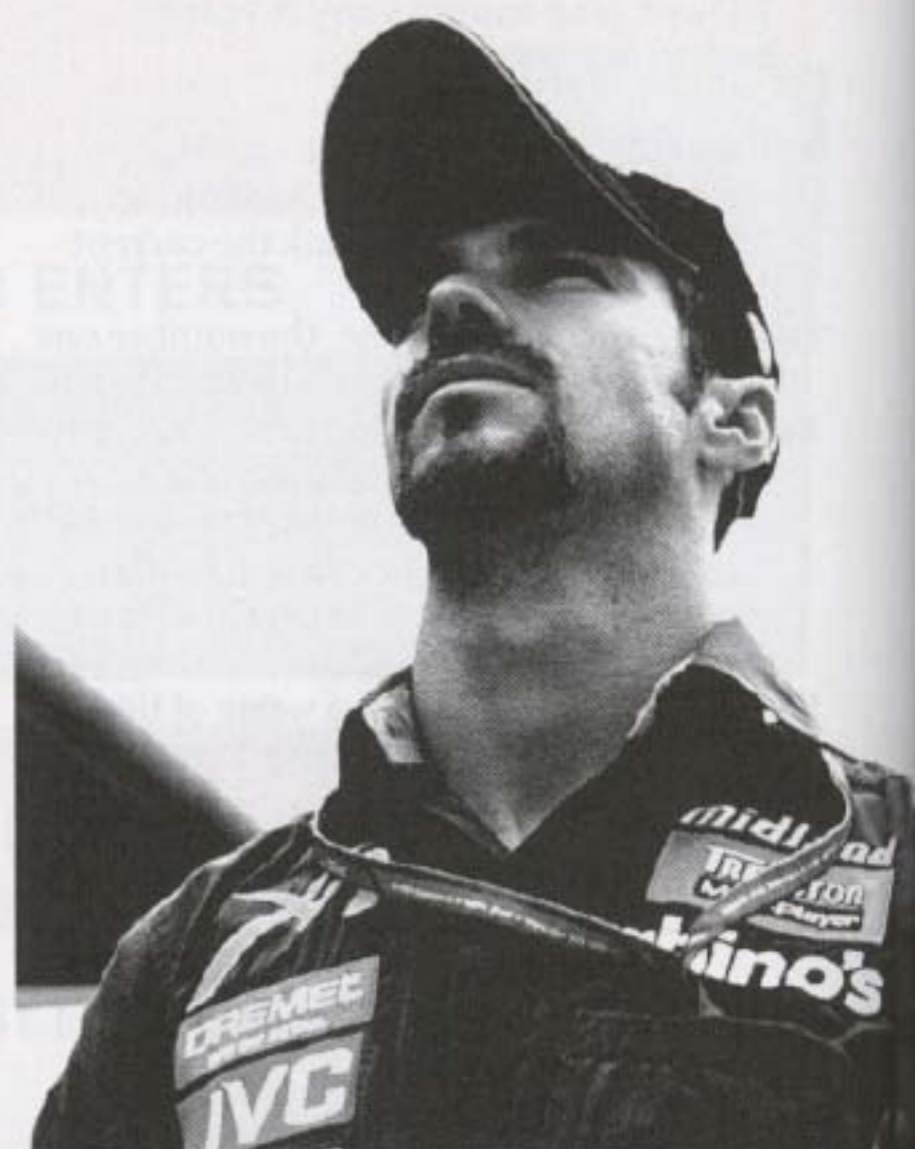
Webber: So, the Aussie gets the last word, eh [laughter]? F1 must remain the fastest category of circuit racing and attract the best drivers and engineers. On overtaking, I'll add that I loved manual gearboxes, and autoboxes don't help. I'm not a tree hugger, but we must keep up with a world that's going greener. There are probably 50 private jets flying drivers, team owners and sponsors to each and every race – it doesn't look too good, does it? **FO**

