



Plus

THE JAMES HUNT I KNEW WELL
Alan Henry's personal tribute

"INDIA WILL BE CHAOTIC"
Chandhok on 2011's new race

"VETTEL COULD RULE FOR YEARS"
Read Nigel Mansell's ominous verdict inside

His **ONLY** interview

KIMI

THE ICEMAN COMETH BACK!

"F1 title win is my best memory"

"I have lots of options to return"

Also revealed

- The teams Kimi's spoken to
- His four-month fitness race

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40 It's been an impressive debut year for the likeable young Mexican racer, Sergio Pérez

RESULTS GINETTA CHALLENGE

POS	DRIVER - G40	PTS
1	DAVIES, Mark	392
2	HUYTON, Sean	338
3	RICHARDS, Clive	300
4	RATCLIFFE, Ryan	287
5	ROBINSON, Mike	283
6	JOHNSON, Graham	205
7	SYKES, Richard	184
8	CALVET, Thiago	179
9	MOWLE, Lee	158
10	SAUNDERS, John	113
11	BEGLEY, Kevin	110
12	LATIMER, Paul	103
13	PARFITT, Rick	103
14	DELARGY, Neil	86
15	BRYANT, Rory	85
16	BURNS, William	76
17	STEADMAN, Michael	68
18	KNOX, David	45
19	ROBINSON, Tony	37
20	ANDERSON, Ben	37
21	LONG, Andrew	35
22	MOULDEN, Lee	34
23	O'MALLEY, JJ	34
24	GORMLEY, Pat	33
25	LINN, Stewart	28
26	BARKER, David	26
27	HOUSE, Phil	18
28	NEEDELL, Tiff	18
29	KEARNEY, Vance	17
30	BARRELL, Luke	14
31	PARROTT, Vicky	7
32	CLARK, Kieren	5

RESULTS GINETTA CHALLENGE

POS	DRIVER - G20	PTS
1	PEARSON, Stuart	398
2	SIMMS, Gary	377
3	FLOWERS, Matt	318
4	PETITT, Dominic	283
5	MALLET, Tom	205
6	BOOTH, Harvey	184
7	SOUTHGATE, Richard	184
8	MCILVAR, Craig	163
9	MURPHY, Brian	148
10	OWEN, James	132
11	DAVENPORT, Luke	102
12	WHALE, Harry	58
13	GREENWOOD, Jonny	55
14	MORGAN, Paul	46
15	ALEXANDER, Tudor	42
16	GREILING, Fredrick	37
17	MITCHELL, Gavin	23
18	PERRY, Tom	23
19	MORGAN, Mick	22
20	HARKINS, Ellis	19
21	MORGAN, John	11

RESULTS GINETTA JUNIOR

POS	DRIVER	PTS
1	MORRIS, Seb	562
2	ROBERTSON, Charlie	437
3	GAMBLE, George	384
4	MURRAY, Niall	356
5	FOSTER, William	319
6	COATES, Max	309
7	FIELDING, Sennan	285
8	HOWARD, Tom	248
9	BAILEY, Brad	239
10	GIDDINGS, Jake	227
11	COLLINS, Myles	208
12	MOORE, Struan	195
13	JONES, Declan	172
14	MCCLUGHAN, Patrick	159
15	CHADWICK, Oliver	144
16	DAY, Mikey	109
17	MORRIS, Eric	61
18	PALMER, William	46
19	WATSON, Andrew	28
20	RATCLIFFE, Finlay	22
21	DORAN, Christie	8

RESULTS GINETTA SUPERCUP

POS	DRIVER - G55	PTS
1	MORGAN, Adam	694
2	BREEZE, Carl	689
3	SHARP, Tom	683
4	FREKE, Nathan	638
5	WHITE, Colin	443
6	MURRELLS, George	411
7	JAMES, Alistair	202
8	HETHERINGTON, Freddie	164
9	RITTER, Joachim	124
10	PATTISON, Lee	120
11	BROAD, Phil	106
12	HODGETTS, Stefan	91
13	WALKINSHAW, Fergus	75
14	STEWART, Mark	71
15	FRANCHITTI, Marino	64
16	BARDWELL, Clint	54
17	WATTS, Patrick	50
18	HARVEY, Tim	35
19	SKINNER, Jordan	32
20	MCDONALD, David	26
21	ORTON, Jamie	11

RESULTS GINETTA SUPERCUP

POS	DRIVER - G50	PTS
1	INGRAM, Tom	664
2	WILLIAMSON, Aaron	605
3	FANNIN, Jody	590
4	HILL, Jake	585
5	RICHARDSON, Andrew	452
6	GAFFNEY, Robert	266
7	RICHARDSON, Louise	262
8	FINN, Connaire	196
9	PATTISON, Lee	130
10	DOYLE, Micheal	108
11	JOHNSTONE, Mark	62
12	DAVIES, Mark	48
13	THOMAS, Martin	36
14	DUCKMAN, Gary	34
15	KEATS, Trevor	32
16	RATTENBURY, Jake	20
17	FIELDING, Josh	18
18	MCCLUGHAN, Paul	14

SEASON FINALE AT SILVERSTONE

TO FIND OUT MORE ABOUT GINETTA 2012 CHAMPIONSHIPS CONTACT MAX GREGORY:

Silverstone, 'the home of British motor sport' was also home to all three Ginetta championship finals this year with new teams, new drivers, new formats and new cars combining to make the 2011 season more exciting than ever, providing fantastic close racing at every stage.

The Ginetta Junior Championship saw a season of close racing from the G40 racers, many of whom had progressed from karts and were only in their first season of car racing. The final race of the year was one of the best, won by Niall Murray by just 0.096s.

The Ginetta G40 Challenge saw the introduction of a two-class structure which provided huge grids throughout the season, peaking at Silverstone where there were 35 cars going for glory.

Similarly, the GT Supercup utilised a two-tier championship structure for 2011 with the introduction of the Ginetta G55. The new car created brilliant racing throughout the grid and the closest title fight the championship has ever seen.

"I'd like to congratulate our 2011 champions, who have performed superbly this season.

15 year old Ginetta Junior Champion Seb Morris - with an impressive 16 podiums out of 20. G50 Cup Champion Tom Ingram - last year's Ginetta Junior Champion and BRDC 'Rising Star'. Stuart Pearson and Mark Davies - Ginetta Challenge Champions, and Ginetta GT Supercup Champion, Adam Morgan, who, in only his 3rd season of sports cars and his debut season running his own team, has gone on to win a vital career prize of a funded season in the 2012 British Touring Car Championship.

Morgan has the talent and correct attitude to succeed in the BTCC. The Ginetta GT ladder teaches drivers important lessons, not only in driving ability but professionalism and attitude. Being part of a high profile championship like the GT Supercup, featuring a new endurance-style pit stop format, prepares young drivers for the tough demands of GT racing seen all over the world. Demands they will need to harness and learn from as they progress their career.

My vision is to provide a platform to introduce people to motor racing and bring a continuing flow of fresh talent into the sport. I believe the drivers we currently see in the Ginetta Championships will be seen on the World stage at Le Mans within the next few years. This is an experience I am all too familiar with and drivers need to be prepared to handle the highs and lows associated with the pressured world of international motorsport. Ginetta; with a seamless series of cars, high profile championships with full factory support and a protected, nurturing environment is the perfect platform for the stars of tomorrow to flourish.

I am extremely proud of all of the teams and drivers who have made our 2011 championships unforgettable and I look forward to next season."

Lawrence Tomlinson - Ginetta Chairman.



MORGAN WINS HUGE PRIZE: FUNDED BTCC 2012 SEASON



Parade

Singapore fling Kamui Kobayashi launches his Sauber high into the air after hitting the kerbs at Singapore's notorious Turn 10 chicane during Friday practice. This time he gets away with it, but during Q2 qualifying he wouldn't be so lucky, careering straight into the concrete wall. Result: 17th on the grid

Where Marina Bay, Singapore **When** 9.18pm, Friday 23 September

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D MkIV, 300mm lens, 1/800th at F3.2





Sauber

am

Claro

TEQUILA

Claro

Claro

X





Parade

Put your hands in the air Sebastian Vettel climbs atop his Red Bull RB7 after entering Parc Fermé, following his third place in the Japanese Grand Prix. Here, the 24-year-old proudly savours the adulation as he becomes the sport's youngest ever back-to-back world champion

Where Suzuka, Japan **When** 4.39pm, Sunday 9 October

Photographer Steven Tee/LAT

Details Canon EOS-1D Mk IV, 50mm lens 1/320th at F4.5







Parade

Back to his best It's been a tough year for Lewis Hamilton, his mounting frustration leading to numerous on-track misdemeanours. But in Korea, in determined mood, he returned to form as he hustled his McLaren in qualifying to record the first non-Red Bull pole position of the season

Where Yeongam, Korea **When** 1.54pm, Saturday 15 October

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 200mm lens 1/10th at F32



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STOP AND GO / Hans Seeberg / 11.2011

If Kimi comes back, isn't that something to celebrate?



"If I owned a team and Kimi Räikkönen was available, I wouldn't take him on," wrote Jacques

Villeneuve in his *F1 Racing* column back in March. "Why would a team want to take on someone who wasn't interested in being there?"

He may well want to ask his former boss and fellow columnist Frank Williams. It's a fact that Kimi's been to Grove and, as we were working on this month's cover feature, the word was that Kimi had already discussed the thorny issue of PR days with them – and apparently agreed to do more than he had for any other team. Kimi's mood seems to have shifted: he's always had the air of someone who'd only come back with a top team yet now he's seemingly open to offers from the lower midfield.

Ultimately, most fans would love to have Kimi back. But Villeneuve's view – which is shared by others – is that Räikkönen's behaviour was not heroically anti-establishment but disrespectful to fans. Really? When a driver gets out of the car and thanks his sponsors before the people who've paid their hard-earned cash to come and watch, isn't that sort of depressingly corporate behaviour just as disrespectful? If a gifted racing driver who's fond of the odd choc ice and dressing up as a gorilla while jet-skiing wants to come back, surely we should roll out the red carpet and relish seeing whether he's still got it on the track. F1 doesn't need any more robots, but colourful ex-world champions are in short supply.

A nervous smile from news editor Jonny, as he turns radio producer for the day in the 5 Live commentary box (p56)



Mexico's fastest export, Sergio Pérez, works his way through a frankly enormous stack of your questions. Read his answers on page 40...



Maurice Hamilton sits down with a bottle of wine and Mike Gascoyne. Find out what they talked about on page 84. This could be a lengthy session...



Special thanks to Nicola Armstrong, Matt Bishop, Matteo Bonclani, Hanspeter Brack, Annie Bradshaw, Luca Colajanni, Steve Cooper, Aurelie Donzelot, Sophie Eden, Silvia Hoffer Frangipane, Sandrine Gomez, Heike Hientzsch, Will Hings, Sabine Kehm, Pasquale Lattunendu, Bradley Lord, Ben Nichols, Tracy Novak, Anthony Peacock, Ian Phillips, Clare Robertson, Britta Roeske, Stephane Samson, Wolfgang Schattling, Alexandra Schieren, Maria Serrat, Eric Silberman, Andy Stobart, Lynden Swainston, Jason Swales, Katie Tweedle, Fabiana Valenti, Tom Webb, Claire Williams, Oliver Kraus, Vicky Maclaren, Pauline Stokoe and the visa and passport professionals at CIBT. As well as Teddington Sports Centre for their excellent badminton facilities
No thanks to: Matt James, who has significantly reduced the amount of quizzes he sets

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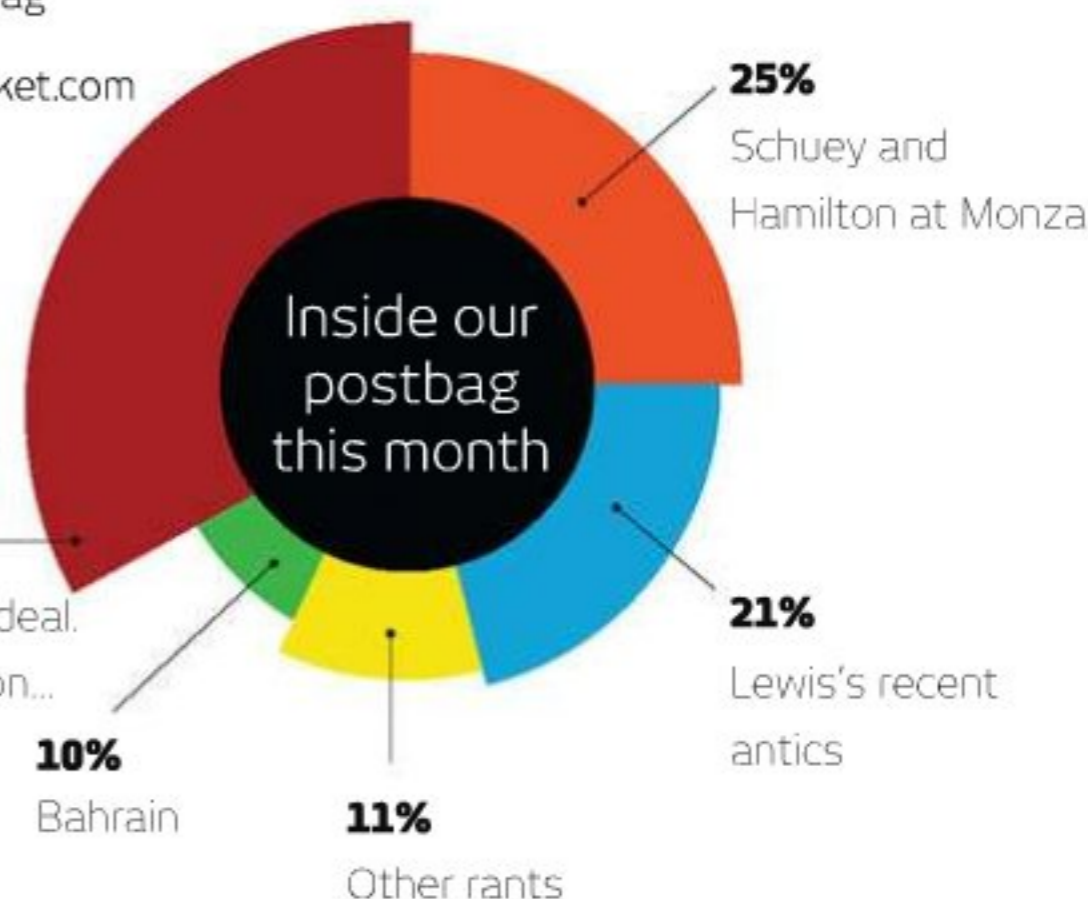
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STAR LETTER



Shouldn't F1 encourage exciting racing?

Contrary to Derek Daly's comments after the Italian GP, I, along with many others, do not agree that Michael Schumacher should have been penalised for his sensational drive in Monza. For over half the race the camera was fixed on the battle between him and Hamilton.

I am no Jackie Stewart, but for as long as I can remember, it has been acceptable to move once to defend your position and then back to the racing line to take the corner. Schumacher, approaching the first Lesmo Curve, did just that. Surely, this sort of racing adds spectacle to a race that in recent years, due to harsh and often unnecessary penalties has seen a more sterile and boring driving style creep in? Schumacher, in robustly defending his position brought back some much-needed excitement to F1.

For me, as a spectator watching from the Variante della Roggia chicane, the unusual but fitting expectancy of the *tifosi* that on every lap their one-time saviour would be ahead of the McLaren was palpable as the cars screamed into view at almost 200mph. And to everyone's delight, for 27 laps, he was. He may not have the ultimate qualifying lap time in him any more, but Michael is recapturing his former race class slowly but surely.

The stewards must re-evaluate how they administer the sport because if they penalise this type of driving, F1 will become a monotonous procession. I shudder to think how it will be when the 1.6 V6 engines are introduced.

William Norton

London, UK



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Why the mystery?

During Martin Brundle's TV grid walks, it always makes me laugh to see the Red Bull mechanics stood around the back of Sebastian Vettel's car. Why? There can't be anyone who doesn't know what the back of his car looks like!

Adrian Townsend

Nottinghamshire, UK

It's time to make a stand

Following the imprisonment of 20 doctors and nurses in Bahrain, the time has surely come for F1 to refuse to race there? The fact that people can be imprisoned for up to 15 years for helping injured human beings is a human rights violation of the most saddening kind.

The continuing association of F1 with the current corrupt regime is a disgrace. Surely there comes a time when we must stand up and say this is no longer acceptable? Bernie and the FIA could refocus the world's attention on these deplorable events, so wouldn't it be wonderful if they acted for the greater good? Failing this, I implore people to boycott any televised part of the Bahrain GP next year – it's normally a crap race anyway.

Dr Oliver Hambidge

Sydney, Australia

F1 needs to learn to listen

I'm amazed at how Bernie and F1 keep their distance from the fans. There's talk of how F1 must communicate with the fans and embrace modern media, yet content is not allowed on YouTube, there is little Twitter activity and what you get is mostly sanitised nonsense.

Meanwhile over in IndyCar you have CEO Randy Bernard, a recent newcomer to motorsport, active on Twitter. Already he's invited fans to put their questions to him and the drivers – I've emailed him and received a personal response.

What does F1 have? A fan forum, accessible by a limited few and hosted by FOTA, which has little power against Bernie. Now the drivers' title is already wrapped up, there's little incentive to waste our Sundays watching the remaining Vettel-dominated snoozefests.

Message to Mr Ecclestone and F1: I suggest you don't stand still too long because in this game it's the same as going backwards.

David Herron

Tyne & Wear, UK

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OPINION



Mansell: Vettel could dominate for years

That's the view of the 1992 world champion, who knows a thing or two about domination and the merits of a certain Mr Newey...

25



DOES THIS HELMET LOOK FAMILIAR?

It's one of several variations worn by Sebastian Vettel this season. We talk to the man behind the world champion's ever-changing style

28



THE ULTIMATE GAMING STEERING WHEEL

It looks identical to Fernando Alonso's Ferrari steering wheel but connects to a PS3. Read about the gadget that will have you glued to your sofa

Nigel Mansell has issued a chilling warning to the rest of the grid by predicting that Sebastian Vettel and Red Bull could rule Formula 1 for years: "I promise you that if Christian Horner, Adrian Newey and Sebastian Vettel stay together, then it's another dream team that can do what Ferrari did when Michael Schumacher, Jean Todt and Ross Brawn were all together at Ferrari," he told *F1 Racing*.

Mansell, who won in 1992 in a similarly dominant fashion, also hit back at claims that the strength of the RB7 detracts from Vettel's victory. "No one wins the championship, or even comes second, driving for a bad team with a bad car. What I look for is how



Two down, but still three more to go if Vettel wants to match Schuey's record

well they've won the championship. Last year you could argue Seb didn't win it in a great way – but what a great world champion he was," said Mansell.

"This year he can answer the people who questioned him because, in my opinion, he's defended his title in a far better way than he won it. At certain times in certain races, Seb hasn't had the best car. But on those few occasions he's maximised the potential of the car – he's come second, he's come third, he's finished races when he could have thrown himself off the road. He's such a mature and talented driver. He's one of the best double world champions Formula 1 has ever seen."

But is Mansell right? Do Vettel and Red Bull have what it takes to emulate Schumacher and Ferrari's dominant five-year period from 2000-2004? Well the ingredients are certainly in place. Vettel has signed a deal that will keep

him at Red Bull until the end of 2014 – that's a further three years in which he could win three more titles with the team and equal Schuey's record.

Newey – who designed Mansell's title-winning Williams FW14B – has also signed a new contract, believed also to be three years, while 50 other senior RBR personnel have also agreed extensions. With these signings and the regulations (which Newey has interpreted better than anyone else) staying relatively stable until 2014, it's fair to say that Vettel, brimming with the confidence of two successive titles, has a better chance than anyone of emulating Schumacher's golden era.

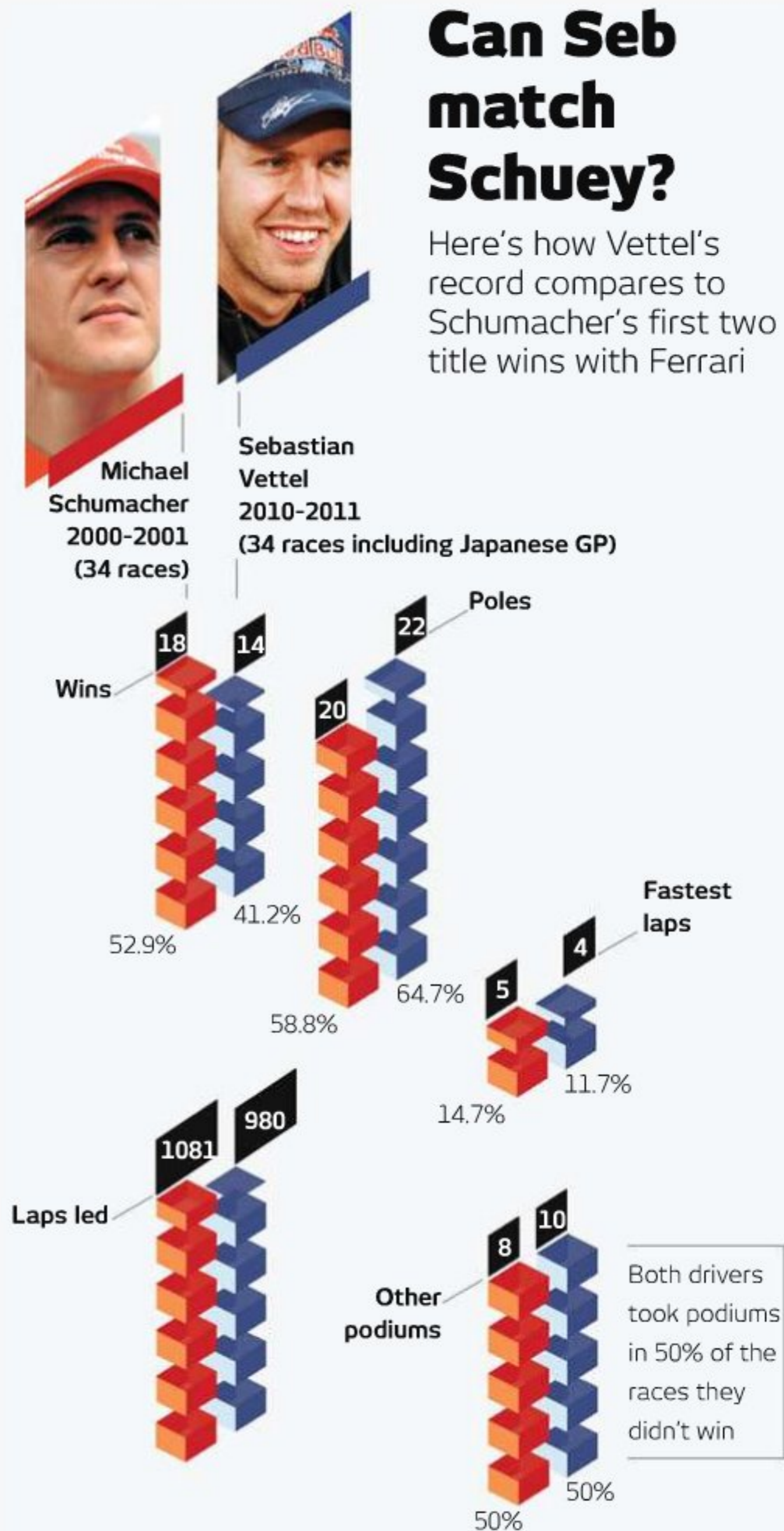
But there's no doubt that the opposition will be even more desperate to stop Vettel and Red Bull waltzing to title number three. Fernando Alonso will start his third season with Ferrari in 2012 and nothing less than a genuine title push will do. The Scuderia have promised a more aggressive approach in their car design: "It's come about as the result of the analysis of the defeats we've suffered over the past few years," explained chief designer Nikolas Tombazis. "We realised we had been too conservative and had closed our minds to some strands of development. So for next year's car, we have sanctioned a much more aggressive approach on the aero front."

Having missed out on the driver's title for the past three years, McLaren will be pushing hard and their recent pace suggests they're moving in the right direction. Mercedes, too, could hinder Vettel's efforts. They've taken on former Ferrari technical director Aldo Costa and former Williams, Red Bull and HRT man Geoff Willis to create their own technical dream team with Ross Brawn and Bob Bell.

And let's not forget Mark Webber. Soundly beaten by his Red Bull team-mate this year, he's promised to be stronger next season. If he wants to stop Vettel, he'll have to be.

Can Seb match Schuey?

Here's how Vettel's record compares to Schumacher's first two title wins with Ferrari



What Michael did next 2002-2004

Vettel will need to emulate these numbers to match Schuey

World championships	Wins 30 (58.8%)	Poles 20 (39.2%)
3	Laps led 1544 (48.8%)	Fastest laps 22 (43.1%)
		Other podiums 10 (47.6%)

NEWS

F1 shows its heart

Local driver Kobayashi leads efforts to help earthquake victims at the Japanese GP



Signed photos and Bernie hand puppets: all part of the charity efforts

The stars of MotoGP and IndyCar had reservations about racing in Japan in the aftermath of March's earthquake, but there was no such negativity in Formula 1. Instead, the F1 paddock embraced the Japanese Grand Prix and tried to help victims of the disaster.

Kamui Kobayashi took the initiative, giving 60 people from Fukushima – including the MJC Ensemble choir, who sang the Japanese National Anthem prior to the start of the race – an expenses-paid trip to the grand prix.

"It has been a very difficult few months for the people in that region," said Kamui. "I wanted to put a smile on the faces of people affected by the earthquake and I hope they had a good time."

F1 supremo Bernie Ecclestone followed Kobayashi's

lead, raising more than £1million. He bought 3,000 grandstand seats and donated them to victims of the disaster. He also persuaded all the five world champions on the grid to sign portraits of themselves,

"I hope we've given the people something positive"

which were auctioned for charity, and he gave his blessing to the sale of Bernie hand puppets at a cost of £30 each.

Jenson Button, Jarno Trulli and Vitantonio Liuzzi all raced with helmets featuring special designs, which were also auctioned for charity after the race – along with Lewis Hamilton's racing boots.

"When you see the devastation in the north east of Japan," said Button, "these are just small gestures. But they're a start and I hope we've given the people there something positive to think about."

COMMON SENSE

Why re-signing Button was a no-brainer

McLaren have spent several million pounds to keep Jenson at the team – with good reason

RETIREMENT

Jenson's had only one non-mechanical retirement in 35 races – and that was when he was hit by Sebastian Vettel at Spa last year

He's a reliable points-scorer. Of the 31 races he's finished for the team, he's only finished outside of the points

ONCE

He's set to be the **FIRST** of Lewis Hamilton's team-mates to beat him in the world championship – something Fernando Alonso couldn't do

He goes **forward** in races. In his 35 races for McLaren, he's only finished in a lower position than he qualified five times

53% of team podium finishes

He's scored as many wins and more podiums than Hamilton. Over the past two years, Button has delivered 16 podium finishes – that's 53 per cent of the team's total number of podiums. Hamilton (with 14) has been responsible for 47 per cent





Helmet-mounted camera

TECH

Could F1 be set to get helmet cameras?

A driver's-eye view is just around the corner

Up until now, if you wanted a true driver's-eye view of a Formula 1 circuit you'd have to play a computer game. But *F1 Racing* has been led to understand that broadcasters are discussing introducing helmet cameras to the sport.

At the Italian Grand Prix, the onboard camera division of FOM (F1's broadcasters) placed a tiny camera onto the top of Dutch racer Giedo van der Garde's helmet during a GP2 race. The result was a view that

was much clearer than previous onboard camera trials, which have often involved putting a rather invasive camera inside a driver's helmet.

We gather that FOM were pleased with the results of the experiment and that the only stumbling block is that the technology is currently capable of producing only standard-definition pictures. Let's hope the high-definition technology comes along soon, because the views should be spectacular.

FIVE MINUTES ON THE PHONE WITH... **NARAIN KARTHIKEYAN**

HRT DRIVER AND INDIA'S ONLY F1 POINTS-SCORER



How excited are you about racing in India?

Well, never in my wildest dreams did I think I'd race in

Formula 1 in India, but now it's just around the corner. It's going to be incredible. I'll have a lot of support – people know me because I was India's first F1 driver.

What do you think of the track?

They've put in a lot of overtaking opportunities so it should be really exciting for the spectators. In some places the track is really wide – at Turns 7 and 8 you can run four abreast. I think the drivers will enjoy it, too.

Are you confident that there will be a big crowd on race day?

I have no doubt that there will be. The pricing of the tickets has been carefully considered so that they will be affordable. I think it will be a big success. The first few laps are going to be very emotional – it's so hard to get into F1 coming from India. What Karun Chandhok and I have done is pretty remarkable.

Is there a big rivalry between you and Karun over who can be the quickest Indian driver?

I think so, but unfortunately for me the Lotus is around 1.5 seconds quicker than the HRT so I'll have to pull something special out of the bag to beat him I think.

Are you expecting it to be your busiest F1 weekend ever?

Yeah, I suppose it will be. The media is obviously going to focus on the local drivers so it will be a different experience for me and Karun, that's for sure.

What should people going to India for the first time expect?

Well there's going to be a lot going on. India will unlike anything they've ever seen in Formula 1 before. But all in all I'm going to expect people to have a positive experience – it's a great country. It's definitely worth people's time to go to Old Delhi – there's a lot of culture. And the Taj Mahal isn't far away from the track either. For a lot of people, four or five days in India won't be enough.



Karthikeyan: "What Karun and I have done is pretty remarkable"

PHOTOS: CHARLES COATES/LAT; GLENN DUNBAR/LAT; LORENZO BELLANCA/LAT; KER ROBERTSON/GETTY IMAGES; CLIVE MASON/GETTY IMAGES; ALASTAIR STALEY/GP2

F1 Mastermind

Your chosen specialised subject: the world's greatest sport



- Who was the last driver to make his first start in F1 with Ferrari?
- Who won the inaugural Chinese Grand Prix in 2004?
- Which former grand prix circuit featured a corner called Le Diable (translation: 'the devil')?
- Which current F1 driver is nicknamed 'The Vyborg Rocket'?
- How many GPs did Jacky Ickx win – six, eight or ten?
- Michael Schumacher won his first GP at Spa in 1992 but where and when did he win his second?
- Who is the missing driver in the following sequence: Moises Solana, Ricardo Rodriguez, Pedro Rodriguez, _____, Sergio Pérez
- Who was the only driver to retire from this year's Chinese GP?
- Which of these engine manufacturers has won the most races in Formula 1: Maserati, Vanwall or Repco?
- Who am I? I started 62 GPs for Benetton, Onyx, Sauber and Dallara, scoring one podium finish. My first race was in 1989.



THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



Callan O'Keeffe Who is he?

A 14-year-old British racer of South African descent, who has been making a big name for himself in karting over the past two years.

How good is he?

He's only been doing international karting for two seasons, but he finished second in the KF3 world championship this year. He's also won rounds of the world series of karting and has just wrapped up the British KF3 title.

Anything else we should know about him?

O'Keeffe's potential has been recognised by luxury watchmaker and McLaren sponsor Tag Heuer, who have signed the youngster up as their junior ambassador.

F1 chances

He still has an awfully long way to go, but our sources suggest that O'Keeffe has a hunger to succeed that far exceeds that of his karting rivals. And this is the kind of mental attitude that should stand him in good stead when he makes the expected move into cars next year.

STATS

Seb wraps up second title early

Only twice before has the drivers' title been decided with more races to go than this year, when Vettel won the championship in Japan

Decided at **last** race:



Decided with **one** race to go:



Decided with **two** races to go:



Decided with **three** races to go:



Decided with **four** races to go:



Decided with **five** races to go:

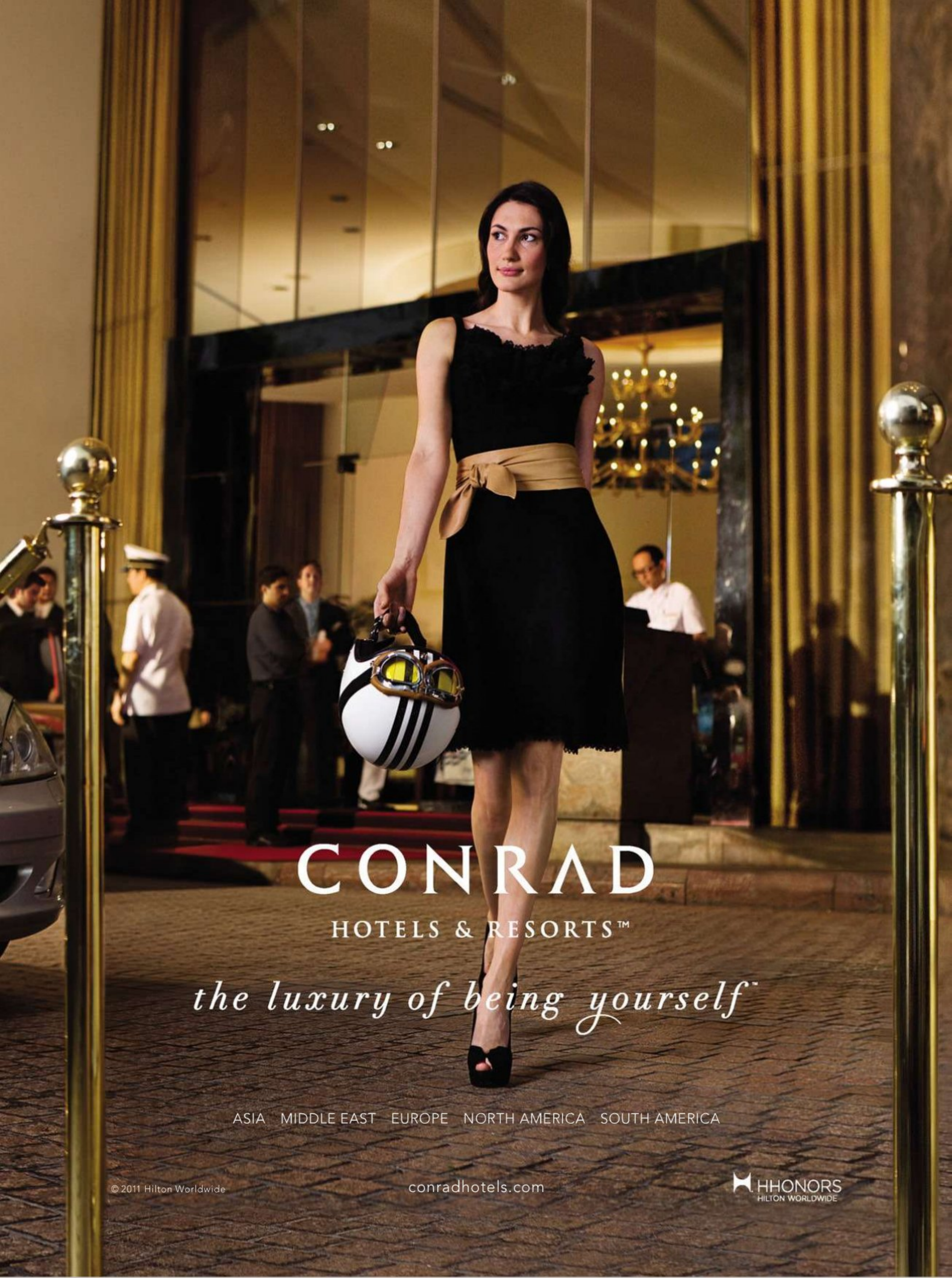


Decided with **six** races to go:



Answers: 1 Arturo Merzario 2 Rubens Barrichello 3 Mont-Tremblant 4 Vitaly Petrov 5 Eight 6 Portugal 1993 7 Hector Rebaque (the theme is Mexican F1 drivers) 8 Jaime Alguersuari 9 Maserati (11) 10 JJ Lehto

PHOTOS: CLIVE MASON/GETTY IMAGES; CHRIS WALKER/KARTPIX.NET; LAT ARCHIVE



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NEWS

PHOTOS: JENS MUNSER DESIGNS

Also available in other colours...

Some say a driver should stick to one helmet design. Sebastian Vettel would beg to differ

Many drivers are instantly recognisable because of their distinctive helmet design, but with Sebastian Vettel you never know what colour scheme to look out for. The German has used over ten different helmet liveries already this year, all of which were invented by the creative team at Jens Munser Designs (JMD).

"Every new helmet he receives will be given a new look," explains Munser who has been painting lids for Vettel since the double world champion was eight. "It started when I used to do two helmets at a time for him. He wanted a matt-black finish and I wanted a flaked finish, so we decided to do one of each. It got to the point where I had so many ideas that he said "Okay, let's make every helmet different." To begin with we came up with the ideas and graphics together, but nowadays

– because he doesn't have as much time – I come up with ideas, send him the graphics and he says if he likes them or not."

This process has led to some remarkable helmet liveries, such as those used at Monaco and Silverstone. "For Monaco I wanted to do something different to what everyone else does. I found some nice old Monaco race posters from the 1930s and used them. It was done with a special print technique, not paint, and I used the same technique for the Silverstone helmet that had all the faces of Sebastian's pit crew on it."

But perhaps the best design was the sparkling one Munser created for Singapore: "The paintwork for that helmet took two or three days but the design work started back in April. Singapore is the best race for us because it gives the best light effect."

So what does the world champion do with all those helmets? "He keeps almost every race-winning helmet at his home," says Munser. "He's only given away a couple of them. I have only one helmet of his – the one he wore in 2008 in Brazil. It's a nice one for me to keep because it's the first one I ever did that had pictures on it."

As if Vettel's helmets didn't keep him busy enough, Munser also paints lids for Michael Schumacher, Felipe Massa, Mark Webber and Daniel Ricciardo. No wonder he has a team of eight people to help him out.

"It makes me proud that Sebastian wears our designs," he says. "The helmet is only a small part of Formula 1, but a lot of people talk about Sebastian's helmets and say that they like them." And as far as Munser's concerned, that's what really matters.

MUSIC

Alguersuari is number one (in the charts)

The bestubbed Toro Rosso youngster is doing rather well with a sideline in electronica...

Jaime Alguersuari has told *F1 Racing* that he's planning to release more music in the future after his debut album single, *Organic Life*, went straight in at number one in Spain's iTunes chart for electronic music.

