



 **Brundle & Coulthard's...**


BRITISH GRAND PRIX SPECIAL

 **BRILLIANT INTERVIEWS**

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Paul Di Resta
Sir Stirling Moss

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What next for Brand Lewis?

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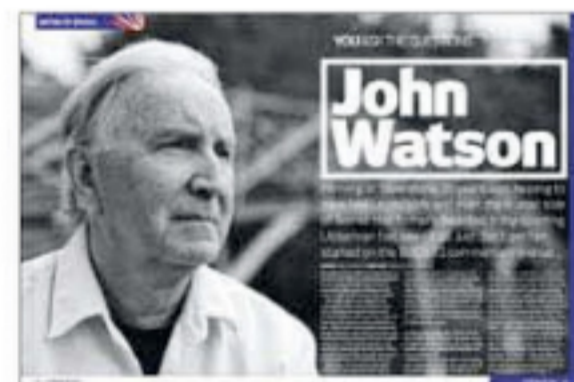


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*All competitions in F1 Racing are open to UK residents only. Refer to competition for specific terms and conditions

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Heard the one about how Brundle nearly barbecued Mark Blundell? Read on...



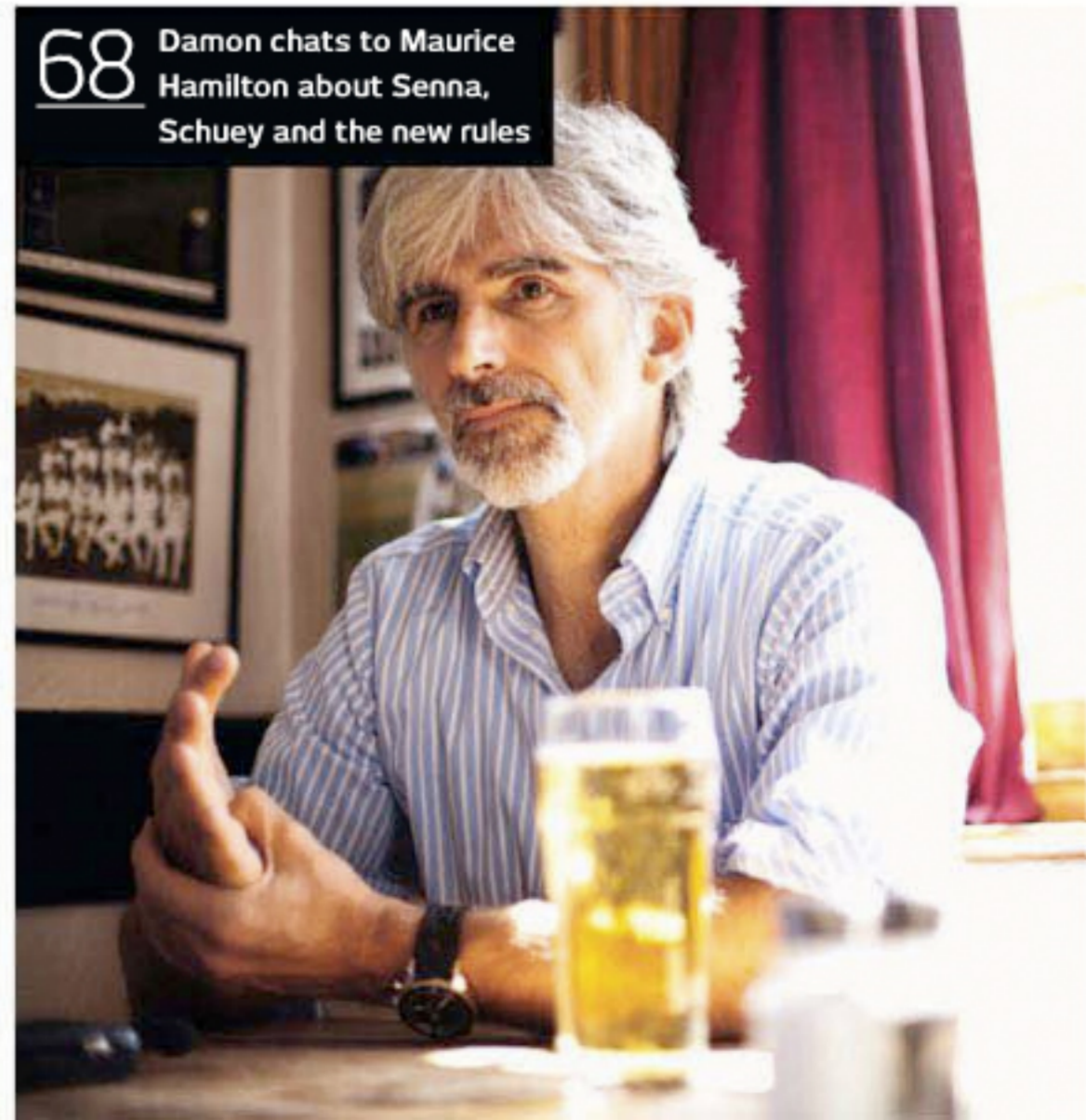
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Sir Stirling Moss talks about a very special double anniversary



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Damon chats to Maurice Hamilton about Senna, Schuey and the new rules





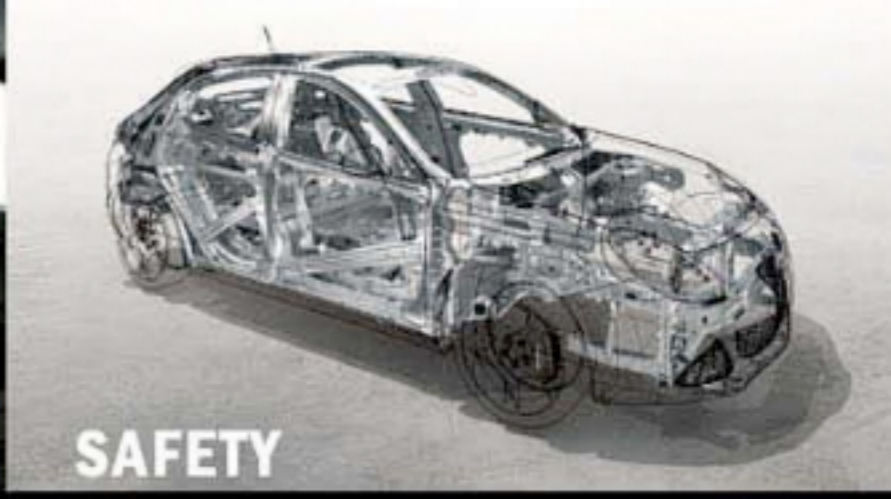
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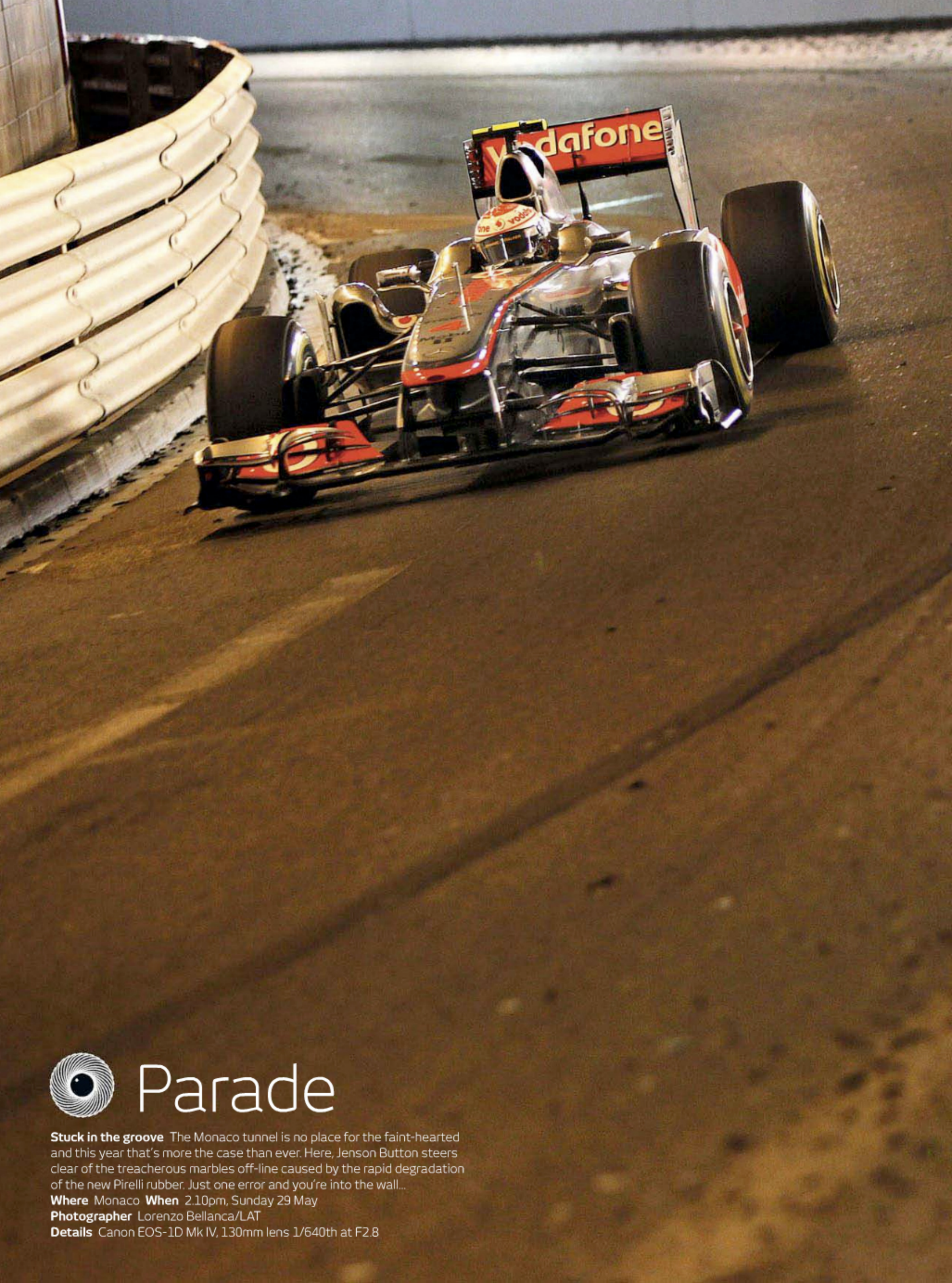
Range of official fuel consumption figures for the Alfa Giulietta range: Urban 26.2 - 51.4 mpg (10.8 - 5.5 l/100km); Extra Urban 48.7 - 76.3 mpg (5.8 - 3.7 l/100km); Combined 37.2 - 64.2 mpg (7.6 - 4.4 l/100km). CO₂ emissions 177 - 114 g/km.