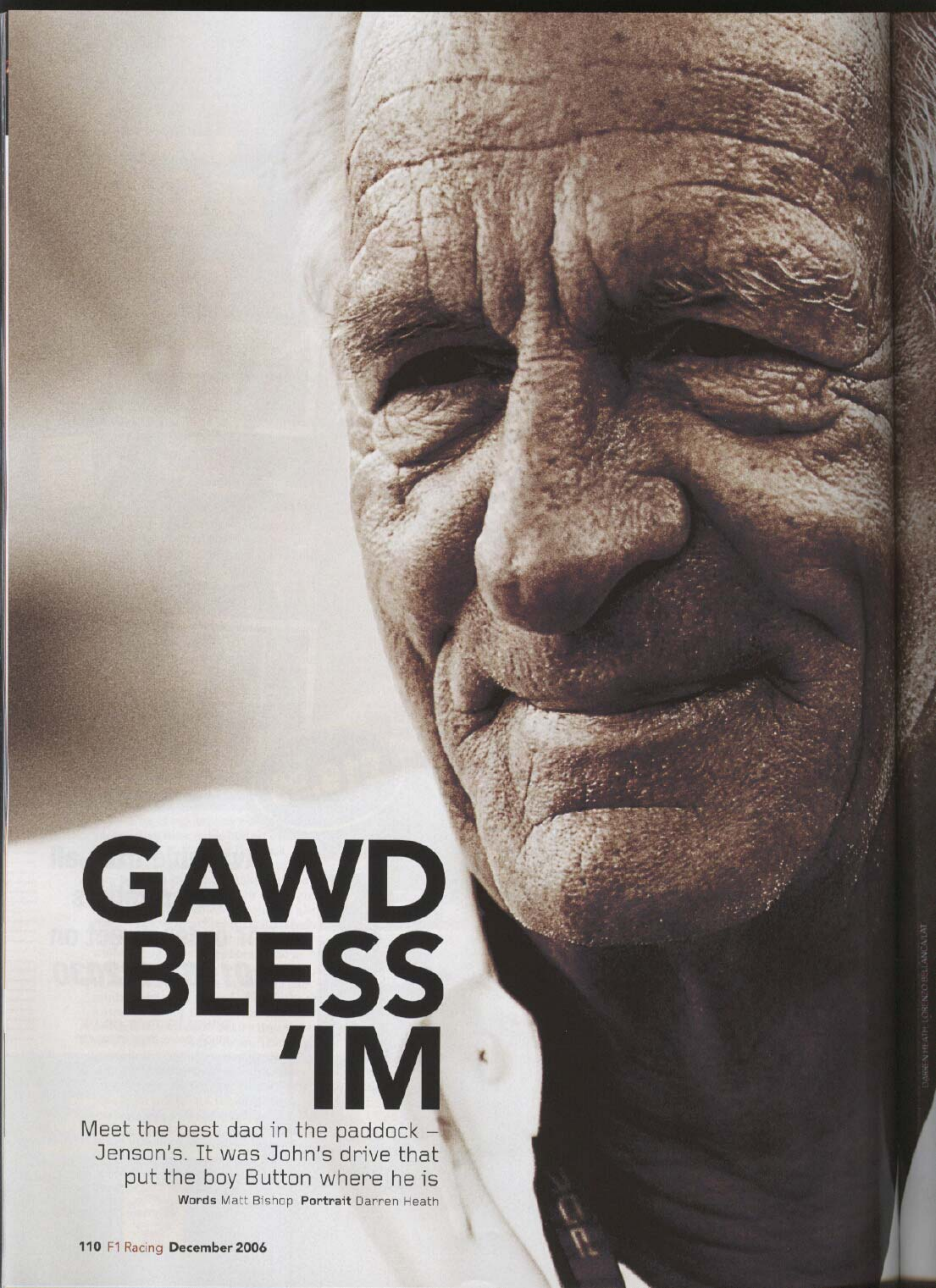
Schumacher and Button fight over the same stretch of track – everyone, it seems, is crying out for more overtaking

INSET: DARREN HEATH

“For overtaking, slicks and less brake performance would help. And we should set an example on the environment – even though we're not the biggest polluters”

Tiago Monteiro on what's needed to improve F1 in the future

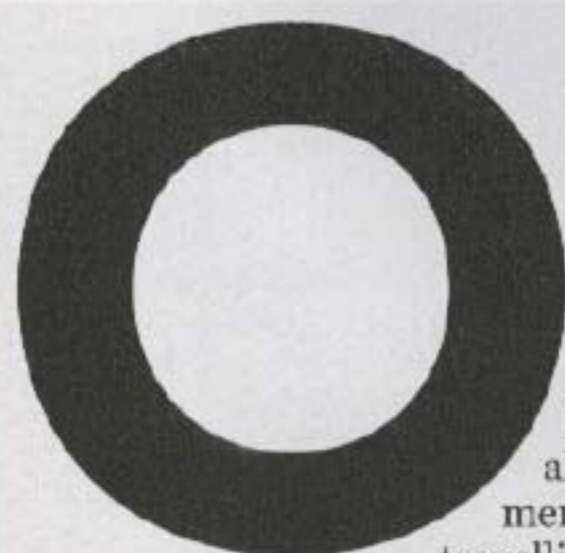




GAWD BLESS 'IM

Meet the best dad in the paddock – Jenson's. It was John's drive that put the boy Button where he is

Words Matt Bishop Portrait Darren Heath



On the Monday morning after the 2006 Brazilian Grand Prix, like almost every other member of Formula 1's travelling circus, John Button awoke with a sore head. It had been one of those nights. And why not? His son had driven hard and well from 14th on the grid to third at the flag, and the 35 world championship points he'd racked up in the season's last half-dozen grands prix were more than anyone else had scored. Yes, more than Fernando Alonso, more than Michael Schumacher.

So, throbbing head notwithstanding, John was a happy man on Monday October 23. And, other than worrying about where he could buy a tube of multi-vitamin Berocca ("to help those with hectic lifestyles stay sharp," says the ad), he hadn't a care in the world. Should he fly home to Monaco, or first spend a few days in São Paulo? As the rest of the F1 circus boarded BA flights to London and TAP flights to Lisbon and so on, John was still making up his mind.

Life wasn't always so idyllic. Yes, he's now one of the most colourful and popular people in the F1 paddock – friendly, irreverent, quip-tastic and possessed of a beaming smile and infectious, gravelly guffaw – but that's only the half of it. He's also unfailingly honest, a rare quality in F1, and loyal – most particularly (and obviously) to Jenson, who would never have become an F1 driver without his father's utter dedication.

