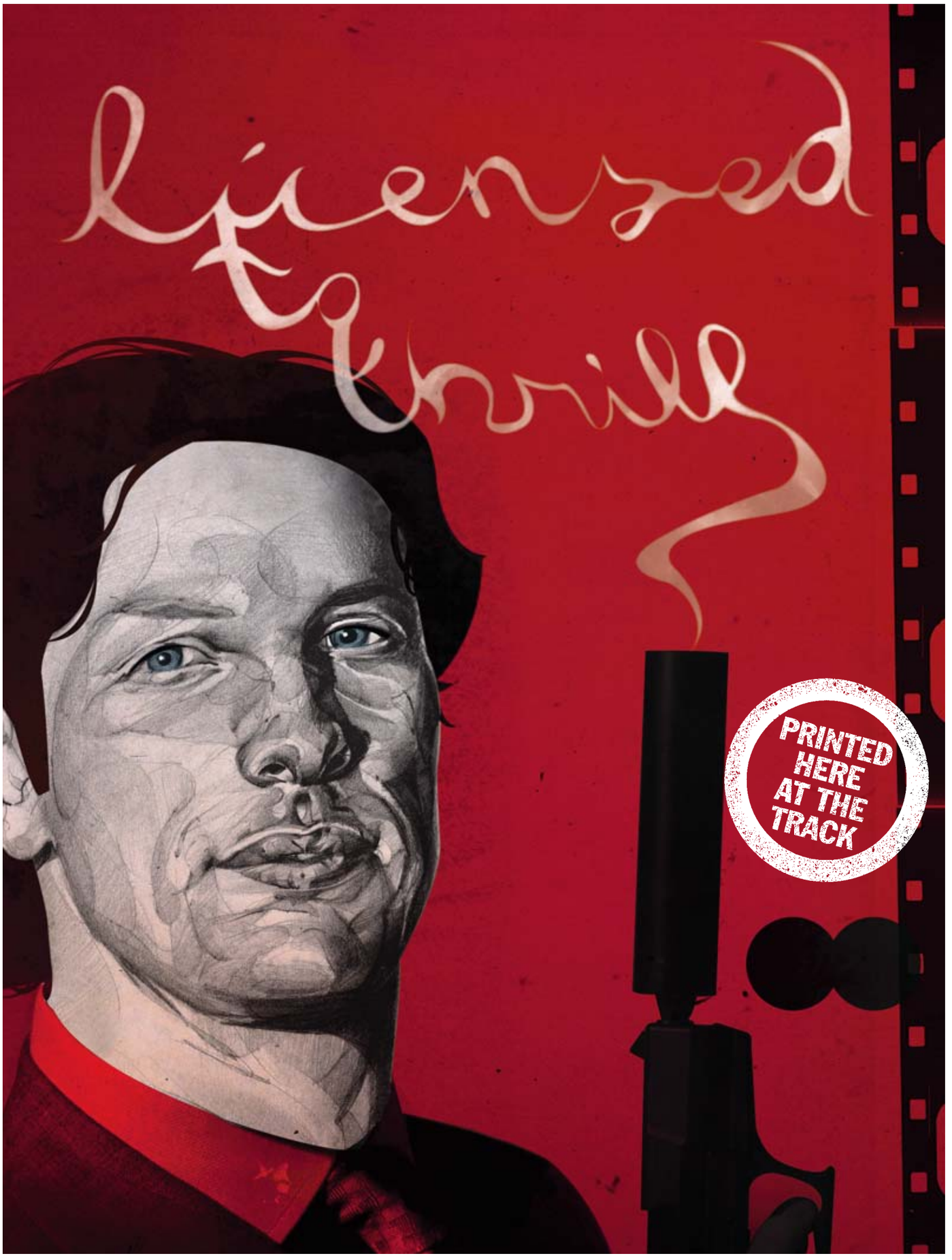
THE RED BULLETIN

ISSUE 84, GP BRITAIN, SATURDAY, JUNE 10, 2006

AN ALMOST INDEPENDENT F1 NEWSPAPER





RENAULT

THE RENAULTS HAVE A new paint job this weekend. The eyes of a tiger are on the front and rear wings, while on the sidepods the big cat is crouched and ready to pounce. The tiger is one of four mystical guardians that, in ancient Chinese tradition, accompanied the emperor into battle. Fernando Alonso will be hoping it holds the same power for him – expect him to instinctively use attack as his form of defence. And Lord only knows what sort of crouching tiger dance he's going to do on top of his car if he wins.

THE RED BULLETIN
AN ALMOST INDEPENDENT F1 NEWSPAPER

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THE INSIDER



YOU MAY NOT THINK there's a whole lot to do in East Midlands, but you'd be wrong. According to local boy Martin Johnson (the England rugby captain who lifted the World Cup in 2003 and is regarded as one of the finest players of all time) there's a load to do. We asked him for directions on where to head after a hard day at the track:
The Staff of Life pub, Mowsley (Tel: 0116 240 2359): "It's got good food, nice atmosphere and great beer."
Kilworth House Hotel, Leicestershire (Tel: 01858 880058): "A fantastic hotel and a great place to eat."
Friends Tandoori Restaurant, Belgrave Road, Leicester (Tel: 0116 266 8809): "They serve a great curry. It's a really good place to eat with really friendly service."
Martin is running the Martin Johnson Rugby camps for young players in England this summer. For details visit www.johnnocamps.com

TOYOTA

FOR THOSE OF YOU who can't abide the beautiful game, injury has kicked insult in the shins and forced us to get up early today for pre-England v Paraguay qualifying which starts at 12.30pm. But for those who love football almost as much as they love F1 (and have you seen Jenson's new patriotic lid?), you'll have gone to bed with your shoes on, fired up and ready to go. The circuit's big screens will be showing the match live, and the atmosphere will be electric. But if you're in the paddock, and have a media pass, we suggest you trot down to Toyota who have a 65-inch high definition TV and none other than Liverpool and Juventus footballing legend Ian Rush to entertain you. He's bound to have some fascinating insights, between mouthfuls of the complimentary buffet. Tomorrow, autograph hunters are likely to ignore Kimi and Co because Diego Maradona is in town, and you'd expect the hand of God to produce a lovely signature, wouldn't you?





PACESETTER

FOR A WHILE, THERE was only one World Champion in F1. Then Villeneuve came back, and Alonso joined the club, so it's looking healthier. But the British Grand Prix has lifted the standard this weekend and delivered 14. This band of legends has been flown in from all corners of the globe to stand in front of a very special camera – the biggest Polaroid in the world. It weighs in at 125kg and takes 20x24 inch prints. Being a Polaroid, there's no negative – it's a true one-off. The prints, which cost £150 a throw, are being taken for a very special literary project: the Formula One Opus – a strictly limited edition book, which will weigh in at around 35kg and celebrates the history of F1. We are told the clamshell cover will be hewn from carbon-fibre and aluminium and that it will feature remote central locking – just like a car.

PHOTOS: CRISPIN THRUSTON, ACTION IMAGES, THOMAS BUTLER. COVER ILLUSTRATION: VON

CLUB 500



MIKE DOODSON

"For 24 years, the British GP alternated between Silverstone and Brands Hatch. The fans were polarised in their affections between posh Silverstone and gorblimey Brands Hatch. I was a Brands person, and here's one reason why. In 1963, I had persuaded my father to take me to Silverstone to watch a sportscar race. Two hours driving, queuing to get in for another two, then we were told to park in a bog. It rained stair rods, the mud ran into our shoes and the public address system failed. Three hours after the race, when we finally escaped, we still didn't know who'd won. "I'm never coming to Silverstone again," I told my dad. In the following 43 years, I've faithfully kept my promise. Except of course on the 100 or so occasions when someone's been paying me to go... Silverstone, however, had the last laugh on me. In 1986 I bought a house conveniently close to Brands. A month later, Bernie Ecclestone signed an exclusive deal with Silverstone."