I AM GIULIETTA.



Giulietta





Parade

Stuck in the groove The Monaco tunnel is no place for the faint-hearted and this year that's more the case than ever. Here, Jenson Button steers clear of the treacherous marbles off-line caused by the rapid degradation of the new Pirelli rubber. Just one error and you're into the wall...

Where Monaco **When** 2.10pm, Sunday 29 May

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 130mm lens 1/640th at F2.8





Parade

Best seats in the house On the slither of barrier-lined asphalt, the hunt for Sebastian Vettel is on. Jenson Button and Fernando Alonso close in on the leader as the super-rich look on from either their high-rise apartments or yachts bobbing in the waters of the shimmering blue harbour

Where Monaco **When** 3.13pm, Sunday 29 May

Photographer Steven Tee/LAT

Details Canon EOS-1Ds MkIII, 145mm lens 1/1000th at F7.1







Parade

Human after all Prior to Canada, Sebastian Vettel had barely put a wheel wrong all season, but nothing exposes errors like the Circuit Gilles Villeneuve's Wall of Champions – as this damage, sustained in first practice, demonstrates. Vettel would go on to make an even bigger mistake on the final lap of the race...

Where Montreal, Canada **When** 10.58am, Friday 10 June

Photographer Charles Coates/LAT

Details Canon EOS-1Ds Mk IV, 200mm lens 1/500th at F7.1



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STOP AND GO / Hans Seeberg / 07.2011

As F1 shames itself, look who comes up smelling of roses...



Amid the embarrassing events that saw F1 trying to reinstate a race in a country we shouldn't have been going anywhere near, one figure intriguingly emerged above all others as a voice of authority and common sense. It was as if Max Mosley had never been away – and he was loving every minute of it.

Say what you like about Max, but that mind is as sharp as ever. As everyone else bickered about the logistical dilemma posed by Bahrain's potential reintroduction to the calendar, up popped Mosley on the news, serenely pointing out that the race could not be reinstated without the written consent of all the teams anyway, as clearly stated in Article 66 of the FIA's International Sporting Code. Oops.

Only days before, Todt had proudly (yet ludicrously) pronounced Bahrain to be safe once more, thanks to a visit by FIA vice president Carlos Gracia. "Carlos is a very nice man, but he speaks no English or Arabic," said Mosley, impressively keeping a straight face before totally discrediting Gracia's findings – later backed up when the farcical report was leaked online. The overall impression seemed to be that Max was making a rather better fist of his old job than the current incumbent.

Max also echoed Mark Webber and Damon Hill's sentiments by opposing the moral decision to race in Bahrain. Away from the bubble of F1, in which the teams seemed more concerned over the logistical aspects of a race in December, he mirrored the views of countless F1 fans on the human aspect of the controversy. Max and F1 fans agreeing: who'd have thought that three years ago?

You might've criticised Max when he was FIA president, but could you imagine him advocating the reinstatement of a race to the calendar if that decision contravened the very rules he presided over? He has reminded teams, fans and a certain Jean Todt that he is very much still here. Whatever his agenda might be – and there is sure to be one – his work for the moment is done.

So what's Mike Gascoyne trying to tell us about why photographer Charles Coates is fast asleep? We join Mike on his very big boat on page 62



Editor Hans puts on his best TV face to meet the BBC's DC and Brundle. They're not fazed by the competition... (p48)



Ahead of the British GP, Maurice Hamilton chats to Damon Hill over a pint (p68)



Is John Watson starting on the fishing tales? Features ed Jimmy assumes polite disbelief (p42)



Special thanks to Lou McEwan at Vodafone for letting us use the top floor of the Brand Centre to snap Martin Brundle and David Coulthard for this month's cover – you're a legend. Martin Brundle, David Coulthard, Mark Wilkin, Leanne Williams, Claire Williams, Alexandra Schieren, Steve Cooper, Matt Bishop, Silvia Hoffer Frangipane, Clare Robertson, Wolfgang Schattling, Nicola Armstrong, Sabine Kehm, Katie Tweedle, Britta Roeske, Luca Colajanni, Roberta Vallorosi, Stefania Bocchi, Bradley Lord, Clarisse Hoffmann, Will Hings, Lucy Genon, Eric Silberman, Fabiana Valenti, Silvi Schaumloeffel, Tom Webb, Anna Goodrum, Hanspeter Brack, Alba Salz, Heke Hentzsch, Tracy Novak, Chris Hughes, Vicky, Nicole Scherzinger, DRS, The Cock Inn in Peterborough, "Speaking?", Simon and Tracy for a top night in Monaco, Michael Caines, Al Putnam, Simone Perillo, David Thorpe and Dell Smiley Culture – RIP to a true legend



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Build Your Dream!

05717 1:24 Vodafone McLaren Mercedes MP4-25 (L. Hamilton & J. Button)



British Steel

1:24 Vodafone McLaren Mercedes MP4-25

05717

The Vodafone McLaren Mercedes team's 2010 chassis, the MP4-25, was an aggressive evolution of its race-winning '09 car. Unlike its predecessor, however, the MP4-25 was designed to fully exploit regulations which permitted double-diffuser under-body aerodynamics. In addition, further development to the floor was carried out during the season to harness the aerodynamic benefits of the engine's exhaust gases over the rear diffuser.

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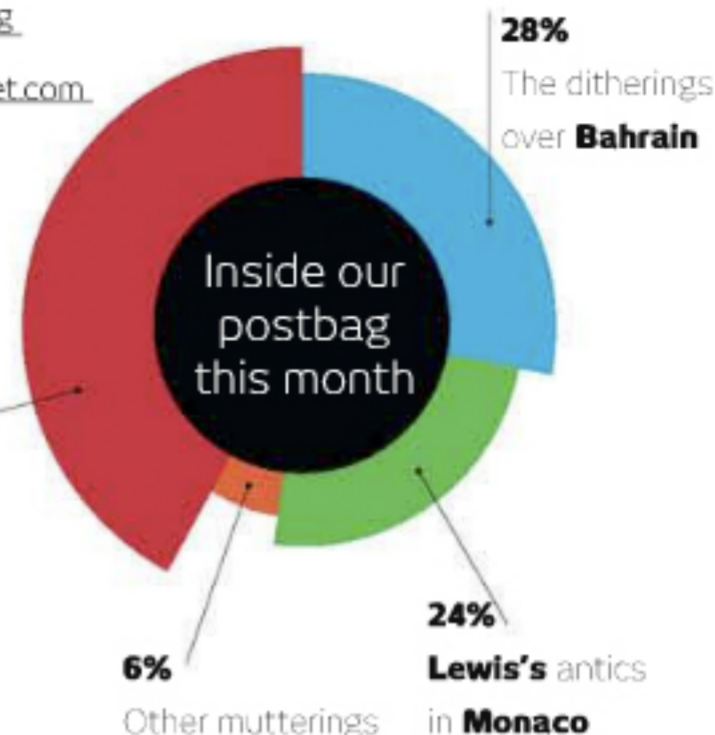


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STAR LETTER



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

THE MAKING OF SENNA THE MOVIE



Prost: Senna's other star

Well-deserved congratulations to Messrs Pandey, Kapadia and Gay-Rees for the moving and spectacular film *Senna*. It was a joy to experience the story of this compelling legend.

Having watched the film, I do feel I must take issue with views about its portrayal of Alain Prost. Without question, Ayrton Senna would never have been what he became without Prost. The film tells Senna's story and it is clear that every element of his spirituality, rage and hate had to be driven out for him to beat Prost. It was clearly a damaging battle for both and sapped Senna's strength, but it was the ultimate clash of the emotionally driven driver and the cool-thinking tactician. It is staggering that their personalities resulted in such similar results at Suzuka in 1989 and 1990. Prost brought out the thinker in Senna and Senna the emotion in Prost.

Prost was right to support the making of this film: it shows just how hard both fought and the levels to which they went to compete. Take a bow Alain Prost – and thank you for being part of this incredible story.

David Thompson
Stockport, UK



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



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A moving tribute to a legend

I have just returned from watching *Senna* at the cinema. What a fantastic piece of work. A real insight into such a determined character who helped shape the sport into what it is today. The entire audience left the cinema in complete silence... like me, they were totally moved by this man's incredible journey through F1 and his sudden passing.