I know what you're thinking: you're thinking: "But you could say that about most

racing dads." Well, yes, but John is different. No racing dad has ever been as unremittingly focused on his son's career as Button Sr is.

Flashback to the mid-1980s. John and his then-wife, Simone, weren't getting on. They did the things they had to do – for example, they took six-year-old Jenson to a cancer clinic in Bath to have a lump on his shoulder checked (thankfully, it was benign) – but by 1988 their marriage was over. Simone moved away, but eight-year-old Jenson wanted to remain in Frome, Somerset, where all his mates were. So he stayed with his dad, newly impoverished by divorce, in a tiny two-bedroom house.

John was in the car sales business and, now a single dad, he worked hard to clear his debts and start again. Then recession hit the motor trade in 1990, but John wouldn't give up. Ten-year-old Jenson was karting now, and already showing signs that he might be a bit special, so John did the logical thing: base his business on his boy's fledgling career. And so it was that he developed a kart engine-tuning business.

"And bloody good it was, too," remembers ex-Jaguar Racing boss Tony Purnell, then as now a well-known figure on the karting scene.

Regular readers will know that Jenson guest-edited the July 2005 issue of *F1 Racing* – and in it he wrote this about his dad: "I think everyone in F1 knows what he's like – he's the life and soul of the paddock. And I really like having him around. But when I first came into F1, I guess I tended to play down his influence. You know: 'He's my old man and comes to the races and that's it.' But, actually, that isn't the case. He's very important to me; a big help. He got me into racing in the first place, then

supported me all the way through. I don't only mean with money – he gave time and effort to get me here, too. I'll never forget that.

"He thinks about racing every second of every day.

He's *totally* dedicated to my career – and I think that's quite unusual, really. He's my biggest fan and my biggest supporter. He's been one of the biggest influences on me – not just on my career but on my life, too."

As such, John Button is by a country mile the most visible of F1 dads. Where Duncan Coulthard, for example, will watch from the grandstands, perhaps venturing into the paddock only on Silverstone Sunday, John will be in the Honda motorhome, on all four days of all grand prix 'weekends', headphones on, listening like a hawk to every nuance of every word Jenson says to his race engineer, Andrew Shovlin. It's to Honda's credit that they understand that the old adage – all racing dads are a nightmare – is untrue in his case. He's there because Jenson wants him there, and because he's a help – and, for exactly the same reasons, Honda want him there, too.

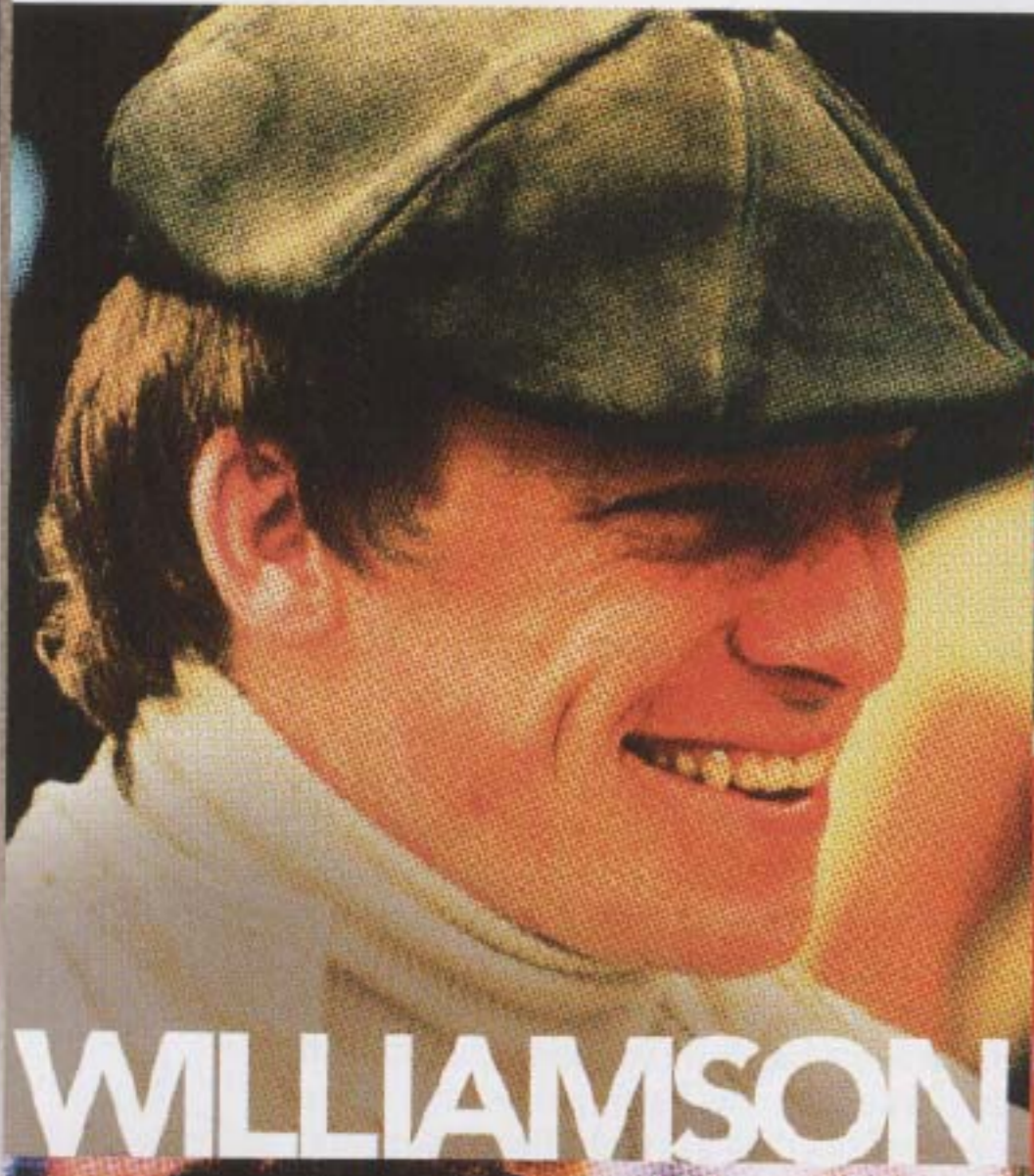
And between sessions, and in the evenings, he entertains the rest of us, cutting through the ever-present F1 bullshit like a hot knife through butter. Or, a better analogy, bashing it to bits with a spade. Which he'd call a bloody shovel. No, make that a fucking shovel.

