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Brilliant Derek Warwick interview

F1
RACING

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film ever...

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SENNA

THE MOVIE

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"HE WAS THE BEST DRIVER WHO EVER LIVED"

NIKI LAUDA

SENNINA

NO FEAR. NO LIMITS. NO EQUAL.

52 The inside story of the making of an F1 film you really have to see



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96 Spectacular photography from the archives of the Klemantaski Collection



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Parade

Normal service is resumed After that blip in China, Sebastian Vettel makes his return to the top step of the podium, converting his fourth consecutive pole into possibly his most comfortable win of the season so far. The race is on to stop him, but the hare may already be too far ahead...

Where Istanbul Park, Istanbul **When** 11.31am, Saturday 7 May

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 200mm lens 1/25th at F32







Parade

Must try harder This season has so far not been quite what Fernando Alonso and Ferrari had been expecting, given their great form during testing. Turkey, though, was a step in the right direction as Alonso claimed the Scuderia's first podium of 2011

Where Istanbul Park, Istanbul **When** 9.08am, Friday 6 May

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1Ds Mk II, 15mm lens 1/80th at F2.8





Parade

Time to back out? It's a view his opponents got used to in his heyday, but if Michael Schumacher's comments after Turkey are anything to go by, he could soon be an ex-F1 driver once again. Ironically, the seven-time champion put in one of his better qualifying performances, making it into Q3 for the first time this year

Where Istanbul Park, Istanbul **When** 2.28pm, Friday 6 May

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 600mm lens 1/1000th at F6.3







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STOP AND GO / Hans Seeberg / 06.2011

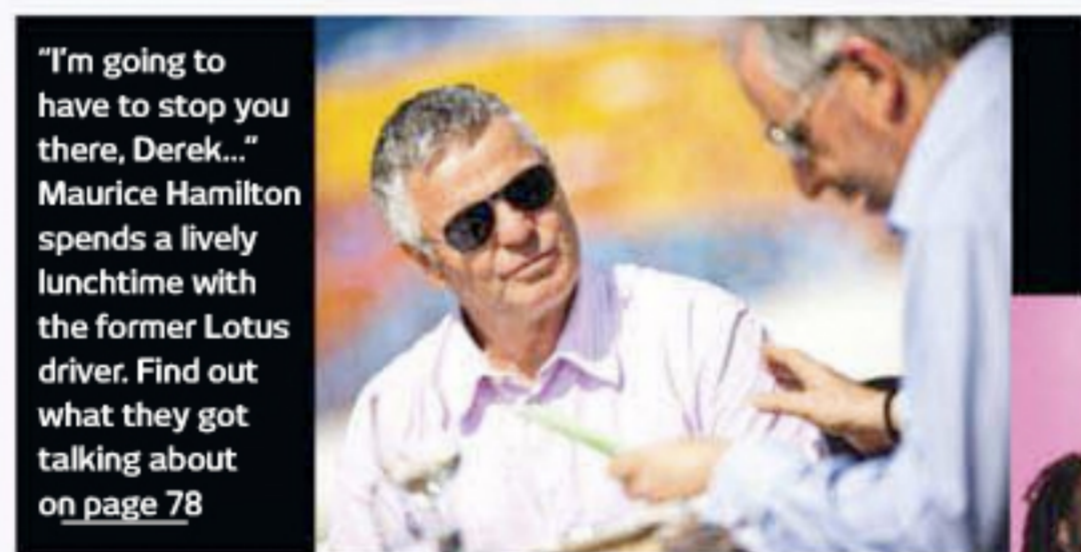
Go and see *Senna*, the greatest Formula 1 film ever made



A few of us at *F1 Racing* were lucky enough to be invited to a private screening of the *Senna* movie and as the end credits rolled, I'm sure I spotted karting legend Terry Fullerton leave his seat before everyone else, looking slightly emotional. You couldn't blame him. Minutes before, as the film reached its poignant climax, a scene showed footage of Ayrton at the 1994 Brazilian Grand Prix being asked who his greatest ever rival was. "Fullerton... Terry Fullerton," Senna said with that thoughtful intensity of his, just as everyone was expecting Alain Prost's name to be offered up with disdain. Fullerton, Senna's karting team-mate between 1978 and 1980, had effectively just been given the end credits of the greatest Formula 1 film ever made. You probably would feel a bit overcome after that.

As you may well have heard by now, *Senna* is a powerful, honest and exhilarating movie; one hour and 46 minutes of utterly compelling cinema, whether you love Formula 1 or can't stand it. As we count down to its UK release on 3 June, film journalist and former *Empire* editor Will Lawrence exclusively tells the remarkable story of how the whole project came about; a tale that spanned seven long years, a faulty laptop that turned into a blessing, a tearful 40 minutes in the company of Ayrton's sister Viviane, 17 minutes with Bernie Ecclestone and unlimited access to his secret vaults of F1 footage. There's also an interview with Ayrton's greatest rival himself, Terry Fullerton.

Enjoy the issue... and get yourself to the cinema on 3 June.



"I'm going to have to stop you there, Derek..." Maurice Hamilton spends a lively lunchtime with the former Lotus driver. Find out what they got talking about on page 78



Some of Team *F1 Racing* nip off for a private screening of *Senna*, the most highly anticipated F1 film ever made. It really is brilliant – go and see it from 3 June



It's a strictly casual affair when news ed Jimmy meets Jaime Alguersuari (p40). Jimmy's cuffs hang loose, while Jaime seems to have forgotten to do up his shirt



Special thanks to Will Lawrence, Manish Pandey, Kristoff Clark, Adam Jones, Terry Fullerton, Claire Williams, Alexandra Schieren, Steve Cooper, Matt Bishop, Silvia Hoffer Frangipane, Clare Robertson, Wolfgang Schattling, Nicola Armstrong, Sabine Kehm, Katie Tweedle, Britta Roeske, Luca Colajanni, Roberta Vallorosi, Stefania Bocchi, Bradley Lord, Clarisse Hoffmann, Will Hings, Lucy Genov, Eric Silberman, Fabiana Valent, Silvi Schaumloeffel, Tom Webb, Anna Goodrum, Hanspeter Brack, Heike Hentzsch, Alba Saiz, Tracy Novak, Chris Hughes, Paul Quinn, Maurice Hamilton, Andy Lark, Vicky David Warwick, our driver contract 'mole', the 'Little Pea' for humiliating Chelsea after 37 seconds, the look on John Terry's face as it dawned on him that he wasn't going to win anything this season, Bran Flakes, cake, Maharani's curry house in Peterborough – the finest Indian cuisine known to man

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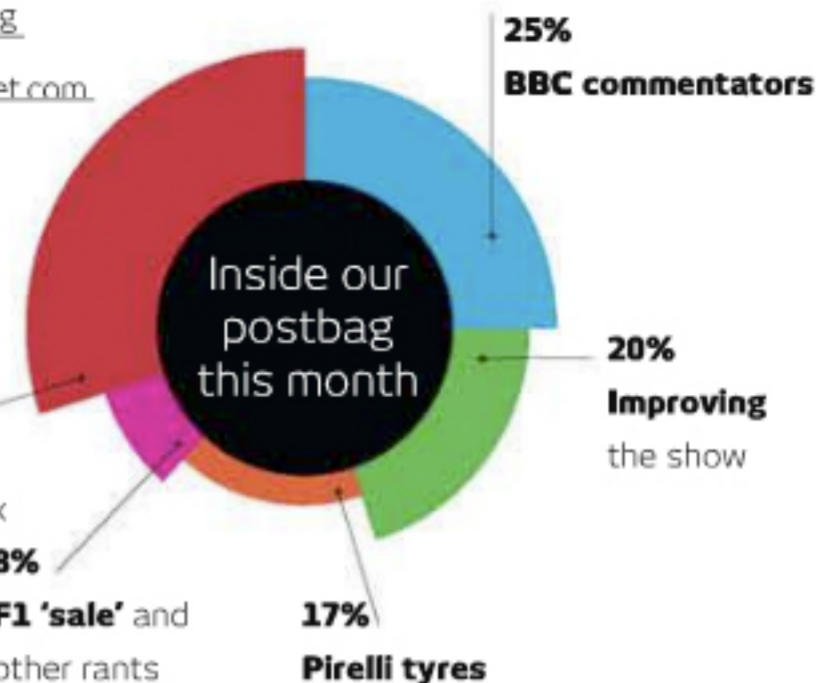
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STAR LETTER

KERS isn't improving the show as much as some would like

Technology: too predictable to be fun

In the May issue of *F1 Racing*, Chris Thompson's letter and Jacques Villeneuve's column raised two important points. Chris is correct that no other sport has so many rule changes from one season to another. What would happen if FIFA decided to change the offside rule every year? I believe chaos would follow. The problem is that the jury is still out on whether the DRS and KERS technology increases entertainment value.

Jacques is also correct that F1 is in danger of becoming more like a video game or, as I see it, like the *Wacky Races*. I'm sure Dick Dastardly and Muttley wouldn't mind a few more buttons on their steering wheel. Front machine guns, oil slicks, nail depositors, DRS and KERS. Oh, F1 already has the last two! The sport must always be about driver against machine – not driver skill at pressing buttons at the correct time.

DRS means there is more overtaking but the technology makes it rather predictable that a car using DRS will nearly always overtake one that is not. That's why refuelling was fun. Involve more humans as this adds to the uncertainty; more technology just makes racing a robotic procession.

Andrew Miles

Via email



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Andrew Miles wins a Silverstone Ferrari Experience. For more details visit www.silverstone.co.uk/experiences

Two into one doesn't go...

The move to 'promote' both Martin Brundle and David Coulthard to new roles within the BBC F1 team was a popular decision, in part down to Jonathan Legard being given the boot. However, as an analytical, matter-of-fact commentator, Legard provided a much-needed counterbalance to the ex-driver/pundit role.

Now we have two ex-drivers trying to fill both roles. Brundle is doing a good job but his interaction with Coulthard (in the pundit role) often gets lost in technicalities that they don't fully explain to the viewer. Never before has the counterbalance mattered more.

Peter Burt

Essex, UK

...or does it?

I'm loving the commentary pairing of Brundle and Coulthard. To hear DC saying, "The only way that could be scarier is if it was said in the dark," had me in hysterics. And to hear Martin saying, "Don't make me laugh, it makes me cough," was priceless. It was inspirational to put these two together and their knowledge and experience is the perfect backdrop to a race.

Kay Lester

Stockport, UK

Funny how things change

It's 20 years since the first Spanish GP at the Circuit de Catalunya when Williams dominated and a young Michael Schumacher also shone. Struggling in the midfield were multiple world champions, Tyrrell and Nelson Piquet.

Who would have thought that in 2011 the stars of that race would be clinging on with memories of their glory years rapidly evaporating. The lesson to be learnt from Tyrrell and Piquet is that of when to leave F1 – and I plead with Frank and Michael to quit while they are still ahead.

Adrian King,

Northants, UK

Converted by Pirelli

I used to dismiss F1 as guys driving around a circuit and the quickest car winning. But the introduction of Pirelli tyres, ensuring each race has its own distinct narrative, has created a spectacle whereby I have found the new love in my life!

Tony Allbones,

Bedfordshire, UK

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OPINION

NEW PARTS PUT FERRARI BACK IN THE TITLE HUNT

Redesigned wings help the Scuderia to their first podium of 2011. Championship charge, anyone?





20

RUBENS' STARK MONACO WARNING

The DRS and Pirelli tyres have really livened up racing so far this season, but Barrichello is worried they could put drivers' safety at risk in Monaco...



25

COULD KUBICA MAKE A COMEBACK?

As Robert's long road to recovery continues, we speak to a leading surgeon, who assesses his chances of ever driving a Formula 1 car again

After the positive introduction of new parts in Turkey, Fernando Alonso is adamant that he can still win the 2011 world championship – despite being a massive 52 points adrift of Sebastian Vettel after just four races.

"The championship is still possible," he said in Istanbul. "We made a big step forward at this race and there are 15 to go. A lot can still happen and I am confident that we can fight Red Bull."

Alonso's confidence stems from fact that new front and rear wings cut the Ferrari's time deficit to Red Bull in half, yet it remained easy on its tyres in race conditions – and that allowed Fernando to race Mark Webber.

The new front wing in particular has intrigued the pitlane. It has new endplates, narrower central pillars and is believed to flex more than its predecessor. Proof of the latter point came when the Scuderia spent more than an hour checking its legality in the FIA scrutineering bay prior to the start of the weekend.

"The front wing is a big step forward," said Felipe Massa. "It generates more downforce, which gives us more front-end bite. Grip is so important in F1 these days."

This aero progress was a huge relief to the Scuderia, who have struggled with the correlation of their new 60 per cent windtunnel in Maranello. All year they claim to have made

good progress in the tunnel, yet they've been unable to translate those improvements onto the racetrack. Only when they took their model to Toyota's former F1 windtunnel in Cologne following the Australian Grand Prix did they begin to find solutions, and the success of the upgrades in Turkey prove that they are now on the right path.

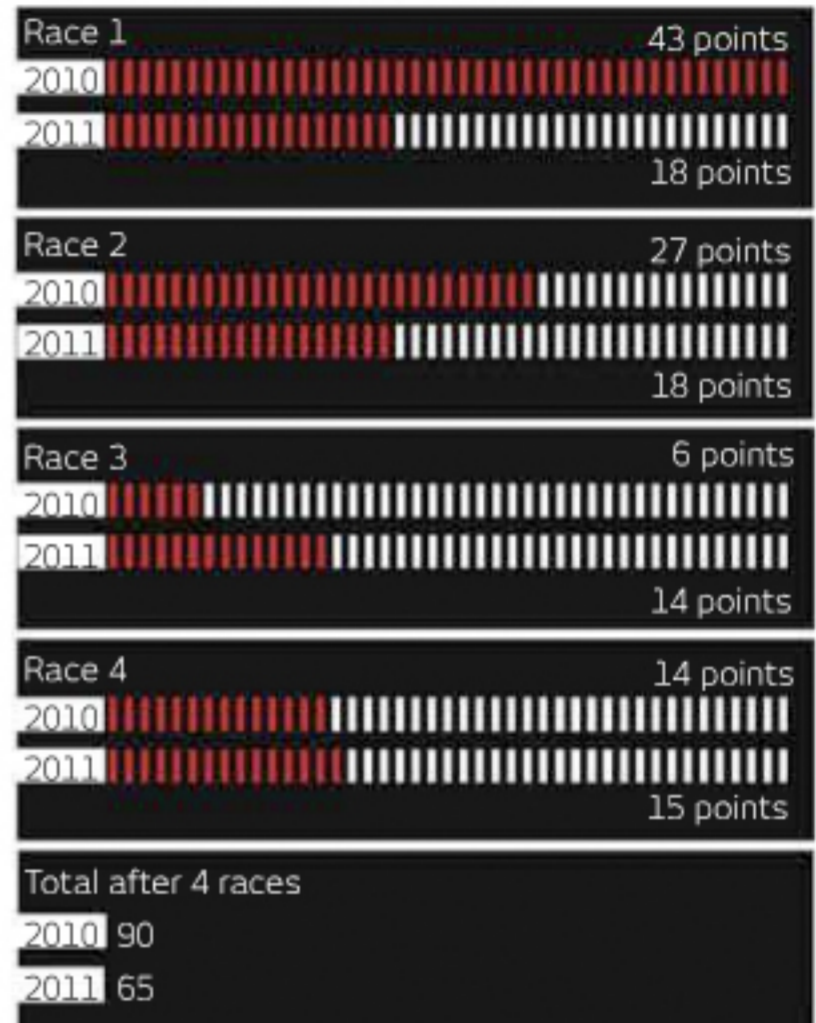
"We are heading in the right direction," said team principal Stefano Domenicali. "The tunnel is now working and we will work flat-out to bring updated parts to the car. I hope we are in a position to win races by Canada."

A new exhaust layout and diffuser are planned for the next race in Barcelona, and a new fuel from Shell is scheduled for Montreal. Alonso hopes all of these small improvements will help him to improve his qualifying pace.

"I enjoyed racing in Turkey and my podium was a big morale boost for the team," Alonso commented. "We now need to improve our qualifying pace because it's hard to finish on the podium if you are always starting on the third or fourth row."

One of the car's biggest strengths in races – its ability to prolong the life of its tyres – is its Achilles heel in qualifying because it doesn't use the tyre enough over one lap. But the situation is improving as more downforce is

FERRARI'S DIFFICULT START TO THE SEASON



put on the car. Alonso qualified 1.4secs slower than pole-sitter Vettel in China and that gap was down to 0.8secs in Turkey. It's expected to be less than 0.5secs in Spain.

While Red Bull's Adrian Newey remains the technical genius of the Formula 1 pitlane, Ferrari – along with McLaren – have earned a reputation for starting the season with a reliable and conservative car, and then developing it rapidly. The Ferrari F150th Italia has bulletproof reliability, yet it has no really innovative systems. It uses traditional pushrod rear suspension, for example, while the likes of Red Bull have opted for the slightly more complex pullrod system in an effort to clean up the airflow around the rear of the car.

Aside from 2009, when Ferrari halted the development of their F60 following the Hungarian Grand Prix in order to concentrate on their 2010 car, the team usually has one of the quickest cars at the end of each season and Alonso is clinging onto that hope in 2011.

"Ferrari is a great team, with great people," he said after the result in Turkey. "We have made a lot of progress recently and if we can keep that upward trajectory, we can definitely win races this season. And if you win enough races, then you can challenge for the world championship. We will never give up."



Following updates to the Ferrari F150th, Fernando Alonso is now confident he can win the championship for the Scuderia



PHOTOS: LORENZO BELLANCA/LAT; STEVEN TEE/LAT; MARK THOMPSON/GETTY IMAGES; ANDREW HONE/GETTY IMAGES

SAFETY



Rubens speaks out over DRS at Monaco

Williams driver claims drivers will be asked to "kill each other" if the DRS zone is in the tunnel

F1's most experienced driver, Rubens Barrichello, has warned that putting the DRS zone in the Monaco tunnel will jeopardise driver safety. It had been rumoured that the use of DRS would be banned for the grand prix in the Principality, but FIA race director Charlie Whiting confirmed to teams in Turkey that there was not a big enough argument to shelve it, so it will remain.

"I just think it's wrong," Barrichello told *F1 Racing*. "It's going to be a very, very big knife-edge. Where are you going to put the DRS zone? If you put it in the tunnel, then you are telling the drivers to kill each other."

These sentiments have been echoed by other drivers, some of whom have expressed concerns about the combination of the DRS, the amount of rubber marbles expected off-line late in the race and the lack of run-off.

Pirelli will use its super-soft rubber in Monaco for the first time and it's predicted that it will wear quickly and make the racing line very narrow. Through the tunnel, which leads to the only real overtaking spot on the track, a pile of rubber marbles several centimetres thick is expected to build up off-line.

"Marbles are a concern," Mark Webber told us. "The racing line is always narrow in Monaco due to the proximity of the barriers, and the marbles are going to make

that even worse this year. Even with the DRS, overtaking is going to be very difficult because it's going to be very slippery off-line."

Teams will also have to deal with rubber particles getting into parts of their cars,

such as the brake ducts. During the Malaysian Grand Prix in April, Williams tried to counter this problem by running a wire gauze over the ducts of their FW33, but they found it broke up and became clogged with rubber. All these factors should make the Monaco Grand Prix the most challenging race of the year so far.



Marbles off the racing line will make overtaking even tougher in Monaco

NEWS

The battle to own F1

News Corp have set their sights on buying the sport's commercial rights. Here's a brief rundown of what's happened so far...

19 APR



Sky News (broadcasting on a News Corporation owned platform) reveal that Rupert Murdoch's **News Corp** is exploring a potential bid to buy F1's commercial rights from current owners CVC.

20 APR



F1 supremo **Bernie Ecclestone** initially insists that the sport is "not for sale". However, as an investment firm, it's unlikely CVC would want to hold the rights indefinitely and Ecclestone later admits that "if someone came along with an enormous offer" CVC might consider selling.

3 MAY



News Corp confirm their plans to look into a joint takeover of F1 with Italian investment company Exor, who are headed by John Elkann, chairman and chief executive of Ferrari's parent company, **Fiat**. It leads to suggestions that Ferrari are looking for a bigger share of F1's revenue.

4 MAY



CVC acknowledge that they have received an approach from the News Corp/Exor consortium but reiterate that the sport is not currently for sale. Observers suggest this may simply be a **tactic** to drive up the price.

6 MAY



F1 teams say they are interested in News Corp's plan since it could open the way to the teams themselves owning shares in the sport. **Martin Whitmarsh**, chairman of FOTA, calls News Corp's interest "exciting" but warns that all F1 team business models rely on free-to-air TV, amid fears that a takeover would result in pay-per-view TV coverage.

7 MAY



Bernie Ecclestone laughs off the teams' comments about owning a stake in the sport, likening the idea to diners wanting shares in a **restaurant** just because they eat there...

8 MAY



Ecclestone suggests a move to **pay TV coverage** would be "suicidal". He also thinks that the shareholders of teams should forget the idea of a rival bid for the series, or a team-controlled breakaway series.

13 MAY



Ferrari president **Luca di Montezemolo** says that F1 teams will be open to the idea of forming their own championship from 2013, suggesting there is no reason why the teams would have to recommit to working with CVC when the current Concorde Agreement expires...

As F1 Racing went to press, talks between the major shareholders of F1 teams and News Corp were ongoing

FIVE MINUTES ON THE PHONE WITH...

HEIKKI KOVALAINEN

LOTUS RACER AND F1'S KEENEST GOLFER



Lotus have made a big step forward this year – are you pleased and is this where you thought

you would be at this stage?

Yeah, it's pretty much exactly where I thought we would be. We're almost in the midfield. In some conditions we've been within a couple of tenths but in the cooler conditions where we haven't got the tyres working properly, the gap has been a bit bigger. But in the race, the gap has been smaller. I'm very happy with the progress of the team.

In China you beat the Williams of Pastor Maldonado on pure pace – that must have been hugely satisfying for you...

Of course. And when Sutil came out of his last pitstop we nearly got him too – there was just a car's length in it. It was a good race and it's great to see the step forward we've made.

Team Lotus aren't running KERS – is that a big disadvantage?

Oh, for sure. In China I think it was worth half a second in pure lap time. It's a big handicap for us but it is what it is and we don't have it.

Some circuits it will be harder for us than others. But when the cars around you have an extra 80bhp, you have no chance.

Is there more to come from the car this season?

We have a big update planned for Barcelona which should give us a real step forward, but everybody will be bringing updates I think. Hopefully the gap to the cars ahead will be smaller.

Are points still a realistic target this year, Heikki?

It's a tough target because the top ten is incredibly competitive. You've got five big teams ahead of us already taking the places, so it's not easy. But we've got to aim for it and take advantage if the situation presents itself. Last year we came close a couple of times.

Have you enjoyed using the DRS in the opening races?

Yeah. I had a few occasions when I passed cars easily but they were on circuits with long straights like Malaysia and China where we've seen lots of overtaking before. The real test will be when we go to Barcelona, where traditionally we don't see any overtaking.



Kovalainen: enjoying the DRS and targeting points for Lotus this season

PHOTOS: LORENZO BELANCA/LAT; ANDREW HONE/LAT; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; CHARLES COATES/LAT

F1 Mastermind

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



- Who scored one pole, one fastest lap and five podiums in his F1 career, but never won a race?
- Kimi Räikkönen, Robert Kubica and Michael Schumacher were all the same age when they won their first GP. How old were they?
- Alberto Ascari holds the record for fastest laps in consecutive races – how many?
- Who has more pole positions at Monaco – Ayrton Senna or Michael Schumacher?
- Who scored Shadow's only F1 win and where did he do it?
- Which former F1 circuit featured corners named 'Revolver', 'Piper' and 'Hobbs'?
- What was the last grand prix to feature a Hart-engined car?
- Who represented Liechtenstein in ten GPs during the 1970s?
- What was Jean Alesi's best championship placing?
- In 1969, who came second to champion Jackie Stewart?



THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



Felipe Nasr Who is he?

An 18-year-old Brazilian who drives for Carlin Motorsport in British F3. He's hoping to follow in the footsteps of countrymen Emerson Fittipaldi, Nelson Piquet and Ayrton Senna, all of whom won British F3 titles prior to becoming F1 world champions.

Is he any good?

His CV suggests he's a very promising talent. In 2009 he won the Formula BMW European championship in his first full season of car racing. This year, he's already picked up three F3 wins from the first six races.

Anything else we need to know about him?

His Formula BMW performances led to Nasr being signed by Kimi Räikkönen's manager, Steve Robertson, who compares the young Brazilian to the Iceman. "He's a smart driver with this awareness about him – a great racer, with great speed."

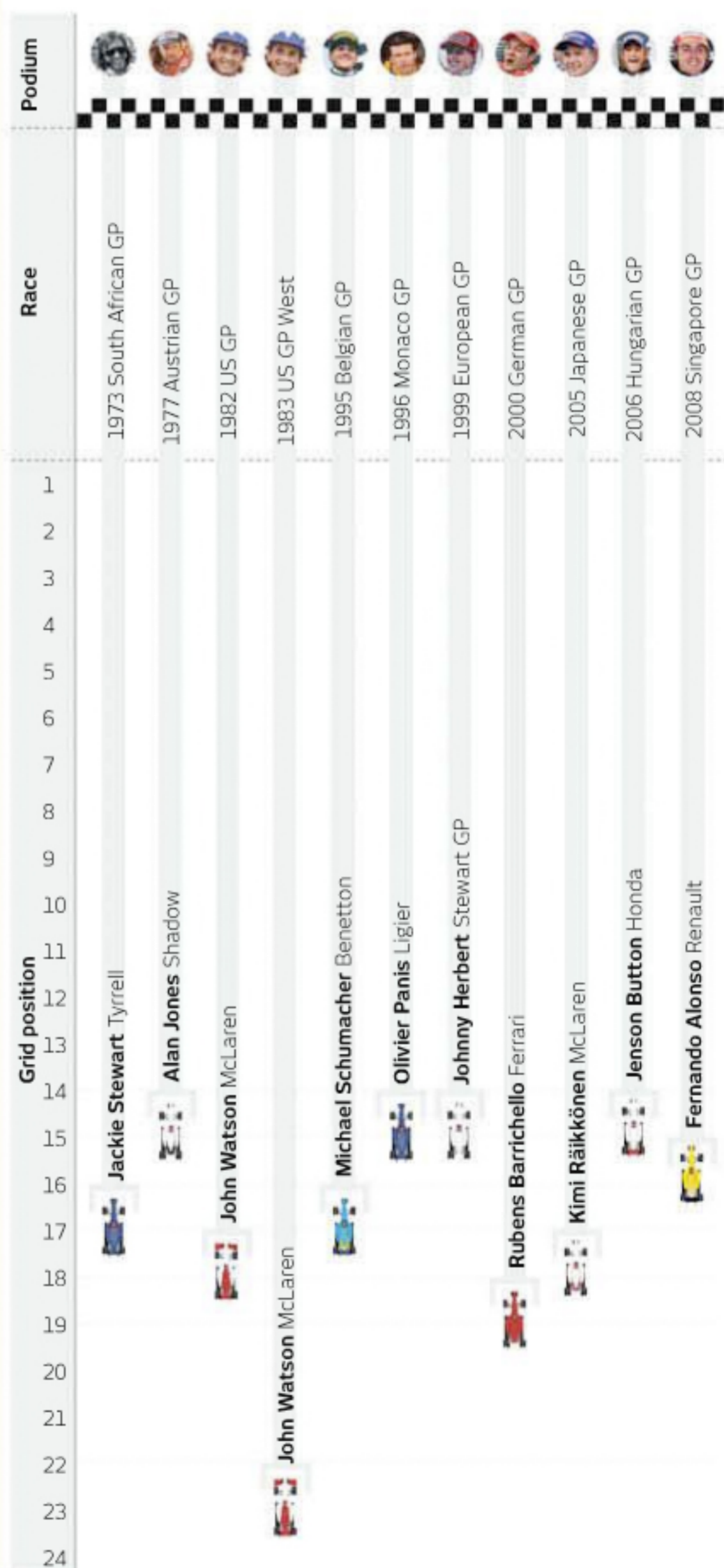
F1 chances

Robertson also helped guide Jenson Button into F1, which bodes well for Nasr. If he can go on to win the British F3 title this year, you can bet the F1 teams will sit up and take notice.

STATS

Back to the front

Mark Webber proved in China that it's still possible to score a podium after qualifying 18th. These drivers all managed to win races, despite starting similarly far back...



Answers: 1 Andrea de Cesaris 2 23 3 Seven 4 Senna – five to three 5 Alan Jones, 1977 Austrian GP 6 TI Aida (now Okayama) 7 1997 European GP 8 Rikky von Opel 9 Fourth (1996 & 1997) 10 Jacky Ickx

PHOTOS: JAKE EBREY/LAT. LAT. ARCHIVE

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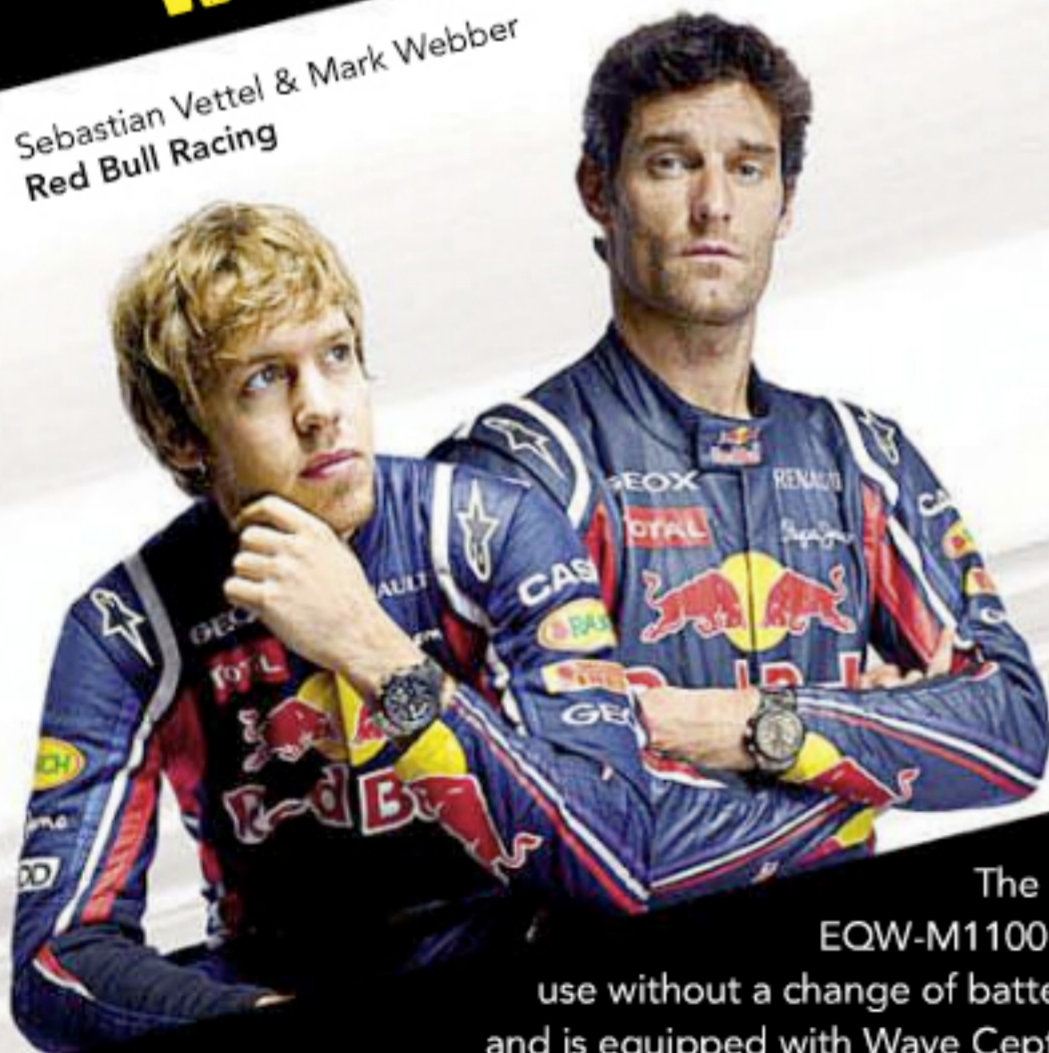
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NEWS

Surgeon: Don't rule Kubica out

He may never fully recover from his crash, but our expert says that may not hold him back

A leading hand surgeon has told *F1 Racing* that although Robert Kubica will probably never recover full feeling or function in his right hand, he may recover enough to be able to race an F1 car again.

It's been over three months since the Pole's horrific rallying accident and he is now undergoing intensive physiotherapy. Kubica suffered fractures to his right shoulder, arm, leg and foot, but perhaps the most serious injuries were the two lacerations to his right forearm. These wounds have caused substantial nerve damage, which, according to David Warwick, consultant hand surgeon at the Hand Clinic in Southampton, could be very significant in terms of Kubica regaining movement in his right hand.

"Nerves have got two roles: to activate the muscles, which

then move the tendons, which then move joints. They also provide sensation. For your hand to work properly when you hold something, for example a steering wheel, the nerves have to provide sensations so that your brain is aware of what you're touching. If you have a serious injury to your forearm and divide the tendons and the nerves, as I believe he did, then there's a real problem.



If his grip returns, Kubica could get back behind the wheel

"By and large, the skeleton can be repaired with metal plates and the tendons can be repaired very accurately. But a cut nerve, even if it has been perfectly repaired, will never work in exactly the same way as it did before. This means that neither the muscle function nor the sensation will ever

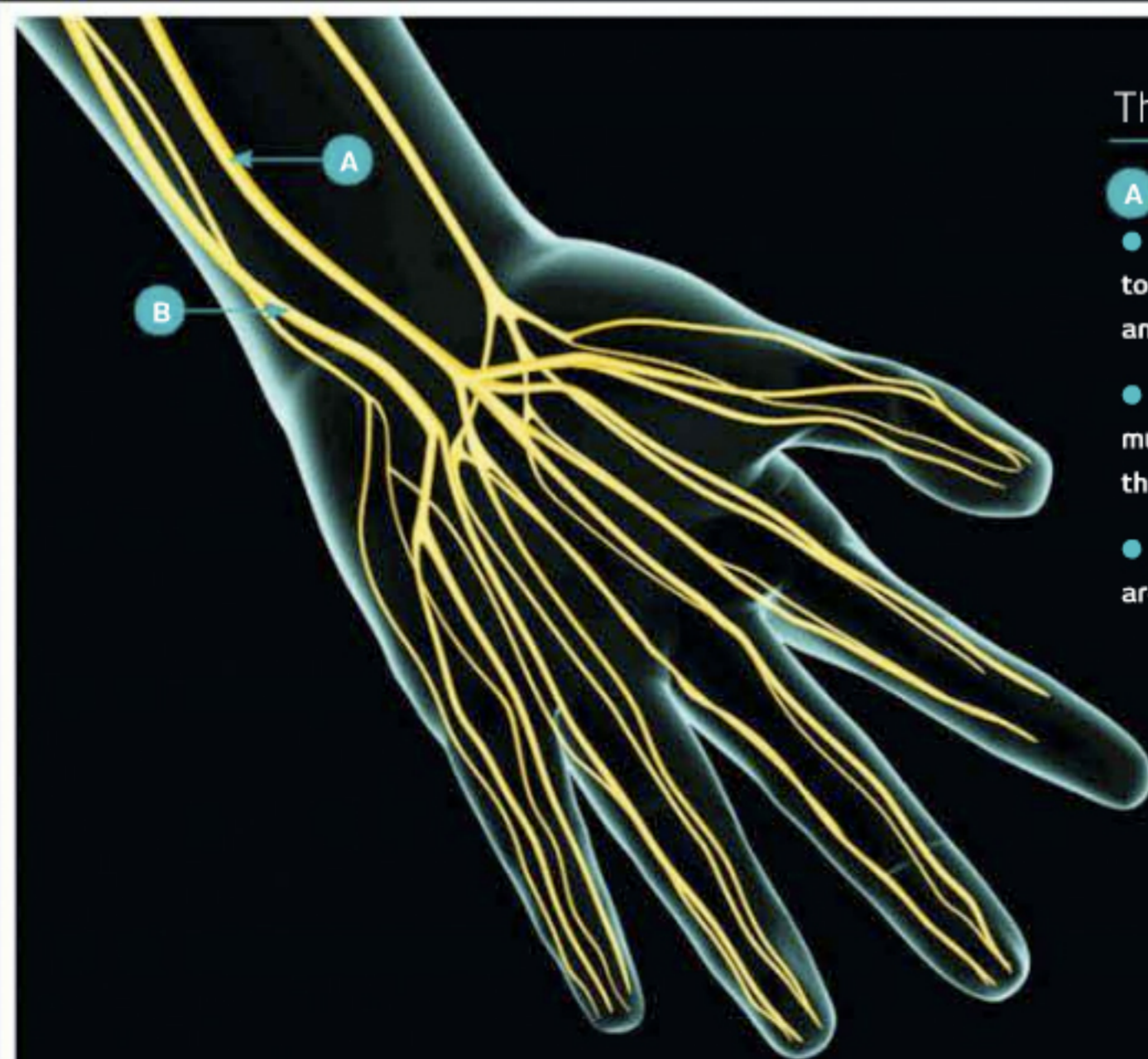
be quite the same – there will be weakness and reduced dexterity."