Kim Wilson
Kent, UK

Sort it out, Lewis!

Lewis Hamilton's performance at the Monaco GP weekend was both surprising and disappointing.

The guy is usually flawless round the streets. I'm a big Lewis fan, but he really let himself down here. I spent most of the race worrying he was about to hurt himself as his driving got more and more erratic. As Martin Brundle said: "It can't always be the other guy's fault."

Lewis needs to get back to the way we're used to seeing him: as a brilliant racer who can make us jump out of our seats. He needs to stop trying these desperate manoeuvres out of anger, then sulking when they don't go his way. Come on Lewis, this isn't like you.

Anthony Fitzsimons
By email

A welcome turnaround

As an F1 fan of 40 years, I'm pleased to note that the sport will not return to Bahrain this season. Had the GP been reinstated I would have had to stop following F1 immediately. Not only would I have

stopped watching it, I would also have made a point of avoiding the products of companies that continued to sponsor the sport.

Scott Pass
Whistler, Canada

What next for Kobayashi?

After his strong result at Monaco, I wonder when Kamui Kobayashi will be picked up by a top team? Or if he will ever be chosen at all?

His speed and commitment are not in question, yet something seems to be preventing him from being selected. With the spectacle and global appeal Kamui provides, I hope Red Bull, Ferrari and McLaren don't ignore this Japanese star!

Marcin Lubowiecki
Oxford, UK

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OPINION

WHY DID F1 EVEN CONSIDER RACING IN BAHRAIN THIS YEAR?

The FIA's attempt to reschedule the Bahrain GP, despite the overwhelming moral arguments against it, has done F1 no favours

The unlawful killing of protestors in the street, mass arrests, the worrying deaths of protestors in custody and the harassment and punishment of medical staff who dared to offer aid to the injured. Human rights abuses that, although widely reported, the FIA seemed to completely overlook when they decided to reinstate a grand prix in Bahrain in October.

"It wasn't the case that the crisis was over," Tom Porteous, deputy programme director of Human Rights Watch told *F1 Racing*. "Protestors had been kept off the streets because of the security crackdown. For the FIA, who postponed the event in February because of the



Four and a half months of indecision

It could have been called off back in February...

February 2011

15th Bahrainis gather on the streets calling for constitutional reform and are crushed by security forces. "We're watching the situation closely," says Bernie Ecclestone.

16th As security forces continue to clash with protestors, the GP2 Asia race in Bahrain is abandoned because medical staff are required in the Bahraini capital of Manama.

21st Bahrain GP organisers announce that they will not host the opening round of the 2011 F1 season. No decision is made over when the race will be rescheduled.

25th Williams chairman Adam Parr announces that had the race gone ahead, Williams would not have attended.



March

8th The Bahrain GP organisers are given until 1 May by the FIA to decide whether they want their race to go ahead in 2011.

May

2nd The FIA gives the Bahrain GP organisers a further month to decide whether it will be possible to hold the race in 2011.



VIRGIN DITCH CAR DESIGNER WIRTH

Virgin have parted company with technical director Nick Wirth after just 25 races. Want to know why? The stats tell the story on [page 20](#)



US GP UPDATE

It's been a while since we last mentioned it, but the US Grand Prix track in Austin is really starting to take shape. We check up on its progress on [page 27](#)



unrest, to say everything was back to normal sent a message that would have been of great comfort to the Bahraini government, but which would have been of no comfort at all to their victims – namely those who had been arrested and tortured simply for taking to the streets to express their legitimate political opinions.”

The farcical FIA report was compiled, at the behest of FIA president Jean Todt, by vice president Carlos Gracia after a fact-finding mission to the Gulf kingdom apparently organised by the ruling Al Khalifa family. The fact is that it would have been much better for both the reputation of F1 and the people of

“What’s worrying is that the FIA weren’t seeing what the rest of the world were seeing”

Bahrain if the race had been cancelled when the troubles began back in February. What’s worrying is that the sport’s governing body failed to see what the rest of the world was seeing.

“It’s clear to most people that what’s going on in Bahrain is part of a pattern of what has been happening across the region in Tunisia, Egypt, Syria and Libya,” said Porteous. “I don’t expect F1 to start supporting protest movements in the Middle East, but the perception created by the decision to reinstate the race was that they were putting themselves on the side of the forces of repression in the region. I think that’s a pity and F1’s reputation will be damaged by that.”

Worryingly, the prolonged period between the postponement of the race in February and

the eventual doomed decision to reschedule it for October probably provided the Bahraini authorities with an added incentive to crack down on the protests, according to Porteous. He believes the potential for getting their GP back was the dangling carrot in front of them:

“It was clear that as long as the insecurity remained, there would be a huge incentive for the Bahraini security forces to tighten their grip and intensify the repression and the violence to stop people protesting, which would be seen as a threat to the holding of the grand prix. There was also a real possibility that the holding of the GP could in itself generate further protests, with protestors seeking to draw attention to their plight, thereby generating further violence by the security forces who would want to maintain a feeling that things were back to normal and that Bahrain was open for business.”

The Bahraini government has welcomed F1 with open arms, providing a circuit with excellent facilities and bringing welcome finances to the sport. But these factors are not good enough reasons for the FIA to ignore the flagrant human rights abuses that have taken place in the country in recent months, abuses that a properly conducted report would surely have uncovered. Jean Todt can try to place the blame for the mess at Bernie’s door, and although the commercial rights holder is not free from blame it wasn’t someone from FOM that concluded Bahrain fit for racing.

Foreign Secretary William Hague was right when he said Formula 1 had not done itself any good in its handling of the Bahrain affair. F1 will no doubt return there as the country is pencilled in to host the first race of 2012. But will it be able to do so with a clear conscience?

MAIN PHOTO: REX FEATURES; INSETS: CHARLES COATES/LAT; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; LORENZO BELLANCA/LAT; LAT ARCHIVE; CIRCUIT OF THE AMERICAS

7th The Bahrain officials announce that they are ready to host the Bahrain GP, saying: “Things are calm now, life is back to normal.”

22nd Mercedes GP boss Ross Brawn hits out at the idea of extending the season into December to fit in the Bahrain GP because of the strain it will place on the teams.

June

3rd The FIA WMSC vote in favour of reinstating the race; the event is given India’s slot in October. Mark Webber tweets: “When people in a country are being hurt, the issues are bigger than sport.”

4th Max Mosley, the former FIA president, describes the decision to race in Bahrain as: “A mistake that will cost Formula 1 dear.” He goes on to slate the FIA’s fact-finding report by Carlos Gracia.

6th Ecclestone, in an apparent U-turn, urges a rethink of the decision, while FIA president Jean Todt defends the governing body’s handling of the controversy.

9th Bahrain GP called off: Chairman of the organisers Zayed R Al-Zayani says: “Bahrain has no desire to see a race that would detract from the enjoyment of F1 for the drivers, teams or supporters.”



OPINION

Note to Lewis: stop blaming everybody else

Sir Jackie Stewart urges Hamilton to reign in his impulsiveness and start taking responsibility



Sir Jackie Stewart has told *F1 Racing* that Lewis Hamilton must stop blaming everybody else when he's involved in on-track incidents. The three-time world champion regards Hamilton as one of the finest racers in the sport but thinks that if

he's to achieve long-term success, he must tone down his impulsiveness.

"At Monaco, Lewis could have been taken out of the race by either the incident with Massa or the tangle with Maldonado, so

I think he has to reassess his impulsive attempts to pass. Some people will be easier to pass than others, but you can't keep blaming everybody else. His remarks after the race were out of order. I'm disappointed he wasn't able to control those emotions a little more positively because I think it happens in the car as well as out of the car."

Following further controversy in Montreal, Sir Jackie believes it is vital that Lewis limits contact with other cars: "He won't achieve long-term success if he continually has collisions with people. You didn't see Jim Clark or Fangio having many collisions. Senna did, but I thought that was wrong. I worked hard not to be in those positions. Impulsiveness and sheer belief in yourself are, I'm afraid, sometimes misjudged. If he was 23 I would say it was simply the exuberance of youth. But he's 26 now and he's had four full years of F1."