Gawd bless 'im, indeed. **FO**

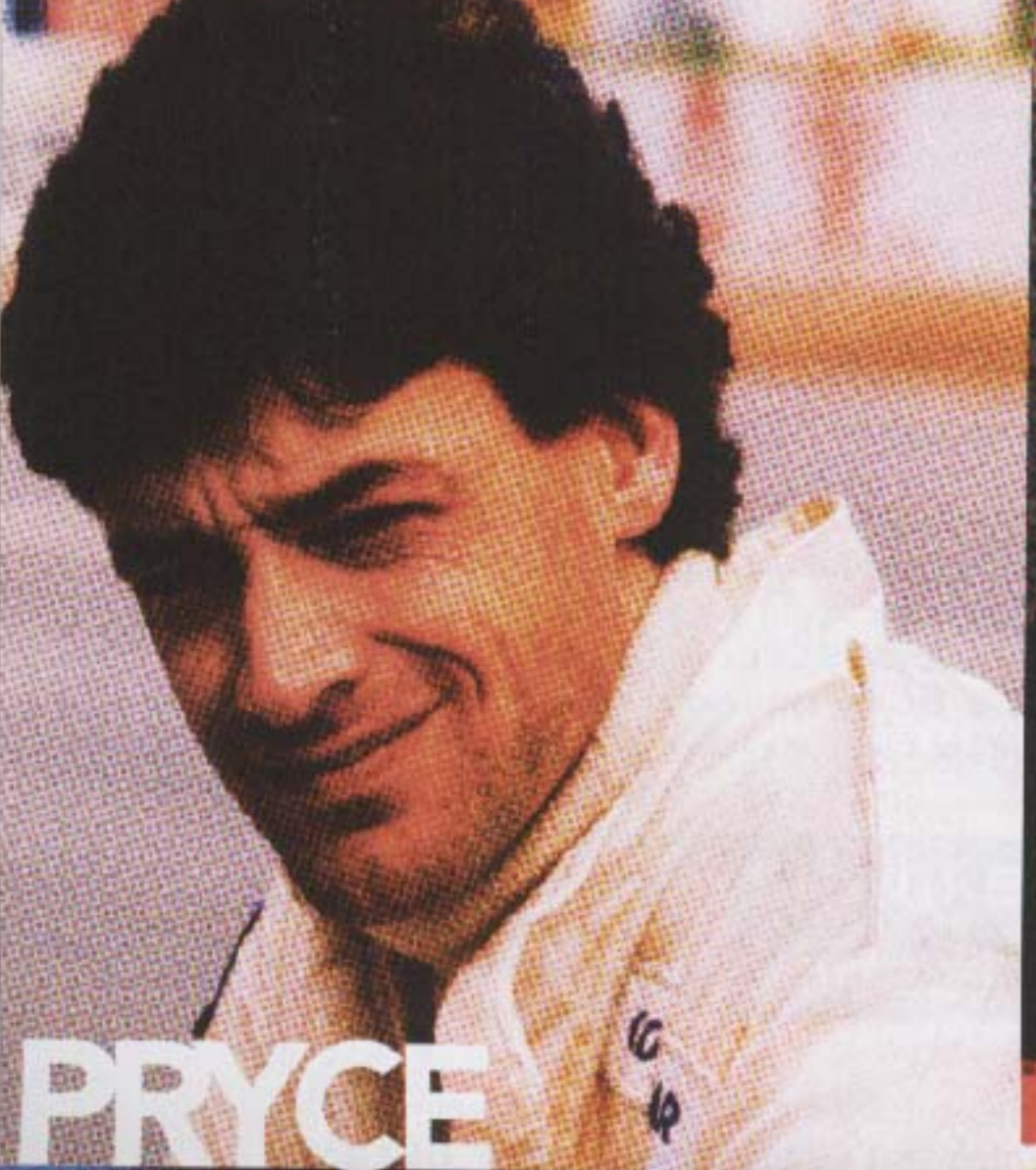
"He's one of the most popular people in the paddock – friendly, irreverent, quip-tastic"