But despite the problems associated with nerve damage, Mr Warwick would not rule out the possibility of Kubica being able to compete again. "Obviously I'm speaking without having seen his injuries, but if he can regain grip on the steering wheel and doesn't need perfect dexterity in his thumb and index finger when driving, then he may well have a good chance of getting back."

Mr Warwick has worked with numerous sports stars over the years and has no doubts that Kubica's mentality will be hugely beneficial to his recovery.

"The physical and psychological determination to succeed makes a huge difference. Athletes are by definition ambitious, motivated and determined, and a racing driver like Robert is the epitome of that. You don't get where he is without being completely focused and dedicated."

Get well soon Robert.



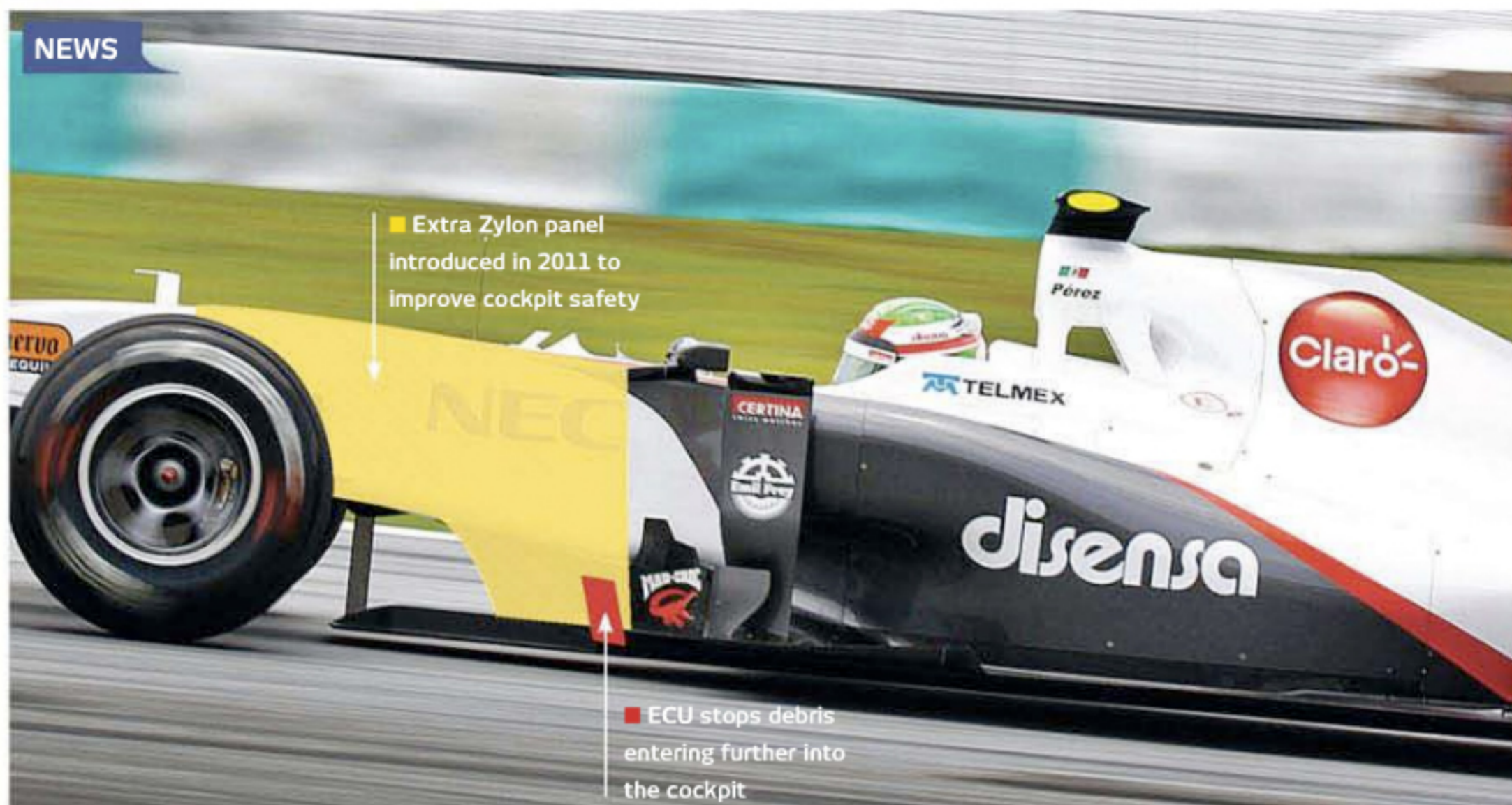
The major nerves of the arm

A Median nerve

- Supplies sensation to the thumb, index and middle fingers
- Provides power to the muscle at the base of the thumb
- Crucial for dexterity around the thumb

B Ulnar nerve

- Supplies sensation to the little and ring fingers
- Provides power to the small muscles in the hand that give you fine dexterity, like the muscles that are used to play the piano
- Crucial for grip and dexterity



Improved safety saves Sergio

Sauber technical boss James Key says rookie driver Pérez would have been injured in Malaysia had it not been for Formula 1's compulsory new reinforced monocoque

Sauber technical director James Key has told *F1 Racing* that the extra Zylon panels introduced in 2011 to improve cockpit safety have already proved their worth. In Malaysia, Sergio Pérez's C30 was struck by an unidentified object which, according to Key, could have seriously injured the Mexican rookie had the regulations not been updated.

"We still don't know what the piece of debris was but it was clearly quite heavy and sharp because we found it skipped across the front wing, into the bottom of the chassis, and then came out and went through the sidepod," explained Key. "There was only one breach of the cockpit and, although the Zylon panel was punctured, it actually did a good job of slowing the object down and deflecting it. The object then struck the ECU, which



has been repositioned for this year, and that also helped to stop it, but if the Zylon panel wasn't there I think it would have gone even further into the cockpit."

Zylon, a synthetic material that is often used in bulletproof vests and body armour, has been used in F1 for over a decade now. It was originally used to tether wheels to cars and since 2007 the cockpit sides have been lined with Zylon to prevent objects penetrating the survival cell. But until this year, the front of the car was still vulnerable, as was proved at the 2009

Japanese GP when Timo Glock suffered leg injuries after a piece of ballast penetrated the cockpit following a crash. This year, Zylon panels have been added towards the front of the monocoque to help protect the drivers' legs.

"The driver is certainly much better protected than he was last year," confirmed Key. "The Zylon wraps around

the chassis so there's a bit of underside protection now as well. We're certainly glad it was there."

Sauber referred the incident to the FIA but Key thinks that more analysis is needed before decisions are made about whether safety needs to be improved further. "We'll continue our investigations and report what we find to other teams so that everyone is in the know. We need to try to estimate what kind of force the object had in order to do what it did, and whether there's a sensible solution to avoiding a repeat in the future. But while you can't ignore it, you have to keep in mind it's not a regular occurrence – we shouldn't knee-jerk into building tanks."

It's worth noting that despite the seriousness of the incident, the car's tub was easily repaired. "We chopped out the area that was damaged, replaced it with a bonding panel and then a new Zylon panel on top of that," said Key. "We did need a new ECU though..." In the circumstances though, it's a small price to pay.

CRISIS

Williams: all is not well

Four races into the season, two staff have resigned and no points have been scored. Could things get any worse?



Williams chairman Adam Parr (left) and the departing Sam Michael showing the signs of strain

There's little doubt that Williams are in a state of crisis at the moment. Now the worst start to a season in their 33-year history has culminated in a technical reshuffle that could either make or break the team.

Following the news that technical director Sam Michael and chief aerodynamicist Jon Tomlinson are leaving and that Mike Coughlan, of 'Spygate' infamy, will be their new chief engineer, there is one question to ask: do these changes constitute progress, or has chairman Adam Parr's hand been forced by pressure from the stock market?

Coughlan has been away from frontline F1 for four years and Rubens Barrichello believes the team really needs "a leader". His comments come after Parr announced Patrick Head would retire at the end of the season, angering the engineering director.

Ideally, Coughlan will work with Michael for a few months, but it seems likely that Michael will be placed on gardening leave as soon as Williams begin work on next year's FW34; we understand that Michael already has several offers on the table for 2012.

It didn't escape our attention that at the Turkish Grand Prix, team personnel stayed in a hotel called The Titanic...

STATS

Podiums without a win

In Malaysia, Nick Heidfeld earned the dodgy distinction of being the man to have stood on most F1 podiums without ever making it to the top step...

	1	2	3	4	5	6	7	8	9	10	11	12	13
Nick Heidfeld	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Stefan Johansson	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Chris Amon	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Jean Behra	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Eddie Cheever	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Martin Brundle	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Luigi Villorosi	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Andrea de Cesaris	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Nico Rosberg	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆
Derek Warwick	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆	🏆

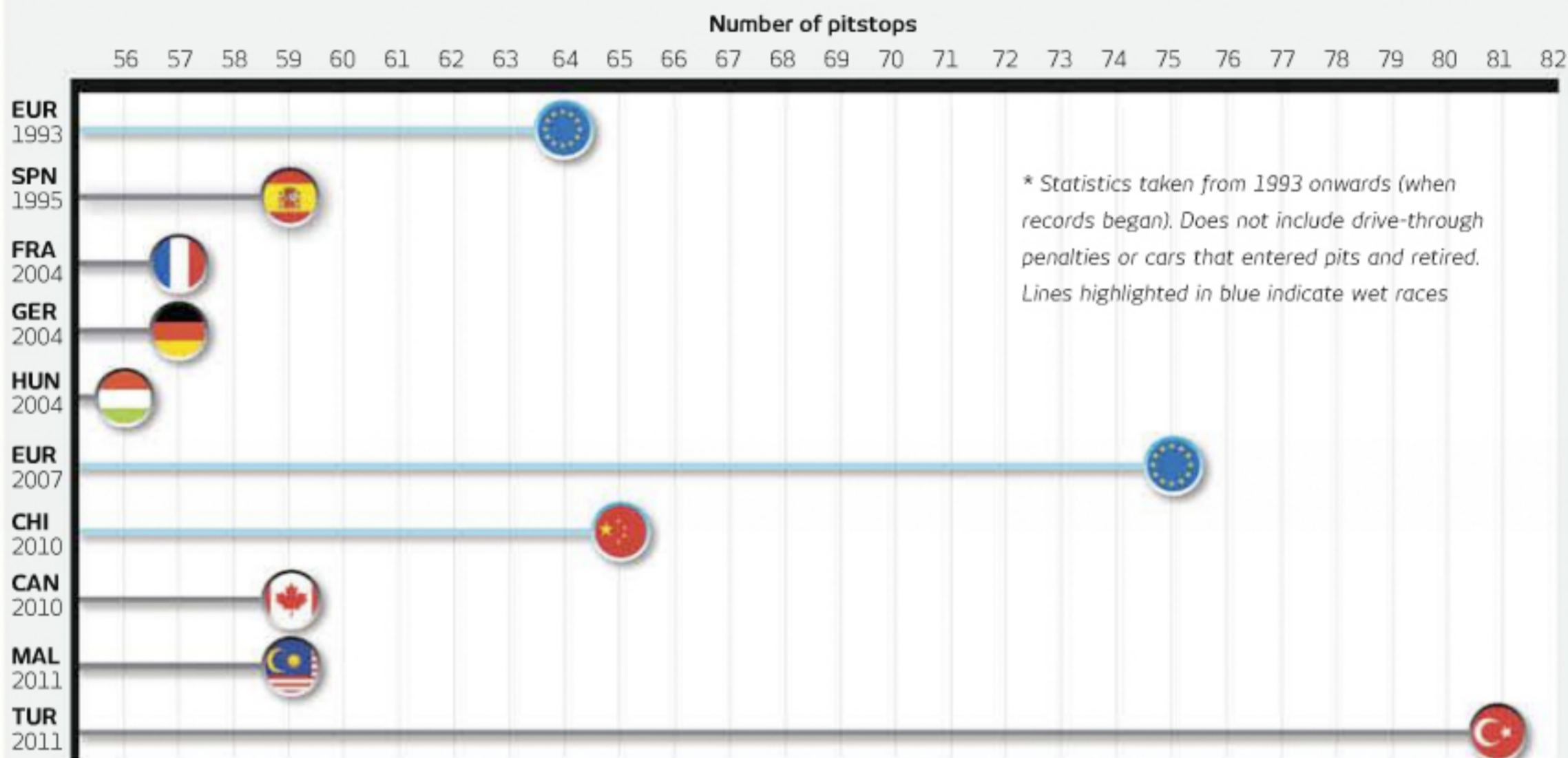


PHOTOS: CHARLES COATES/LAT; ANDREW FERRARO/LAT; STEVE ETHERINGTON/LAT; LAT ARCHIVE

STATS

Turkey: quite a lot of pitstops, then

At times, the pitlane at Istanbul Park looked busier than the M25 during rush hour. Little wonder it instantly entered the F1 record books as the race with the most stops ever



NEWS

In-season testing could return in 2012

Test drivers are understandably keen; knackered teams already stretched to the limit less so...

Formula 1 could be set for a partial return to in-season testing next year after FIA President Jean Todt declared the current lack of testing “stupid”.

Since 2009 testing has been severely restricted in an attempt to control costs, but Todt no longer sees why there should be a total ban. It's news that excites McLaren test driver Pedro de la Rosa: “I think it's a very good idea. I understand they want to cut costs, but adding some testing would not increase costs dramatically and would reduce the amount of simulation work we do, which in itself is very expensive. And it would be good for spectators as well

because no one actually sees the simulation and windtunnel testing.”

However, the teams might not be so positive about the increased workload that testing would bring, with most squads already stretched to the limit by the F1 calendar's lengthy schedule.

The matter will be discussed at the next meeting of the F1 Commission, which takes place in Valencia in June. Todt needs the support of the teams for testing to be re-introduced next year but would not need approval to re-introduce the rule in 2013 – meaning that he could, if necessary, force the rule change through.



Bringing back testing is a great idea, says Pedro de la Rosa. But then he would say that, wouldn't he?

PHOTOS: ANDREW FERRARO/LAT

Photograph © Norio Kalka



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Above rental based on Alfa Giulietta 2.0 JTDM-2 140 bhp Lusso including Alfa Red special paint on Contract Hire profile. Official fuel consumption figures for the Alfa Giulietta range: Urban 26.2 – 51.4 mpg (10.8 – 5.5 l/100km); Extra Urban 48.7 – 76.3 mpg (5.8 – 3.7l/100km); Combined 37.2 – 64.2 mpg (7.6 – 4.4 l/100km). CO2 emissions 177 – 114 g/km.

Above rental based on Alfa Giulietta 2.0 JTDM-2 140bhp Lusso on Contract Hire payment profile of 3 rentals in advance (equivalent to £837) followed by 35 monthly rentals of £279. Rentals shown above exclude VAT and maintenance. Rentals are subject to VAT at statutory rate. Based on 10,000 miles per annum. Excess mileage charges apply. Vehicles must be registered with Alfa Romeo Contract Hire before 30th June 2011. Offer subject to status. A guarantee and/or indemnity may be required. Offer correct at time of going to press and may be varied or withdrawn at any time. Subject to availability. Alfa Romeo Contract Hire, 240 Bath Road, Slough SL1 4DX. †Including Alfa Red special paint. **P11D value including Alfa Red special paint is £21,185 based on 20% tax bracket, a driver on a 40% tax bracket would pay £92 per month. ***Source – Manufacturer UK websites on 14th January 2011. ****Source – EURO NCAP rating.



Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

THIS MONTH: COOLING



What exactly needs to be kept cool on a Formula 1 car?

It's a long list: the engine oil and water both need cooling, but then there are the brakes, electronics, hydraulics, KERS and even the driver! You also have to consider the fuel and the air going into the engine: although the regulations do not allow them to be cooled, they must be insulated so they do not pick up too much heat, or valuable performance will be lost.

When things heat up in an F1 car, what sort of temperatures do the various components reach?

Incredibly high ones. Formula 1 engines run much hotter than those on road cars, and the water temperature can be as high as 135°C thanks to the highly pressurised cooling systems, while the oil can be as hot as 115°C. The brake discs are obviously the hottest components of all, peaking at around 1200°C (which is the same temperature as molten lava), but the exhaust gases can also reach over 1000°C as they leave the cylinder head.

What if the cooling is insufficient?

It depends on the component. Metals lose a lot of strength at high temperatures and the resins that encapsulate the carbon fibre can completely break down if they get too hot. The engine can detonate if the water temperature gets too high, which will lead to rapid piston failure. If the engine oil gets too hot, the lubricating film will break down, causing the engine to seize up with subsequent catastrophic failure. If overheated, the electronics can simply shut down. As well as stopping the engine, this could also damage the gearbox, while brakes that run too hot tend to wear incredibly quickly.

How are the engines cooled?

There is nothing unusual in the way the engines are cooled. Pure water with corrosion inhibitors is used, while simple aluminium radiators are used for both the water and oil. The most important aspect of cooling, however, is the air passing through the radiators to achieve it. The specific heat capacity of air is much less than that of water or oil and so it is the airflow that

is critical. Hence the airflow is what's normally controlled to achieve the correct temperatures.

So, the more air the better then?

No. Sadly it's not that simple as any additional air used for cooling, whether it is for the engine, brakes or anything else, will tend to reduce downforce or increase drag. Teams will always keep the cooling on the limit with everything running as hot as it can safely operate so that aerodynamic efficiency is maximised.

Is cooling more of an issue with KERS on the car?

Not really. Although KERS needs cooling, its requirements are not high. Typically, the water system will need to disperse around 110kW and the engine oil system 100kW. Combined, that is enough to heat and supply hot water for 12 average-sized homes. In contrast, the KERS system only needs around 4kW of cooling to keep the battery pack and motor cool, which is about the same as the hydraulic system and a third of that required for the transmission.

Turn to page 110 for Pat's analysis of the Turkish Grand Prix >

PHOTOS: STEVEN TEE/LAT; ANDREW HONE/LAT

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RAW NEUVE

Jacques Villeneuve: older, wiser... but no less opinionated

Is F1 still a sport? I'm not so sure

I forced myself to watch the Turkish GP the other week but I have to admit I find F1 really tough to watch now – it's so boring. A lot of fans think this season has been brilliant so far, but I'm sure they'll get bored pretty soon.

It's difficult for me to enjoy a race with lots of overtaking but no racing. You still get some good battles, but with the DRS you see the drivers just giving up because they know they can't do a single thing to stop being passed down the straight. You can't compare it to proper overtaking. The next thing we'll get on F1 cars are indicators so a driver can tell the car in front which side he's going to overtake on!

I don't see it as a sport any more. Yes, you still have to be fit and have a good qualifying session, but drivers don't really have to think about what's going on these days. When a guy



"With DRS, the drivers being passed just give up. It's not proper overtaking"

behind you, who's maybe on better tyres, presses his DRS button, what can you do?

And I find the tyre situation a bit ridiculous. People say, "Oh, it's great that the tyres give up really quickly." Well no – they're just bad tyres. In the past, tyres used to give up really quickly because they were supersofts, but there was a reason why they'd wear reasonably quickly. Now they just disappear straight away.

If it wasn't for DRS and KERS, people could defend on older tyres, but the problem now is

that there are too many pitstops. There were 82 in Turkey, and most people stopped four times. Lewis couldn't even remember whether he'd stopped four or five times afterwards! It detracts from the racing.

For years, people complained about how motorsport in America was just a big show, but now F1 is more of a show than anything over there. Then I watch the TV and hear David Coulthard saying how great Formula 1 is... so I suppose it must be.

It was time for Sam Michael to go

I've been reading about Williams recently and it doesn't seem like everyone's completely happy there at the moment. Some are surprised Sam



Michael is leaving, but Williams put a lot of belief in him and nothing came of it. I'm surprised he lasted so long, to be honest. If aero is the problem, as people are saying, he should have dealt with that. You can only make promises for so long – sooner or later they have to come true.

Mike Coughlan is an interesting appointment. I don't think it's necessary to have been in F1 for the past few years – what matters is how clever you are, because the rules keep changing anyway. Look at the first BAR – it was really quick and the guy who designed it came from Indycars.

Michael's never been a quitter

I see Michael Schumacher has admitted for the first time since his comeback that he's not enjoying F1. I can see why he's not happy about being beaten by his team-mate but, as a true racer, how can he be happy with the DRS and all that? It must take the fun away for someone like him. But Michael is not a quitter. I still think he'll stick it out.



THE JV KEY



Silly shunt



Driver error



Controversy



What a car



Fantastic drive



Good call



Bad call

MURRAY WALKER



“Injured sportsmen force recovery rates in a way we ordinary mortals cannot begin to contemplate”

As I write, Renault's Robert Kubica is continuing a long recovery from his massive rally crash. Despite major hand, leg, elbow and other injuries, he can thank modern medical science for the fact that with determination, courage and perseverance, all of which he possesses in abundance, he will eventually be able to lead a normal life. But Robert doesn't want a normal life. He doggedly wants to continue the dauntingly abnormal and hazardous life he led before his crash. He is one of a special breed.

Injured sportsmen force the pace of recovery in a way that we ordinary mortals cannot even contemplate, but only time will tell whether Kubica can return. That he will apply

himself unremittingly to whatever gruelling rehabilitation regime it takes is certain. He won't need extra motivation but, even so, may be heartened by the fact that, in the past, others have recovered from the most challenging setbacks to successfully race again.

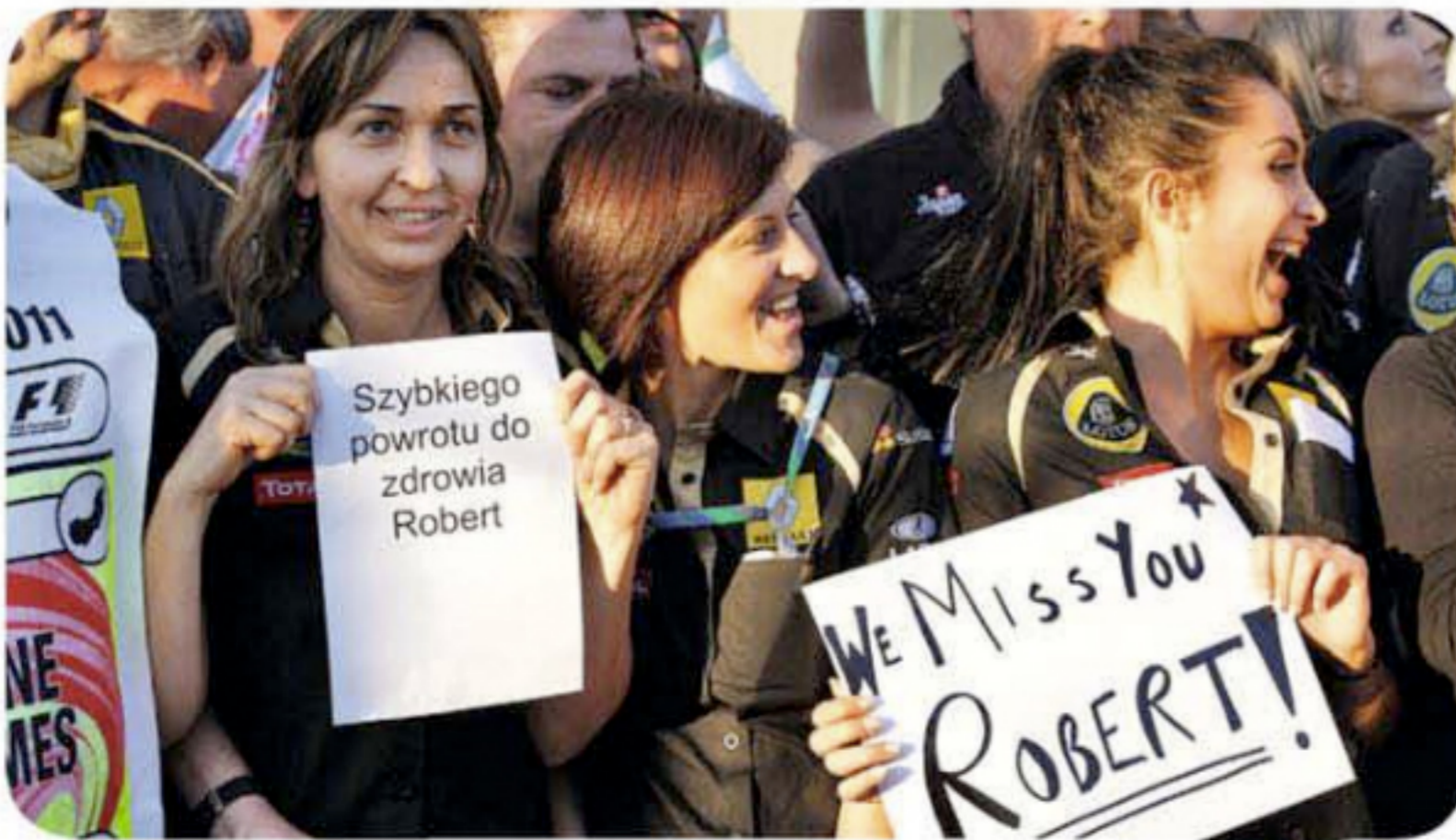
For instance, in the 1925 motorcycle Grand Prix des Nations, my all-time hero, Tazio Nuvolari, raced his 350cc Bianchi in agony after breaking multiple ribs in a crash at a sensationally impressive Monza test for the Alfa Romeo car team. Just one week later, after discharging himself from hospital and having to be lifted onto the bike with his body swaddled in cushioning for a race that lasted two and a half

hours, he rode to victory from last on the grid. If he'd fallen it would have been curtains. Brave? Foolhardy? Stupid? You decide.

Nowadays, with advanced medical techniques, recovery times are much faster than they used to be. When German racing legend Rudolf Caracciola crashed his Alfa Romeo and shattered his thigh at Monaco in 1933, it was months before he returned to become one of the greatest in history with Mercedes-Benz. Graham Hill was out of action for months after breaking his knees when a tyre on his Lotus collapsed at the 1969 Watkins Glen US GP. Typically, Graham's consolation was that "it happened at the end of the season so I won't miss too many races". But Michael Schumacher returned in Malaysia in 1999 after breaking his leg at the mid-season British Grand Prix and modern motorcycle racers like Valentino Rossi, who all too often break limbs when they abandon ship, seem hardly to have left the circuit in an ambulance before they are back in action.

Two dreadful accidents in motorsport, from which their sufferers returned to race and win, happened to two of its most outstanding and successful drivers – three-time world champion Niki Lauda and John Surtees, the only man ever to win both car and motorcycle world championships. Big John's Lola crash happened at the 1965 San Jovite Can-Am race, back when sportscar racing was as prestigious as F1. It resulted in a broken pelvis, spinal injuries and badly damaged kidneys. You might think that after three months in hospital with untold suffering he'd never want to see a racing car again, but even while he was on crutches he had the Ferrari mechanics winch him into his car so he could test. The experience failed to affect him either mentally or physically for he returned to winning ways, including one of the most exciting races ever, when his 'Hondola' (part Honda, part Lola) beat Jack Brabham's Brabham to victory by 0.2 seconds at the Italian GP in 1967.

Niki Lauda's reaction to his appalling accident at the Nürburgring on 1 August 1976 was just as impressive: a testament to human determination and fortitude. Horrifically burned when his Ferrari crashed and exploded into a ball of flames, he was not expected to survive and the last rites were read to him in hospital. Yet six weeks later, having missed only



“Robert Kubica's passion and determination knows no bounds. If it is humanly possible, I'm sure we'll see him back at the wheel”



Forthright chatter from the legend of F1

"Johnny Herbert mashed his feet in a Formula 3000 race at Brands Hatch but agonisingly willed himself back to mobility"



two races, he was back in action, finishing an incredible fourth at Monza, and failing to win his second successive world championship only when he retired in dreadful weather conditions at Fuji, Japan. The next year he did win the championship and triumphed again in 1984 before retiring. What an indomitable man.

There is more. The legendary five-time world champion Juan Manuel Fangio broke his neck at the 1952 Formula 2 Italian GP at Monza. He had exhausted himself by driving non-stop

from Paris to Milan overnight after racing a BRM in Ireland at the previous day's Ulster Trophy meeting. He started from the back row, lost his concentration and went off at Lesmo 2. That was in June and, unsurprisingly, he was out for the rest of the season. Others might have retired but, already a world champion, the great Argentine went on to win four more titles and become one of the greatest – if not *the* greatest – drivers of all time.

Fangio's 1955 Mercedes-Benz team-mate, Stirling Moss, must have broken half the bones in his body in various crashes but it never stopped him following his passion and never stopped him winning until that fateful day in 1962 when his crash at Goodwood ended his racing career. Nigel Mansell famously tested for

Lotus with a broken back. Johnny Herbert mashed his feet in a Formula 3000 race at Brands Hatch, but agonisingly willed himself back to mobility, drove for seven F1 teams and won races for Benetton and Stewart. Mika Häkkinen nearly died after crashing his McLaren in Australia in 1995, but returned to finish fifth in the first race of 1994 in Australia and subsequently won two world championships.

Most recently, Ferrari's Felipe Massa is racing at the front again after missing seven races and spending the winter of 2009 recovering from his frightening spring-in-the-face accident at Hungary.

Impressive men whose passion to race and determination to win knows no bounds, and Robert Kubica is one of them. If it is humanly possible, I'm sure we'll see him back at the wheel. I certainly hope so. In the meantime, our very best wishes go out to him for the speediest possible total recovery. 🏁



"Michael Schumacher returned in Malaysia in 1999 after breaking his leg at the mid-season British Grand Prix"



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WHATEVER HAPPENED TO...

ANTONIO PIZZONIA

Used to race Jenson Button in F1. Now races him in triathlons



Then

Driving for Williams during a practice session at the 2004 Italian Grand Prix

Antonio Pizzonia started 20 races in Formula 1 between 2003 and 2005, but was never able to display the potential he'd shown in junior categories. The Brazilian, who hailed from the Amazon, arrived in the UK in 1997 and won three titles in four years, including the prestigious British Formula 3 crown.

That success brought Pizzonia a test with Benetton in 2000, which was followed by a test-drive contract with Williams. Some impressive performances led to Jaguar Racing signing him to a race seat for 2003, but after being outpaced by team-mate Mark Webber for most of the season, Pizzonia lost his drive to Justin Wilson the day after the British Grand Prix.

The Brazilian returned to Williams as a test driver in 2004 and drove in four GPs in place of the injured Ralf Schumacher, scoring six points. The next season, Pizzonia was told by Frank Williams that he had a 99 per cent chance of driving for the team in 2005 but, in the end, Nick Heidfeld got the job. When Heidfeld was injured late in the season, Pizzonia drove in five more races with the team, but one seventh place was as good as it got.



Now

Sporting an interesting lurid green bangle and competing in triathlons

"A racing driver's life changes a lot after he leaves F1 – or should I say after F1 leaves him," says Pizzonia. "Before, every season is a step towards F1. Afterwards, it's only one more season, one more job. After F1, I raced in Champ Car and Superleague, which I will race in again this year. Last year I drove in Brazilian stock cars and GT3 but I also got into triathlons. I've always enjoyed running, swimming and bike riding, but I never thought of putting them together until a friend of mine who runs in triathlons asked me

to train with him. I liked it, bought a good bike and started to train hard.

"It's not a motor racing substitute, it's a way to keep me physically and mentally fit. And it's completely different to racing cars. Triathlons require no talent; only discipline and hard training. Anyone with physical aptitude can do it if they work hard enough. Driving a racing car takes more than that. I raced Jenson Button in a triathlon in Miami. He finished in five hours and two minutes – two minutes faster than me. But I'm going to be the first ex-F1 driver to do the Iron Man, which is a 2.4-mile swim, a 112-mile bike ride and a 26-mile run. I hope to complete it in around 11 hours.

"But I will not quit car racing. It's what I like best and I know I can do it to a high level. I'm very proud of making it to F1. They were great days, even though I did not go as far as I wanted. I still have a four-page letter from Patrick Head in which he made it clear he would rather have had me in the Williams in 2005. It's a shame it never happened but, even so, my childhood dream came true. Since my earliest days in karting, I dreamt of becoming an F1 driver – and I did it."



2003: makes his F1 debut

Qualifies 18th for Jaguar Racing in Australia, but retires from the race with suspension failure



2004: F1 career high

Outqualifies team-mate Juan Pablo Montoya in Hungary, before taking seventh place for Williams




Now...

The 30-year-old competes as a semi-professional triathlete when he's not racing cars

"THE BEST RACE I'VE BEEN TO"



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 CANADA 2007 / Louise Hepburn / 31 / UK

"Some Alonso fans were in full flamenco outfits!"



"I've been an F1 fan for many years, but I didn't go to my first grand prix until 2007 when I went to visit a friend in Montreal.

Our Turn 6 seats gave fantastic views of both the cars and downtown Montreal, and the sound of the drivers accelerating out of Turn 7 was an audible treat.



"The race was by far one of the best of the season. My heart sank as Button stalled on the grid but lifted again when Hamilton held off Alonso at the first corner to maintain his pole position. There were four Safety Cars, which led to stop/go penalties for Alonso and Rosberg for refuelling while the pitlane was closed; disqualifications for Massa and Fisichella for exiting the pitlane through a red light;

and concussion and three weeks off for Kubica after an accident that saw his car disintegrate when he hit the barrier at 186mph. That put a dampener on the rest of the race, but we put it to the back of our minds as we got lost in the excitement of watching Hamilton take his first ever GP win.

"After the race, we walked the circuit with the other spectators and the atmosphere was incredible. Some fans had made a real effort – from Alonso fans in full matador and flamenco outfits to a group of fellow McLaren fans covered from head to toe in silver body paint. We watched the pit crews pack up and spoke to the mechanics. The whole weekend was amazing – I'll definitely be returning."

2007 CANADIAN GP

- Qualifying saw Lewis Hamilton and Fernando Alonso lock out the front row for McLaren
- In only his sixth race, Lewis Hamilton won his first GP and led the drivers' championship
- Nick Heidfeld of BMW was second and Alex Wurz third for Williams

 MALAYSIA 2010 / Claro Manzano / PHILIPPINES

"Alonso's engine blew up – we couldn't believe it!"

"After I graduated from grade school, my dad bought me a ticket to the 2010 Malaysian Grand Prix as a gift. I managed to get a seat that gave me a clear view of the start/finishing straight, and Turns 1-4.

"During the race, Fernando Alonso had to battle a clutch problem

while chasing Jenson Button for a lowly eighth place – they'd started at the back after calling their strategies wrong in qualifying. Alonso was trying to catch up with Button but could not find an opening. "Then, on lap 53, Alonso managed to find



an opening at Turn 1 and got through. We were all cheering from our seats but that turned into groans right away when smoke started coming out the rear of Fernando's car and Jenson got his place back.

"The very intense race for eighth resumed but at Turn 3, Fernando's engine gave in and blew up! The crowd could not believe what had just happened."