This is Mike Doodson's 538th grand prix

COMPETITION

FOM HAS THIS WEEK launched a range of luxury accessories. The Formula One Collection includes wallets, watches, key rings, shirts, caps, photo frames, stationary and our personal favourite – a carbon-fibre mouse mat which retails for £250. It's been designed, along with a selection of carbon key fobs, using F1 3-D modelling software and has been manufactured by technicians who make real-life F1 monocoques. We have one of these mouse mats to give away – along with two carbon-fibre keyrings and two brushed cotton caps (as modelled here) – to some lucky readers. To win, you must answer the following question correctly:

Q: **Roughly how many F1 carbon-fibre mouse mats would it take to make an F1 monocoque?**

A: **350** B: **550** C: **950**

E-mail your answer to secret.service@theredbulletin.com before we leave for Montreal – our plane flies on Wednesday, June 21.



FOUR COMMENTARIES

THE DYNAMIC DUO

1 MAKE MINE A DOUBLE
BY NORMAN HOWELL

Bernie and Max have given German journalist Michael Schmidt a candid interview in the latest edition of Auto Motor und Sport magazine. It is an in-depth and revealing interview and both come over as relaxed and happy to set the record straight on a number of issues regarding the sport.

They delight in playing up to the image the media has created for them. When Schmidt asks: "The common opinion in the paddock is that the combination of Max and Bernie is a 'kind of Mafia', which controls everything. Wrong or right?"

Bernie, quick as ever, replies: "Wrong. We are not 'a kind of Mafia'. We are 'the Mafia'." You can picture the twinkle in his eye.

More seriously, the two men are incredibly close, with Bernie saying he would trust Max "with whatever I have", while Max says he tells his family that "if I fell under a bus and you have any problems, go and see Bernie. Not to get anything, but for advice".

The double act was withering about the issue of teams wanting more money for their participation in the F1 World Championship. They both agreed that there were many instances when the motor manufacturers made a lot of noise about setting up a rival series and buying up the commercial rights to the sport. But according to Bernie 'n' Max, they did not put their money on the table.

"The manufacturers could have bought all the rights for less than $400 million back in 2002. But they didn't. The truth of the matter is that they came into Formula One because they thought it would be good for their marketing and good for their company," says Max. "When we were doing the famous $300 million deal with Bernie for the TV rights over the next 100 years, I got a call from Mr Cantarella, who was in charge of GPWC. He told me that they were interested. I said make a bid. If they were prepared to offer more, we would have been obliged to look at it.

"We had a meeting in June where Cantarella told me they were unable to make a decision before September. So I said to the world council: 'We have Bernie's offer on the table or we can wait until September and maybe the manufacturers will offer more, but we can't be sure.'

"If they had offered $400 million, Bernie would have either had to match it or we would have had to take it but they could not even agree to offer $400 million to buy all the rights from 2010 to infinity."

The dynamic duo also had tough words for some of the people they had to negotiate with: "Some of the number two people in these companies saw themselves replacing Bernie," says Max. "When that got less likely, they resented it."

Bernie adds: "They could have done a super deal. They should have done it. It would have put them in control and they could have fired me. They could have done all the things they say they wanted to do."

Max says: "They could have done all of it for a fraction of what they are spending every year on engines just to make them run a little bit faster."

But in the end, I would rather have these gentlemen run the sport than the vultures.

'They could have done a super deal. It would have put them in charge and they could have fired me'

2 PIT BITCH
BY HELEN PARADYCE

Luckily I packed a pair of sensible shoes on Thursday because I accepted an invitation to dine at the Midland motorhome with Tiago Monteiro. My goodness, what a long walk from the Media Centre! We were an eclectic bunch, with fellow hacks from Italy, Germany and Switzerland and the charming Tiago conversing with us all in our native tongues. I gather his biggest dilemma is deciding which language to learn next, Russian or Dutch, depending on who is likely to be the next MF1 team owner.

Tiago's talents run to digestive as well as dialectic skills. He's the first driver I've known to eat the same dinner as we in the press, steak and kidney pudding included. Usually, a driver picks daintily at a minuscule breast of songbird on a bed of unseasoned legumes. When in the UK, I always observe the drink-driving laws, so I was positively saintly in terms of how little wine I consumed. And even here, Tiago surprised us by admitting that he has been known to have a small glass of wine during a race weekend. Apparently he was dining with his father after a bad day of practice in one of the lower formulae. Father persuaded son to cheer himself up with a glass of wine, which Tiago, after much persuasion, agreed to do. The next day he put his car on pole position, so he repeated the glass of wine trick that night and went on to win the race the next day.

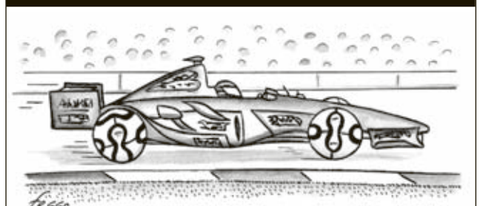
Life can get confusing with all these Latin-American names floating around and at first, I thought I'd been invited to dinner with Diego Maradona, who is due to put in an appearance here on race day. Monteiro, Maradona, Tierra del Fuego, Ford Mondeo, Austin Montego: is this the Brazilian back four? On the subject of football, why is Michael Schumacher was so keen to tell the media he has tickets for the final. Is he that confident that Germany will get that far, or has he started a new business as a ticket tout?

Speaking of tickets and passes, the Silverstone media has claimed its first casualties of the weekend, as the event accreditation manager and one of his lady staff got trapped in the lift for an hour on Thursday. It was the same lift that swallowed up two Ferrari personnel last year. You have been warned: take this lift at your peril as it is claiming more people than the Bermuda Triangle, which (with my new-found passion for football) reminds me of that old joke: what's the difference between the Bermuda Triangle and Sunderland FC? (a club just relegated from the top English league). The Bermuda Triangle has three points.

The last time I'd seen anyone deliberately hide in the lifts was on race morning a few years ago, when the police came in with their sniffer dog in preparation for the podium ceremony. I'm not sure if I did the right thing, standing outside the lift door shouting, "it's all right. This dog can only sniff Semtex not marijuana." I was only trying to be helpful.

Before signing off, I would just like to thank our President, Mr Mosley. Thanks to his decision to present his Friday sermon at lunchtime, my more serious colleagues were naturally confined to barracks in the Media Centre. I, on the other hand, had the undivided attention of the Michelin catering staff and a bottle of Grand Cru Somethingorother to myself. Marvellous!

F1 FUNNIES



Official World Cup tyres

3 WHATEVER HAPPENED TO THE BRIT PACK?
BY JOHNNY HERBERT

Look down the grid tomorrow and you'll see a host of nationalities: Italian, Brazilian, German, Finnish, Portuguese, Japanese, but only two Brits. There's no doubt that David and Jenson deserve to be there, but the question you find yourself asking is why only two?

The answers are a bit tricky as well. Certainly when I was racing there seemed to be more around. In Formula Ford there was Martin Donnelly, Mark Blundell, Damon, me and Julian Bailey. The thing with all of that generation was that everybody stayed competitive all the way through. As they moved up the ladder, they all kept winning. Nowadays that doesn't seem to happen. You have to be at the top of your game all the time to get noticed.

The only one who's doing it at the moment, of course, is Lewis Hamilton. And that's great. He's got the best equipment for sure and he's been groomed for the success he's having at the moment – but he is doing the job.

It's not the same elsewhere though. Look at Adam Carroll. He's obviously talented but he's clearly being let down by his car. Talent is a notoriously difficult thing to spot and if you end up in wrong car, being noticed becomes almost impossible. It's really difficult to prove your worth in a car that is not going well and then any career momentum tapers off and it can really hurt your future prospects.

Of course, a lot of that is down to money and British drivers have always suffered from a lack. When I started there was a lot of Marlboro money around but most of it was in Italy and hardly any came our way. And it's even more difficult now. There is just no system in place in this country for the promotion of young drivers. I think the BRDC McLaren Autosport award is the only help a driver gets, but he must win it.

And even if you do make it through the ranks, your nationality can still count against you. Being British has always been deeply unfashionable. When I was at Stewart and Ford, there was a huge pressure to have Brazilians to push the Brazilian market.