Pinnacle of all they've worked for: John helps Jenson celebrate his first win, at Hungary 2006



WILLIAMSON



PRYCE



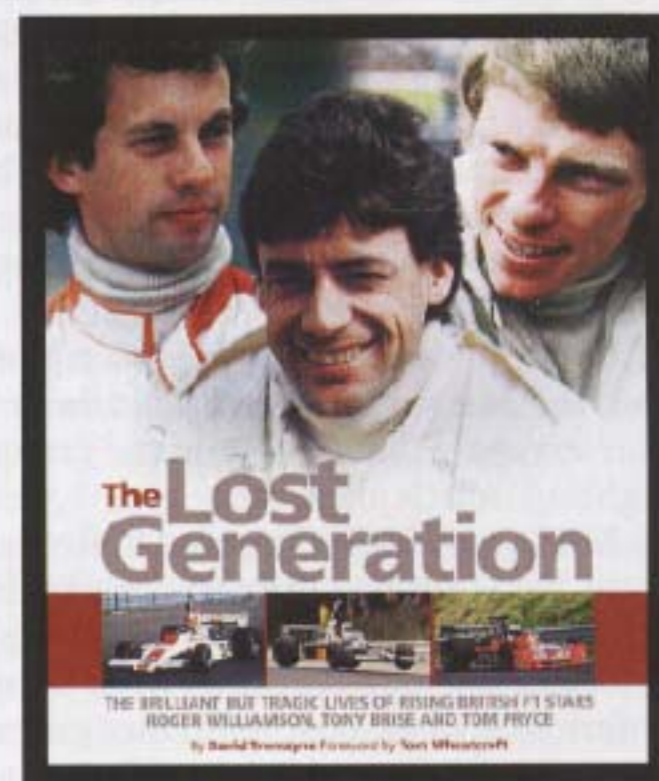
BRISE



THE WAY THEY WERE

In the early 1970s, the British junior racing scene was a hotbed of emergent driver talent and, sure enough, a few years down the line James Hunt won the world championship. But three other young Brits of that era had shown even greater natural talent, only to be killed before their chance came to claim motorsport's biggest prize. The lives of Roger Williamson, Tom Pryce and Tony Brise have now been lovingly retold in a new book by long-time F1 journalist David Tremayne. In three brief extracts, reprinted here, their first steps into F1 preface a tragic yet inspiring story

Extracts from *The Lost Generation* by David Tremayne, published by Haynes Publishing. Available from all good bookshops, or order on 01963 442030



Roger Williamson

DOB February 2 1948 **Died** July 29 1973, in Dutch GP
GPs 2 **Wins** 0 **Points** 0

1968 Begins circuit racing in a Mini 850

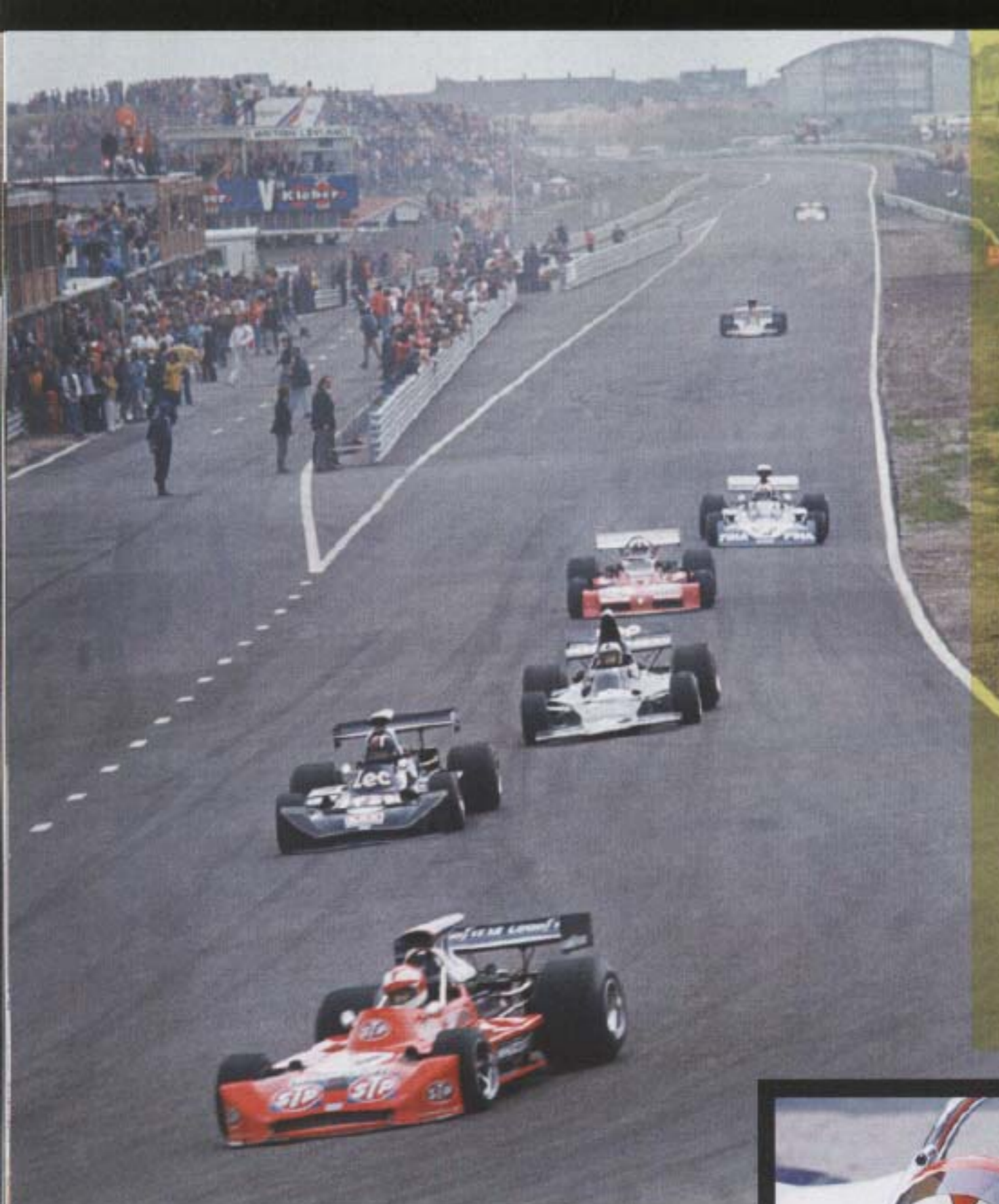
1971 Enters F3; wins Lombard North Central championship