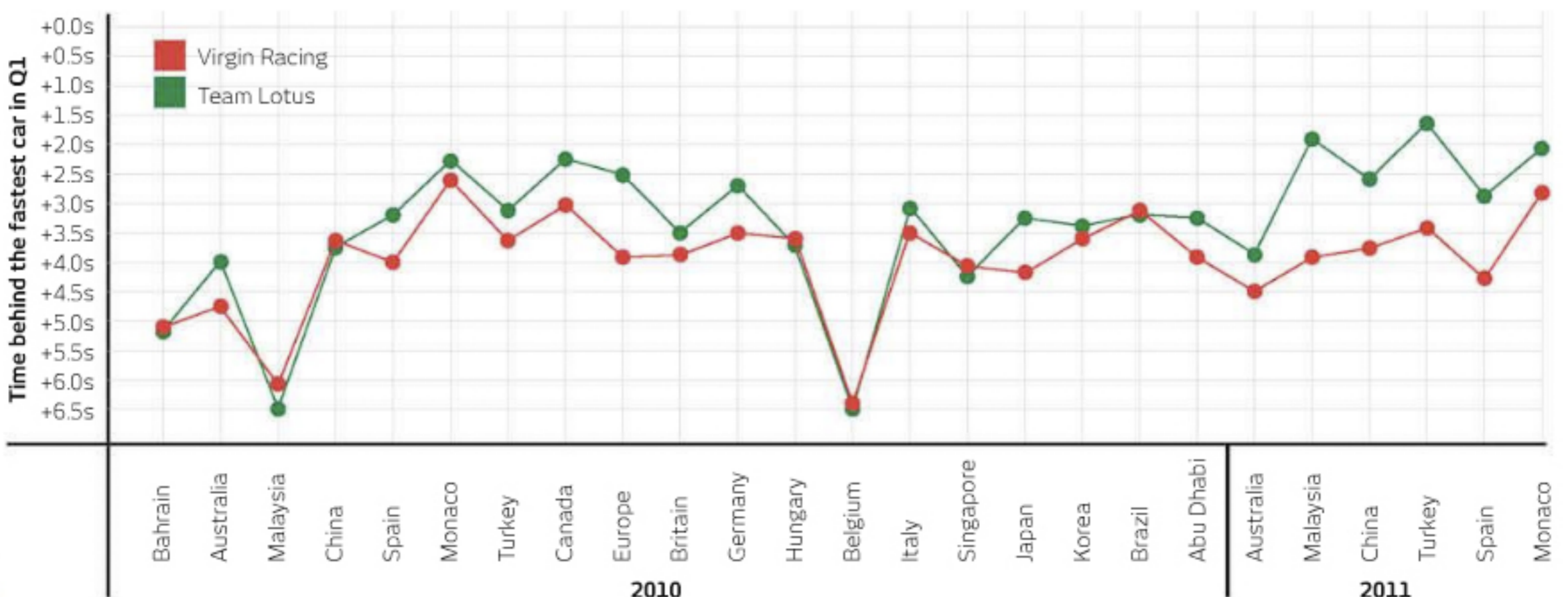
Felipe Massa condemned his rival for his behaviour in the principality and Hamilton has since admitted he'd simply had "a bad day at the office". But not everyone was so scathing of the McLaren man, including *F1 Racing's* own Jacques Villeneuve...

➤ [Read Jacques Villeneuve's column p33](#)

STATS

Why Virgin Racing split with Nick Wirth

He was the team's technical director for just 25 races but, as this graph demonstrates, their progress has lagged behind that of fellow second-year team Lotus this season





TECH

The news Red Bull's rivals will dread...

Just when you thought they couldn't get any quicker, the world champions have found a potential solution to their KERS problems

Red Bull have taken a step towards curing their continuing KERS issues by entering into a technical partnership with Infiniti/Nissan – the world leaders in battery technology. Infiniti inked a two-year sponsorship deal with the Milton Keynes-based team earlier in the year but now, in the first of what could be several collaborations, Adrian Newey's technical team will look to benefit from the vast resources and know-how the Japanese firm have to offer.

"We're interested in anything we can do to help the team, because it feeds back into the performance of the team and benefits us as a sponsor," explained Simon Sproule, Nissan and Infiniti's head of motorsport. "As it relates to KERS

specifically, our experience and technical know-how regarding batteries and related systems is relevant to what's going on in F1. We have a deep knowledge of battery chemistry, cell design, packaging and the performance of batteries under extreme conditions and that could be beneficial. We've had our engineers meet and are now discussing how we can help."

Nissan, with their new Leaf car, are set to become the world's largest manufacturer of electric vehicles and, together with partner NEC, they make thousands of automotive batteries. "Our battery technology budget is tiny compared with Nissan's, and



Nissan, with their Leaf car, are set to become the world's largest manufacturer of electric vehicles

they work on developments a long way in advance of what's available today," said Red Bull team principal Christian Horner. "Hopefully they can help us."

FIVE MINUTES ON THE PHONE WITH... **CRAIG POLLOCK** JACQUES VILLENEUVE'S FORMER MANAGER



Craig, people will remember you as JV's former manager and the boss of BAR but now you're back in F1 with engine manufacturer PURE...

Yes, that's right. The idea of PURE started in 2009 when all the car manufacturers started to pull out of the sport. I was working closely with Bernie Ecclestone to secure a future engine supply to Formula 1. It became very clear that the future of combustion engines was to go greener and cleaner, so with the 2013 engine regulations it's the perfect time for us. But our project goes much further than F1 – we're also working with aviation and marine engines.

You've got some very experienced F1 people in your team, haven't you?

Yes, one of them is Jean-Pierre Boudy who worked for Renault in the '70s and '80s. He has a brilliant brain when it comes to four-cylinder and turbo technologies.

How far along with the engine project are you?

I'm pleased to say that we're on target to have our engines

running before the end of the year. We've got some surprises up our sleeve, too – we've hired some well-known names in the sport but, at the moment, we can't announce them.

How have the teams responded?

When I went to the Spanish Grand Prix, I was surprised by the reception we got: everyone welcomed us as a new independent constructor.

How confident are you that F1 will adopt the 2013 engine regulations?. There has been talk of delaying their introduction...

It's inconceivable to me that the WMSC would go back on a unanimous decision. But of course anything can happen and I'd be very naive to turn around and say that it's a foregone conclusion. But I would be disappointed if the FIA backs down at this stage of the game.

You were Jacques Villeneuve's manager for a long time – are you still in touch with him?

Yes. We've had our ups and our downs but we still remain very good friends.



Craig Pollock was Jacques Villeneuve's manager between 1993 and 2008

F1 Mastermind

Your chosen specialised subject: British GPs at Silverstone...



- 1 How many British GPs were run with a chicane at Woodcote?
- 2 Which driver has taken the most wins at Silverstone and how many victories did he score?
- 3 José Froilán González famously scored Ferrari's first F1 win at the 1951 British GP. But in which other year did he win the British GP at Silverstone?
- 4 Which British driver has led more laps at Silverstone than any other driver?
- 5 Michael Schumacher has finished on the podium at Silverstone seven times. But how many times has he won the race?
- 6 Who scored his only F1 pole at the 1975 British GP at Silverstone and what team was he driving for?
- 7 Five Brazilians have stood on the British GP podium at Silverstone. Name them.
- 8 In 2000, the British GP was moved from its traditional July date to April. What round of the championship did it then become?
- 9 Damon Hill ended the 1996 British GP in the gravel trap on the outside of which corner?
- 10 On how many occasions has Nigel Mansell set the fastest lap during a British GP at Silverstone?



THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



Mitch Evans Who is he?

Aged just 16, Evans recently became the youngest ever winner of a GP3 series race. The New Zealander, racing in Europe for the first time, is being mentored by fellow Antipodean Mark Webber and drives for the MW Arden team co-owned by Webber and Christian Horner.

Is he any good?

He has shown tremendous ability and composure to win a race and score a pole position so soon into his GP3 career – the series is one of the most fiercely fought in Europe.

Anything else we need to know about him?

Webber isn't just advising the youngster – he's put him up in his own home. "He needs to choose his next steps carefully," said the Red Bull driver. "I look forward to using my own experiences and contacts to make his move to Europe as seamless as possible."

F1 chances

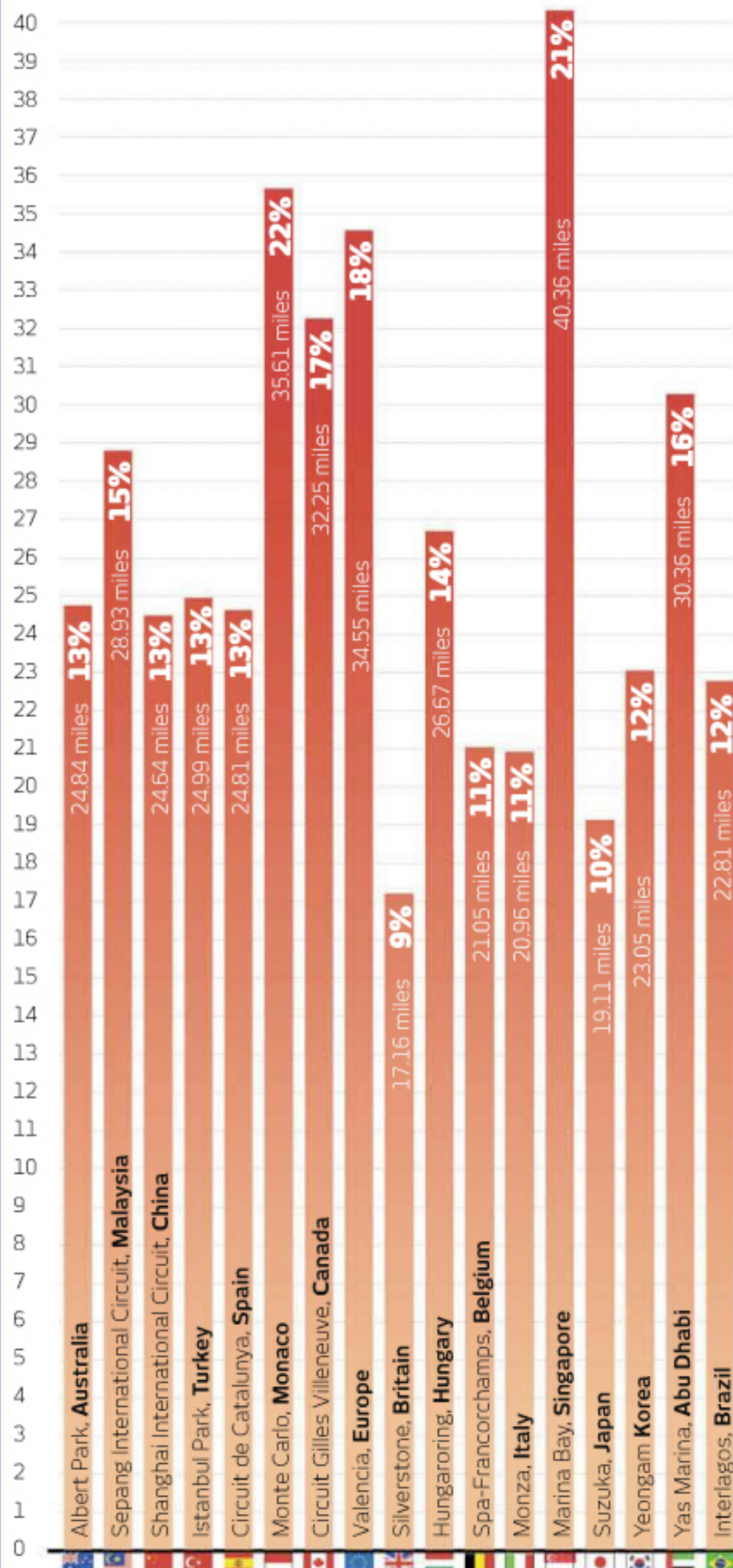
Webber has already put him on the F1 radar, and while Red Bull have no involvement in Webber and Horner's team, the Red Bull team principal is unlikely to forget the young Kiwi who gave his team their first ever GP3 win.