'There is just no system in place in this country for the promotion of young British drivers'

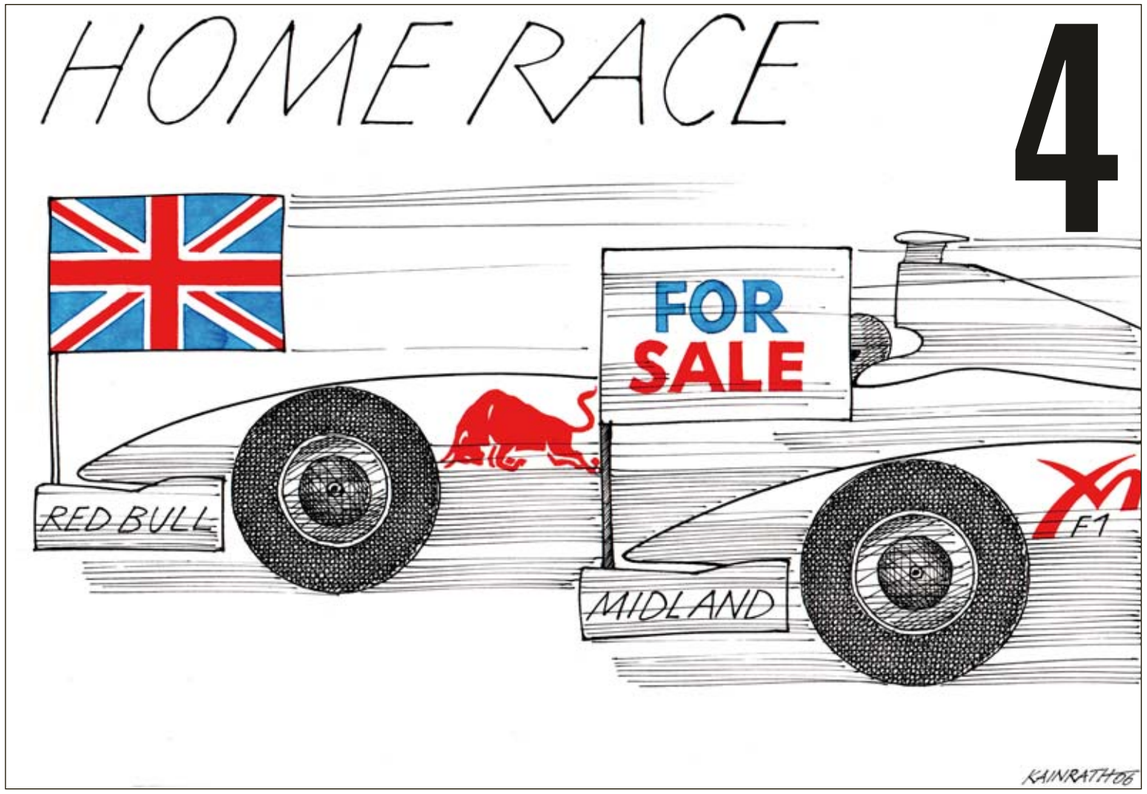
But a lot of the time the drivers let themselves down. I think Dan Wheldon is a good example of someone who hasn't maximised an opportunity. He was offered a test drive at BMW-Sauber and turned it down. He wanted to get into Formula One but only with a top team. But these days, that just isn't going to happen. And in all honesty winning the Indy 500 doesn't mean a lot when it comes to making the switch to F1. Look at him now and he's going great on ovals but he needs to dominate on street circuits. I do think that he might have blown his best shot at F1.

There are other elements too. F1 is a slimmed-down affair now. There are fewer seats available and this makes it hard.

But what is available are test drives. Each team's got one or two seats available and it is the best place to learn the craft and push yourself forward. It has replaced the feeder teams in that regard.

But ultimately it's about the ability to shine. No matter what series you're racing in, you have to seize the chance when it comes. In short, you have to win. Lewis is doing that. The critics will snipe and say he had all the help and has the best equipment but someone always has that. If he's winning in the best equipment, he's doing his job. And he is winning. He's seized the chance.

And I do believe that talent will shine through, so I suppose, ultimately, the majority of young British drivers just don't have it, but I'm sure we will see a new generation rise to the top in the next three to five years.



ILLUSTRATIONS: KAINRATH, FEGGO

Jenson Unbuttoned



There's only one person who should be on the psychoanalyst's couch this weekend and that is whoever decided to put the British Grand Prix on the calendar in early June. If the Bulletin printing team have followed my instructions to the letter then at least you should be reading this on thick, waxy paper, which can double up as a suitable barbecue firelighter

This week, we are on the couch with Jenson Button. Actually, we are in a bed under a 47-tog goose-down duvet, which is standard kit for anyone who sleeps under canvas in England in summer. Jenson had suggested that we meet somewhere with good food, maybe with a Michelin star. I discovered this is very difficult to do in Northamptonshire. I did find one restaurant that claimed to have a Michelin star, but it turned out they meant one of the French company's tyre-fitters would occasionally go there at lunchtimes.

Q: Let's start with an easy one, Jenson; where are you from?
A: Frome, Somerset
This is not a good start. Jenson is mocking me already and in the lowest way possible. Is it any fault of mine that being Austrian, I tend to pronounce 'from' as 'frome'? I know that with the World Cup starting this weekend the English are being encouraged not to make fun of the Germans, but maybe this should have been extended to include German-speakers of all nationalities. Ah! You mean *Frome*, the town in the English county of Somerset. I know a football joke about this place: one Saturday afternoon, two men are fishing in a remote spot in Somerset when one turns to the other and says: "I see Bristol City (the butt of all Somerset football gags) have lost again." "But how do you know?" his friend asks. "Because it is a quarter to five!" he replies.

Q: You travel the world and eat in the best restaurants, so what's your favourite food?
A: Curry
Of course. This is officially Great Britain's favourite dish and why not when you see what else is on offer. Asking an Englishman to choose his favourite food is like asking a Frenchman what's his favourite way of welcoming a foreigner (usually by waving a white handkerchief and running away). But his choice of curry means Jenson has a hot and very fiery nature, a bit like the Honda engine in his F1 car after half the number of total laps in a grand prix.

ILLUSTRATION: VON



DR BULL'S CURRICULUM VITAE:
Born: Vienna 1928
Educated: Zurich, Berkeley, Mogadishu and Brazzaville
Honours: Professor Emeritus Tahiti University, Visiting Professor Beverly Hills. Inventor of Deep Massage Analysis

Q: If you were a fictional character, who would it be?
A: James Bond
Like all top athletes, an insatiable sexual appetite means Jenson is evidently always on the lookout for Pussy Galore. He would also treat Miss Moneypenny very badly, as she is beneath contempt for an F1 driver who cannot talk contracts with a woman unless she is called Miss Milliondollars. The Bond fixation would also explain Jenson's obsession with changing cars nearly every year, as you never see James Bond with the same set of wheels for more than one (film) season.

Q: What is your favourite movie?
A: Team America
This is a very difficult choice to understand. It is a film made not with real actors, but with animated puppets that have no minds of their own. They are totally controlled by other people, who tell them how to act, think and speak. They are prone to repeat the same phrase about their hopes for the future and how they think their time is finally at hand and how everything is about to change for the better. Why on earth would this strike a chord of recognition with an F1 driver?

Q: Do you have any unusual hobbies?
A: Ski-touring
Ah! Yes, of course, ski-touring, also known as ski-mountaineering, ski de randonnée or alpine touring. This is a sport in which the skier not only comes down a mountain, he also goes up it without using a ski lift. The binding on the ski allows your foot to move so you can climb and the ski is covered with skins to stop it sliding backwards. The climbing is known as skinning. Slopes no steeper than 25° from vertical can be climbed directly, while anything between this and 35° has to be tackled by using a zigzag movement. Any steeper and it is recommended that one straps the skis to one's back and climbs with crampons. What's that? You're waiting for the punch line? There isn't one. I'm just showing off my general knowledge. OK, OK already. As a true Austrian, I am a god on the mountains with two skis on my feet. So, what is the difference between a snowboarding student and a snowboarding instructor? About three days!