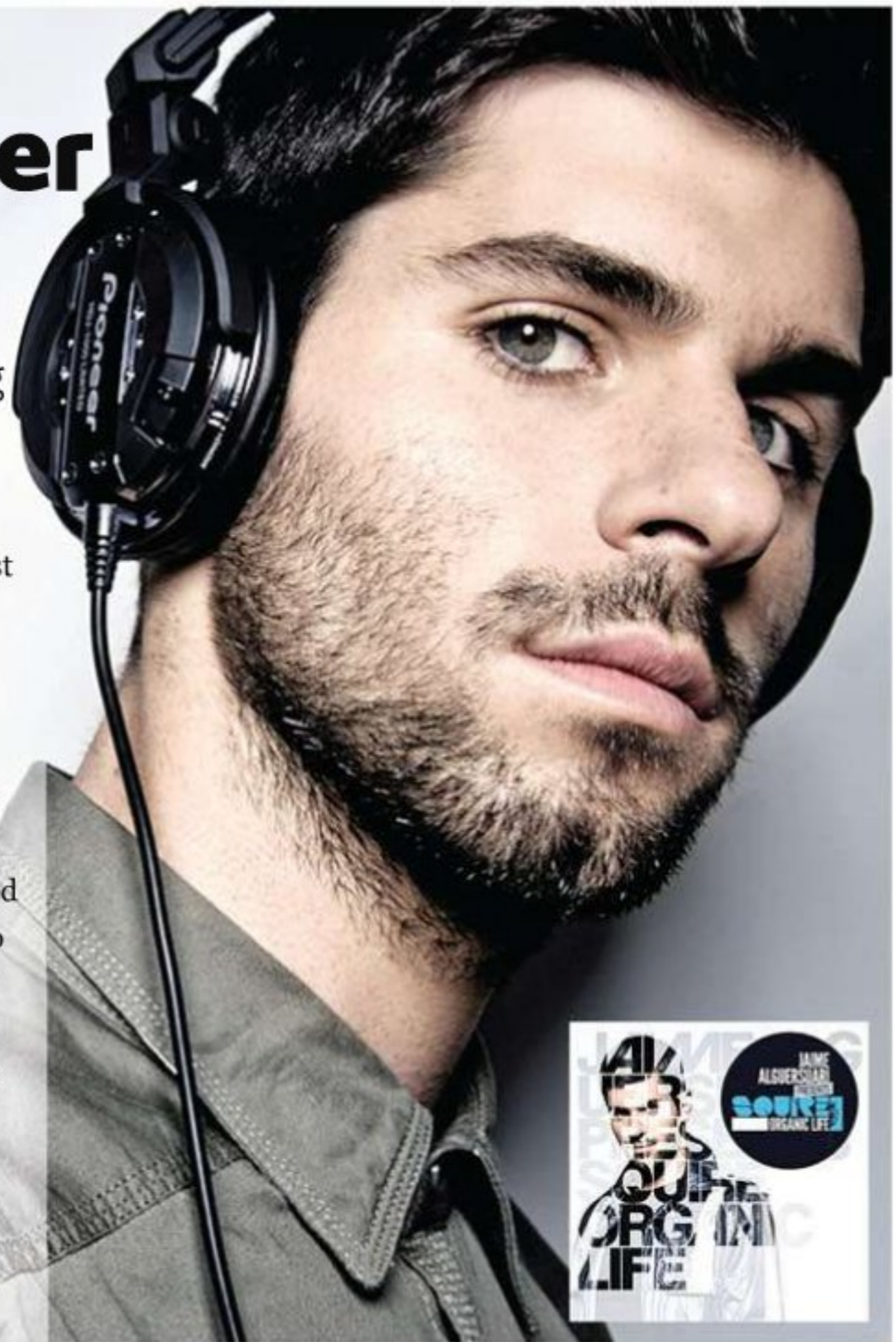
"I was surprised to get to number one," the Toro Rosso driver said, "but it's inspired me to make more music. *Organic Life* is a track that's been around for a year now – I'm already thinking of new things, different sounds. This winter there'll be another big release and more next year."

The 21-year-old Spaniard, who releases his tunes through the

Blanco y Negro label under the name 'Squire', has enjoyed his best season on track to date, reaching double figures in points for the first time in his career.

"This has been my best season because I've scored a lot of points and have been progressive and consistent," he said. "I've improved as a driver – when you enter F1 so young with little experience, your rate of progression is quite high."

Toro Rosso have yet to confirm their line-up for next season, but given his current form, and with major new Spanish sponsor CEPSA on board, you'd bank on them retaining Jaime for 2012.



STATS

Champion finishes

At Monza, the first five finishers were all world champions. Here are the other rare occasions when champions have finished one after the other...

5 champions in a row: **Once**

Italy 2011

- Vettel
- Button
- Alonso
- Hamilton
- Schumacher

4 champions in a row: **Once**

Hungary 2011

- Button
- Vettel
- Alonso
- Hamilton

3 champions in a row: **14 times**

Japan 2011

- Button
- Alonso
- Vettel

Canada 2010

- Hamilton
- Button
- Alonso

Brazil 1973

- Fittipaldi
- Stewart
- Hulme

Italy 1967

- Surtees
- Brabham
- Clark

Britain 1965

- Clark
- G Hill
- Surtees

Monaco 2011

- Vettel
- Alonso
- Button

USA 1991

- Senna
- Prost
- Piquet

South Africa 1970

- Brabham
- Hulme
- Stewart

Netherlands 1966

- Brabham
- G Hill
- Clark

Britain 1953

- Ascari
- Fangio
- Farina

Spain 2011

- Vettel
- Hamilton
- Button

Australia 1988

- Prost
- Senna
- Piquet

Mexico 1967

- Clark
- Brabham
- Hulme

South Africa 1965

- Clark
- Surtees
- G Hill

Filming begins on Ron Howard's new F1 film *Rush*



EXCLUSIVE PICS!



Blast from the past: Hunt's old McLaren M23 is driven around the Nordschleife



First shots of new F1 movie *Rush*

Hunt's 1976 McLaren M23 gets its first outing in quite some time as filming gets under way

As these exclusive pictures show, work on the new Formula 1 movie, *Rush*, has begun in earnest. The film will depict Niki Lauda and James Hunt's dramatic battle for the 1976 world title and, last month, Academy Award-winning director Ron Howard went to the Nordschleife to shoot initial footage and to do several camera and rigging tests. A number of period cars took to the historic track, including James Hunt's McLaren M23, complete with a driver wearing a replica of James Hunt's helmet.

Apollo 13 director Ron Howard is turning his attention to the world of F1



Howard has revealed that the film will have "a really big budget" but is tight-lipped about other details. However, rumours suggest that initial shooting will continue at Silverstone in the coming months. As for the cast, the role of Hunt is expected to be filled by *Thor* star Chris Hemsworth, while Niki Lauda is set to be played by Daniel Brühl, the Spanish/German actor who many will recognise from his role in *Inglourious Basterds*. Howard is also reportedly keen to cast Hollywood A-lister Russell Crowe in the role of Richard Burton. During the period in which

the film is set, Hunt's wife, Suzy, left the British racer for Burton – a move that made newspaper headlines worldwide.

In an interview with collider.com, the film's producer, Brian Oliver, confirmed that the filmmakers would use both special effects and innovative camera work to depict the racing action: "*Rush* will definitely have some very exciting photography. We're going to have some interesting camera mounts on cars and we'll do some stuff that no one has seen."

After the mainstream success of feature-length documentary *Senna*, which was released on DVD and Blu-ray earlier this month, hopes for *Rush* are high. Production work is set to continue until April but a date has not yet been set for its cinema release.

GAMING

Race your mates with Alonso's steering wheel

Your home-gaming experience is about to get more realistic with Thrustmaster's Ferrari F1 Wheel Add-On



The robust device features a paddle-shift gear system

Codemasters' new video game *F1 2011* may have raised the bar in the realism stakes, but gaming experts Thrustmaster are set to raise it higher still with the release of this replica Ferrari racing wheel. The Ferrari F1 Add-On Wheel is a removable, life-size replica of the steering wheel that Ferrari drivers Fernando Alonso and Felipe Massa use in their F150° Italias.

Designed to attach to Thrustmaster's existing T500 RS Force-Feedback Wheel Base and Pedal System (which costs £449.99), the robust device features a paddle-shift gear system and the same array of rotary dials, switches and buttons as are on the real thing, enabling players to adjust car settings 'from the cockpit'.

The wheel costs £129.99 and is on sale now, although unfortunately for Xbox users it's only compatible with PS3 consoles and PCs. But before you put in your order, be warned: buy one and you'll kiss goodbye to your social life.



TOP READ

NEW Senna bookazine available now!

Pick up a copy and relive the career of an F1 legend

To celebrate the release of *Senna* on DVD and Blu-ray, our sister magazine *Autosport* has put together a stunning bookazine that recalls the drama of his

extraordinary racing career. His greatest races, most heartfelt interviews and controversial clashes appear in full, all accompanied by amazing photography.

The 170-page tome also features classic *F1 Racing* articles, including an emotional account by Williams team manager Ian Harrison of that fateful Imola weekend in 1994.

● *Senna: A celebration of his amazing career* is priced at £5.99 and is available online from www.autosport.com/senna or in store at your local WH Smith



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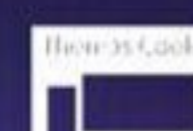
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“WHAT I LOVE ABOUT THE CASIO EDIFICE EQW-A1000DB IS THAT IT IS PACKED WITH INNOVATIVE FEATURES WHICH REFLECT THE VALUES AND IDENTITY OF RED BULL RACING. THE SENSE OF SPEED AND ACTION REALLY SHINES THROUGH”
ADRIAN NEWEY

THE SCIENCE BEHIND THE PERFORMANCE

When it comes to aerodynamic development the race is never really over, according to Red Bull Racing's Adrian Newey

You can't overstate the importance of aerodynamics in Formula One. The regulations are so tight with regard to engines and gearboxes that the biggest gains are to be found in the windtunnel, which is why the teams invest so much time and money in detailed aerodynamic research.

Red Bull Racing has a team of people constantly working on aero improvements, and I'm sure that's the same up and down the pitlane. The FIA occasionally has to tighten the aerodynamic regulations in an effort to keep a lid on cornering speeds, but there's still plenty of scope for improvement.



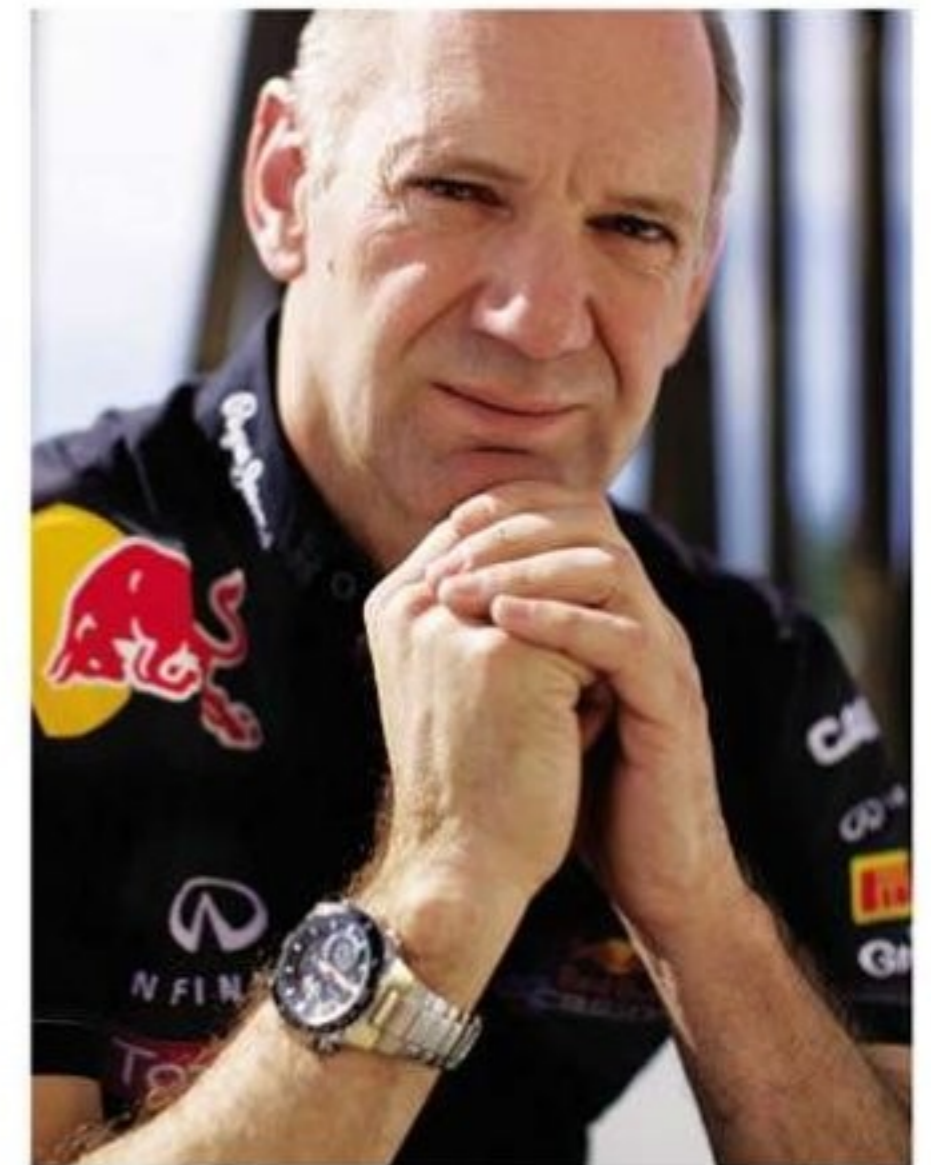
The ban on double diffusers imposed from the start of this year forced us to push hard in other areas. Such is the rate of development in F1 that we're almost back to the levels of downforce that we had at the end of last year with the double diffuser. You can't hold the aerodynamicists back!

As well as making gains to the overall aero package of a car, you're making aero packages for specific races. Monaco requires a unique high downforce solution, while the long straights of Monza need the exact opposite and the fast sweeps of Silverstone require a mix of aero grip and straight-line speed.

The DRS, which is new to F1 this year, is another interesting development. It's not as simple as opening a flap on the rear wing; you've got to design the wing around it. Do you want a wing that's aerodynamically efficient when closed, or one that gets a huge boost when the DRS is open?

Aero development is a juggling act between the present and the future. You're developing your current car race-by-race, while also keeping an eye on next year's car and the 2013 technical regulations, which will require a completely new package.

There's a lot going on and it's a huge challenge.



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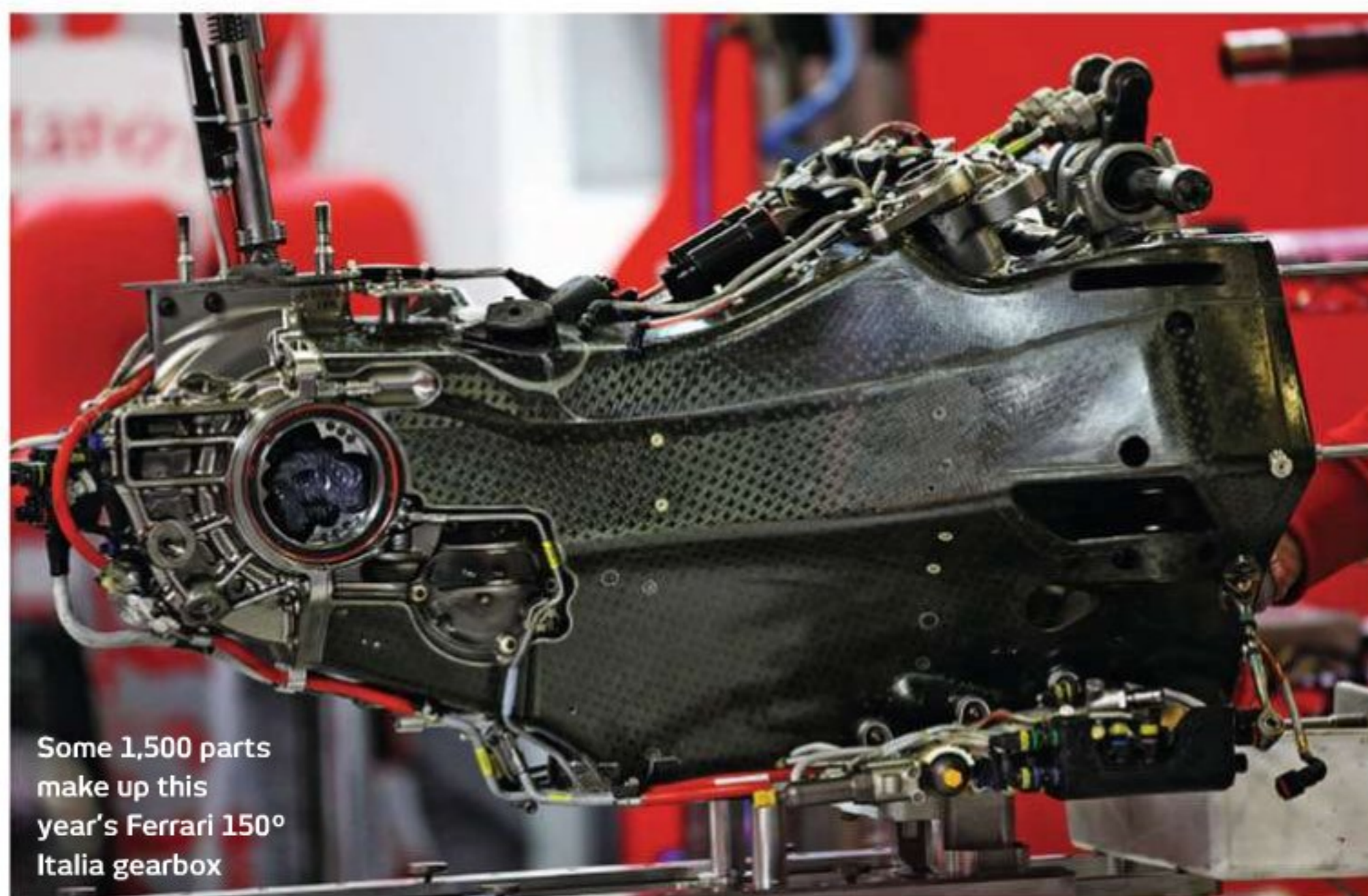




Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

THIS MONTH: F1 GEARBOXES



Some 1,500 parts make up this year's Ferrari 150° Italia gearbox



THE THEORY EXPLAINED

This image, supplied by UK-based gearbox specialists Zeroshift, gives an indication of what the inside of a seamless-shift gearbox looks like. A 'seamless' gear change can be completed in seven thousandths of a second

F1 gearboxes look incredibly complicated. What's inside them?

A typical gearbox will contain over 1,500 parts, and many different spacers have to be designed to set the gearbox up to a very fine tolerance. Although an F1 gearbox is seven-speed, the ratios can be chosen from an inventory of 30, which the team nominate at the start of the season.

F1 gearshifts are supposed to be seamless – what does that mean?

In a conventional manual gearbox, the drive is disconnected when the driver selects a new gear. With an F1 gearbox, very precise mechanisms ensure that when an upshift is made, drive is taken up on the next gear at the exact moment that the previous gear is disengaged. This means there is no loss of drive torque – hence the expression 'seamless'.

What happens when a driver flicks the gear paddle?

He sends a signal to the ECU (Electronic Control Unit) telling it that a gearshift is needed. The ECU knows whether it is an upshift or downshift that is required and also what gear the driver is currently in. The ECU then sends

out an electrical signal to a device called a servo valve. This controls hydraulic pressure on the mechanism that actuates the gearshift, causing it to select the appropriate gear.

How long does a gear change take on an F1 car?

It is difficult to say precisely as the shift is truly seamless, but the total travel of the dog ring between a neutral state and an engaged state takes around seven thousandths of a second.

Why don't F1 drivers use a clutch when changing gear?

Racing gearboxes don't have synchromesh. In order to engage the gears, the speed of the drive dogs on the gears need to be synchronised by either blipping the throttle on a downshift or just inserting the gear at the correct point in an upshift. With electronic control, this can be done very precisely every time, therefore a clutch is not needed to assist the process.

How much stress is placed upon the gearbox during a race?

At the Monaco GP, over 4,000 gear changes are made during a race, each one putting huge

loads on the gearbox. On top of this, the gearbox has to take the loads transmitted from the rear suspension (which can amount to around five tons) and the rear wing load (around half a ton). It will do this while transmitting around 270 Newton metres of torque at very high speed. On top of all this, the transmission will be running at around 140°C.

How much does an F1 gearbox cost?

Over the course of a season, a Formula 1 team will spend between £3million and £3.5million on the design, testing and production of the seven or eight gearboxes that they will need during the year. Any additional gearboxes will cost over £200,000 each.

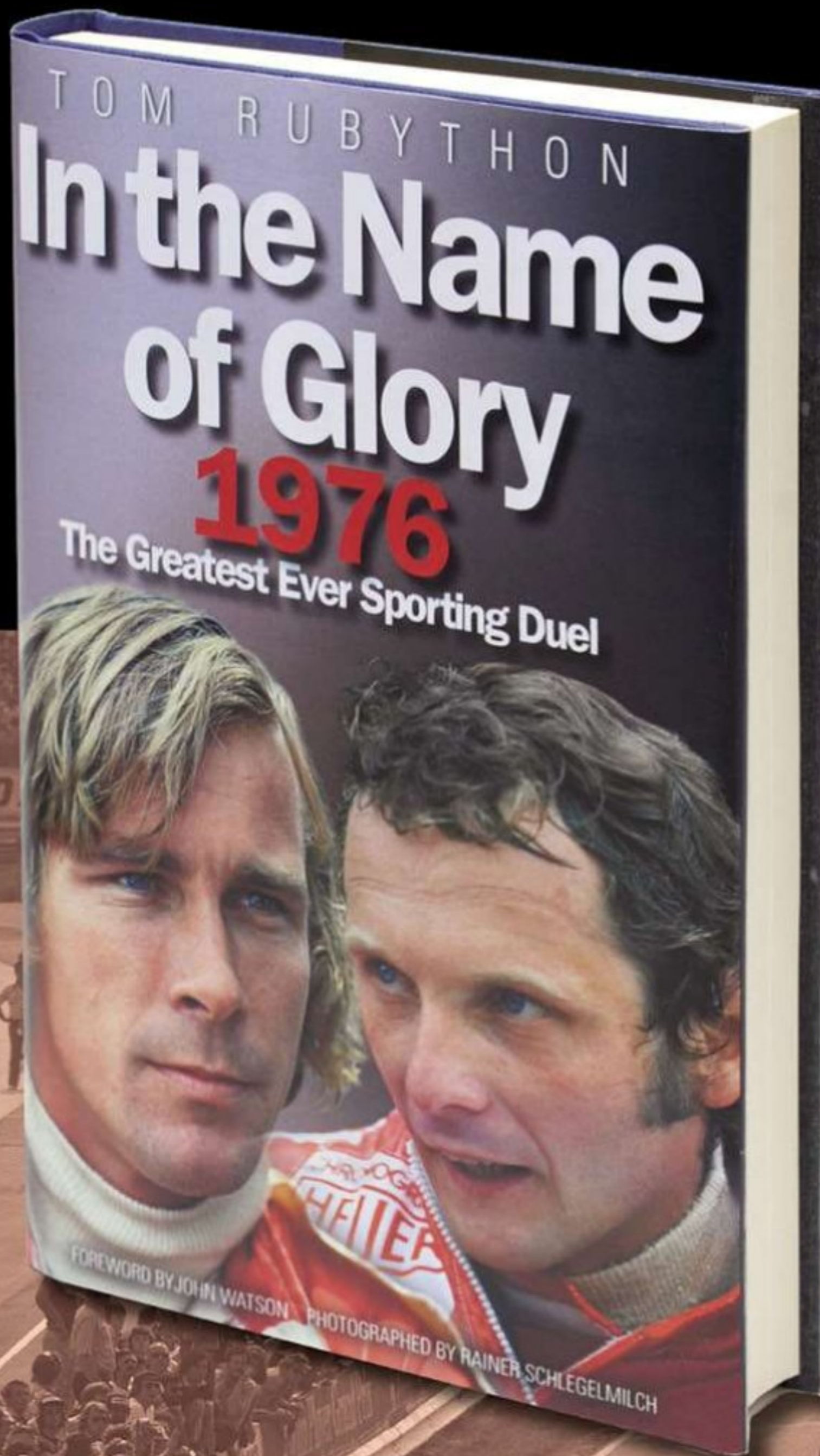
Do teams experiment with the position of the gearbox?

Yes. Every part of the car has an influence on aerodynamics and because the rear of the car is so important, aero is uppermost in the mind when laying out the gearbox. Last year, Ferrari lifted the gearbox to get better airflow to the double diffuser; this year Williams lowered the final drive by an extreme amount to get better airflow over the top.

Turn to pages 98, 102 and 108 for Pat's analysis of the Singapore, Japanese and Korean Grands Prix >

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RAW NEUVE

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



Button is McLaren's new number one

Jenson has been incredibly stable this year. He was consistent last year without having quite the same pace as Lewis, but this year he's been faster – end of story. People weren't expecting it, but he's been driving sensibly and then very quickly when he needs to. He makes the most of any situation and while it's probably not as exciting to watch as Lewis, it certainly pays off.

Jenson seems more complete this season and I think part of that must be because he's settled into the team a lot more: I think he's got much more of their backing this year. When he joined McLaren it was Lewis's team, but that doesn't seem to be the case any more.

The chances are that Jenson will finish ahead of Lewis this season, which would be the first time Lewis has come second to a team-mate in his F1 career. How Lewis reacts to that will be



Jenson wins in Japan... Lewis fails to look enthusiastic

interesting – it'll be make or break, and we'll really see what he's made of.

I remember a lot of people saying that Jenson was mad to move to McLaren and go up against Lewis. It was a big risk, but he's managed to get the team behind him. He's having a season that's as good as the one he had in 2009 when he won the title, although he has Lewis to thank in part for his success this year because Lewis has made a lot of mistakes. The key thing is, how will Lewis handle things going forward? I get the feeling

that he's put off some people within the team, because nobody likes someone who's unnecessarily outspoken. Sometimes you've just got to keep your head down.

Recently, Lewis has been taking the blame for his mistakes a bit more, which is good to see, but you have years when everything goes right for you and others when it doesn't. Lewis is having one of the latter, and it's very hard to break away from that sort of trend – especially when everyone's looking at you.



Webber's no test of Vettel's ability



It's a great achievement for Sebastian Vettel to have won back-to-back titles at such a young age, but the way you judge greatness is how you perform against a team-mate.

In a winning situation, Vettel is tough to beat; he rarely makes mistakes. Then again, when Senna and Prost were at McLaren it was like having two

Vettels in the same car, and if just one of those guys had been at McLaren they'd have won quite a few titles in a row.

I'm a fan of Mark Webber, but he's been nowhere this season. I'm not sure why – perhaps it's psychological? I think that once Vettel won the 2010 championship it just killed Mark's confidence.



I wouldn't have Kimi in my team

I hear there's more talk of Kimi coming back, possibly with Williams. They've made some strange driver choices over the past ten years, so I wouldn't be surprised.

I stick to my view that if I was a team owner and Kimi came to me, I wouldn't take him on. It would be great for Kimi if it did come off, but I don't think he'd be able to stop the team's downwards spiral.



PHOTOS: CHARLES COATES/LAT; MCKLEIN/LAT; CLIVE MASON/GETTY IMAGES

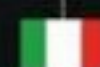
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 MONZA 2010/David Vere/57/UK

"Monza was incredible – there's nothing like it"



"The best race I've been to has got to be last year's Italian GP. My 21-year-old daughter Katie and I have been going to races around Europe since she was 11, but our trip to Monza was the most eagerly anticipated. We drove down from the UK on the Wednesday and arrived late at night to pitch our tent in the pouring rain in the Monza campsite.

The next day, we went on the pitlane walkabout and met Bruno Senna, Jenson Button, Sebastian Vettel and Jake Humphrey. Katie got her hat autographed by all of them – apologising to Jenson that it was a Ferrari hat!

"The atmosphere reached a crescendo on race day – the Italians were so enthusiastic, the sun shone and the cars were awesome. We watched the start from alongside the grid and saw Jenson pass Fernando into the first chicane. Our excitement was spoilt only when Lewis Hamilton hit Felipe Massa and crashed out. Button led much of the race but with Alonso so close behind, we sensed it was only a



matter of time, and Fernando eventually pipped him after the pitstop. The race finished as a Ferrari one-three with Jenson sandwiched in second. Afterwards, we squeezed through the fence onto the track which became a sea of red as the tifosi jumped up and down, honked their horns and cheered. It was an incredible sight – there's nothing like it anywhere else and that alone made it an amazing weekend."

2010 ITALIAN GP

- This was Ferrari's first home win since 2006
- Hamilton retired after clashing with Massa
- Button came second, hot on the heels of Alonso

 MONZA 2006/Elvira Castro/31/SPAIN

"I was jumping up and down with the tifosi"

"The best race I've been to has to be Monza 2006. I must confess that Michael Schumacher is the apple of my eye, and watching him on Ferrari's home territory was the best thing I've ever done. The race was as good as it gets: a Ferrari one-two. I couldn't help but start jumping up and down along with the tifosi.

"After the race, I ran towards the podium. I have no words to explain what I felt – I think the pictures speak for themselves! But there was no happy ending as I ended up crying in front of a giant TV screen when Michael announced in the press



conference that he was going to be retiring at the end of the season.

"Next year I hope to be able to attend the German GP. That way, I'll have seen him racing in my home country, in Italy, and in his own country. What more could I ask for? I hope he never retires."

 INDIANAPOLIS 2007/Russ Douglas/44/CANADA

"To see the banked turns of Indianapolis was awe-inspiring"

"On Christmas morning 2006, my wife sat me down and told me that for my 40th birthday she wanted to take me to an F1 race. We discussed the Canadian Grand Prix but we instead decided on the US Grand Prix at Indianapolis. There are few words to describe what it is like to walk through the gates of the North American racing cathedral. To see the banked turns and the strip of bricks that mark

the start/finish line was awe-inspiring.

"We were sitting right beside the pits and watched as a cheeky British youngster (Hamilton) went side by side with Fernando Alonso. It was just incredible."



"I have no words to explain – the pictures speak for themselves!"

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SERIOUS HEAD PROTECTION



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WHATEVER HAPPENED TO...

PAUL BELMONDO

Once struggled to make the back of the grid; now found backstage



Then

The son of legendary French actor Jean-Paul Belmondo, Paul Belmondo initially chose to pursue a career in motor racing rather than follow his father onto the stage.

Like his countryman Alain Prost, Paul won the Volant Elf – a French racing scholarship – then competed in F3 and F3000 before making his F1 debut in 1992. That year, with March, he failed to qualify for several GPs but finished all five of the races he started.

His best result came in Hungary in his last race for the team, where he outqualified team-mate Karl Wendlinger before finishing ninth. A lack of money meant he had to sit out the rest of the season, but he returned to F1 in 1994 with the fledgling Pacific outfit, only managing to qualify the woeful PR01 on two occasions. It marked the end of his career in F1.

“After F1, I raced in the BPR, a GT championship, for two years and then in Japanese GTs,” Belmondo told *F1 Racing*. “Then, in 1998, I started my own team, Paul Belmondo Racing,

Not qualifying at Monaco '92 in what looks like a paddling pool, but is actually a March



Now

Sporting a luxuriant moustache for a role in his second career as an actor

and was a driver/owner in the Le Mans 24 Hours and the Le Mans Series. Around the same time I also competed in the Dakar Rally a few times and also in the Andros Trophy.

“In 2006, I decided to close down my team for two reasons: the difficulty of finding sponsorship and the urge to do something different. So instead, I chose to become an actor. I’ve done films, television and theatre: this year, I had a role in a play in Milan and I was also in a film for French television.

“I feel lucky to have realised both of my childhood dreams: to be an F1 driver and to be an actor. I have great memories of F1 because in 1992, even though the team had no money, the car was good and I had a chance to show what I could do. But it was a shame I couldn’t join a better team. In 1994, it was cool to be at Pacific with Bertrand Gachot, but the car was so bad that I had no regrets when I stopped.

“I’m still very proud of being an F1 driver, because only a few people can ever say that they were. But because I was the son of a famous actor, and because I was a little reserved, some people were not sure of my motivation. They thought I was there to have fun and that I didn’t have the will to win.

“Now, when I look back, I think I should have been more aggressive. But my racing experience has helped me with the theatre. I needed bravery to make my F1 debut in South Africa after just 12 laps of testing at Silverstone, and this same bravery helped me the first few times I climbed on stage.”



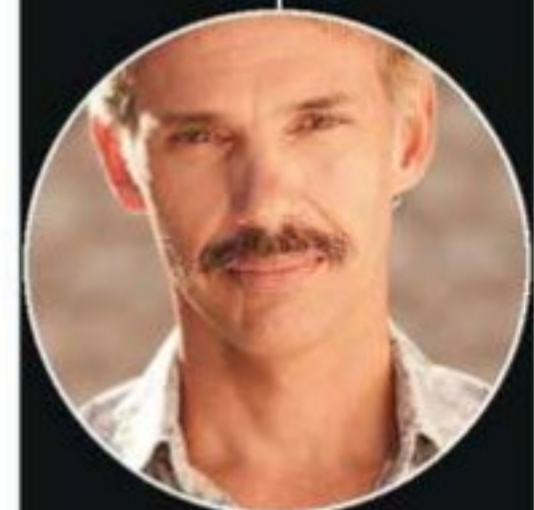
1992: makes his F1 debut

Fails to qualify the March CG911 at the South African GP at Kyalami



1992: F1 career high

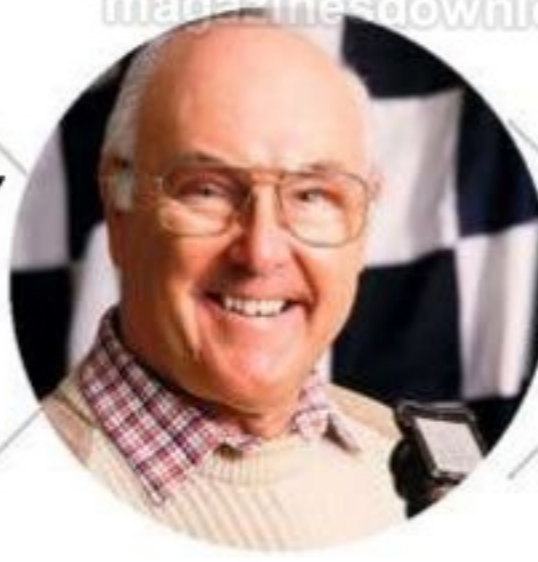
Qualifies 17th at the Hungaroring and brings his car home ninth in the race



Now...

The 48-year-old has followed in his father's footsteps, acting on stage, on TV and in films

MURRAY WALKER



“Williams have not been victorious since 2004, and are as likely to win this year as I am to fly to the moon”

I winced at Jim Bamber's cartoon in *F1 Racing's* sister publication *Autosport*.

It showed a dozing Rubens Barrichello in a cobweb-festooned Williams supporting three sleeping mechanics. At the front, a jolly team man says to a dubious-looking Kimi Räikkönen, (rumoured to be considering a comeback with Williams), “We think the present Williams team will suit you down to the ground Kimi!” What Frank Williams and Patrick Head (and, indeed, Räikkönen) thought of it, I tremble to think.

Sadly though, Bamber made a cruelly relevant observation because clearly all is not well at Williams. I certainly wouldn't accuse the men and women at Grove of sleeping on the job

because I'm absolutely certain they are working their socks off. But the fact remains that the once great team are but a pale shadow of their former dominant self. Yes, there have been many other top teams who have fallen from grace for one reason or another (usually financial) – Alfa Romeo, Maserati, Cooper, Lotus, Brabham and Tyrrell to mention but six – but if Williams were to join them, it would be a motorsport tragedy.

I have unconditional respect and admiration for what the unique and long-lasting partnership of Frank Williams and Patrick Head has done to make their team one of the greatest in the history of the sport. Broadly speaking, Frank has looked after the commercial side of the business

while Patrick has masterminded the design and development of the cars – with huge success. They've taken nine constructors' championships, seven drivers' titles and 113 race victories from an awe-inspiring parade of drivers including Alan Jones, Keke Rosberg, Nelson Piquet, Nigel Mansell, Alain Prost, Ayrton Senna, Damon Hill, Jacques Villeneuve and Riccardo Patrese.

But F1 is a hard-nosed sport where the weak rapidly go to the wall and are quickly forgotten. Who but the aficionados talk of Arrows, Zakspeed, Ligier and Minardi nowadays? Success is the name of the game. Failure rapidly leads to oblivion and, despite their glorious past, Williams have not been victorious since Montoya's win in Brazil 2004, and now the lowest of the points-scoring teams of 2011 are as likely to win this year as I am to fly to the moon.

But every team has their ups and downs. Mighty Ferrari failed to win a championship for 15 years between 1984 and 1999. McLaren have had many wins, but last took the constructors' crown 13 years ago. Mercedes-Benz and Lotus have withdrawn and reappeared (contentiously in the case of Lotus). But, hopefully, Williams are a long way from being scuppered. The facilities at Grove are superb, the team have nearly 40 years of hard-won experience and, with other projects to do with Jaguar, KERS and the Middle East, their financial position looks to be secure, although, on the Formula 1 front, replacements for lost sponsors in these trying times must be a matter of major concern. Frank Williams himself has memorably said that while Formula 1 is a sport on Sunday afternoons it is very much a business for the rest of the time – and business is even more about people than it is about money and facilities. People are the lifeblood of the team and the key people who have made things happen at Williams – Frank and Patrick – are not getting any younger.

Accepting this, and with Patrick Head spending less time on the F1 front, Frank has looked to the future with new management, headed by Adam Parr and ex-McLaren man Mike Coughlan in charge of all things technical. Plus, in 2012, Williams will renew their historic and successful engine-supply partnership with Renault and are confident enough about their finances and future to allegedly be talking to 2007 champion Kimi Räikkönen about a



“Hopefully, Williams are a long way from being scuppered. The facilities at Grove are superb”



Forthright chatter from the legend of F1

"The lower reaches of F1 are set to become interesting as Williams strive for a revival and 'Caterham' and 'New Lotus' build on their foundations, because Virgin and HRT should be performing much better"



comeback. But in spite of all this, there are those in the paddock who are gloomy about a renaissance for the team, fearing they have slid too far down the pecking order to be able to recover their former greatness. I fervently hope their fears are unjustified but, in a situation where there are new brooms, we will, as ever in Formula 1, have to wait and see.


On a brighter note, I'm delighted that the appalling mess over the future of Lotus is showing signs of being resolved. I've never

hidden my view that Lotus, one of the truly great teams in the history of F1, died with their genius founder Colin Chapman, so the fractious battle between Tony Fernandes and Dany Bahar over who has the rights to the name has really grieved me. The current 'Renault sponsored by Lotus' team are neither Renault nor Lotus, and 'Team Lotus' have no association with the car manufacturer. So if, as seems likely, this year's

'Team Lotus' become next year's 'Caterham', and 'Lotus-Renault' eventually become 'New Lotus', at least it will make sense and avoid confusion. I think Tony Fernandes, Mike Gascoyne and their colleagues have done a superb job with their new team, which gets stronger by the race.

In their third season – and with Renault engines and Red Bull transmissions – they should be able to achieve their ambition of moving up the grid.

But that's not all. Other things in the lower reaches of Formula 1 are set to become mighty interesting as Williams strive for a revival and 'Caterham' and 'New Lotus' build on their foundations, because Virgin and HRT should be performing much better, too. Virgin have had a torrid 2011 but in new premises, with a tighter management structure and a working association with McLaren not unlike that of Force India, plus the sage advice of consultant Pat Symonds, they should improve. HRT should be much stronger too under their new owners who seem to have financial clout and the intention to use it sensibly.

The situation for next year could still see some unexpected developments but even now 2012 looks as though it is going to be even more competitive – and I haven't even mentioned the BBC versus Sky contribution. 