1972 Wins Shell and Forward Trust F3 championships

1973 F2 with GRD; wins Monza Lottery GP in March

1973 Makes F1 debut with BRM test; enters British and Dutch GPs with a borrowed factory March

We pick up Williamson's story after his grand prix debut at Silverstone in a year-old March hired by Tom Wheatcroft. He had qualified 22nd and was eliminated in a first-lap, multi-car shunt, triggered by Jody Scheckter's spinning McLaren. ▷



Final, fatal race – at Zandvoort Williamson leads David Purley, who later tried in vain to pull Roger from his burning wreck; Roger (below) with his mentor, Tom Wheatcroft



By contrast, [James] Hunt fared much better, but he had been mighty lucky. He had lost his [Hesketh-run March] 731G's tall airbox after Scheckter's rear wing had fluttered through the air and sliced it off – narrowly missing his head – but was able to borrow a smaller spare from [Mike] Beuttler's team. Thus re-equipped, the tall Englishman went on to drive the best race of his career to that point. The stubby white March held on to the JPS Lotuses of [Ronnie] Peterson and [Emerson] Fittipaldi, and the McLarens of eventual winner [Peter] Revson and [Denny] Hulme, to grab a fighting fourth place.

Not surprisingly, England hailed a new hero, for Hunt had driven with a maturity that had been lacking in many of his Formula 3 forays. The fact that Roger was in an inferior car that took no further part after the great shunt explains in some measure how a man who was so clearly superior to Hunt in terms of results the previous year would come to be so overlooked by history.

But Roger quickly bounced back from the disappointment and immediately set his sights on the next race, the Dutch Grand Prix at Zandvoort. It would put his name on television screens and the front page of every daily newspaper...

One day in July 1973, Williamson paid a visit to his friend and mentor Tom Wheatcroft. Theirs was an easy relationship, the ebullient developer and the outgoing but respectful young lad. On the surface Roger had everything to be upbeat about. That astute talent-spotter and team owner Ken Tyrrell had very quietly expressed interest to Ford's Walter Hayes in signing him as the replacement driver for the great champion Jackie Stewart who, unbeknown to all in the racing world bar Tyrrell and Hayes, intended to retire at the end of that season. It should

have been the ultimate dream for any young racer... but Roger was a loyal man, and was loathe to do anything to upset Tom.

"Roger come up the office one morning," Wheatcroft recalled. "He were there all day and then he come home and had a meal with me. It were just after the nine o'clock news, and after being with me all day from about nine o'clock in the morning, he finally said to me, "Oh, Tom, I'm worried."

This was not what Wheatcroft expected from a driver who had a contract with Tyrrell on the table, awaiting only his signature. "Roger looked terrible, and said, 'I'd like to stay with you, Tom, and drive for you.'"

Wheatcroft was astounded, but deeply touched by his protégé's loyalty. "I said, 'Well, Roger, we'd only hold you up. Ken's forgot more than we'll ever know.'"

They talked long into the night about their future together, and laid plans accordingly that centred around Wheatcroft running his own Formula 1 operation in 1974. But, in the meantime, the works March was there for Roger to drive in the Dutch Grand Prix at the end of the month.

"Roger looked terrible: 'I'd like to stay with you, Tom, and drive for you'"



Tom Pryce

DOB June 11 1949
Died March 5 1977, in South African GP
GPs 42 **Wins** 0 **Points** 19
1970 Starts racing in Formula Ford Lola won in a competition
1971 Wins FFord title with Royale
1972 F3 with Royale; breaks leg at Monaco
1973 F2 and Formula Atlantic with Royale
1974 Makes GP debut with Token; wins Monaco F3 race; hired by Shadow for last eight races (1pt, 18th= in championship)
1975 F1 with Shadow; wins Race of Champions; pole at British GP (8pts, 10th in championship)
1976 F1 with Shadow (10pts, 12th in championship)
1977 F1 with Shadow; killed at Kyalami (third race of the season) (0pts)

Despite making his GP debut for Token at Nivelles in 1974, Pryce was denied entry to the Monaco GP, so stepped down to race in the supporting Formula 3 event – which he won. It opened the door to great things.