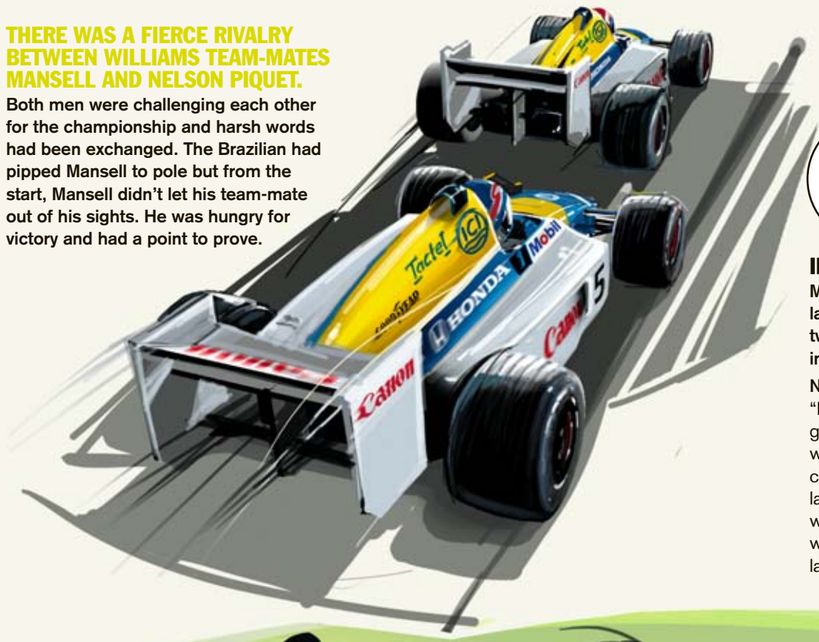
Q: Everyone knows that the moment you got your first F1 contract with Williams, you went out and bought a Ferrari car. (Now, with the money you are rumoured to have paid Sir Frank for staying at Honda, you could have bought Ferrari.) What other nice cars have you bought?
A: A 1957 Chevrolet Corvette
This is a rather strange choice for a young man such as yourself, as buying a Corvette usually means, "I am having a mid-life crisis". But at least this is marginally better than buying a Honda Legend, which says, "I am too bland to own a German executive saloon" or, even more telling, a Porsche 911 Turbo which means, "I have tons of cash but only a three-inch thingie".

‘THE ONLY FRIENDS I HAD THAT DAY WERE THE CROWD AND THE TRACK’

SILVERSTONE, JULY 12, 1987: LAP 63

The Red Bulletin looks back at historic moments in F1. Nigel Mansell knew how to pull off a passing manoeuvre, especially in front of a British crowd

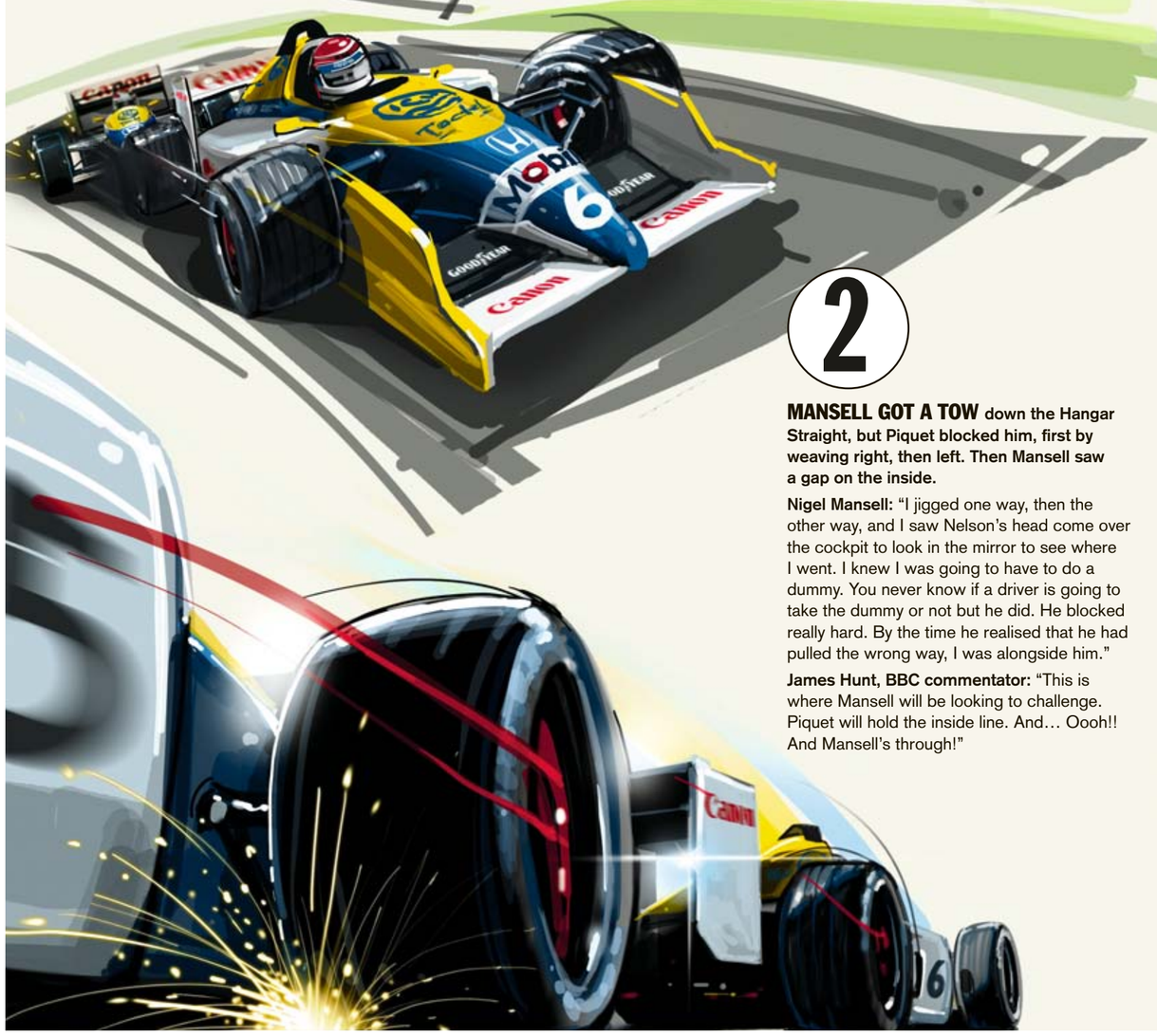
THERE WAS A FIERCE RIVALRY BETWEEN WILLIAMS TEAM-MATES MANSELL AND NELSON PIQUET.
Both men were challenging each other for the championship and harsh words had been exchanged. The Brazilian had pipped Mansell to pole but from the start, Mansell didn’t let his team-mate out of his sights. He was hungry for victory and had a point to prove.



1

IN THE CLOSING STAGES of the race, Mansell posted fastest lap after fastest lap, setting 11 records on the way. With two laps to go, he exited Becketts just inches behind Piquet’s gearbox.

Nigel Mansell, Williams-Renault driver: “I was doing the maths with 20 laps to go and wondering, first of all, whether I would catch him. And then every lap I was clawing enough back to realise that two laps from the end of the race, if it all went well, I would catch him. And I knew then when I had caught him that I had only one lap – two at the very best to get past him.”



2

MANSELL GOT A TOW down the Hangar Straight, but Piquet blocked him, first by weaving right, then left. Then Mansell saw a gap on the inside.

Nigel Mansell: “I jigged one way, then the other way, and I saw Nelson’s head come over the cockpit to look in the mirror to see where I went. I knew I was going to have to do a dummy. You never know if a driver is going to take the dummy or not but he did. He blocked really hard. By the time he realised that he had pulled the wrong way, I was alongside him.”

James Hunt, BBC commentator: “This is where Mansell will be looking to challenge. Piquet will hold the inside line. And… Oooh!! And Mansell’s through!”



3

THE MOVE WAS TAKEN at over 180mph. Mansell got his car’s nose ahead of Piquet’s before the apex at Stowe. The crowd leapt to their feet knowing that their hero was on course for a glorious victory.

Nigel Mansell: “Then he pulled back, trying to squeeze me going into Stowe and we touched at probably 200mph. But the job was done.”

James Hunt: “Tremendous driving by Nigel, but that really was a bad mistake by Piquet to go back to the other side of the track. He just opened the door.”

4

TWO LAPS LATER, MANSELL took the flag. But as he swept around the circuit waving to his fans, his car ran out of fuel. Mansell climbed on the back of a policeman’s motorcycle and rode back to Stowe corner.

Murray Walker, BBC commentator: “That is the man of the race! And the crowd break ranks! The British enthusiasm for grand prix racing has never shown more.”

Patrick Head, Williams technical director: “I am sure that Nelson was not best pleased. It was a phenomenal race from Nigel and quite a dramatic overtaking manoeuvre.”