"Williams' new management is headed by Adam Parr and they are allegedly talking to Kimi Räikkönen about a comeback"



PHOTOS: GLENN DUNBAR/LAT; CHARLES COATES/LAT; MCKLEIN/LAT

Sergio Pérez

He is F1's foremost yoga practitioner, friend to the world's richest man and, in all probability, a future Ferrari driver. All this rookie's got to do is resist the calorific perils of his favourite Mexican dish for breakfast

WORDS JONATHAN REYNOLDS PORTRAITS LORENZO BELLANCA/LAT

In person, Sauber driver Sergio Pérez looks impossibly young to be an F1 driver. And yet you'd forgive him a few premature signs of aging given the drama that has accompanied his debut season of F1. It all started in Australia back in March when the 21-year-old Mexican drove a superb race to seventh, only for a minor technical irregularity to rob him of six well-earned points on his GP debut. A race later in Malaysia, Pérez was very lucky to climb from the cockpit of his C30 unharmed when an unidentified sharp object penetrated the monocoque. Then there was that huge shunt at the Nouvelle chicane during qualifying at Monaco in which the Guadalajara-born racer suffered the sort of blow to the head that could have ended a career had it happened a decade or two earlier.

Thankfully, in between those rather testing moments, Pérez has shown the testing of flashes of speed that have led Ferrari to sign him to their young driver academy. He's already tested for the Scuderia this year and inked a 2012 Sauber deal, so it's little wonder the man known to his team as 'Checo' (the nickname for

anyone in Mexico called Sergio) is in such a relaxed mood as we meet in the Sauber motorhome. His eyes widen slightly as the towering pile of question cards is presented to him. Here are questions about his future at Ferrari and his relationship with the world's richest man, among other things. He turns the first card over and grins...

Felipe Massa is under pressure right now at Ferrari. Do you think you could be his successor beyond 2012? What does Ferrari mean to you?

Zsolt Pal, Romania

Ferrari are the biggest team in F1 and they're a great team. Is Massa under pressure? I don't know. I think he's doing a good job. I have a contract with Sauber for next year and I'm really happy about that. I think I have to improve in many areas – I'm still at the start of my career, remember. Hopefully I can keep improving and then who knows what will come next in my career?

How excited were you about testing for Ferrari earlier this year?

Ben Matthews, USA

Oh, very. I tested the 2009 F60 at Fiorano and it was very special. With Sauber, I'm with the right team to develop myself but I think I can improve my skills with Ferrari.

Has the standard of competition in F1 been tougher or easier than you expected?

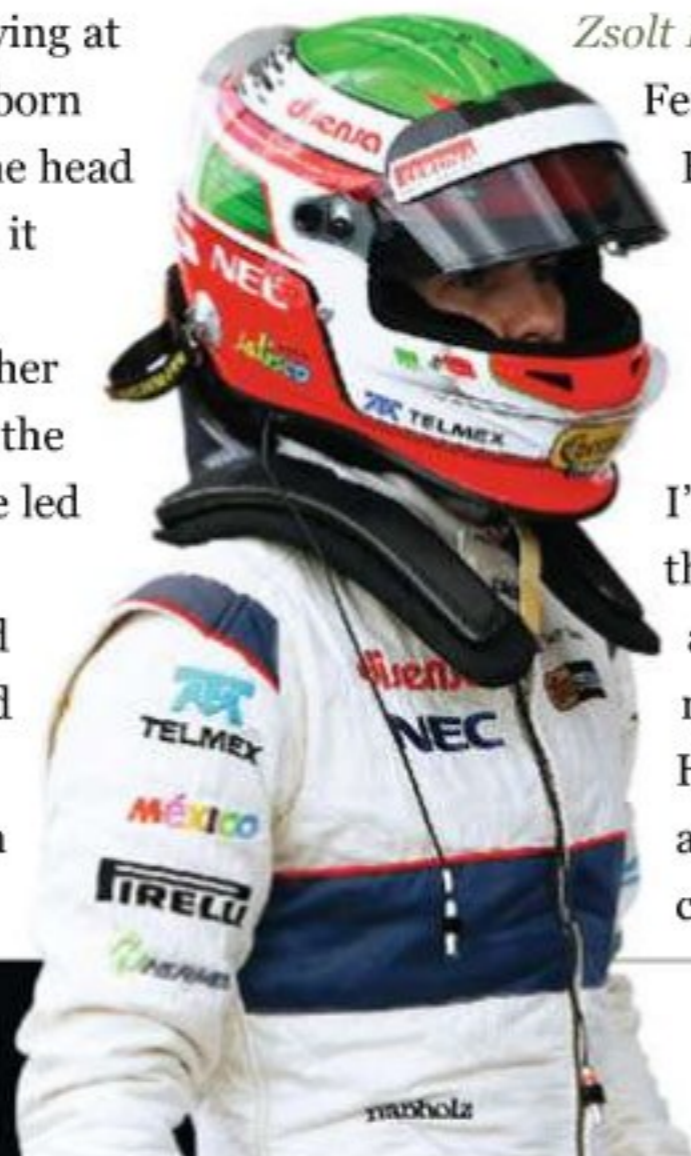
Sophie Jenkins, UK

I think it's been tougher than I expected. It's very, very competitive. You've got the best drivers and the best teams in the world and to come in as a rookie is not easy.

I hear that when you first moved to Europe as a teenager you lived above a restaurant in Germany. How was that?

Mark Williams, UK

When I first came to Europe I did live above a restaurant owned by the man who ran my Formula BMW team. I was very young – only 15 – when I left Mexico. Sometimes the restaurant was quite noisy, but usually it closed early – by nine o'clock most people had gone. And yes, I used to get free food. It was pretty good. →







How hard is it to keep fit for F1? If you eat Mexican food you must find it hard to keep the weight off...

Jim Brown, UK

[Laughs] Yes of course. But you have to be professional. The fitness side is very important for drivers – it's part of your job. I do my most intensive training pre-season, but during the season you have to try to maintain your level. But with so much travel it's sometimes hard to find time for training, so it's important to manage your time carefully.

Sergio, after your accident in Monaco do you feel fear when you're in the car?

Iwona Kuc, Ukraine

No, not at all. After Monaco it took me a while to get back to my best level because it affected my vision and I was getting dizzy sometimes in the car. It wasn't easy, but now I think I'm back to 100 per cent again and I'm looking forward to the remaining races.

It can be extremely difficult for any young person to leave his homeland. How have you coped with the move to Europe and what do you do to prevent homesickness and keep yourself Mexican?

John Ramsey, UK

I love my country but, like I said, I've been away from home since I was 15. Unfortunately I don't go back that often and I miss being around 'my' people but it's part of the job of an F1 driver. We all know that a career in Formula 1 doesn't last forever and I have goals to reach in the sport. After that I'll go back home.

Do you think you'll have a large following in Austin for the US GP next year? Do you think that your fans from Mexico will make the trip?

Jimmy Cain, USA

Well I hope so. I think many Mexicans will come because they love F1. It'll be a very special grand prix for me because it's very close to my homeland.

On your website, you list your hobbies as football, golf and yoga. Are you better at golf or football than you are at doing yoga?

Paul Moncur, Australia

I like football most and I'm definitely better at it than yoga, but yoga is good for relaxing. When I play football, I play centre forward.

It's not all just Formula 1 you know. In his spare time, Pérez is also partial to a spot of football, golf and yoga



How do you make your tyres last so long and still manage to be fast?

John Ward, UK

I think that it's a combination of things. First of all, our car is good at saving the tyres but I can also adapt my driving style to different conditions and not lose too much time. But as far as I can remember, actually, I've always been good at saving tyres.

Is it true that you wear a number of bracelets during races to bring you luck?

Christopher Astall, UK

Yes I wear a bracelet, but not many. I wear one that has a small picture of the Cristo de los Milagros. I always keep it with me.

What were you thinking before the car hit the wall in Monaco?

Piutz Supitriana, Indonesia

I'm not sure. I was on a qualifying lap; I was in Q3 for the first time and I was trying to do a great lap. I remember taking my hands off the steering wheel because the first impact hurt quite a lot, so for the second impact I tried to put my hands on my helmet. It helped a lot.

Sergio, what has been your best moment in Formula 1 so far?

Katy McConnachie, UK

Well I've already had a few good moments. Apart from the end result, I think my best race has been Australia. Silverstone was a very good race for me too, when I finished seventh.

How popular is motorsport in Mexico?

Tracey Healy, New Zealand

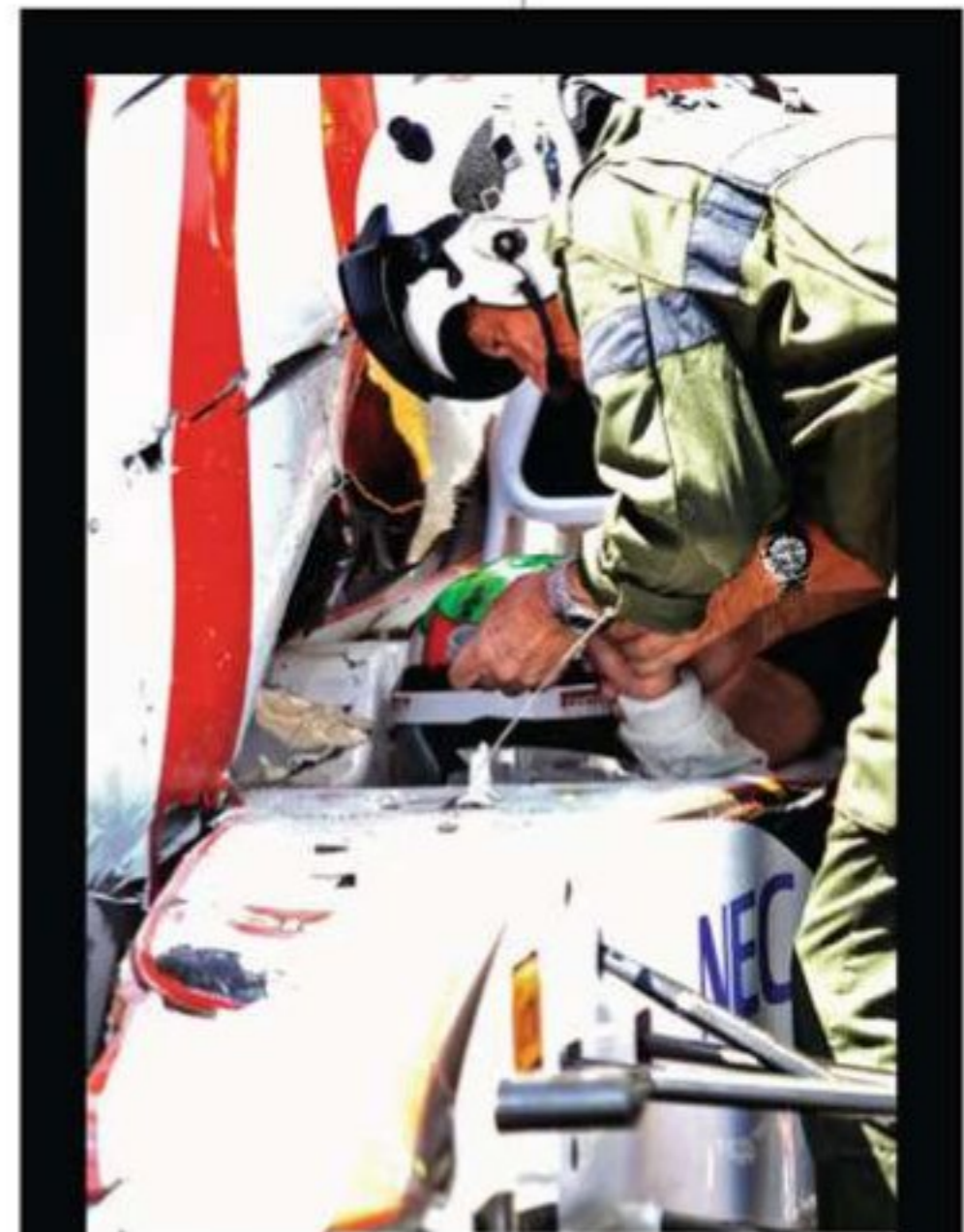
It's very popular – especially now that I've come into Formula 1. I receive a lot of support from my Mexican fans which is great. Fox Sports show the races on TV but at the moment they're not live. There is a lot of interest in the media though.

You are the fifth Mexican to drive in Formula 1. How do you handle the pressure of being compared to the likes of Ricardo and Pedro Rodriguez?

Javier Flores, Mexico

Well, I think it's probably too early to be making comparisons like this. I'm just starting my career and have a long way to go.

Hopefully, in the future I can compare myself to them because they both had great careers in motorsport. To be honest I don't really know too much about them – just their results and what they did. All I know is that they were great drivers.



"The first impact in **Monaco** hurt. For the second impact I took my hands off the wheel and put them on my helmet. It helped a lot"



After your crash in Monaco, did you think that your Formula 1 career was on the line at any point?

Stephen Brown, UK

Not really. At some point I thought it might take me a while to get back up to the proper level and that ended up being the case because of the impact I received to my head.

Mexico used to host a GP and there's talk of it hosting one again. If this did happen, where in Mexico would you hold your dream Mexican GP?

Philip Brown, UK

Definitely in Guadalajara – my home town. But if it ended up being somewhere else in Mexico, I →

INSETS: GLENN DUNBAR/LAT; LIUBOMIR ASENOV/LAT; ANDREW FERRARO/LAT



"Yes I wear a bracelet [for luck]. I wear one that has a small picture of the **Cristo de los Milagros**. I always keep it with me"

would still be very happy. Could they build a track in Guadalajara? I know they're trying hard to. The city will host the Pan American Games soon, so it'll be interesting to see how that goes.

What do you like to do between races?

Matthew Hickling, UK

Prepare for the next race and enjoy my time off. I try to do normal stuff like any other 21-year-old guy. I try to enjoy life – sometimes we forget how lucky we are to be here in F1.

Sergio, if you were Bernie Ecclestone for the day, what would you do?

Ben Needham, UK

Enjoy all his money! [Laughs]

You received great praise for your decision to pull out of the Canadian GP. Was this an easy decision to make?

Nathan Hughes, UK

Well it was a very difficult decision to make because I wanted to race and thought I could do a good job in Canada. It was big pressure for the team as well. But I was not 100 per cent at the level where I needed to be – the dizziness I was having in the car was really bad. I think it was by far the right decision not to race.

If you could race in any era of F1, which would it be and why?

Nigel Andrews, UK

I think even if I was born back in the '50s I still would have tried to be an F1 driver, although it was very dangerous to have an accident back then. I enjoy the era I race in but it would have been good to race against Ayrton Senna.

Being Mexico's only F1 driver, what's it like when you go back to Mexico? You must be a national hero...

Phil Cambridge, UK

Well, I receive a lot of support at home. Fans sometimes send me gifts which is nice. Mexican people are very emotional, so I receive a lot of support from them.

If you had to recommend a Mexican musician or band, who would it be?

Julien Leon, France

Umm... I would say Alejandro Fernández. He has got a very Mexican style – he comes from

my home country and I like the way he sings. I can very much recommend him to you!

What's it like to hang out with the world's richest man, Carlos Slim?

Robert Wetzler, UK

Well, it's nice. He's actually a very normal person – a simple guy. Of course he's also the richest man in the world but he's a very nice human, too. I'm also very good friends with his son, Carlos Slim Jr.

How do you go about relaxing and motivating yourself before each session and for the race itself?

Matthew McDonnell, UK

I think it's always different. It's not always the same preparation or motivation. Sometimes you are more motivated or in a better position. But I always try to relax a bit and have a massage before the drivers parade.

As a Mexican, do you actually like the taste of tequila?

Pete Barrett, UK

[Smiling] Of course I like the taste of tequila – I'm Mexican! Of course it has to be José Cuervo tequila, who sponsor Sauber!

Mexican food has got to be the greatest food on the planet – but can you find good Mexican food while you are travelling the world?

Kryce Culbertson, USA

Well no, it's not really so easy to find good Mexican food everywhere you go. Do I have a favourite Mexican dish? Yes I do; I really like *chilaquiles*, which is a type of breakfast dish. They're like tortillas and they're very spicy. I like them a lot.



Pérez scored points on his GP debut in Australia... only to have them deducted when Sauber were disqualified for a technical irregularity

Hi Sergio, I love your spirit behind the wheel. How much of an influence has Antonio, your older brother, been? And does he think NASCAR racing is a real man's game, as opposed to F1?

Andy Bottomly, UK

Thanks for this question. My brother is a very good influence for me because he's older and has grown up quicker. He's in the NASCAR Corona Series in Mexico and really enjoys it,

but he likes F1 a lot as well. He watches my races and I watch his. We still go karting together occasionally. He can be quite competitive sometimes, but I always beat him!



Pérez with his brother NASCAR racer Antonio (above); and below with his enthusiastic fans in his home town of Guadalajara, which he hopes could play host to a grand prix in the future



You cruelly had the 'I scored points on my F1 debut' title taken away from you in Melbourne. How did you feel when you heard the news you were having your points taken away?

James Elkins, USA

I was sad for my team because they'd done a great job. There had been months of intense preparation and I had a mega weekend, so it was all looking good for us. Unfortunately, while I did a very good race I didn't get the points. When we were disqualified it was a bad feeling for all the team, but it made us very strong and motivated. It was around three hours after the race I heard I was disqualified – I was just about to leave the circuit and I saw James Key [Sauber technical director] with a very sad look on his face. I asked what had happened and he told me.

What's your relationship with Kamui Kobayashi like?

Jorge Henley, USA

It's good. He's a very straightforward guy, very professional. He does his job, I get on with mine and we get on well together. We are both young drivers, so we have a good relationship. We're quite friendly.

Are you really the best friend of Manchester United striker Javier 'Chicharito' Hernandez?

Noviary Pramono, Indonesia

Well, we're not best friends but it's true that I'm friends with him. He's from the same town as me. He's two or three years older than me but he's a very nice guy.

I think the DRS should be banned, it's just making drivers lazy when overtaking. What's your opinion?

Matthew Mills, UK

In F1 it's always difficult to overtake – it's never easy. I think it helps to bring more action so I think it's a positive thing. 🚗

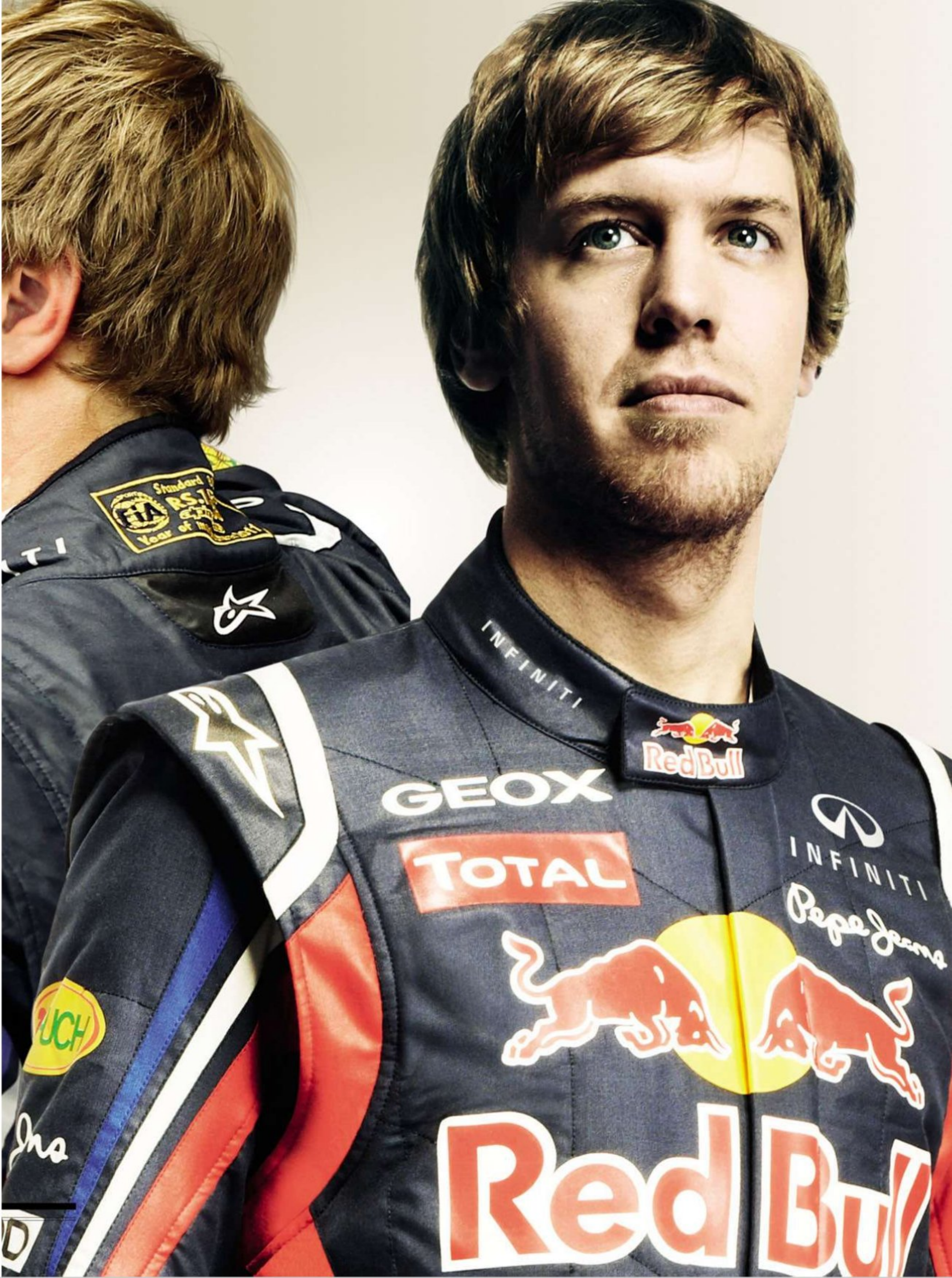
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Sebastian Vettel has become only the ninth driver in Formula 1 history to achieve **back-to-back titles** and, as **Tony Dodgins** argues, he can be truly compared to the sport's greatest champions

PORTRAIT RED BULL; ANDREW FERRARO/LAT

Sebastian Vettel's dominant 2011 season has made him the youngest back-to-back world champion in F1 history, aged just 24. He is the ninth man to win consecutive world titles, joining an illustrious list comprising Alberto Ascari, Juan Manuel Fangio, Jack Brabham, Alain Prost, Ayrton Senna, Michael Schumacher, Mika Häkkinen and Fernando Alonso.

Although the Red Bull RB7 is undoubtedly the best car on the grid, such has been Vettel's dominance in what is renowned as possibly the most competitive era the sport has ever seen, that his achievement stands comparison to them all. To underline that, a driver as strong as Mark Webber – prior to Korea – is still searching for his first 2011 win in the very same car.

It's a fact that nobody wins a world championship in a bad car, as Alberto Ascari demonstrated in a dominant Ferrari when he won back-to-back titles in 1952 and 1953. His first title was aided by the absence of reigning champion Fangio when the championship was

"Vettel's dominance has come in the most competitive era the sport has ever seen"

run to F2 regulations: Maserati had withdrawn and Fangio had broken his neck in an accident.

Fangio himself won four titles in a row between 1954 and 1957 for Maserati, Mercedes, Ferrari and Maserati again. He was not averse to switching teams if he thought there was a better car to be found elsewhere, and he was also up against a class act in Stirling Moss, who was the runner-up three times in succession. Jack Brabham, meanwhile, enjoyed the superiority of the pioneering rear-engined Coopers in 1959-1960 before winning a third title in a car of his own construction in 1966.

Alain Prost was the stand-out driver of the early to mid 1980s, as well as the first Frenchman to win the championship. Before doing so, he suffered the heartbreak of losing by a single point to Nelson Piquet in 1983 and by half a point to McLaren team-mate Niki Lauda the following year. Ironically, Prost's half-point loss in 1984 could be traced back to a dramatic Monaco GP. He was leading the race in the pouring rain, but was being caught hand-over-fist by a rookie driver called Ayrton Senna in a Toleman. When Prost started frantically signalling that the rain was too heavy, clerk of the course Jacky Ickx stopped the race after 31 laps. Half points were awarded, meaning that Prost's win was worth just four and a half points. Had Alain finished second to Senna over the full distance, he would have collected six points and won the world championship.

After dominating in 1985, Prost took back-to-back titles in dramatic style by winning the 1986 Adelaide finale after Nigel Mansell's spectacular tyre blow-out put both the British driver and his team, Williams, out of contention. But then →



Ayrton Senna took over from Prost as the best in the business and could easily have won four successive titles had it not been for further mechanical unreliability.

After the black weekend at Imola in 1994, which claimed the lives of both Senna and Roland Ratzenberger, Michael Schumacher emerged as the dominant force in the sport. He won back-to-back titles in 1994 and 1995 with Ford- and Renault-powered Benetton, and then an unprecedented five in a row between 2000- and 2004 with Ferrari.

For much of Schumacher's career, he enjoyed the dominant car, a team built around him and a subjugated team-mate. For that reason, two of the most admirable back-to-back title-winning feats took place during Michael's era: Mika Häkkinen for McLaren in 1998 and 1999 and Fernando Alonso for Renault in 2005 and 2006.

As for the 2011 champion, Vettel's pace has been apparent ever since he memorably won his first GP for Toro Rosso in mixed conditions at Monza in 2008. The team's technical chief, Giorgio Ascanelli, remembers the first time he realised he had something special on his hands.

"It was at Valencia that year. I decided to run a lot of laps during Friday morning practice and we topped the timesheets for the first time. In the afternoon he had tyres that were already worn, he had full tanks and I was looking at the times thinking, 'Where did this come from?'"

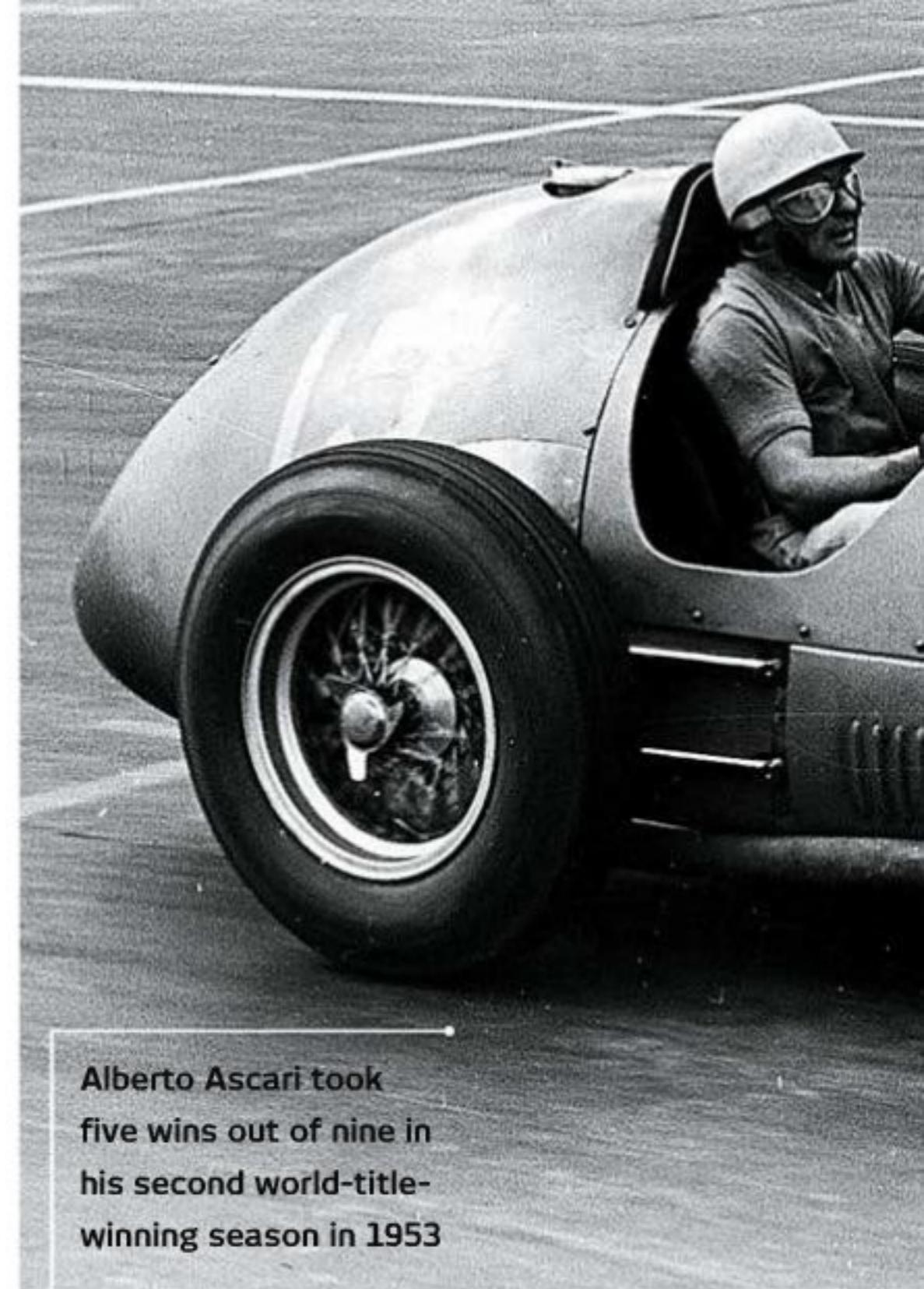
"In the evening I said to him, 'You were the fastest guy on the circuit.'"

"He said, 'Yes, this morning.'"

"I said: 'No, this afternoon, on full tanks.'"

"He said: 'How do you mean?'"

"I said: 'You've done one lap that completely stands out from anything else.' I got the traces,



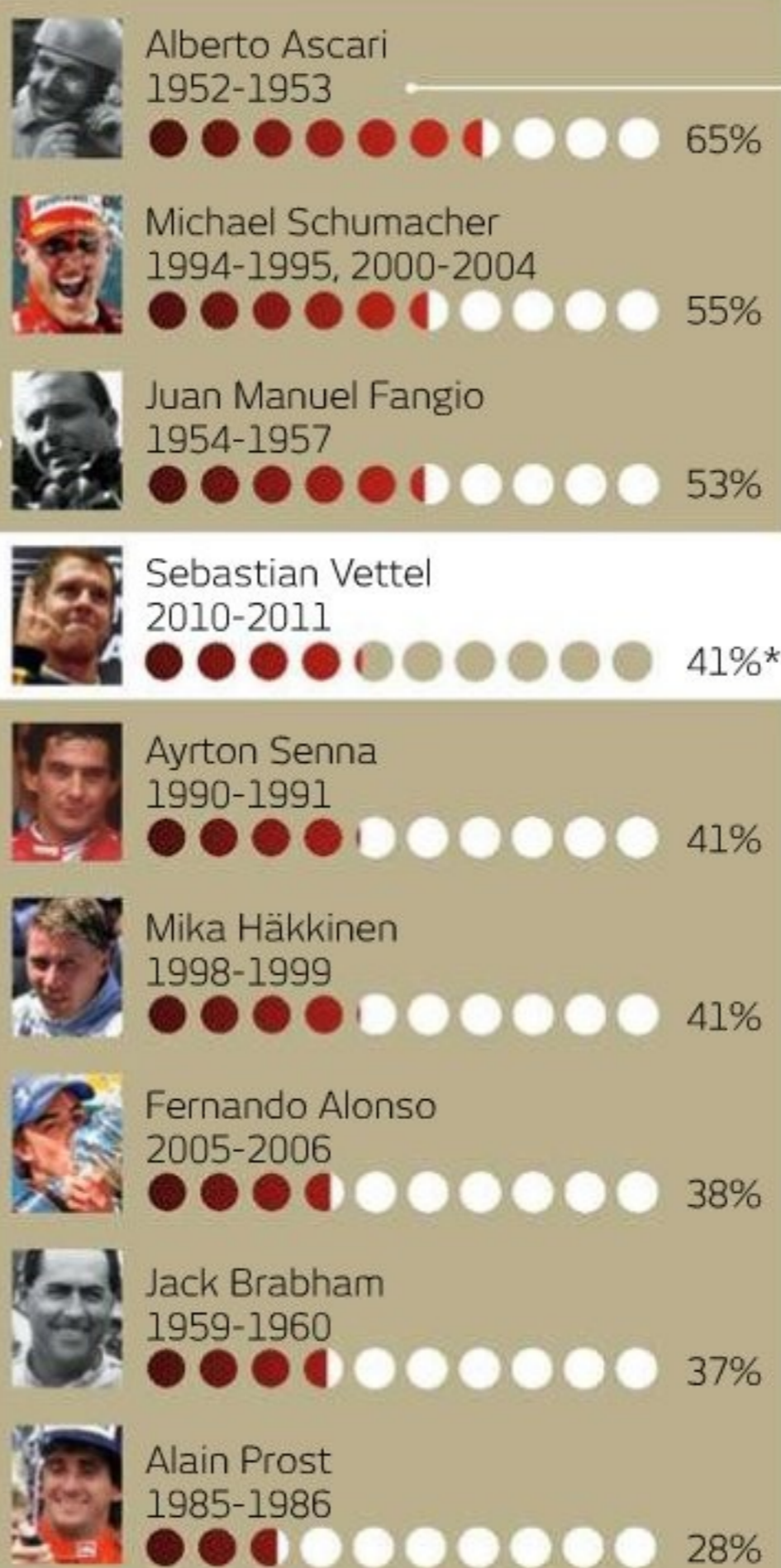
Alberto Ascari took five wins out of nine in his second world-title-winning season in 1953



Fangio won four titles in a row for Maserati, Mercedes, Ferrari and Maserati again in the 1950s. He would happily switch teams if it meant a better chance at the championship

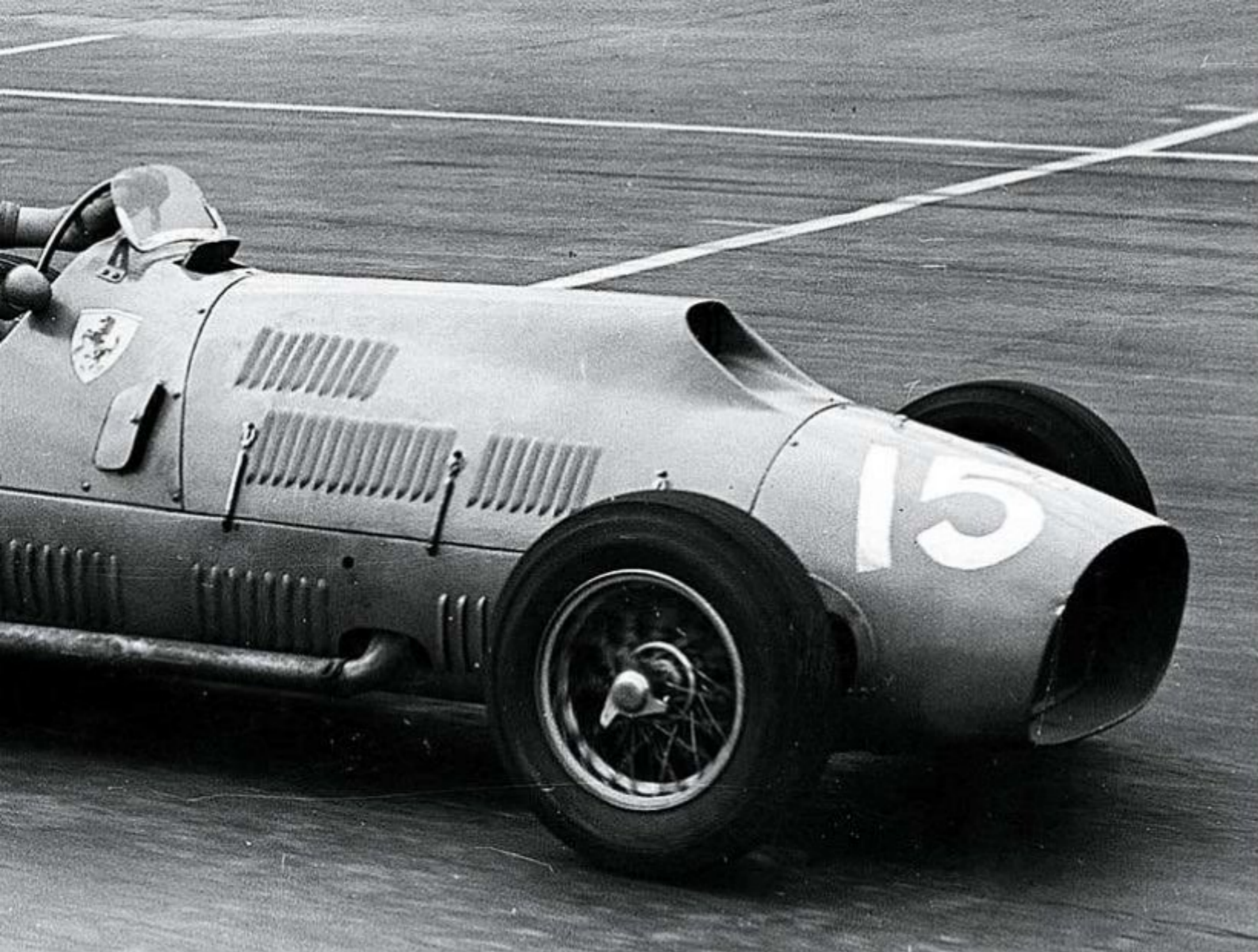
WHICH DRIVER HAS THE BEST VICTORY STRIKE RATE?

VETTEL'S WIN RATIO IS IMPRESSIVE COMPARED TO THE VICTORIES SCORED BY EACH CHAMPION IN THEIR BACK-TO-BACK SEASONS



*Vettel's score up to 2011 Korean GP





“No one wins a championship in a bad car as **Alberto Ascari** demonstrated in a dominant **Ferrari** when he won back-to-back titles in 1952 and 1953”



Vettel isn't under the same commercial pressures as Lewis Hamilton. Lewis hasn't seemed so comfortable this year, plus Vettel has something Lewis doesn't: Adrian Newey

showed him and told him to go and think about it. He did. After that, he never missed a beat.”

Ascaneli was obviously impressed by Vettel's composure at Monza in 2008 and says: “His confidence was growing. In the latter part of 2008, Sebastian knew he was going to Red Bull, which he was happy about. His first comments were, ‘Webber... That'll be okay. He makes some mistakes that I don't understand.’

“I said to him: ‘Now, hold on...’

“The second race of 2009, Sebastian came up and grabbed my arm in the paddock and said, ‘Oops... Webber's fast!’

“I said: ‘Told you...’ and laughed. He took about a year and a half to grasp the size of it, and then...

“He's grown. Enormously. He's on a learning curve that is atomic and if you look at how few mistakes he's made this year, it's amazing.

“Last year I had to stay at home for Korea but I called him after the race and said, ‘Bad that you blew the engine. You've got to push now and forget the rest.’ He said, ‘Well, I'm doing it all the time.’ And he is. When I hear about drivers producing an extraordinary lap, I'm asking myself the question: ‘what makes it extraordinary?’ Only because they don't do it all the time! When Vettel does it all the time it's no longer extraordinary, and that's what he's doing.

“I really think the guy has an edge on everybody now. He's happy, confident. He reminds me of [MotoGP's] Casey Stoner on the Ducati – he couldn't put a foot wrong. He's fit, he's strong, he doesn't make mistakes, he enjoys it, he likes the team. It's perfect. Life is sweet.”

So Ascaneli thinks Vettel could handle Hamilton in the same car?