"Alonso was chasing Button but couldn't find an opening"

 BELGIUM 2009 / Ann Cecilie Gulbrandsen / 34 / NORWAY

"We watched Kimi Räikkönen win at Spa from Eau Rouge"



"In 2009, my fiancé and I attended the grand prix at Spa, where we viewed the race from Eau Rouge – it was fantastic.

"Kimi Räikkönen won the race and, being obvious Ferrari supporters (as our photos clearly reveal), we had an amazing time! What's more, we



stayed at the same hotel as both the Ferrari team and Renault, so we got to meet Fernando Alonso, Lucas di Grassi and, of course, the race winner himself. The atmosphere we experienced was very special, and all in all it was a very memorable trip for us."

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little more time we are proud to introduce what is quite simply our finest wax ever. High Definition Wax is supplied as a complete kit and will provide the ultimate finish to concours standard and the ultimate protection against environmental hazards.

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Jaime Alguersuari

He was just one year old when Schumacher made his F1 debut and sometimes goes by the name of 'DJ Squire.' Not that being the youngest driver on the grid with a penchant for German techno will spare you the perils of Dr Helmut Marko's management style

WORDS JAMES ROBERTS PORTRAITS LORENZO BELLANCA/LAT

The air is warm, the sun is shining. Life in the paddock at the Malaysia Grand Prix is calm and relaxed. Suddenly there's that unmistakable sense of storm clouds gathering in the distance. The temperature and humidity rise and it starts to get a lot more uncomfortable. Minutes later the heavens open and there's a torrential downpour, sending photographers, team members, and paddock personnel into a frenzied scramble to seek shelter.

And so, ten minutes before we're due to present your questions to Scuderia Toro Rosso youngster Jaime Alguersuari, the paddock in Sepang is awash with rain and, despite the best efforts of fold-up umbrellas, no one has escaped the storm. Yet bizarrely, the air of calm followed by this havoc-wreaking bad weather is something that could reflect Toro Rosso's season this year. Both Alguersuari and his team-mate Sébastien Buemi will be racing in the knowledge

that if either one of them doesn't perform, they risk being booted out of the team and the sport. It could be at the end of the year, it could be as soon as mid-season. No one can forecast the precise moment, but to avert a stormy relationship with their employer, they have to perform. No mistakes allowed. So it's under huge pressure, that Alguersuari (in the dry of the Toro Rosso hospitality unit) sits down to answer your questions...

Do you feel that this is a make or break year for you?

Mark Bryce, UK

Well it's another season in Formula 1 and every year is important. Whether you have a winning car or not, it's true that every single race counts and that every single moment in F1 is important. So this is not more important than last year and not less important than next...

Any chance of you making the Red Bull A-team next season?

Richard Cooper, UK

Right now I'm with Toro Rosso. This is my present and also the future for the moment, and I'm focused just on this. What will happen tomorrow or even next year, I don't know. So at the moment I'm here at Toro Rosso and I need to do a good job this season and then we'll talk about next year. I think the idea of the junior team is to promote young drivers to a place where they are winning in Formula 1.

How did you feel when you knew you would make F1 history by being the youngest driver ever to start a GP?

Omar Q, Kuwait

I just thought about the next step in my career; I never thought about being the youngest driver. And when Red Bull told me to drive the car in →





Hungary, I was not excited: I was suffering because I did not know what it was going to be like. It was actually too much for me. I was not prepared, I had never driven the car before and to drive it for the first time in Friday practice in Hungary, I could not show my best performance. It wasn't the debut I wanted and you never know how many chances you get to reach F1, but for me, yes, it was too young. I wouldn't like to repeat it again – it was a very difficult year.

Tell us what it's like to work with the legend that is your technical director, Giorgio Ascanelli...

Zoe Seymour, UK

You are all the time learning something from Giorgio because he has enormous experience and there is always something impressive about him, be it from his voice, or his presence in the engineering meetings. There is always something worthy being said by him and his spirit is important for the whole team. And it's nice for a young driver like me to learn and listen to him.

Describe your team-mate Sébastien Buemi in three words...

Ersin Ejder, Turkey

I think he's fast, funny, and happy. I've known Sébastien since I was 13 years old so I get along with him pretty well and always since we were karting, we've been joking together.

Why did you choose the name 'DJ Squire' for your alter-ego?

Denise Caffrey, Ireland

Basically, my second surname is 'Escudero' in Spanish and that translates as 'Squire' in English. But I wanted to use that name because I wanted to separate the two things in my life. Jaime Alguersuari is the Formula 1 driver, but I'm also a music producer and a DJ and I wanted to separate those aspects. So those who come and see me play do so because they like my music. Those who support me in F1 do because they like my style of driving or whatever.

So there are two sides, but it's the same person in the middle. You need to understand your own limits of where you can and cannot go with these two aspects. For example, I don't have the amount of time that a normal music producer would have, because of Formula 1 and all my training. I mean I would like to spend more time in my studio at home doing some tracks and preparing new material.

If you could choose any past racing driver to race against, who would it be?

Sophie Tolley, UK

It's difficult to say. Most people would always choose Ayrton Senna, but there are different times, different moments in F1. And I would have liked to have met Ayrton because all of us

think he was a legend, particularly due to his style of driving those cars in that era with no power steering, H-pattern gearboxes, big tyres, no downforce on the car – they must have been really difficult to drive.

When will your fans see you on the podium?

Alexandre Milovanov, Russia

Soon I hope – obviously it's my first target, to get points, be on the podium and then one day, maybe I hope, to become the Formula 1 world champion. I think it's quite difficult as we're just in a position now where our target is collecting points and trying to finish in the top eight in the constructors' world championship. From there we can try to get onto the podium. It would be nice to have it this season if something strange was to happen in a race.

We know you are a popular DJ in Spain, who are your influences in terms of electronic music?

David Keall, Canada

I particularly like German techno – this was the first inspiration that I had. I also like Kraftwerk and Depeche Mode because of the sound, the singing and because it reminds me of something very electronic. And that's where I get my passion for music and electronic music.

Until Alonso, no driver from Spain had ever got close to a podium. Have they put something in the Spanish water?

Albert Sansores, USA

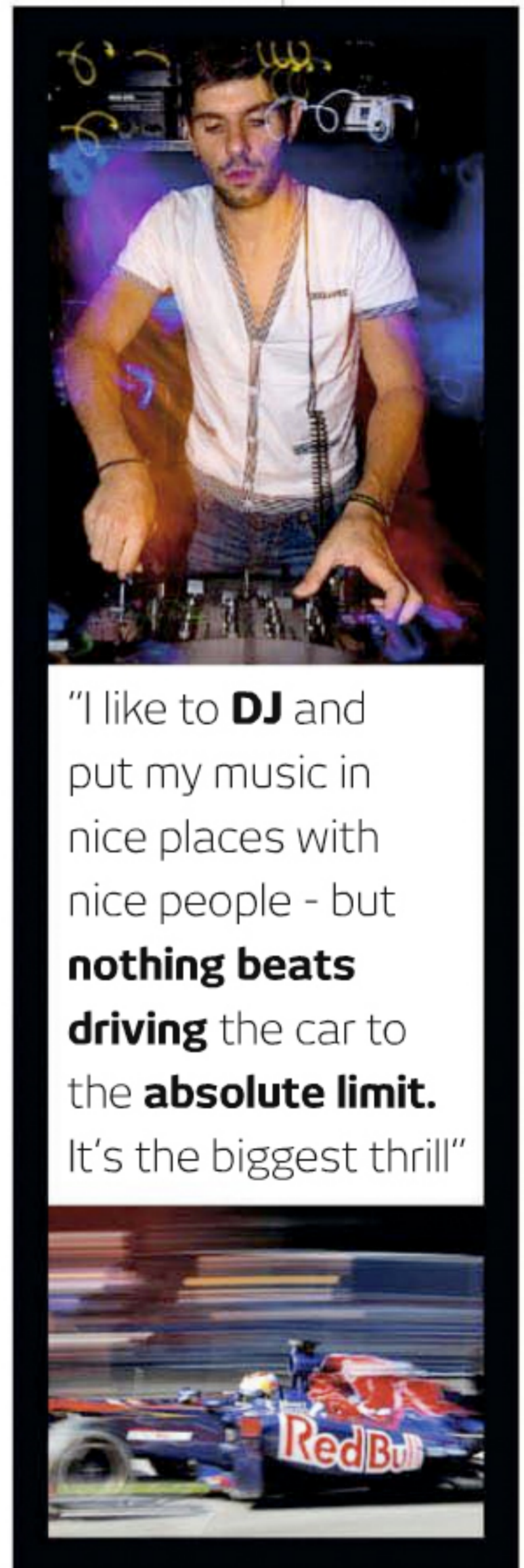
Spain was always the land of MotoGP and bike racing and I think Alonso made big progress in Spain for young kids – not so much for me because I was already racing karts and I had already started with the Red Bull Junior Team when he won his first F1 race for Renault. We now have good Spanish drivers.

How much of a threat is Daniel Ricciardo to your race seat?

Carlos Garcia, Mexico

I think he's a really good driver, he's a fast driver and I'm convinced he'll make it to Formula 1. But I think the world of Daniel is a different world to that of myself and Sébastien. Daniel is a fast driver, but he still needs to learn a lot from Formula 1, the race car, the tyres. Nevertheless he has done some good testing already, with the winning team and with us as well.

So generally I think it's a positive thing for the team that he drives the car on Fridays. He gets to know the car and the people, ready for his entrance into Formula 1 one day. It's a good thing for the junior team because it promotes good drivers. I never had the possibility to test before the race, and to be able to do some testing and to get to know the track before you race



"I like to **DJ** and put my music in nice places with nice people - but **nothing beats driving** the car to the **absolute limit**. It's the biggest thrill"

there is definitely a good thing. So this is important for the Red Bull Junior Team and for Daniel but, at the end of the day, I don't mix Sébastien and myself with Daniel. It's a different world, a different category and a different place.

Has your compatriot Fernando Alonso given you any help or guidance in the first few years as an F1 driver and does it help having another Spaniard on the grid?

Michelle Slater, UK

I'm not the closest person to him in Formula 1. We have a good relationship and we both speak Spanish so we can communicate in the same →



“Whether you have a winning car or not, it’s true that **every single race counts** and that every single moment in F1 is important”

language. When we see each other we can stop and talk for a few minutes but we don’t really get to meet up all that often. I think that his Formula 1 is very different to my Formula 1, it’s another league, you know? I’m battling for one of the smaller teams.

If Red Bull hadn’t supported your career, would you be in a Formula 1 car now?

Javier Benito, Spain

No, absolutely not. I started with Red Bull when I was 15 years old and all of my career has been managed by Red Bull and by Dr Marko. Obviously my main sponsor has two Formula 1 teams and it’s because of that, that I’m now in Formula 1 myself.

You said last year that, after dicing with Michael in Melbourne, you’d learnt how to overtake in F1. What exactly did you learn from your dices with Michael?

Jonathan Schutte, Australia

I learnt so many things. You can always learn something from an experienced driver such as Michael: to fight against each other without going off the track and to drive to the limit over 60 laps. I think it’s something he knows how to do pretty well. His consistency is his strength, pushing all the way, it’s something that makes you stronger for sure. Actually it’s amazing to think that I was only a year old when Michael started his career in Formula 1.

What gives you the biggest high: driving the Toro Rosso car, drinking ten cans of Red Bull or having hundreds of dancers at your fingertips?

Paul Hibbert, UK

I think driving the car, for sure, because I think that this is the one thing that we all enjoy the most. I also like to DJ and put my music in nice places with nice people – but nothing beats driving the car to the absolute limit. It’s the biggest thrill because it’s the car with the best performance in the world.

Did you get a bollocking for driving into your team-mate in Hockenheim last year?

Ricky Knight, UK

[Smiles] Well, I think it was a crucial situation... it was definitely my mistake. I did not brake at the right place and unfortunately my team-mate was in front of me and I crashed into him. It’s been one of the big mistakes of my career in Formula 1 and I hope not to do it again, because it’s something I’d like to forget. But you know, it was my fault and I don’t have a problem with admitting that.

Do you feel Red Bull Junior drivers are ignored by the other teams, apart from Red Bull itself?

Mark James, UK

I don’t know; it’s difficult to say. At the moment, I’ve only driven for this team, Toro Rosso, which



Jaime at winter testing in Barcelona. This will be a tough year for the young Spaniard, who has to prove himself worthy of his race seat

What is Dr Marko like to deal with? Does he put a lot of pressure on you?

Mark Hall, Indonesia

His style is to remind you of what you need to do... That's his job, he does it pretty well, and you have to remember that I'm here because of him. I'm happy to be working with him and the steps he's made me follow are the right ones. I've done a year in Formula 3, one in World Series and then into F1. Maybe it was a bit too quick, but it's down to him and the Red Bull family. In general I'm pretty happy about this job and what he's done with me. He puts pressure on the Red Bull drivers because if you can't do your job you need to improve. It's the mentality of going from being an F1 driver to a world champion. And this is Red Bull. They want the best drivers, they want the toughest drivers and what happens is that the weakest drivers go out of the programme and the stronger ones stay. But I think it's the same in life.



A week after his F1 debut, Jaime took his first pole and win in World Series



In 2008, Jaime raced in British F3 with Carlin Motorsport, taking the title after a brilliant double victory at the season-ending Donington Park race



is part of the Red Bull family, so I don't know. I hope to stay with this team for many years and I don't know if I can move on to a different team, or whatever. As I said, I'm not managing my own career – I'm just focusing on my team and my Italian family here. The team of my dreams is ultimately Red Bull Racing.

From a fan's point of view, DRS seems a bit artificial. What does it feel like from inside the cockpit?

Maciek Sakowicz, Poland

When you activate the DRS system, you feel quite a lot less drag and you are obviously faster along the straights. It keeps you much busier in the car because you have to drive with a lot more buttons on the steering wheel – and that's something that you just need to deal with. There is less downforce on the car and if you use it, when you lean on the rear tyres on exiting a corner, you can get quite a bit of understeer at that point.

You really appeal to a friend of mine. Her question is: have you got a girlfriend?

Błażej Dikunow, Poland

[Laughs] Yes, I do. And I hope she stays with me for many years. She's a very nice girl, I met her in school and I hope to stay much longer with her. She suffers a lot too...

What does the tattoo on your wrist mean? And is it your one and only tattoo?

Anna Wójcik, Poland

It's a design I created when I was 18 years old and it doesn't really have any meaning. And it's the only one I have.

Please tell me, was it a car failure that caused you to crash at Suzuka in 2009?

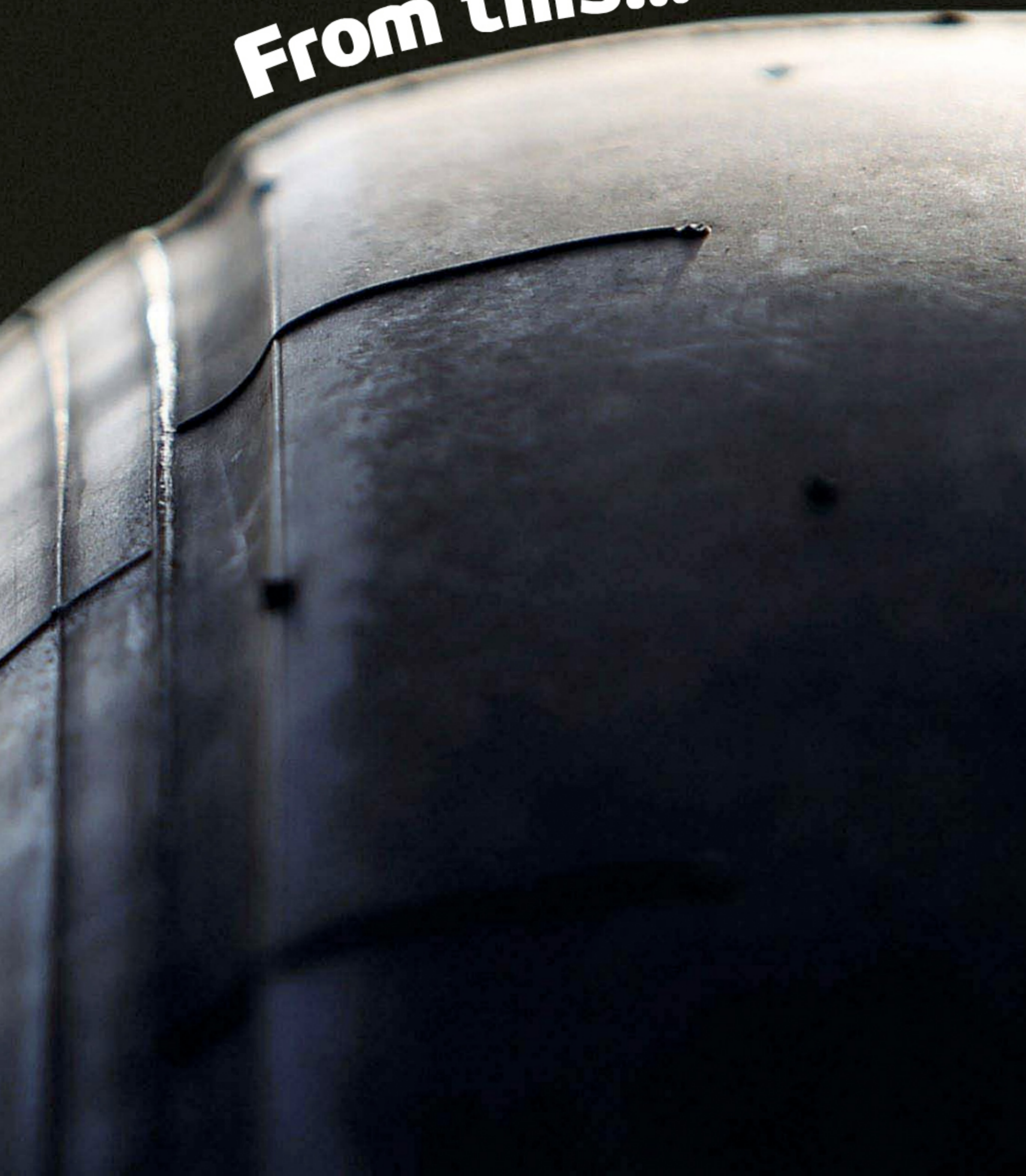
Ales Horvat, Croatia

There were seven laps to go in the race, I was pushing too much and I was overdriving the car. It was as simple as that. I was really trying and I really wanted to go for it and it was just too much, you know... the window between crashing the car and extracting the last tenth you can get – even if you're experienced at driving the car – is so small. And this was the problem: I overdrove the car. 🚗

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Want to put a question to a big name in Formula 1? Visit www.f1racing.co.uk and join our Reader Panel, where you'll get to do just that. We'll let you know which interviews are coming up.

From this...



to this in 16 laps

How Pirelli made F1 even better

The 2011 season is giving us brilliant racing that carries on to the final lap – and it's all down to the rapid wear of F1's new tyres. **Pat Symonds** salutes this year's best rule change

PICTURES LORENZO BELLANCA/LAT



This is how a track looks after a race on the rapidly degrading Pirellis: chunks of rubber litter the surface

A

sk any Formula 1 engineer if they thought the tyre war between Bridgestone and Michelin was a good thing and the answer is likely to be a resounding 'yes'.

The tyre companies were working closely with the chassis engineers, and tyres

were being tuned to cars as well as cars to tyres. All was well in the technocrat's world. Luckily for the spectator, the balance of performance was, in general, held relatively evenly between the two protagonists. Had it not been so, we would undoubtedly have seen segregation in the races between the 'haves' and 'have-nots'.

Such is the power of rubber to influence performance. Indeed, in 2005 when one set of tyres had to last a race, the balance swung in favour of Michelin, leaving Bridgestone-shod Ferrari in the relative doldrums, their only day in the sun coming, controversially, at Indianapolis.

The advent of single tyre supply by Bridgestone in 2007 took the focus away from tyres completely. It was only natural that they should produce a conservative tyre – there was nothing to gain from being radical. Not only did compounds become more durable, but constructions also changed to make the tyres easier and cheaper to produce. Although the rules required two different compounds to be run in the race, teams' strategies converged to a singular solution and, once refuelling was

banned, strategy was no longer an intrinsic part of Formula 1. For 2011, though, all this changed – and it's all had a fantastic effect on the most important part of the sport. The racing.

Pirelli won the contract to be exclusive supplier of tyres to F1 for this year and, at the request of FOTA, they took the brave decision to inject some excitement into the racing. In 2010, pitstops were decided purely on traffic. Total race time was relatively insensitive to the scheduling of pitstops and track position was largely determined by choosing stop laps that would allow the car to exit on to the track unhindered by other cars. The FOTA/Pirelli solution was to make the tyres far less durable, forcing the teams into making strategic tyre stops once more.

Although Pirelli tested intensively away from the public gaze during 2010 using an old Toyota chassis, it was not until the end of the year that the teams got their first taste of the Italian rubber in a short test after the season finale in Abu Dhabi. By the time the test was run, the circuit had been coated with Bridgestone rubber and lap times were several seconds quicker than had been achieved during qualifying at the grand prix the previous weekend. Characteristics of the tyres seemed very different day to day at the test and most teams left with little knowledge gained, but equally no concerns over the use of the tyres.

Come pre-season testing, it was a different story. Tales of massive wear and degradation were commonplace. Race distance simulations saw tyre degradation rates of around 0.3 seconds a lap – three times what the teams were used to.

The phrase 'tyre degradation' is one that is bandied around motorsport with monotonous regularity, but it is worth explaining. As a car runs around a track, two conflicting phenomena have a major effect on its lap time. As the fuel is used, the car becomes lighter and the lighter it gets the faster, potentially, it can go. Conversely, as its tyres wear they lose some of their grip capability and hence the lap times will increase. It is easy to calculate the effect of fuel weight and, if this is accounted for in the lap time changes, the difference will be the tyre degradation. It is a true numerical value measured in seconds per lap.

The Pirelli tyres, as mentioned, have deliberately been designed to suffer much higher degradation than their predecessors. Now it is a given that different cars, and indeed different drivers, consume their tyres at different rates. In the past, with low degradation, this difference was insignificant and so led to similarity of strategies. This season, the difference is far more significant and so can lead to widely varying strategies. Indeed, in the extreme that we have seen in the early races, this may determine not only when the stops are made, but also how many there are.

This brings about a factor that is an essential ingredient for exciting racing: cars that have differing performance profiles throughout a race. With no refuelling allowed, each car has a similar amount of fuel on board at any time in the race. However, if they have made stops at different times, the loss of performance brought about by tyre degradation can be enormous.

Some circuits are easier to overtake on than others. A rule of thumb is that a car needs to be around 1.5 seconds quicker than the car in front to execute an easy overtake. These days, the competition is so close that you could expect a dozen cars to be capable of lap times within such a margin and hence the chances of overtaking are extremely limited. However, if tyre degradation is 0.3 seconds a lap, then a car that has nominally equal performance to a challenger in front but tyres that have run five laps fewer will suddenly be a position to overtake. Add to that the new for 2011 DRS (drag reduction system, which lets the trailing car reduce drag by altering its rear wing setting) and overtaking can become prolific.

The reality is that while the DRS might seem to be the icing on the cake, it has been designed so that overtaking is not made too easy. The real facilitator for overtaking 2011 style is high-degradation tyres. So how is this achieved?

A tyre, while often described as being made of rubber, is in fact an extremely complex amalgam of ingredients, each of which interacts with the others to provide the physical properties that determine factors such as wear and grip. The Pirelli tyre is a very different design to last year's Bridgestone: the front tyres are 0.6 kilograms lighter per set and the rears a whopping 4.2 kilograms lighter per set. Such a significant difference in mass does not come about without an equally significant difference in construction. Slow-motion television shots illustrate particularly well just how much the 2011 rear tyre moves. While all tyres respond to smooth driving, the Pirelli rewards this style generously.

The drivers who are using the tyres well know that you can no longer attack a corner on the way in. If you do, the fronts overheat and the car washes out. Equally, too aggressive a right foot on exit will cause excessive oversteer and loss of traction. While on the road we are taught to brake in a straight line then turn and only accelerate when the car is straight, a racing driver tries to exploit combined braking and turning on the way into the corner and combined turning and acceleration after he has reached the corner apex. It is these combined loads that are so sensitive to any loss of tyre condition and

hence make the driver on worn tyres a sitting duck for the one on fresher rubber.

Much is made of driving styles and how, for example, Button can look after his tyres better than Hamilton. But in reality this is something of a myth as was illustrated at the Chinese Grand Prix. When tyres are as sensitive as the 2011 F1 slick, then every driver is sensitive to their needs but, unfortunately, can do very little to steal a march on their rivals. The basic setup of the car and the condition of the tyres after qualifying are generally far more relevant.

While we normally express degradation as a single number relating to lap time lost per lap, it is not always as simple as this. Towards the end of a race, the track is scattered with large chunks of rubber that have flown off the tyres. This is wear in the extreme and has a further profound effect on how the tyre behaves.

A racing tyre is very heat-sensitive. To operate well and give good grip, it must be neither too cold nor too hot. Below 75°C, it will not give its true grip potential. This is why you so often hear drivers complain that their tyres aren't warm enough. The effect is significant as Mark Webber found to his extreme cost in qualifying in China.

Now a tyre heats up in many ways, the technicalities of which are complex, but →

With the Pirellis, combined loads can make the driver on worn tyres a sitting duck for the one on fresher rubber



The Red Bull might be 2011's fastest car, but in China, on fresher rubber, Hamilton was able to pass Vettel to take the win

Webber lines up 18th on the grid on the prime tyre. By the end of the first lap the Aussie has moved up one place into 17th

Webber pits, changing to soft tyres. Having gone out in the first part of qualifying he has several sets of the fast option tyres available. He leaves the pits in 20th place

With the cars in front of him pitting, Webber moves up to 17th and soon passes Jarno Trulli's Lotus to move into P16. At this point, his race pace is comparable to that of the leaders

Webber passes Barrichello for the second time, making a move around the outside at Turn 6 for 14th place. Since his pitstop, Webber has been lapping as fast as anyone in the race

Now Webber is up to eighth as Di Resta and Alonso, who were running ahead of him, have both pitted. Webber then overtakes Petrov into Turn 11 for seventh



How Webber's comeback in China showed what's possible



- Hard tyre
- Soft tyre
- Fastest lap
- Pitstop



Webber pits for the third and final time, taking on another set of soft tyres. The stop is a good one and the Red Bull driver loses just one position – to Alonso's Ferrari

After three more quick laps, Webber closes in on Fernando Alonso and swiftly passes the Ferrari to take sixth

Webber is now all over the back of Rosberg's Mercedes. As they approach Turn 6, Webber dives to the inside. He locks a brake and slightly overshoots the corner, but by T7 he's ahead

Webber breezes up to the back of Jenson Button who is lapping two seconds slower. As they round Turn 13, Webber is less than a second behind and can activate his DRS. Button has no answer and Webber takes a podium place with third

With just five laps to go, Webber passes the Ferrari of Felipe Massa who is going some three seconds a lap slower than the Red Bull driver. Webber's now in fifth place, with Rosberg just over three seconds ahead

Webber begins a sequence of five sub-1min 40sec laps. He is lapping substantially faster than all five cars in front of him

Webber crosses the start/finish line to set the fastest lap of the race – an incredible 1min 38.993secs. It's three seconds faster than team-mate Vettel manages on the same lap

Webber clocks two sub-1min 41sec laps, then takes to the dusty inside line to pass Michael Schumacher into the hairpin for sixth place

PITSTOP

6th

7th

7th

6th

5th

4th

3rd

with tyre strategy

37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56



Webber puts in a final storming lap to finish just over two seconds behind his team-mate Vettel in second. He finishes the race with fastest lap. Lewis Hamilton records the second fastest lap, but it's 1.422 seconds slower than Webber's

generally speaking, to maintain heat, the tyre needs a reasonable amount of tread on it. It may seem of course that slick tyres have no tread, but in fact there is a smooth band of tread compound around 3mm thick that forms the contact with the road. If this wears so much that it can no longer retain heat, grip reduces massively and it becomes ever more impossible to generate heat. It is a vicious circle and drivers can enter it very rapidly. When it happens, the tyre can lose seconds of performance per lap, leaving the driver exposed to overtaking. He and the team need to react quickly to such a situation.

With the possibility of overtaking in races having been increased, qualifying position is now less important. A front row position is still desirable but all is not lost if this is not achieved. Webber's drive through the field in Shanghai was the ultimate illustration of this. What's more, the racing now carries on to the final laps. The days of racing to the last pitstop then turning down the engine and cruising to the finish are gone.

All this has made for spectacular racing this year and a lot of the credit must go to Pirelli for making tyres this way. There were suggestions after Malaysia that the racing was too complex to follow, but I prefer to think of it as having added extra dimensions. It's perfectly possible to follow the intricacies of strategy, and the informed spectator will probably be able to predict a result that may not seem obvious to the casual fan. But if all you want to see is hard racing, plenty of overtaking and a degree of unpredictability, then the new tyres provide this by the bucketload. It's very hard to complain about that. 🏎️

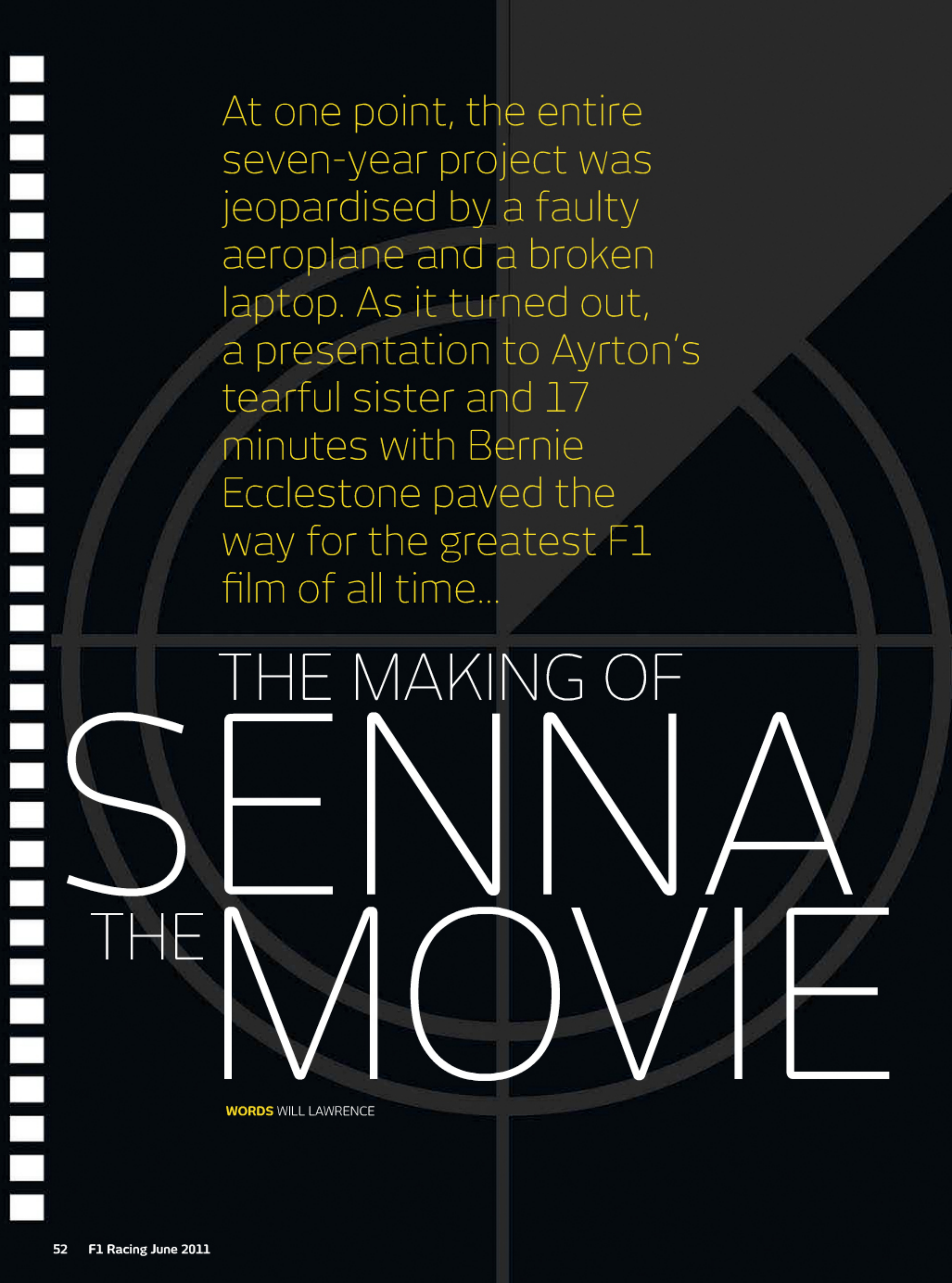
What the fans think



Alex Holmes,
Oxford, UK

"The 2011 tyre regulations give back what we lost with the refuelling ban; the increased degradation and difference between the compounds means picking the right number of stops is crucial once more. 'Short fuel and stop early' or 'full tanks then splash-and-dash' is now 'start on options' or 'run long on primes.'"

It's already making for exciting races: strategy and tyre-management skills are mixing up the runners, and there's overtaking right through the field. China is a great example: Lewis held back a new set of tyres for the race and took victory, and Webber's storming drive from 18th to third was influenced by his starting on the prime and keeping the softer option for later on. Races are nail-biting again, and the old adage about 'being on the right tyres at the right time' is now the difference between the podium and nowhere. For the fans, that can only be a good thing."



At one point, the entire seven-year project was jeopardised by a faulty aeroplane and a broken laptop. As it turned out, a presentation to Ayrton's tearful sister and 17 minutes with Bernie Ecclestone paved the way for the greatest F1 film of all time...

THE MAKING OF
S
THE
ENNNA
MOVIE

WORDS WILL LAWRENCE



**"HE WAS
THE BEST
DRIVER WHO
EVER LIVED"**

NIKI LAUDA

SENNA

NO FEAR. NO LIMITS. NO EQUAL.

UNIVERSAL PICTURES PRESENTS IN ASSOCIATION WITH STUDIOCANAL A WORKING TITLE PRODUCTION IN ASSOCIATION WITH MIDFIELD FILMS "SENNA" MUSIC BY ANTONIO PINTO
EDITORS GREGERS SALL CHRIS KING EXECUTIVE PRODUCERS KEVIN MACDONALD MANISH PANDEY DEBRA HAYWARD LIZA CHASIN WRITTEN BY MANISH PANDEY
PRODUCED BY JAMES GAY-REES TIM BEVAN ERIC FELLNER DIRECTED BY ASIF KAPADIA

WORKING TITLE

STUDIOCANAL

MIDFIELD FILMS

ANTONIO PINTO

A UNIVERSAL PICTURE

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COMING JUNE 2011





From left to right: *Senna* writer Manish Pandey, director Asif Kapadia and producer James Gay-Rees

Hollywood heart-throb Antonio Banderas has lent his suave skills to many an on-screen hero. He's swashed his buckle as a rapier-quick *Zorro* and the pistol-toting *Desperado*, and he's starred as Puss in Boots in the *Shrek* franchise and a scimitar-wielding fighter in *The 13th Warrior*. He even popped up in a Woody Allen film earlier this year. Surprisingly, had events worked out differently, the Spaniard could also have the name of Ayrton Senna on his CV.

Banderas was the star taken to the driver's family by Warner Brothers in the wake of Imola 1994, when the Hollywood studio sought to produce a high-octane racing biopic centred around the Brazilian legend's meteoric rise and premature death. Unsurprisingly, the movie did not get made. The Senna family are fiercely protective of Ayrton's legacy and do not want his memory tarnished – even if the film was to come with added Banderas.

And yet a movie of Senna's life has now been made, and is due for release in UK cinemas on 3 June. Simply titled *Senna*, it is a small-budget documentary rather than a fiction-laced Hollywood blockbuster, but it's so exquisitely crafted that it holds audiences spellbound whether they're F1 fans or not. This explains its much-vaunted theatrical release, an honour reserved for only the most accomplished journalistic films. It has already scooped the World Cinema Documentary Audience Award at this year's Sundance Film Festival, a victory made all the more impressive by the fact that this showcase for independent cinema is held in the US, and leans towards American stories. F1, as

we know, is not so popular in the US. Then again, the story of Ayrton Senna is a remarkable one.