Nigel Mansell: “What people do not realise is I was being told to slow down with 15 laps to go. The team told me I was running out of fuel. But you don’t let off when you’re at your home GP and I didn’t see any reason to let Nelson win. But I didn’t have many friends that day in the camp. The only friends I had that day were the crowd and the track.”

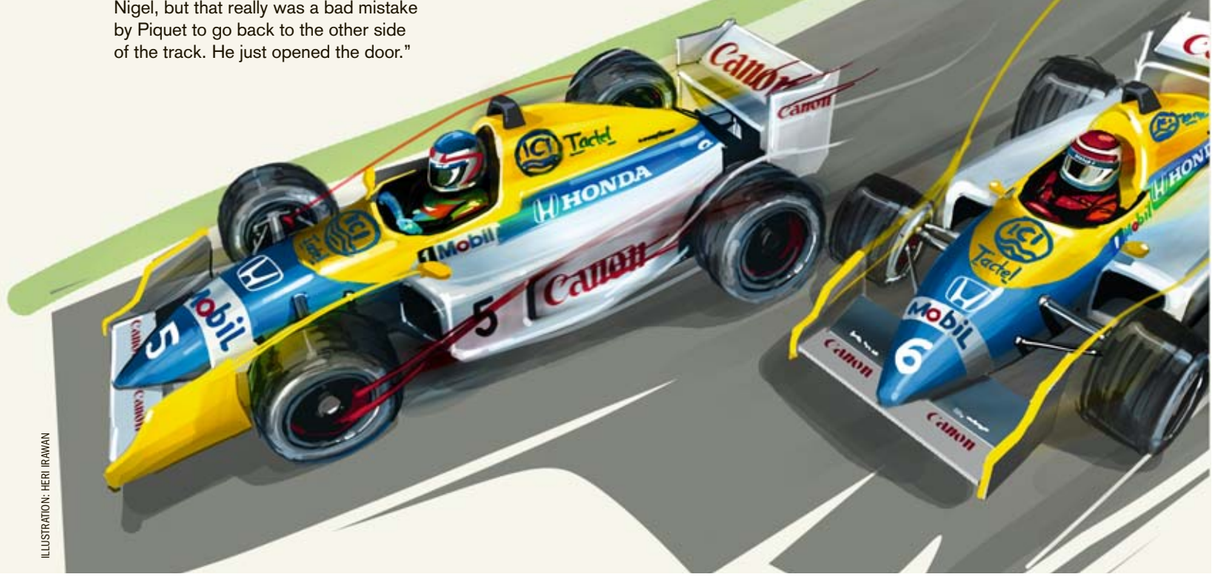
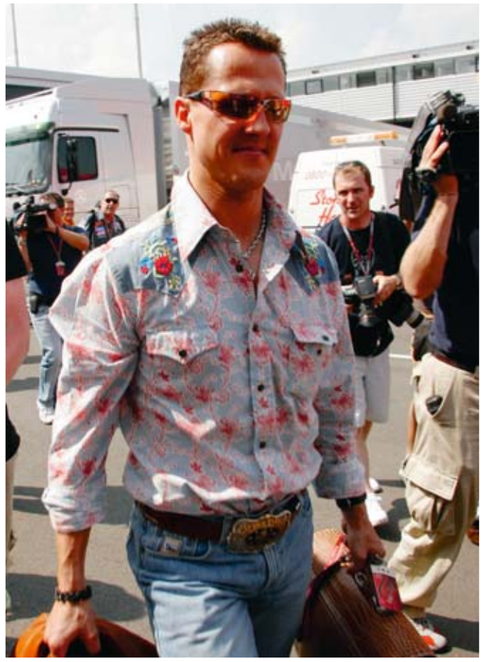


ILLUSTRATION: HERI IRAWAN

TURN UP THE HEAT

See. We weren't expecting it to be so hot. Britain? June? It should be raining. So when the sun shone, everyone got confused. And where there's confusion there are people in silly poses. And the Bull's Eye…



At last, the truth about that Rascasse incident: Michael had been distracted when he suddenly remembered what shirt he would be wearing at Silverstone on Thursday.



Rubens could not believe it: try as he might, Jenson just could not get his head round the concept of what a book was.



Thursday, FIA press conference, 1500h – still bravely trying to stay awake, but one eye is faltering.

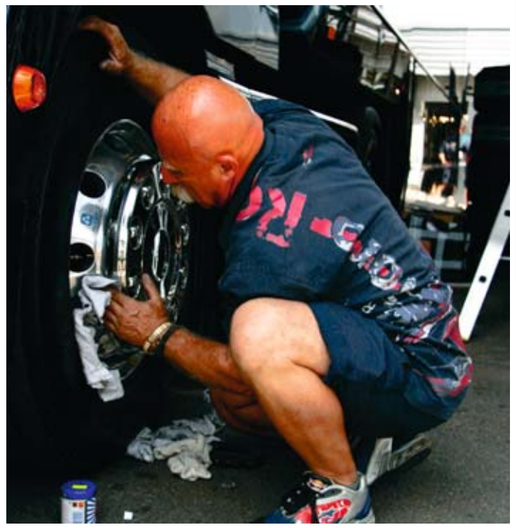


Thursday, FIA press conference, 1520h – Zzzzzzzzz!



PHOTOS: MSPB/MELZER, CHRISPIN, THRUSTSSCRASHPA.NET,

Eight races on from Bahrain, but the Williams boys had still not got over their addiction to smoking the 'hubble-bubble' pipe.



Having done a great job of polishing his head, Gaggio turned his attention to the wheels.

Since leaving F1, apart from driving in the DTM, Mika had signed up as a Monegasque traffic policeman.



Everyone else had run away in terror, but Mark and Nico were completely unaware they were about to be squashed by the biggest football in the world.



TANK GIRLS

Signing up as an Una is more like answering a call to arms as the latest batch of raw Red Bull recruits found out when they trooped off to Tanks A Lot and rode military vehicles over old cars, fired guns and generally scared the locals.



PHOTOS: THOMAS BUTLER

















PHOTO: THOMAS BUTLER

MASTERMIND

Few people have more experience of winning in Formula One than designer Gordon Murray. He talks to **Matt Youson**

The past is always with Formula One, and the more anodyne the racing in the modern era becomes, the more F1 has to relive its past glories. And honestly, it’s a bit galling for the paddock to constantly hear that it doesn’t measure up to the days when giants walked the earth. So when Gordon Murray says F1 has lost its way, it’s easy to be dismissive. He is, after all, the eccentric’s eccentric. Pointedly refusing to relinquish his drawing board in favour of a computer, preferring to communicate via fax than mobile phone, repeatedly suggesting that a design team of six, rather than 600, is better for the sport, Murray’s vociferous opinions are easy to dismiss as irrelevant.

To do this would be a mistake. Murray’s involvement in the design of F1 cars ended in the era of Prost and Senna, but his disenchantment with the modern incarnation concentrates on management choices not technology, and this is a decidedly evergreen topic of conversation. His views, which tend to be analytical and blunt to the point of harshness, come from 30 years top-flight management experience. And if that is not enough, Murray’s pedigree as a championship-winning designer and technical director alone should guarantee that he’s worth listening to.

His position has remained unchanged for several decades. “Winning in F1 needs three things: the right people in the right position; discipline and conviction in carrying out your work efficiently; and finally – and this is where most teams fail – communication. It’s all about those three things and just those three things.”

Murray came into F1 on the back of designing and building cars in his native South Africa. He professes to have had no interest in designing cars as a child, but wanted to be a racing driver from the age of six, “not knowing that I would grow to be 6ft 4in tall and weigh 14st”. The culture he came into was one where designers were also racers. “I drove all my F1 cars up until the last Alfa V12, I think in about 1978. We had reasonably tall drivers and I could squeeze in if you took the seat out. But after Reutemann and Watson, we went to much shorter drivers and I couldn’t fit.”

The day job in the 1970s was designing innovative, winning cars for Brabham. In the ’80s he accumulated championships: two with Nelson Piquet at Brabham and latterly three drivers’ titles for McLaren. Twenty years in Formula One, he decided, was enough and so turned his attention elsewhere. McLaren Cars was born and the F1 road car followed. After the launch of its successor, the McLaren-Mercedes SLR, Professor Murray left the increasingly corporate world of McLaren to set up his own business.