Though [the] Hill, Surtees and Williams [teams] were still chasing him, Tom's choice had distilled to one between Hesketh, which was very keen, and Shadow, which came into the picture later... After a period of contemplation, spent mulling things over carefully with his father, Tom finally opted to join the Anglo-American team [Shadow], and signed a six-month contract...

He felt guilty about leaving Token, and said, "I feel the same as if I'd left anybody halfway through. I feel really bad about it. I had it on my conscience when I was making my decision." But he knew he had to leave, that the really big chance had arrived. Token had confirmed entries for some grands prix, but not yet all. "What was I to do?" he reasoned. "I don't want to be sitting around and thinking how nice it would be if we were there, if only I'd taken those offers... I'd be there whatever. I had to leave."

[Shadow boss] Alan Rees was convinced he had found his man, having gone after him for precisely the same reasons he had hunted Ronnie Peterson to join his fledgling March company back in 1969. "I know what's involved to win that Formula 3 race at Monaco," he said, "and I know that Tom is good, just like Ronnie was in 1969." This was high praise indeed, given Peterson's status in Formula 1 at that time.

"The Monaco F3 race was the key," Rees added. "You were aware of what he was doing but that was the clincher. I always thought that was quite difficult, not being in the formula any more as a regular driver, and then going to a major race like that and just cleaning up... But Tom just went

down and did it. And did it easily.”...

The first race with his new team came at Zandvoort for the Dutch GP in June [1974], where he immediately distinguished himself by qualifying 11th, only 0.4sec off established team-mate Jean-Pierre Jarier. Within laps of trying his new car round the seaside track, Tom was opposite-locking happily through the Tarzan hairpin. Unfortunately, he got no further than that corner at the start...

If anyone doubted Tom's inherent talent, he silenced them when the French Grand Prix was run at the undulating Dijon-Prenois circuit on 7 July. This was the sort of performance Michael Schumacher would later be praised for, long before Schumacher was out of short pants. Niki Lauda and Ronnie Peterson were the two acknowledged fast men that year, but in Saturday's first qualifying session Lauda was the only man faster than Tom, who lapped his Shadow in 59.11s compared to the Austrian's 58.79s best in the Ferrari... The performance left him on the front row with Lauda, until Peterson squeaked his ageing Lotus 72 round in 59.08s in the afternoon to pip him by 0.03sec. Tom's sensational run remained the talk of the day, but as usual he couldn't understand what all the fuss was about.



Tony Brise

DOB March 28, 1952

Died November 29, 1975, in plane crash

GPs 10 **Wins** 0 **Points** 1

1969 British karting champion

1971 First full season of Formula Ford; runner-up in BOC Championship

1972 F3 with Brabham and GRD chassis

1973 Wins John Player and Lombard North Central F3 championships

1974 Formula Atlantic with Modus

1975 Makes F1 debut for Williams in Spanish GP; hired by Embassy Hill for rest of season (1 pt, 19th= in championship)

Brise stuns both F1 insiders and spectators with his 1975 Swedish GP drive (right) – not least his boss, Graham Hill (inset, with Tony)



After Brise made a strong Formula 1 debut with Frank Williams's team at the 1975 Spanish GP, an opening arose at Graham Hill's Embassy team following Rolf Stommelen's terrible accident there (five bystanders were killed). He was hired and began developing the new Hill chassis, scoring points on his second time out.

The [Hill] GH1 had shown tremendous promise until Stommelen's accident in Barcelona. Now everyone thought that, in Tony, they had a driver who could get them back on their feet.

He had briefly tested the old Lola at Snetterton. Afterwards it was taken to the Modus factory, as Hill was very friendly with Teddy Savory. Nick Jordan remembered, "Tony said to Graham, and to myself and Jo [Marquart], 'Why can't we make this car handle like my Formula Atlantic? That's a sweet car.' And he added, 'I can win championship points if it's like that, I know I can.' He was so determined.”...

In the race [the Swedish GP at Anderstorp], Tony made the Hill come alive with a magnificent drive. He made one place on the opening lap after Tom [Pryce] made his pit stop, and then stayed right behind Spanish Grand Prix winner Jochen Mass's McLaren for the next 32 laps until Mass pitted. By now Tony was 11th, which became 10th as Jarier's engine broke, then ninth when [Carlos] Pace crashed out of second place. Tony then moved ahead of American

“Every move was forceful yet clean-cut; these were top-line scalps he was taking”

CanAm champion Mark Donohue's Penske on lap 45 and Peterson's ageing Lotus 72 on lap 47. When John Watson's Surtees dropped back, he moved into the points on the 56th lap, and up to fifth on the 60th when he overtook Fittipaldi. Every move was forceful yet clean-cut, and these were top-line scalps he was taking. He seemed destined to score two points when the Hill agonisingly lost fifth gear; Tony left the car in fourth and paid the penalty for the handicap as Donohue was able to repass. It was galling, but he earned his spurs as he scored what was to be the sole championship point of his brief Formula 1 career.