"During one of the Sundance screenings, I was watching a woman who looked as if she came from the Upper East Side of New York, perfect hair, with a scarf," says the film's screenwriter, Manish Pandey. "She was watching the last lap and that is when she realised what was going to happen. When the accident happened, she covered her face with both hands and looked down. She didn't jump: it was an emotional shock and she was just crying. It dawned on me then that some people around the world, especially in America, don't know the ending of this story."

The film's creators are three Englishmen – Pandey, director Asif Kapadia and producer James Gay-Rees – and their battle to get the film made is itself a triumph against the odds. One suspects that Senna himself would understand and appreciate their efforts, and would almost certainly approve of their tenacity, guile and, importantly, their technical excellence. The movie's success arrives courtesy not only of Senna's story (well known to most, if not to some Americans), but also through the filmmakers' creative choices.

Unusually for a documentary, *Senna* incorporates no 'talking heads' intercut with the footage: the interviews, which include insightful new contributions from a host of commentators, play as audio-only. It is just footage run on screen, and much of it has never

been seen before; within one month of the Senna family giving the movie the green light, Bernie Ecclestone agreed to open up the F1 archives at Biggin Hill, offering the filmmakers unprecedented access.

The resulting film is not centred exclusively on Senna's greatest races, nor is it focused only on those three days at Imola, his private life, nor even his ferocious rivalry with four-time world champion Alain Prost. Instead, it recounts Senna's story using a classic three-act structure: his rise to the top and his battles with Prost; his struggle with the politics when at the pinnacle of his sport; and then his death by machine. It plays as neither eulogy nor lament. Senna's spiritual connection to his sport shines through and yet, as with any engaging hero, he is vulnerable, an outsider, and no shining paragon of virtue. The documentary, for all its reverence, casts him in shades of grey. The Senna family, however, were impressed with the filmmakers' approach.

"They came with such a good proposal for the movie, and a storyline of what the movie would be," concedes Bruno Senna, Ayrton's nephew and current test driver for Renault, "so from the beginning there was a good connection. And then, as the movie was coming together, Bianca [Bruno's sister and Ayrton's niece], and our mum [Ayrton's sister, Viviane] could see what they were doing and really fell in love with the movie. I think these guys succeeded because they have the right personality. I could see that they were really good people, and they had love for both Ayrton and the sport. It shows in the movie. You can see their passion." →

From random idea to UK premiere in under seven years

It's an amazing story that's taken its film crew from Brazil to Biggin Hill, and ended with triumphs in Tokyo and Cannes. This is how *Senna* came to exist...



										October 2004		
										The idea for the film is generated in a meeting between producer James Gay-Rees and writer Manish Pandey		
					June 2005							
					Pandey meets Bianca Senna and Celso Lemos (head of the Sennas' business affairs) in London to discuss the idea							
		March 2006						April 2006				
		Pandey and Gay-Rees travel to Brazil to officially present the film's concept to Ayrton's sister, Viviane Senna						Four weeks after the Senna presentation, Manish and James first meet Bernie Ecclestone. The meeting lasts 17 minutes and Bernie gives them the go-ahead to access his F1 footage archives				
										November 2007		
										Director Asif Kapadia is introduced to the Senna family		
			June 2008									
			Universal give the green light and Kapadia officially joins the team									
			February 2009									
			The Senna family and Bernie Ecclestone sign the deal and full production begins									
			March 2009									
			Work begins at the Biggin Hill F1 archive and editor Gregers Sall joins the team									
			July 2009									
			The first draft is submitted									
			May 2010									
			The Sennas see the first cut of the film at the Cannes Film Festival									
			June 2010									
			The film's final cut is completed									
			October 2010									
			The world premiere takes place on the eve of the Japanese GP									
			November 2010									
			The Brazilian premiere is held in São Paulo									
			June 2011									
			UK premiere of <i>Senna</i>									



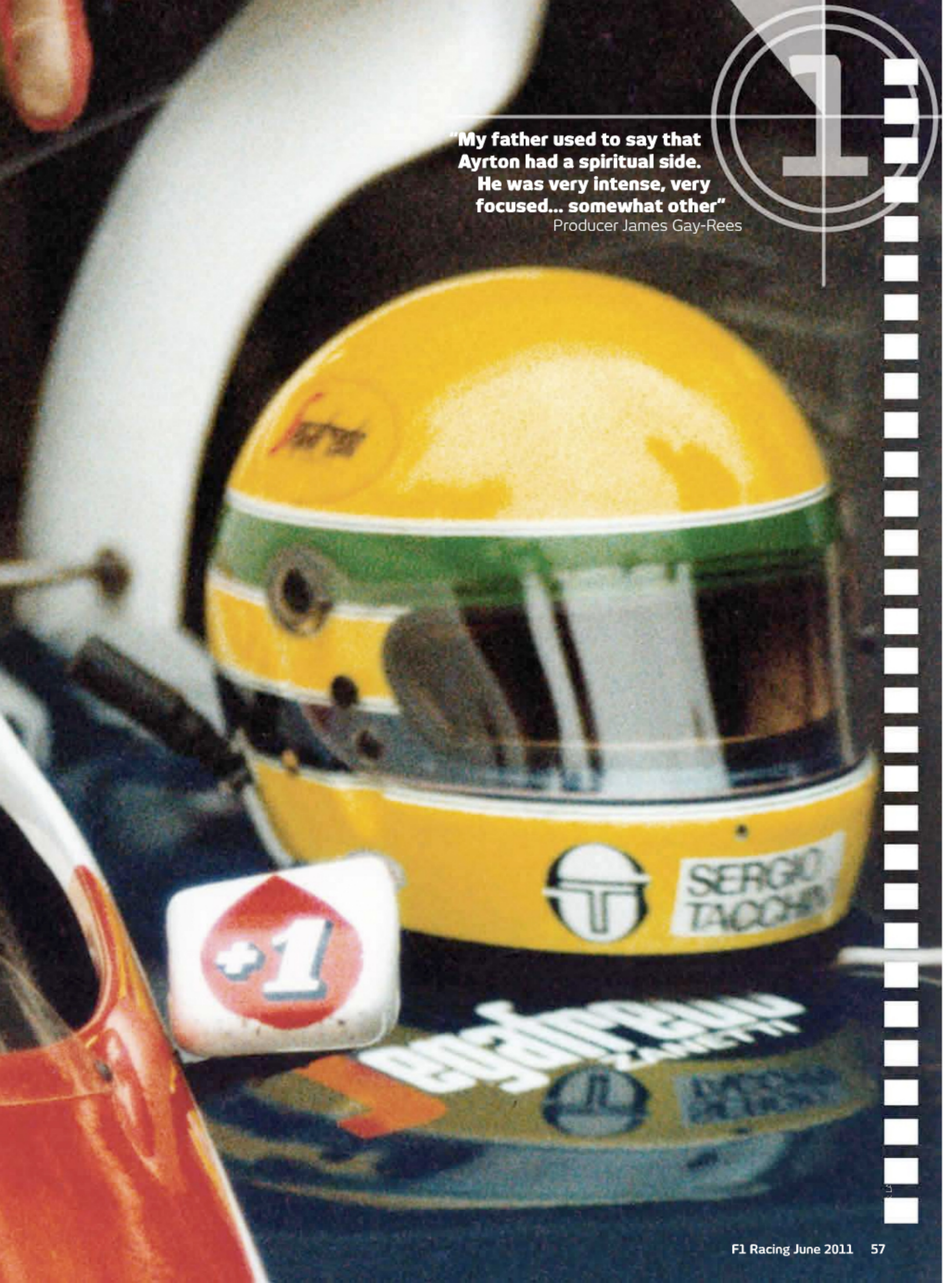
PHOTOS: MANISH PANDEY; LAT ARCHIVE





**"My father used to say that
Ayrton had a spiritual side.
He was very intense, very
focused... somewhat other"**

Producer James Gay-Rees





“It’s interesting to see him fight against powerful forces...”

Seeing a film about his uncle was an intense experience for **Bruno Senna**. Here’s what he thought of it

What are your earliest memories of Ayrton?

I think it was in the late 1980s, when he was just joining McLaren. He used to bring quite a few bits and pieces back from Japan for us, when we were about seven or eight. He was involved with Honda at the time, so he could go to Japan and bring us stuff back. Getting presents from abroad was unusual back then, so we’d look forward to those visits.

Where did you first see the movie – in Cannes last year with the rest of the family?

Actually, no, I didn’t. I first saw the film in Brazil, where they had a premiere in São Paulo. That’s where I got the first taste of the movie, which was a little later than the rest of my family.

How did you feel when you watched it?

The movie brought back so many memories and, in general, the memories were good ones because I had a pretty good idea of what Ayrton’s life was like. And I knew the movie was

me sad to see how some things go with the world of sport – that sometimes things are not really hidden, as you see in the footage in the movie.

What did you learn from watching the movie?

I learned a lot about the family itself. How close he was to members of the family, and how hard it was for them, and for Ayrton himself, when he was away. It was quite a revelation for me to see how close he was to my grandfather and grandmother. Also, outside of the family environment, it was interesting to see him just trying to do the right thing in F1, to see his battle with the business and how much he liked racing but didn’t really like the politics of the sport. All these things are very evident in the movie and it was interesting to see how he fights against these powerful forces.

What are your favourite moments from the film?

Being a racing driver, I wish there was more footage of the racing moments because what you see in the movie you can’t really see elsewhere; I was always rooting for someone racing, looking through their onboard camera, stuff like that. But I think the things that struck me the most were when you see him and Balestre discussing some of the regulations during the drivers’ briefing, and also the interview with Jackie Stewart where Ayrton was getting a bit angry because Jackie is questioning him about his antics on track. It is quite interesting to see the two of them discussing it.

“Nothing can prepare you for this movie... it strikes you so hard. I learned a lot I didn’t know”

quite strong, because my mum [Viviane Senna] and my sister Bianca had told me. So I came prepared for the impact. But, in fairness, there is nothing that can prepare you for this movie. You go there, you watch it and it strikes you so hard. I learned a lot of things that I didn’t know and it made me really happy to see some parts of Ayrton that I didn’t know very well, because I was so young. And also it made





Ayrton Senna's passion was palpable, too. His tenacity and will to win, whatever the cost, have been much discussed and they kick out the key beats in the film. Right from the outset, audiences are thrust into those early days in his F1 career. At Monaco in 1984, a watershed moment in more ways than one, Senna, in his rookie season and driving an unfancied Toleman, chases down Alain Prost's McLaren amid a near-tropical deluge. That race earned Senna his move to Lotus for the 1985 season, an important stepping stone in his bid to challenge Prost for the world championship.

That move to Lotus also proved telling for the then 16-year-old James Gay-Rees, who would go on to forge a career in the film industry, producing works such as the recent directorial debut from graffiti artist Banksy, *Exit Through the Gift Shop*, as well as *Senna*. At the time, Gay-Rees's father was working as an account representative for John Player Special, whose iconic black and gold livery adorned the Lotus.

"My dad got to know Senna well as he did his duties for the sponsors, and always had these great stories," begins Gay-Rees, now 43. "Once they were in Imola and they were standing literally in the middle of the straight with this huge camera on a tripod and there was this black dot at the other end of the track. Suddenly he'd shoot past them, peeling away at the last moment at 180mph. My dad said it was one of the most unnerving experiences he has ever had because they had to do it 15 times."

Thoroughly beguiled, even though he had no prior interest in F1, Gay-Rees often pressed his dad for fresh chapters in Senna's story, and says his father always stressed that the Brazilian was different from the other drivers. He enjoyed an active social life, of course, and was always popular with women, but Senna was more focused and yet, strangely, also more ethereal.

Gay-Rees explains: "My father always used to say that Ayrton had something extra special about him, skillwise, but what really lodged with him was that Ayrton had this spiritual side. He was a very intense, very focused, somewhat other, and he seemed much older than his years. All the other young drivers were getting their leg over as much as possible while Ayrton was happiest to be on his path, getting to where he really wanted to go to as quickly as possible. That struck my dad. Ayrton was only 24, 25, which then was very young for an F1 driver."

As Gay-Rees's career in film took off, his father's stories slipped from his mind, although the memories remained firmly entrenched. In 2004, on the ten-year anniversary of Senna's death, they bubbled forth once more. During that week, *The Times* published a series of →

All smiles with Alain Prost in 1989. By this stage in their rivalry, McLaren wasn't big enough for the two of them. Prost would move to Ferrari the following year



A visit to the Williams factory in 1993 before Senna signed to the team for what would be his final season in F1

Ayrton relaxing on holiday in Brazil in 1989. The film contains previously unseen footage from the Senna family's own archive



Bernie Ecclestone was close to Senna and granted the filmmakers complete access to his F1 archives in Biggin Hill



retrospectives, many of them by chief sports writer Simon Barnes. "He wrote a piece in which he alluded to the fact that Senna was very 'other,'" continues Gay-Rees, "and said that he had been waiting to interview Senna in Australia for three hours and then Ayrton suddenly came out and locked onto him and, from that moment, Simon was overcome. He said he lost all sense of time and space and he completely fell under Senna's spell. I was producing movies when I read this and I just thought, 'Bloody hell!' It triggered all these memories."

Gay-Rees telephoned Eric Fellner, the co-chairman of Britain's most successful film production company, Working Title, creators of *Four Weddings and a Funeral* – and almost anything with Hugh Grant in it. Working Title had never produced a documentary but were receptive to the project and put Gay-Rees in touch with Manish Pandey, a doctor with a film-producer wife, a screenwriter's aspirations and a self-confessed obsession with F1 in general – and Ayrton Senna in particular. Gay-Rees and Pandey met in October 2004 and the *Senna* film project took root.

"The key thing, obviously, was getting the Senna family onboard," says Gay-Rees. And, as Antonio Banderas and a host of Hollywood producers know only too well, securing the consent of the Senna family is not an easy task.

It is early March 2006 and Manish Pandey and James Gay-Rees are gearing up for the most important meeting of their lives. They're off to Brazil to meet Viviane Senna, the ultimate arbiter on any decision involving her brother's legacy. Pandey has previously had lunch with her daughter, Bianca, and the head of

the Sennas' business affairs, Celso Lemos, in late 2005, but this is the big one. They are to make their full pitch and the logistical arrangements need to be perfect.

On 1 March, however, things start to go wrong. The duo are onboard their plane when they're told to disembark. "Engine trouble," explains Pandey, 43. They get off the plane and rearrange their meeting, apologetically. A day later than planned, they finally arrive. "But then when I start the presentation, all that comes up on screen is a picture of my wife's parents' home in the Caribbean. I quickly press 'play' but nothing happens. No picture, no sound. Nothing."

Disaster looms, hands are getting clammy and Pandey makes a snap decision. He breaks out his iPod speakers, plugs them into his computer, "and then Viviane just sits at my shoulder and watches me do the presentation on my laptop". The technical glitches actually count in the filmmakers' favour, encouraging a level of intimacy not originally conceived. "The pictures are tiny, but the sound is big, and there are 50 or so slides that I talk over with the music playing... his wins, his losses, the injustice of his disqualification, his revenge, the beats you see in

Mexico 1988: Senna joined Prost at McLaren at the start of the year and F1's fiercest rivalry began



the film. It's a hypnotic story and he's the star. She cried for the full 40 minutes."

While directors as high-profile as Renny Harlin and Michael Mann, both of whom are keen motorsport enthusiasts, and even Sir Ridley Scott, have all been linked with a Senna feature film over the years, it was the *Senna* team and their documentary pitch that emerged victorious. Indeed, during the process, Pandey and Gay-Rees also found themselves competing with another documentary bid fronted by one of the producers behind the acclaimed Muhammad Ali boxing picture *When We Were Kings*. "It simply came down to trust," says Pandey. "They really trusted our knowledge and they knew we weren't going to exploit the story." Gay-Rees agrees. "It's all about trust with the Sennas and they liked the idea of the documentary and, really, Ayrton telling his own story. That, I think, was key."

There's a passage in the film where Viviane recalls her brother's actions on the day of his fatal crash; it's a goosebump moment and the emotional heart of the movie. "She told us that story in the meeting, which she'd never told anyone outside the family," continues Pandey, "and I think we knew then that we might well have a chance with this."

While a full eight months lapsed between Pandey's first meeting with Bianca Senna and the second meeting with Viviane, once the latter had tearfully okayed the film, the filmmakers were sitting down with Bernie Ecclestone within four weeks. Or, rather, they were sitting while he was standing. "Bernie came in, didn't even sit for the meeting," says the screenwriter. "We had a 17-minute chat, he told us what he thought, we shook hands and then his lawyer beat us up for 40 minutes. Bernie was brilliant though, and needn't have done all that he did for us."

Bernie Ecclestone was close to Ayrton, and if the Senna family were satisfied with the filmmakers' intentions, then so was he. Apparently, Ecclestone has only one photo of a driver at home. It's on his piano. It's Ayrton Senna. For all the positive feeling, however, only when the Sennas and Ecclestone signed the project off, at the turn of 2009, did the filmmakers finally enter the Formula 1 archive.

Of all the unseen footage that the filmmakers watched, one of the most enthralling pieces plays in the aftermath of the decision not to invite Senna into the Williams team in 1993. It's shot in the wake of a driver's briefing and Senna is sitting with Nigel Mansell and Gerhard Berger. "Senna's going, 'Prost has a veto, Prost has a veto, it's like me wearing lead shoes and he gets a rocket – I don't understand this, it's not fair,'" beams Pandey. "And Mansell is grinning and making funny hand gestures, and then when that cuts off you hear a voice off-camera go, 'What a c***!' It was Gerhard Berger talking about Prost! It was a brilliant moment, but it couldn't go in the film."

Sifting through the footage at Biggin Hill involved four to five people watching screens for eight hours a day, and footage playing at three or four times normal speed in a room with no natural light. "We'd go back to London each night cross-eyed and with thumping headaches," says Pandey. "While I was hot on the story, Asif Kapadia, the director, could make snap decisions about whether things would work or not."

Kapadia, 39, announced his arrival in the world of filmmaking in 2001 with an impressive debut feature, *The Warrior*, a beautifully shot story about a swordsman's return from the desert to the mountains of northern India. Like Senna, the hero is an outsider. "Senna was a warrior, so there were lots of relevant ideas contained in Asif's first film," says Gay-Rees. "It is so strong visually and has such a vast amount of archive that we needed someone who could quickly identify a great image."

Hence when it comes to the footage, F1 fans are still in for a treat, not least with the scenes showing Ron Dennis's furious presentation at the Adelaide Hilton in the aftermath of Senna's disqualification in Japan 1989, where McLaren screened footage of other drivers heading through chicanes and suffering no penalty. There is also a truly touching moment from immediately after Senna's win at the 1991 Brazilian GP, in which his broken body can just about accept a gentle hug from his father.

"There's some great footage, but just because people have written books and highlighted the major incidents, I didn't want to feel as though they had to go in the film," says Kapadia. Senna's famous lap at Donington 1993 is a case in point. "It's awful weather and nobody is there; the →

Senna's greatest rival

It wasn't Prost or Mansell: in *Senna*, Ayrton reveals his fiercest competitor as karter **Terry Fullerton**. The man himself recalls his days racing a legend



Ayrton Senna (1) leads Terry Fullerton (25) back in their karting days in the late '70s

"I first met Ayrton in 1978 at the DAP engine factory in Milan. He'd come to do the Champions' Cup at Jesolo, near Venice. At the time, I was a professional driver for the British manufacturer Zip and we'd done a deal to use DAP engines. When he walked into the workshop he was just a 17-year-old kid from Brazil who was paying to race with the works team, but from the off you could tell there was an unusual intensity about him. He saw me as his main opposition because of course the first thing you must do is beat your team-mate.

"I first had an opportunity to see how good he was during a test at Parma. At the end of that first day he said to me, 'What do you think of my driving? Is there any advice you could give me?' Senna asked me for advice on driving! I told him he was throwing the kart around a little too much and the back of it was too far out past the apex of some the corners and that this was costing him time. I think he was surprised that I'd actually given him some help.

"I've often been asked if there was any personal rivalry between us. I prefer to say we formed a professional rivalry. I was confident that I could go faster than him, and Ayrton was intensely competitive because I

often beat him. Remember, he was only 17 and I was 25.

"He was a nice kid, but we could not have a proper friendship – he was tense and stressed around me because I beat him so often I guess. A good example of how he reacted to this was after I won the 1980 Champions' Cup at Jesolo. It was one of my best races ever – but what Senna did afterwards made it particularly special. The following day, I was messing around with my mechanic by the hotel pool and Ayrton was sitting in a chair looking pissed off. Suddenly, he just got up, ran at me and launched me into the pool. He laughed and walked off. I laughed too, but perhaps it was indicative of how he was when things didn't go his way.

"You see, the day before, Senna was leading but I was catching him. Jesolo is a very physical track and it was a long race. The rubber on the surface meant we were two-wheeling around most corners. It was the last lap and I went in hard. We were wheel to wheel – it was just him and me. We touched wheels, I got a five-yard gap and went on to win. Post-race, he told reporters I'd made an illegal move. He just had to get revenge, and that was why I went into the pool.

"Ayrton did talk to me about wanting to go to cars. He would ask why I hadn't made the move. He was clear that karting was just a stepping stone to F1, but I saw karting as a sport in its own right. Back then, it wasn't considered the norm to want to go from karts to cars like it is now. I was living my dream and being well paid for it.

"Recently I was invited to a screening of *Senna* and was aware that Ayrton mentions me in it. It stems from the press conference prior to the 1994 Brazilian GP, just two months before his tragic accident at Imola, when he's asked, 'Who is the driver who gave you the most satisfaction competing against?' and he answers, 'Fullerton... Terry Fullerton...'

"I knew Ayrton had a lot of respect for me and was flattered and grateful when he said my name. I'm not just a fat, old bloke now – I'm the driver Senna most respected and I feel very, very good about that. If he'd said it when we were racing each other, I would have been blasé about it, but it is very special now.

"Deep down I was very fond of him. We had a problem being close friends but we respected and liked each other. He is the driver I am most associated with. I get satisfaction from that."

TERRY FULLERTON WAS TALKING TO ADAM JONES. PHOTOS: NORIO KOIKE, LIONEL FROISSART, LAT ARCHIVE

"I wouldn't have wanted to sit next to Prost in the cinema..."

We asked those in F1 who'd seen *Senna* what they thought. Their responses were overwhelming



Ron Dennis,
McLaren chief
executive

"I was interviewed a number of times for the film, and have now viewed it in its finished form. The story is an emotional one and I'm sure that the vast majority of viewers will be touched by the film. But the most important question is this: is the movie a faithful and fitting tribute to the man? In my opinion, the answer is yes."



David Croft,
BBC Radio
5 Live F1
commentator

"I loved it, but I wouldn't have wanted to sit next to Alain Prost while I was watching it. The film is about heroes and villains and Senna is most definitely the hero and Prost the villain. It gave me goosebumps and the final 20 minutes just had my heart racing. It was hard to watch in places."



Karun Chandhok,
Team Lotus
test driver

"I was blown away – it left me wanting another hour of footage. There is an incredible amount of unseen material from the archives and even though you know what's coming with the ending, they handled it very tastefully. For me, it was particularly special to be able to ring up my former team-mate

[Bruno Senna] and talk to a member of the Senna family immediately afterwards."



John Booth,
Virgin Racing
team boss

"I thought it was a terrific documentary and a fitting tribute to one of the greatest drivers the sport has ever seen. It's great that Formula 1 is reaching out to more people via the cinema and fans will love the amount of footage that has been made available. Personally I would have

liked to have seen more of him when he first arrived in England, racing in FF2000 and Formula 3, but it doesn't detract from the film as a whole."






shots are really bad and we have to consider the story. At that point, we were trying to withhold the driving so that when you get to Imola you haven't been in the car for a while."

Arguably the bravest decision Kapadia made, encouraged by the film's editor Gregers Sall, was to dispense with talking-head interviews and so fly in the face of documentary convention. "Before I came on board there was a deal in place that was about 45 minutes of archive, 45 of interviews," says Kapadia. "But when we started to cut the film we realised we didn't need filmed interviews; we could just play footage." One of the film's executive producers is Kevin Macdonald, an acclaimed documentary filmmaker and the man behind *The Last King of Scotland*. Both Macdonald and Eric Fellner, two cinematic heavyweights, encouraged Kapadia to persist with 'talking heads'.

"When we got down to three hours of film, I stuck to my guns and everyone agreed in the end," says Kapadia. "But they were still nervous because a guy in an interview can say in 20 seconds something that takes ages to show visually. We collected dozens of new interviews, but in the end we wanted Senna to tell his own story as much as possible."

Many F1 figures contributed interviews and the filmmakers make good use of time granted by Ron Dennis and Frank Williams. Prost, too, gave generously, even though he is not cast in a particularly favourable light (although it is former FIA president Jean-Marie Balestre who comes across as the true moustache-twirling villain). The only person who declined a fresh interview was Sir Jackie Stewart, whose on-camera conversation with Senna, in which the former highlights the latter's propensity to collide with his opponents, reveals something of the Brazilian's darker side.

"That's why I like Senna. I come from a religious background," says Kapadia, who was raised a Muslim, "but that doesn't mean that you don't do things that are a bit iffy. Life is complicated and balancing those two things – the spiritual side and the demands of his sport – was what Senna was all about. Then there's the tragedy of how he died, as an act of God. He could have walked away from that accident."

But for all its joy and reverence, *Senna* does play as a heart-rending tragedy. In the film, F1 doctor Sid Watkins recalls how he urged Senna to quit in the wake of Roland Ratzenberger's fatal accident during qualifying at Imola. "At the end Ayrton looks so unhappy, so out of love with his sport, and he is surrounded by corruption," Kapadia concludes. "Sadly he's not able to walk away. He just can't quit. Maybe that's the greatest tragedy of all." 

Senna opens nationwide on 3 June



Ricciardo impressed by putting in the quickest time for Red Bull at the young drivers test in Abu Dhabi last November



Careful, Webber: this guy wants your seat...

Rumour has it that F1 newcomer **Daniel Ricciardo** will be in a Toro Rosso by mid-season. But could he end up as Sebastian Vettel's team-mate next year?

WORDS JONATHAN REYNOLDS

First practice on a Friday morning can, in F1 terms, be relatively tame. After a tiptoed installation lap, drivers get down to evaluating the tyres and working on setup, all the while taking care not to damage their cars. But if you're watching FP1 at a race this year, you might notice one driver not playing by the normal rules and pushing his car to the limits. That driver will be 21-year-old Australian Daniel Ricciardo: Toro Rosso test and reserve driver and Jaime Alguersuari and Sébastien Buemi's new worst nightmare.

Ricciardo was officially appointed to the STR test and reserve role just days after completing a hugely impressive run-out for Red Bull at last November's young driver test in Abu Dhabi. The curly-haired Aussie ended the test with a lap some 1.3 seconds faster than the pole position time set by world champion Sebastian Vettel a week earlier. That it was set on a heavily rubbered-in track was irrelevant – Ricciardo

had emphatically outlined his ability, piling the pressure onto the current Toro Rosso duo and setting himself up as first in line for the seat that Mark Webber will, at some point, vacate. "Having a hungry youngster on the books will keep our current driver pairing nice and sharp," said Toro Rosso team principal Franz Tost, as if Alguersuari and Buemi needed reminding.

So do Red Bull have another Vettel on their hands? One man who knows better than most is

Trevor Carlin, who ran both men, as well as Buemi and Alguersuari, in junior categories. He rates Ricciardo as highly as any driver he's ever worked with. "Oh, no question, he's right at the top. With Daniel, his performances seem almost effortless. He's consistently quick all the time: he doesn't really have a bad day. He's not dissimilar in many ways to Sebastian Vettel – he's got talent by the bucketload and a steely determination, but they both know how to manage people and get the best out of them. He's a competitor but he's got a really nice way of getting things done. It's simple really: if you respect someone and you like them you're going to do anything you can for them, aren't you?"

Like Vettel, Alguersuari and Buemi, Ricciardo has been nurtured through the junior ranks by Red Bull under the guidance of the notoriously demanding Dr Helmut Marko. In 2009 Ricciardo raced to the British F3 title in the same car Alguersuari had driven to

championship glory the year before. Last year Ricciardo won four races in World Series by Renault, including a victory in Monaco just days before his countryman Mark Webber won the GP in a similarly liveried car. In the end, he narrowly missed out on the title but will get another shot at it this year.


It seems to be a matter of when, not if, Ricciardo gets an F1 race seat, but he must continue to perform. Last year, his World Series team-mate, and Red Bull

test and reserve driver, Brendon Hartley, was dropped from the junior programme after a string of indifferent performances.

"A Red Bull junior driver has to win and has to deliver," explains Carlin. "They're under massive pressure. Helmut Marko personally picks the drivers and he wants guys capable of being F1 world champions. If they can't cope with the pressure of winning in F3 or World Series they're never going to win in F1, are they?"

Paddock rumours continue to suggest that Ricciardo could find himself in a Toro Rosso race seat before the season is out. It wouldn't be all that surprising – in the recent past, Red Bull have not been averse to ditching a Toro Rosso driver mid-season if they are not providing the right results. Alguersuari himself got his seat at the expense of Sébastien Bourdais, while Vettel was drafted into the team in place of underwhelming American racer Scott Speed.

Then there's the small matter of a possible opening at Red Bull Racing next season, with Webber's deal set to expire at the end of this year. Would Ricciardo be up to the job? Carlin has no doubts. "If it were my team and there was an empty seat, I'd put him in the car. I think the world of Mark Webber – he's a brilliant guy and a great driver and I'd love him to keep the seat – but if Daniel was put in a seat alongside Sebastian I think he'd be there very quickly."

Pre-season, Ricciardo was asked if he'd be careful in Friday practice sessions given that he'd be driving someone else's car. "I think Toro Rosso will want me to rag the shit out of it," was his no-nonsense reply. If he keeps on doing that, he may just work his way into a race seat. 

Daniel Ricciardo: young, fast, determined... and destined for F1 sooner rather than later



The Russian

First launched: 2001

Ten years ago, **Vitaly Petrov** began his racing career in the obscure Russian Lada Cup. Now he's the first of his countrymen to grace an F1 podium. Not bad for a shy bloke who used to run away from cameras, as he tells *F1 Racing*

WORDS JAMES ROBERTS

cameras' as he tells *F1 Racing*.
Not bad for a shy bloke who used to run away from
he's the first of his countrymen to grace an F1 podium.
his racing career in the obscure Russian Lada Cup. Now

The first person to rave about an unknown Russian racer called Vitaly Petrov was Eddie Jordan back in 2003. In fact the exploits of a young man from Vyborg made the back pages of most of the UK's finest daily publications

when he suddenly appeared in a random round of the obscure (and now defunct) Euro 3000 Series. Dubbed 'The Russian Rocket,' the

Euronova pilot made the news thanks to a little Fleet Street artistic license, which speculated he was a close relative of Chelsea FC owner Roman Abramovich*. Now the world was alerted to the this speedy Eastern European, who had only started his racing career in the Russian Lada Cup in 2001 and had just competed in his first ever single-seater car race.

Petrov was making his debut in Sardinia, in November 2003. The event was jointly organised by one of Bernie's right-hand men, Pasquale

Rocket



Lattunendu and, with no expense spared, the British press were flown out en masse.

Looking for an angle, we latched onto this lanky, slightly gangly Russian fellow who spoke no English and had only raced – albeit successfully – Ladas in his home country. The word on the streets during that race, held on the roads around Cagliari's Serie A football ground, was that he could be The Next Big Thing. Russia, a country with great sporting credentials but devoid of any sort of motorsport heritage, could

now begin to flirt with the idea that one day a guy called Vitaly might be good enough to reach F1.

During the race, he did himself proud considering the leap in performance and power output from the Lada he was used to, but Cagliari took its toll on his fitness and he finished a lowly tenth. So many young drivers are tipped for future stardom, but you watch in anguish as they fail to make it and fall by the wayside. Only a tiny few make it all the way to F1. It just so happens that Petrov was one of them. →

*All credit for that one goes to the late, great Daily Mail reporter, Ray Motts

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onning a shiny grey sports jacket and wandering around in circles talking into a mobile phone, Vitaly is keeping one eye on the slowly diminishing queue for the departure gate. As he zigzags through the throng of passengers, few seem to realise they are rubbing shoulders with one of F1's most recent podium finishers. Petrov is about to board the Monday lunchtime flight to Malaysia, effectively as Renault GP's team leader, a position he wasn't expecting to be in this season. Following Robert Kubica's devastating rally accident, it's a role he seems to have taken to with apparent ease.

As he turns left on entering the plane, he'll probably watch a re-run of last year's Malaysian Grand Prix, familiarise himself with braking points, mentally picture a lap around Sepang and doze off, before chilling out with an episode of one of his favourite shows, *House*. In the seven years since he first attracted the headlines with that Cagliari drive, Petrov is now achieving all of those goals that were then whispered about. He was the first driver from the Russian Federation to race in F1 and is now the first to stand on the podium. The next aim is to climb the top step.

Due to that horrendous twist of fate that occurred pre-season, Petrov has now, bizarrely, found himself in a great position. In the R31 he has a car that is champing at the bit, while his team are looking at him to deliver the sort of top-line, world-class driving performances that Kubica would seemingly find so effortless, week-in week-out. And after Melbourne, it's something he's managed to deliver. Pressure, it seems, doesn't faze the 26-year-old.

"I think scoring the podium was absolutely the right place at the right time," says Vitaly, as we catch up following the long-haul Malaysia Airlines flight to Kuala Lumpur. "Melbourne was new for everybody because of the tyres, but we were quick to beat Mark Webber and then to pull

away from Alonso in the second stint. It wasn't just luck in Melbourne; our speed was very good and we should be proud of our achievement."

We shouldn't be surprised at the upturn in performance, because the first signs of it came at the previous race, in the desert night of Abu Dhabi at the world championship season finale last year. With Fernando Alonso pressurising Petrov for lap after lap, he never faltered under the attack from the Ferrari. Likewise he calmly passed Michael Schumacher in Shanghai last year and is happy dicing with the McLarens and Red Bulls off the startline.

"You don't need to have any fear of racing them," he says. "You respect the guys like Fernando and Michael; they are very experienced and I like what they did before. But on the track today, I'm trying to overtake them just like everyone else out there."

The 2011-spec Russian Rocket is now calmer and happier – not only in himself, but also out on the circuit. There are still the occasional wild off-piste excursions (think of his dramatic airborne moment in Sepang), but they are more under control compared to indiscretions last season when he crashed at the last corner in Korea, QP1 in Spa and off the startline in Suzuka. But as a rookie, you make mistakes until you get enough track time under your belt, don't you?

"Definitely, of course, it's another story – the journey of coming here from last year," Petrov agrees. "Now I know what to do on the setup, I know how to drive. I know people, I know the Tarmac, I know corners. It's a completely different life."

Petrov spoke not a word of English back at Cagliari, but his fluency now is another sign of the impressive development he's made since 2003. Indeed, he admits his level of communication now has made him more comfortable talking to the press. "Yes, when I was younger I hated the press, but that's because I was shy. I'd see them coming with a camera and I'd close the door and hide! It was a long time ago, but I find it easier now."

There are, in fact, a number of areas in Vitaly's life that are making his job easier. Over the winter, he moved from his home of the past few

"Scoring the podium was absolutely at the right place at the right time. It wasn't just luck in Melbourne, **our speed was very good** and we should be **proud** of our achievement"



A key factor in Petrov's progress this year has been the developing rapport with his new engineer, Ayao Komatsu

What a difference ten years makes

Most F1 drivers start out karting. Vitaly Petrov preferred racing Ladas...