“Hamilton is spectacular. He certainly has ability but, for me, it is difficult to judge. I don't →



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“Vettel’s grown. Enormously. He’s on a learning curve that is **atomic**”



THE MOST ADMIRABLE BACK-TO-BACK TITLES

HÄKKINEN AND ALONSO DID WELL TO BREAK THROUGH SCHUMACHER'S STRANGLEHOLD



“For much of Schumacher’s career, he enjoyed the dominant car, a team built around him and a subjugated team-mate. For that reason, two of the most admirable back-to-back title-winning feats took place in Michael’s era: Mika Häkkinen for McLaren in 1998-1999 and Fernando Alonso for Renault in 2005-2006”



– Emerson Fittipaldi was going well and the Lotus 72 was good – but I missed races. I don’t think Sebastian is under as much commercial pressure as, for example, Hamilton and Button. Or other drivers, actually. I don’t know about Alonso. He doesn’t do much outside of the cockpit. Even Santander only have him maybe three days a year. Ford had me 50 days a year...

“A fair proportion of it is to do with that, but also it depends on who you are with. Sebastian sure as hell has a good pack of cards. A lot of our Stewart people are still at Milton Keynes and it’s still our old building, but whereas we had 230 people, Red Bull have got 610. And one of them is Adrian Newey.

“So Sebastian has unquestionably had a huge support team who have produced the best car out there. But how many times has he made contact with other people? How many times has he hit a wall? For a 24-year-old he’s got an amazing maturity that I think is the best I’ve ever seen coming into Formula 1. To do it back-to-back you need a hugely well-controlled back-up team. I’ve always said that my guys were better at what they did than I ever was at what I did. Reliability is so important and Sebastian and Red Bull this year have been quite extraordinary. To achieve that, you have to have a good bunch of people and a good leader. Ken Tyrrell was a good leader and Christian Horner is also a good leader.”

And so, to what does that leader attribute the added competitiveness that has made Vettel so formidable this year? “He’s been phenomenal,” Horner admits. “He’s ridden a wave of confidence that came out of the end of last year. It has just grown and he’s totally

at one with himself and the car. He obviously has phenomenal natural ability and great intelligence behind the wheel. The one thing he’s added to his armoury this year is experience. Winning back-to-back world drivers’ titles is tough mentally but his greatest strength seems to be his application. His dedication to his progression is second to none and he’s totally at one with his surroundings.”

That last factor is important. You could say that it’s also true of Ferrari’s Fernando Alonso, who many rate as the best driver on the grid. Alonso is also a formidable racing driver who seldom delivers anything less than the car’s ultimate potential.

A couple of times this year, Alonso has produced astonishing qualifying laps – in Spain first and then in Singapore – which he reckons is the best qualifying lap he’s ever done. Even so, you look at Vettel’s qualifying performances alongside those of Mark Webber, who has always been strong over one lap, and you wonder if Alonso could handle that in the same car.

Then there’s Hamilton who, evidently, has not been at one with his surroundings this year. That’s probably because in 2007-08 it was Lewis who looked like the one who would be rewriting the record books. But then Red Bull and Vettel stole his thunder. He’s frustrated and he’s making mistakes as a result. He’ll be back but will we ever see Hamilton and Vettel in the same car? Don’t bet on it.

With no great regulation shake-up on the immediate horizon, it is hard to see who or what is going to be able to derail the Vettel/Red Bull express. As back-to-back king, he stands comparison with the very best. **F1**

INSETS: ANDY HONE/LAT, CLIVE MASON/GETTY IMAGES; LAT ARCHIVE

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mirror is...



So how much use is the humble F1 wing mirror at high speeds, on bumpy tracks, with the car shaking under braking? Heikki Kovalainen and Jarno Trulli reveal all

WORDS JAMES ROBERTS
PICTURE CHARLES COATES/LAT

Over the years, *The Racing Driver's Handbook of Excuses* has been handed down from one racer to the next and includes such gems as: "There was a problem with car," when a lack of mechanical sympathy has destroyed the driveshaft, and "The team misinformed me," when a pitstop blunder ruins a race. Then there's the oldest one in the book, uttered once a driver steps out of a car beached in a gravel trap following contact with a rival: "I didn't see him..." So *F1 Racing* decided to find out what a driver actually *can* see in his rear-view mirrors when he's travelling at over 170mph.


The regulations dictate that the mirrors must be at least 150mm wide and at least 50mm high. Recently, rear-view mirrors were placed on the leading edge of the sidepods for aerodynamic advantages, but they have since been returned to the cockpit edge to improve visibility.

The rules also require a mandatory test to be undertaken by every driver. Under the observation of the FIA technical delegate, a driver must identify any letter or number placed on a board ten metres behind the car, between 40cm and 100cm off the ground and 400cm to either side of car's centre line. We asked Lotus drivers Jarno Trulli and Heikki Kovalainen about this test and Trulli admitted he last did it in his Toyota days, while Heikki last undertook the test in Melbourne in 2007 with Renault.

For both drivers, frequent glances in the rear-view mirrors are essential for finding out when to yield track position to the race leaders, since any failure to move swiftly out of the way will result in them being handed a penalty.

"When the mirrors were on the sidepods, it was very difficult for us to be able to see them clearly, but now we instantly know when someone is behind us," says Jarno. "Unfortunately, given where we are at the moment, I know that I basically have to let anyone past who isn't a Virgin or a HRT."

"The trick to conceding position is to lose as little time as possible when you're doing it," explains Trulli's team-mate Kovalainen. "Your first indication is a blue light on the steering wheel, then the team will come on the radio to say "Hamilton is behind you." Then you see a blur in the mirrors and try to think ahead to the best spot to let him by. The best way for us is to concede without moving off the racing line."

When you're dicing in traffic, once a car is alongside you it's less a case of looking in your mirrors and more about seeing over the cockpit side headrest. Most drivers agree that visibility is fine but, then again, ask them who's to blame when their race ends in a gravel trap and you might as well hand them that book of excuses... 

990 kHz (MW)



693 kHz (MW)



One of these men doesn't know what he's doing

F1 on the radio: how hard can it be? Well, after our man Jonny Reynolds turned producer for **David Croft** and **Anthony Davidson**, the answer is 'very' – especially if Ted Kravitz is in one of his moods...

WORDS JONATHAN REYNOLDS
PICTURES STEVEN TEE/LAT

225.648 MHz (Digital)

909 kHz (MW)

The aggrieved voice of Ted Kravitz booms through my headphones. "Can I speak to someone who actually *knows* something about broadcasting, please?" he demands in peeved tones. It's fair to say that the BBC's pitlane reporter is not best pleased to hear that *F1 Racing* is going to be producing BBC Radio 5 Live's coverage of Friday morning's first practice session in Belgium.

Regular producer Jason Swales swiftly dons the headphones to reassure Kravitz that everything will be fine, but it hasn't helped my nerves – after all, hundreds of thousands of fans tune into 5 Live's commentary, be it on digital radio, internet, FanVision (at the track) or through TV's red button. One thing's for certain: I could do without upsetting Kravitz again.

The BBC F1 team may produce award-winning TV coverage, but then with the substantial number of staff they take to each grand prix (over 40!) you'd expect them to do a decent job. But on the other hand, 5 Live's output is brought to you by a team of four, three of whom – Swales, effervescent lead commentator David Croft and former-F1-driver-turned-pundit Anthony Davidson – are squeezed into the small commentary box with me at Spa.

Regular pitlane reporter Natalie Pinkham is already out and about in search of news, as is Kravitz, who joins the team for the first two practice sessions of the weekend.

What strikes me immediately is the limited view from the commentary box window. The 5 Live team have scooped a prime spot directly overlooking the startline, but it's not easy to see anything to the left or the right and the pitlane directly below us is not visible, something that clearly irks the commentators. "You really need that visual at all times," says Croft. "In a race we'll often refer to seeing McLaren mechanics coming out in the pitlane or something like that." "Yeah," agrees Davidson, "it's really important to be able to see out of the window so you can pick up on the pitstops that the cameras don't show. In China I spotted Jenson Button accidentally going into the Red Bull pits because of the view we had." But while it's not ideal, it's far from the worst box they've commentated from, according to Croft. "The old one in →



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"So what does this one do?"
Our man Jonny creates havoc
in the 5 Live commentary box




commentary box wall is plastered in extra sheets of stats. As with the top teams on the grid, preparation is clearly everything. "You can't script live sport and that's the beauty of it," enthuses Croft, "but I spend a few days before every grand prix doing research and what I end up with is my crib sheet. You try to come in with enough information to get you through pretty much every eventuality."

As the cars line up, Davidson leans towards the window to watch the start 'live' while Croft is focused on the TV screen. The lights go out and Davidson quickly turns back to the screen, jabbing at the picture with his finger to indicate to Croft who has got the best start and giving either a thumbs-up or a pat on the back when the commentator delivers some inspired lines.

The pair are constantly moving about as if overcome by the excitement of it all. "What's great about working with Ant is that we don't have to look at each other," says Croft when asked about his on-air relationship with Davidson later. "We each know when the other one wants to speak and it's seamless – we rarely talk over the top of each other."

As the race goes on, the team stay on top of things, no easy task when they also have to throw in live reports from football grounds back in England several times during a race. Croft regularly commentates on other sports – including boxing and darts – but he's adamant that this is the hardest to commentate on: "F1's the toughest without a doubt – no other sport gives you that amount of information in such a short space of time. The ability to talk while deciphering all the new information that's coming in is very difficult."

Difficult it may be but as the race draws to a close, Croft, Davidson, Pinkham and Swales have put together another tight broadcast. "We try to show our enthusiasm for the sport and that's what hopefully drives people's appreciation of what we do," says a now croaky Croft. "Exactly," says Davidson, "the main reason I do this is because I enjoy it. I like being here and talking about something I know about with my mates."

With Sky joining F1 next year, the commentary positions are up for grabs – although BBC radio will continue coverage of all practice sessions. They deserve any potential increase in audience figures, too. As Kravitz would attest, these guys clearly *do* know something about broadcasting. 

Monza was one of the worst. We used to be in a Portakabin with a wasps nest and a hole in the roof that let in water..."

So for this race, the guys will just have to rely on the plethora of information they get from the bank of screens on the desk in front of them. One carries the live TV feed, two are reserved for the official timing screens, an iPad carries the driver tracker graphic and a supplementary laptop and screen are used to keep track of the 600 or so tweets and texts that fly in during the show. There's barely enough space for the producer's mixing desk – a complex arrangement of switches, faders and knobs that I'll be in charge of. After a swift run through what each button does, it's nearly time to go on air. My first job is simple: fade up Croft and Davidson's mics.

Half an hour into my production debut, it all seems to be going swimmingly – aside from another minor gripe from Kravitz about my production techniques (apparently I don't share

Swales' 'delicate touch' on the fader). Could I go mistake-free for the whole hour and a half? As it turns out, the answer is no. As Kravitz wraps up a story from the pitlane, I leave his microphone half-open, unsure if he's still involved in the studio discussion. When he starts talking over Croft and Davidson it's evident he's not and, noticing what's happened, he quickly bursts onto the airwaves to jokily inform listeners of the 'cardinal sin of radio' I've just committed. After this little incident, it feels like a long time before the chequered flag drops...

When I return to the commentary box on Sunday – this time thankfully as a mere observer – the atmosphere is markedly different. The jovial air of practice has gone and there's a touch of nervous energy in the air. Croft moves excitedly around the commentary box like a boxer who's just climbed into the ring before a fight. This is his 100th race as a commentator – a lot of talking time in anyone's book.

In front of Croft is a meticulously prepared, handwritten crib sheet filled with interesting nuggets of information and, to his left, the

DAVID CROFT'S TOP FIVE TIPS FOR RADIO PRESENTING

1. Be prepared: you have to be ready for anything
2. Remember, you don't know everything: each race teaches you something new
3. F1 is fast and exciting: the commentary needs to match the action
4. It's the greatest job in the world and you owe it to the audience to enjoy every second
5. Make it easy for listeners to follow the action and understand what's happening





The Iceman cometh back

He left F1 at the end of 2009 to try his hand at rallying and even NASCAR trucks. Now, after all the endless speculation, you can hear it exclusively from the man himself: **Kimi Räikkönen** wants to return. The question is... where to?

WORDS ANTHONY PEACOCK
PHOTOS SAM BARKER; COLIN McMASTER

K

imi

Räikkönen, despite a widespread reputation to the contrary, is not an enigma. In fact, he is one of the most straightforward yet misunderstood characters in motor racing. All he wants to do is win – in the most efficient way possible. What could be more logical than that?

But some people make the mistake of confusing a lack of communication with a lack of motivation when, in fact, the exact opposite is true. What is perceived to be a monosyllabic outlook on life (once prompting paddock magazine *The Red Bulletin* to produce a photo feature called 'The 12 moods of Kimi Räikkönen' – the catch being that all 12 photos were identical) is not even true: Kimi has plenty to say when he believes that there is something worthwhile to say or – more pertinently – something worthwhile to respond to.

The problem with polite conversation is that it's meaningless. Let's be honest: nobody is ever really interested in the weather or how your journey was. And this is just the normal world we're talking about: imagine what it's like in the rarefied atmosphere of Formula 1 where the air is as resplendent with self-absorption as it is with designer aftershave and there are more hidden agendas than in the cellar of a stationery shop.

So Kimi prefers to maintain a dignified silence about the recent flurry of speculation that has linked him to various Formula 1 teams – although he admits that a move back is possible. But lots of things are possible, including life on Mars, and the truth of the matter is that nothing has been agreed for 2012. Kimi Räikkönen's diary for next year is blank... for the moment at least.

"For now there's really nothing and before I have anything 100 per cent confirmed, there's no point in talking," he points out with his characteristic honesty. Part of the reason why Kimi doesn't always say very much is because he doesn't like lying.

The currency of Formula 1 – much to Kimi's bemusement – is rumour. You have two choices: either play the game, fuel the fire and start the gradual process of disappearing up your own rectum, or stay well out of it. But there is a third option, too: just say what you mean and try to rise above the politicking. However, a problem exists with that as well. Chances are that whatever you say, someone at some point will try to use it against you. The effort would be far better invested in the driving, which of course is the only reason why you're here in the first place.

"The bullshit?" says Kimi, when asked about the media hype. "Ha! It's normal I suppose; just part of the world we live in. They're always going to write it, so who cares? I never really care what people say, because you can't change it. In fact, if you try to change it this only makes it worse, so why bother putting in the effort trying? If you say: 'No, it wasn't like that – actually it was like this,' they only get ideas about writing more and then the whole thing gets bigger and bigger. But does it matter if it's true or not? Nobody cares."

Dishonesty and injustice: these are the two things Kimi most objects to. The paradox of being an internationally recognised celebrity with a huge personal fortune is that you find yourself in a very isolated position. It's hard to know who you can trust and who is just interested in a bit of tabloid sensationalism.

It's one of the reasons – although not the main one – why Kimi switched to the World Rally Championship at the start of 2010. "I got the feeling from the start that the people involved in rallying are more interested in the sport and what is happening on the stages, rather than creating bullshit stories with big headlines outside it," he points out. "In Formula 1, you can say one thing and then the media can completely misinterpret that and make a big story with 'he said this' on it – even though it's simply not true.

They often write more about other things than the sport itself. There's less of that in rallying, it's a different way of thinking."

But Kimi agrees it's no surprise that people are eager to know what's happening next in his world. It could, after all, be the key move in the 2012 Formula 1 driver market, with so many people currently distracted by the prospect of a Red Bull or Ferrari seat in 2013 – not to mention Mercedes. It's not something that Kimi will be drawn on, but he'd be a prime candidate for both Red Bull and Mercedes (the latter being a brand that is constantly trying to make itself 'cooler') in 2013 – although a move back to his old teams, McLaren or Ferrari, would be unlikely to say the least. In the meantime, it's no secret that he's visited Williams, and Renault's situation is still unclear as Robert Kubica continues his recovery. That's if Kimi moves anywhere at all: he could, if he felt like it, just stop and do nothing, or continue rallying. Both are very real possibilities.

"There are many different options and of course a lot speculation – but that's normal," he says. "Most of it is news to me though. Look, I could tell you that I'm going to do NASCAR and you could report it, but it might not happen and I could be bullshitting. Or I could say that I'm going to do banger racing, and then you wouldn't believe me. But in the end you might be surprised... so you see? Until something is certain, there's no point in speculating because it could go any way. To be honest I don't know myself yet. People probably talk too much when they should be concentrating on other things."

That's the way Kimi sees it, and you know what? He's actually right. One top driver, who is well-known for being very media-savvy, stated recently that he envied Kimi. "He's got it right from the start, hasn't he?" said this person. "I wish I could be like Kimi and just concentrate on the driving, without any distractions. Some people say he's stupid but he knows exactly what he's doing. He's very clever."

If you were climbing Mount Everest – which is reckoned anecdotally to be the greatest challenge of modern times – you wouldn't waste time on unnecessary chitchat. Equally, you wouldn't →



"In Formula 1 you can say one thing and then the media can completely misinterpret that and make a big story with 'he said this' on it – even though it's simply not true"



speculate too much about whether or not you were going to reach the summit until you were very nearly there. And yet far more people have successfully climbed Everest than have won the Formula 1 world championship.

Kimi is one of the 32 people who have achieved the latter, albeit under circumstances that he admits were slightly surreal. We all remember three drivers going into that final race with a chance at the title and Kimi being the first person to claim it from third in the standings since Giuseppe Farina in 1950. An impressive feat but, for Kimi, it was paradoxically straightforward because all he had to do was drive quickly and win the race: there were no other complicating factors. And that is the sort of task at which the Iceman performs to his brilliant best.

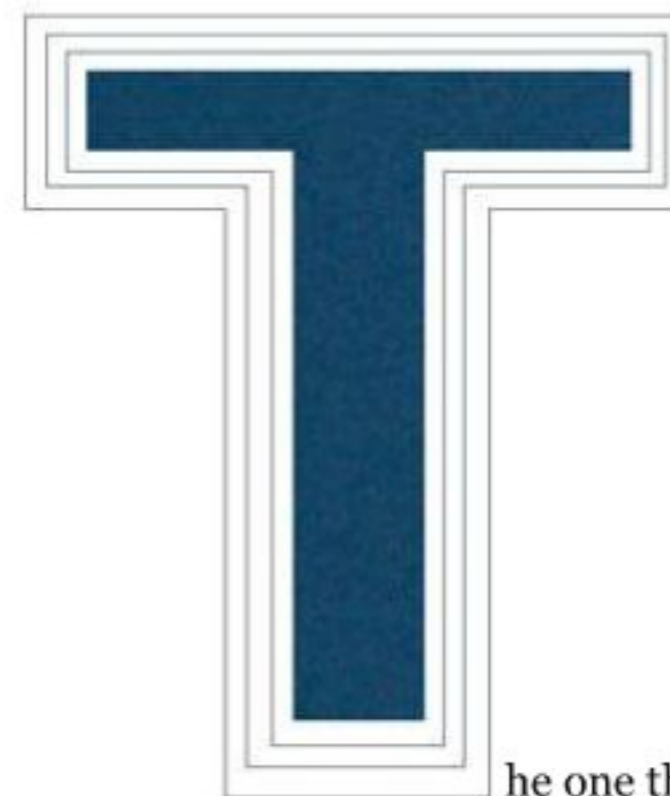
"I'm not sure if winning the championship is my very best memory, but it's one of the best memories, certainly" he says, surprisingly. "We started well and then had quite a difficult moment in the middle of the year, but then we found our way again and won. For sure, we could

have done some things differently, but it was our first year. And while it was the best car, it also took time to get the best out of it. It's like that sometimes: our McLaren in 2005 was very good as well, but it couldn't finish a race..."

If Kimi does return to Formula 1, he may not have the option of the best car any more: not a McLaren, Ferrari or Red Bull. But what this means is that he'll have nothing else to think about other than going as fast as possible and showing what the car can do: something that would motivate both him and his team. One of Kimi's most impressive seasons was his debut year with the understated Sauber, resulting in what turned out to be the team's best ever finish of fourth in the constructors' standings, prior to BMW's involvement.

And if Kimi did come back, he'd perhaps be a bit less bothered than before about having the very best equipment. "Of course, you always want a winning car, a top car – but as we've seen this year there's only one team who have a top car," he says. "It's not like you can choose or

know. Some years some teams make a good car, other years their car is not so good. There are very small differences between a good car and a bad car. In the end, you just have to work at it."



he one thing that Kimi values more than anything else though is his own freedom. The minute he feels that he is being painted into a corner, he'll happily go and trample all over the canvas. In 2009, Kimi was the second-highest paid sportsman in the world, just after

Where could Kimi go?

F1 Racing has learnt that Kimi Räikkönen has been looking at his options for a return to Formula 1 – firstly for next year, but more likely for 2013. Despite what our sources describe as Kimi's 'huge motivation to get back into F1', it appears that his options are far more limited

for 2012, with Renault and Williams being the only realistic destinations. It's also thought that Kimi is not keen on a move to Toro Rosso. Whatever he decides, it's clear that Kimi is at the biggest career crossroads of his career.

Robert Holmes assesses his options...

Kimi

Red Bull

Enquiries were made about a seat at the world-title-winning team for 2012, but after Mark Webber's contract was extended by another year, Kimi was told no seat would be available till 2013

McLaren

Given his previous history here, his dislike of PR work and his typical anti-corporate behaviour, hell will freeze over before the Woking-based squad renew their partnership with the Iceman

Ferrari

Given the fact that Ferrari split with the Finn a year before his contract officially came to an end – and continued to pay him – it seems extremely unlikely that they would be keen to take him back now

Mercedes

Talks have taken place between Kimi's management and Mercedes, but with Michael Schumacher set to see out the full three years of his contract, Kimi would have to wait until 2013 for a vacancy

Renault

In terms of well-resourced teams capable of decent results, Enstone could be a good shout if Kubica's return is delayed. It would just be a question of how much Renault need Petrov and Senna's sponsorship. But then there's that public slanging match that took place between Renault bigwigs and Kimi's management last year...



Tiger Woods, but even that wasn't enough to keep him in Formula 1 once he felt he was being marginalised (remember how much he hates dishonesty and injustice). There were a number of options he turned down in 2010, including one that was extremely lucrative: it's not the money that motivates him.

Instead it's the idea of pushing himself towards a brand new challenge... which happened to be rallying. "I was always curious to know if I could stay on the road and keep pushing," he says of his decision to switch to the World Rally Championship. "It's very different from F1. So I was interested to know if I could do this too, because when you see the guys who are doing it all the time, they make it look easy. In fact, it's one of the hardest things you can do. Every corner is different, and even two corners that have exactly the same pace note – like 'right two' – can be completely different. If you get it wrong, there's a tree or a rock rather than a gravel trap. It's something I wanted to try, but I don't have to be so serious about it. If I feel like

"I got the feeling from the start that the people involved in rallying are more interested in the sport, rather than creating bullshit stories with big headlines outside it"

I don't want to do it any more I can stop today." Conclusion: it's even harder to beat Sébastien Loeb than it is to beat Sebastian Vettel.

Kimi's appetite for mud was whetted when he entered an Abarth Grande Punto S2000 in the 2009 Rally Finland (his choice of car dictated by his contract with the Fiat Group) and ran as high as third in class before crashing out in spectacular fashion. His older brother Rami is also a rally driver, so it runs in the family. The

hardest thing for Kimi to get used to has been the pace notes. It's not surprising really: when Kimi was in Formula 1, he was not one of those drivers who was happy to receive various radio messages throughout the race: he tended to look at them as an unwelcome distraction that put him off the real job of driving. Although, to be fair, that's Kimi's view of most things.

Unlike Formula 1, in-season testing is allowed in the World Rally Championship. What few →

Williams

It's no secret Williams are short of money, so will probably retain Pastor Maldonado and his funding next year. Kimi has already visited the team and we understand talks have taken place about the number of PR days he'd be required to do. He's so keen that he's apparently agreed to more days than he's ever committed to previously

Force India

Owner Vijay Mallya often speaks of the need for an experienced driver and a slot could be available in 2012. The question is, could Kimi reach the right level of fitness in time for winter testing?

Sauber

The team where Kimi made his F1 debut are continuing their well-established role as a place for young talent to emerge and will continue with their current line-up of Kobayashi and Pérez next season

Toro Rosso

With the Red Bull parent company part-funding Kimi's rallying, it's possible that the pair could be united in F1. But Kimi's not so keen, plus the team is more of a vehicle for Helmut Marko's young driver programme

Lotus

F1's newest teams seem the least-likely places Kimi will seek a drive – for reasons of pride as much as anything else. What's more, they wouldn't be in a position to match his salary demands. Then again, he could surprise us all...

HRT

Virgin



people realise is that during these tests, when the teams run up and down on the same bit of road, Kimi has been comfortably quicker than his team-mates – and these include Sébastien Loeb and Sébastien Ogier, the two fastest drivers in the World Rally Championship. But that's because Kimi knows exactly where he's going and can rely on his unparalleled reflexes rather than trusting someone else to tell him what to do.

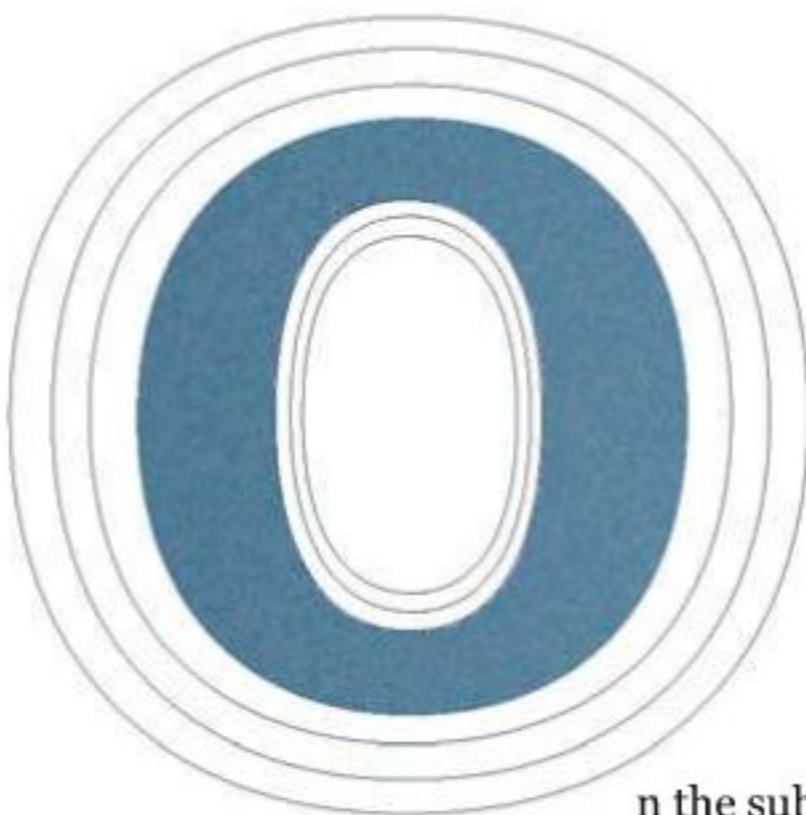
Benoit Nogier, Kimi's team manager in rallying, comments: "In terms of speed, I would say that Kimi is pretty phenomenal. There's nothing that he's scared of. He's got a very instinctive feel for a car; you can see exactly why he's a champion. But in some areas he can improve; I think that's normal for someone with his level of experience. In some ways, coming from Formula 1 makes it harder as you arrive with set ideas about how a car should be driven. You have to free your mind and start again."

This is something that Kimi has always been remarkably good at. As well as rallying, he's tried NASCAR this year and Peugeot's 908 Le Mans racer, which, as he explains, was like driving a high-powered goldfish bowl. "The Le Mans car was interesting but, to be honest, the steering was quite shit and the windscreen was really strange – it sort of distorts the view... maybe because it's very round," says Kimi. "I can't imagine what it's like with oil and mess on it after you've been racing for a long time. But I enjoyed the experience and the car felt good, even though I'm told that it had less power compared to previous years. I hadn't really driven on a circuit for ages apart from the NASCAR race, but that was on an oval, so it was completely different."

It's doing something different that inspires Kimi these days: it's the chance to be himself. That doesn't mean he's living the playboy lifestyle that many people have erroneously attributed to him; it's more that he's now got the opportunity to taste a bit of normality. Is that too much to ask? It might come as a surprise, for example, to learn that Kimi's personal transport of choice is a diesel Volkswagen Caravelle van,

which he uses far more often than his other more exotic cars. But it underlines the point that appearance and reality don't always match up: a fact that the people who question him without even knowing him would do well to remember.

A lot has been said about his motivation. You want to know the truth? The Finn's motivation is sky-high at the moment: he has quietly intensified his fitness and training regime in order to be in the best possible condition to take any opportunities that come his way. "I like having different challenges, that's for sure," Kimi adds. "I've got a lot of plans, but I don't like to talk about them as I'm not sure if any of them are going to work out." It's the story of all our lives; in the end, Formula 1 world champions are no different to anyone else.



in the subject of

F1 champions, when Sebastian Vettel took his 18th career victory at this year's Italian GP to draw level with Kimi's score, he was asked what the landmark meant to him. He replied that it was a good achievement, but that he suspected Kimi still had a few more F1 wins in him...

"I don't know about that," Kimi says, laughing. "It depends on what happens in the future. First of all, like we were saying earlier on, in F1 you need a good package. In a shit car you'll never win, even if you drive better than you have ever driven in your life. That's the fact, and there's no way out of it."

In that regard, things haven't changed much over the past two years – interestingly, Kimi

points out that in rallying the cars are much more equal – but there are a lot of things that are new in Formula 1 compared to when the Iceman left at the end of 2009. There is the DRS and the Pirelli tyres for instance, which have had a profound effect on the on-track action. Overtaking is something that Kimi will definitely have missed, as the only time it happens on a rally is when things have gone seriously wrong.

"It always used to be very difficult to overtake in Formula 1, particularly at the front because the cars are faster and there wasn't a big difference between the speeds," explains Kimi. "It looks easier now, but at least they get overtaking: in some of the races before, there was no overtaking at all. The tyres look as if they have made it really interesting now because of the way they drop away."

At moments like this, Kimi sounds almost like a man who is contemplating an imminent return, although in the past he's brushed off any suggestion that he's missed F1: "If I missed it," he commented last year, "I'd be there now."

But times change, even if Kimi doesn't. And he still hasn't answered that question about whether or not Vettel's prediction was correct. Sebastian Vettel, don't forget, knows Kimi pretty well as they live close to each other in Switzerland and frequently play badminton together: often with Kimi and his trainer Mark Arnall taking on Vettel and his trainer.

There's mutual respect between the two drivers, particularly as Vettel – who went out to watch the 2009 Rally Finland – is awestruck by anyone brave enough to take on the challenge of firing a turbocharged metal missile through a special stage in a forest. So how about it?

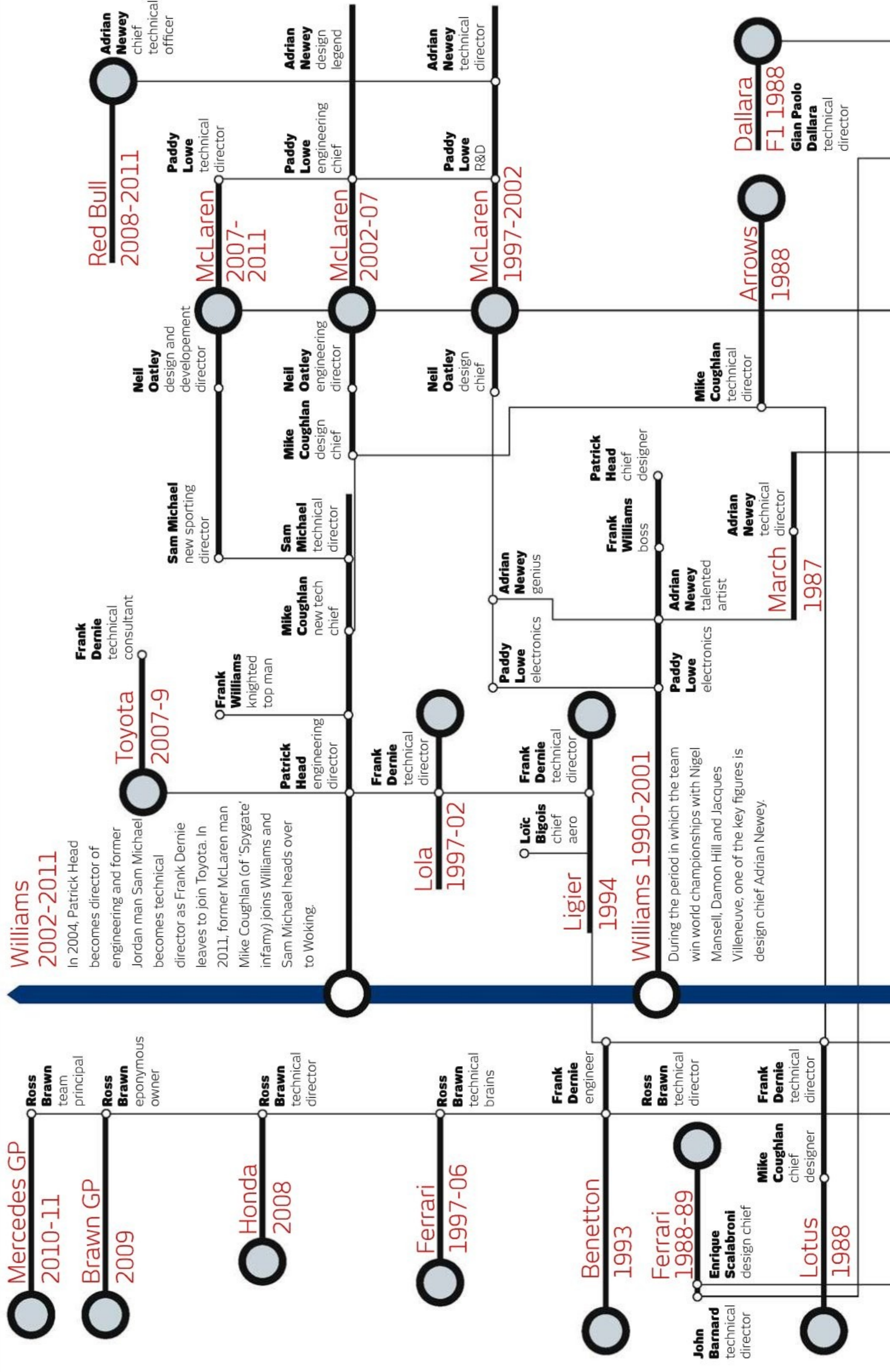
"Ah...who knows. But what's for sure is that Sebastian himself will keep winning many more grands prix," concludes Kimi. "You could see that from the start. He's a nice guy in a good team, and if they carry on making a winning car, then he'll keep on winning. Anyway, he might keep on winning in Formula 1 but I can tell you one thing: he won't win all the time when it comes to badminton." 🏸

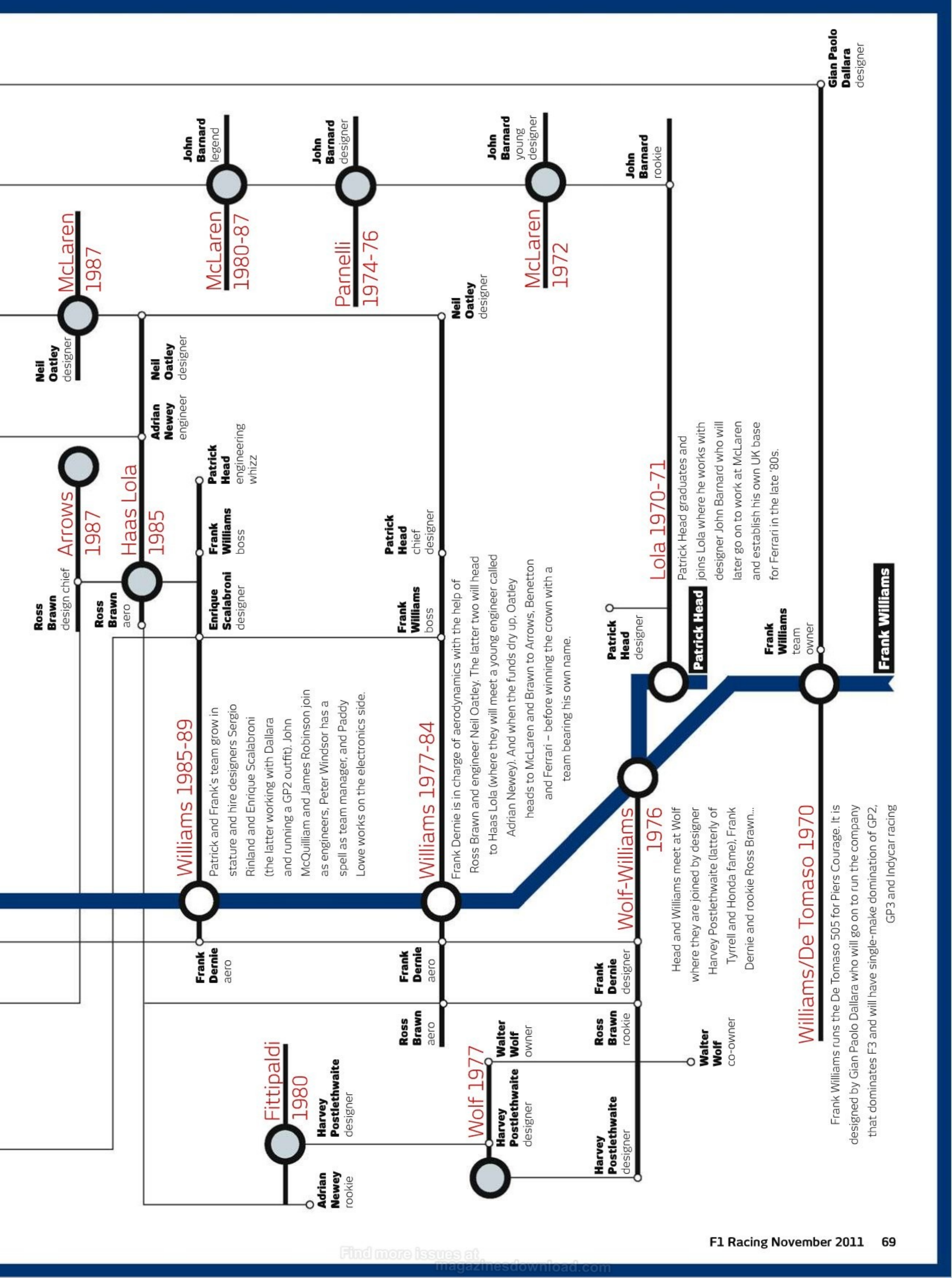
"It depends what happens in the future... in F1 you need a good package. In a bad car you'll never win, even if you drive better than you have ever driven in your life"



All roads lead to Williams

Over the past 40 years, **Frank Williams** and **Patrick Head** have worked with some of the greatest engineering minds that Formula 1 has ever seen. From Ross Brawn to Adrian Newey we track their long careers





Williams 1985-89

Patrick and Frank's team grow in stature and hire designers Sergio Rinland and Enrique Scalabrini (the latter working with Dallara and running a GP2 outfit). John McQuilliam and James Robinson join as engineers, Peter Windsor has a spell as team manager, and Paddy Lowe works on the electronics side.