STATS

Time spent on the brakes per circuit

A driver can rest his left foot at Silverstone before some serious braking in Singapore

miles per race



* Data from Brembo, 2010. Does not include Germany (race at Hockenheim), Bahrain or India

Answers: 1 Six 2 Alain Prost, Five 3 1954 4 Jim Clark 5 Three 6 Tom Pryce, Shadow 7 Ayrton Senna, Rubens Barrichello, Nelson Piquet, Emerson Fittipaldi and Carlos Pace 8 Fourth round 9 Copse 10 Six times

PHOTOS: JAKE EBREY/LAT. LAT ARCHIVE



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THE SCIENCE BEHIND THE PERFORMANCE

We don’t want KERS to compromise aerodynamics, so where the system is positioned is vital, says Red Bull Racing’s Adrian Newey

KERS HAS BEEN A VERY interesting addition to Formula One in 2011. It has given the drivers another performance tool and has been a fascinating challenge for the engineers and the designers.

Traditionally, 60 per cent of the heat generated under braking has gone to waste, but KERS allows us to harvest some of that waste heat and convert it into power. The regulations limit the power of the system to 60KW, which equates to an 80bhp boost for 6.6s per lap.

KERS isn’t completely new to Red Bull Racing because the RB5 was designed to run



the system in 2009. We tested it pre-season and elected not to race it for various reasons.

The weight limit has been increased by 20kg this year and the weight distribution is more or less fixed, so the advantages of running KERS now far outweigh the disadvantages.

It is still a challenge to keep

the car light enough for Mark Webber, who is 17kg heavier than Sebastian Vettel, and there are lots of packaging issues to be overcome. I’m sure Casio’s design engineers face similar problems when they are designing a new watch; the devil is in the detail.

In our case, we want to keep the car’s centre of gravity as low as possible and we don’t want KERS to compromise aerodynamics, so where the system is positioned in the car is very important. You want it low and central.

You then have the problem of operating KERS on-track. When the system is charging, you need to ensure the car behaves in a vehicle dynamics sense because the resistance created by KERS can make the car feel quite unstable.

You then need to help the drivers to deploy KERS at the most opportune moments. You’re focusing on the start of the race and at the exit of corners, so there’s a lot to do!



CASIO EDIFICE EQW-M1100DB

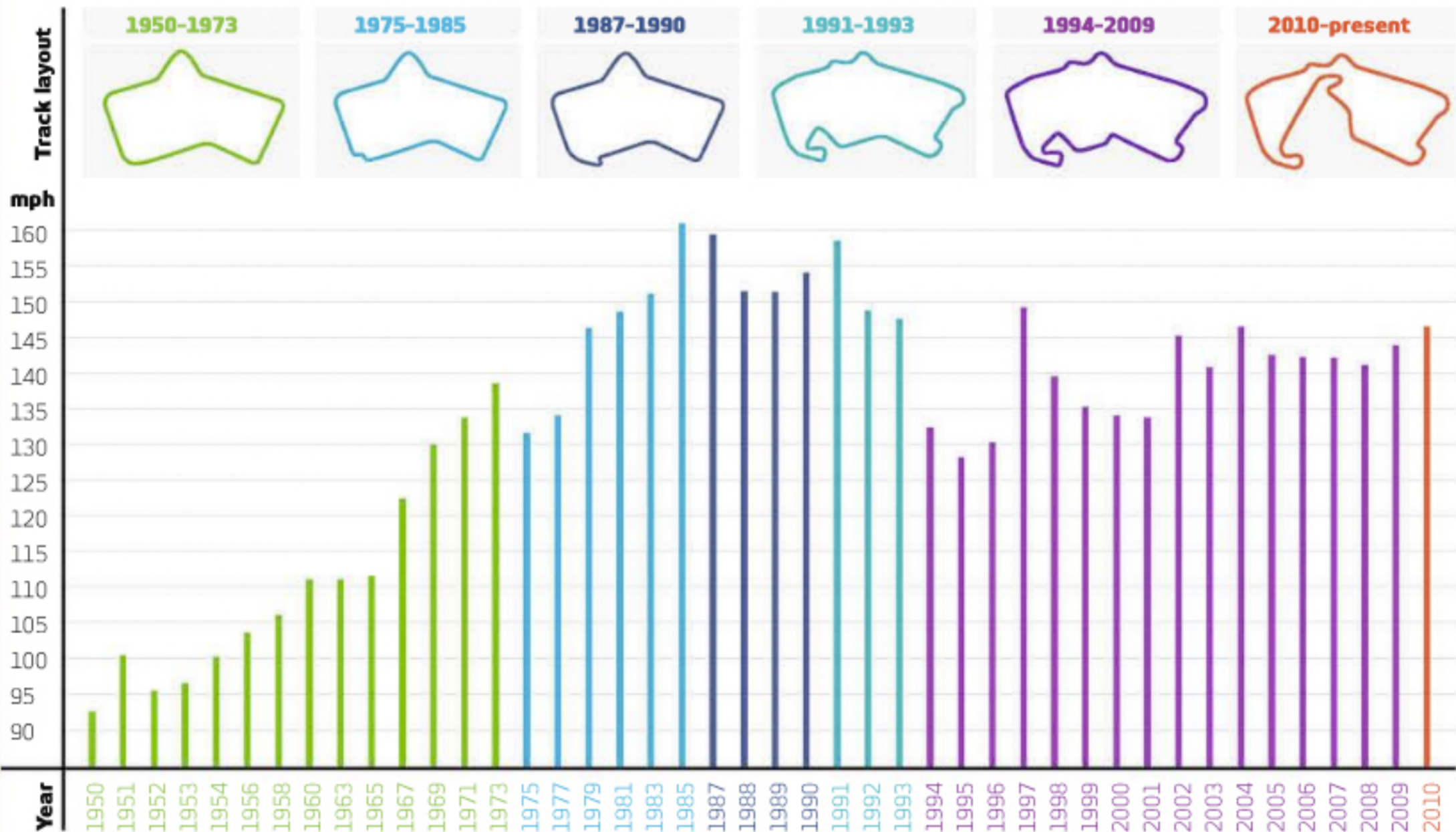
Based on the brand concept of speed and intelligence, the stainless steel EQW-M1100DB (above and below) is an exceptional, high-performance five-motor chronograph. 3D in design, solar-powered and radio-controlled, it is also equipped with an amazing 1/1000-second accurate stopwatch.



STATS

The evolution of speed at Silverstone

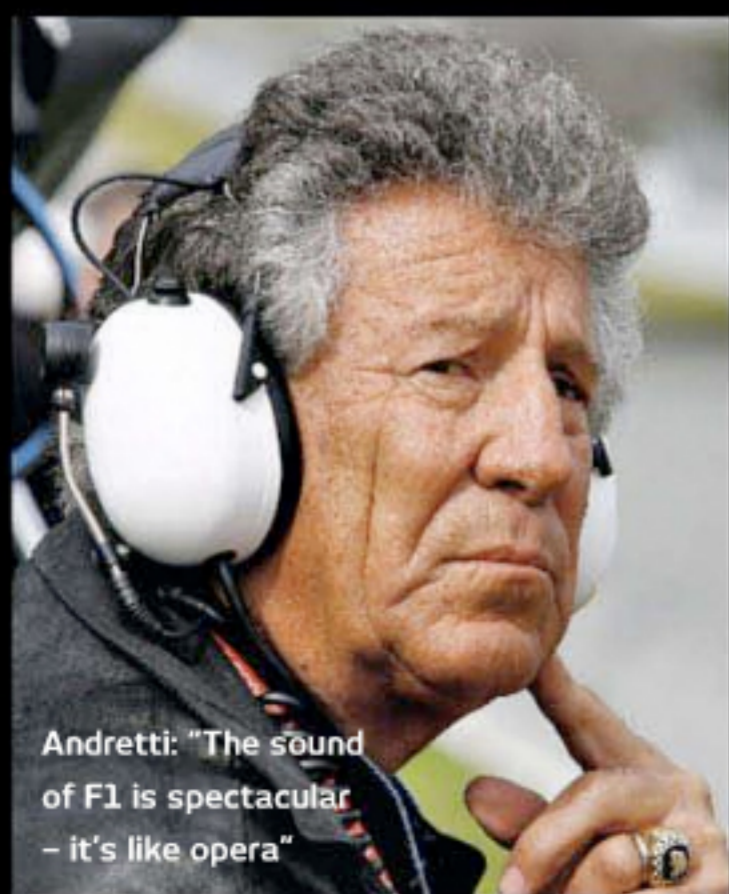
A look at how pole position speeds have changed as the circuit has developed...