2001

Makes his racing debut in the Russian Lada Cup

2002

Races Ladas again, winning every round of the championship. Also competes in Formula RUS in his homeland, as well as the VW Polo Cup

2003

Starts racing in the Italian Formula Renault championship, finishing 19th. Makes his debut in Euro Formula 3000 in Cagliari, Italy

2004

Back to Russia for the inaugural Russian Lada Revolution championship, where he finishes runner-up. Also does some Formula Renault and Euro F3000 races



PHOTOS: ANDREW FERRARO/LAT; LORENZO BELLANCA/LAT; LAT ARCHIVE

2005

Petrov stays in Russia to win the Lada Revolution title, as well as the Russian Formula 1600 series

2006

Races in Euroseries 3000, finishing third. Also makes his GP2 debut



2007

Moves to much-fancied GP2 team Campos to partner Giorgio Pantano. Wins in Valencia and finishes 13th overall



2008

More GP2. Finishes seventh in the championship having won in Valencia and comes third in the Asian series behind Romain Grosjean and Sébastien Buemi

Petrov qualified eighth in Malaysia this year and was doing well until he ran his car wide on lap 53 and his steering column mount snapped



years – Valencia – to be closer to the team's Enstone base and boss Eric Boullier. Now he's in Oxford, so it's a quick blast through Woodstock on the A3400 to pop into the factory to see the guys in the workshop fettling the innovative R31 and, after hours, he plays football with the mechanics and works out at the Enstone gym.

The other change since last year is that since Mark Slade has departed to engineer Michael Schumacher at Mercedes, Vitaly has been working with a new engineer, Ayao Komatsu, and that relationship has been one of the key developments in his strong results so far in 2011. "We have a very good relationship and he's one of the best engineers," says Vitaly. "It's easy to work with him and he's a very nice and clever guy. We help each other because although it's also his second year, it's a new role for him. We're not close friends yet but we're working on building our relationship. It's been a big help."

Team principal Eric Boullier agrees: "We spent a lot of time over the winter letting Vitaly know exactly what we expect from a driver and also how to achieve it. We've made some adjustments in the team to help him and he feels better: he's more relaxed, he's concentrating more. As a result he's developing really well as a driver."

That confidence can also be attributed to a deal he's signed that ensures he'll be at the team not just for 2011, but for next year



"When I was younger I hated the press. I would see them coming with a camera and I'd close the door and hide!"

as well. It's a position that the no-nonsense Boullier and Petrov's long-term manager, Oksana Kossatchenko, believe has relaxed him. "Everyone needs stability in their life – especially in the tough world of F1," says the Renault boss. "Knowing he has two years' commitment is something that will help him and we can support him, but he still knows he has to deliver."

Unfortunately, that stability in the team was thrown into turmoil when Kubica had his

devastating rally crash and, rather unexpectedly, the team turned to Vitaly. "I was in Russia and I heard on the day of the accident and on the second day I flew to the hospital in Italy to go and see him," he says. "It was very hard for him and I was trying to imagine myself in his position. I don't really know what to say about it... I went to see him again after testing and that day he'd had an operation... I didn't talk to him at all as he wasn't in a fit state to communicate.

"Because of that I wasn't thinking about the season ahead or anything else. In this situation, my mind was just about him. To be honest, I started to think about it when the guys started to talk to me in testing. Before it wasn't in my mind and I wasn't sure what would happen. But we've had a good start and we'll try to continue it, but we know it's not easy. We need to stay focused and take maximum results. It's a long season and we need to score points as much as we can."

At that moment, Petrov is distracted as Eddie Jordan wanders over. The man who first spoke about the Russian back at Cagliari all those years ago says hello, but Vitaly doesn't make any reference to the garish pink polka dot shirt EJ's wearing. "It's better not to say anything..." he deadpans. Very much like the rest of this season, Vitaly Petrov's tactic is just to let his driving do the talking, rather than talk about what may or may not happen. Just like he did in 2003. 🏎️

2009
Stays in GP2 and finishes runner-up to the admittedly very fast Nico Hülkenberg



2010
Finally gets his chance in F1 with Renault. A few impressive performances, such as his fifth in Hungary, see him keep his seat for 2011

2011
Enjoys a strong start to the season with Russia's first ever F1 podium finish, in Melbourne





SERIOUS HEAD PROTECTION



WELL DONE VITALY

to be the first Russian driver on podium in F1 history! Vitaly Petrov hit 3rd spot on the podium in Melbourne during the first race of the season. Congratulations!



HP3

Vitaly Petrov, as well as other leading F1 and GP2 drivers, is wearing the Bell HP3. This helmet benefits from the latest technological evolutions, and is the helmet of choice for open cockpit racing.



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← Margin for error →

This gap is the same size as a packet of cigarettes. And that's the margin for error between a car and potential disaster in

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Incredible concentration, the chance to drive 'like a hooligan' and a driver's biggest adrenaline rush of the season. **Anthony Davidson** takes you round Formula 1's original and best street circuit



WORDS
ANTHONY
DAVIDSON

← Margin for error →

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ight from the start of the year, before the season even begins, you're already thinking about Monaco. When I knew I was going to be the Friday driver with Honda in 2004 and that I'd drive every F1 track, it was the first thought I had. You see it as a huge challenge and you know that you have to get into a zone to perform at 100 per cent. Even though I'd driven street tracks in the past – I'd done Macau and Pau in F3 – the thing that's different in F1 is that you have the world's media scrutinising your every move around the track. It excites you and scares you at the same time, but that's the buzz you get. Monaco epitomises the reason we do this job.

By the time you get there you have a few races under your belt and you're confident in your ability. You approach it as you would any race – you always start thinking about the next grand prix the Sunday night of the previous one.

The aero package, with so much downforce, is different to a lot of other tracks you race on and, like any street circuit, it's an ever-changing beast, going from a road environment to slowly becoming a race track with rubber going down. It's different every time you drive the car.

The other important things here are the escape zones and you'll think about them before you go out in the car. At Ste Devote, the first corner, there's a bit of run-off and if you have any sort of moment with the car going into that corner, you know there's an escape zone you can use. It's almost like a 'get out of jail free' card for me, but it's not something you need to worry about elsewhere, because there is kerb, AstroTurf, run-off or, in the worse case, gravel at most corners.

At Monaco you need to know the corners where you can pick your fights, and Turn 1 is a place where you can be a bit more aggressive. Also, on the run down from Casino to Mirabeau,

there's a tiny escape road, and another at the chicane, too. So by studying the lap you know where you have to be

careful and where you can push more. That should be programmed into your brain and hard-wired before you get out in the car.

Like any track, when you first start you're unsure of where any of the apexes are, how the

car balance is and where the bumps will take you. There are too many unknowns at the start in Monaco, so you have to build yourself up slowly.

When you leave the pits for the first time on Thursday, you notice the sound bouncing off the buildings, the view, and you take in the nostalgia. The 'getting lost in the moment' is doable for once, rather than just thinking about car balance and the radio check. But it's quite easy to make a mistake at low speed, so you know it's a question of survival right from the start. You rely a lot more on vision at first, compared to later in the weekend when it's down to the car's rhythm.

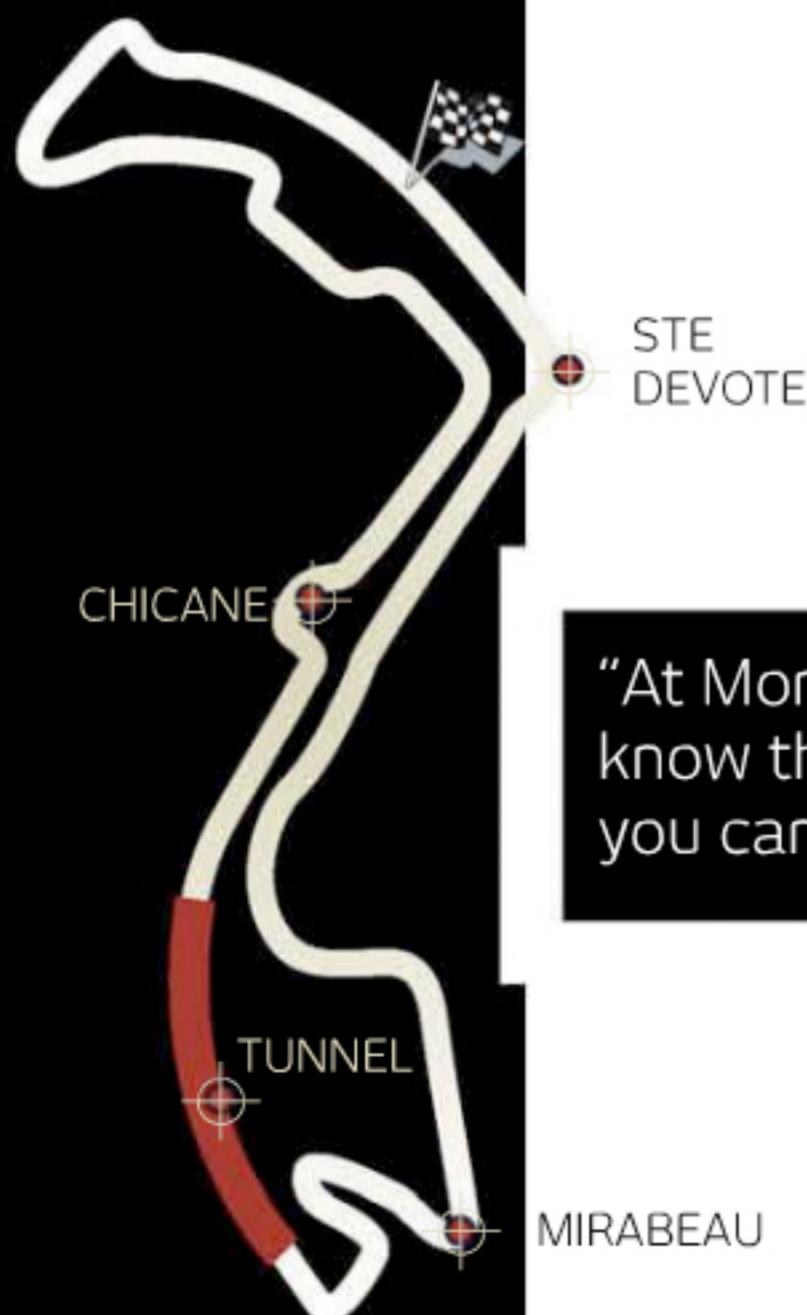
The wow factor certainly hits you when you go into the tunnel for the first time. The thing that struck me is how tight the tunnel is compared to how it looks on TV. I first went there in the V10 days and it took me four laps before I could take it flat... the apex, the bump just before turn-in, the lack of light. In comparison, I took Eau Rouge flat on my second ever timed lap. In this respect, the tunnel is actually an easier corner; it's lower speed and you have more downforce. You hold your breath in the corner itself, as in any high-speed corner, even without realising it's because of all the G-force pulling on you. But I was surprised at how hard the tunnel was. It's effectively a kink on the straight with no margin for error and with marbles and dust off the racing line – never underestimate how slippery the track is to begin with – it's harder than I imagined. It's a blind apex from inside the car.

After the first proper run, it's information overload. If it was just you and the track, that would already be enough to think about, but the team and the engineers are approaching it like any other weekend and they expect exactly the same level of feedback. The engineers might understand data, car balance and setup, but they don't understand the levels of concentration, the rhythm and that zone a driver has to get into.

Tyre wear is a much bigger concern on the first day because of the dusty surface and the soft compound tyres we run; the car is forever moving about because of that, especially early on. The driver is thinking about which gear to use around the first corner and worrying about the car moving about under braking into the hairpin, or whether to run over the kerb on the exit before the tunnel. The team will want to know about car balance, which is actually one of the finer details of car behaviour and perfection, while you still have three or four seconds of lap time to find. In your first five-lap run, you can find a number of seconds each lap in improvement.

Then maybe by the next session you'll have looked at the data and had a think about things. The track's rubbered-in more and then something really interesting starts to happen – it's one of the turning points of the weekend. Every now and again a driver will find his mojo, someone like Nico Rosberg, he'll shoot up to the

Key corners to attack...



"At Monaco you need to know the **corners** where you can pick your **fights**"



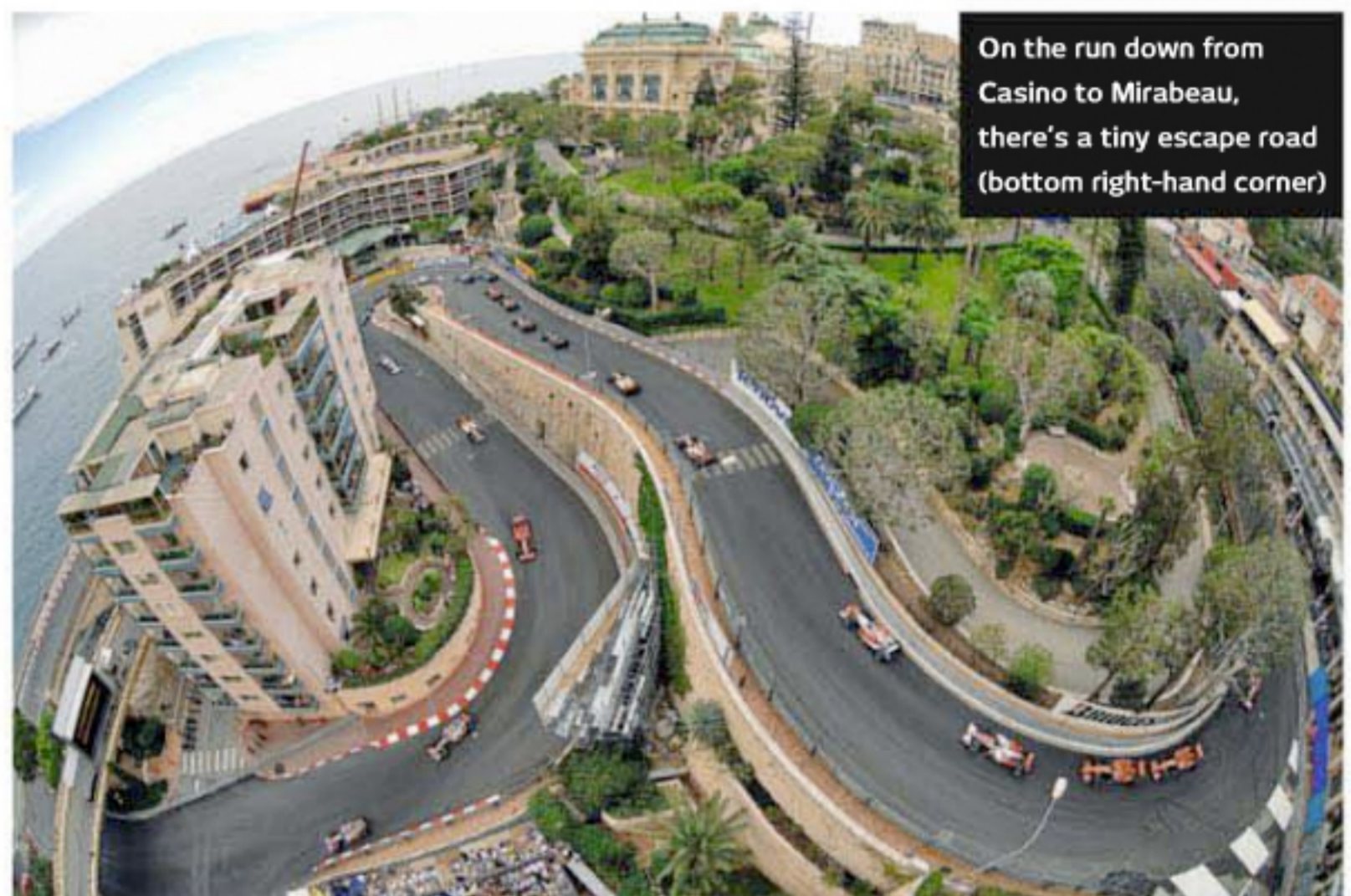
The tunnel is much tighter than it appears on TV. Essentially a kink on the straight, from inside the car it's a blind apex

top of the timing screens, and you think, 'That's a pretty handy lap time.' Then you'll see him surpassed by someone else later on – suddenly it could be Jenson Button who's P1 and by quite a big margin. You see that in Monaco more than anywhere else. It's purely because of the moment when a driver decides to throw caution to the wind. It's a measure of their confidence when they're ready to commit to braking later and turning in the corner while they still feel uncomfortable with the floatiness of the car, trusting it won't just drift into the barriers and make them look like an idiot.

It's at this moment that you need to lose respect for the circuit and it's a massive hurdle to overcome – I'm sure some drivers never manage it. You have to throw all caution to the wind and lose all respect for the track if you want to be quick at Monaco. You even have to find it funny that you're being a bit of a hooligan and know you're taking big risks and are getting away with it again and again and again. It's the closest a driver will ever get to being a successful thief and it's a massive adrenaline rush... you shouldn't really be allowed to get away with it. I think it's the nearest an F1 driver ever comes to understanding what it's like to be a rally driver.

You get into a zone where you feel as though you can't do anything wrong. You become part of the car and develop a sixth sense, where you feel every single microscopic detail of the machine you're driving. It's the moment when everything is right and you're not even thinking about it.

During a usual Friday practice session a driver will run over an exit kerb, go slightly wide, come



On the run down from Casino to Mirabeau, there's a tiny escape road (bottom right-hand corner)

back onto the track and everything will be okay because, on a normal track, you can go way over the limit. In Monaco the skill is to never do that, but to get to what you know is the limit.

I've got a good analogy: imagine you're going around a normal track and you come to a corner like Turn 8 in Turkey. I guarantee that if you put anyone in a simulator and asked them to take the corner flat, everyone would try it because you don't get hurt. Then ask them to do it with a boxer with a huge glove sitting next to you. Tell them to try to take Turn 8 flat again, but that this time, if they run wide, this heavyweight boxer is going to smack them in the side of the

face! I don't think many people would take it full throttle then. If you get onto the exit kerb and you see the boxer getting ready to punch you and you get away with it and don't get hit, you can start to imagine what a great rush that must be. That's Monaco – it's an incredible gamble.

Something interesting a driver has to get used to is that, at some point, he is going to crash. I've done it twice myself at Monaco, in 2006 and 2007, and it must be something to do with my style as both times it was into Turn 1. The rear locked and I thought I'd got away with it, but the rear continued to slide and the left rear hit the wall. That really knocks you back, →

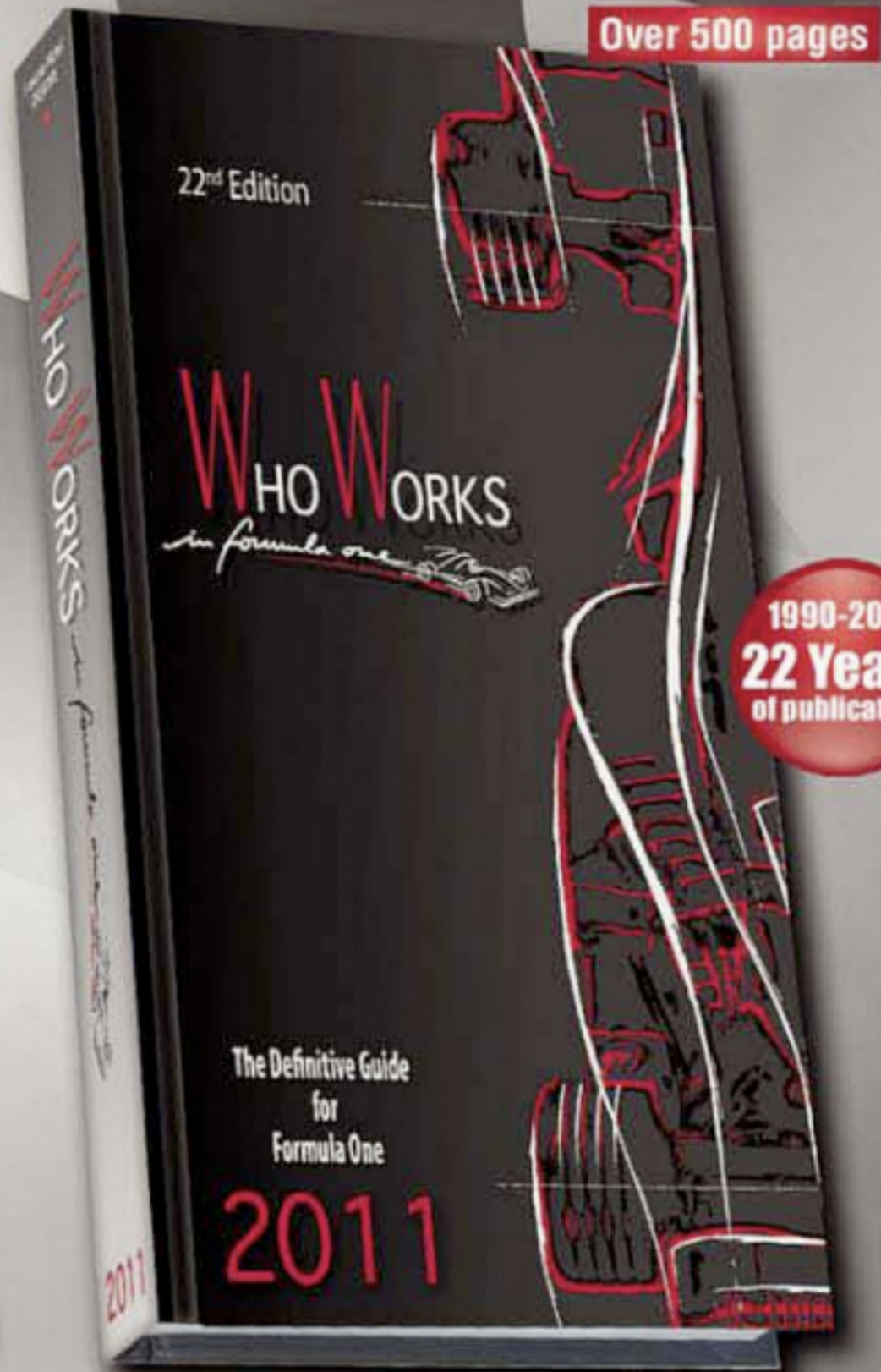
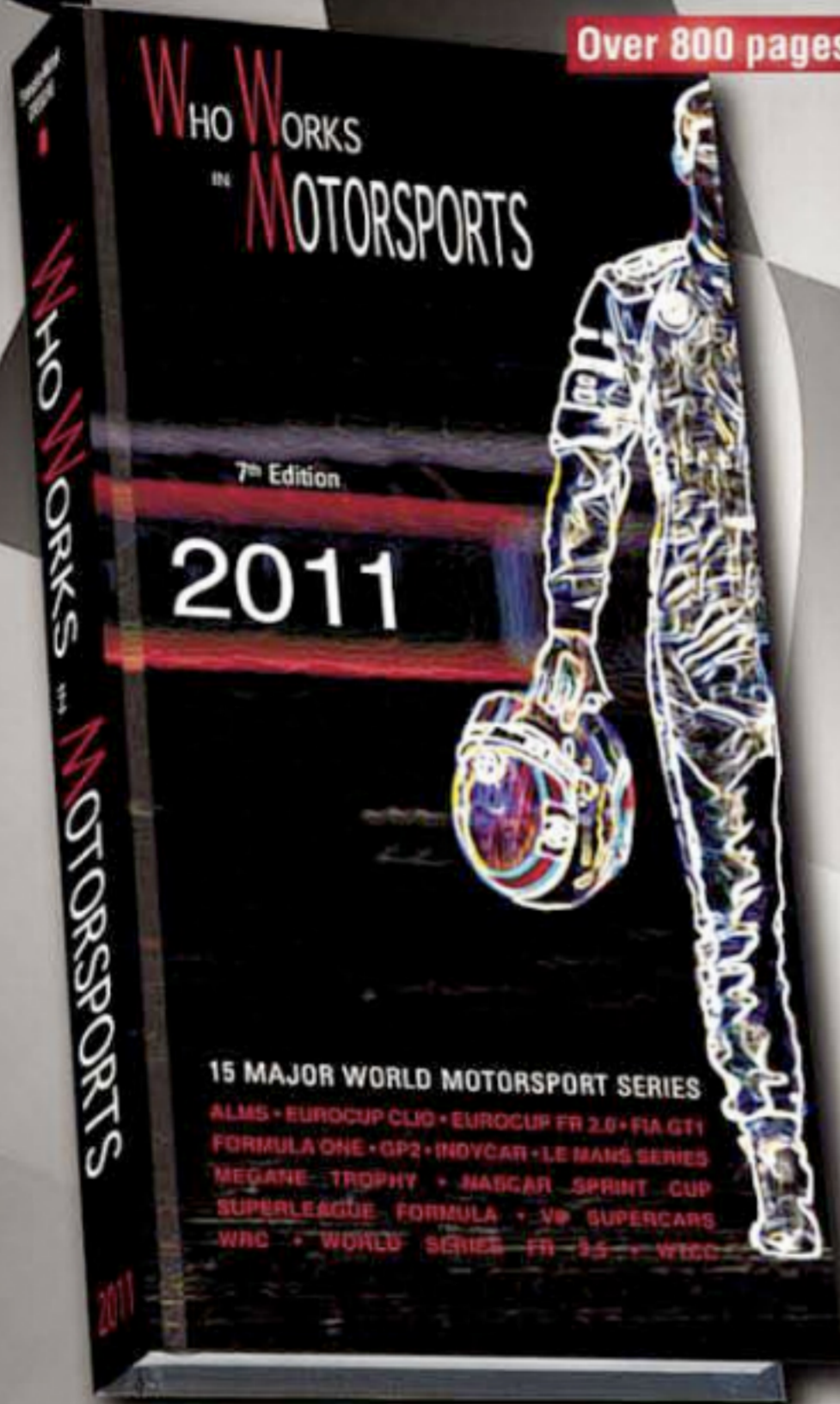
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Key corners to get exactly right...



because the fun you were having and the risks you were taking and the heroism you felt, all come crashing down quite heavily. You have to be able to pick yourself up. Every driver knows it can easily happen to them, but you still enjoy having a good old laugh at someone else when it isn't you! And if you crash on Thursday, then you have all of Friday to worry about the incident and it plays on your mind. You want to get back in the car as quickly as possible to prove to yourself it was a one-off.

Come race day, the grid is crammed full of people and celebrities and it's complete chaos, but you are so in your own environment that you're not aware of them. You feel eerily calm in the race and bizarrely get more time to build up to speed. The leader can go at the slowest pace he likes, because no one can overtake: it's a bit of a follow-my-leader sort of race.

You do get anxious about the start and the first corner, because you know that if you can survive then even with a bad car you can score points. The first corner funnels tightly, the brakes are cold, the tyres are cold and it's difficult to judge your braking with all that fuel on board. You don't ever want to give up position around Monaco and then after T1 it's suddenly all forgotten about. The drivers are actually quite

sensible on the first and second lap. If you're at the back, there's a bizarre chain reaction going into the Loews hairpin

as, under braking, you can actually be stationary with the clutch pulled in.

By the end of the race, the track is so rubbered in it's like a proper circuit and you can drive more aggressively. It's like driving around in the dry compared to driving in the rain.

"There are too many **unknowns** at the start. You have to build up **slowly**"

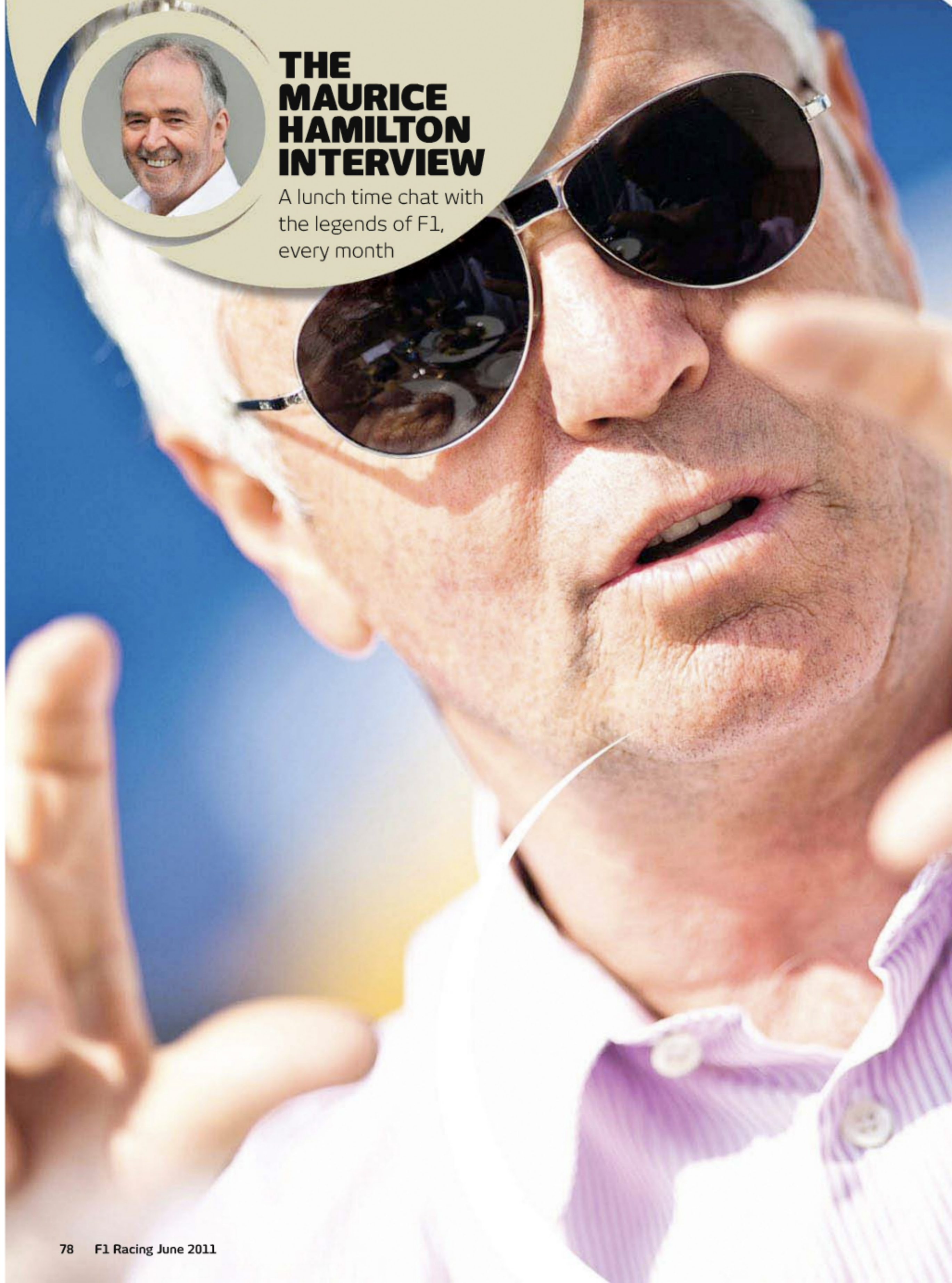


The run-off at Ste Devote acts as a 'get out of jail free' card, allowing for a more aggressive entry

One of my lasting memories of Monaco is of being on track just behind a dominant Michael Schumacher. I learned the tricks and lines he was taking, the way he'd turn the car in and the places where he ran out wide – which I wasn't aware of myself – particularly exiting Casino. It was fascinating to see him ease the car over certain bumps and it helped me find more speed.


Driving at Monaco is a bit like driving in the rain: the physical effort drops with the lower speed, but the mental effort massively increases. The other difficulty is the lack of air because you're racing between the barriers and buildings: the air is quite static, so it gets quite hot in the car and that can really take its toll on your concentration levels.

I've lived through all the challenges Monaco throws at you as a driver: arriving for the first time, understanding tyre wear, learning the circuit, being ruthless, getting away with it, crashing, picking yourself back up, qualifying, driving in the wet, starting the race, surviving the race, getting lapped in a slower car and trying to overtake. It's definitely one of the best circuits in my F1 memory bank, and conquering it is one of the best feelings in the sport. 🏁



THE MAURICE HAMILTON INTERVIEW

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



"Senna was brave, fast, compassionate, ruthless – he was the complete package. But he was self-centred and, above all, he ruined my career!"

Former Lotus driver, occasional FIA steward and all-round non-word-mincer **Derek Warwick** speaks about his career... and why he tried to get Michael Schumacher black-flagged for *that* move on Rubens in Hungary last year

PORTRAITS DREW GIBSON/LAT

Journalists are not supposed to have favourite drivers. But in such a competitive and hard-nosed environment, human nature is such that you will warm towards anyone who is approachable, honest and plain good fun. It's no surprise then that Derek Warwick is rated so highly among those of us covering his era in the 1980s and 1990s. And it's no surprise that I should jump at the chance of being reunited with the Englishman for lunch at the Oyster Box, a seafood restaurant overlooking St Brelade's Bay, not far from his cliff-top home in Jersey...

Maurice Hamilton: My last visit here was to interview you in 1985. You'd just moved here – you'd come from building trailers for the family firm in Hampshire. That must have been a big step for you?

Derek Warwick: I had been fortunate enough to sign a Renault contract for 1984. All of a sudden I'd gone from earning peanuts to decent money.

MH: What was decent money in those days?

DW: Over £1million. Big money. My accountant was very conscious of the fact that there was 60 per cent tax in the UK. My father and my uncle knew I couldn't carry on as a racing driver in F1 while trying to run the family business during the week. It was hard to know what to do because I'd lived in Alresford in Hampshire all my life... been part of the company... typical family man. I had a lot of sisters, I had a brother and my dad, my mum and Uncle Stan. It was a massive decision to move.

I remember, even now, the day we moved here. It was 1 January 1985, probably one of the most emotional days of my life. All the family were there to see us off: I was crying, my little girls were crying... everybody was crying. We were only going to Jersey! Twenty-five minutes on a plane and the whole family was upset.

MH: I want to put that into perspective and read you something from the interview we did back in 1985. →



THE MAURICE HAMILTON INTERVIEW

DW: D'you know what? I think it's sad that you've still got the interview from 1985! What do you do with your effing life?

MH: You should see my archives. There's more where this came from. This is my pension!

DW: Maybe you should write a book about me!

MH: Funny you should mention that. The reason I did that interview – look, it's really long – was for a booklet in a series on F1 drivers. Listen to this quote: "I really love working with trailers. Even today, here I am, a professional racing driver earning a lot of money but I miss Warwick Trailers. I can honestly see me in five years time" – which would be 1990 – "going back and running Warwick Trailers, and loving every second of it." It's an interesting reflection of how you felt then and how things can change so dramatically.

DW: You're right. Did I really say that? All I can think now is how short-sighted I was. And about how long I thought five years was.

MH: It's an interesting reflection on your mindset at that point. You'd just signed for Renault, so you were going to win grands prix and probably the championship. Job done. Go back to Alresford.

DW: Absolutely. But all I can think now is how naive I was. Just over 25 years later, I can't think of anything I'd like to do less. Not running Warwick Trailers, but going back to the UK. This is my life; I've got friends here and, much as I love my family, I wouldn't want to go back.

MH: Having seen you working in the yard and workshops at Alresford, I think it really contributed to making you the feet-on-the-ground merchant that you are today.

DW: Well, I think there's two ways of looking at me as a person – and I've had a bit of time to analyse this now! I wouldn't change one thing about myself as a person. I've kept my feet on the ground, I love people, it's important for me to be liked and I love meeting people – and I love talking, as you can see from this and other interviews you've done.


But I do think all that has hampered me in terms of going forward at times. It's maybe compromised some of my decisions regarding what I did and who I signed for; how I put myself about in F1, not promoting myself as a racing driver but more as a nice guy.

Some people say nice people don't make great champions. I'll now contradict myself by saying I think that's a load of bollocks. Although I was a nice person out of the car, in the team and in the car, I was very demanding. I'd kill my team-mate

to get ahead. Is that a nice person? No. But I just think that I could have been a bit more ruthless in promoting Derek Warwick.

I remember Keke Rosberg once looking to manage me. We didn't do the deal and years later I said to him: "I sometimes wonder if it would have been a good thing to have you manage me. I often ask the question: what would you have done for me?" Keke said: "I'd have made you a grand prix winner because I would have put you in the right team to match your ability." That really made me think about how I had run my life as a racing driver. Keke realised there was something there and felt he could have taken it to the next step, whereas I was happy with what I was doing.

MH: A good example is the fact that, in 1985, there we were in Jersey and you had the world



Warwick took his career best of second place for Renault at the 1984 British Grand Prix, but would never win a race

at your feet. You'd just signed for Renault – one of the top teams, big bucks, the 1984 season had been good and 1985 was looking very promising – but it all turned to shit. The point is, you were also talking to Williams – and look what happened to them. So was going with Renault the wrong decision?