Williams 1977-84

Frank Dornie is in charge of aerodynamics with the help of Ross Brawn and engineer Neil Oatley. The latter two will head to Haas Lola (where they will meet a young engineer called Adrian Newey). And when the funds dry up, Oatley heads to McLaren and Brawn to Arrows, Benetton and Ferrari - before winning the crown with a team bearing his own name.

Wolf-Williams 1976

Head and Williams meet at Wolf where they are joined by designer Harvey Postlethwaite (latterly of Tyrrell and Honda fame), Frank Dornie and rookie Ross Brawn...

Williams/De Tomaso 1970

Frank Williams runs the De Tomaso 505 for Piers Courage. It is designed by Gian Paolo Dallara who will go on to run the company that dominates F3 and will have single-make domination of GP2, GP3 and Indycar racing

McLaren 1987

Neil Oatley designer

Arrows 1987

Ross Brawn design chief

Haas Lola 1985

Ross Brawn aero

McLaren 1980-87

John Barnard legend

Parnelli 1974-76

John Barnard designer

McLaren 1972

John Barnard young designer

Lola 1970-71

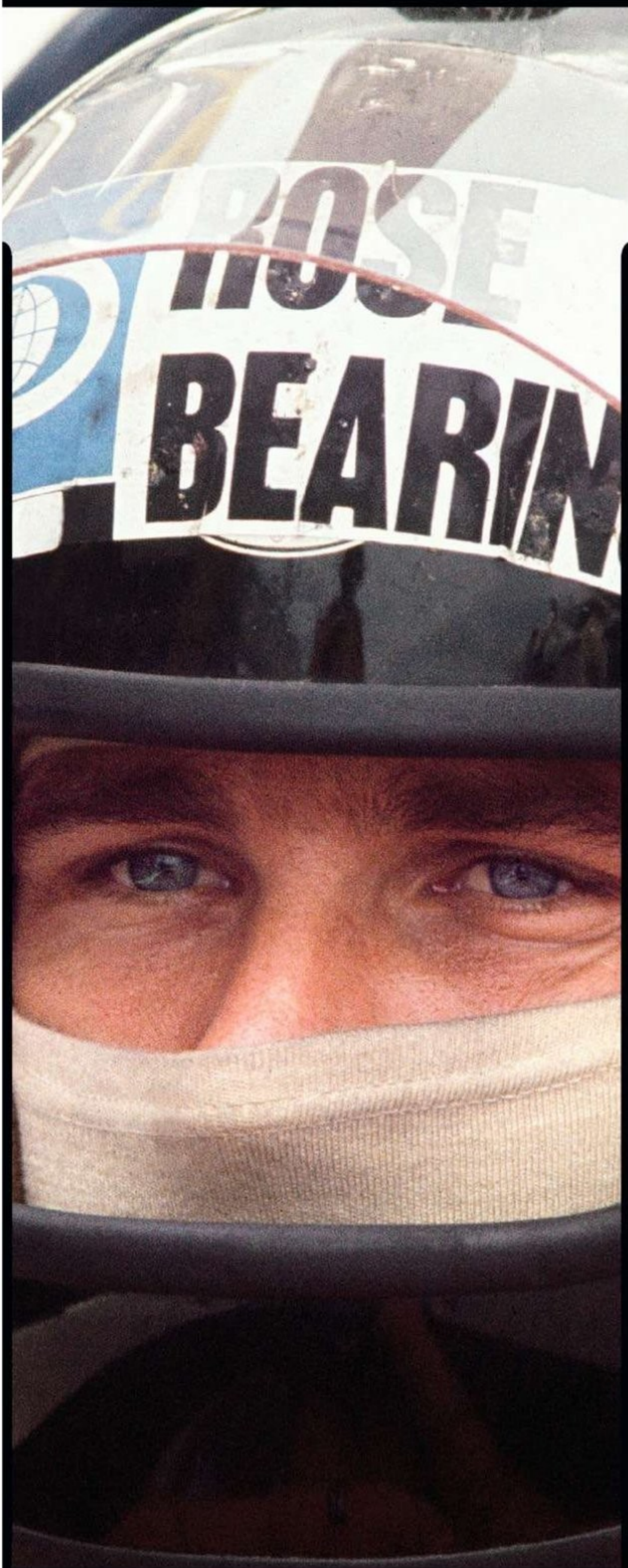
Patrick Head graduates and joins Lola where he works with designer John Barnard who will later go on to work at McLaren and establish his own UK base for Ferrari in the late '80s.

Frank Williams

Frank Williams team owner

Frank Williams

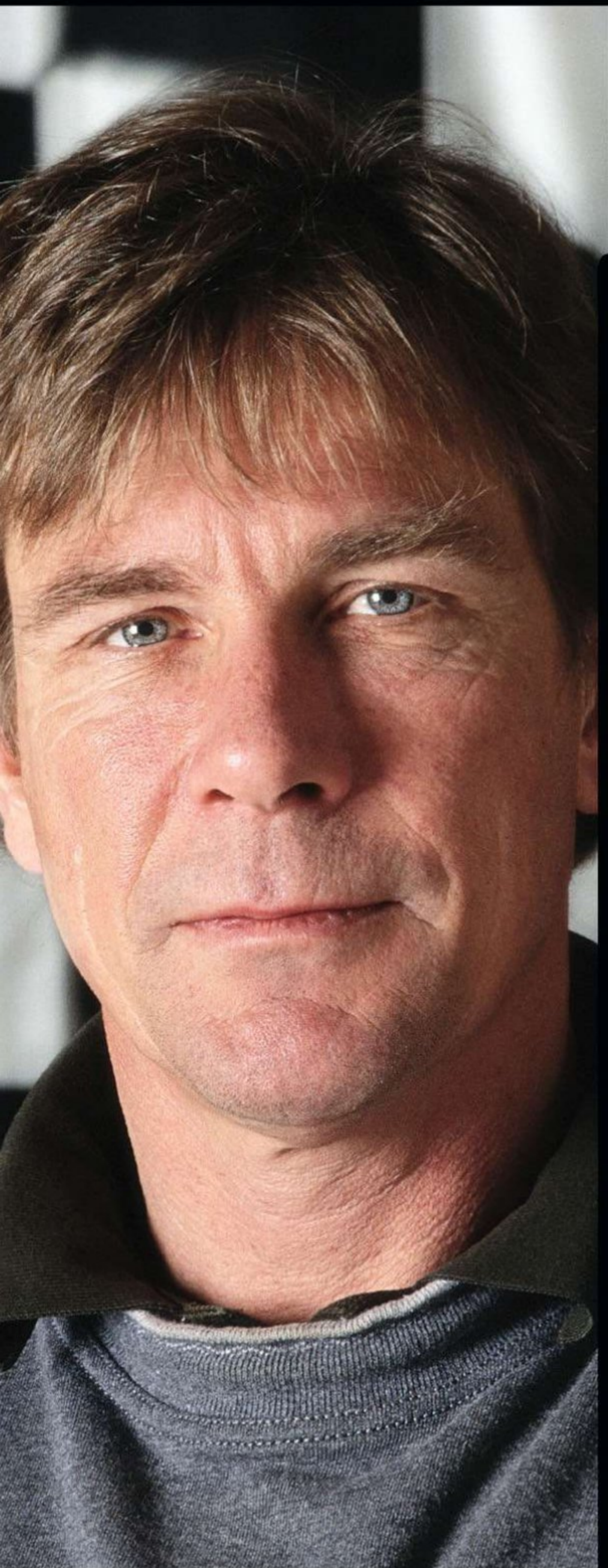
Gian Paolo Dallara designer



► The rising star ◀



► The world champion ◀



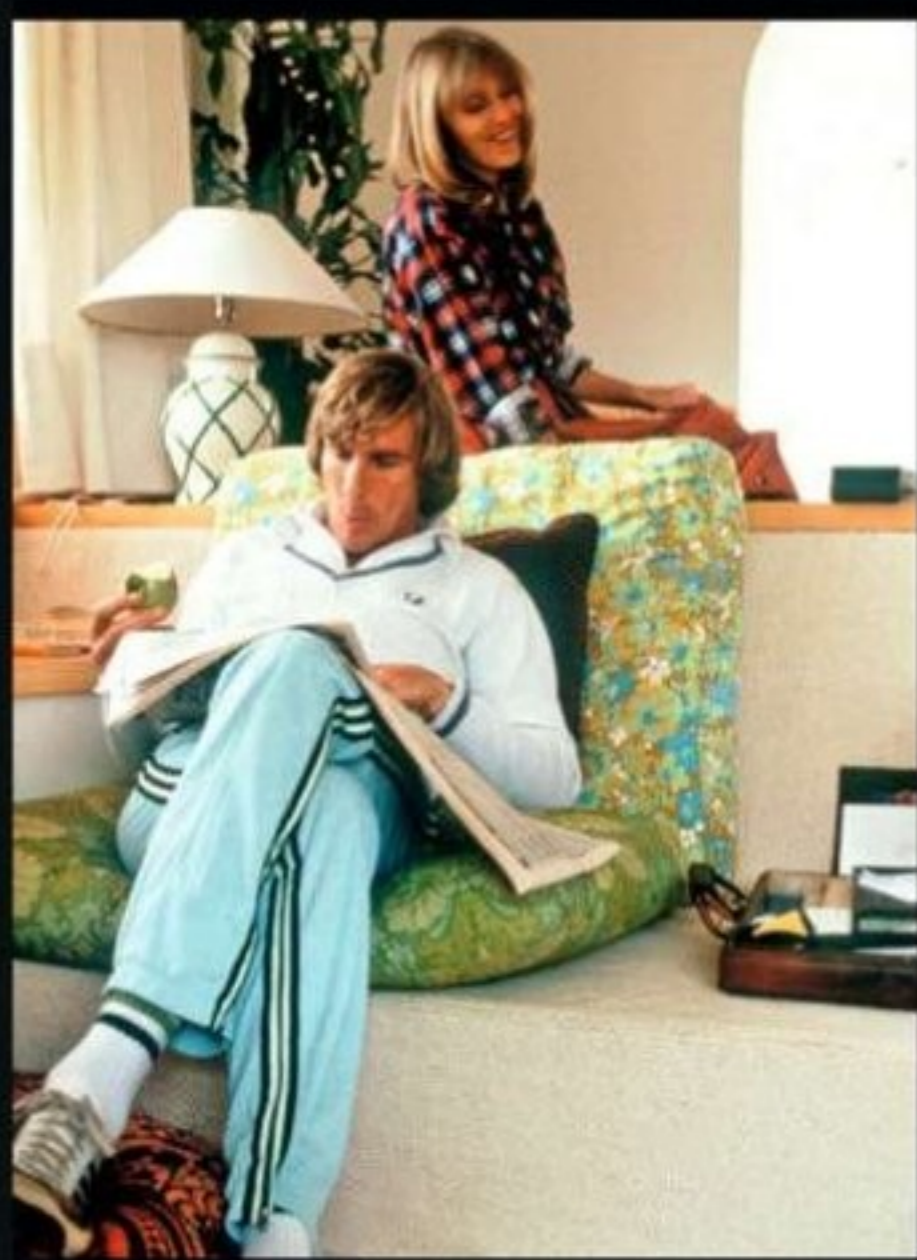
► The retired racer ◀

The three sides of ► **James Hunt** ◀

The lively rising star, the boorish world champion, the convivial retired racer: 35 years on from Hunt's title victory, Alan Henry recalls a legend

They're not quite flickering, sepia-tinted memories of a time before colour television, but somehow it seems not far from it. I'm referring to the fact that 35 years have passed since the late James Hunt memorably clinched the 1976 F1 world championship with an inspired drive to third place at the inaugural Japanese GP at Mount Fuji. I was 29 at the time; the current editor of *F1 Racing* merely 16 months old. A reminder, perhaps, of the old adage: life is what happens when you're busy doing other things.

James died one weekend in June 1993 when the rest of us were off covering the Canadian GP in Montreal. I first heard the news as I stepped off the plane at Heathrow. A heart attack at the age of 45. He'd been a background item in my professional life, if you like, for more than 20 years. "Morning Hens, J Hunt here," would be how he'd leave a message on my answering machine. He seemed cheerful, breezy and extrovert, even if at →



Hunt sporting a variety of '70s legwear, on his bike, with wife Suzy, and with Barry Sheene

times his catalogue of personal setbacks probably meant that he didn't always feel that way.

For all his apparent self-assurance, James Hunt was a complex personality. Only after his death did most of his friends in the business learn that he suffered bouts of deep depression that dragged him down and sometimes made it difficult for him to get out of bed. With that in mind, it's perhaps not surprising that there were three very different facets to his character, which were showcased at differing periods of his career.

Put simply, there was the pre-F1 rising star who was lively, boisterous and attractive; the frontline GP ace, often loud, boorish and tiresome; and the mellowed-out retired racer, the person you would seek out in the F1 paddock as one of the most convivial and attractive personalities of all.

It was the handshake that flagged up just how determined James really was. You felt as though your own fingers were being cracked in a vice. Always physically fit and seemingly on top of his game, Hunt's time in Formula Ford, F3 and F2 was characterised by an almost electrical intensity. He'd always been quick, but obviously needed to suppress an erratic streak in his character. In 1970, driving an F3 Brabham, he'd demonstrated his pace, but he seemed to be an unlucky driver – and that's precisely what you didn't want to be at a time when the sport was dangerous. With a capital 'D.'

Perhaps the fact that he could cope with disastrous situations proved James's inherent toughness. At the 1970 Rouen F2 international,

he would thump a solicitous marshal after crashing out of the Canadian GP at Mosport Park, ironically while attempting to lap Jochen Mass in the second McLaren M26. Later he would drive Vittorio Brambilla's Surtees into the pit wall at Hockenheim during practice for the 1978 German GP. It was all part and parcel of his make-up. And, somehow, when James explained his actions to me in the cold light of day, they sounded curiously reasonable.

But James never complained as he climbed the greasy pole. I remember standing with him on the trackside at Crystal Palace in 1971, watching the F2 international. His forearms were bound with bandages, the legacy of somersaulting an F3 March at Zandvoort the previous day. He was in a lot of pain, but he never complained. I admired that hugely. James was no crybaby.

Of course, if you think of James Hunt, you automatically think of Niki Lauda. On the face of it they were chalk and cheese, but they hit it off really well as ambitious young hopefuls trying to claw their way into F1. Lauda arrived via the relatively well-funded route, firstly with his Austrian bank and then with another bank loan for £30,000 to fund a full season of F1 and F2 with a works team in 1972. James, by this time, was hanging around the motor racing equivalent of the stage door, picking up scraps as and when they fell from the works teams' tables. That's when Hesketh decided to get him involved driving something called a Dastle in F3. That led to a drive in a leased March F2 chassis with which he writ his name large in the end-of-season F2 Torneio series in Brazil.

"Hunt's early career showed he was quick, but needed to suppress an erratic streak"

he was locked in a multi-car battle for the lead of the supporting F3 epic when he tangled with France's rising star Jean-Luc Salomon's Martini. Believe me, it was a truly horrifying accident that ended with Salomon's car locked upside down on the top of Hunt's cockpit, its driver fatally injured. And later in the race Denis Dayan, another French hopeful, was also killed in a terrible shunt in his GRAC on the high-speed swerves beyond the pits.

All this gave James a harsh perspective on the competitive business of being a professional racing driver and went some way to explaining his attitude when the adrenaline was flowing. He lapped fellow F3 rival David Morgan in the middle of the track at Crystal Palace after they tangled. That was 1970. Seven years later

Having impressed in F2, James stepped up to F1 with the same team. The noble Lord Alexander Hesketh cut a Billy Bunteresque dash, but he and his sidekick, future Hesketh F1 team manager Anthony 'Bubbles' Horsley, were shrewder than you might have imagined when it came to motor racing. Bubbles, in particular, was always capable of calming James down if his pressure-cooker temper looked set to spill over.

At Watkins Glen in 1973, just before the start of the US GP, I saw Bubbles crouched alongside the Hesketh March 731, whispering into James's ear as Hunt stared straight ahead, listening intently. God knows what Bubbles was saying, but it worked. James stormed to second place behind Ronnie Peterson's Lotus 72 – his best result since arriving in F1. →

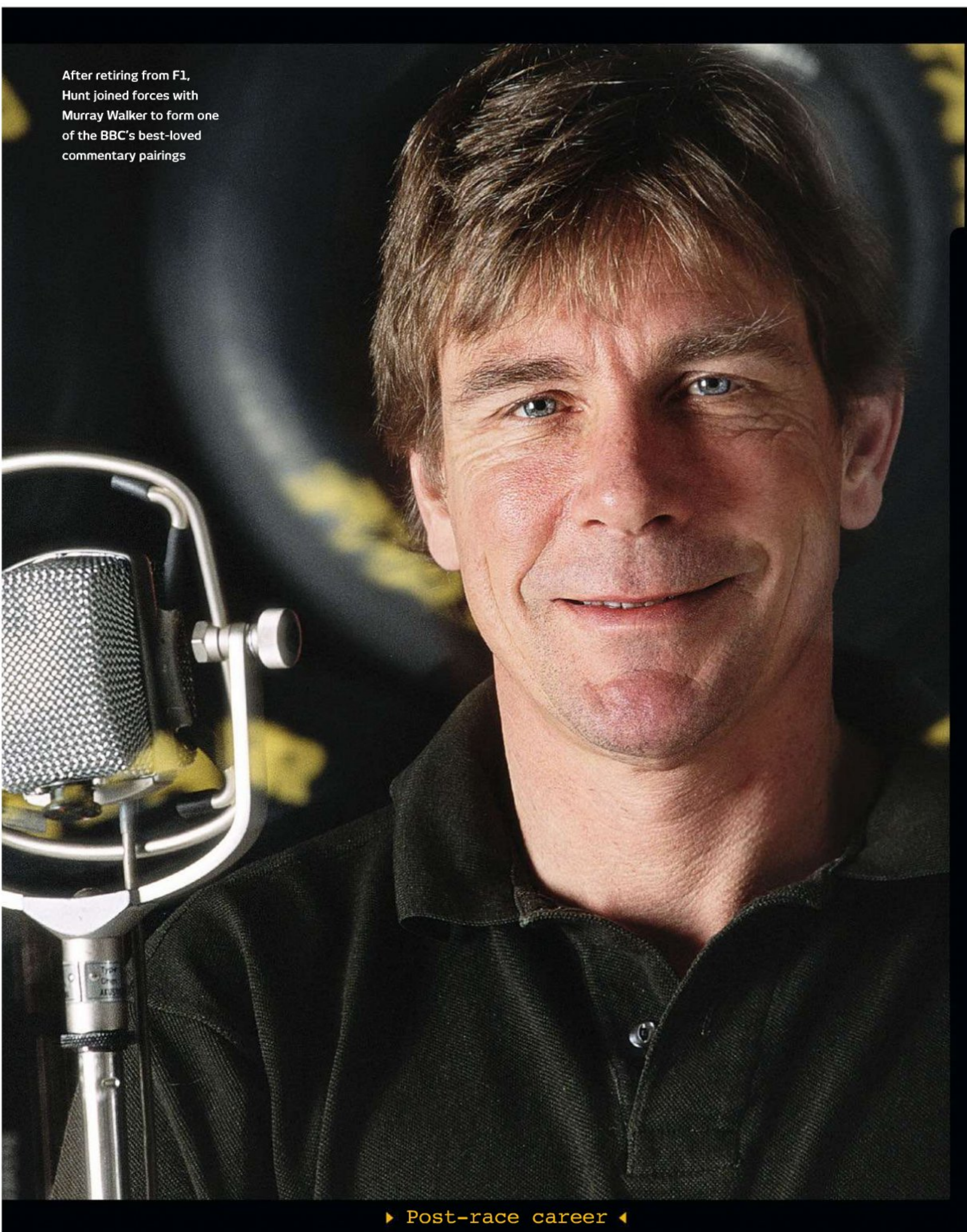
Hunt wins the 1976 world championship, after his friend, the injured Niki Lauda, pulls out due to the terrible weather conditions



PHOTOS: ALLSPORT UK/ALLSPORT; LAT ARCHIVE

► 1976 Japanese Grand Prix ◀

After retiring from F1, Hunt joined forces with Murray Walker to form one of the BBC's best-loved commentary pairings



► Post-race career ◀

After two more years driving for Hesketh, it was time for Hunt to move on. His Lordship was running out of cash and James needed to be in an established frontline team. So when Emerson Fittipaldi took the unfathomable decision to switch to his brother Wilson's Copersucar-Fittipaldi squad in 1976, James slotted into the vacant McLaren seat. It was a logical fit.

There was a touch of the 'yah-boo, we're the F1 top dogs in town' about McLaren in the mid-1970s. But if life is all about timing, then Hunt rode the crest of a wave of opportunistic circumstance to perfectly time his arrival with the Marlboro-backed outfit at the start of 1976.

"James moved to McLaren in '76. He was a rebel, and Teddy Mayer had no problem with that"

James was a rebel and team principal Teddy Mayer had no problem with that. After Bruce McLaren himself, and Ron Dennis, Mayer probably contributed more to the McLaren legend than any other individual. A sparky and aggressive little man, Mayer had himself been something of an outsider when he arrived on the European motor racing scene a decade earlier. So if Hunt wanted to play the maverick, that was just fine with Teddy.

Jochen Mass thought he had the competitive edge to see off Hunt. But the German didn't see what was coming. I was in the McLaren pit at Interlagos during practice for the 1976 season-opening Brazilian GP and saw the expression on Jochen's face when James put his own M23 on pole position. From that point on, James had the upper hand, usually decisively. We all know the story about the countdown to the '76 championship clincher at Fuji. He rose to the occasion magnificently.

Yet James could also be a pain in the backside. I once went to collect a photo he'd agreed to sign for a friend's young daughter. Instead of just doing it, he gave me a bollocking for distracting him an hour or so before the start of the 1977 British GP. And he did it in a voice loud enough to ensure all the fans standing outside the McLaren transporter could hear what he had to say. It was bad for my blood pressure.

By this stage, James was well-entrenched in the gossip columns, thanks largely to the fact that his delightful first wife Suzy had left him for the actor Richard Burton. You'd have been forgiven for imagining such a disruption to his life might have sent James off the rails, but he dealt with the situation with great fortitude.

Later he would marry again and father two sons of whom he was immensely fond and proud.

McLaren came off the boil after 1978, slow on the uptake when it came to ground-effect technology. James switched to Wolf in 1979 where he drove designer Harvey Postlethwaite to distraction. I remember taking an agitated phone call at *Motoring News* from Harvey in the summer of '79 just before James chucked in the towel. Harvey was utterly livid over the casual manner in which James had effectively branded his car as rubbish without even trying particularly hard. I think there was a lazy streak not far below the surface of Hunt's character, but he generally did a good job of suppressing it.

Post-racing career, James became one of the best F1 commentators in the business, working alongside Murray Walker for the BBC. He held court in his beautiful Wimbledon house where his mates – me included – were treated to sausage and mash lunches from time to time. The place was presided over by Winston, a former cab driver who had lost his licence after James urged him to break the speed limit on the way to an appointment in London. It was all delightfully zany and convivial.

James, whose Mercedes S-class was on bricks in the front drive, presumably to persuade the lawyers dealing with his costly divorce that he was short of dosh, would peel off a hundred quid in notes into Winston's hands before sending him off on an errand in an Austin A35 van – Hunt's preferred mode of travel in his cash-strapped latter years.

Thinking of ways to top up his depleted finances, he toyed with the idea of an F1 comeback and went as far as testing a Williams-Renault in 1990. Wearing his old Wolf overalls, he quickly got into the swing of things and was well prepared physically speaking. But he was over 40 by now and he couldn't turn the clock back. When he talked to me about it, he tried to dismiss it all as something of a jape, but it was a serious attempt to prove something to himself.

It was typical James that he made provision in his will to fund a wake for his friends to celebrate his life. Looking back, I'm not sure James was cut out for old age. At least we were spared the sight of him hobbling around the paddock on a walking stick, which has preserved the image that remains: a dashing, brilliant and caddish '70s racer who could never exist in F1 today. **F1**



From top: Hunt with his sons in the 1980s; opening the James Hunt Racing Centre in the 1990s; and his son Freddie gets set to drive his dad's Hesketh at Goodwood in 2008



PHOTOS: GRAY MORTIMORE/GETTY IMAGES; MARK THOMPSON/GETTY IMAGES



"India

will
have
noise,
colour
and
chaos.



The Buddh International Circuit cost £227million to build. Its name is taken from 'Buddha', which means 'a state of enlightenment'



F1's

going
to get a
complete

culture shock"

As Formula 1 prepares for its first visit to New Delhi, **Karun Chandhok** writes exclusively for *F1 Racing* about the experience that will be waiting – poverty, machine guns and 'party central' buzz included

PORTRAIT

LORENZO BELLANCA/LAT

When I was growing up as a kid in India, I remember the first F1 race the country ever televised live. It was the 1993 Spanish Grand Prix – not that long ago in the grand scheme of Formula 1. I grew up in the late 1980s and early 1990s watching video tapes of grand prix races recorded in the UK on the BBC, which were posted to me by a friend; if you had asked me back then if I could ever have imagined a Formula 1 race in India, then the answer would definitely have been 'no way'. Would I have imagined myself as a Formula 1 driver? Well, I dreamt of it all the time, so I had to believe in that dream and that it could happen, but to finally have a grand prix in India really is a massive moment in my life.

Over the years, there have been a number of stop-start efforts in India – including projects in Calcutta, Hyderabad and Bangalore – that made us sceptical it would ever happen, but now, finally, it has. For the race to be a success we need three things to happen: firstly for the drivers and teams to enjoy their time in India; secondly for the media to be supportive of the event; and thirdly to get backsides in the grandstands. Operationally and organisationally, there will be teething problems – there always are in the →

first year – but as long as the overriding feeling on the Monday after the race is that those three things have been achieved, then I would say it will be classed as a good event.

So far, the media in India have been very positive and the international media have been very curious (at the same time as complaining about what a pain in the arse it is to get visas) but, by and large, everyone is looking forward to the event and, in terms of getting backsides in seats, I know that at least 150 of my friends have bought tickets.

Formula 1 might get a culture shock when it arrives in New Delhi, but I think that's right because we should go to places that are different. What's the point of going all the way to India if the paddock looks exactly the

Aside from Silverstone, the Buddh International Circuit is the only privately funded track to gain a place on the F1 calendar

same as in Bahrain? When you're in the pitlane in Turkey, how do you know you're in Turkey? It needs to be a bit mad and chaotic and to have a bit of character; personally I hate a sanitised F1 world. We've got to have Bollywood music playing in the Paddock Club; we've got to have noise and colour and a local flavour – that's why watching cricket in India is so fantastic.

There is poverty in the country and a lot of my friends have visited India and said they got depressed when they saw it and couldn't do anything about it. I think the poverty is different to how it is in Brazil, though, where it leads to violence. Sad though it is to say, I think there is a certain acceptance of the situation in India; that's what life is, people get on with it and try to smile and make the most out of things.

With New Delhi being the capital, there is a lot of security in the city. I remember during the Commonwealth Games, swimmer Rebecca Adlington was interviewed and said she'd never seen a machine gun in her life, but that when she landed at Delhi airport there was a guy standing at the exit of security with a massive AK-47. Personally, I don't really notice it, but there are a lot of little things that will strike people. There is the terror issue, but terrorists seem to be targeting politically charged areas more than anything else – high courts and parliament houses. We went through the Cricket World Cup and the Commonwealth Games without a problem, so I don't foresee any issues with F1.

My big worry is that Noida – where the track is, on the outskirts of New Delhi – is an area that is underdeveloped. There are a few shopping

malls and most people in F1 are going to stay in this area, but it's an industrial hub an hour from the city. During a race weekend none of us will have time to venture out into the city; it'll be like in Shanghai, when we all just stay in Jiading. So people will stay in Noida at a circuit hotel, head back and forth from the track and then go back to England and say, "Well, that was a bit shit, wasn't it?" But if you stay in the city itself, it will be completely different.

There is New Delhi and Old Delhi and the latter has the charm and the character – it's the place to visit if you are a tourist. New Delhi is



Force India have an Indian boss but – very noticeably – they don't have an Indian driver



They're sharing a joke here, but as India's only F1 racers, rivalry between Karun and Karthikeyan is fierce

more modern and cosmopolitan, but it's a great city. The restaurants are amazing; it has the best food in the country, great hotels, a big airport and over 16million inhabitants.

As for the circuit, I think it has something for everybody. There are some high-speed corners with quick directional changes and elevation for the drivers to get excited about. There are grandstands on big grass banks that create an elevated view for the spectators, and it's a challenge for the engineers as the track has the longest straight on the calendar – from Turns 3 to 4 is 0.75 miles. Then, from Turn 4, the steering wheel isn't straight again until the end of the lap. You're always working in the cockpit, so the tyres are going to take a massive loading. I organised for the Pirelli guys to go out there and they came back and said, "Bloody hell, this is going to be a challenge!"

It will be high 20s/low 30s in temperature – no humidity. It'll be dry, but there is a lot of smog. Any asthmatics should come prepared; I struggle with allergies every time I go... the pollution is pretty bad in Delhi. I heard of at least four teams sending out extra people in case some go down with Delhi-belly – some say they're being overcautious, others say 'wimps'!



Planning was meticulous and F1 teams were consulted in an attempt to boost overtaking

Believe it or not, this new circuit constitutes the next chapter in the history of motorsport in India, in which my own family has played a very big part. Back in 1970, my grandfather, Indu, founded the ASN, which is the federation of motorsport in India. He had been racing Jaguar E-Types against the maharajas since the 1950s, then my dad started racing in the 1970s. Ten years after that, my grandad built the first permanent road circuit in Madras and Sir Jackie Stewart laid the foundation stone when it opened in 1989. →

"India will be a game-changer for F1"

Force India boss **Vijay Mallya** says that Formula 1 and India are a perfect match as he reflects – at some length – on the impact the sport will have on his country...

In a Formula 1 competition for the longest answers ever given in an interview, Sir Jackie Stewart fares well, as does McLaren chief Martin Whitmarsh. But without doubt, all records have now been smashed by Vijay Mallya. Sitting at his desk in the Force India motorhome, he opens up his case of cigarillos as I turn on my Dictaphone and ask question number one. Did Vijay ever think he would own an F1 team that would one day compete in a grand prix on home soil?

Nearly 11 minutes later, his answer comes to an end. In his response – too long to reproduce in its entirety – we hear about how his dad used to drive him to school in a Jaguar, his racing exploits in a Cobra in Calcutta, meeting with Bob Fernley (now deputy team principal at Force India) to buy an Ensign F1 car after a chilly train ride to Manchester (his jacket stuffed with newspaper to keep him warm), sponsoring the Benetton and Toyota F1 teams and then the story of how he bought the Spyker F1 team – now Force India.

Mallya is an engaging character, with a huge business empire that includes Kingfisher Airlines and United Breweries and he's taken his Silverstone-based team from the back of the grid to the midfield. In between his other commitments as an MP in India, Vijay has just flown in from his home country to be at Monza, which is where we're having this chat. With his long-haul flights in his private plane, he is referred to as being on 'Vijay-time' and, as he puts out his cigarillo, he muses on the tie-up between India and F1.

"October 30 will be a game-changer for F1. I did some research and found that the average young Indian kid wants to be successful, he wants to make money, and a sport like F1 has the glamour, technology and big names that will appeal to this new generation of Indians."

The only question mark that hangs over the team is its lack of an Indian driver – with Narain Karthikeyan at HRT and Chandhok at Lotus, will a German and a Scot appeal to the home fans?

"I can't produce an Indian driver out of thin air," counters Vijay. "What I am doing in terms of technical development cannot be compromised by a choice of driver. I can't afford to take pay drivers – I'd be shooting myself in the foot. I need a driver with the requisite experience in F1."

Since Spyker became Force India in 2007, they've risen up the grid and scored a front row position and podium at Spa 2009 – but is a win on the cards? What is Vijay's ambition for the team?

"If this team became a regular, competitive Q3 contender and we occupied the next two slots after Ferrari, McLaren, Red Bull and Mercedes – teams with serious budgets – then I think we'd be pretty pleased. It would mean beating Renault though. I would like to be within half a second of a big team – then in a race anything could happen."

With that Vijay beams and sits back his chair, seemingly content with all that surrounds him, and contemplates his life on Vijay-time.

James Roberts

Throughout the 1990s there was the Madras Grand Prix for Formula 3 cars and the last winner was Narain Karthikeyan. He and I try to maintain a professional courtesy, but you have to understand that when there are only two people from one country in the sport, there will be rivalry and tension. I think that when we stop racing we'll be closer friends, but today it's hard

The Hermann Tilke-designed circuit (yes, it's another one of those) is 3.19 miles long and the grand prix will take place over 60 laps

and some of it is driven by people around us.

I think in terms of raising the profile of F1 in India, Force India have also played a part, but have they done anything

for Indian motorsport? I don't think so. Force India have done a lot for Vijay's personal profile, although I give him credit for what he's done with the team. From where they've come from as Spyker to the midfield position they're in now, he's done a great job. At the same time, they talk about this one-in-a-billion karting talent search idea, but they're not investing at the grass-roots level of the sport. The twin-engined karts you

get at Daytona Raceway in Milton Keynes are quicker than some of the ones they use.

Look at what Force India can do for Indians: Vijay should note what Tony Fernandes is doing at Team Lotus and recruit Indian engineers. There are Indian engineers at Virgin, Ferrari and Team Lotus. But apart from the boss, no one at Force India is Indian. At Team Lotus there's an Asian feel – you can get *nasi goreng* for lunch – but it's not called Force Malaysia, is it?

When you walk around the paddock, it doesn't matter if you're an energy drink, an airline or a car maker – everyone is trying to sell products and services into Brazil, China, Russia and India. Those are the four big markets that all the major companies want to break into. The European markets are going to take a while to recover. The world has shifted and while F1 must go to Spa, Monza, Monaco, Silverstone and Suzuka, the world is such that you have to look at new options. Tag Heuer had over 100 guests at the Chinese GP and it's a great market for sponsors.

You have to give the Jaypee Group credit: it's a huge task to host a grand prix in India. They spent over £227million and it'll cost them £32million a year to run it. What will they recover? Maybe £3.2million in ticket sales? They are property developers and they are building

the Yamuna Expressway, which goes from Delhi to Agra (site of the Taj Mahal) – a stretch of 100 miles; they own a lot of land along that stretch. The circuit will form part of a new sports city, with a cricket stadium that will host international and IPL cricket, tennis courts, a golf course, apartments, offices and hotels. Mercedes are setting up a driving academy and now the circuit has been built, its next priority is to host MotoGP.

To have an F1 race in your own country is special, and I think there will be a lot of PR in the build-up to it. When I said I'd be racing in the German GP earlier in the year, it was breaking news on every channel in India that day. In one way I'm looking forward to it but, once Sunday is over, it will be nice to get on a plane and head back to Brackley: those 13 days after Korea will be the busiest of my life. I have a request every morning to go on a breakfast TV, do an interview with a different magazine – lifestyle, sports, cars, fashion – or be interviewed for a newspaper.

The week of the grand prix is Diwali – the biggest festival of the year. The whole country will be shut, with lights, fireworks and carnivals. That week will be party central, it will be chaos and absolutely buzzing... a great time to see our country in all its glory. 

• See the circuit preview on [page 118](#)



“My granddad, Indu, built the first permanent road circuit in Madras and Sir Jackie Stewart laid the foundation stone when it opened in 1989”



PHOTOS: KARUN CHANDHOK; CHARLES COATES/LAT

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The A-Z of F1 jargon

Formula 1 is full of complex words and weird abbreviations, so here's a handy A-Z of terminology that you might – or might not – have come across...

Aa

ADR

abbrev. for Accident Data Recorder.

This is a device similar to the black box found in aeroplanes, which records all electronic information and is able to help identify the possible causes of an accident.

Bb

Box

(boks) vb

A universally used command, instructing a driver to return to the pits [from 'pit box'].

Cc

Carambolage

(kar-am-bol-ahj) n French

Meaning a pile-up – particularly one involving a large number of cars. Think Paul Ricard in '89.



Dd

Degradation

(deg-rad-ay-shun) n

This refers to the performance of the tyre, which begins with a peak level of grip. As the tyre degrades, the grip and the lap times drop away. For disambiguation, see 'wear'.

Ee

ECU

abbrev. for Electronic Control Unit.

All F1 cars use a standard unit, supplied by McLaren Electronic Systems, which controls both the engine (which includes ignition and fuel-injection systems) and gearbox. ECUs prevent the use of driver aids such as traction control.

Ff

FOM

abbrev. for Formula One Management.

The company that controls the broadcasting, organisation and promotional rights of F1. It is a wholly owned subsidiary of Formula One World Championship Limited and is part of Formula One Group. If confused, ask Bernie's lawyers.

Gg

Gurney flap

(gurr-nee flap) n

Daniel Sexton Gurney (born 1931) is credited with being the first to place an extra flap on the leading edge of the rear wing, boosting downforce with only a small increase in drag.

Hh

HANS device

abbrev. for the Head And Neck Safety device.

Mandatory since 2003, this tether connects to the back of a helmet and rests on a carbon-fibre support on the driver's shoulders. It limits movement of the head and neck in an accident.

Ii

ICA

abbrev. for International Court of Appeal.

This is the final appeal tribunal of the Fédération Internationale de l'Automobile, which hears motorsport disputes brought to it by the National Sporting Association or the FIA president.

Jj

Journeyman

(jurr-nee man) n, pl –men.

A derogatory term for a driver who has failed to deliver at the highest level, yet has continued in the sport for a number of years [e.g. Nick Heidfeld]



Kk

Kevlar

(kev-lar) n Trademark.

A synthetic fibre that is combined with epoxy resin to create a strong, lightweight composite, which is used in the construction of wishbones, end-plates and headrests.

Ll

Lollipop

(loll-ee pop) n

The pole held in front of a driver during a pitstop to stop him moving off. New versions tell him when to brake, engage first gear and go, via a green light.

Mm

Marbles

(mar-bulz) *n*

A collection of pieces of congealed tyre rubber and debris that forms at the side of the track, off the racing line.

Nn

Nomex

(no-meks) *n* Trademark.

An artificial, fire-resistant fibre, which is used in drivers' and pit crews' underwear, socks, balaclavas, gloves and overalls. Can withstand temperatures of up to 400°C.

Oo

Option

(op-shun) *n*

The softer compound tyre, as opposed to the harder 'prime' tyre. In Friday practice, drivers are allowed to use only two sets of primes and one option. One set of primes is returned to Pirelli before FP2 and one set of each before FP3.

Pp

Prat perch

(prat perch) *n* Slang.

Disparaging term used by the mechanics to describe the pitwall, which is inhabited by members of senior management.

Qq

QP1

abbrev. for Qualifying Practice One.

Used to differentiate between the three qualifying periods and also between the three free practice sessions [e.g. FP1, FP2]

Rr

Ronspeak

(ron-speek) *n* Slang.

Phrase used to describe the convoluted and often contradictory vocabulary of McLaren overlord Ron Dennis. He was once overheard to be "mildly infuriated" and other favourite terms are: 'matrix', 'linear' and 'inappropriate forum'. In Ronspeak, a window would be an 'illumination facilitator'.

Ss

Spanner monkey

(span-er mun-kee) *n* Slang.

A disparaging term that is sometimes used by members of a team's senior management to describe the mechanics.

Tt

Tugger

(tug-er) *n* Slang.

A derogatory term for a driver who, despite the mileage and experience, frankly, just isn't quick enough [e.g. Luca Badoer].