OPINION

Andretti slams 2013 engine regulations

The 1978 world champion isn't keen on the prospect of F1 adopting smaller turbo engines



Andretti: "The sound of F1 is spectacular – it's like opera"

American racing legend Mario Andretti has told *F1 Racing* that Formula 1 is making a "gross mistake" if it implements 1.6-litre, four-cylinder turbo engines in 2013. Andretti follows Bernie Ecclestone and Ferrari president Luca di Montezemolo in voicing his discontent at the 2013 regulations.

"I speak for a lot of the world's F1 fan base when I say that F1 must remain at the peak of technology and not choke the engines down to 12,000rpm," said Andretti. "It takes away so much technical excitement and I doubt I will ever see a Ferrari production car with a four-cylinder engine in my lifetime. As a show, I don't think F1 can afford to lose the sound of the current engines. The sound of F1 is spectacular – it's like opera. It's so

special, so different and unequalled anywhere else. To lose that would be terrible."

At the World Motor Sport Council meeting in early June, the FIA approved the engine regulations but left the door open for their introduction to be delayed, something that would please Mercedes, Ferrari and Cosworth, who are thought to be wary of the expense involved in a switch, but would upset Renault who have threatened to leave F1 if there is a delay. Andretti, however, is sure that others in the sport share his view:

"I've spoken to team principals and drivers who share my sentiments. F1 should be the pinnacle of technology and nothing that's there should resemble what's in a production car – it should be way beyond that."

PHOTO: MARK THOMPSON/GETTY IMAGES

NEWS

Red Bull's laser-guided pitstops

When it comes to making perfect pitstops, the world champions leave nothing to chance

Red Bull Racing might have the best car of 2011, but they're not taking anything for granted on Sunday afternoons. The lasers that you see shining down from the overhead pit gantry in this photograph are to help the mechanics work out the optimal position to hold their wheel guns while waiting for Sebastian Vettel or Mark Webber to arrive at a pitstop.

This attention to detail minimises the distance from the gun to the wheel nut to ensure fast and efficient pitstops. So it's no surprise that Red Bull have the fastest average pitstop time this year, and a best time of just 2.8 seconds.

Laser technology is nothing new in the pitlane. The FIA use it to measure car dimensions in the scrutineering bay, but this is the first time it's been used in a race pitstop. We wonder which team will be the first to copy it...



NEWS

It's official: overtaking is even possible in Spain

It's gained a reputation as a race without overtaking, but thanks to the new rules, there were more passes in the 2011 Spanish GP than in the previous ten races combined...

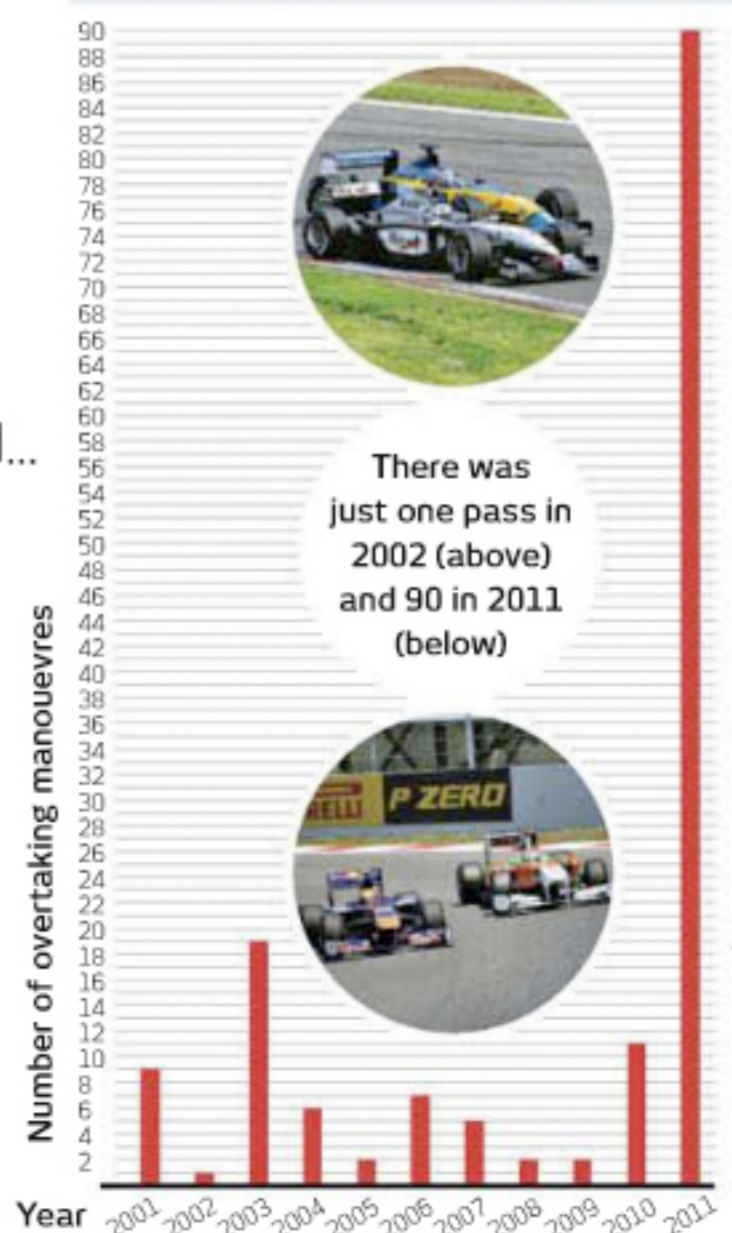
Overtaking in Barcelona: doesn't really happen, does it? Well, that's no longer the case according to the statistics from this year's Spanish Grand Prix. The overtaking experts at cliptheapex.com say there were 90 on-track overtakes at the Circuit de Catalunya last month – 24 more passes than in the previous ten years combined. It was a similar story in Monaco where, prior to this year, the last two events had produced a mere 11 overtakes. This year's race served up 26 passes.

While many will naturally point to the DRS as the reason for an increase in

overtaking, Lotus's Mike Gascoyne thinks Pirelli should get the bulk of the credit: "The increase in overtaking is basically 95 per cent to do with tyres. The one thing you saw in Spain was that just about the only place people didn't overtake was down the straight with DRS. What's more critical is the rear tyres going off, lack of traction and not being able to get out of a corner. That's where everyone's overtaking."

Whatever the reason, you won't hear many F1 fans complaining. If they can make the Circuit de Catalunya exciting, then the new rules really are a success.

OVERTAKING AT BARCELONA



exciting this year, actually / Work continues at the new US GP track

NEW TRACK ALERT!



Circuit of the Americas takes shape

There's still a lot to do on the new track in Texas, but the organisers reckon it'll be ready in time...

United States Grand Prix organisers have revealed new aerial images showing the construction of the Circuit of the Americas in Austin which, next June, will host the first F1 race on American soil in five years.

Braedon Box, the circuit's operations manager, explained to *F1 Racing* what can be

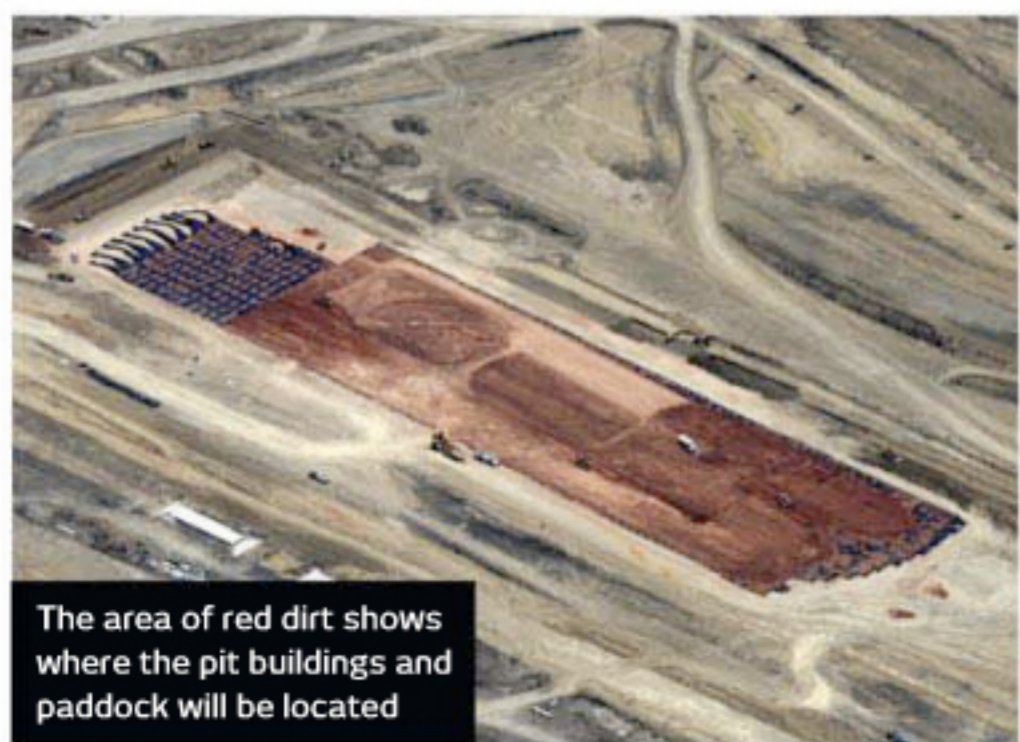
seen in the images: "What you can see are the track excavations. The entire site where the circuit itself will rest has been cleared – that's about 500 acres of the 1200 acre site. The area of red soil is where the paddock, medical centre and all the pitlane buildings will be.