DW: When I analyse that decision, I'm not sure it was wrong. It felt right for me. At the time, driving for a manufacturer was the right thing to do... yeah, with hindsight, I should have gone with Williams. But Williams weren't looking great at the time.

I spoke to my family and a lot of people about it and – listen to this – I remember sitting down with what I called top journalists, people such as Alan Henry, Nigel Roebuck and some guy called Maurice Hamilton, and what did you tell me?

MH: Er... we told you to go to Renault. I'd forgotten all about that. Trust you to remember! It was a no-brainer.

DW: So I'd like to make a statement here and now that you three guys ruined my career! No, it's easy to say that Nigel signed for 1985 and won GPs and established himself as a winner. Whereas '85 for me was a disaster. I remember the Rio test and the 1985 car was 3.5 seconds slower than the 1984 car – 3.5 seconds!

MH: You had to get that '85 Renault into some terrible angles to make it go. You also had a reputation for bravery, and one of the things I admired most happened at Jerez. Martin Donnelly had that horrendous crash during qualifying. You knew something had broken on the Lotus and yet you went out and qualified it the next day.

DW: When Martin had his accident, I ran straight to the scene. I haven't got a lot of time for Nelson Piquet – there's a lot he says and does that I don't totally agree with – but he put

his car sideways on the circuit to protect Martin and I thought that was a pretty brave thing to do because the red flag wasn't out at that stage.

When I got to Martin, he had to be dead. I've never seen such a mangled, crumpled body in all my life. Prof Watkins arrived, but not the gentle professor we all know who gently takes off your helmet, asks if you're okay, takes his time.

In this case, it was as though he didn't like Martin because he ripped the helmet off, he beat his chest like you would if you hated somebody. The Prof immediately realised he had a small window to save this guy's life. Without Professor Watkins, he would have died there and then.

That night, as you can imagine, emotions were pretty high. Although Martin was still alive, it seemed there was no way he could survive. My family went back to the hotel. Everyone was crying because we were going to lose one of our dearest friends, and a great grand prix driver.

We decided that night for sure, 100 per cent sure, that I was not going to race a GP car and →

"1985 was a disaster. The '85 Renault was 3.5 seconds slower than the '84 car"



THE MAURICE HAMILTON INTERVIEW

I was certainly not going to race a Lotus that could break at the drop of a hat; a car that broke as I drove it at 5mph to the press launch at the Lotus factory...

I got to the circuit on the Saturday morning and the guys had done an all-nighter and strengthened the suspension. I felt that Lotus were close to going broke. Camel were thinking of pulling out. The weight on my shoulders was absolutely immense. So I got the mechanics together and kicked everybody else out the garage. I said: "Is the suspension strong enough for me to drive this car?" They said: "One hundred per cent, this will not break. Can't guarantee anything else with the car – but this bit won't break." So I went out and said to my dad and a friend of mine: "I feel that if I don't do this, this team will go bust. I'm gonna race." Dad was devastated... absolutely devastated.

I got in the car and knew I had to be flat through that corner on my first flying lap. Then the demons would go. So I was flat through the corner where Martin crashed and I qualified in the top ten. The gearbox broke in the race, which was a shame because we were in the top six.

I don't regret doing it now, but I think it was a bit stupid and I think it was typical of me making a decision based on others and not me. I'm not so sure a lot of the top drivers around

me would have made the same decision, not because they're not brave enough – I don't think that it was bravery – but because some people are more selfish than me. I get wrapped up in people and if somebody doesn't like me, that gives me a problem. I work flat-out trying to convince that guy that I'm a nice guy. It's just the way I am, I suppose.

MH: When we were in your office, I noticed you had a big file on your desk for the BRDC. Tell me about your involvement because I didn't realise you were on the committee?

DW: I sit on the main board, so I'm one of the seven directors. When I was racing, my view of the BRDC was stiff upper lip, blue blazer, not very welcoming to young drivers. But our president Damon Hill, Stuart Pringle and the board, between us we've changed the image. We dress down; we're not silver buttons and blazers. We've brought the BRDC into the 21st Century. Young drivers like Olly Gavin, Darren Turner, Oliver Turvey and Sam Bird; they're our future.

I've been on the committee for 15 months. It's bloody hard work yet, perversely, I really enjoy it. I love everything the BRDC stands for; it's very important we keep it going.

MH: For you, it's not the work of a moment to go to Silverstone. You've got to fly there. Do you have a private plane?



Warwick with his Lotus team-mate Martin Donnelly at the start of the 1990 season

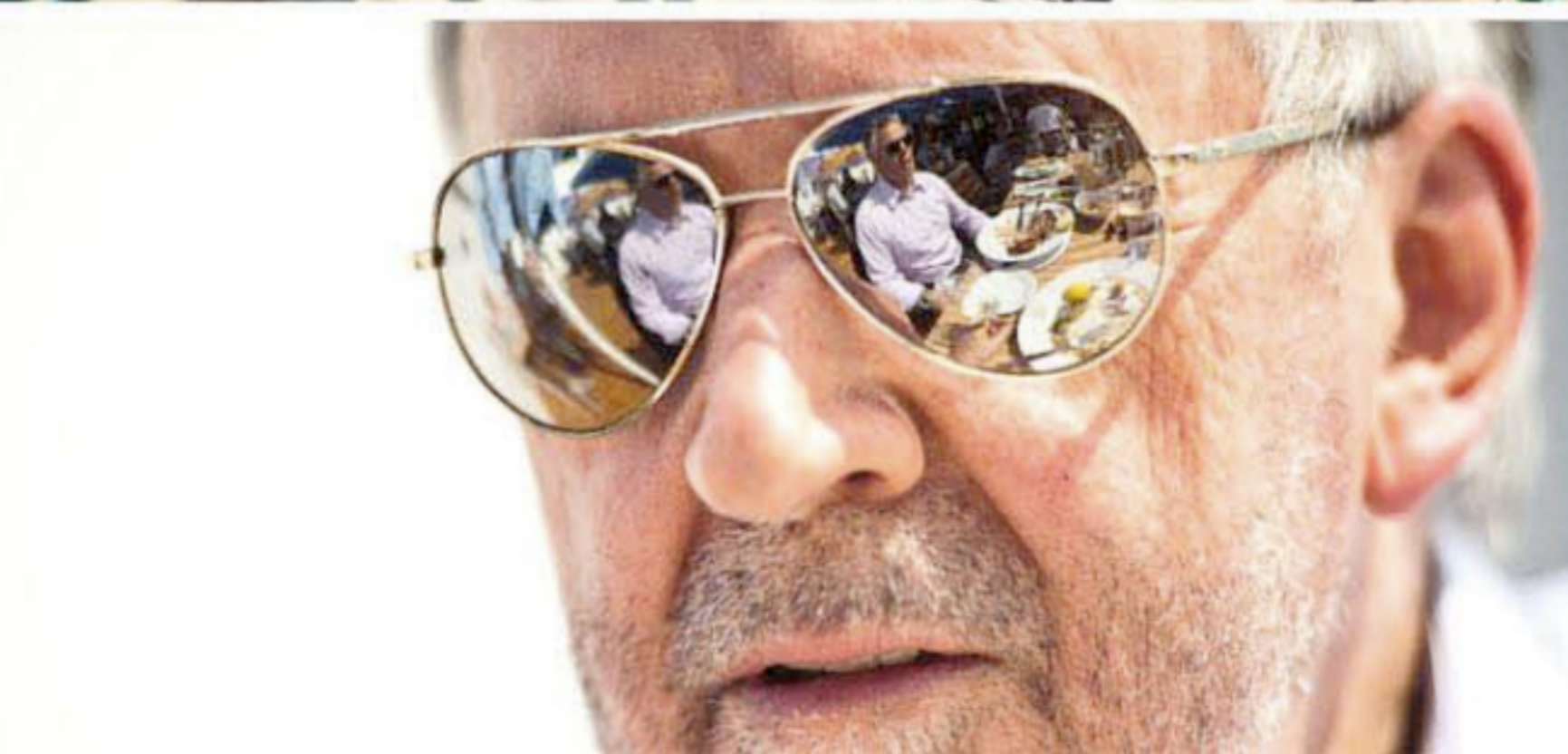
DW: No, I don't have a private plane. I fly 30 minutes to Southampton airport, where I keep a car. Yeah, it is aggravation and I don't claim any expenses, not one penny, because it's my little way of giving something back to a sport that's given so much to me. To be honest, I think a lot of drivers out there should read this and maybe take note. It's not all about take, take, take.

MH: Forgive me for bringing this up, but I am aware that you've also done a lot of work on safety, particularly since your younger brother, Paul, was killed. Would you care to reflect on that for a moment?

DW: I've sat on the Motor Sports Association Safety Committee since Paul died back in 1991. We meet up four times a year. The original idea was to walk every circuit, and I did this myself in the early days to help improve the safety of British racing tracks.

That's very dear to me because, when I look at the situation Paul was put in when he had his accident – although it wasn't his fault, it was a mechanical failure that can happen anywhere – the circuit was not good enough for F3000. I've worked with John Symes in particular: the work he does for British motorsport is simply unbelievable. He does a fantastic job.

MH: I remember you saying that Paul, as a young man and a driver, was all the things you were and did, but better. I also recall he was





Donnelly's crumpled car after a suspension failure. Warwick bravely qualified the Lotus one day later

"After Martin's crash I said: 'If I don't do this, this team will go bust. I'm gonna race.'"

killed when you were racing and that was a very difficult time for you; very difficult. I guess, from the way you're talking and the pictures of Paul in your house, you still think him every day?

DW: You know, Paul was quite extraordinary in terms of our family. I was the hero for getting into F1 then, all of a sudden, my little brother, 14 years younger, comes along. He was better-looking, faster, smarter, more articulate. But, overall, he had a burning desire to be like his brother. He would look at what I did, throw away the silly little bits I wasn't good at, take the things I was good at and build his own character.

He wasn't building a mini Derek; he was building a Paul Warwick. He was our hero;

our future. When Paul died, it killed our family. Mum never got over it. Dad certainly didn't get over it because he was there that day. For me, the accident took away not just my best friend and my brother, it took my future in motor racing away from me as well.

I remember making a promise to my mother that I wouldn't race again. I was driving for Jaguar sportscars at the time. After we buried Paul, I began to wonder if the desire to race was still there. Tom Walkinshaw organised a private test in Austria. I take my hat off to Tom, because he could have gone to Silverstone or Brands Hatch, but he took the whole team to the A1 Ring just so that I could be away from the

cameras. People were curious to know if I could do it or if I was going to break down.

On the first day I was alright: reasonably quick – nothing brilliant. Then, right at the end of the day, we were trying some different rear dampers and one of them seized or broke going into the Bosch Curve. You're going in there at 220mph in a sportscar. The thing just did 360, 360, 360, 360, 360 and ended up in the gravel trap. I was okay. I got out and went straight back to the hotel.

I was up all night. I bawled my eyes out. Eventually, I looked in the mirror and I thought: 'Okay, you've got to make a decision here, mate. You either pack your bags and go home, or →



THE MAURICE HAMILTON INTERVIEW

you're going to drive that fucking race car.' I got in it the next day and broke the lap record.

I discovered that I had this ability – and I have no idea how – to unlock something in my head, put Paul in there, and I'd not only shut the door but I'd lock it. For the rest of the weekend, not only could I not see Paul, but I didn't even think about him. Come Sunday evening, I'd unlock the door. The whole thing would flood back and I'd be upset. That's how it went on for quite a while. Sometimes I would lock it so far away I couldn't even remember what he looked like. I find this quite callous, but sometimes I'd have to look at a picture to remind me what my little brother looked like.

Now it's different because there's not a day goes by when I don't think about Paul. He was something really, really special. The truth is that we thought this would never happen to the Warwick family. All of a sudden it does. What! How can this be? It's a hell of a shock. Devastating.

MH: You mentioned Tom Walkinshaw. He played a big part in your racing career, one way or another.

DW: When Mr. Senna kept me out of Lotus for 1986, I was left without an F1 drive. I signed for Jaguar [sportscars] and I remember going to St Moritz to train with Jean-Louis Schlesser, Gianfranco Brancatelli and Eddie Cheever. I got there late and I joined the drivers in the sauna. You know how it is with drivers; you're always playing one-upmanship. And I'm sure you also know how easy it was to wind up Eddie...

I said: "You know what Eddie, I have to say I'm a bit disappointed."

"What d'you mean?" he asked, taking the bait immediately.

"Signing as my number two. I'm surprised. I guess you needed the drive."

"I'm not your number two!" He could not get out of the sauna quick enough to call Tom. Tom then rang me and said "You bastard!" It was so funny. Eddie was paranoid – particularly with journalists if you wrote anything bad about him.

MH: Tell me about it. When I was editor of *Autocourse* for about ten years, we had this top ten driver rating. I hated doing it because, I mean, who the hell are you as a journalist to sit in judgement like that?

DW: I bet he'd ring you up. Did he ring you up?

MH: No – it was face to face! And the only thing he was upset about was that I'd put you ahead of him! It was, like: "How can this guy be ahead of me?" and he'd rattle off all sorts of statistics to prove his case. So funny. But what a lovely guy. Sorry, I digress. Let's get back to Tom.

DW: A tough character and a great leader.

He'd been there in terms of winning races and knowing what it takes. Your commitment meant a lot to him. He wasn't just a team boss; he was passionate about Jaguar winning. And of course, after time in F1 with Brabham and Arrows, I then went back to him in 1991 with the fabulous Jaguar XJR-14.

Funnily enough, that's when our relationship broke down. Ross Brawn [who was then Jaguar's designer] phoned me up and said that Tom was going to call me. Ross said that Tom had to have me because there was no other British driver around at the time, so I made sure that I got what I wanted. Our relationship broke down because Tom really hated having to pay me that amount of money.

MH: Changing the subject, I want to ask you about being an FIA steward. What are your views on things like Michael shoving Rubens into the wall in Hungary?

DW: I was a steward at Budapest. Remember I'm one of four. There are two council members more senior than I: one is chairman of the stewards; the other is second in command. Then there was me and the local ASN – the Hungarian chief steward in this instance.

When the incident happened, I said: "Throw a black flag, disqualify him. You can't do that, it's disgraceful." But they didn't want to do that. The race ended and we had to interview everybody. The system is good because it does add my view as a driver. Also, we have many different camera shots and angles that the press and the public don't see.

In my opinion, it was quite obvious what was going on, but I couldn't convince the other stewards. But it's good to have a driver involved because he will understand more than any

steward, even if that steward has been there for 20 years. It adds another dimension that is right for Formula 1.

MH: I know you weren't at the Australian Grand Prix this year, but what about the Button/Massa incident in Melbourne? At first I thought Jenson should give the place back. Then I saw the F1 video and an aerial shot that shows Jenson was not only alongside going through the previous left-hander, but marginally ahead before Felipe gave him the chop.

DW: Okay, I'm going to give you an answer, not as an FIA steward but as an ex-GP driver having lunch and a glass of wine with a good friend. My first reaction was that Jenson was slightly in front and that he had nowhere to go. Felipe forced him into a situation. I thought the right thing for Jenson to do would be to give the place back straightaway, just to avoid any confusion. It was a marginal situation and, if he didn't give the place back, I knew what the stewards would do.

Second, you have to ask if some of the swerving and blocking that Felipe had done was within the spirit of the regulations – and I'm sure we could discuss that for quite some time. And thirdly, I think that McLaren made the wrong decision from the pitwall. They should have told Jenson straightaway to give the spot back because you could see what was going to happen. That cost Jenson a possible podium. If you've got to ask Race Control, you know what the answer will be because they will be covering themselves. To me, that showed a lack of, I don't know... experience. I don't think Jenson was at fault. As a steward you couldn't do much about Felipe; he was just defending vigorously. But I think it was marginal. I think you had no option but to give Jenson the drive-through.

MH: Okay, I agree with that. But here is the second part of my question. Later in the race, when Vettel has made his second stop, he comes out behind Button and knows he simply must overtake otherwise he'll come under attack from →

Schuey's move on Rubens in Hungary had viewers shouting for disqualification. FIA steward Warwick was doing exactly the same





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"In Melbourne, my first reaction was that Felipe forced Jenson into a situation. That's as an ex-GP driver, not an FIA official"



Hamilton in the other McLaren. Vettel drives off the road – all four wheels over the white line – to overtake the McLaren. So, Button/Massa was a fifty-fifty racing situation. But this was deliberate and yet nothing was said. What was your take on that?

DW: As a steward, I would have given Vettel the benefit of the doubt. He pushed too hard, made a mistake and went off the circuit. I don't think he was short-cutting. He underestimated the grip of the tyres. But I can see you don't agree...

MH: I think he knew exactly what he was doing.

DW: Yes, but as a steward, you can't be absolutely certain about that. So I would have made the same call as they did. It would, in my

view, have been very harsh to give him a drive-through. But going back to Massa/Button, I'd like to see that from different angles because I might judge it differently.

MH: Well, I really think Jenson was alongside, if not ahead. But he had no option but to take to the run-off.

DW: Okay, let me put it another way. Had that been Lewis, there would have been a crash. In fact, I think Lewis would have passed him a lot sooner because he is more forceful. But, at that particular point, he would have passed Felipe.

MH: So we're saying Massa would not have done that had it been Lewis?

DW: That's right. Massa would have given way. He's not going to give way to Button because he knows Button is too nice and will take to the run-off. And that's exactly how it played out.

MH: So, a bit like Ayrton then. Drivers would see that yellow helmet in their mirrors and think: 'Oh gawd it's him. What's the point? He's gonna come by no matter what.'

DW: Exactly. Ayrton spent his early days showing everyone how ruthless he was and, almost without thinking, you'd give him more room than someone like Pironi or Arnoux. It's almost the same now with Lewis. 'Yellow helmet? Get out the way!'

MH: Speaking of Ayrton, I noticed when we were in your lovely home earlier, you have a big painting of him. Is there any particular reason why you chose him, because you've got lots of heroes from other sports on your walls? I mean, he was the guy who blocked you from joining him at Lotus in 1986...

DW: I love sports and I've got heroes, people who I think are special to sport. It could be Roger Federer, the Williams sisters, Tiger Woods, Ayrton Senna, Stirling Moss, Fangio... people from all sorts of sports.

Senna, to me, signifies a racing driver. He was brave, he was fast, he was religious, compassionate, ruthless. He was brilliant, he was press-worthy, he was great for F1. He was the complete package. He ticked every single box. But he was self-centred, as we know from the way he dealt with Prost at Suzuka. And, above all, he ruined my career!

Do not mention Ayrton Senna to my wife Rhonda because she'll scratch your eyes out! She hates the guy as much as I love him. I have to say I can respect him for blocking me, because he was absolutely right. Lotus at the end of 1985 couldn't run two cars. They certainly couldn't alternate the spare car for Ayrton and for me. Ayrton was worried, I think, because of my speed and the fact that I would be a British driver in a British team.

He was right to think all of that. He didn't have doubts about his own ability and I don't think he had doubts about mine, but he did have doubts about the team and those doubts were proved correct at the end. So, despite ruining my career, I still think that he epitomises a grand prix driver. I love everything he did for our sport because I think he was special. That's why he's got pride of place in my study.

MH: I have to say, this situation here in the sunshine and your contented demeanour in many ways reflects your achievements.

DW: When I look back now, I often wonder how I got into F1 coming from stock car racing and then running a Formula Ford for four years out of a pokey little corner of a workshop that made agricultural trailers. I think I was lucky. Saying that, every time I got a bit of luck, I definitely grabbed it with both hands.

MH: Can't argue with that. Thanks for doing this; I've really enjoyed it.

DW: Pleasure. And I suppose you're going to keep this interview?

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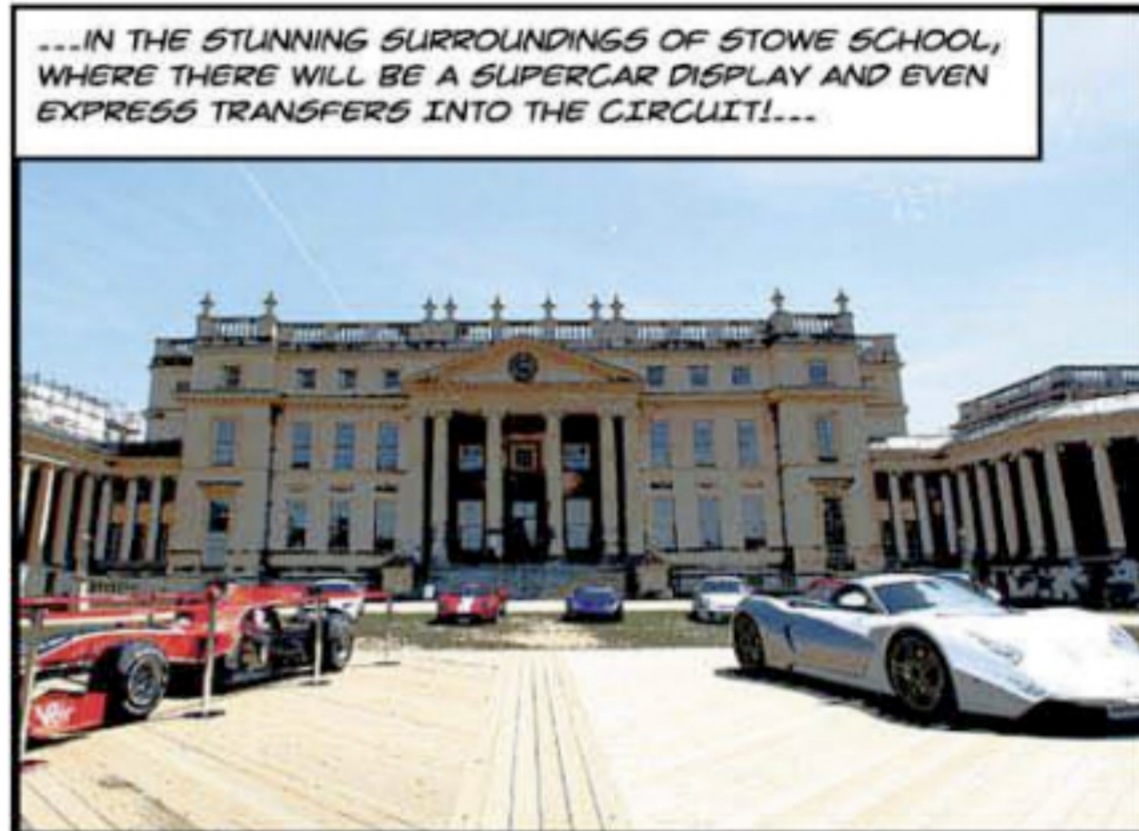
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PREDICTOR GOES FROM STRENGTH TO STRENGTH

With four out of the top ten, the Predictor has its best weekend yet

With few real surprises in the top ten of the Turkish Grand Prix, there were some high scores in the Castrol EDGE Grand Prix Predictor. The Predictor had its best race of the season with 45 points after getting four of the top 10 spot on – race winner Sebastian Vettel, fourth-placed Lewis Hamilton, seventh-placed Nick Heidfeld and 10th finisher Kamui Kobayashi.

Over 100 players correctly guessed the podium finishers in order, and received double points. Top scorer was 'Webster', who scored 100 out of a possible 130 points by correctly predicting the top six finishers.

'Domenech Racing' was second with 97 points, while 'RPM King' scored 96. Eight more teams scored 95 points, including 'The Twist Fisters', 'Scuderia Ginger Ninja' and 'MorfiF1'.

OVERALL LEADER

Despite this, not one of the top 20 scorers in Turkey currently appear at the sharp end of the Castrol EDGE Grand Prix Predictor leaderboard.

The new overall leader is '#qfm'. Level with 'Team Bow' on 201 points, '#qfm' leads by virtue of having scored highest at the season-opener in Australia. 'Eddie' lies third with 199 while 'A Marshal's View' and 'Ibizastars' are also in the running to win the ultimate motorsport experience worth £20,000.

EXPERTS' LEADERBOARD

Johnny Herbert remains on top of the experts' leaderboard after scoring 42 points for correctly predicting a Red Bull one-two for Vettel and Mark Webber and getting Nico Rosberg's fifth place, but he is closely followed by Jonathan Noble of autosport.com.

To see the full leaderboard, the Predictor's picks and the expert panel's choices, visit: <http://predictor.castroledgerankings.com>

"THE PREDICTOR HAD ITS BEST RACE OF THE SEASON – GUESSING FOUR OF THE TOP TEN FINISHERS CORRECTLY"




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REVEALED:

The secrets inside an F1 driver's contract

Ever wanted to see exactly what's written in a contract between a driver and his team? Well, *F1 Racing* can now oblige

Gone are the days when a handshake between team boss and driver was enough to seal a deal. Today, long, legal, highly secretive written agreements exist to bind a driver to his team. Getting hold of one of these confidential contracts is nigh on

impossible and the finer details of most of them will never see the light of day. But *F1 Racing* has obtained an agreement between an F1 team and their driver – although all names have been removed to protect their identities. We've picked out a few obvious

clauses, such as the one telling the driver not to risk injury in any activity outside F1, and also some of the more unusual terms of agreement – such as the one that tells the driver in question he's not allowed to keep any of the trophies he wins...

2.5 Provision of Test and Race Services

2.5.7 In the event that the Team shall require the Driver to attend more than forty (40) Sponsor Days in each calendar year of the Term, then the Team shall pay the Driver the sum of five thousand US Dollars (US\$5,000) per day (pro rated for a half day) against receipt of an invoice.

2.5.8 The Driver shall use his best endeavours to display a logo or other mark identifying the Team and/or Team Sponsors at all press or other media conferences or interviews, as well as during official public appearances, as directed by the Team.

3.2 Enhancement of Reputations

3.2.1 the Driver shall at all times during the Agreement and for three (3) years after its expiry or termination (however arising) not knowingly make any inaccurate, untrue, adverse or disparaging comments about the Team, the Team Sponsors, the Team Personnel or the Related Parties.

3.2.6 the Driver shall not conduct any interviews or attend any press conferences without first obtaining the prior written consent of the Team and in all cases conduct all such activities in accordance with the reasonable guidance of the Team press officer.

3.2.8 the Driver shall not for a period of twelve (12) months from the date of the termination or expiry of this Agreement (for whatever reason) employ, solicit or entice away from the Team or any Related Parties, any manager or employee.

3.6 Hazardous Activities/Training

3.6.1 The Driver shall keep himself in peak physical and mental health necessary to drive the Car competitively in Races and/or Tests, as applicable, and shall not engage in any activity which may jeopardise the ability of the Driver to provide Driver Services and/or to have a higher than average risk of injury.

9.1 Trophies

9.1.1 Any trophy awarded at any Race shall belong to the Team. The Team shall provide facilities as may be required to enable the Driver to have produced (at the Team's cost) a replica of any such trophy.

4.6 Expenses

4.6.1 The Team shall reimburse the Driver for the cost of air travel, one (1) hotel room for the Driver's exclusive use and out of pocket expenses of the Driver properly and directly incurred in connection with the provision of the Driver Services and/or Promotional Services during the Term at the request of the Team, provided all such expenses shall be properly vouched. The invoice and any supporting documentation must be submitted to the Team within sixty (60) days of the expense to which the invoice and supporting documentation relate having been incurred.

5.1 Provision of Racewear

5.1.3 The Driver shall supply helmets as may be required. The Driver will ensure the helmets comply with the Rules, are painted as agreed with the Team at the Driver's expense and shall be delivered in good time so the Team can apply decals or badges of Team Sponsors. After a Championship, the Driver shall provide free of charge to the Team one Driver's helmet, as worn during that year and two (2) replica helmets.

CONFIDENTIAL

They had four months to finish their new car over winter, yet were still screwing it together during first practice in Melbourne; they're in a constant fight to be quick enough to qualify for races; all this, plus mounting rumours of debts and delayed payments...

Do

HURRY

deserve to be on the

WORDS DIETER RENCKEN



F1 grid?

At the turn of the millennium,

Williams chief aerodynamicist Geoff Willis, clad in the immaculate white and blue of the dominant team of seasons past, would stroll the grid with his boss, Patrick Head, co-founder and technical director of the operation.

"Why do they do it?" they asked of each other as they passed struggling outfits such as Minardi. "How do they stay motivated despite failing pre-qualifying three times out of four?" The 107 per cent rule, in force between 1996 and 2002, often kept such teams off the grid as the FIA tightened up the standard of competition.

Fast forward just over a decade and, in Melbourne, people asked the same question of Willis and his men, now clad in white shirts bearing blue TATA logos. Having missed pre-season testing, both HRTs – based on a hardly brilliant chassis built by an outside contractor – failed to qualify for the season opener.

HRT's scheduled tests were aborted when delayed payment to Spanish customs for dampers imported from the USA resulted in the components not being released. Despite a two-week reprieve when the Bahrain GP was cancelled due to political unrest, the tiny team, consisting mainly of contract workers, were still assembling Narain Karthikeyan's F111 in Albert Park's pit complex as qualifying commenced.

"Bloody hell," said a paddock regular, "they've had four months, and they still can't get it together. What with getting chucked out of FOTA for non-payment of subs and the rumours of debts, will they even be around much longer?"

The jury is out on the FOTA matter: HRT boss Colin Kolles says they withdrew because its committee panders only to big teams; FOTA claims HRT failed to pay their dues. This matter encapsulates HRT's present dilemma, particularly as it forces them to go it alone in the upcoming Concorde Agreement negotiations. →



Things could have been so different. The original team, founded in 2009 by Adrian Campos in conjunction with José Ramón Carabante and Spanish sports marketing company Meta Image, planned to run Dallara chassis out of a bespoke facility in Valencia, but floundered due to lack of finance. Property developer Carabante then assumed control to salvage his investment. F1 tsar Bernie Ecclestone persuaded the Spaniard to appoint Colin Kolles as team boss who, in turn, contracted gun-for-hire Geoff Willis to oversee technical matters.

Given this background, 2010 was always going to be a tough year, particularly as disputes with Dallara interrupted car build, with the

Italian racing car producer later refusing to release technical data until settlement. Thus Willis needed to reverse engineer the F110 before upgrades could be designed, let alone incorporated. Still, HRT beat Virgin in the 2010 title hunt, finishing 11th in the 12-team constructors' championship.

However, before the season was even halfway done, Kolles and Carabante visited Toyota Motorsport GmbH in Cologne, striking a deal thought to be in the region of £26million to run race-ready cars designed and built by Toyota and powered by Toyota's 2009 V8. This happened despite the fact HRT knew they were contracted to Cosworth, who then understandably held the team to the letter of their three-year deal.

Although engine installation and cooling considerations resulted in subsequent price hikes, Toyota continued their work until it was evident payment was not forthcoming, and a settlement thought to be around £4.5million was agreed in November for services rendered to date. Toyota refuse to comment, while Kolles says only that: "It's up to everybody guessing what would have been the different plan because

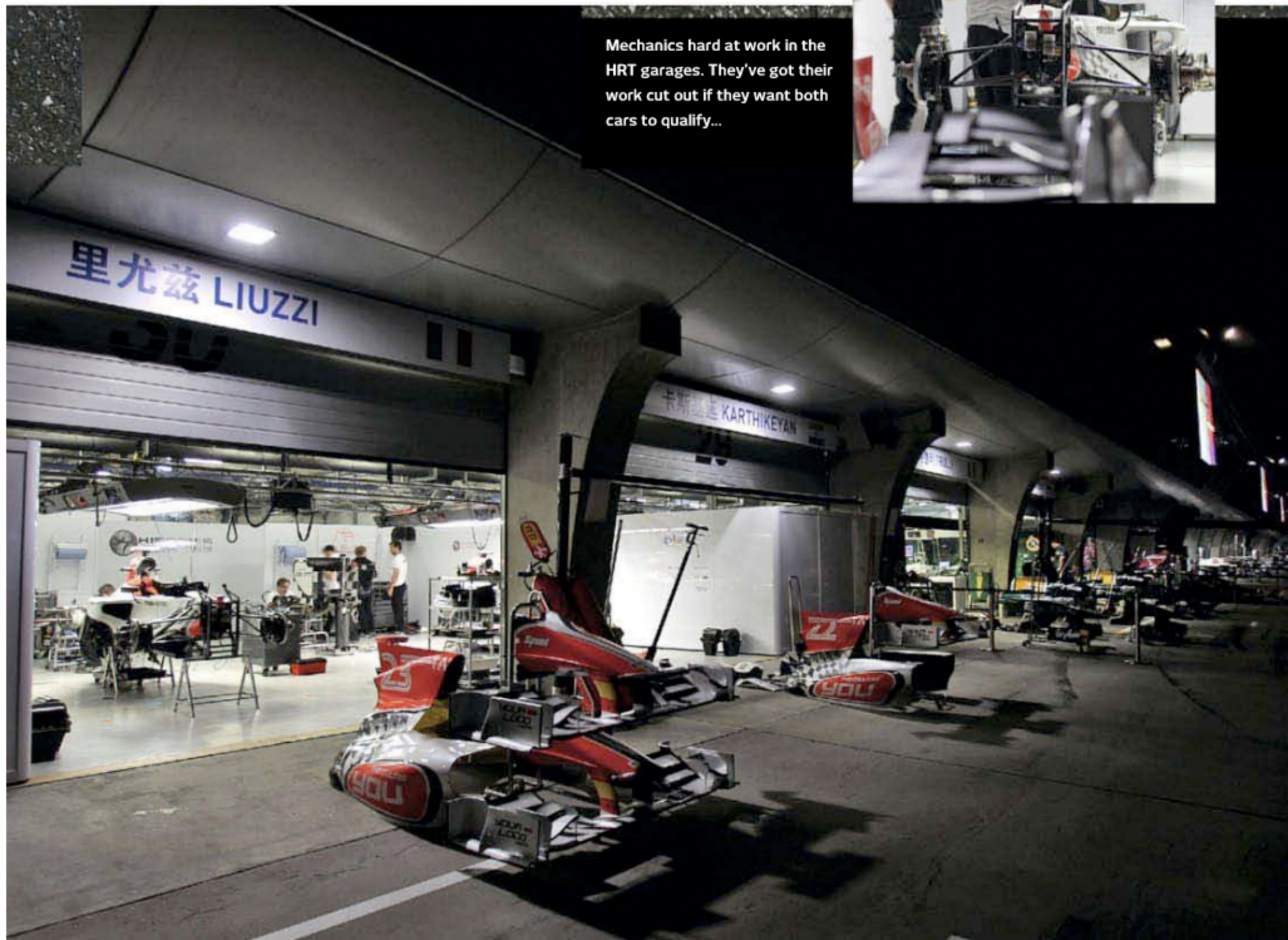
I don't want to be in a position... I'm not in a position to make any further comments on this. I can tell you we had a different plan, we had to change the plan, and had to work flat-out to make it happen." This is compounded by allegations in Spain that payment for HRT's trucks is well overdue. The fault for this, it should be stressed, does not lie with Kolles.

In fact, in Melbourne, a team insider alluded to Carabante's reluctance to discharge his commitments, saying, "When you have a team owner whose modus operandi is to pay only when the sheriff is knocking, you'll never get racing cars built on time. In this business reputation is everything..."