Uu

Undercut

(un-duh-kut) *vb*

1. When passed by a rival, a driver takes a wider entry to repass at a tighter angle on the inside. 2. To pit a lap before a rival and put in a quicker lap on new rubber to get ahead of him after his stop.

Vv

VMM180

abbrev. for Vodafone McLaren Mercedes 180.

Former term for McLaren's post-qualifying press conference. The '180' refers to the team giving an outward-looking perspective to the media.

Ww

Wear

(Wair) *n*

After a number of laps, the tread on tyres physically wears away, but this is not directly linked to a drop in performance or laptime. Think of a pencil eraser. For disambiguation, see 'degradation'.

Xx

X-wing

(eks-wing) *n*

Banned aerodynamic wings that first appeared on crude upright struts that stuck out from the top of a Tyrrell's sidepods back in 1997.



PHOTOS: CHARLES COATES/LAT; JEFF BLOXHAM/LAT; ARCHIVE

Yy

Yaw

(yorr) *vb*

Term used by engineers to describe the movement of an F1 car through a vertical axis, often in conjunction with pitch (horizontal) and roll (longitudinal).

Zz

Zylon

(zi-lon) *n*

A synthetic material often found in bulletproof vests and body armour, which is used to strengthen helmets and the sides of the cockpit, to prevent objects from penetrating them. 🏎️



THE MAURICE HAMILTON INTERVIEW

A lunchtime chat with
the legends of F1,
every month

“Ratzenberger was dead. I turned to Ken Tyrrell and asked, ‘What do we do?’ He said, ‘Mike, if you can’t stand this, don’t go motor racing.’”

Under the guidance of Ken Tyrrell and Harvey Postlethwaite, a young **Mike Gascoyne** learnt the often brutal ropes of Formula 1 from two wily old masters. It helped to mould the character of the grid’s spikiest underdog

PORTRAITS DREW GIBSON/LAT

Pigs, Land Rovers, mountaineering. Old English sheepdogs, cricket, sailing, consuming the odd glass of wine. Mike Gascoyne’s number of interests matches the number of F1 teams he’s worked for – nearly all at a high level. He’s earned more than a few quid along the way and yet he uses an elderly four-by-four to make the short journey from Team Lotus to the White Hart pub in Hingham in deepest, darkest Norfolk. It’s a sign of a straight-talking guy with plenty to say. He’s not likely to disappoint...

MH: Hello Mike. I see you arrived in a P-reg Land Rover Defender. Appropriate for this part of the world – but not quite what I expected...

MG: It’s an old shit box, but it’s good for towing the horse box. We’ve got alpacas down here; we’ve got two Kunekune pigs, Meg and Bertie; we’ve got a couple of Old English sheepdogs and a Labrador as well.

MH: I believe the sheepdogs are celebrities around the factory?

MG: Yeah, they’re two brothers. They’ve been in the factory every day since they were a month old. Silvi, my partner, has the dogs in her office. They go into the race bays and just lay down by the boys building the cars. If the engines are fired up, they don’t bat an eyelid.

MH: Blimey, it’s hardly McLaren, is it?

MG: Definitely not. We went the other way and decided to go very relaxed. When we do factory tours, the first thing people ask is, “Where’s Max and Sam?” That’s because they actually have their own column in our online magazine. No one notices me! It’s a different feel; a family atmosphere, which we all like – not this clinically clean sort of thing. We had Prince Andrew come round and he wanted to meet the dogs. →





THE MAURICE HAMILTON INTERVIEW

MH: Do you want a starter? How hungry are you?

MG: Yeah, I'll have a starter. The food's good here. I own a pub in the Cotswolds in Bourton-on-the-Water: The Mousetrap Inn.

MH: Really? So you know about pubs – apart from being a good customer?

MG: Yes. They do an excellent chicken liver parfait here. For a main, the fish is good.

MH: Okay. Some water?

MG: Yeah, go on. It looks better if there's a glass of water. I won't drink any of it...

MH: I'm sure you'll have a glass of wine?

MG: Thought you'd never ask!

MH: I know you're a local lad – and we'll get on to that when talking about Lotus – but I think I'm right in saying you weren't really interested in motorsport when growing up?

MG: No, not at all. I was aware of Lotus and that they were from Norfolk, so I followed the occasional race. At that stage I used to sail a lot with my dad; I played football and rugby at school; I played county-standard table tennis. But I was into engineering and I loved aerodynamics. I used to fly model aircraft every weekend. I left school with good A-Levels and was going to go to Cambridge, but I had a year off and went to work for British Aerospace. I did my year's apprenticeship and I was there when I got into mountaineering.

I went off to Cambridge for three years to do my degree; I had an absolute ball. I had the opportunity to do a PhD, so I thought, 'Another three years living in Cambridge, playing cricket,

going mountaineering, playing rugby. Why would you go and work for a living?'

Eventually I got a job with Westland Systems Assessment in Yeovil, Somerset, doing computer modelling work. I'd been there about two or three months and I was pretty bored. I opened an old copy of Flight Magazine and saw an advertisement: 'Wanted: Aerodynamicist. McLaren International.' I thought, 'I'm an aerodynamicist and I like sport, so if you've got to work for a living, that looks a reasonable idea.'

It all happened very quickly and I was asked to come in for an interview with Bob Bell – the next day. I arrived early in Woking and I thought, 'I'd better try to find something out about this.' So I bought my first-ever copy of Autosport. It was full of stuff on the pre-season test at the start of '89. I didn't have a clue! I had a really good interview with Bob and I thought, 'Shit... I might actually get this job.' A month later, I started as head of aerodynamics.

MH: With the greatest of respect, had there been no other applicants?

MG: They'd interviewed a load of people and didn't find any of them suitable. I think if it had been anyone other than Bob interviewing me, I'd never have got the job. It helped that I'd done a PhD in aerodynamics and half of it was to do with CFD, which was an emerging technology in those days. It was a case of 'right place, right time'. So now when anyone asks how to get into F1, I say "Don't ask me!" – it was completely random how I managed it.

MH: Do you think it helped that you weren't, for the want of a better word, an anorak?

MG: Yes, and I had proven management skills because I'd led mountaineering expeditions where you've got teams of 40 porters. I'd done all the organisation, booked flights, all of the stuff necessary for going away for three months.

MH: This is in '89? So, McLaren were champions.

Maurice, Mike, a bottle of wine, and a decoy jug of water. Gascoyne on water: "It looks better if you have it. I won't drink any though"



MG: Yes, they'd won everything in 1988 and there I was, head of aerodynamics and working on the 1990 car, which won the championship. Then Martin Whitmarsh joined McLaren. Ron Dennis was going through his 'let's bring in someone from outside' stage. Martin wanted to bring in Henri Durand as head of aerodynamics so I got the old elbow, basically.

MH: Were you actually made redundant?

MG: I was offered a job as trainee race engineer or whatever. I was basically just shifted over to one side. But, to be fair, when I handed in my notice, Ron spoke to me personally and was very keen for me to stay on.

My wife at the time was working as a vet in the Serengeti. I decided to take six months off, lived in Tanzania, then came back and had an interview with Harvey Postlethwaite at Tyrrell.

Again, this was a very random interview – as you would expect with Harvey. We ended up discussing all sorts of things and I got a job as a chassis dynamicist.

At that time, Tyrrell were actually very advanced in terms of their aerodynamic techniques and aero-mapping. Jean-Claude Migeot had just left and they were technology leader in all of that. I learned a lot more at

Tyrrell than I learned at McLaren. They were much more advanced in terms of computer modelling and setting the car up.

MH: That's amazing. I didn't realise that.

MG: That was because of Migeot and the fact that Harvey had brought a lot of that technology from Ferrari. Meanwhile, Harvey was being courted by Sauber – this was effectively the entry of Mercedes into Formula 1 – and he asked me

"Lotus isn't a fly-by-night operation that will fold. We're going to rattle a lot of cages – that's what I love doing"

to come with him to run the aero department. I agreed because it was a chance for me to get back into aerodynamics.

The Sauber thing never really happened for Harvey and he went back to Ferrari but, two years later, he was kicked out again. I'd worked at Sauber and enjoyed it; it was a great to set up an aerodynamics department from scratch, doing absolutely everything.

MH: So you ended up back at Tyrrell with Harvey?

MG: Yes, and it worked well because Migeot was doing the aerodynamics and I wanted to move on and be chief designer, working under Harvey. So, there I was, deputy technical director just four →



PHOTOS: LAT ARCHIVE



Salo's points in Italy in '95 came during Gascoyne's second stint at Tyrrell. The team would equal it, but never again finish higher than fifth



But there was more to Tyrrell than that. When it was eventually sold, BAR trashed it. Totally. Tyrrell did many things very, very well. A lot of people from Tyrrell were incredibly successful further down the line. They came out with a tremendous legacy. A team of that size and budget would have disappeared off the map far earlier had it not been for the quality of the people. That's what Craig Pollock and BAR absolutely failed to realise. All they wanted was the entry. They didn't want the people. They threw away Tyrrell's true value.

MH: I remember you telling me that when I was writing a book on Ken. Did you learn from that?

MG: Absolutely – it was a great lesson for me. And so was something that I learned while I was at McLaren. They had this black and white picture of the drawing office in 1984 when they won the world championship. Every time someone left, they cut out the face. When I went to McLaren in 1989, 90 per cent of them were still there. By the time I left, they'd practically all gone and that coincided with the point McLaren started to nose-dive.

MH: You're right – McLaren didn't really do much in the mid-1990s...

MG: Nothing. And that brought it home to me that the team of engineers wins championships. It's very clear that F1 is cyclical. Teams of engineers develop their own systems and style. The trick is to keep them together. You've got to reward your people and keep them loyal when you're winning – which is what Red Bull have to do right now. Forget the drivers; forget everything else. I learned that from McLaren. That photograph taught me a lot.

MH: Harvey Postlethwaite... now he was a real one-off, wasn't he?

years on from going to McLaren and not knowing one end of an F1 car from the other. Today, you don't move up from being a junior aerodynamicist for five years.

MH: How would you compare life at Tyrrell to the management at McLaren?

MG: It was a different style of management and a small team. It was a Corinthian sort of existence; something that I think is actually deep within me. Looking back, I would never have survived at McLaren because I couldn't have got into that corporate culture.

MG: I loved Harvey. He used to say to me: "I'm going to go to the grave" – which unfortunately, subsequently proved to be true – "proving it's not just about spending money... it's about being clever at engineering." He and I got on really well. He loved sport, he loved life, he loved a glass of wine in the evening and he loved engineering. And he loved fighting against the odds, which was always the case at Tyrrell with this fantastic core of individuals.

MH: Harvey's enthusiasm bubbled out, didn't it? The slightly languid way he spoke, gesticulated and held court. But he'd talk a lot of sense.

MG: He'd go to technical working group meetings and his notes would be fantastic. For the first point, he'd make detailed notes; second one, fewer; third one, even fewer. By the fourth point, he'd write: 'crap', 'rubbish', 'crap'. When he started to send me, he'd say, "Every time you want to get something through, argue against it, because everyone else will argue against you. If you want Ferrari to agree with you, always support McLaren because Ferrari will then vote against." He had this great, cynical view.

MH: I had many interviews with him down in the Tyrrell woodyard. The saddest was at the end.

MG: I remember reading it. When he was saying how well everyone had hung on and what a great job everyone had done?

MH: That's the one.

MG: That broke him. And then the Honda [where he went next] not working. It massively affected him. A lot of people ask me what I learned from Harvey. The first thing is: don't die of a heart attack in the pitlane at 55.

MH: What did you attribute that to?

MG: When Harvey died, the most tragic thing was the people there with him had to look through his personal organiser to find phone numbers to ring his family. And the first thing that came up was his 'to do' list. Top of the list was: 'Go and see doctor about chest pains.' And you think, if he'd gone to the doctor, he'd probably be sitting talking to us now.

MH: What a bloody shame. He was driving the whole Honda thing, wasn't he?

MG: Yes, and I think he knew that it wasn't going to happen and he was trying to keep it going. The pressure of that was massive; absolutely massive.

MH: Because he was quite a nervy sort of guy. Although he had this laid-back demeanour, he would get wound up, wouldn't he?

MG: He'd get wound up and he'd care a lot – in this case for all the guys he'd brought with him to the Honda project. I don't think the fear of failure affected him, but it was the fact that he was letting down everyone who had gone with him. That was a massive thing for him.

MH: I can see why that time with Harvey was special for you. What's your memory of Ken?

MG: Ken was just fantastic. I think modern F1 had sort of passed him by a little by that stage, but his enthusiasm and also his ability to command a room remained. I met him just before he died, when he'd been diagnosed with cancer. It was in the paddock at Hockenheim and he was looking a bit frail. But he still had the cheeky grin. He grabbed me, pulled me in between two trucks – this was half an hour before the pitlane opened – and it wasn't, "Hello," it was, "Two stops or three? What will you do if it rains?" Vintage Ken. I wouldn't have missed working for him for all the world.

MH: I consider it a privilege to have known him. He was like a sort of racing father to me. He knew so much.

MG: Exactly. And, of course, he'd been through hard times; the tragic years in the 1960s. I remember 1994 at Imola, when Ratzemberger was killed in qualifying. When they pulled him out of the Simtek, it was obvious what had happened. Sauber shut their doors and started packing up. I asked Ken, "What should we do?" He looked at me and said, "Mike, if you can't stand this, don't go motor racing, son." The session restarted. Ken said, "Track looks clear – good time to get a run in." That was Ken. At times like that, someone had to lead.

MH: Ken was always known as a good organiser. That's a quality you appear to have. It seemed to pay off when you moved to Jordan in mid-1998.

MG: It's pointless if you're working all these hours and the 50 people below you just don't know what they're supposed to be doing. When I went to Jordan, Gary Anderson was there.

"The trick is to keep your engineers together... keep them loyal. Forget the drivers"

Gary was a very strong character and he'd done some things I could never have done. He, Mark Smith and Andy Green had produced their first F1 car from scratch. I could never have done that. Never. It was like Jordan were quite a big team that had grown up, but there was almost no organisation to accompany it.

I think Gary felt that I was there to shaft him – that I was the enemy. I felt sorry for him because the only person who really knew the job he was trying to do was me. He had this tremendous group of people around him: Mark Smith, John Illey, Sam Michael, Dino Toso – and just look at what they all went on to achieve.

Basically, the aerodynamics were nowhere. The drivers were complaining that the car always suffered from understeer. I went over to the windtunnel and discovered that the front wing wasn't working. I designed a new flap, put it on for Hungary or wherever, and from then on – points everywhere. Job done.

MH: Did Eddie Jordan let you get on with it?

MG: EJ was divide and conquer. He'd never trust you. That's why I left and I think that's what led to the decline in his team. Eddie blamed me for going to Renault and stealing all his good guys. I never stole anyone. They rang me up and asked if they could come and work with me because they didn't want to stay at Jordan.

MH: I suppose you're now going to remind me that in 1999 you were in a position to win the championship with Jordan...

MG: We were though! If the car hadn't stopped at the Nürburgring... that was going to be another race win. Heinz-Harald Frentzen would've pissed it in the wet, just like he'd done at Magny-Cours. We would have been within four or five points of Mika Häkkinen with a couple of races to go.

MH: Tell me the story of that race... something to do with Frentzen forgetting to push a button after a pitstop, wasn't it?

MG: [Laughs] Yeah... [pauses]... we had configured anti-stall to be a sort of launch control – which you weren't allowed to have. We asked specific questions to get a 'yes' answer, such as, "If anti-stall kicks in, can we configure how far the clutch goes down? Because in a race if you're in gravel trap and it dips the clutch, you won't be able to drive out." And they said, "Yes, you can do that." "Okay, well can we also set the throttle limits because we need different throttle limits?" "Yes, you can do that."

So, on the start line, the driver just lifted off the accelerator and clutch – dumped them both – and the settings gave you the perfect start. The only downside to this was that once you had engaged anti-stall, you had to disengage →



THE MAURICE HAMILTON INTERVIEW

PHOTOS: CHARLES COATES/LAT; DREW GIBSON/LAT; STEVE EATHERINGTON/LAT; GAVIN LAWRENCE/LAT; LAT ARCHIVE

it, otherwise it would cut the engine after ten seconds. Frentzen used it at the pitstop. He goes out, forgets to cancel it and ten seconds later the engine cuts out. One of the control engineers was screaming as he went down the pitlane: "Tell him to cancel! Tell him to cancel!"

Charlie Whiting came down to see us at the next race – we were sort of expecting this – and asked to have a look at the telemetry data. We pointed out that we'd asked all these questions and he'd said it was okay. He said, "Yeah, very clever, but don't do that again."

MH: So, what happened in the end with Jordan? Did you get a better offer from Benetton?

MG: My contract said that I was chief designer but that, when I took over as technical director, I would be paid a higher amount. After Gary left,

I waited for quite some time and went in to see Eddie after we'd won at Magny-Cours. Eddie said to me, "Well, if you look at our contract, you'll see that you're down as the chief designer; it doesn't matter that Gary is not here, that's what you are. I'm a poor man – you'll be taking the bread out of my children's mouths." All that sort of stuff. I remember he then said, "It's not personal Mike... it's business."

At the start of 2000, I had a call from Flavio Briatore saying that Renault were coming back and were going to buy Benetton. He wanted me to be technical director. I went to see Eddie and handed my resignation letter. I said, "This isn't personal, Eddie... it's business."

MH: What's your reflection on Benetton?

MG: The first year was very, very hard because we were in the shit; deeply in it. In 2001, we qualified at the back of the grid in Barcelona with Jenson Button and Giancarlo Fisichella. Fernando Alonso was in a Minardi and we fought him off for the first stint and then he went past us. We fixed the windtunnel, brought a big update to Spa and finished on the podium.

But the first nine months were brutal. Gradually we built the momentum that you saw become a march to the world championship in 2005 and 2006.

When I left after Toyota had dangled the old carrot, the first thing Flavio did was sign everyone up, put them on new contracts and pay them more money. The total opposite of what Eddie did.

MH: Would you say that Flavio was a good boss?

MG: Flavio was a fantastic boss for me. I'd get called in regularly for 30 minutes three days a week. He'd agree to most of what I wanted, then he'd say, "Right, I want you to look at this, I want you to look at that." And off he went.

Bish, bash, bosh – decision made. Great. He'd back you or say "no". No pissing around. It was brilliant. What happened subsequently, I don't know. But in that period, Flavio was fantastic.

MH: So, the Toyota carrot arrives. I've heard all sorts of figures. It was a lot of money, wasn't it?

MG: Ove Andersson approached me – a great man – and said, "We want you to come and do what you've done for Renault." I said it was nice of him to ask but it wasn't in my game plan because I didn't want to move my family to Germany. He more or less asked what it would take to get me to come.

It was a case of thinking of a number that was stupid enough to make them say "no". So I came up with this figure and they said, "Okay then." Now what do I do? Based on what I was earning, I'd have had to work for the next 25 years to match that figure. By the time I got there, Ove had effectively been ousted by John Howett.

I took a look around and thought, "Great, I can fix this." Because, by now, I knew how to run a place that big. It wasn't difficult to do. They'd got a windtunnel, good facilities and good people, so get the basics right. Just fix the windtunnel.

In my first season in 2005, I was supposed to score 40 points and one podium. We scored five podiums and 88 points. But I was hauled in by John Howett and given an eight-point document showing all the things I had done wrong. One of them was, 'Makes too many decisions based on gut feeling and experience.' But wasn't that exactly what I was being paid for?

We changed to Bridgestones for 2006 and we had a terrible first race because we just couldn't get the tyres to switch on. They'd made me do a number of things that were blatantly wrong. We'd done things to put more load in the tyres and now they wanted to do the opposite. I just said we should learn from this and not do stupid, knee-jerk things. It was all about a loss of face and I probably could have handled that a lot better. By the time of the third race in Australia, I was told I had two races to turn it around. We finished on the podium in Melbourne – and they sacked me the next day.

MH: Was Toyota simply too big?

MG: No, it wasn't. Remember they did the engine as well. Okay, they had more people than they needed, but that wasn't the problem. It was about allowing someone to run it as a race team. The problem was, if we did it their way, we wouldn't succeed – and I'd get sacked anyway. So the only way was to do it the right way and, if they're going to sack you, then they're going to sack you. There's nothing you can do.

MH: Were you angry... or relieved?

MG: There was an element of relief. I mean, I was pissed off, not from an ego point of view, but because I hadn't achieved what I'd set out to achieve. The annoying thing was, we had it all there. The people, the facilities, the budget – they just had to let it happen. And they didn't. It was the first time I'd failed in that respect.

The 1999 Jordan, which had anti-stall configured to work as a not-quite-legal 'launch control'. Then Frentzen's error alerted the FIA...



MH: True, but you did have a reputation for moving from team to team.

MG: That's because people would say, "What you've just been doing, can you come and do that for us?" There are always far more teams out there who are losing rather than winning. I was involved in bringing most of the successful privateer teams forward and when you do that, people come knocking on your door.

MH: So, on to Lotus. You had a clean sheet, which must have been nice – but was the budget something of a worry?

MG: Well, we didn't know what the budget was. Cutting a long story short; what would become the Lotus entry didn't look promising at first but as time went by – gaining the Lotus name and the introduction to Tony Fernandes – things began to take off. I didn't know Tony from Adam. Suddenly, we had an entry and you're thinking, 'Bloody hell! What are we going to do now?'

You've probably heard the story about how it all had to happen virtually overnight. The really good thing was that I already had around six or seven guys working for my consultancy in Cologne. Phil Hall was leading the design team there and they did a truly magnificent job. Cologne was like a sweat shop. They'd hired one of these turn-key offices and we eventually had 30 designers in one room; three rows of desks, five people each side. They had headphones on... it was like an Indian call centre and yet they were designing an F1 car. Unbelievable. Four months flat-out. Car's done, send it to Hingham. Okay boys, close the office and turn the lights off when you leave. Loved it! It was seat-of-the-pants stuff. Just like Tyrrell.

MH: What's your take on the name saga?

MG: For me, as a Norfolk kid, to have brought Lotus back into Formula 1 has been a tremendous thing. Tony envisaged getting involved with Group Lotus, but Dany Bahar wanted to go a different route. I think that will always be a great shame and a disappointment, but you've got to be philosophical. I'm not privy to what Tony is negotiating now, but I think we've proved our case.

Whatever happens, everyone here has a fantastic sense of pride. A group of engineers in a small factory in Norfolk have tackled the odds and got it done. That's very much in the spirit of the Lotus name. The rest is up to the powers-that-be and the politicians.

Tony Fernandes is an inspirational leader – probably the best I've ever worked for. The shareholders have absolutely put their money where their mouths are. Tony hung on when he very easily could have turned away: for instance, he was trying to buy Brawn originally.

"I was involved in bringing most of the successful privateer teams forward and when you do that, people come knocking on your door."



Lotus
chief technical officer
2009-present

Spyker/Force India
chief technology officer
2006-2008



Toyota
technical director
2003-2006



Benetton/Renault
technical director
2001-2003


Jordan Grand Prix
chief designer
1998-2001



When the costs came in and Tony didn't get the sponsorship he'd envisaged, he and his partners put their hands in their pockets. Formula 1 is a better place for it – that's something I can't stress highly enough.

This isn't a fly-by-night operation that's going to fold. There's a plan behind this. The most exciting thing for me is not the past two years, it's the next two years and all the things that are in the pipeline that we can't actually discuss here. We're going to rattle a lot of cages – and that's what I love doing.

MH: I'd better not hold you back then. Thanks for coming over.

MG: No problem. I'll just finish this wine. You can have the water... 

Way back when

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



THIS
MONTH
17
YEARS
AGO

Start as you mean to go on

The Australian GP on 13 November 1994 was dramatic, most certainly controversial, and also the race where Michael Schumacher took the first of his seven world titles. Starting the race just one point ahead of Williams' Damon Hill, the German was in the lead when he made what could have been a calamitous error and hit a wall. His Benetton was still driveable but whether he could have finished the race remains debatable. This became immaterial, however, when Hill tried to pass at the next corner and Schuey turned in on him. Both cars were forced to retire and Michael was crowned world champion.





THIS
MONTH
51
YEARS
AGO

Glamour on the grid

Formula 1 has always been considered one of the world's most glitziest sports and even in the 1960s celebrities were beating a path to the grid. Here, at the 1960 US GP at Riverside in California on 20 November, newly crowned world champion Jack Brabham gets up close and personal with '50's film star and sex symbol Jayne Mansfield, while team boss and constructor Charles Cooper looks on. Sadly, Mansfield would die just seven years later in a car accident, aged only 34.



THIS
MONTH
24
YEARS
AGO

Suzuka blasts onto the scene

Now a stalwart of the F1 calendar and one of the drivers' favourite tracks, Suzuka didn't actually hold its first F1 grand prix until 1 November 1987. When Fuji was dropped from the calendar following the second ever Japanese Grand Prix in 1977, it would be another ten years before Suzuka arrived on the scene with a race won by Ferrari's Gerhard Berger. However, the main drama in this grand prix surrounded the title showdown between Williams team-mates Nelson Piquet and Nigel Mansell, which was settled in the former's favour after a qualifying shunt put Mansell in hospital.

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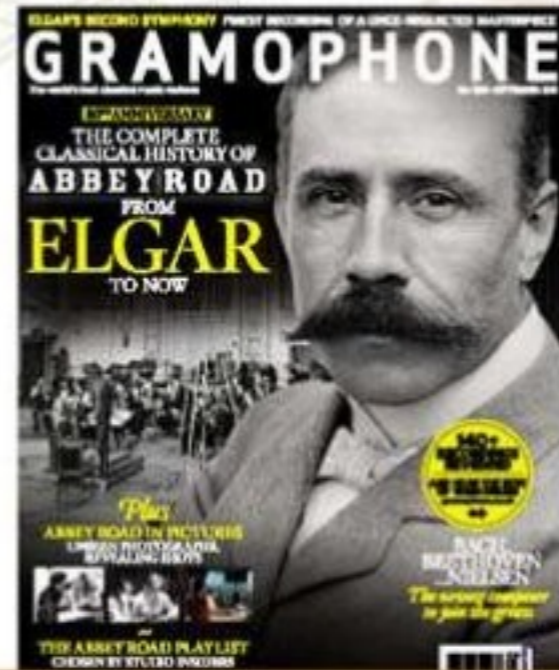
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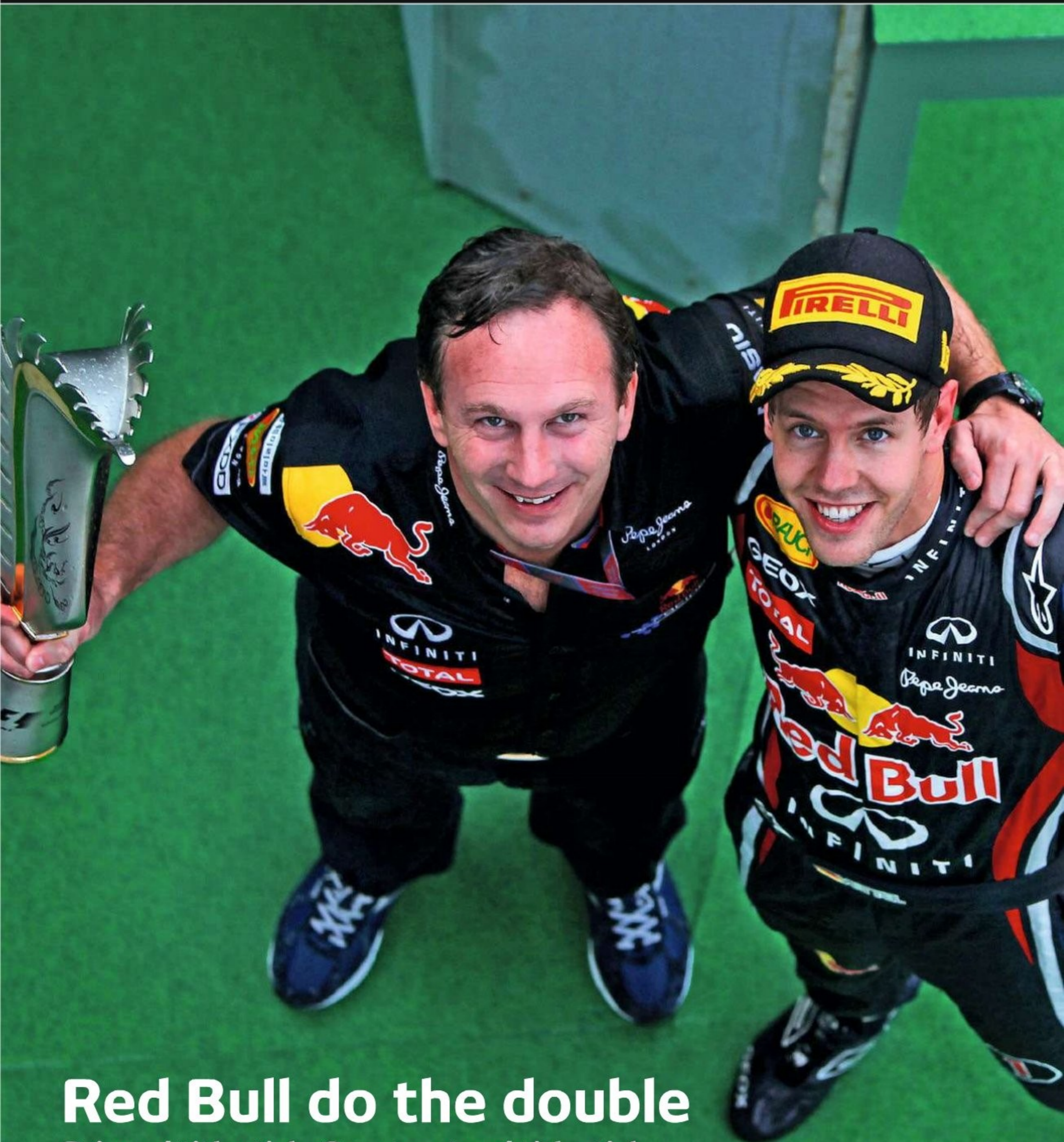
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Red Bull do the double

Drivers' title: tick. Constructors' title: tick.
And that's two years on the trot



SINGAPORE GP

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Vettel racks up win number nine, leaving him just a point shy of the title

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Vitaly Petrov gets out his duster for a spot of late spring-cleaning

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He's still not won a race, but Rosberg did get the fastest pitstop

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Back-to back titles for Vettel, while Button makes do with winning the race

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Jenson's Japanese fans get themselves in a bit of a muddle

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Button got the win and the fastest lap. Pole, as usual, went to you-know-who

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Red Bull wrap up their second consecutive constructors' title

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One of the hardest places to overtake, as F1 enters the twilight zone



PHOTOS: LORENZO BELLANCA/LAT; STEVEN TEE/LAT; ANDY HONE/LAT; STEVE ETHERINGTON/LAT

RACE DEBRIEF by Pat Symonds

The Singapore Grand Prix

25.09.2011 / Marina Bay

Win No. 9 for Vettel... Massa & Hamilton clash again... Calls to cut F1's longest race

Just one more point from victory

Vettel continues his relentless march to his second world championship – and it doesn't look like anyone can stop him now

Assuming there is no rain, the teams can always be sure of what track conditions will be like in Singapore. Just a few miles north of the equator, temperatures fluctuate very little and, being a night race, solar radiation does not heat the

surface during running times. Of course, as with all road circuits, the surface is slippery to start but cleans up over practice – although no driver would ever call grip on this type of track 'good'.

As with every venue this year, Pirelli have to find their way to some extent, relying on the

experience of the teams and those engineers who made their way over from rival tyre companies. They knew from this that the problems they would face would be associated with high surface temperatures and low bulk temperatures as the cars slid their way around the track, the high-slip ratios causing surface overheating and the low grip not really allowing the carcass of the tyre to work in the way intended.

First practice was unfortunately delayed as last-minute repairs had to be made to some loose kerbs. The temporary nature of the circuit necessitates artificial kerbs being bolted in place, and some of the fixings were substandard. Once the session finally got under way, it was business as usual, with the top teams waiting for others to blow the dust off the track before performing their system checks and customary aerodynamic experiments. As darkness fell, the pace hotted up somewhat, although red-flag interruptions caused by Kovalainen's brakes catching fire and further kerb problems interrupted proceedings.

Second practice was altogether more normal as the Red Bull came into its own. In spite of some traffic problems, Vettel was able to stamp his authority at the customary hour mark when teams tend to check their qualifying pace, before settling down into the longer, high-fuel runs. Even in a race simulation he was able to lap consistently in the high 1min 52secs region, a pace that looked as if it could be matched only by Fernando Alonso. Paul Di Resta had a frustrating session, completing only eight laps after suffering brake problems.

"Maybe it is time for FOTA to look at pushing for shorter races?"

Saturday evening saw more of the same from Red Bull, with Webber this time setting the pace after Vettel got caught in traffic on his quick lap. Jenson Button, who had lost considerable time in the previous session after a small error and a lack of a functioning reverse gear, had condemned him to the role of spectator, and bounced back to claim the second fastest time, a portent of what was to come on Sunday.



Qualifying turned into a total Vettel benefit as he dominated all three sections of the session, claiming the fastest time in the first two eliminators by around half a second. The surprise of the first part of qualifying was the elimination of Petrov as Renault, having abandoned a performance upgrade the day before due to issues with overheating, suffered their worst weekend of the season. Their early-season promise now seems a distant memory.

The top-ten shootout saw both cars from what are undoubtedly the top five teams today lining up like the queue for Noah's Ark. Unfortunately, Force India and Michael Schumacher exploited a ridiculous loophole in the rules by not setting a time, thereby saving their tyres and allowing a free choice of rubber on which to start the race. You can't blame the team: the rules are there to be adhered to and exploited, but the regulators must stop this ruse before 2012. Qualifying may be a means to an end, but it nevertheless forms part of the show and, as such, everyone who can take part should be expected to compete.

With the need for a clear lap at a premium on a circuit with 23 corners spread over its 3.1-mile length, it was surprising to see drivers queuing at the pit exit at the start of the final ten minutes. Inevitably, it ended in tears as Hamilton and Massa tripped over each other, which, even if it did not impede their timed laps, left neither driver mentally prepared for the intense concentration required for the next 105 seconds. Holding back from the melee, Vettel

View from the paddock

A very sharp exit

You've never seen anyone move so quick. Once their cars passed the chequered flag, Renault sporting director Steve Nielsen and Williams technical director Sam Michael dashed to the safety of the paddock.

Their last race for their respective teams was at Marina Bay, and they wanted to avoid what's known as 'the dregs'. It's become a ritual for F1 teams to tie up leavers in the pitlane and cover them in leftovers from the kitchen, which, in the heat of Singapore, had become pretty pungent.

Both men escaped dreg-free, but Sam couldn't avoid the abuse of his former boss Eddie Jordan. At Sam's regular strategy briefing for the BBC reporters on race morning, he was happy to see EJ turn up for the first time. However, EJ left after ten minutes, muttering, "I thought this was going to be interesting. You're full of shite!"

I think that's where you're mistaken, EJ.

Tom Clarkson

The story of the race

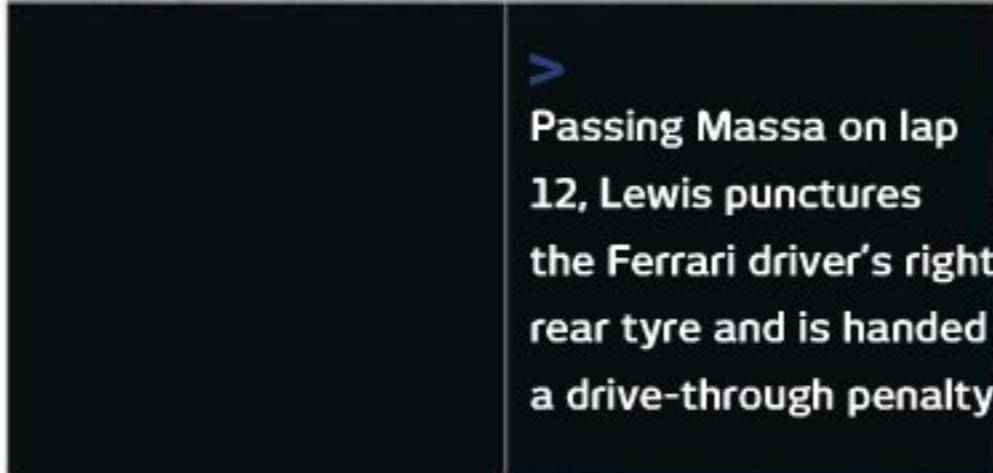
▼ Vettel holds onto his lead at the start, but in P2 Webber is immediately passed by Button and Alonso



MARINA BAY



▶ Passing Massa on lap 12, Lewis punctures the Ferrari driver's right rear tyre and is handed a drive-through penalty



◀ On lap 30, an unlucky Pérez is hit first by Rosberg at Turn 1 and then by Schumacher at Turn 8



◀ There's a battle for third place between Alonso and Webber, with the Red Bull driver coming out on top



▼ Despite Button pushing hard over the final laps, Vettel emerges the clear winner. Again



sublimely cruised to his 11th pole of the season, the balance of his car altering just slightly from understeer at the start of the lap to mild oversteer at the end as the front tyres came in and the rears started to degrade – but never did the handling look dramatic. This driver-and-car combination is as now as close to perfection as we are likely to see.

As the lights went out to start the longest grand prix of the year, Vettel was not about to let himself be outfoxed again as had happened in Monza. He made an adequate, if not perfect,

start, and ensured he had position into Turn 1. Behind him, Jenson Button slotted into second, while Webber once again suffered while fending off Hamilton, dropping to fourth in the process.

Vettel's pace over the next ten laps was soul-destroying for those attempting to stay in touch with the flying German. He seemed to have no concerns about bringing his supersoft tyres in gently as he relentlessly pushed his car round the multiple hard stops and tight turns of the circuit. His lead built up by over a second a lap until he finally eased his pace slightly after ten

laps. By then, he had a margin of over 11 seconds and the psychological damage had been done to his pursuers. With such a relentless pace the only question was whether or not he may have taken too much out of his tyres. It was Fernando Alonso, however, who was first to pit for fresh rubber on lap 10, having just lost a place to Webber at Turn 15. Not surprisingly, Alonso chose the harder of the two tyres, the softer option struggling with rear temperature on the high fuel loads.

Vettel and Button, in spite of their pace, managed to eke out their rubber until lap 14 when they too came in for the harder compound. By this stage they had built up such a lead that the early stoppers were nowhere near close enough to use the enhanced performance of their new tyres to undercut the leaders. Even at this early stage, it seemed as if the race was run.

Hamilton's miserable run of races continued as he challenged Massa once more at Turn 7. The contact was far from inevitable and showed, yet again, that if Hamilton has a fault it is that he is slightly impetuous. The front wing endplate of the McLaren pierced the right rear tyre of the Ferrari as it fragmented into a thousand shards and the evening was destroyed for both drivers. The stewards judged it 'avoidable' and Hamilton

was subsequently called to the pits for yet another drive-through penalty.

As the race started to get slightly processional by 2011 standards, Michael Schumacher made a simple misjudgment while challenging Pérez. Just tagging the back of the Sauber, he launched into the air and slid headfirst into the barrier. Recovery of the car and debris necessitated the deployment of the Safety Car and the chance to enliven the race once again. Most drivers took the opportunity to fit fresh tyres and there seemed a chance of seeing a race again.