Meanwhile, designing grand prix cars has become a gestalt activity. Aerodynamics, electronics, chassis, powertrain, suspension and a host of other disciplines all warrant their own departments. Hundreds of engineers hunch over computers, cars in their entirety become an abstract. This is the way the sport is now and Murray says it has got out of hand.

“I realise you need more people to design for the complexity and detail that exists today. Electrical and hydraulic systems require a huge number of engineers and aerodynamics have ➜



LINE UP

Brabham had a reputation for innovation and ingenuity in an age when a competitive team could be fashioned from a small group of talented individuals. Can you spot the famous faces?



THE LOOK OF THE THING

"The 22 cars today all look the same. Paint them all white and give an expert 20 seconds to name them, and they'd fail. It's caused by a couple of things. Firstly, the regulations place all the major masses for you. Secondly, the cars gravitate towards the same sort of aerodynamics. The reasons the cars jumped around in the '70s, at least at Brabham, was that we kept changing engines. In four years it went from a V8 to a flat 12 to a V12 – with the fan car and the hydro-pneumatic suspension thrown in."



REGULATION AND CENSURE

"We would get away with all sorts of things that you couldn't now – and in this sense the sport has improved but I think it has gone too far. Every time two cars bang together stewards look to apportion blame. What a lot of bollocks. It's racing, it's going to happen."

➜ become 10 times as important as they were, but to be honest, most of everything else is bullshit. If you have the right people and the right management structure, you could halve the people in a current team and still get the job done. The problem is, there are very few people in charge who know what that means or who understand the efficiencies you could have with the proper people in the proper position.

"Today you have a situation of 'they've got more people so we need more people…' It self-perpetuates. When the team reaches a certain size, the people at the top lose some control and stop understanding what's happening. They bring in more people to regain that control and the cycle spirals. When you have seven, eight, nine people on an engineering design team, nobody can hide, everybody is accountable for everything, every day. And most importantly, everybody in that group knows what's going on in the whole company, not just in their department."

Murray sits on the cusp of two eras. He's one of the architects of modern Formula One, widely credited with bringing a greater degree of professionalism and focus to McLaren and establishing a pattern copied by many other teams. He's also a link back to the golden age, his time at Brabham beginning when Jack was still behind the wheel. It's an interesting duality: on the one hand emphasising the value of having a small, tight-knit team and a sense of family, on the other recognising the necessity of efficient management structures.

"When I started at Brabham, we had five design staff, I was the fifth. After I'd been there for two years, Bernie arrived and bought, first of all, Ron Tauranac's 50 per cent and then soon after that Jack's 50 per cent. He fired the other four designers and kept me as a design department of one.

"I'm very single-minded, but back then I was single-minded to the point of being stupid and I wanted to do everything myself. I took all the engineering decisions, designed all the cars and averaged about two hours sleep a night. In retrospect, I kept that up for far too long, but I was enjoying it. As late as 1977 I was still engineering both cars and the T-car at grands prix, designing, running the race team and test team, organising packing the spares into the truck for the next race, running the technical side of the company, hiring and firing people, and drawing the whole car, including gearboxes. But that was extreme."

Although his active involvement in Formula One ended when McLaren Cars came into being, Murray cites his experiences designing the two McLaren road cars as examples of a malaise now affecting the sport.

"I've always run my companies like families. When I stopped working in F1 and started McLaren Cars, the team that designed the F1 road car was superb, but small. We did that entire car – which is 10 times more complicated than a grand prix car – with seven engineering designers and three body designers.

"Contrast that with the SLR. The team was much bigger, and this is the crux of the matter. We were working with a big business and got plugged directly into the belly of that corporation. We got ideas above our station: McLaren tried to be a bigger company than we should – and that always leads to inefficiency. And to a certain extent, that's what's happened to F1. When McLaren were doing the F1 road car, the entire design team would meet around a full-sized drawing board every morning. Once a week the entire company would come together and I would explain where we were, what we were doing. Can you imagine doing that with 600 people? I knew everyone's name, their wife's name, their kids, what fired them up. That's how you get best out of people and work efficiently."

'MCLAREN TRIED TO BE A BIGGER COMPANY THAN WE SHOULD – AND THAT LEADS TO INEFFICIENCY'

Murray walked away from grand prix racing with few regrets. "When you start out as a kid, you want to design a car, then you want to win a race, then you want to win the championship. After you've won five championships and 50 races, the appeal diminishes – and I loved the idea of changing focus and trying to design the best-ever road car." He doesn't come back often, his appearance at Imola this year at the behest of Martini was his first visit in eight seasons – and though Ferrari won the race, it was Renault that caught his eye.

"You can see the teams that have it, and those that don't – and Renault have it by the bucketload. They're calm and they look like a team enjoying their jobs. It comes back to my original point. They show you don't have to spend vast amounts, you can cut out some of the bullshit and get on with the real work."

Murray has no plans to return to Formula One. In between appearances on the lecture circuit, he's designing an environmentally conscious city car, a project in development since 1993. But, he does still harbour one final F1 ambition. "The detailed design side doesn't interest me any more. What fascinates me is the idea of taking a team that hasn't won a world championship and getting them to the top. Now that would be a challenge." ■

PHOTOS: SUTTON IMAGES

#19 HOLLY SAMOS

THE SUM OF ALL PARTS

BBC Radio Five Live's pitlane reporter knows things that most grand prix pundits don't – like what Bono keeps in his fridge. This is her world in numbers…

1995
DJ CHRIS EVANS CALLED
to tell me to give up my job at Virgin Radio, where I was working. He had been doing a show called the Big Breakfast and said: "I want you to come and work for me but I can't tell you what it is." So I quit. It turned out Chris was being given the BBC Radio One breakfast show and I was meant to be the researcher. But a week before we went on air he told me I was going to have a speaking role "because you're a girl". We were at the BBC for three years and were drunk for most of it. Then Chris bought Virgin Radio, and I followed him there.

2
DAYS BEFORE CHRISTMAS
which is my birthday – December 23 – I found out that I'd be working with Five Live this year, and going out to all the races. It's not my first motorsports gig, as I've done Radio Le Mans for years, which is fantastic, and when I was at Virgin Radio I went to all the European grands prix with Jordan.

4
COURSES AT BONO'S HOUSE
on Saint Patrick's Day. We had a delicious roast. There were about 30 of us there, and there was plenty of music, dancing and drinking. Christy Turlington's a lovely girl and she may be able to walk perfectly, but I can tell you she has absolutely no rhythm!

W11
NOTTING HILL
was the London location of an art gallery I once set up for my sister to run. It was called Well Hung. It's closed now, though. Unfortunately, when the film Notting Hill came out, it put the price of rent in the area up by so much that it drove out all the small businesses.

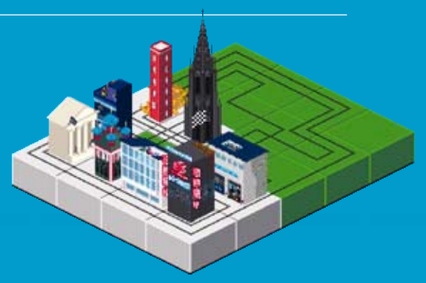
7
YEARS IN OKLAHOMA
when I was a child, because my mum had friends there. We had a swimming pool in the garden, constantly ate out at themed restaurants and there were tornados all the time – which was all great fun! But Mum wanted us to have an English education, so I moved back aged seven.

1
FAX
was responsible for the nickname that has stuck with me for much of my professional life: Holly Hotlips. I was on the phone to a friend with some juicy gossip, but couldn't finish the story because I was called into the Radio One boardroom. So my friend sent through a fax with a huge pair of lips on it and the message "Holly Hotlips, call me as soon as you're out of that meeting". People used to send in drawings of what they thought I looked like – I was always tall and blonde with big lips and big boobs.



PHOTO: CRISPIN THRUSTON

A QUICK FIX



Eleven teams, hundreds of workers, buses, trucks and offices. The paddock is a city and each part has its own character. So here's the city as we see it and as we're all obsessed with cars the local garage takes on special importance. Modern mechanics use sophisticated diagnostics equipment and automated repair programmes, but down at the Williams motor repair shop, a pot of tea and a big hammer usually do the trick

1 MONEY
While other independents are short of cash, Williams are rolling in the stuff. They've got so much that Sir Frank has had to install some extra safes. He calls them Jenson, BMW, Bridgestone and Narain. We don't know why.