Still, Willis and his band of around 25 contracted engineers managed to get a brace of HRT F111s built around HRT's stock of heavily modified F110 chassis. When it became evident that the Toyota deal was dead they signed up for CAD/CAM licences, setting to work in

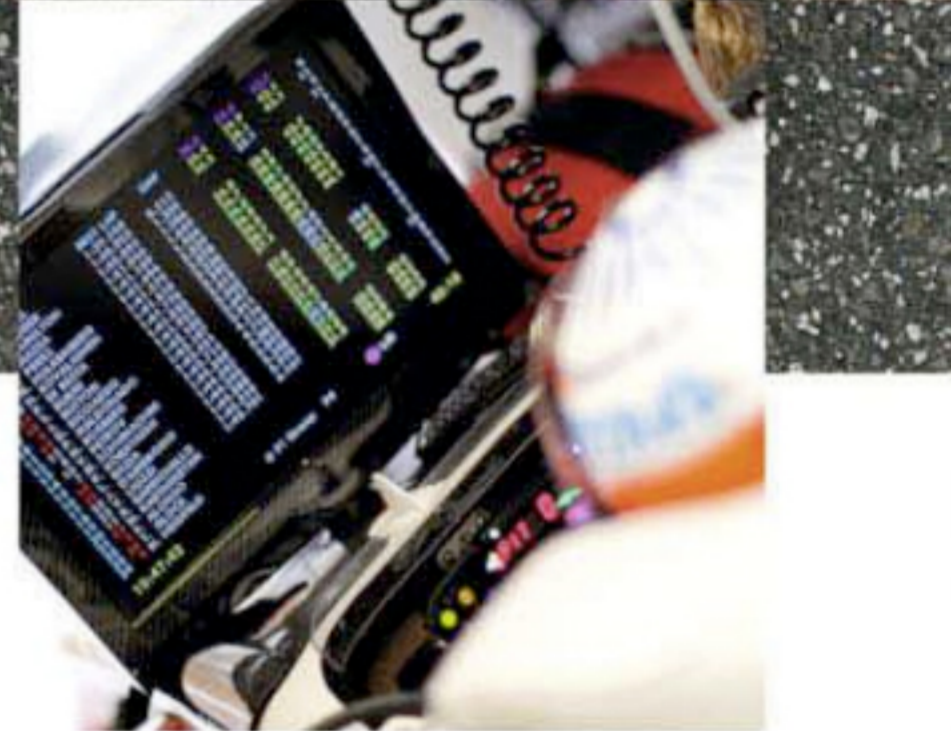


Mechanics hard at work in the HRT garages. They've got their work cut out if they want both cars to qualify...





Colin Kolles watches as the lap times come in. To compete in any race, HRT must qualify within 107 per cent of the pole-sitter's time



homes spread across Europe by relying on 'cloud computing' programmes.

"It's pretty much 80 per cent of a new car concept, which we've achieved in probably 14 weeks with between 22 and 25 people in terms of pure design," says Willis. "That in itself... I challenge any of the other teams to, and I don't think people underestimate how hard that is, I think they've all looked at it and thought..."

"The back end is new," he adds. "Starting from the front, we've got a new nose, crash-test structure, new front wing, modified front suspension, refined chassis, revised cooling system layout, engine carryover, new exhaust systems, new gearbox, complete new back end in terms of inboard and outboard suspension and a complete new rear wing with an adjustable rear wing and a full set of bodywork."

Components were built by suppliers across Europe and the cars were assembled in Kolles's sportscar racing/F3 facility in Greding, 20 miles north of Ingolstadt in Germany. Given the timescale, this was a remarkable achievement even though both cars failed to qualify.

In fact, the crash structure arguably caused HRT to non-qualify in Australia, because the

component marginally failed, spiking a fraction over the permitted 20g per millisecond. This forced use of the 2010 nose, in turn slowing the car. However, a proprietary switch reset itself in FP3 as Tonio Liuzzi set out for vital laps, causing further delays. At the time the Italian, recruited at the last minute after being dumped by Force India, was devastated, but expressed confidence the car would qualify in Sepang and Shanghai – both tougher 107 per cent challenges than presented by Albert Park's layout. In the event, Liuzzi, a former karting world champion, was correct, with both cars being classified finishers at the latter venue despite not having been near a windtunnel.

Dr Colin Kolles, whose briefcase contained 55 kilograms of ballast in a carry-on luggage total of 160kg en route to Australia, is adamant that HRT would have made Bahrain's cut, but that the desert race's cancellation induced the team to develop a second skin below the engine cover to separate engine and radiator heat flow in order to optimise rear-end aerodynamics.

"If we take last year's car, we had an engine cover, we had sidepods and heat shields that were very small-dimensioned. So it was a very

conservative car. When we found out Bahrain was cancelled, the designers went for more aerodynamic-efficient solutions. It's big work and the parts only arrived in Australia on Thursday. To fit the parts to the car, it's not just that they screw on – you have to fit them, trim them and so on. It took a long time," says Kolles. This does not, however, explain away either the failed crash test or a distinct lack of testing.

Still the questions linger: do HRT deserve to be on the grid and have a place at motorsport's top table? In framing an answer, it is all too easy to overlook history: when Toleman first arrived in F1, the team were serial non-qualifiers; Stewart Grand Prix's two cars erupted in flames on the grid during the team's maiden outing; Minardi failed to make the 107 per cent cut on no less than 13 occasions in six years. HRT have but two DNQs to their name. →

PHOTOS: LORENZO BELLANCA/LAT; ANDREW FERRARO/LAT

More importantly though, Toleman mutated into Benetton (double world champions) who became Renault F1 (ditto), while Stewart was transformed into reigning champions Red Bull Racing via Jaguar. Minardi? The team won the 2008 Italian Grand Prix as Toro Rosso.

Over the years, around 120 teams have attempted F1, with just 10 per cent surviving to this day. While HRT are around they have a fighting chance, and the likes of Kolles and Willis are certainly giving it their all in the face of severe funding difficulties brought about by various factors, including an erosion of Spain's real estate values, which will have impacted on Carabante's fortune.

Carabante's 29-year-old son, José, an enthusiastic, articulate Brisbane- and London-trained lawyer, has assumed the position of CEO and vows the family has no intention of selling out or departing. "We believe there is value in the team, that it will grow," he said ahead of qualifying in China, adding that the family fully intends to establish an eventual base in Murcia, Spain, once the economy picks up.

HRT have agreed terms to use Mercedes' windtunnel in Brackley from June onwards, intending to establish a separate windtunnel model department nearby. Equally important is TATA's support, and not only for Karthikeyan's funding (believed to be somewhere in the vicinity of £9million) – the Indian conglomerate,



Built in 18 weeks pretty much from scratch by a team of 25, it's impressive that the F111 has even made it out on track

which sponsors Ferrari, has pledged CFD and engineering help.

Then there is the question of loyalty: Willis, who designed winning cars at Williams, Honda and Red Bull, is obviously committed to HRT, while both drivers have strong historic links to former dentist Kolles, speaking positively of this capable motorsport enthusiast – as do many of his peers. When highly rated engineer Jacky Eeckelaert was made redundant by Honda's exit from F1 he joined Kolles, while Toni Cuquerella, Robert Kubica's former race engineer, came to HRT as chief of racing and testing after BMW's departure from the sport.

None of this, though, answers the question "Why do they do it?" For an answer to that, back

over to Willis: "Clearly the team need to earn their peer group's respect. At the same time we're having to learn, having to build a team. We've had a few changes and we've got a lot of people who don't have much F1 experience. We've got to help them understand; we've got to get people to understand just what the level of competition in F1 is, and we've got to see improvement. One of the key things for me is, having got our toehold on the cliff face of the Formula 1 grid, we've got to go up."

With that attitude HRT surely deserve their place on the grid, be it front row or rear – but only after paying their dues. Willis now admits to having missed the point of Minardi et al, all those years ago. It lies in the challenge. 🚗

F1's other 107 per cent failures

In Australia, HRT joined an inauspicious list of teams who were too slow in qualifying to race. Or – in the case of Arrows one year – too skint...



Forti

The 107 per cent rule was introduced in Australia in 1996 and Italian backmarkers Forti became the first team ever to be deemed too slow to race. Future Ferrari driver Luca Badoer missed the cut four times that season – a slightly better record than that of team-mate Andrea Montermini, who missed it on five occasions.



Minardi

Italian nobleman Giovanni Lavaggi paid for six races with Minardi in 1996 but three were a waste of money as he failed to qualify within 107 per cent of the pole time. Minardi's other two 107 per cent offenders – Tarso Marques in 2001 and Alex Yoong in 2002 – were also unable to qualify, despite their team-mates proving the car was capable.



Lola

The Mastercard Lola team made just one attempt at qualifying during their disastrous 1997 campaign at the season-opening Australian GP. Vincenzo Sospiri and Ricardo Rosset attempted to qualify the woeful T97/30 but ended up 12 per cent and 14 per cent slower than pole respectively – the worst 107 per cent rule failings ever.



Tyrrell

Ricardo Rosset could well blame Lola for his first failure to make the 107 per cent cut, but the following five occasions were all his own work. The 1998 Tyrrell 026 was no world-beater but Tyrrell's Japanese rookie, Tora Takagi, was able to qualify it for every round. In Hungary alone, Rosset was nearly three seconds slower than his team-mate.



Arrows

Records state that both Heinz-Harald Frentzen and Enrique Bernoldi missed the 107 per cent cut for Arrows at the 2002 French GP. But that tells only part of the story. Comfortably on the pace in the first two sectors of their qualifying laps, both drivers lost four seconds in the final sector when the financially troubled team asked them not to qualify.

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The greatest

F1 photos you've **never** seen

Long before digital cameras, Louis Klemantaski was *the* name in motorsport photography. These are some of the rare and unseen gems from his collection, published in a new book, *Real Racers*

Getting his eye in

On the tricky Clermont-Ferrand circuit, Jackie Stewart squints with concentration as he tries to keep up with ultimate victor Jim Clark. It's 1965 and Stewart's first season in F1, and *The Autocar* notes that he "seems to star on difficult and strange circuits".

Photo by Yves Debraine/
Klemantaski Collection →



Stirling's ready for the off

The remarkable Stirling Moss (20) occupies pole position at the 1961 Monaco Grand Prix in his privately entered Lotus 18, having left the factory teams in his wake during practice. Next to him, waiting for the start, are Richie Ginther in the Ferrari 156 and Jim Clark in the works Lotus 21. The BRM and Ferrari of Graham Hill and Phil Hill watch from row two. All that remains is for the ever-colourful Louis Chiron to flag the field away.

Photo by Ami Guichard/Klemantaski Collection



Sealed with a kiss

José Froilán González gets an unexpected reward after ending Alfa Romeo's dominance with his remarkable victory for Ferrari at the 1951 British Grand Prix.

Photo by Louis Klemantaski/Klemantaski Collection



Suspended animation

The aftermath of the first-lap pile-up of the 1966 Belgian Grand Prix at Spa-Francorchamps. Jo Bonnier's Cooper-Maserati is left dangling precariously over a steep drop.

Photo by Ami Guichard/Klemantaski Collection



Hawthorn attempts the impossible

Overtaking is tricky at Monaco so a good qualifying position and a clean start are vital for success. Here Mike Hawthorn (38) has left himself with a lot of work to do after the start of the 1958 Monaco Grand Prix. He started sixth, but Ferrari team-mate Luigi Musso (34) has passed him for position from tenth on the grid. Harry Schell (8) started his BRM 12th.

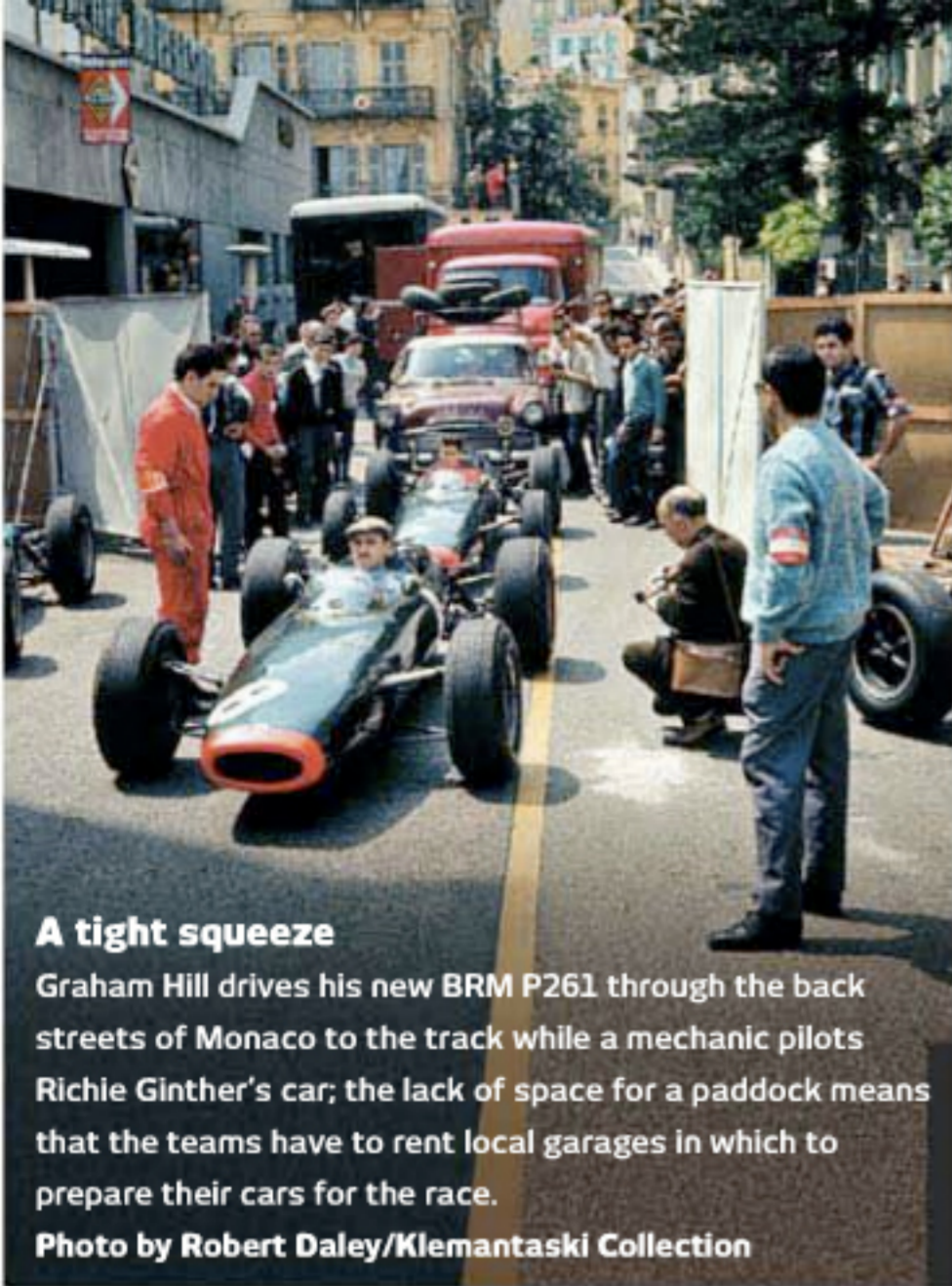
Photo by Yves Debraine/Klemantaski Collection



Feeling the blues

Giuseppe Farina leans meditatively against the concrete barrier at Monza in 1953. Nearly 47 years old, the 1950 champion has been overshadowed at Ferrari by Alberto Ascari, 12 years his junior. The Italian Grand Prix is the final world championship round of the year and Ascari has already taken the title, having ignored team orders and passed Farina for the lead of the previous round at Bremgarten. The future of the team's involvement in Formula 1 is also in question; Enzo Ferrari has signalled his intention to withdraw from the sport at the end of the year.

Photo by Günther Molter/Klemantaski Collection →



A tight squeeze

Graham Hill drives his new BRM P261 through the back streets of Monaco to the track while a mechanic pilots Richie Ginther's car; the lack of space for a paddock means that the teams have to rent local garages in which to prepare their cars for the race.

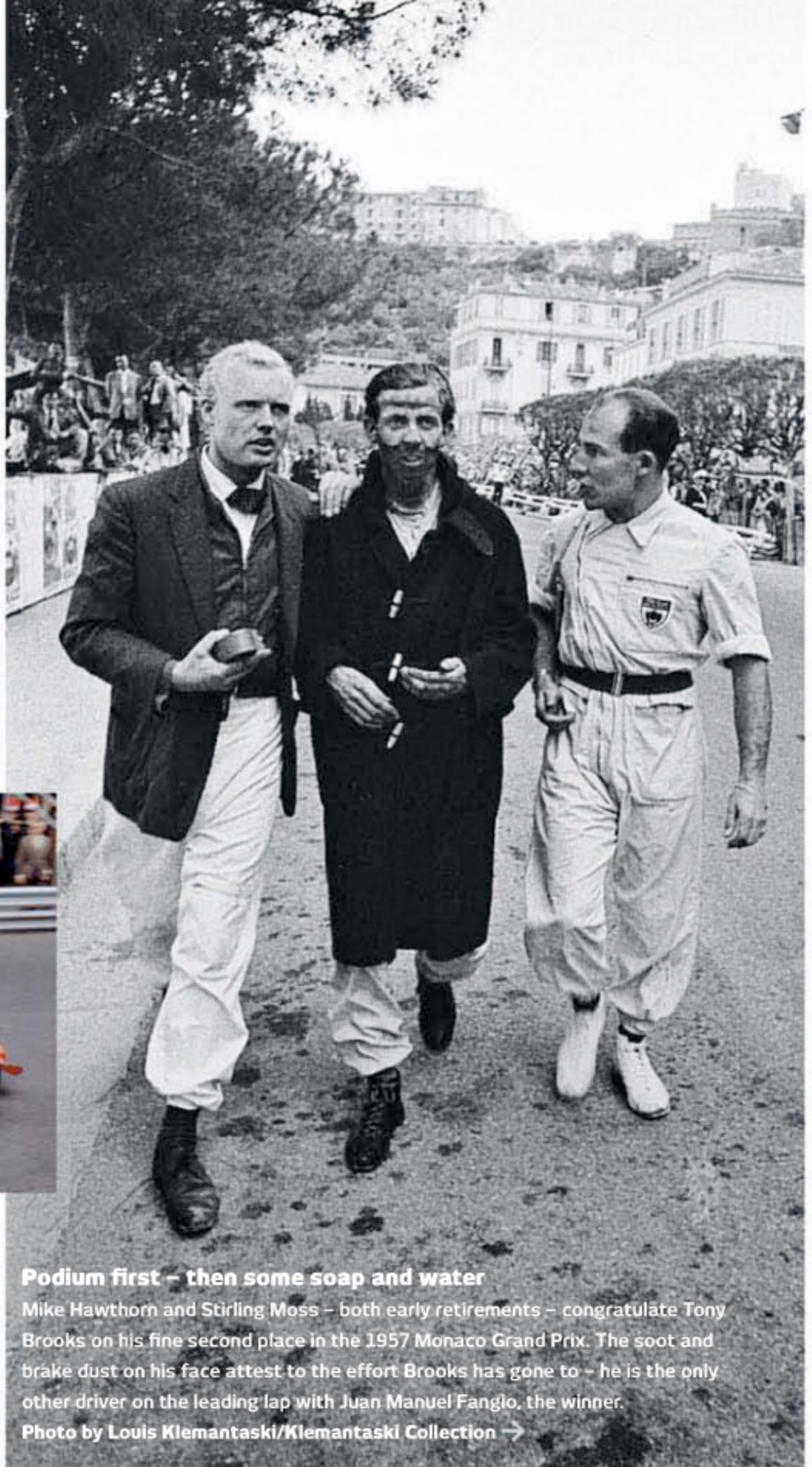
Photo by Robert Daley/Klemantaski Collection



Blasting into the lead

Polesitter Jackie Stewart (7) makes the better getaway from the front row to lead the 1969 Monaco Grand Prix in his Matra-Ford MS80. Chris Amon (11) gets more wheelspin in his Ferrari 312 but still holds on to second place. Both are destined to retire, though: Stewart and team-mate Jean-Pierre Beltoise suffer driveshaft failures and Amon's differential breaks, enabling Graham Hill to win for Lotus.

Photo by Yves Debraine/Klemantaski Collection



Podium first – then some soap and water

Mike Hawthorn and Stirling Moss – both early retirements – congratulate Tony Brooks on his fine second place in the 1957 Monaco Grand Prix. The soot and brake dust on his face attest to the effort Brooks has gone to – he is the only other driver on the leading lap with Juan Manuel Fanglo, the winner.

Photo by Louis Klemantaski/Klemantaski Collection →



Who was Louis Klemantaski?

Born in China, the photographer's love of cars would lead him to entering the Mille Miglia twice with Peter Collins

"I knew enough about racing to know what a car would be doing that critical fraction after I pressed the button." So said Louis Klemantaski, widely regarded as the best ever exponent of the art of motorsport photography.

Aged 16, he came from China to England on the Trans-Siberian railway, but gave up a career in the City for his other passion: cars. He spent the 1930s

racing at Brooklands and taking pictures of racing cars and selling them to drivers.

After the war, his career really took off. But while he would take the portraits of stars such as Margot Fonteyn, he made his name following motor racing around Europe, with manufacturers paying big money for his pictures. He entered three Monte Carlo rallies and five Mille Miglias – twice with Peter Collins. In 1957 they were on course for victory, before a broken axle put paid to their chances.

Having retired in 1982, Louis and his wife moved to Combe Hay near Bath. He died on 24 June 2001, aged 89.

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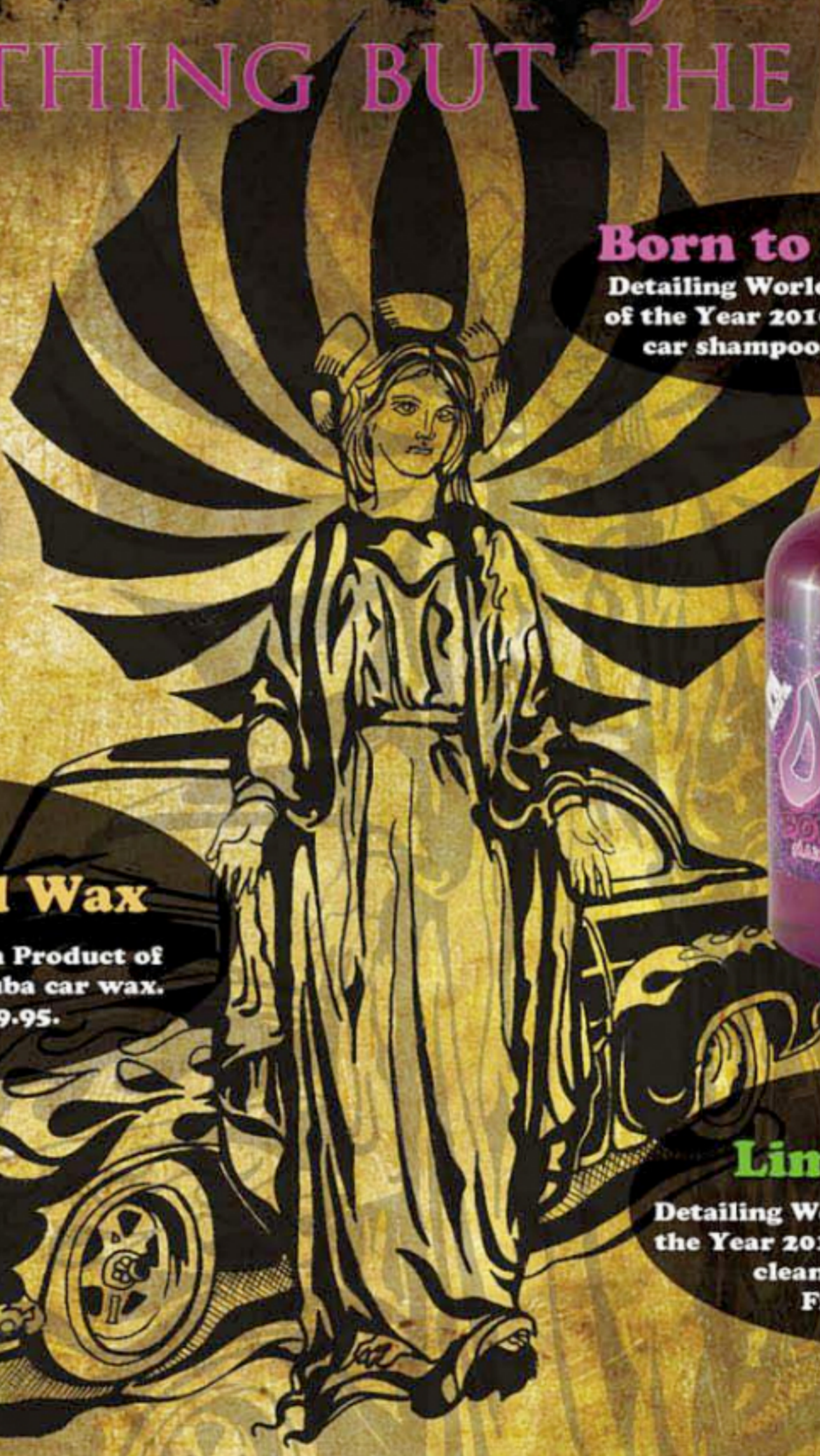


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It was Dan, a Dodo Juice forum member, who started signing off with 'the Juice, the whole Juice and nothing but the Juice'. I suppose for some, there really is no substitute. But who can blame him? We picked up 3 out of 4 Detailing World Awards in 2010. Hand made washes, polishes and waxes. From £7.95 to £119.95, available online.



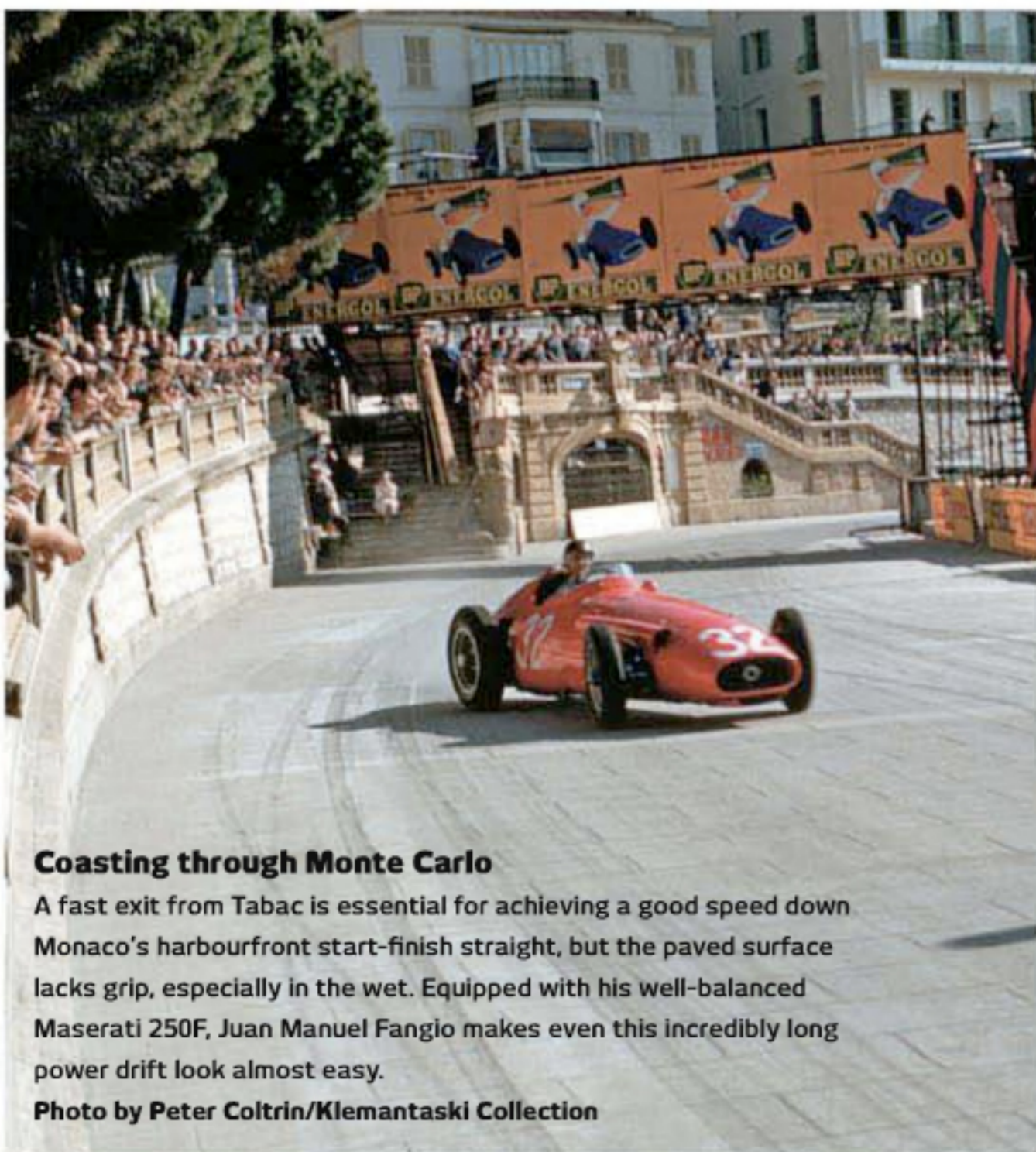
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Quite a change from the Nürburgring...

Running the 1959 German Grand Prix at AVUS does not meet with universal approval. "To hold the German Grand Prix on such a circuit when for years it has been held on the wonderful Nürburgring seems idiotic," writes *Motor Sport's* Denis Jenkinson. The cars reach 120 miles per hour on the steep brick banking before joining a straight section of autobahn, ending in a hairpin, then return to the banking via the other carriageway of the autobahn. It may not be as evocative as other German circuits, but its West Berlin location ensures a huge crowd.

Photo by Edward Eves/Klemantaski Collection



Coasting through Monte Carlo

A fast exit from Tabac is essential for achieving a good speed down Monaco's harbourfront start-finish straight, but the paved surface lacks grip, especially in the wet. Equipped with his well-balanced Maserati 250F, Juan Manuel Fangio makes even this incredibly long power drift look almost easy.

Photo by Peter Coltrin/Klemantaski Collection



Triumph meets tragedy

A surreal photo of a surreal scene: Phil Hill has just won the 1961 Italian Grand Prix for Ferrari, while gathering enough points to secure the world championship; but the look on his and Carlo Chiti's faces underline what a bleak victory this is: Hill's team-mate Wolfgang von Trips perished in a first lap accident that also killed 14 spectators.

Photo by Robert Daley/Klemantaski Collection



Real Racers by Stuart Codling is available to order in the UK from Grantham Book Services on 01476 541 080, priced £27.50



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Way back when

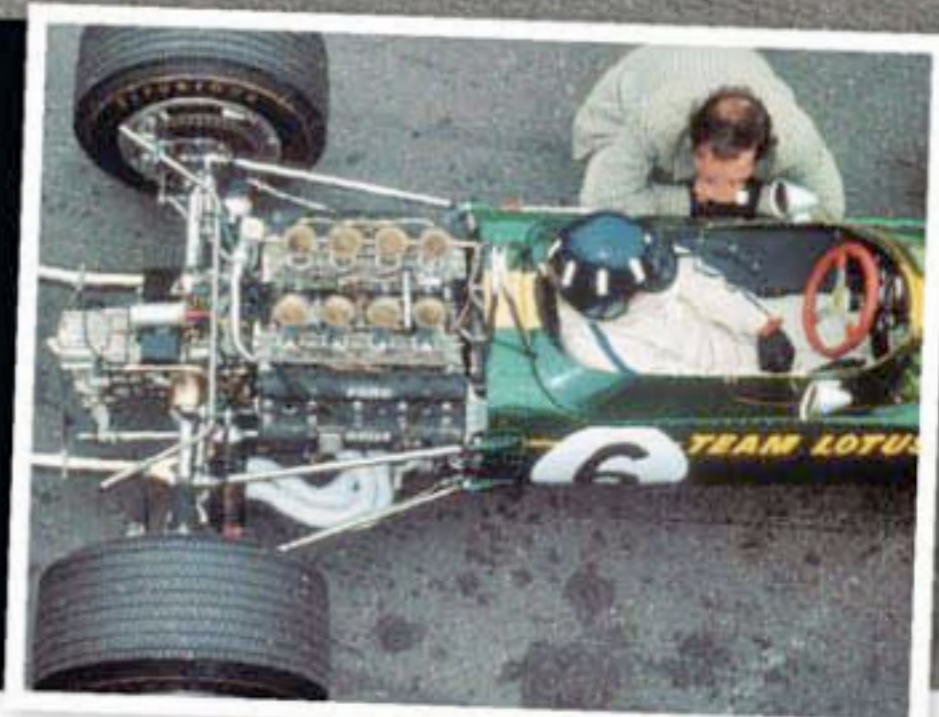
Famous Formula 1 occurrences from the month of June, many moons ago...



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Power to the masses

The most successful and iconic F1 engine in history, the Ford Cosworth DFV, made a dramatic debut in the Dutch GP at Zandvoort on 4 June 1967. When it was announced that F1's engine regs were changing for 1966, Lotus's Colin Chapman approached Keith Duckworth and his Cosworth company to produce a competitive three-litre engine. He had a long wait, but when the DFV was finally installed in the back of the new Lotus 49s of Jim Clark and Graham Hill in Holland, Clark won and the rest is history. The engine took 155 victories for various teams and won every race from 1969 to 1973.



THIS
MONTH
54
YEARS
AGO

If you can't beat 'em, join 'em

As Formula 1 couldn't or wouldn't take part in the Indianapolis 500, despite it being a round of the world championship, the Automobile Club of Italy decided to invite the Americans over to Europe to run a Race of Two Worlds on the recently rebuilt Monza oval. The event, on 23 June 1957, attracted 15 cars: ten from the US, two from F1 and three Jaguar sports cars. Run over three heats, it was won by American Jimmy Bryan. A second race was held in 1958: entrants included Juan Manuel Fangio and Stirling Moss and American Jim Rathmann took the victory.



THIS
MONTH
33
YEARS
AGO

For one race only: Brabham 'fan car' in Swedish surprise

Until the Swedish GP at Anderstorp on 17 June, the last to be held in Scandinavia, the 1978 F1 season had been dominated by Lotus. When Brabham turned up with two radically modified BT46s (inset), for John Watson and Niki Lauda, there were some very unhappy rival teams. Brabham argued the huge rear fan was for cooling the engines but their rivals insisted it was an illegal aerodynamic device. After a battle for the lead with Mario Andretti in the JPS Lotus, Lauda drove the BT46 to its controversial debut win. Subsequently withdrawn, the car never raced again.

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Vettel had the fastest pitstop again, but Webber took the fastest lap again



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It's a bumpy, old-school circuit, but the people and the city are great



RACE DEBRIEF by Pat Symonds

The Turkish Grand Prix

08.05.2011 / Istanbul Park

McLarens do battle ...Ferrari resurgence begins ...Vettel makes it three out of four



This year's tyres have brought about a different way of thinking. It has always been true that race strategy is much more organic than just deciding how many stops to make on Sunday and when to make them. In the strictest sense, strategic decisions are being made weeks before the race but detailed tactical situations need to be evaluated throughout the weekend to achieve the best outcome on Sunday. This has been demonstrated this year by tyre allocation throughout qualifying. With the importance of qualifying diminished, which in itself is one of the major successes of 2011, teams now have to balance what they feel they can achieve on Saturday afternoon by prolific tyre use with the far more important conclusion achieved on Sunday through saving tyres in qualifying and putting them to good use during the race.

While strategy needs to be dynamic, the worst call is to stop too early and then to make too few stops. Such an approach leaves some long stints later in the race where tyre performance drops off to the stage where being overtaken becomes a near certainty. This in turn leads to teams covering each other's strategies and cascading pitstops triggered by one driver stopping. In Turkey, an example of this was Webber stopping on lap 45. At the time, his hard tyres looked good but the previous three sets of soft tyres had started to drop off significantly after eight laps. He could not afford to have this happen again so, sensibly, stopped for fresh rubber. This forced Alonso to stop to cover him and then Vettel to respond with a further stop. If anyone had risked staying out, they may have seen the anticipated non-linear degradation costing places in the last few laps.

The grid took a reasonably predictable form although Rosberg surprised many with his third place, achieved with a single run in Q3. Tyre saving was the name of the game for those who made the final shoot out with Vettel, Webber and the two Mercedes drivers getting through on just three sets. All the others used their full allocation of soft tyres.

"Just as qualifying is less important this year, so too is the first lap"

Some things never change

In a race that broke records for the most pitstops ever and the most overtaking since '83, Vettel cruises from pole to win – again

The most telling moment of the Turkish Grand Prix weekend happened after the race. Lewis Hamilton, in the middle of a live interview, turned to one of McLaren's press officers and asked: "Did I stop five times or four?" It summed up the intensity of a race that produced more overtaking than had been seen in years and more than 80 pitstops in the course of just over 90 minutes.

The circuit itself is, of course, famous for the long high-speed Turn 8 – a corner that actually has four separate apexes that the driver needs to blend into one. The result is that he experiences a huge lateral force on his body and head brought about by the 4G cornering sustained for over three seconds. If that doesn't seem like very

much, consider that it is the equivalent of lying on your side and trying to lift your head with a 30kg weight attached to it and then doing that repeatedly!