Unfortunately, at the restart, with three backmarkers between Vettel and Button, the challenge was finished before it started and Vettel, having given up an 18-second lead, took just two laps to pull a new ten-second advantage, helped by Kobayashi's reluctance to allow Button through – an action that resulted in a deserved penalty.

On lap 48, Button made a final stop for a set of the softer tyres. He would have been able to get to the end on the tyres he was on, as others did, but it was worth a strategic gamble to close the gap and protect his position from Webber, who had stopped on the previous lap. Naturally Vettel covered it by stopping on the next lap, although this was nearly his undoing



Di Resta, pictured with Hamilton, had his best ever result, picking up eight points to finish sixth

as Lotus released Kovalainen from his pit area right in front of Sebastian. Luckily, quick reactions and a low pitlane speed limit avoided a potential accident.

And so another Vettel benefit came to an end. Button chased him down hard in the last few laps but was never realistically in a position to challenge. The race ended just short of the two-hour mark, illustrating that this race really is too long to provide sustained interest. Maybe it is time for FOTA to look at pushing for shorter races to reflect the need for the modern spectator to be constantly entertained? 📺

The GP you didn't see on TV

Taking you behind the scenes at Singapore as the weekend unfolded



A house-proud Vitaly Petrov makes sure his team-mate is absolutely spotless before the race



Alonso and Hamilton sport slinky frocks and flowing locks pre-race. Hang on...



If you're Bernie Ecclestone your talents extend beyond balancing the books...



Chester Bennington and Linkin Park get to grips with an F1 steering wheel – and Sir Jackie Stewart

Singapore Grand Prix stats

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

THE GRID

 1. VETTEL RED BULL 1m44.381secs Q3	 2. WEBBER RED BULL 1m44.732secs Q3
 3. BUTTON McLAREN 1m44.804secs Q3	 4. HAMILTON McLAREN 1m44.809secs Q3
 5. ALONSO FERRARI 1m44.874secs Q3	 6. MASSA FERRARI 1m45.800secs Q3
 7. ROSBERG MERCEDES 1m46.013secs Q3	 8. SCHUMACHER MERCEDES NO TIME IN Q3
 9. SUTIL FORCE INDIA NO TIME IN Q3	 10. DI RESTA FORCE INDIA NO TIME IN Q3
 11. PÉREZ SAUBER 1m47.616secs Q2	 12. BARRICHELLO WILLIAMS 1m48.082secs Q2
 13. MALDONADO WILLIAMS 1m48.270secs Q2	 14. BUEMI TORO ROSSO 1m48.634secs Q2
 15. SENNA RENAULT 1m48.662secs Q2	 16. ALGUERSUARI TORO ROSSO 1m49.862secs Q2
 17. KOBAYASHI SAUBER NO TIME IN Q2	 18. PETROV RENAULT 1m49.835secs Q1
 19. KOVALAINEN LOTUS 1m50.948secs Q1	 20. TRULLI LOTUS 1m51.012secs Q1
 21. GLOCK VIRGIN 1m52.154secs Q1	 22. D'AMBROSIO VIRGIN 1m52.363secs Q1
 23. RICCIARDO HISPANIA 1m52.404secs Q1	 24. LIUZZI* HISPANIA 1m52.810secs Q1

* Five-place grid penalty for causing a collision in the Italian GP

THE RACE



THE RESULTS (61 LAPS)

1st	Sebastian Vettel	Red Bull	1h59m06.757s
2nd	Jenson Button	McLaren	+1.737s
3rd	Mark Webber	Red Bull	+29.279s
4th	Fernando Alonso	Ferrari	+55.449s
5th	Lewis Hamilton	McLaren	+67.766s
6th	Paul Di Resta	Force India	+111.067s
7th	Nico Rosberg	Mercedes	+1 lap
8th	Adrian Sutil	Force India	+1 lap
9th	Felipe Massa	Ferrari	+1 lap
10th	Sergio Pérez	Sauber	+1 lap
11th	Pastor Maldonado	Williams	+1 lap
12th	Sébastien Buemi	Toro Rosso	+1 lap
13th	Rubens Barrichello	Williams	+1 lap
14th	Kamui Kobayashi	Sauber	+2 laps
15th	Bruno Senna	Renault	+2 laps
16th	Heikki Kovalainen	Lotus	+2 laps
17th	Vitaly Petrov	Renault	+2 laps
18th	Jérôme D'Ambrosio	Virgin	+2 laps
19th	Daniel Ricciardo	Hispania	+4 laps
20th	Vitantonio Liuzzi	Hispania	+4 laps
21st	Jaime Alguersuari	Toro Rosso	+5 laps - crash
Retirements			
	Jarno Trulli	Lotus	47 laps - gearbox
	Michael Schumacher	Mercedes	28 laps - accident
	Timo Glock	Virgin	9 laps - suspension

THROUGH SPEED TRAP



Fastest: Bruno Senna, 182.23mph

Slowest: Timo Glock, 168.99mph

TYRE COMPOUNDS USED



Supersoft Soft Intermediate Wet

CLIMATE



TRACK TEMP



FASTEST LAP

Jenson Button, lap 54, 1min 48.454secs



FASTEST PITSTOP

Nico Rosberg, 29.417secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	309pts
2nd	Jenson Button	McLaren	185pts
3rd	Fernando Alonso	Ferrari	184pts
4th	Mark Webber	Red Bull	182pts
5th	Lewis Hamilton	McLaren	168pts
6th	Felipe Massa	Ferrari	84pts
7th	Nico Rosberg	Mercedes	62pts
8th	Michael Schumacher	Mercedes	52pts
9th	Vitaly Petrov	Renault	34pts
10th	Nick Heidfeld	Renault	34pts
11th	Adrian Sutil	Force India	28pts
12th	Kamui Kobayashi	Sauber	27pts
13th	Paul Di Resta	Force India	20pts
14th	Jaime Alguersuari	Toro Rosso	16pts
15th	Sébastien Buemi	Toro Rosso	13pts
16th	Sergio Pérez	Sauber	9pts
17th	Rubens Barrichello	Williams	4pts
18th	Bruno Senna	Renault	2pts
19th	Pastor Maldonado	Williams	1pt
20th	Pedro de la Rosa	Sauber	0pts
21st	Jarno Trulli	Lotus	0pts
22nd	Heikki Kovalainen	Lotus	0pts
23rd	Vitantonio Liuzzi	Hispania	0pts
24th	Jérôme D'Ambrosio	Virgin	0pts
25th	Timo Glock	Virgin	0pts
26th	Narain Karthikeyan	Hispania	0pts
27th	Daniel Ricciardo	Hispania	0pts
28th	Karun Chandhok	Lotus	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	491pts	9	Williams	5pts
2	McLaren	353pts	10	Lotus	0pts
3	Ferrari	268pts	11	Hispania	0pts
4	Mercedes	114pts	12	Virgin	0pts
5	Renault	70pts			
6	Force India	48pts			
7	Sauber	36pts			
8	Toro Rosso	29pts			



For comprehensive F1 statistics visit www.forix.com

RACE DEBRIEF by Pat Symonds

The Japanese Grand Prix

09.10.2011 / Suzuka

F1 Racing gets very tired of writing the phrase 'youngest ever back-to-back world champion'



Two titles: two fingers

The youngest ever back-to-back world champion finds a new hand gesture in his repertoire, but it's Jenson Button who steals the show with an outstanding victory at his 'second home'

That Suzuka was the venue where Sebastian Vettel was crowned world champion for the second time was entirely appropriate. This outstanding circuit has seen many great champions clinch hard-fought championships over the years, and it's always a favourite of the drivers – partly because it has suffered less than most from change and modification. True, the daunting 130R corner is not the challenge it once was but the rest of the track is a real test of driving talent. Formula 1 drivers are the best of the best and, when faced with an unfamiliar track, can normally get very close to their final potential within a dozen laps. Not so with Suzuka. This is a circuit where knowledge of its peculiarities and nuances count for several tenths and that knowledge is generally built up over a number of years.

It is a circuit where rhythm is everything. The relentless charge from the breathtakingly fast first corner, all the way up to Turn 8, the first Degner Curve, requires composure to achieve a good time. The racing line is not the most obvious as grip is found slightly wide of where it might be expected and no corner can be attacked in isolation. Each corner is just a precursor to the next. This section of the track also requires something special of the car. The tyre loading is

“Here, rhythm is everything and composure is required”

immense and the change of direction persistent. The car needs to be nimble and on the edge of instability and yet not so unstable as to destroy its tyres. It is a difficult compromise to achieve.

Tyres, once again, were the hot topic after Friday practice. The softer tyre was much faster, showing 1.2 seconds advantage but when run on high fuel, degradation was severe. Vettel put in an impressive run on Friday afternoon but it was too quick. With lap times on average 1.8 seconds a lap faster than Button's it was obvious Sebastian had run around 50kg less fuel than his McLaren rival. Button had been fastest in both Friday sessions and followed that up with another fastest time on Saturday morning. It seemed he had both the qualifying speed and the race setup to give Vettel a run for his money.

With qualifying taking place in warm and sunny conditions, the surprise of Q1 was the

elimination of Rosberg who was unable to set a time after suffering hydraulic problems. Liuzzi was also a non-runner as his practice woes continued: he was to start the race with just 12 laps under his belt.

The second part of qualifying saw both Renaults make it through into Q3, much to the disappointment of Force India, who could not sustain their recent run of form and finished just outside the top ten. The final driver to make it through to Q3 was Kobayashi, to the muted delight of the capacity crowd.

As the drivers made their way out for the final part of qualifying it became apparent just how delicate the softer tyre was as they very gingerly set about warming the rubber up without taking too much from it. A flat-out lap would see the grip decaying towards the end of the timed lap. The first runs saw Hamilton on top and the first driver to dip under Vettel's 2010 pole time. Alonso, meanwhile, abandoned his first lap after running wide at the difficult Spoon Curve.

For the final run, Vettel gave it everything. Analysis showed that throughout the lap he was neck-and-neck with Button but a slightly better run through the final chicane and down to the finish line saw him pip the British driver by just under one hundredth of a second to gain his 12th pole position of the season.

It had been another Herculean effort by Sebastian in a car that, for this weekend at least, was not the best in the field. He was a full 0.8 seconds quicker than his team-mate, who is

View from the paddock

A bad day at the office

Rarely is the F1 paddock overwhelmed by a sense of euphoria, but that was the case after the race at Suzuka. The Boy Wonder was being carried around on Red Bull mechanics' shoulders; there were rocket red shirts at McLaren and smiles at Ferrari.

The exception was the other McLaren driver. After the post-race TV interviews, Lewis Hamilton walked quickly towards the McLaren hospitality area, shying away from autograph hunters and print journalists.

On seeing the festivities, he turned abruptly right and entered his private room via the back entrance. He needed time to clear his head after a bad day at the office.

For the first time in his career, Lewis is having to deal with adversity. Jenson is doing a better job and his joie de vivre empowers those around him. Lewis needs to bounce back; how he does that will determine his long-term prospects at the team.

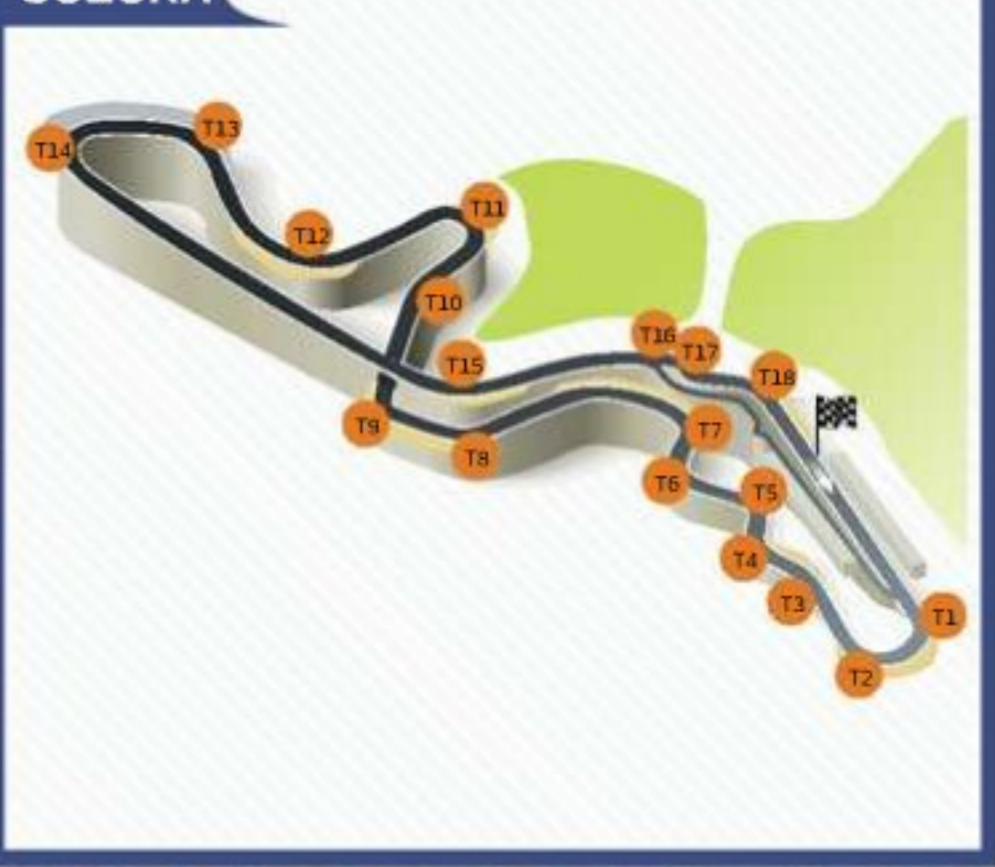
Tom Clarkson

The story of the race

V Jenson makes a great start, but Vettel pushes him onto the grass and he slips to third at the first turn



SUZUKA



> Massa once again gets ahead of Alonso at the start but his DRS-assisted team-mate breezes past on lap 6



< With his rear tyres fading, Vettel stops for a second time on lap 19. Button stops later and retakes the lead



< Hamilton and Massa clash at the chicane on lap 22. The resulting debris brings out the Safety Car



> Alonso, who has passed Vettel, closes in on Button in the final laps – but it's the Brit who takes the win



generally no slouch round this track, and his lap was a mark not just of his desire to win the championship, but of his wish to win it in style.

Further back, Hamilton, who felt he had a real chance of pole in the ever-improving McLaren, made a dreadful mistake with his timing. His out lap was too cautious and, as he approached the final chicane, he slowed too much. Webber and Schumacher, racing to start their final laps, passed him on either side, Schumacher taking to the grass in his effort to reach the line before the flag fell. It was too late and both he and Hamilton missed their final attempt.

Vettel reiterated his desire to take the title in style prior to the race, but acknowledged that McLaren's pace was a concern. When the lights went out, he started well, but Button closed the eight-metre gap between grid slots to gain the lead. Vettel moved right to protect his line, checking his mirrors to see where Jenson was. As he was forced to put two wheels on the grass, Jenson came off the throttle to avoid an accident and saw his team-mate come around the outside to push him down to third. He was rightly annoyed, especially when video replays clearly showed Vettel's assiduous use of his mirrors. →

MAIN PHOTOS: ANDREW FERRARO/LAT; MARK THOMPSON/GETTY IMAGES; ILLUSTRATION: ALAN ELDREDGE; INSETS: GLENN DUNBAR/LAT; CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; ANDY HONE/LAT; ANDREW FERRARO/LAT.

FINISHING STRAIGHT

On lap 8, Hamilton lost second place as he punctured his right rear tyre, but on the following lap, Vettel radioed in that he was losing his rears and dived into the pits for another set of soft rubber. Button, Alonso and Webber followed a lap later, thereby mitigating Hamilton's disadvantage but still dropping him down to fourth. Although Button had not got the jump on Vettel in the pitstops, he immediately set a new fastest lap as a sign of intent.

By lap 19 the Red Bull once again needed tyres. Button stopped on the next lap, yet emerged from the pits in the lead having been two seconds faster than Vettel on their respective in laps and a further two seconds faster on the out laps. The now customary collision between Hamilton and Massa occurred shortly afterwards. While there was no immediate effect for either driver, the detached piece of Ferrari bodywork, together with part of Webber's front wing at Turn 7, was enough for the race director to deploy the Safety Car.

The race at the front, which was already close, was closed up further by this and when the Safety Car returned to the pits Button made no mistake in getting away. On the next lap he again set a new fastest lap and four laps later had established a lead of nearly three seconds.



Schumacher led the race for three laps – a sight that hasn't been seen since the 2006 Japanese GP

On lap 33, Vettel made his final stop for the harder tyre, followed a lap later by his team-mate. It did not gain them much as both cars exited into traffic. Two laps later Button made his final stop, once again pulling out nearly two seconds on Vettel in the process. These stops allowed Schumacher to lead for three laps, a sight we haven't seen since 2006. Also gaining an advantage from Vettel's early stop was Alonso who sneaked into second place by staying out a few laps longer.

As the race entered its final stage, Button had built his lead to 5.4 seconds but he had to limit his performance due to a shortage of fuel. Alonso chased him down to close to within a second with four laps left, but Jenson had enough in hand, setting a final fastest lap before

crossing the line to win by just over a second. The recovering Vettel was a further second behind Alonso to claim his back-to-back drivers' title in what had been a close race to the finish.

The nature of the track and the short DRS zone had not given us a festival of overtaking and yet this had been a closely fought and hard race right through the field. Jenson had scored a popular win in a country he considers to be his second home, Sebastian had set yet more records in securing his second title with four races left, and Alonso was pleased to have made it back to the second step of the podium. Of the front-runners, that left only Hamilton and Massa unhappy with their day but that is becoming a bit of a theme as we approach the end of the season. 🏁

The GP you didn't see on TV

Taking you behind the scenes at Suzuka



High-tech cooling devices are in place to stop the helmets of youngest ever back-to-back world champions overheating



Ladies, assuming you're Jenson Button fans, you really need to stand the other way round



HRT show off their technical prowess with this aerodynamically sculpted mascot



...but cooling systems are even more high tech at Renault. They've got fancy paper fans



'Bernie' hand puppets went on sale to raise money for victims of the Fukushima earthquake



Er... given what you did at the start Seb, you might want to get out of the way fairly sharpish

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Japanese Grand Prix stats

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

THE GRID

 1. VETTEL RED BULL 1m30.466secs Q3	 2. BUTTON McLAREN 1m30.475secs Q3
 3. HAMILTON McLAREN 1m30.617secs Q3	 4. MASSA FERRARI 1m30.804secs Q3
 5. ALONSO FERRARI 1m30.886secs Q3	 6. WEBBER RED BULL 1m31.156secs Q3
 7. KOBAYASHI* SAUBER NO TIME IN Q3	 8. SCHUMACHER* MERCEDES NO TIME IN Q3
 9. SENNA* RENAULT NO TIME IN Q3	 10. PETROV* RENAULT NO TIME IN Q3
 11. SUTIL FORCE INDIA 1m32.463secs Q2	 12. DI RESTA FORCE INDIA 1m32.746secs Q2
 13. BARRICHELLO WILLIAMS 1m33.079secs Q2	 14. MALDONADO WILLIAMS 1m33.224secs Q2
 15. BUEMI TORO ROSSO 1m33.227secs Q2	 16. ALGUERSUARI TORO ROSSO 1m33.427secs Q2
 17. PÉREZ SAUBER NO TIME IN Q2	 18. KOVALAINEN LOTUS 1m35.454secs Q1
 19. TRULLI LOTUS 1m35.514secs Q1	 20. D'AMBROSIO VIRGIN 1m36.439secs Q1
 21. GLOCK VIRGIN 1m36.507secs Q1	 22. RICCIARDO HISPANIA 1m37.846secs Q1
 23. ROSBERG MERCEDES NO TIME IN Q1	 24. LIUZZI HISPANIA NO TIME IN Q1

* Grid order in accordance with Article 36.2b of the 2011 F1 Sporting Regulations

THE RACE



THE RESULTS (53 LAPS)

1st	Jenson Button McLaren	1h30:53.427s
2nd	Fernando Alonso Ferrari	+1.160s
3rd	Sebastian Vettel Red Bull	+2.006s
4th	Mark Webber Red Bull	+8.071s
5th	Lewis Hamilton McLaren	+24.268s
6th	Michael Schumacher Mercedes	+27.120s
7th	Felipe Massa Ferrari	+28.240s
8th	Sergio Pérez Sauber	+39.377s
9th	Vitaly Petrov Renault	+42.607s
10th	Nico Rosberg Mercedes	+44.322s
11th	Adrian Sutil Force India	+54.447s
12th	Paul Di Resta Force India	+62.326s
13th	Kamui Kobayashi Sauber	+63.705s
14th	Pastor Maldonado Williams	+64.194s
15th	Jaime Alguersuari Toro Rosso	+66.623s
16th	Bruno Senna Renault	+72.628s
17th	Rubens Barrichello Williams	+74.191s
18th	Heikki Kovalainen Lotus	+87.824s
19th	Jarno Trulli Lotus	+96.140s
20th	Timo Glock Virgin	+2 laps
21st	Jérôme D'Ambrosio Virgin	+2 laps
22nd	Daniel Ricciardo Hispania	+2 laps
23rd	Vitantonio Liuzzi Hispania	+3 laps

Retirements

Sébastien Buemi Toro Rosso 13 laps – loose wheel

THROUGH SPEED TRAP



Fastest: Pastor Maldonado, 189.93mph
Slowest: Vitantonio Liuzzi, 177.56mph

TYRE COMPOUNDS USED



Soft Medium Intermediate Wet

CLIMATE

Sunny 24°C

TRACK TEMP

35°C



FASTEST LAP

Jenson Button, lap 52, 1min 36.568secs



FASTEST PITSTOP

Nico Rosberg, 20.575secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel Red Bull	324pts
2nd	Jenson Button McLaren	210pts
3rd	Fernando Alonso Ferrari	202pts
4th	Mark Webber Red Bull	194pts
5th	Lewis Hamilton McLaren	178pts
6th	Felipe Massa Ferrari	90pts
7th	Nico Rosberg Mercedes	63pts
8th	Michael Schumacher Mercedes	60pts
9th	Vitaly Petrov Renault	36pts
10th	Nick Heidfeld Renault	34pts
11th	Adrian Sutil Force India	28pts
12th	Kamui Kobayashi Sauber	27pts
13th	Paul Di Resta Force India	20pts
14th	Jaime Alguersuari Toro Rosso	16pts
15th	Sergio Pérez Sauber	13pts
16th	Sébastien Buemi Toro Rosso	13pts
17th	Rubens Barrichello Williams	4pts
18th	Bruno Senna Renault	2pts
19th	Pastor Maldonado Williams	1pt
20th	Pedro de la Rosa Sauber	0pts
21st	Jarno Trulli Lotus	0pts
22nd	Heikki Kovalainen Lotus	0pts
23rd	Vitantonio Liuzzi Hispania	0pts
24th	Jérôme D'Ambrosio Virgin	0pts
25th	Timo Glock Virgin	0pts
26th	Narain Karthikeyan Hispania	0pts
27th	Daniel Ricciardo Hispania	0pts
28th	Karun Chandhok Lotus	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	518pts	9	Williams	5pts
2	McLaren	388pts	10	Lotus	0pts
3	Ferrari	292pts	11	Hispania	0pts
4	Mercedes	123pts	12	Virgin	0pts
5	Renault	72pts			
6	Force India	48pts			
7	Sauber	40pts			
8	Toro Rosso	29pts			



For comprehensive F1 statistics visit www.forix.com

PHOTOS: ANDREW FERRARO/LAT; LORENZO BELLANCA/LAT; CHARLES COATES/LAT; ANDY HONE/LAT; STEVE ETHERINGTON/LAT; CLIVE MASON/GETTY IMAGES; MARK THOMPSON/GETTY IMAGES

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RACE DEBRIEF by Pat Symonds

The Korean Grand Prix

16.10.2011 / Yeongam

First non-Red Bull pole of the year... Lewis comes second and manages not to drive into Massa

Make theirs a double...

...or should that be a 'double double'? The Milton Keynes-based squad score their fourth title in two years, with Vettel now setting his sights on equalling Schuey's record of 13 wins in a season

The circuit at Yeongam presented several unknowns to the teams when they arrived for the GP this year. For a start, they didn't have the usual bank of data that builds up over the years to fall back on. In addition, the very wet race of 2010 meant the data they did have was largely irrelevant.

What the teams did know was that Pirelli's decision to use the two softest tyres in their range was going to be a challenge. The circuit itself is very much a mix of traction and braking in the first part of the lap, followed by a series of corners with very little let up between them. This, coupled with the fourth-longest straight of the current circuits at just over 0.62 miles long, presents some complex setup compromises.

It was expected that the big improvement in grip over the sessions that had been seen last year would again play a part. This is because the circuit, in spite of the £171million spent on its construction, remains largely unused.

In fact what greeted the drivers for Friday practice was rainfall so heavy as to cause great reluctance to venture out. The bravest did a dozen laps; the majority considerably less. By the afternoon, conditions had improved slightly so most teams managed significant work on the intermediate tyre. The few who ventured out on the dry tyre towards the end of the session found it impossible to retain any heat; as a result, all quick times were set on the intermediate tyre.

All this left a lot to be done in the short space of a Saturday morning. Running on the soft tyre

"Red Bull have showed the world they know how to race"

was extremely limited and, judging by the times of some of the front-runners, fuel loads were lower than normal. In spite of the temptation to concentrate on qualifying setups, Red Bull took their normal professional approach and did long runs on the harder tyre. With Mercedes doing the same on the softer tyre it could be seen that the graining of the front right tyre and the subsequent wear would be the limiting factors in the race. After these runs, it looked as if the softer tyre would last around 15 laps and the harder 23. It was also clear that softer tyres would be hard to use and, while the harder tyre got faster as the circuit cleaned up, the soft was reaching high levels of degradation after six laps. In addition, the first-lap performance of the softer tyre was not as good as usual, being less than a second faster than the harder tyre.

This extreme tyre situation led to an unusual sight in Q1, with both Red Bulls going out on the softer tyre. Clearly they felt that they could



get all the way to Q3 by doing single runs in Q1 and Q2 on the same set of soft tyres if they drove to a conservative target time. Joining the normal bystanders after Q1 was Rubens Barrichello, the Williams once again failing to do well on this demanding track.

In the second part of qualifying, Hamilton laid down the gauntlet with 1min 36.5secs on a new set of the soft tyres, but Vettel was only 0.75secs behind on his used set. Those eliminated in this session included Michael Schumacher, who had the misfortune to find his new set of tyres out of balance and was unable to attack the corners. It was a shame, as his recent renaissance had continued throughout the practice sessions.

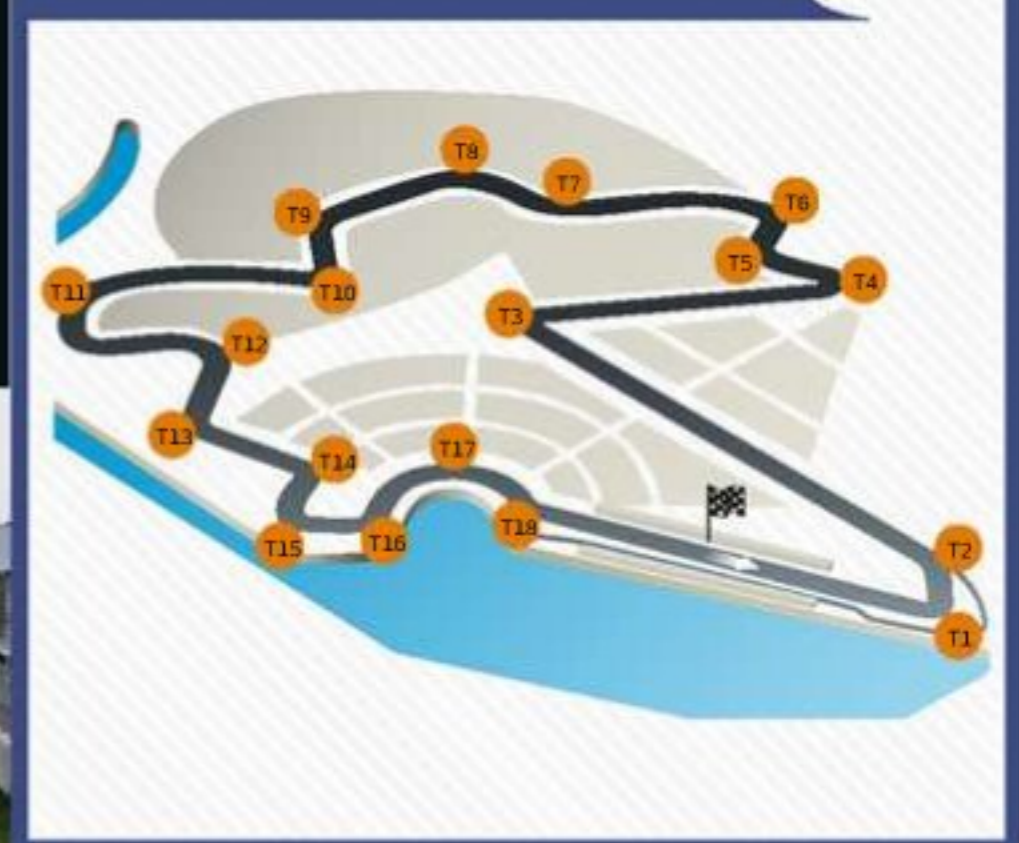
Once again, both Force India cars made the top ten but, unfortunately, once again they failed to provide the fans with any entertainment during the final session. Di Resta did a slow lap to establish his turn in front of his team-mate but this is not what the sport should be doing.

At the front, Alonso did his first run on used option tyres while the other top runners went for new sets. Hamilton set the pace on this run sending a warning message to Vettel that he was going to make full use of the ever-improving McLaren. For the final run, Hamilton achieved

The story of the race

▼ Hamilton leads the way down to Turn 3 on the first lap, but at Turn 4 Vettel forces his way into the lead

KOREA INTERNATIONAL CIRCUIT



► The closest battle in the top six is between Massa and Alonso, with the Spaniard unable to pass his team-mate



◀ The Safety Car is deployed on lap 17 after Petrov crashes spectacularly into Schumacher at Turn 3

◀ Hamilton and Webber fight for second place, but the McLaren has just enough speed to hold off the Red Bull

▼ A week after retaining his title, Vettel storms to his tenth win of the season to grab the constructors' crown



View from the paddock

Location is everything

Seeing as this bit is called 'View from the paddock', here is the view from the paddock: it's of a massive field by the sea. It feels like the Korean version of Middlesbrough.

This location is hated by everyone, but not just because it's in such a random bit of the country. Last year there was talk of making a city in the middle of the track, but they haven't started it yet. Someone said last year's champagne corks were still on the podium on the Thursday everyone arrived.

In fact, the only addition to the Korean International Circuit since last year is the word 'Fuck', which someone has helpfully sprayed onto the pavement in the paddock. Perhaps it was a misspelled attempt at viral sponsorship by French Connection?

With over 100,000 tickets apparently still available on the Friday and a new government who are considerably less keen on F1 than the last one, our days here could well be numbered. If that's true, you sense



that neither the fans nor anyone involved in F1 would be very bothered.

Hans Seeberg

a near-perfect lap to steal pole by nearly 0.25secs from Vettel, with Button taking third spot ahead of Webber. Alonso made an error on his lap abandoning it midway through and therefore relying on his first run on the used tyres to place him sixth, behind Massa.

Red Bull's unusual strategy was not the reason they lost out on pole position, but they must have felt quietly confident on Saturday night knowing that they had three brand new sets of the favoured hard tyre left. Far less confident – or at least extremely subdued – was polesitter Hamilton. Any sportsman has the right to feel

down when results are not going their way but Hamilton's demeanour was unusual on Saturday afternoon. Here was a man who was clearly not in the right mental state to enjoy the success of qualifying after what he had described as "a roller coaster year".

Race day dawned bright and sunny, but the clouds soon rolled in and a few spots of rain prior to the start had the teams glued to their weather radar screens. The slight moisture had little effect as the cars powered away on the short run to the first corner. Hamilton got there first, but Vettel made full use of his KERS and →

FINISHING STRAIGHT

a good slipstream to pass him into Turn 4 long before tyre condition or DRS became factors. Webber got the jump on Button who had a poor first lap, finishing it in sixth behind the Ferraris.

With the track temperature a good 10°C lower than expected and without the knowledge of previous years, tyre condition was still an unknown, and even in the very early stages of the race drivers were complaining of heavy front graining and terminal understeer. The front-runners stuck with it though, with Button being first to stop on lap 13. He chose another set of the soft tyres unlike Webber who took the harder one. On lap 17 Vettel made his stop, choosing the soft tyre and demonstrating that even in the teams there was a lack of consensus as to the best strategy. His stop came just as the Safety Car was deployed after Petrov made a highly optimistic lunge at Schumacher, taking both cars out of the race and giving Alonso his narrowest escape of the weekend.

At the restart, Vettel had to work hard to re-establish the gap from Hamilton who, in turn, was suffering from the attentions of Webber. On lap 27, Rosberg, who had been close on Button's tail in sixth place, had a monumental lock-up, allowing both Ferraris past and forcing him into a stop for fresh tyres.



Alguersuari put in a strong showing, finishing in the points in seventh

Just past the midpoint of the race, the harder tyre was looking much better and Webber was now a constant threat to Hamilton. The McLaren driver was complaining of huge understeer as his front tyres gave up and he used maximum front wing and a very loose differential setting to try to improve the handling. The corollary of his understeer woes however was superb traction and, in the first sector in particular, this paid dividends as Webber could never get off the slower corners sufficiently to challenge on the straight. The Red Bull was visibly quicker in the sequence of corners in the final sector, but this was never going to be a place where an overtaking manoeuvre was possible.

Hamilton was fortunate when Red Bull made a rare tactical error by calling Webber to follow

him in for the final stop. A lap sooner or a lap later could have made a difference. By pitting on the same lap, Webber could only overtake if something went wrong in the McLaren pit – a rare event, which was not to be on this occasion. Alonso took the advantage from Massa using such a tactic, coupled with some stunning laps that saw him on the back of Button for the final few laps until he, somewhat surprisingly, said on the radio that he was “giving up” – not words we thought were in his vocabulary.

And so Red Bull held off the resurgent McLarens to add the constructors' championship to the drivers' title won the previous week. A title they had won not just through sheer speed and reliability but also this year by showing the world that they know how to race. 🏆

The GP you didn't see on TV

Taking you behind the scenes at Yeongam



It's an impressive home-made effort, but maybe a standard racing helmet might be a bit safer?



Massa's can of Guaraná isn't doing the trick. Maybe it's time to upgrade to a Red Bull?



There's nothing like a nice soothing spot of DIY on a Sunday. Followed by a bit of Formula 1



Mike Gascoyne and Lotus CEO Riad Asmat sit down for a chat about... fishing?



It dawns on the race organisers that it might be time to start clearing up last year's mess

PHOTOS: GLENN DUNBAR/LAT; CHARLES COATES/LAT; STEVE ETHERINGTON/LAT



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Korean Grand Prix stats

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

THE GRID

 2. VETTEL RED BULL 1m36.042secs Q3	 1. HAMILTON McLAREN 1m35.820secs Q3
 4. WEBBER RED BULL 1m36.468secs Q3	 3. BUTTON McLAREN 1m36.126secs Q3
 6. ALONSO FERRARI 1m36.980secs Q3	 5. MASSA FERRARI 1m36.831secs Q3
 8. PETROV RENAULT 1m38.124secs Q3	 7. ROSBERG MERCEDES 1m37.754secs Q3
 10. SUTIL FORCE INDIA NO TIME IN Q3	 9. DI RESTA FORCE INDIA NO TIME IN Q3
 12. SCHUMACHER MERCEDES 1m38.354secs Q2	 11. ALGUERSUARI TORO ROSSO 1m38.315secs Q2
 14. KOBAYASHI SAUBER 1m38.775secs Q3	 13. BUEMI TORO ROSSO 1m38.508secs Q2
 16. MALDONADO WILLIAMS 1m39.189secs Q2	 15. SENNA RENAULT 1m38.791secs Q2
 18. BARRICHELLO WILLIAMS 1m39.583secs Q1	 17. PÉREZ SAUBER 1m39.443secs Q2
 20. TRULLI LOTUS 1m41.101secs Q1	 19. KOVALAINEN LOTUS 1m40.522secs Q2
 22. D'AMBROSIO VIRGIN 1m43.483secs Q1	 21. GLOCK VIRGIN 1m42.091secs Q1
 24. RICCIARDO* HISPANIA NO TIME IN Q1	 23. LIUZZI HISPANIA 1m43.758secs Q1

* Allowed to start by the stewards

THE RACE



THE RESULTS (55 LAPS)

1st	Sebastian Vettel	Red Bull	1h38.01.994s
2nd	Lewis Hamilton	McLaren	+12.019s
3rd	Mark Webber	Red Bull	+12.477s
4th	Jenson Button	McLaren	+14.694s
5th	Fernando Alonso	Ferrari	+15.689s
6th	Felipe Massa	Ferrari	+25.133s
7th	Jaime Alguersuari	Toro Rosso	+49.538s
8th	Nico Rosberg	Mercedes	+54.053s
9th	Sébastien Buemi	Toro Rosso	+62.762s
10th	Paul Di Resta	Force India	+68.602s
11th	Adrian Sutil	Force India	+71.229s
12th	Rubens Barrichello	Williams	+93.068s
13th	Bruno Senna	Renault	+1 lap
14th	Heikki Kovalainen	Lotus	+1 lap
15th	Kamui Kobayashi	Sauber	+1 lap
16th	Sergio Pérez	Sauber	+1 lap
17th	Jarno Trulli	Lotus	+1 lap
18th	Timo Glock	Virgin	+1 lap
19th	Daniel Ricciardo	Hispania	+1 lap
20th	Jérôme D'Ambrosio	Virgin	+1 lap
21st	Vitantonio Liuzzi	Hispania	+3 laps

Retirements

Pastor Maldonado	Williams	30 laps - engine
Vitaly Petrov	Renault	16 laps - accident
Michael Schumacher	Mercedes	15 laps - accident

THROUGH SPEED TRAP



Fastest: Sébastien Buemi, 199.19mph
Slowest: Vitantonio Liuzzi, 189.19mph

TYRE COMPOUNDS USED



Supersoft Soft Intermediate Wet

CLIMATE

Overcast 21°C

TRACK TEMP

24°C



FASTEST LAP

Sebastian Vettel, lap 55, 1min 39.605secs



FASTEST PITSTOP

Sebastian Vettel, 19.985secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	349pts
2nd	Jenson Button	McLaren	222pts
3rd	Fernando Alonso	Ferrari	212pts
4th	Mark Webber	Red Bull	209pts
5th	Lewis Hamilton	McLaren	196pts
6th	Felipe Massa	Ferrari	98pts
7th	Nico Rosberg	Mercedes	67pts
8th	Michael Schumacher	Mercedes	60pts
9th	Vitaly Petrov	Renault	36pts
10th	Nick Heidfeld	Renault	34pts
11th	Adrian Sutil	Force India	28pts
12th	Kamui Kobayashi	Sauber	27pts
13th	Jaime Alguersuari	Toro Rosso	22pts
14th	Paul Di Resta	Force India	21pts
15th	Sébastien Buemi	Toro Rosso	15pts
16th	Sergio Pérez	Sauber	13pts
17th	Rubens Barrichello	Williams	4pts
18th	Bruno Senna	Renault	2pts
19th	Pastor Maldonado	Williams	1pt
20th	Pedro de la Rosa	Sauber	0pts
21st	Jarno Trulli	Lotus	0pts
22nd	Heikki Kovalainen	Lotus	0pts
23rd	Vitantonio Liuzzi	Hispania	0pts
24th	Jérôme D'Ambrosio	Virgin	0pts
25th	Timo Glock	Virgin	0pts
26th	Narain Karthikeyan	Hispania	0pts
27th	Daniel Ricciardo	Hispania	0pts
28th	Karun Chandhok	Lotus	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	558pts	9	Williams	5pts
2	McLaren	418pts	10	Lotus	0pts
3	Ferrari	310pts	11	Hispania	0pts
4	Mercedes	127pts	12	Virgin	0pts
5	Renault	72pts			
6	Force India	49pts			
7	Sauber	40pts			
8	Toro Rosso	37pts			



For comprehensive F1 statistics visit www.forix.com

THE PREDICTOR MAKES GOOD KOREA MOVE

Computer rewarded for keeping faith with Vettel



The Castrol EDGE Grand Prix Predictor made it three strong performances in a row with a solid 32-point haul in Korea, helped by its correct selection of Sebastian Vettel for victory.