2 THE NURSERY
Williams were pioneers in the field of genetic selection and, having successfully grown one second-generation winner, they did it again… and again. In fact, the whole operation is becoming a bit like a stud farm.

3 CLIMBING WALL
Alex Wurz divides his time between being the fastest man on the track and commentating for Premiere TV. But he gets a bit bored between races, so Patrick has installed a few recreational facilities to keep him occupied.

4 RESEARCH CENTRE
Williams make up for a lack of resources with shear ingenuity. While other teams have wind-tunnels, fluid dynamics and supercomputers, Williams' innovations are driven by Frank Dernie's cup of tea.

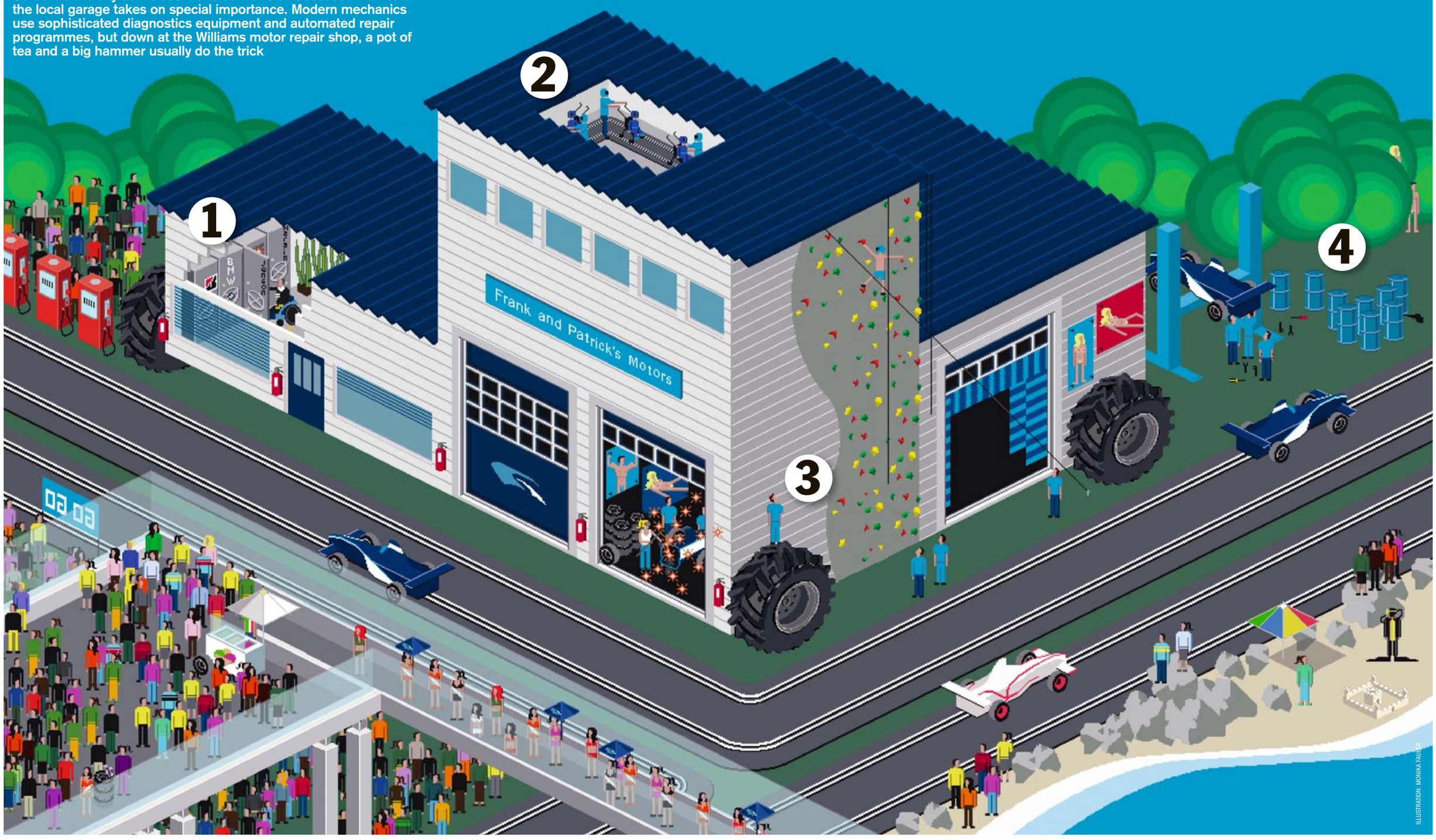


ILLUSTRATION: MONIKA FAULER

SCHOOLBOY HERO



HUNT'S FUEL WAS TESTOSTERONE and at the Japanese Grand Prix of 1976, the race in which he claimed his title, James' McLaren mechanics were compelled to remind him to brake (left).

James' first victory as a McLaren driver came at the 1976 Spanish Grand Prix (below). He would win a further five races that season. His career total was 10 victories.

Mission accomplished, Hunt and his mechanics grab 40 winks in the coach back from Fuji, 1976 (middle bottom).



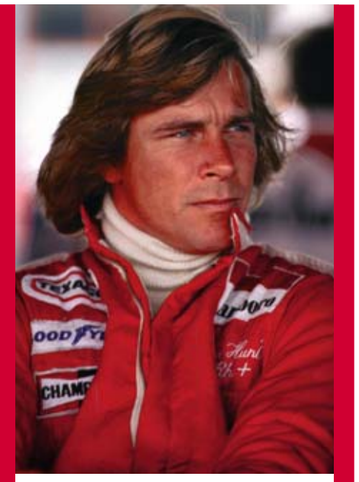


PHOTOS: RAINER SCHLEGELMILCH, SUTTON IMAGES, GETTY IMAGES, DPPI









James Hunt symbolised the ultimate schoolboy racing fantasy: a committed party animal who would invariably arrive at the track drunk. A charismatic playboy who could have any woman he desired. And a talented racer who would achieve Formula One's greatest prize. But he was also a man consumed by inner demons.

HUNT WAS the Wellington College-educated son of a stockbroker. His first taste of motor racing came at the age of 18, when he went to watch a club meeting at Silverstone. He went home and announced to his parents that he was going to become Formula One World Champion.

Hunt then went off and bought an old Mini, which he managed to make quick. It took two years to prepare the car and it failed scrutineering at its first entry, because the driver's seat was actually an old garden chair.

Hunt's early races marked him out as a spectacular driver, but not always for the right reasons. Hunt the Shunt once crashed and sank his Formula Ford in a lake. Eventually he stayed on the track long enough to win races, but it was his unstoppable determination that was most impressive. In one race, at Brands Hatch, his gear-knob fell off. Hunt speared his hand with the sharp metal shaft and changed gear with his bloody palm for the next 30 laps.

James' soulmate was the man who would become his boss: Lord Hesketh. Alexander Hesketh was a wealthy young aristocrat who thought racing might be fun. He ran James in F2 and they both decided that if they could have this much of a good time in the lower formulae, then it stood to reason they could have even more fun in F1.

The Hesketh team captured the public imagination, but the F1 community thought they were a joke. Then the results came. Hunt won the 1975 Dutch Grand Prix, and people quickly shut up.

The Good Lord, as James called him, eventually ran out of funds, and when Emerson Fittipaldi retired, Hunt was available to take his McLaren seat. James was great friends with Niki Lauda, and in 1976 they were both competing for the championship. Lauda made a miraculous recovery from his crash at the Nürburgring to return and take the title chase to the wire. The rain at Fuji was torrential. Lauda refused to race, and Hunt finished third to win the championship by one point.

Hunt's appetite for sex, alcohol, cigarettes and, occasionally, drugs started to get out of hand. One time in testing, he went out in the car and never came back. The team thought he'd crashed, but he'd just parked up and passed out. He lost his hunger for racing after his title victory, and retired in 1979 to become a commentator for the BBC alongside Murray Walker.

He may not have taken it seriously at first, but James became an opinionated and erudite commentator, much loved by the public. He was devoted to his children and in his last years started to settle down, having fallen in love with a beautiful painter, named Helen. Hours after proposing to her, James suffered a terminal heart attack at his home in Wimbledon, at the age of 45.