"This red soil is select material that we are trucking in from another location and placing in any area of what we call the 'Tilke Scope' – that's the track area and any of the other F1-specific areas. There's an extremely detailed specification of how we have to build that. Several hundred truckloads of this material are being delivered each day – as you can imagine, it's quite a challenge having to build it back up with the materials

we need, having excavated eight-to-ten feet down already, especially given the track is 3.4-miles long."

Although it looks like there's still a lot of work to do, Box is confident that everything will be completed on time because of the nature of the building work: "From a construction standpoint, the buildings that are going up are not super-complicated," he explained. "They will be fabulous buildings when they're done but they're really neat and easy to build so we're sure we can get them done in the time."

The race is scheduled for 17 June next year, prompting concern from some about how hot the conditions might be. "Temperature is subjective," said Box, "but if you think a 38°C day is hot, then hot it is. But F1 races take place in other locations on the calendar that are also extremely hot. The good news for spectators is that there is virtually no rain here in June." Sounds good to us.



The area of red dirt shows where the pit buildings and paddock will be located

NEWS

Jenson Button: manager to the stars

Are you an up-and-coming sports star in need of a bit of guidance? Then the 2009 F1 world champion could be the man you're looking for...

It's not unusual for a driver manager to have multiple clients on the F1 grid, but an active driver has never sought to manage someone on the same grid – until now.

Jenson Button has set up The Sports Partnership, a sports' management company, with his long-time business partner Richard Goddard. When asked if Jenson would consider managing another Formula 1 driver, Goddard told *F1 Racing*: "Absolutely. He wouldn't want a business relationship with a direct rival, but he'd love to work with a young guy. Someone who's either knocking on the door of F1 or who has just come in."

But, according to Goddard, Button isn't just interested in working with racing

drivers. "What Jenson and I have learnt in Formula 1 is applicable across all sports," he said. "I have looked after his business life for eight years and Jenson has lived the life of an F1 driver for 12 years. He totally understands the pressures of being an international sports star; he knows how to work with the media and with sponsors, and he knows how to train and how to eat right. He wants to share that experience with other people."

The Sports Partnership has offices off the King's Road in London and is staffed by many of the people who have worked with Jenson over the past eight years.

➤ Find out about Team JB on page 66



JOIN IN

Have your say on F1

Got an opinion on the future of our favourite sport? FOTA would be very interested in hearing from you...

The Formula One Teams Association (FOTA) are once again offering fans the opportunity to meet face to face with some of the leading figures in the sport to voice their opinions about F1. A Fans Forum event was recently held in Montreal just before the Canadian Grand Prix and two additional events are also being planned later on this season to coincide with the races at Silverstone and Monza.

It's not always the case with other sports, but the Formula 1 teams really do want to hear from the fans – and what you say can

genuinely make a difference. Last year, *F1 Racing* partnered FOTA and LG Electronics in a global fan survey to gauge the opinions of Formula 1 fans around the world. More than 90 per cent of those who participated called for an increase in overtaking, so FOTA put the issue to the top of their agenda and that ultimately led to the introduction of the DRS and the revised tyre compounds that have made racing so exciting this season.



● If you would like to attend either of the Fans Forum events, at the British or Italian Grands Prix, please visit the FOTA website at www.teamsassociation.org to register your interest in joining in and voicing your opinions about the sport.

PHOTOS: ANDREW FERRARO/LAT; VLADIMIR RYS/GETTY IMAGES

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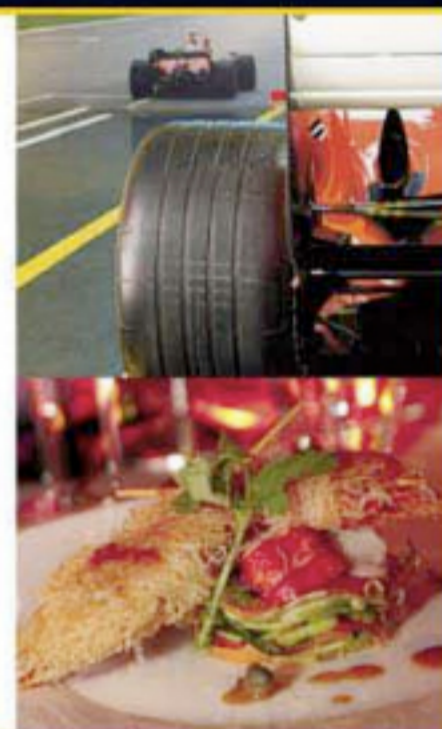
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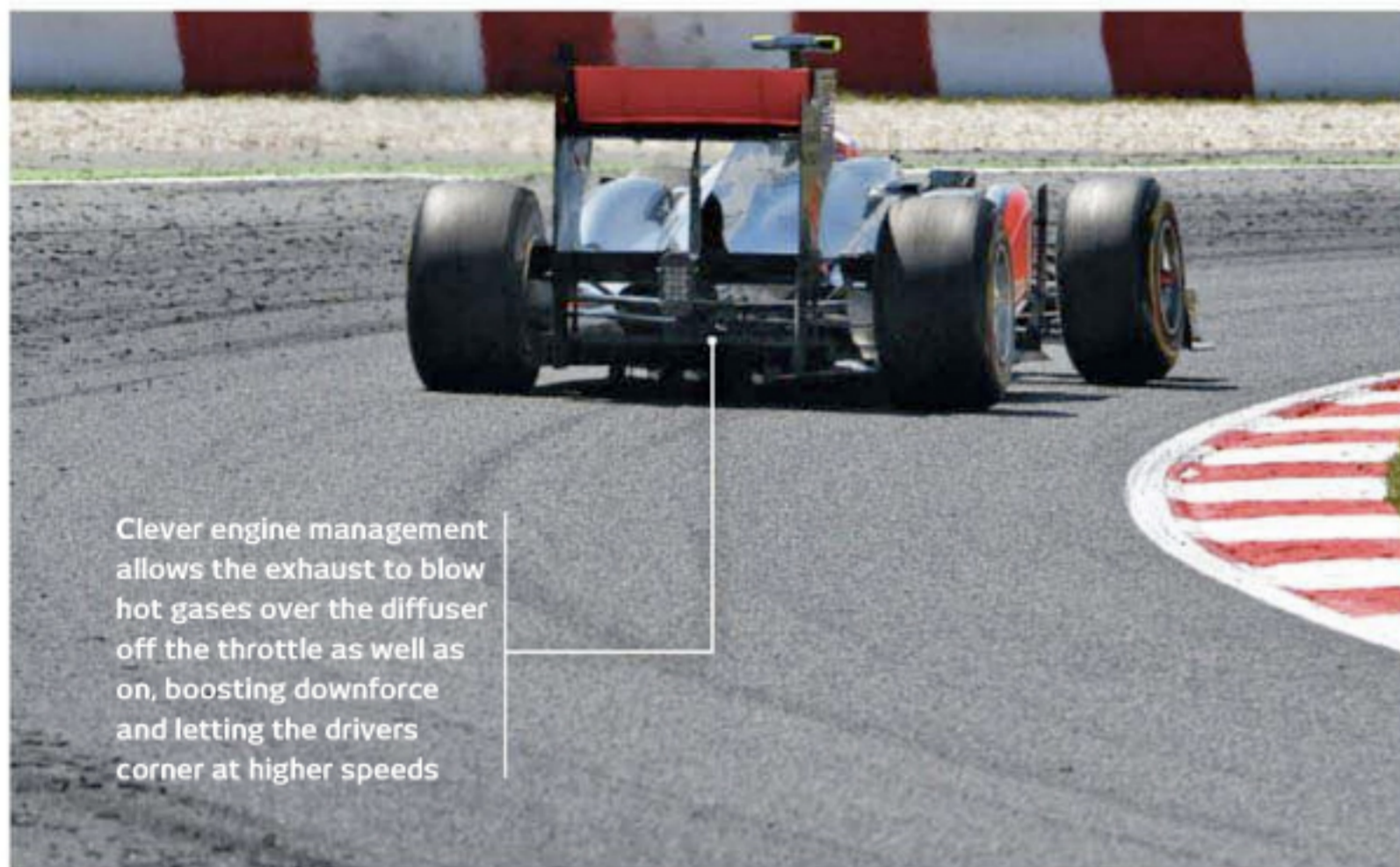
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Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

THIS MONTH: OFF-THROTTLE EXHAUST-BLOWN DIFFUSERS



Clever engine management allows the exhaust to blow hot gases over the diffuser off the throttle as well as on, boosting downforce and letting the drivers corner at higher speeds



THE THEORY EXPLAINED

The secret to creating maximum downforce is to make sure that the exhaust blows a large volume of hot exhaust gas off the throttle. To help heat up the gas, a small amount of fuel is burnt in the exhaust pipe

Off-throttle exhaust-blowing – what exactly is it?