Of course, it is not just the driver who has to work through this corner: the right front tyre experiences more stress through this corner than it does anywhere else in the season and, in general, it is the wear of the outer part of this tyre that will determine the number of pitstops. At a track like this, a four-stop race will either be determined by degradation of more than 0.3 seconds a lap, or wear on the tyre becoming such that it suddenly becomes extremely difficult to drive the car. Sunday in Turkey saw both factors affecting race performance and decisions.

Rosberg made a great start to follow Vettel on lap 1. Behind them, Hamilton sealed his fate with an overaggressive first lap that saw him drop down to sixth place. Rosberg's pace fell dramatically after just four laps as first Webber and then Alonso got past him. Alonso in particular had lost time but, in an inspiring turnaround for Ferrari, was able to match Webber's pace for much of the race. His second stop, on lap 23, was arguably a little late and he may well have jumped Webber if he had stopped earlier. He finally overtook Webber for second on lap 30 when both cars were on used soft tyres, but lost out in the final stint when his used hard tyres, a consequence of his qualifying tactics, were not a match for Webber's new ones and he had to concede position. Massa meanwhile was having a torrid time, spending most of his race fighting in traffic. When he emerged behind Petrov after his second stop, his afternoon was effectively over. In spite of this, the Ferrari pace was impressive and bodes well for the summer races.

In spite of a Ferrari resurgence, Red Bull are still proving to be a hard target to hit. Even a rare chassis-damaging accident by Vettel in the rain on Friday did little to slow their relentless march to victory and it says much for their domination that this was the case. The team handled Q3 well, limiting themselves to one run but doing it early enough that, had there been a problem, they had time for a second. In fact, there were no problems and both drivers were

The story of the race

▼ Vettel leads from the start, but Hamilton swiftly drops from fourth to sixth and is passed by Button

ISTANBUL



► Schumacher needs a new front wing after crashing into Petrov on the second lap



◀ Hamilton and Button swap places several times in the early stages of the race



◀ Rosberg on new tyres towards the end of the race makes up places to finish fifth



◀ Webber and Alonso do battle for second place



▼ And yet again, Sebastian Vettel is the winner



View from the paddock

A test of character

During a damp Friday practice, Sebastian Vettel offered his rivals a rare glimmer of hope. During the first three races of 2011 the German had barely put a foot wrong, but as he exited the multiple-apex Turn 8, he slid wide over the Astroturf run-off, lost control and clattered into the barriers.

The damage was enough for Vettel to miss FP2, a session where everyone else would gain crucial knowledge of the tyres on a now-dry track. Would Vettel be rattled by the setback? The answer came on Saturday in FP3 when he calmly worked his way to the top of the timesheets. Two hours later and he cruised to a dominant pole. Maybe last year it would have been a different story, but this year's Vettel, galvanised by world title success, oozes confidence and self-belief. "He's at the top of his game," said Mark Webber after Vettel had stormed to victory. It's hard to argue with that.

Jonathan Reynolds

FINISHING STRAIGHT

content to watch from the comfort of the garage as their rivals tried to catch them.

Mercedes endured a weekend of mixed fortunes. The low temperatures in Turkey were probably favouring their performance again but Rosberg was strong in qualifying. They need to find more race pace now as their qualifying deficit to Vettel of 0.6 per cent increased to nearly one per cent in a race where Vettel was probably not especially stretched. A brief resurgence by Rosberg around lap 34, however, proved that the speed could be there. Schumacher, meanwhile, seemed to be involved in more wheel-banging incidents than an insurance fraudster on a wet Saturday night.

McLaren, after the high of China, were brought down to earth with a bang. There is no doubt that they had the pace for a podium finish but the decision to keep Button on a three-stop strategy was clearly wrong. His late first stop put him well behind Hamilton and his long final stint on hard tyres also compromised him. Hamilton, on the other hand, was more a master of his own destiny and had he been patient enough to follow Webber in the first few corners, would have had every chance of gaining a podium position even though his pace in the



Lewis has a bad pitstop on lap 35: a wheel nut cross-threads and he is held on exit for an incoming Massa

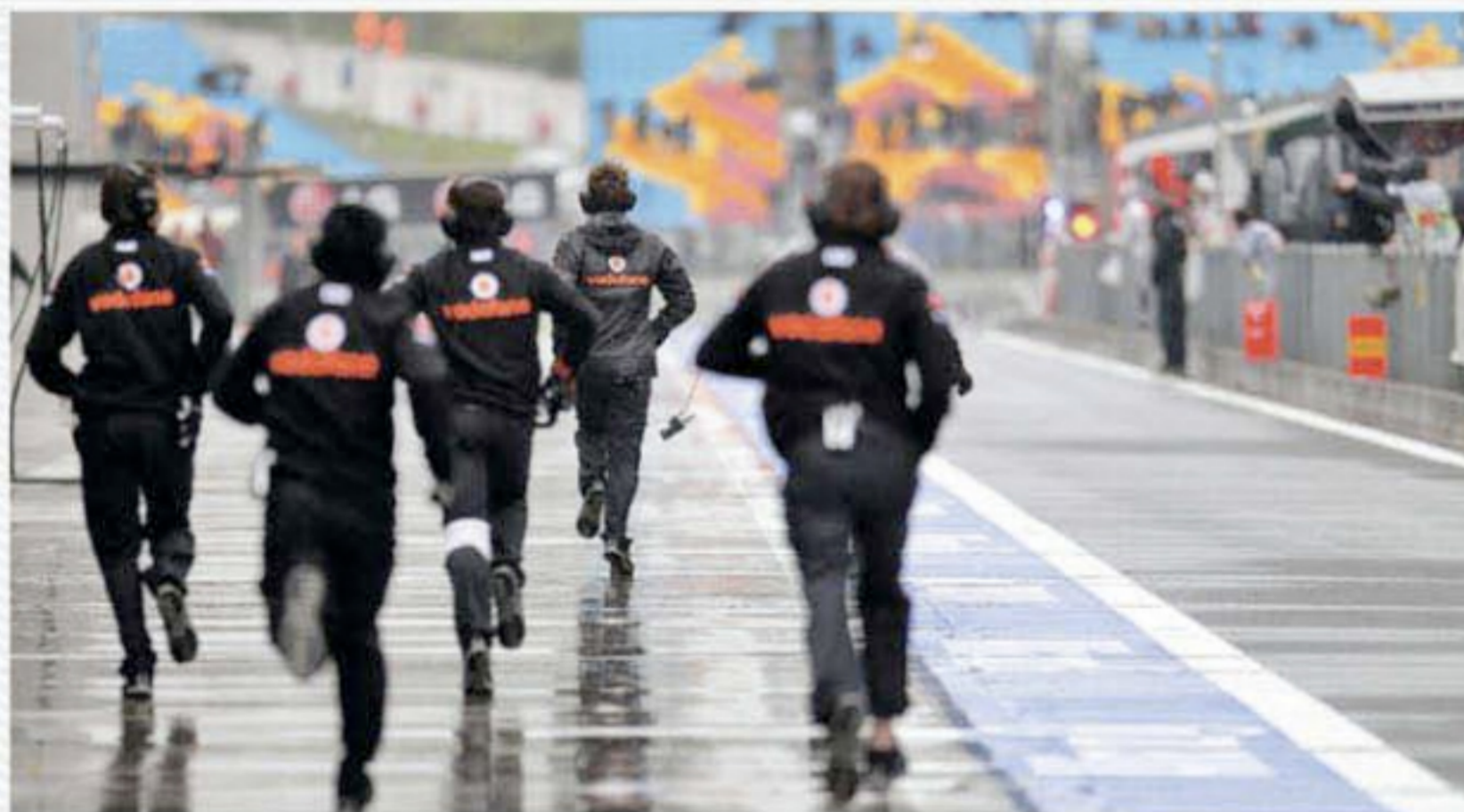
second stint was slightly disappointing. Just as qualifying is less important this year, so too the significance of the first lap has diminished.

Overall, the return from the Far East and the developments applied to the cars in the intervening time seem to have made some small differences in the pecking order and closed the gaps between teams. However, F1 racing 2011-

style is still as much about tyre usage and real-time strategy decisions as it is about the last few points of downforce. The result is great racing and even if the DRS zone was perhaps a bit too long in Turkey, so what? It is better this than no overtaking and the FIA, like the teams, needs to take the time to acquire knowledge of this new regime as well. 🚗

The GP you didn't see on TV

Taking you behind the scenes at Istanbul Park as the weekend unfolded



McLaren mechanics make a mad dash for their umbrellas before their hair goes all frizzy



Pirelli's temporary home for the weekend. Quite a bit bigger than most actual homes



Whatever Felipe Massa's drinking, it seems to be going straight to his legs



Vettel's car after his practice crash: if they need replacement bits, they can always ask Mark Webber



Pirelli tyres: the new stars of the show for 2011. And a spot of rain helped things along in practice

Turkish Grand Prix stats

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

THE GRID

	1. VETTEL RED BULL 1m25.049secs Q3
	2. WEBBER RED BULL 1m25.454secs Q3
	4. HAMILTON McLAREN 1m25.595secs Q3
	6. BUTTON McLAREN 1m25.982secs Q3
	8. SCHUMACHER MERCEDES 1m26.646secs Q3
	10. MASSA FERRARI NO TIME Q3
	12. SUTIL FORCE INDIA 1m27.027secs Q2
	14. MALDONADO WILLIAMS 1m27.236secs Q2
	16. BUEMI TORO ROSSO 1m27.255secs Q2
	18. KOVALAINEN LOTUS 1m28.780secs Q1
	20. LIUZZI HISPANIA 1m30.692secs Q1
	22. KARTHIKEYAN HISPANIA 1m31.564secs Q1
	24. KOBAYASHI** SAUBER NO TIME
	3. ROSBERG MERCEDES 1m25.574secs Q3
	5. ALONSO FERRARI 1m25.851secs Q3
	7. PETROV RENAULT 1m26.296secs Q3
	9. HEIDFELD MERCEDES 1m26.659secs Q3
	11. BARRICHELLO WILLIAMS 1m27.764secs Q2
	13. DI RESTA FORCE INDIA 1m27.145secs Q2
	15. PÉREZ SAUBER 1m27.244secs Q2
	17. ALGUERSUARI TORO ROSSO 1m27.572secs Q2
	19. TRULLI LOTUS 1m29.673secs Q1
	21. GLOCK VIRGIN 1m30.813secs Q1
	23. D'AMBROSIO* VIRGIN 1m30.445secs Q1

THE RACE



THE RESULTS (56 LAPS)

1st	Sebastian Vettel	Red Bull	1h30m17.558s
2nd	Mark Webber	Red Bull	+8.807s
3rd	Fernando Alonso	Ferrari	+10.075s
4th	Lewis Hamilton	McLaren	+40.232s
5th	Nico Rosberg	Mercedes	+47.539s
6th	Jenson Button	McLaren	+59.431s
7th	Nick Heidfeld	Renault	+60.857s
8th	Vitaly Petrov	Renault	+68.168s
9th	Sébastien Buemi	Toro Rosso	+69.394s
10th	Kamui Kobayashi	Sauber	+78.021s
11th	Felipe Massa	Ferrari	+79.823s
12th	Michael Schumacher	Mercedes	+85.444s
13th	Adrian Sutil	Force India	+1 lap
14th	Sergio Pérez	Sauber	+1 lap
15th	Rubens Barrichello	Williams	+1 lap
16th	Jaime Alguersuari	Toro Rosso	+1 lap
17th	Pastor Maldonado	Williams	+1 lap
18th	Jarno Trulli	Lotus	+1 lap
19th	Heikki Kovalainen	Lotus	+2 laps
20th	Jérôme D'Ambrosio	Virgin	+2 laps
21st	Narain Karthikeyan	Hispania	+3 laps
22nd	Vitantonio Liuzzi	Hispania	+5 laps

Retirements

Paul Di Resta	Force India	44 laps – wheel	
DNS	Timo Glock	Virgin	0 laps – gearbox

THROUGH SPEED TRAP



Fastest: Sergio Pérez, 198.62mph
Slowest: Narain Karthikeyan, 187.01mph

TYRE COMPOUNDS USED



CLIMATE

Sunshine 17°C

TRACK TEMP

35°C



FASTEST LAP

Mark Webber, lap 48, 1min 29.703secs



FASTEST PITSTOP

Sebastian Vettel, 20.112secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	93pts
2nd	Lewis Hamilton	McLaren	59pts
3rd	Mark Webber	Red Bull	55pts
4th	Jenson Button	McLaren	46pts
5th	Fernando Alonso	Ferrari	41pts
6th	Felipe Massa	Ferrari	24pts
7th	Nick Heidfeld	Renault	21pts
8th	Vitaly Petrov	Renault	21pts
9th	Nico Rosberg	Mercedes	20pts
10th	Kamui Kobayashi	Sauber	8pts
11th	Michael Schumacher	Mercedes	6pts
12th	Sébastien Buemi	Toro Rosso	6pts
13th	Adrian Sutil	Force India	2pts
14th	Paul Di Resta	Force India	2pts
15th	Jaime Alguersuari	Toro Rosso	0pts
16th	Rubens Barrichello	Williams	0pts
17th	Jarno Trulli	Lotus	0pts
18th	Sergio Pérez	Sauber	0pts
19th	Jérôme D'Ambrosio	Virgin	0pts
20th	Heikki Kovalainen	Lotus	0pts
21st	Timo Glock	Virgin	0pts
22nd	Pastor Maldonado	Williams	0pts
23rd	Narain Karthikeyan	Hispania	0pts
24th	Vitantonio Liuzzi	Hispania	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	148pts	9	Lotus	0pts
2	McLaren	105pts	10	Williams	0pts
3	Ferrari	65pts	11	Virgin	0pts
4	Renault	42pts	12	Hispania	0pts
5	Mercedes	26pts	 For comprehensive F1 statistics visit www.forix.com		
6	Sauber	8pts			
7	Toro Rosso	6pts			
8	Force India	4pts			

* Five place grid penalty for ignoring yellow flags.

** Allowed to start at stewards' discretion



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My month in F1

FRANK WILLIAMS

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BACK AT THE TRACK

Turkey was my first GP of the year and it was great to be back: my arrival at Istanbul Park reminded me what a long winter it's been. Whenever I go to a race, the team treat me like a packhorse. We had lots of upgrades for Turkey, so I had to carry the new car parts onto the plane. There wasn't much room in the cabin!

★★★★

LOOKING TO THE FUTURE

We had a poor start to 2011 but are confident about turning things around. The upgrades we took to Turkey helped and more performance is coming. Competitiveness depends on the parts you have in the pipeline. You must maintain impetus: if you stand still, you go backwards.

★★★★

ALL CHANGE

Anyone reading this magazine will know that we've made a few staffing changes in recent weeks. It was simple really: we weren't doing sufficiently well on the racetrack and that forced us all to take stock and to make some difficult decisions. Sam and Jon both decided that the buck stopped with them and, sadly, decided to resign accordingly. This is an obvious statement to make, but Williams don't do mediocrity. We want to be as good as anyone else in the pitlane.

★★★★

ALL THE BEST, SAM...

Sam Michael is a good friend; he's a lovely fella. He's been in the company for 11 years, which is a long time, and he's worked hard for us. I'll miss him both personally and professionally.

...AND WELCOME, MIKE

I've met Mike only once, so I can't tell you much about him. The fact that he was at McLaren for quite a number of years encourages me to believe he's a serious player, but we'll find out in due course. I wouldn't want to predict what impact he'll have on performance because I don't know him well enough, but the team need to get back to where we used to be and I hope Mike will be a step towards achieving that.

★★★★

IS F1 FOR SALE?

I haven't spoken to Bernie for a week or so, but you only need to read the press to know there's a lot going on politically in the sport. But that's normal – no business stands still. If you stand still, you're in decline and F1 shouldn't let that happen because it's a world-class sport. Whether the teams buy into the sport, or Bernie and the teams do it together, or another company gets involved, I don't know. And it's not certain that CVC will sell at the moment. Only time will tell.

★★★★

BANK OWNERSHIP VERSUS MEDIA OWNERSHIP

People have been asking if F1 would be better off owned by a bank or a media company, such as News Corp. It's not an easy question to answer. If a media company buy it, the sport could get less coverage from other media companies; if a bank buy it, we could suffer from a distinct lack of adventure in the way they sell the sport. It's six of one, half a dozen of the other.

★★★★

INTRODUCING THE C-X75

We're developing the C-X75 hybrid supercar in a joint venture with Jaguar. It will mix internal combustion power with electric motors, putting out only 99g/km of CO2 emissions. The cars will cost £700,000 and only 250 will be built – but we've had plenty of interest already!

★★★★

GET WELL SOON, GINNY

My wife Ginny is not well and we're all worried about her. But she's in the best of hands and we believe she'll more than turn the corner. She's a very strong woman: keep fighting, Ginny.

On my mind this month...

1 MAY	2 MAY	
5 MAY	6 MAY	"Turkey was my first GP of the year and it was great to be back"
11 MAY	12 MAY	
15 MAY	16 MAY	"Sam Michael is a good friend. I'll miss him personally and professionally"
17 MAY	18 MAY	
21 MAY	22 MAY	"Will Bernie and the teams buy into Formula 1 together?"
27 JUNE	28 JUNE	
		"We're developing the C-X75 hybrid supercar in a joint venture with Jaguar"



Following upgrades in Turkey, we're looking forward to improved performance

For more information on Williams and what they're up to, visit www.attwilliams.com

PHOTOS: CHARLES COATES/LAT; GLENN DUNBAR/LAT; SUTTON IMAGES; NICK DIMBLEBY/WILLIAMS F1

ALAN HENRY

Forty years and counting on the frontline of Formula 1

The Concorde Agreement negotiations begin...

In his days as FIA president, Max Mosley had a well-polished argument that he deployed against those who suggested that, if F1 were a fair and equitable society then it was only right that the competing teams should have a bigger and more significant stake in the sport's lavish commercial income stream – as well as a bigger voice in how the sport was run.

Max's rationale, as I recall, was that teams were like customers at a restaurant. They opted to compete in the FIA F1 world championship but, in doing so, it did not entitle them to think they owned it. The contrary view offered by the teams was that they were the ones who put on a show, making the 'restaurant' attractive to others and drawing in the punters – in this case the paying spectators and television viewers.

I was reminded of this standoff during the Turkish GP weekend. The teams flexed their muscles once again in an effort to prise a better deal out of CVC Capital Partners in their current role as the sport's commercial rights holder, ahead of discussions to decide the details of a new Concorde Agreement, which is currently under negotiation for 2013. At the same time, there was an expression of interest in taking over F1 from James Murdoch's News Corporation and Italian finance consortium EXOR, which is headed by John Elkann, chairman and chief executive of Fiat and Gianni Agnelli's grandson.

"Ferrari take on the role of head boy, standing up to Bernie as headmaster"

I was further intrigued by the view offered by BBC pundit and former F1 team boss Eddie Jordan to the effect that if CVC decide to take a profit on their investment at the end of 2012, then it is more likely that – when the time comes – the open cheque book will be flexed by some Middle Eastern investors rather than the planned consortium suggested by the Murdoch/EXOR alliance.

Bearing in mind the widely held pitlane view is that if Eddie sneezes it means Bernie has caught a cold, then I'm going with EJ on this one. Not that I can ever recall Bernie catching a cold, you understand. But you know what I'm getting at...



Ferrari's share of the F1 pot is greater than that of the other teams

Inevitably, when such matters are under debate, Ferrari take on the role of head boy in the F1 school, rather cheekily standing up to Bernie Ecclestone as headmaster, but never going too far for fear of being reminded just how much extra dosh the Prancing Horse have been paid under the current Concorde Agreement to keep them on side.

But when Ferrari state: "All we can do is repeat what has been said so often in the past; Ferrari stress the importance of ensuring the long-term stability and development of F1," you can't argue with them. Even if they are stating the obvious.

I was further intrigued by the view offered by

TODT BACKS A RETURN TO IN-SEASON TESTING

I think Jean Todt is right to ask the F1 teams to support a move by the FIA for a return to limited in-season testing from the start of 2012. In cost-saving terms it has been worth a handful of nickels and dimes, nothing more and most teams believe the cheapest way of developing an F1 car is by running it on a circuit. Supporting Todt's stance would also restore the popular, annual, pre-race F1 test at Silverstone. That was always a huge commercial success. And it gave those members of the public who couldn't afford a race ticket a chance to sniff the high-octane atmosphere.

A return to in-season testing will prove popular with fans



WHAT ON EARTH WAS MICHAEL DOING?

I'm not the first – and I won't be the last – to enquire what Michael Schumacher thought he was doing driving into Vitaly Petrov's Renault after the Russian completed an overtaking manoeuvre on the Mercedes driver in Turkey?

I really don't like to harp on about this, but we are four races into the second season of Michael's comeback and he is still making novice errors. It seems as if he just cannot help himself, and that's as sad for his fans as it must be frustrating for Michael himself.



Schuey in randomly-driving-into-someone-else shocker. Again.



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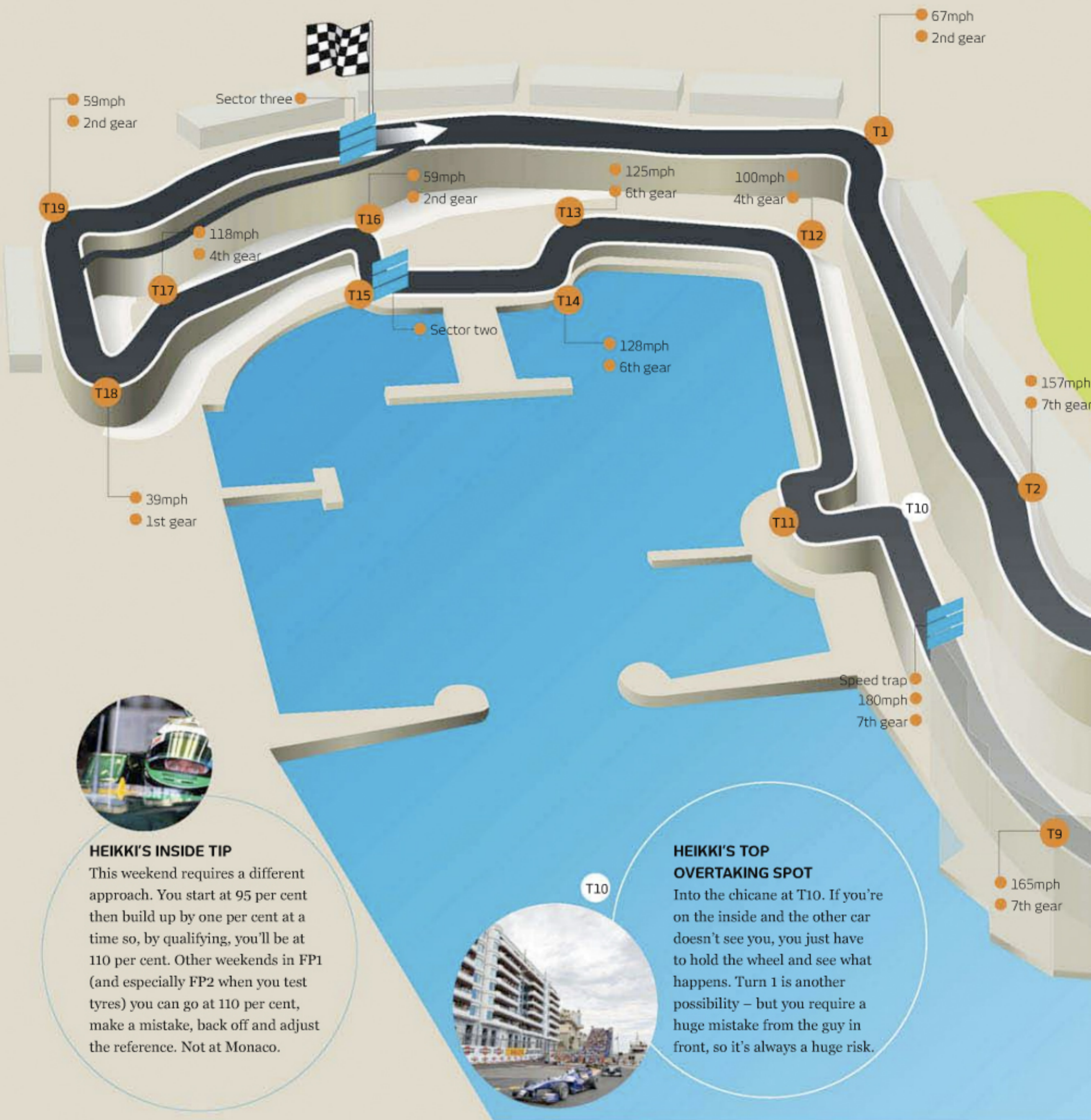
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The Monaco GP preview

by Heikki Kovalainen 29.05.2011 / Monte Carlo

Glitz and glamour aside, Monaco presents one of the toughest mental challenges of the year



HEIKKI'S INSIDE TIP

This weekend requires a different approach. You start at 95 per cent then build up by one per cent at a time so, by qualifying, you'll be at 110 per cent. Other weekends in FP1 (and especially FP2 when you test tyres) you can go at 110 per cent, make a mistake, back off and adjust the reference. Not at Monaco.



HEIKKI'S TOP OVERTAKING SPOT

Into the chicane at T10. If you're on the inside and the other car doesn't see you, you just have to hold the wheel and see what happens. Turn 1 is another possibility – but you require a huge mistake from the guy in front, so it's always a huge risk.

HEIKKI'S CIRCUIT HIGHLIGHT

The entry to Casino is a very tricky left-hander. You have to hit the apex at the right point: if you're too early or too late it screws the next corner. You can brake very late and go very deep at the top of the hill. You also need to be very confident.

T3



Forget the glamour: we're here to race

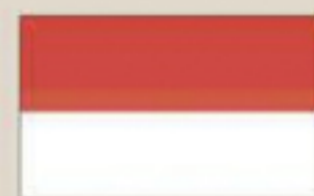
Monaco is one of the biggest challenges of the season. It's mentally the toughest because you have no time to rest, and this year, what with pressing all the buttons and changing the brake balance, it will be very busy.

I've always enjoyed Monaco and run well there. It's just a case of finding a good balance and pushing the braking points little by little. The circuit improves throughout the weekend, so every time you go out on track you can expect a little more grip. You need to be able to push and anticipate the conditions, and if you're not on the money you lose out immediately.

"The circuit improves through the weekend, so every time you go on track you can expect more grip"

Qualifying is 90 per cent of the game here; strategy is the other ten per cent.

I like the glamour and think it's cool for one weekend – but not for every weekend. I enjoy the atmosphere and the surroundings mean in the evenings you can go to a restaurant that's on one of the corners, take a stroll or visit the boats if you have friends there. But you have to make sure it doesn't distract from the main focus of why you are there, which is to push the car to the limit. You can enjoy the glamour but make sure you don't get sidetracked.



All you need to know

CIRCUIT STATS

Round 6/19

Track length: 2.075 miles

Race length: 161.879 miles

Laps: 78

Direction: Clockwise

F1 debut: 1950

Lap record: 1min 14.439secs
Michael Schumacher (2004)

Last five winners:
2010 Mark Webber
2009 Jenson Button
2008 Lewis Hamilton
2007 Fernando Alonso
2006 Fernando Alonso

Tyre allocation

Prime: Soft

Option: Supersoft

TV SCHEDULE

Timetable (UK time)

Thu 26 May

Practice 1: 09:00 - 10:30

Practice 2: 13:00 - 14:30

Sat 28 May

Practice 3: 10:00 - 11:00

Qualifying: 13:00

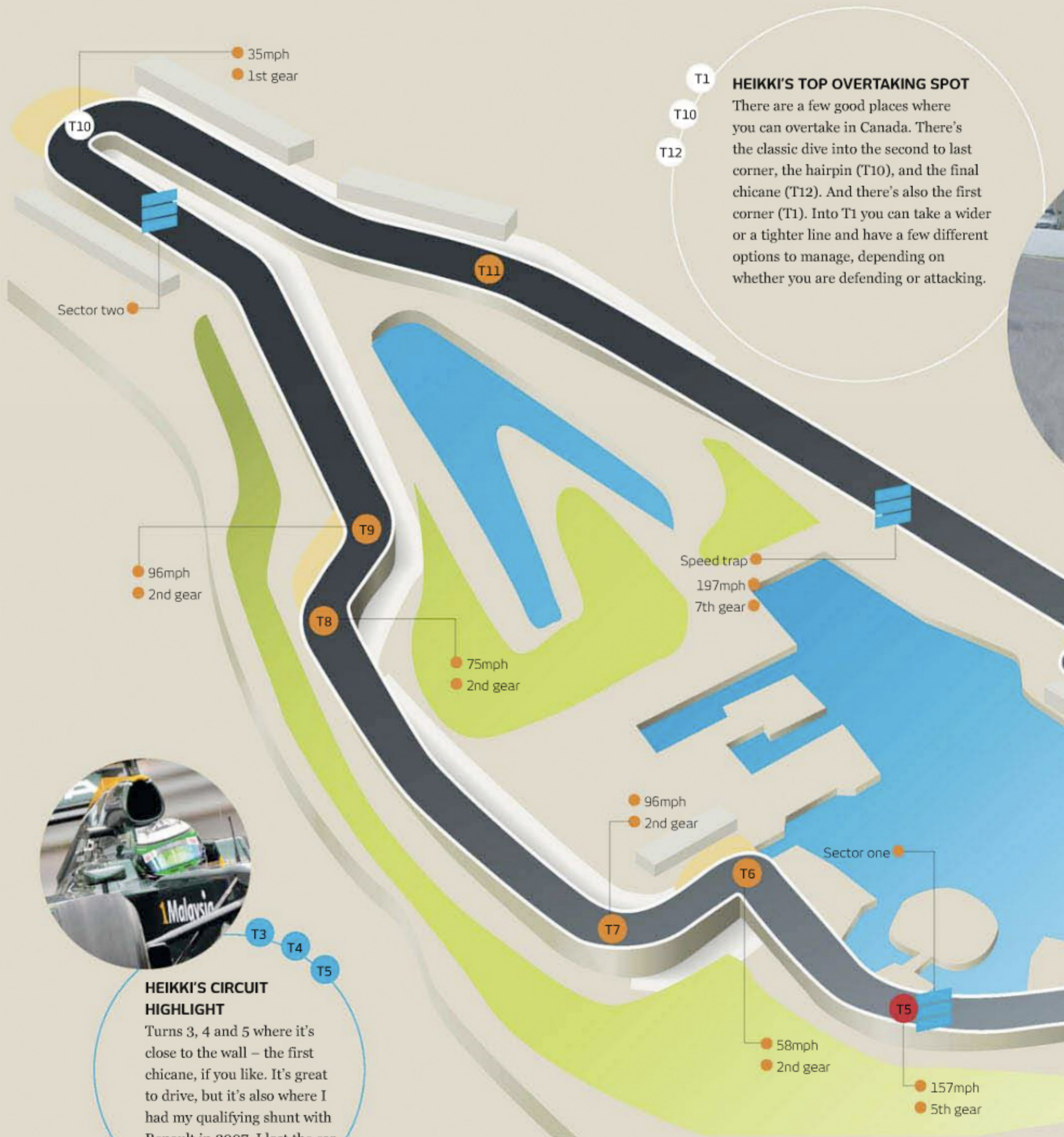
Sun 29 May

Race: 13:00

The Canadian GP preview

by Heikki Kovalainen 12.06.2011 / Montreal

An old school circuit that's tough on brakes and tyres. Watch out for the bumps...



T1 HEIKKI'S TOP OVERTAKING SPOT
 There are a few good places where you can overtake in Canada. There's the classic dive into the second to last corner, the hairpin (T10), and the final chicane (T12). And there's also the first corner (T1). Into T1 you can take a wider or a tighter line and have a few different options to manage, depending on whether you are defending or attacking.



T3 T4 T5 HEIKKI'S CIRCUIT HIGHLIGHT
 Turns 3, 4 and 5 where it's close to the wall – the first chicane, if you like. It's great to drive, but it's also where I had my qualifying shunt with Renault in 2007. I lost the car on the exit and hit the wall.

T3
T4 **HEIKKI'S INSIDE TIP**
T5 If you don't get close to the wall through Turns 3, 4 and 5, you might as well go home. You've got to get very close and sometimes kiss the wall – but you don't want to be touching it and lifting. You want to be on full gas and getting close to it.



Brace yourself for the unpredictable

I think Montreal is an excellent track. It has a great atmosphere and surroundings and it's fantastic to have it on the calendar. Everybody always enjoys going there: the people are so friendly and it's like the whole city enters the carnival spirit.

"The grip level to start off with is very poor because people have been driving their road cars on it all year"

The race itself can throw anything at you. In my year at Renault in 2007 I started last on the grid and finished fourth. Then last year I was running sixth with Lotus at one point, with loads of people behind me because of the tyre strategy. The circuit's quite hard on tyres and brakes. It's tricky because you are running low downforce due to the long straights, but then you have really bumpy areas and big curves through the chicanes, so it's hard to get the car balanced.

The grip level to start off with is very poor because people have been driving their road cars on it all year and there's a lot of dust. Once we've run a couple of sessions the dust goes away but then the surface is quite rough. It's very abrasive for the tyres and very difficult to leave rubber on the Tarmac as it doesn't seem to stick. So the cars slide a lot and because of the low downforce we don't have the load on the car. It's another circuit where I feel quite competitive and I'm looking forward to it.



All you need to know

- CIRCUIT STATS**
 Round 7/19
Track length: 2.709 miles
Race length: 189.685 miles
Laps: 70
Direction: Clockwise
F1 debut: 1978
Lap record: 1min 13.622secs
 Rubens Barrichello (2004)
Last five winners:
 2010 Lewis Hamilton
 2008 Robert Kubica
 2007 Lewis Hamilton
 2006 Fernando Alonso
 2005 Kimi Räikkönen

Tyre allocation
 Prime: Soft
 Option: Supersoft

Timetable (UK time)
Fri 10 June
 Practice 1: 15:00 - 16:30
 Practice 2: 19:00 - 20:30
Sat 11 June
 Practice 3: 15:00 - 16:00
 Qualifying: 18:00
Sun 12 June
 Race: 18:00



ILLUSTRATION: ALAN ELDREDGE. PHOTOS: GLENN DUNBAR/LAT; CHARLES COATES/LAT; MARK THOMPSON/GETTY IMAGES



Inside the mind of... **JÉRÔME D'AMBROSIO**

The pen-and-paper-based Q&A that you can win

Full name: **D'AMBROSIO JEROME** Nickname: **CUSTARD**

Occupation: **DRIVER AT MARUSSIA VIRGIN RACING.**

Describe yourself in three words: **DRIVEN** **FUN** **GROUND**

Who is your favourite F1 driver in history and why? **AYRTON SENNA.**

Does it need explaining?! **simply a LEGEND!!!**

What's your favourite corner in F1? **EAU ROUGE** Who's your best mate in F1? **MY PHYSIO!**

What's the best grand prix you've ever seen? **Dijon** Who do you owe your success to? **GRAVITY.**

What was your best overtaking manoeuvre? **GP2 ASIA - BAHRAIN 2009**

ON MORTARA FOR SECOND PLACE.

If F1 could introduce one new rule, what would it be? **EVERY ONE SHOULD HAVE A BEARD (U)**

What would you be if you weren't an F1 driver? **AIRPLANE PILOT.**

What's the best piece of advice you've ever had in F1? **KEEP YOUR FEET ON THE**

GROUND !!!

What's your career highlight so far? **SIGNING FOR MARUSSIA VIRGIN RACING.**

What car do you drive? **RENAULT.**

What was the last thing Bernie Ecclestone said to you? **HAVE NOT MET HIM YET.**

Who's the sport's toughest competitor (apart from you)?

ALONSO

What are the three key elements to a perfect lap?

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[^]Specifications may vary by model. *Lower CO₂ emissions based on the improvements made to the new SEAT Alhambra when compared to previous model. [†]Requires driver control. Model shown Alhambra SE Lux 2.0 TDI CR Ecomotive 140PS at £29,180 RRP with bi-xenon headlights (£805 RRP) and custom palette paint (£635 RRP).

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