FAIR TO MIDDLING

GREAT (LOCAL) BRITISH BANDS

While the landscape around Silverstone couldn't really be described as inspirational, the region has produced some gifted singers and musicians who have gone on to achieve international stardom – to a greater or lesser degree. Here are some of our favourites…



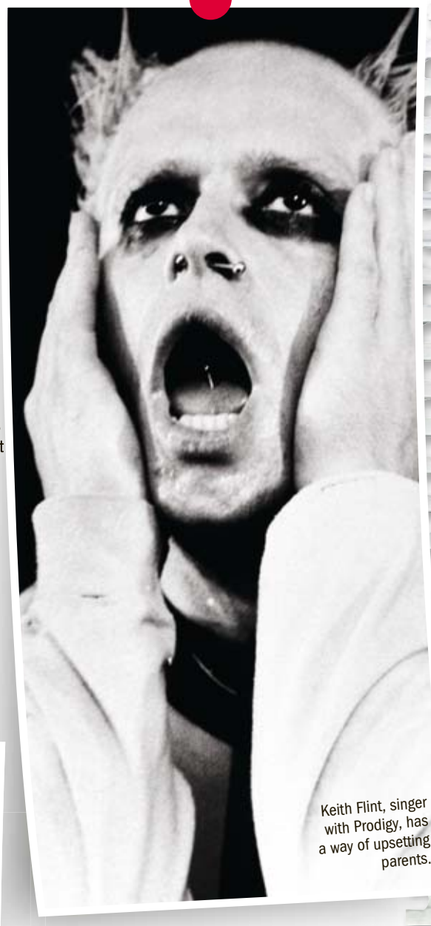
Thom Yorke, lead singer of experimental band Radiohead – born around the corner



Housewives' favourite Engelbert Humperdinck – still a local lad at heart



Once named "the coolest person in pop", Bill Drummond used to live in Corby, which isn't so cool



Keith Flint, singer with Prodigy, has a way of upsetting parents.



1 ENGELBERT HUMPERDINCK
Born Arnold George Dorsey in 1936, this Leicester singer took his stage name from a 19th century composer. He went on to win the hearts of millions of housewives from Leicestershire to Las Vegas. He even bettered The Beatles, managing to keep the Fab Four from having a eighth consecutive UK No 1 single when his now legendary Release Me kept Strawberry Fields off the top spot. The perma-tanned crooner with the LA smile now lives in the US for much of his time, but he retains a home in his native county which includes his very own pub at the bottom of his garden. His career high point? Singing Lesbian Seagull for the Beavis and Butthead film, obviously.
Recommended listening: Release Me from Greatest Hits

2 BAUHAUS
These four gentlemen, who met in Northampton, are responsible for thousands of teenagers dressing in black, experimenting with eyeliner and being misunderstood by their parents. Such cheerful tunes as Terror Couple Kill Colonel, Bela Lugosi's Dead and their one chart hit, She's In Parties, were the genesis for a million goths.
Recommended listening: She's In Parties from Crackle

3 KASABIAN
Leicester new boys Kasabian, who cheerily take their name from one of mass-murderer Charles Manson's 'family', have the blessing of rock royalty with Oasis' Noel and Liam Gallagher and ex-Stone Roses bass player Mani's seal of approval. They play music like it was still 1989 but their dance-influenced, bass-driven swagger has made them stars. Well, they hang out with supermodels and their tunes are used on football programmes.
Recommended listening: Club Foot from Kasabian

4 DIRE STRAITS
While founding brothers Mark and David Knopfler may have come from Newcastle in England's north-east, the only other original member to have stayed with them throughout their 18-year history was bass player John Illsley. John's home was Market Harborough, a market town (no, really) in south Leicestershire.
Recommended listening: Private Investigations from Love Over Gold

5 RADIOHEAD
Although Oxford is the spiritual birthplace of one of the few modern British bands to crack America, their lead singer Thom Yorke was born in Wellingborough, a town in the same county as our venue for this weekend's race. Yorke and friends may have begun life as another U2-influenced guitar group, but ended up one of the most experimental, respected and avant garde bands of the last 10 years.
Recommended listening: Paranoid Android from OK Computer

6 SHOWADDYWADDY
Surfing a wave of Teddy Boy nostalgia which swept over the UK in the 1970s around the time of Elvis' death, these rock 'n rollers made several dents in the British charts with covers of 1950s songs such as Under The Moon of Love and Three Steps To Heaven. The base for most of the band was Market Harborough and two sons of guitarist Trevor Oakes went on to play for the best local football club: Leicester.
Recommended listening: Under The Moon of Love from The Very Best Of Showaddywaddy

7 GAYE BYKERS ON ACID
Apart a brilliant name, Gaye Bykers performed as their own tribute band (Lesbian Dopeheads on Mopeds) and called their first album Drill Your Own Hole, as the label on the vinyl LP had no hole to place the disc over the turntable spindle… so you had to drill your own. Genius.
Recommended listening: Nosedive Karma from Everything's Groovy

8 BILL DRUMMOND
The man who brought the world art terrorist samplists the KLF (aka The Justified Ancients of Mu Mu) actually lived in Corby, an East Midlands industrial town. Writing 1990s student disco staples such as What Time is Love, Doctoring the Tardis and 3am Eternal has given way to writing books about Drummond's travels with former Zodiac Mindwarp lead singer Mark Manning.
Recommended listening: 3am Eternal from The White Room

9 THE PRODIGY
Dancer/singer/faux arsonist Keith Flint went to school in nearby Peterborough together with the band's sometime live guitarist Gizz. The band were responsible for bringing the 1980s rave culture into the mainstream and then evolved into heavyweight house masters with parent-inciting tunes like Firestarter and Smack My Bitch Up. The rest of the band are from London and Essex, spiritual home of rave culture.
Recommended listening: Breathe from Music For The Jilted Generation

10 ERASURE
Following Vince Clarke's departure from Depeche Mode, he formed Yazoo, split that up and joined up with Peterborough's Andy Bell in 1985 to form Erasure. While record sales may have dipped, the pair are still hawking their camp synth-pop around the world.
Recommended listening: A Little Respect from The Innocents

RUBBISH BRITISH FOOD INVENTIONS
01 Pickled eggs boiled eggs in vinegar
02 Jellied eels eels in jelly
03 Deep-fried Mars Bars a chocolate bar covered in batter and flash-fried
04 Bubble and squeak fried leftover veg
05 Scotch eggs eggs in sausage meat
06 Black pudding dried pigs' blood
07 Pork scratchings fried pig skin
08 Haggis sheep offal boiled in its stomach
09 Liver and onions offal and veg
10 Spotted dick fat and raisins

GREAT BRITISH INVENTIONS
1 The internet
2 The telephone
3 The jet engine
4 The bicycle
5 Powered flight
6 The light bulb
7 The train
8 Football
9 Computers
10 Heroic failure

RUBBISH BRITISH INVENTIONS
01 Football hooligans
02 Concentration camps
03 The Sinclair C5
04 Morris dancers
05 Mr Bean
06 Marmite
07 Queues
08 Pop Idol
09 Nostalgia
10 Self-deprecation

PHOTOS: GETTY IMAGES, RETNA, REX FEATURES

LIKE FATHER, LIKE SON?

The toddler's T-shirt says: 'In Training British Grand Prix 2006'. So where is Tom (right), older son of 1976 world champion James Hunt? Look back at the world champions over the years and every one's son – if he's old enough – has gone into racing: Nicolas Prost, Greg and Leo Mansell, Nelsinho Piquet, Matthias Lauda, Nico Rosberg, Christian Jones, Tomas Scheckter, Michael Andretti… but no Hunt.

James and wife Sarah had two sons, his 'little men', as James called them: Tom was born in 1985 and Freddie in 1987. Two years later, James and Sarah separated and James died in 1993. The dates tell the story: Tom wasn't old enough to race a kart and as Sarah says now, "mothers aren't very good at going go-karting and pulling trailers."

That doesn't mean that Tom hasn't inherited some of his father's genes. James, you may remember, played the trumpet, and Tom has just finished his first year studying music technology.

"I don't really follow Formula One," he says. "It became distant when Dad died, but it does interest me, I do enjoy it. I don't always watch the races, but I have been a bit more recently. I haven't been to a race for years. I'd love to do some karting."



PHOTO: CRISPIN THRUSTON