The German finished third in the previous grand prix at Suzuka, but the Predictor was convinced he would be the man to beat in Korea and so it proved as he qualified on the front row and then took a lead he never surrendered on the opening lap.

The Predictor scored a second maximum total for backing Ferrari's Felipe Massa for sixth, with the Brazilian out-qualifying team-mate Fernando Alonso and running ahead of the Spaniard for most of the race.

The Predictor failed to score any five-point hauls but it did match its record of eight scoring predictions set in the Spanish Grand Prix.

MAXIMUM SCORE

Three-time grand prix winner Johnny Herbert slipped further back from the lead in our Expert minileague, as triple WTCC champion Andy Priaulx displaced sportscar ace Darren Turner at the top.

Herbert didn't manage to return a single maximum score on his way to 22 points, whereas Priaulx was absolutely correct for first and second, only missing out on the 30-point podium bonus by selecting Jenson Button for third.

TRIPLE FIGURES

After several weekends where no one broke triple figures, 31 teams scored 100 or more in Korea, 'Vis Unita Fortior' and three others ended the week top with 110 points each.

In the overall league, 'FireHawk' tops the standings but its lead was cut to 10 points by 'themuttsnuts', who moved into second. To see the full leaderboard and the Predictor's picks, visit: <http://predictor.castroledgerankings.com>

"THE GRAND PRIX PREDICTOR
WAS CONVINCED THAT SEBASTIAN
VETTEL WAS THE MAN TO BEAT
IN KOREA... AND SO IT PROVED"




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My month in F1

FRANK WILLIAMS

Every issue. Only in *F1 Racing*

IT'S SUNNY IN THE EAST

I hear the weather's turned colder in England. That's not the case in Qatar, where I've spent the past three weeks. Our business in the region is increasing and we're working hard to drum up interest in F1. It's the longest stint I've done in the Middle East and it's been enjoyable – and hot. Temperatures reach the high-30s most days.

DEMO IN QATAR

We've had a couple of interns at the Williams Technology Centre in Qatar and are working closely with a company called Silatech to establish even closer educational links with the state. Recently we staged an event where our test driver Valtteri Bottas demonstrated the simulator. The local media were impressed by Valtteri, but we already know he's very good!

2012 DRIVER LINE-UP

There's been a lot of speculation in the press about our driver line-up for 2012. Now I'm not going to elaborate any further at this stage, but I will say this: we're not going to be rushed into a decision. After a disappointing 2011, we're hopeful that we've laid the technical foundations for a more competitive 2012 and we want the best two drivers available.

MARK'S FIRST RACE

The Japanese GP was Mark Gillan's first race as our chief operations engineer. It was a baptism of fire because the FW33 wasn't competitive at

Suzuka, but he gave us good direction. I have confidence in Mark, as well as the new blood we've brought into the technical team. We're all hopeful that our worst days are behind us.

GOOD LUCK SAM

I have always had the highest regard for Sam Michael. He's a hard worker and a racer. It didn't happen for him while he was here and it wasn't all his fault; some of our partners limited the team's technical horizons. In a different environment he could excel, and I really hope it works out for him at McLaren.

LIFE AFTER WILLIAMS

Ron Dennis must consider Williams a really useful kindergarten because we've lost a lot of people to McLaren over the years. Neil Oatley, Adrian Newey, Paddy Lowe, David Coulthard, Juan Pablo Montoya and now Sam Michael to name just a few! But I still have the highest regard for Ron: he's a man to be admired.

ON THE BUTTON

Jenson's win at Suzuka was from the top drawer, wasn't it? He's driven beautifully this year. We knew he was a very good driver when he drove for us in 2000, but he's matured into a great driver. He and McLaren deserve each other.

WHAT'S UP WITH LEWIS?

I wasn't at Suzuka, so it's hard to draw conclusions about Lewis's race. He seemed to struggle with tyre wear and finished fifth. It's not the end of the world and I'm sure he'll bounce back. He's one of the best drivers in the world; he has real class and if ever he wants to drive for us, the church bells in Grove will ring out in celebration!

HATS OFF TO RECORD-BREAKING VETTEL

I hardly know the man, but I'm full of admiration for Sebastian Vettel. To be the youngest double world champion in the history of Formula 1 is quite something. He had the best car this year, but he didn't put a foot wrong with it. He seems to have raised his game because he's got the edge on Mark Webber and we know how quick Mark is from the two years he spent with us. But I think it would be wrong to compare Seb to Michael Schumacher – they're the same nationality, but make no mistake: Vettel is his own man.

On my mind this month...

"The Japanese GP was Mark Gillan's first race as our chief operations engineer"



"We've lost a lot of people to McLaren, including Paddy Lowe – pictured here with Jenson at Suzuka"



"It would be wrong to compare Seb to Michael Schumacher. Vettel is his own man"



"Lewis has class. If ever he wants to drive for us, the church bells in Grove will ring out in celebration!"



Will Rubens and Pastor have seats at Williams next year? Frank won't be rushed into a decision...

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



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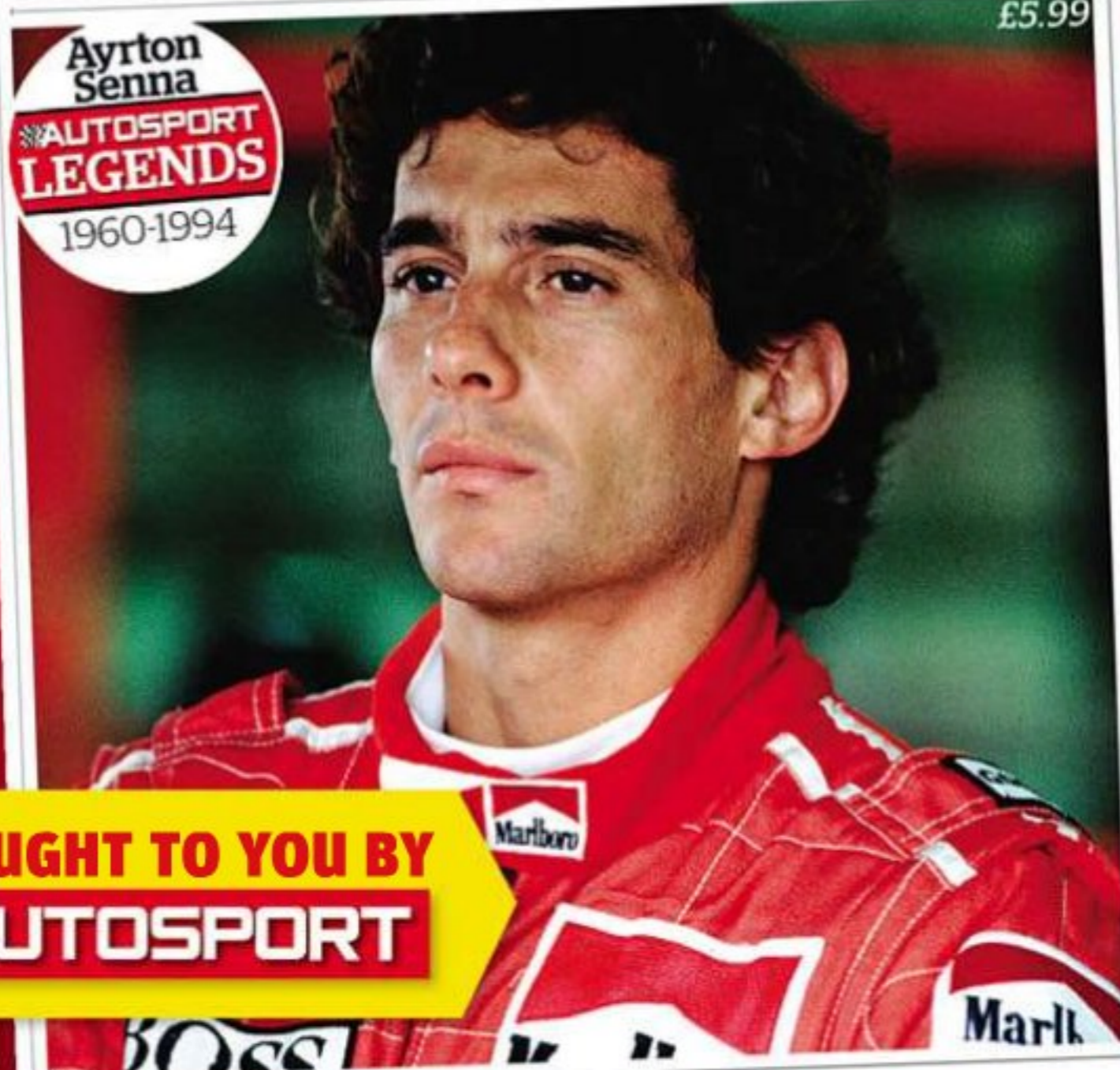


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ALAN HENRY



Forty years and counting on the frontline of Formula 1

How can anyone explain the Lewis situation?

I sometimes wonder if we expect too much from our F1 heroes. It must be irritating in the extreme for grand prix winners to read, through gritted teeth, the unsolicited opinions of journalists and other commentators. But giving our opinion is what we do, hopefully placing a sensible and, more-often-than-not accurate interpretation on recent events from our place on the touchlines.

It's hard to squeeze personal bias out of the equation sometimes. If somebody is pleasant towards you, however fleetingly, it is human nature that you will be better disposed towards that individual when it comes to giving them a helping hand editorially. By the same token, if you are faced with a snarling misery whingeing away that you misquoted him at a previous race, then it's perhaps understandable if you take a less than charitable approach the next time around.

Yet some people rightly expect that little bit more from journalists, relying more heavily on their interpretive skills. That's quite understandable and we work hard to deliver on this. But, just sometimes, events will take place where you feel yourself wanting to go off and sit in the grandstand and let somebody else try to deliver an explanation. And such an issue has arisen this year in the baffling case of trying to explain precisely what has gone wrong with Lewis Hamilton.

Truth be told, I suspect that if I made my way to that hypothetical grandstand, I would find it populated by the likes of Martin Whitmarsh and Paddy Lowe as they chomped their



way through what I describe as the 'minced morsel test' – breaking everything down into manageable bite-sized chunks – as they attempt to get to the bottom of their man's recent run of bad luck. Yet their combined years of experience in Formula 1 will surely tell them that there is rather less to this than meets the eye. Lewis has not suddenly forgotten how to do what he has been doing to excellent effect since the start of 2007. If anything, he has just been trying to do it too hard.

"In terms of effort expended behind the wheel, less is more"

However, when you read that no less a luminary than Sir Jackie Stewart has announced "Lewis has had more collisions than any other major driver I know in the history of motorsport" – that's when you really begin to realise that this is a serious issue. But one that can be successfully addressed. JYS added: "Lewis has got to recalibrate and sometimes, because he is so very fast, errors of judgement are made, so you have to back off a little and drive within the capabilities of both yourself and the car and the people around you."

In other words, in terms of the effort that needs to be expended behind the wheel, less is more. As Sir Jackie demonstrated to unique effect during his own F1 career.

GIVE VETTEL AN INCH AND HE'LL TAKE A MILE

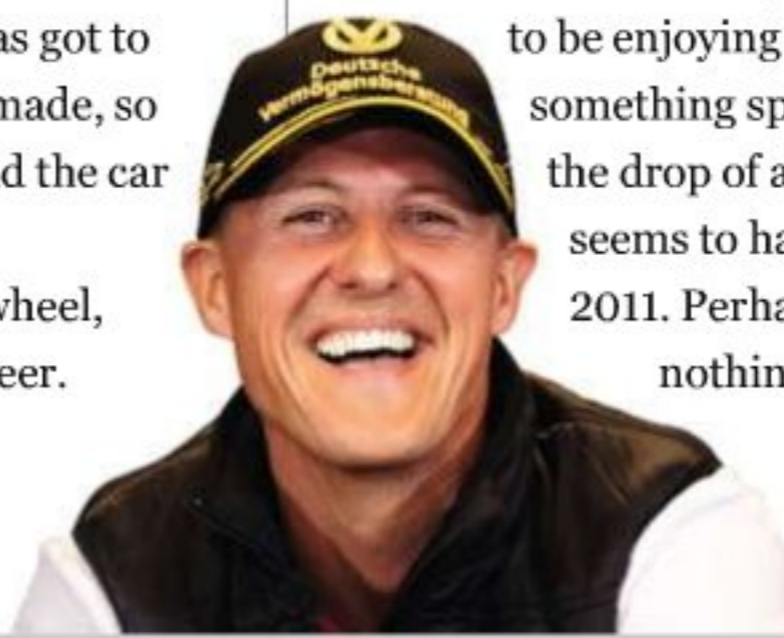
Just like his brush with McLaren team-mate Lewis Hamilton during the Canadian GP earlier this season, Jenson Button spent the first few laps at Suzuka fuming after he was ruthlessly chopped by Sebastian Vettel as they accelerated away from the starting grid. It was a moment that translated Jenson's superb getaway into an immediate third place as the Red Bull RB7 snapped across in front of him. Seb later explained that he hadn't appreciated quite where Jenson was at that precise moment, presumably taking refuge in the currently fashionable excuse that 'We just can't see anything in these mirrors!' All complete nonsense of course, as he knew exactly where JB was – and to the inch, precisely what he was doing to him as well. Jenson, sanguine and balanced as ever, knows that if you give an inch to Baby Face he will instantly take a mile!

Button and Vettel exchange words, post-Suzuka



AT LEAST SCHUEY'S ENJOYING HIMSELF

Readers tell me that I've been like a dog with a bone with regard to my scepticism about Michael Schumacher's comeback these past two seasons. So while I'm going to reiterate my confusion as to why he feels this burning desire to give the current generation of kids an admittedly instructive driving lesson, I must say that I'm full of admiration for the way in which he genuinely seems to be enjoying himself this season. Smiles are something spontaneous; you can't fake them at the drop of a hat. And the seven-time champion seems to have been doing a lot of smiling in 2011. Perhaps it's because he knows he has nothing to prove.



The Indian GP preview

by Heikki Kovalainen 30.10.2011 / New Delhi

The hype surrounding this new circuit grows – but will it draw the spectators to match?

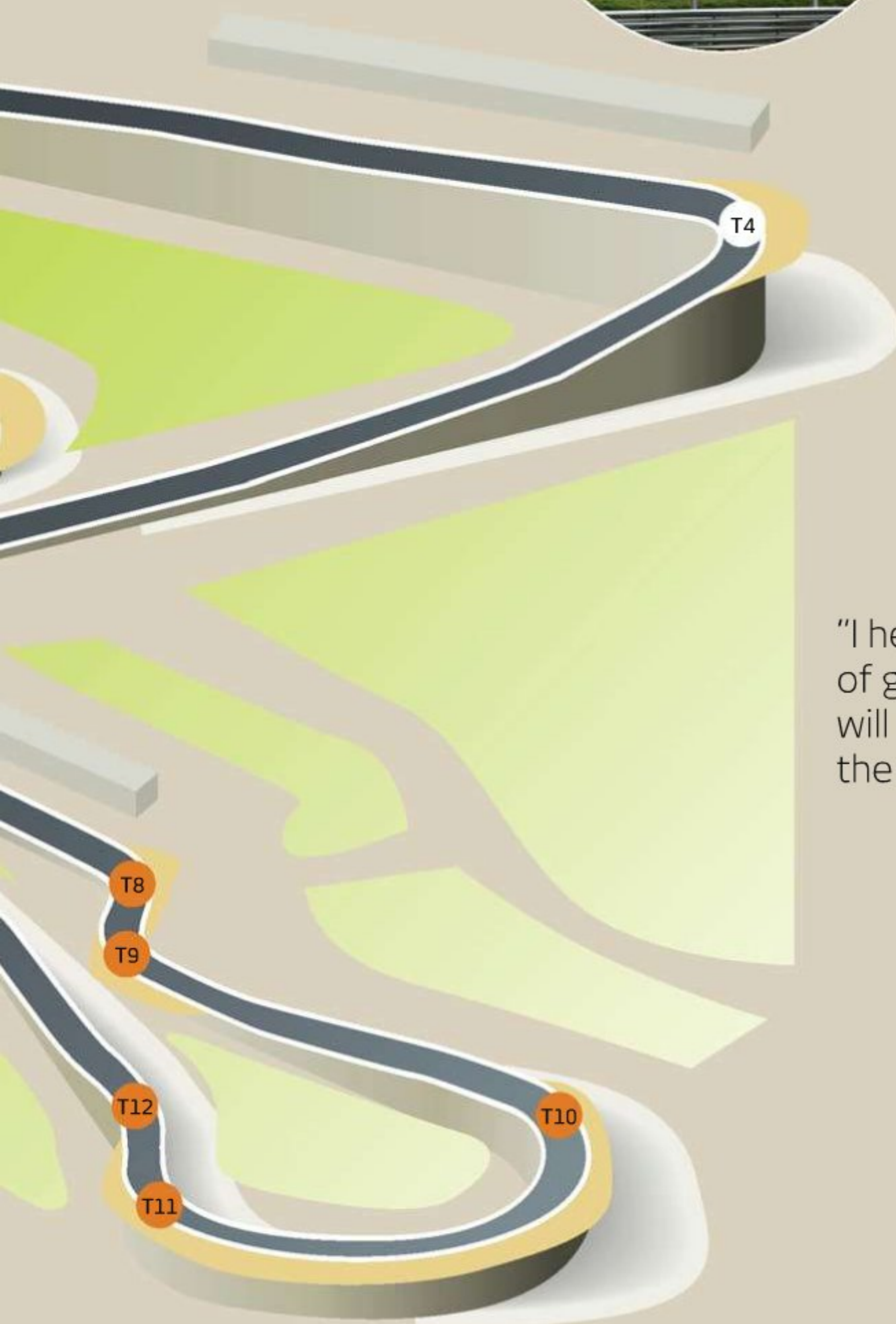


T4

HEIKKI'S TOP OVERTAKING SPOT

Turn 4 looks like it might be a good place to overtake but it's hard to say until we've been there. I reckon the DRS zone will be on the back straight, so Turn 4 looks like the best passing place.





We're all hoping for a very warm welcome

The Buddh International Circuit is a new track for this season. I haven't been to see it, but I'll be practicing it on the simulator before we get there. In any case, it really doesn't take very long for drivers to learn a new circuit, or at least to get the hang of it. It really only takes three or four laps maximum to work out where you've got to go and then, after that, you find you can remember the corners

"I hear the circuit has had a lot of gradient built into it, which will make it more interesting for the drivers and the spectators"

almost instantly. Finding that last bit of time is the difficult part.

The circuit looks quite interesting and quite different. I hear the track has had quite a lot of gradient built into it, which will make it more interesting, both for the drivers and the spectators.

I've never been to India before and, to be honest, it's not a place that I've waited to visit all my life, but I'm now really fortunate to get the opportunity to go and see it for myself. I know a lot of Indian people and they are really nice, so it's probably going to be a really big warm welcome for us all. The circuit has an enormous spectator capacity so hopefully we'll get a big crowd along to watch us race.



All you need to know

CIRCUIT STATS

Round 17/19

Track length: 3.19 miles

Race length: Subject to final FIA circuit homologation

Laps: 60

Direction: Anticlockwise

F1 debut: 2011

Lap record: not yet set

Tyre allocation

Prime: Soft

Option: Hard

TV SCHEDULE*

Timetable (UK time)

Fri 28 October

Practice: 1 05:30 - 07:00

Practice: 2 09:30 - 11:00

Sat 29 October

Practice: 3 06:30 - 07:30

Qualifying: 09:30

Sun 30 October

Race: 09:30

*Subject to final confirmation

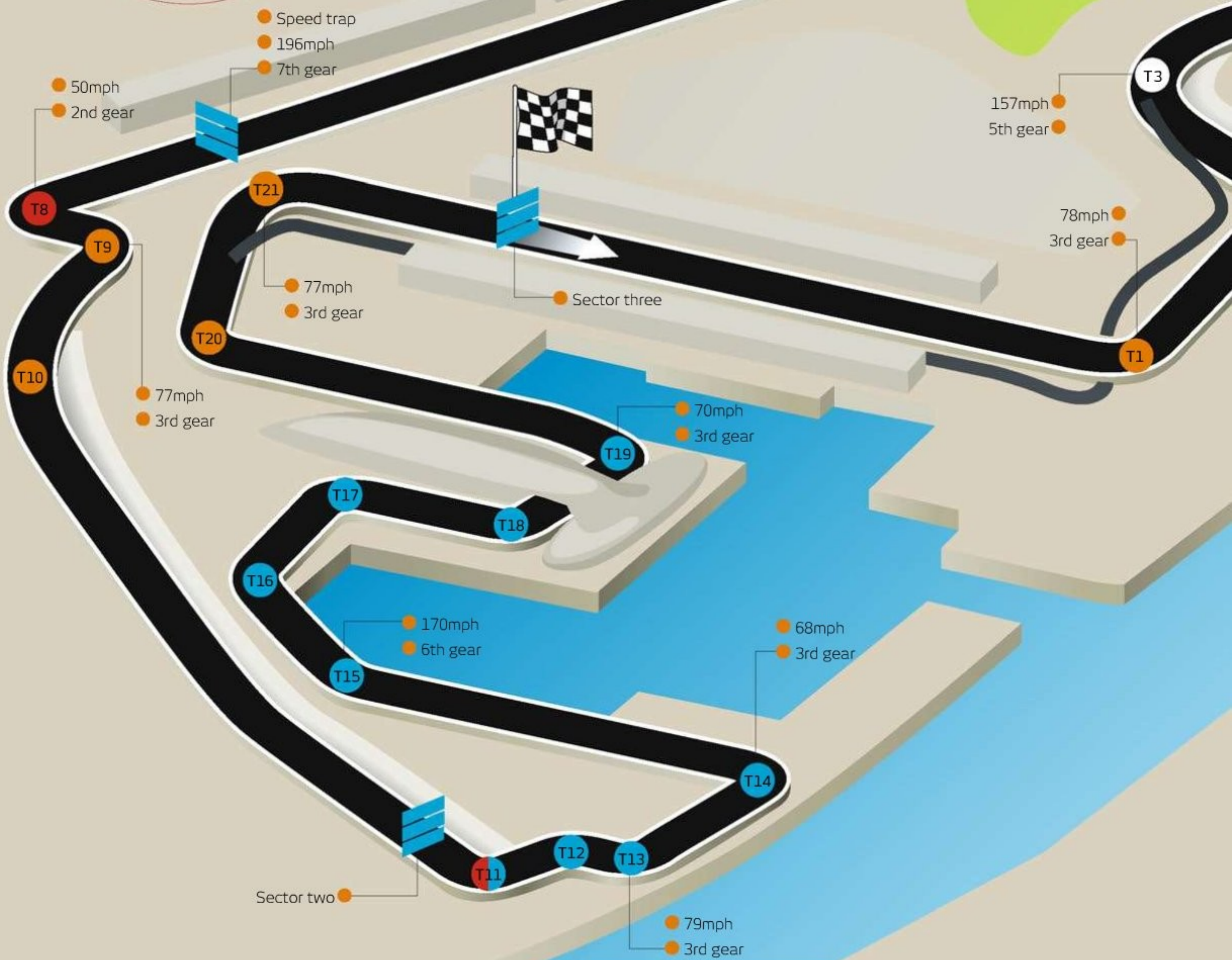
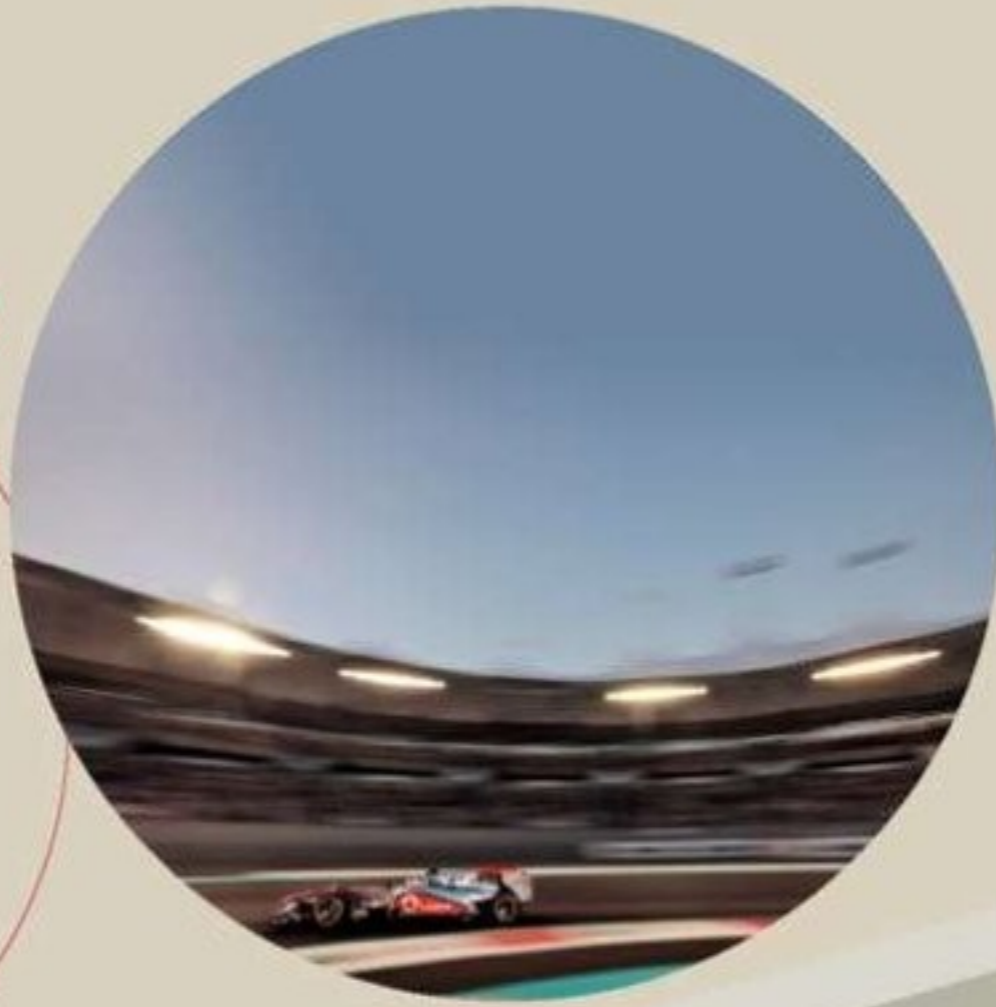
The Abu Dhabi GP preview

by Heikki Kovalainen 13.11.2011 / Yas Marina

The drivers are starting to get used to this twilight circuit, which isn't the best for overtaking

HEIKKI'S TOP OVERTAKING SPOT

The best places to overtake are Turn 8 and Turn 11 after the long straights. The DRS zone will probably be used leading up to one of those corners. Turn 8 is usually the best place to pass.

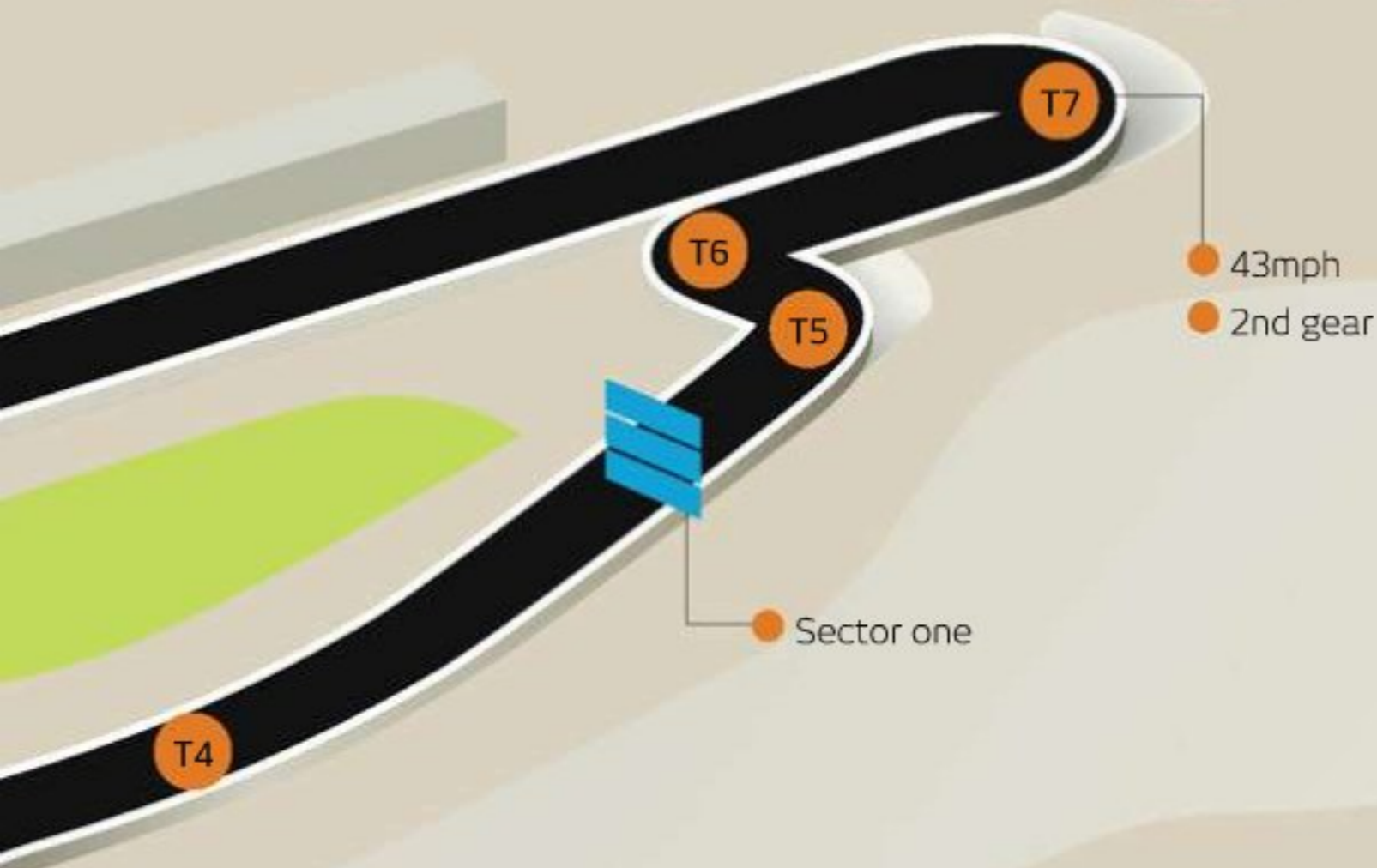


HEIKKI'S CIRCUIT HIGHLIGHT

I enjoy driving most of this track, but my favourite bit is Turn 1 to Turn 7 because it's such a high-speed section. The run out of Turn 3 into Turn 5 is the best of the lot.



T5



Sector one

161mph
6th gear

43mph
2nd gear



Good to drive; not so easy to overtake

We have raced at Abu Dhabi on a couple of occasions now and it's a place that I enjoy going to. I think it's a fantastic circuit and I really like driving there. It's very smooth and grippy and there's a good mix of high-speed and low-speed corners. The facilities are also excellent and I think it's one of the best tracks we visit.

It's quite a wide circuit, so when you drive it you feel like it's inviting you to

"People have criticised the track for being hard to overtake on and it's definitely difficult"

attack it very hard. The kerbs are also really smooth, so I think they've done a brilliant job. People have criticised the track for being hard to overtake on and it's definitely difficult. We saw last year that not many people were able to overtake during the race and Fernando Alonso maybe lost the world championship because of that. But I think the DRS and the tyres we have this year should help with that issue. If you ask me if I enjoy driving it then I definitely do. You've just got to qualify well and then you'll be fine.

We start the race in twilight, which is unique, but it's not hard to deal with because the lighting system is so good. I have to say that the Yas Marina Hotel looks amazing at night, but it's not a distraction – when you're driving, you don't even think about these things.



All you need to know

CIRCUIT STATS

Round 18/19

Track length: 3.451 miles

Race length:

189.742 miles

Laps: 55

Direction: Anticlockwise

F1 debut: 2009

Lap record:

1min 40.279secs

Sebastian Vettel (2009)

Last two winners:

2010 Sebastian Vettel

2009 Sebastian Vettel

Tyre allocation

Prime: Medium

Option: Soft

TV SCHEDULE

Timetable (UK time)

Fri 11 November

Practice 1: 09:00 - 10:30

Practice 2: 13:00 - 14:30

Sat 12 November

Practice 3: 10:00 - 11:00

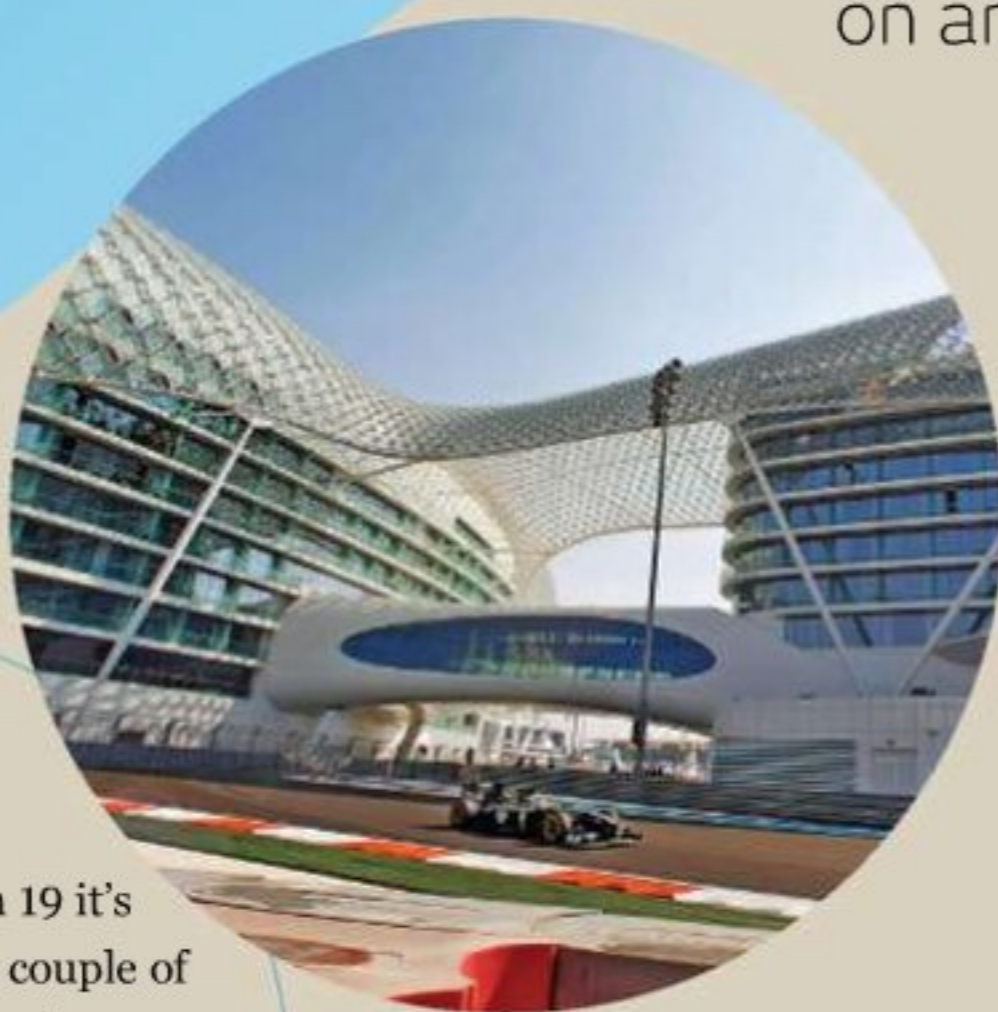
Qualifying: 13:00

Sun 13 November

Race: 13:00

HEIKKI'S INSIDE TIP

From Turn 11 until Turn 19 it's quite tricky. There are a couple of corners with negative camber where the track falls away and that makes it quite tough. But if you manage to nail them, you can make up a fair amount of time on this section.



T19

T18

T17

T16

T15

T14

T11

T12

T13



Inside the mind of... **BRUNO SENNA**

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

Full name: BRUNO SENNA LALLI Nickname: COSTELA (BASTARD DI GRANDE!!)

Occupation: PART TIME F1 DRIVER / PART TIME PR SLAVE

Describe yourself in three words: DETERMINED FRIENDLY IMPATENT

Who is your favourite F1 driver in history and why? MY UNCLE AYRTON BECAUSE HE WAS THE FASTEST AND MOST DRIVEN GUY ON THE GRID... AND THE NICEST... AND I LOOK LIKE HIM.

What's your favourite corner in F1? EAU ROUGE (THE WRONG WAY) Who's your best mate in F1? KARUN CHANDHOK

What's the best grand prix you've ever seen? DONINGTON '93 Who do you owe your success to? MY FAMILY

What was your best overtaking manoeuvre? AROUND THE OUTSIDE ON STOWE CORNER IN GP2
2008 OVER ROMAIN GROSJEAN

If F1 could introduce one new rule, what would it be? I'D WIN EVERY RACE!

What would you be if you weren't an F1 driver? SELL COCONUTS ON THE BEACH !!

What's the best piece of advice you've ever had in F1? DON'T SHAG YOUR MAIN SPONSOR'S WIFE

What's your career highlight so far? WINNING MONACO GP2 FEATURE RACE 2008 / QUALIFY SPA GP
WITH LRGP 2011 What car do you drive? LOTUS EVORA

What was the last thing Bernie Ecclestone said to you? "GOOD BOY"

Who's the sport's toughest competitor (apart from you)?
FERNANDO ALONSO

What are the three key elements to a perfect lap?
PRECISION
CAR SETUP
BALLS



I declare that all the information on this form is correct to the best of my knowledge

signed [Signature]

WIN THIS FORM!

At a GP2 race in Turkey 2008, Bruno Senna ran over what?
a) A dog
b) A goat
c) A turkey

Email your answer to writeoff@haymarket.com or enter at www.f1racing.co.uk. The winner will be chosen at random.

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