Photojournalist Jeff Hutchinson has never forgotten watching him in practice and the race at Anderstorp. "I saw him ding a front wing on the first lap, and it bent down and started to wear away where it was touching the track, but he still passed half the field and should have finished fifth. He really deserved that place. It was a brilliant drive that proved once and for all what ability he had."

At the Dutch Grand Prix at Zandvoort, Tony had yet another new team-mate, his former Formula 3 sparring partner Alan Jones, the tough Australian who had also made his grand prix debut in Spain driving a private Hesketh. But whereas Jones lapped his understeering GH1 in 1m 22.01s for 17th place on the grid, detection (at last) of a loose wire, and thus a cure for an irritating and persistent misfire, gave Tony a car that enabled him to repeat his Belgian form. He lined up seventh on 1m 20.94s. Lauda was on pole, from Regazzoni, Hunt, Scheckter, Reutemann and Fittipaldi. His fourth grand prix, and he was a hair over half a second off fastest time in a hitherto unfancied machine. **FO**



The fastest Welshman of all – Pryce (above in distinctive helmet, and centre left) attacks Mass's McLaren at Zandvoort, 1975, as Reutemann (Brabham) also closes in



BLACK FLAG



This much
I know...

Eddie **Jordan** speaks out

I'm a great believer in the cyclical nature of this life, and that motor racing is no different. So, Mike Gascoyne is on the move again. Having built a reputation at Jordan, consolidated it at Renault and seriously capitalised on it at Toyota, where does he wind up...? Back with his old mates at Jordan (now Spyker). Not without a significant pay cut I'm sure, but I bet the compensation was still pretty adequate.

Before the start of the season, I said this year would be crunch time for Mike at Toyota. So his mid-season exit, as Toyota restructured their management, wasn't really a surprise. Gazza was never geared to work within a large corporate team, especially not a Japanese one – he's much better suited to a small team (believe it or not, Renault were small when they were Benetton). Will Spyker suit him? Who knows. He has some good friends there and Mike's greatest strength is his managerial style. He makes people believe in themselves and I dare say he'll motivate that tight-knit group into a strong and potent force.

I'd also like to bid a fond farewell to the tobacco companies and what they've made possible in our sport. I won't try to justify their existence and we all understand the ethical issues, but tobacco sponsorship

has been a major part of almost every team's financial survival. I was happy to take their money; in fact, I can't imagine surviving 35 years in the sport without it; from my own driver sponsorship with Marlboro (and again in F1), to Barclay, or Camel in F3000 and even Viceroy.

I recall turning up at Macau where I ran the Theodore Marlboro team every year with Dick Bennetts. We had Martin Donnelly in a Camel car and at the last

"Gazza wasn't geared to work in a corporate team – especially not a Japanese one"

minute put Rickard Rydell in the other car with Viceroy, and he surprised everyone by getting pole. If anyone else ever had three different tobacco sponsorships in the same international race, I'd like to hear about it.

Thanks, too, to Benson & Hedges, who believed so strongly in the style and vibe of Jordan: we brought each other to the podium for all four Jordan wins. Great fun and amazing memories: those were the days.

PHOTO FINISH SATURDAY NIGHT FEVER



That's it, guys – make with the sequins, nipple-clamps and silk-jersey hotpants. Wacky Team BMW get out on the pull at a Red Bull shindig

NEXT MONTH...

Who were the **quickest drivers** in F1 history?

A definitive panel, including world champions, decides

Don't miss it! On sale: Tuesday December 19



Contents subject to change

FROM OUR SPY ON THE INSIDE

Dear Fernando,

D'you remember a bloke called Giancarlo? Pleasant sort of cove – Italian, apparently, and I'm told he spent much of the 2006 season pretty close to you in the Renault garage, though less so when you were out on track. Well, it seems that since you've eyed up Uncle Ron's brigade, said Fisico thinks he'll be making a serious tilt at the world championship in 2007.

Methinks the boy may be fantasising a little. Nice fellow, as I say, but it's all getting a little late to deliver a major upsurge in form. In any case, this new chap, Kovalainen or whatever he's called, looks like putting dear old Fisico's reputation through the wringer as Flavio clearly regards him as the Next Big Thing, after Michael and your very good self, of course.

You seem to have been attracting a lot of compliments recently, what with that nice Mark Webber expressing the view that you might continue to dominate the F1 scene for the foreseeable future. Yes, yes, I fully realise that it all hangs on Macca coming up with a package that's a little more fleet of foot than an MP4-21 – a task much easier said than done. But in a business where most competitors would rather chew on a razor blade than compliment a rival, I thought it was a nice touch. Wonder what sort of kick-back Webbo's looking for?

Meanwhile, I wonder who McLaren will finally choose as your team-mate. (Stop it, Fernando, it's rude to snore.) I know it's all a bit of a saga, but, truth be told, if it's the boy Lewis then I'm afraid you might be forced into a back seat as far as media interest is concerned. A double world champion carrying race number one is yesterday's news. A grand prix debutant carrying number two is tomorrow's.

Trust me, I know a journalist.

Yours, confused

the SCRUTINEER