Since the beginning of last year, using the exhaust gases to enhance diffuser efficiency has become popular once again. The benefit is that when the throttles are open and the exhaust gas momentum is high, plenty of downforce is created. When you close the throttles, that downforce diminishes. The teams realised that if they kept the throttles open on lift-off, then some of that loss could be recovered.

Surely you can't have the throttles open when the driver lifts off?

Actually, you can. If you cut off the fuel and the spark, the engine acts like a big air pump and sucks air into the inlet, compressing it and pushing it out of the exhaust without extracting any work from it. In fact, having the throttle open can actually increase engine braking as it compresses more air.

So the teams started doing this last year?

That's right. It wasn't immediately obvious from the sound on TV, but you could certainly hear it trackside as a very strange, almost strangled, noise on the overrun.

So what's new this year?

The teams realised the key to getting maximum downforce was not just to get a lot of air through the exhaust but to make sure that air was hot. The best way to heat it is to add fuel and burn it.

Surely that means the engine is pushing the car when the driver is trying to slow it down?

Not if you burn the fuel in the exhaust rather than in the combustion chamber. A small amount of fuel is injected, but no spark is supplied. This mixture of fuel and air is then pushed out on the normal exhaust stroke and, on meeting the very hot exhaust pipe, ignites and heats up the exhaust gas. This increases the gas's momentum and provides more downforce.

Is this the reason why you can now hear the strange engine noise as the car goes into a corner?

Exactly. It's quite an explosive process and, because it takes place in the primary exhaust pipes, it is pretty noisy.

Does it make a big difference?

I will let Lewis Hamilton answer that. In Monaco he said: "Qualifying is probably the most exciting

part of the weekend now, apart from the start of the race. Before, we'd just go to the fastest engine setting; now you go for the fastest, most powerful downforce setting from the engine, which is very, very neat. You put lots of front wing in, you also have loads more grip – and you can throw the car around like crazy."

Is the amount of exhaust gas blown limited by the amount of fuel you have to burn? An off-throttle blown exhaust must burn more fuel...

It does use more fuel, but not much. The real limitation is the high temperature generated.

And this is all legal?

As always, this is not a straightforward question to answer. The FIA feel that, as a fundamental and overriding principle, engine throttles should be opened only for the purpose of delivering the torque that is demanded by the driver. Opening the throttles to provide downforce therefore probably contravenes the regulations that prohibit moveable aerodynamic devices because there are many moving parts that are ultimately involved in delivering the downforce-enhancing exhaust flow. Expect the FIA to clamp down on this in the near future.

Turn to pages 102, 106 and 110 for Pat's analysis of the Spanish, Monaco and Canadian Grands Prix >

PHOTOS: CHARLES COATES/LAT; STEVE ETHERINGTON/LAT



DOWNPOUR HAS PREDICTOR IN A SPIN

Castrol EDGE Grand Prix Predictor
thrown by torrential rain in Montreal

Sebastian Vettel's last-lap error under pressure from the chasing Jenson Button not only cost him victory at the Canadian Grand Prix, it also changed the course of the Castrol EDGE Grand Prix Predictor.

On the lowest-scoring week since Malaysia, the Castrol EDGE Grand Prix Predictor scored just 15 points after correctly placing Mark Webber in third and being one spot out in its prediction of Vettel for the win.

The expert panel also had a miserable time with former Grand Prix winner Johnny Herbert scoring a wooden-spoon winning total of 14 points. He had Vettel in second place, but gained just four additional points for getting Button and Webber two away from their final positions. Fellow panelist Darren Turner fared better, the Aston Martin sportscar ace's

choice of Button, Vettel and Webber means he is the first expert to forecast the top three correctly this year.

STEADY EDDIE

Top scorer in Montreal was 'Stibbs F1' with 80 points, courtesy of correctly identifying five of the top 10 finishers in the right places and scooping the podium bonus in the process. 'Speedy Grecian' and 'JDK' shared second place with 75 points, while 'RenBull' and 'MetalHeads' were tied for fourth with 74 points.

Despite scoring just 20 points in Montreal, 'Eddie' still leads the overall rankings with a 42-point advantage over 'H&K Motorsport' in second. But things are tighter behind them – 42-points also covers everyone from second to 109th place!

OVERALL STANDINGS

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

[http://predictor.
castroledgerankings.com](http://predictor.castroledgerankings.com)

“THE EXPERT PANEL ALSO HAD A MISERABLE TIME, WITH FORMER F1 DRIVER JOHNNY HERBERT SCORING JUST 14 POINTS”




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RAW NEUVE

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



I'm not impressed by Massa

The Monaco Grand Prix – how annoying was that! So, the FIA brings in a bunch of new rules to try to create overtaking and then as soon as someone goes for it, they get punished!

I'm talking, of course, about Lewis Hamilton. Lewis was involved in two incidents – one with Pastor Maldonado and another with Felipe Massa. Lewis didn't judge the move on Maldonado very well, but his move on Massa around the Loews hairpin was fine – it's just that Massa wasn't too happy about it.

As a driver, you have to understand when you've lost the battle – but that didn't occur to Massa. Lewis was on the inside, they banged wheels and what did Felipe do? Turn in more to try to block him. It was a poor decision and, two corners later, he crashed. Massa just got it wrong, so why was he complaining afterwards?



"Lewis was on the inside and what did Felipe do? Turn in more and more to try to block him!"

People criticised Lewis post-race for being too aggressive, but at least he went for it. He wasn't deliberately trying to take Maldonado out: he just didn't execute the move as well as he could have done. You shouldn't be punished for something like that. You should be punished for taking someone out on purpose, or for weaving under braking or down the straight, but not for making a mistake.



I know Lewis was critical of the stewards afterwards, and I don't think it's right for drivers to act as if the world is against them, but I did find his Ali G comment quite funny: F1 is so high-pressure that you need to be able to laugh.

Lewis's driving was exciting, and that's what people want: proper racing. We need more drivers like him who really go for it, because that's what F1 is about.



Drivers aren't as tough as they were

The drivers all seem to be getting hurt like footballers at the moment. Take Petrov after his crash in Monaco – he hardly touched the wall but had to go to hospital with leg pains. I know I'm outside looking in, but it seemed unnecessary to me.

Today's drivers don't always realise how dangerous racing is. Many have grown up playing

video games and it's not until they have a minor crash and give themselves a fright that they take it seriously – in this case, perhaps a little too seriously.

In the past, drivers would refuse to show they'd been hurt even if they'd broken something. They used to take pride in not showing any weakness to their rivals. But not any more.



Change the red flag rules

The end of the Monaco Grand Prix was just ridiculous, and the rules really need to be changed. No one knew what was going on after the red flag.

The good thing is that they restarted the race: in the past they would have called time on it, seeing as there were only six laps to go. But under red flag conditions you shouldn't be able to work on the car unless you return to the pits and then restart the race from the back of the field.



PHOTOS: GLENN DUNBAR/LAT, ANDREW HONE/LAT, CHARLES COATES/LAT, ANDREW FERRARO/LAT

THE JV KEY



Silly shunt



Driver error



Controversy



What a car



Fantastic drive



Good call



Bad call

MURRAY WALKER



“Brilliantly well done to Silverstone: the 2011 British GP will see the start of an inspiring new era”

I am an emotional chap, so you can imagine my delight when, as a very proud member of the British Racing Drivers' Club (BRDC), who own the Silverstone circuit, I was present as their president in chief, HRH The Duke of Kent, declared the superb new Silverstone Wing complex open on 17 May 2011.

Silverstone has been very much a part of my life. I did my first BBC commentary there at the 1949 British Grand Prix and I've seen it develop from the original 3.67-mile configuration to its current format, which the Formula 1 drivers and the MotoGP and Superbike riders really like. But while there was always universal admiration of the circuit itself, especially its high-speed

and flowing characteristics, the BRDC were financially unable to match the lavish facilities of newer circuits, such as Malaysia, Bahrain, China and Abu Dhabi, created with seemingly unlimited state funds to promote tourism. Bernie Ecclestone was never slow to criticise the condition of Silverstone's facilities and this led, in 2008, to him contentiously firing Silverstone and awarding the rights of the all-important British Grand Prix to Donington Park.

However, the collapse of the Donington Park venture was the salvation of Silverstone because, led by president Damon Hill, a deal was done that gave the BRDC long-term security of tenure for the grand prix and

justified them in raising the millions of pounds needed to implement a raft of major changes to the circuit and its infrastructure.

The most obvious improvements are the new section of the track from the old Abbey corner to Luffield, new spectator banking and grandstands, an enormous paddock and, of course, the magnificent Silverstone Wing that has to be seen to be believed. It's so large that you need a very stout pair of legs to take it all in. It's 390 metres long and contains 40 state-of-the-art garages, Race Control, commentary boxes, media centre, hospitality facilities and literally enough room for Mark Webber to drive his Red Bull car into the first-floor conference area to join Jake Humphrey interviewing a mighty impressive array of motorsport personalities at the opening ceremony.

So brilliantly well done to the BRDC and Silverstone. Truly the home of British motor racing, Silverstone can now hold its head up high in the knowledge that there is no finer combination of circuit and facilities anywhere else in the world. Their first major event since the changes were completed, the 2011 British GP, will see the start of an inspiring new era.

As I sat among the greats, including Sir Jackie Stewart, Sir Stirling Moss, Sir Frank Williams, John Surtees, Nigel Mansell, Damon Hill, Jenson

Button, Valentino Rossi, Ross Brawn and Martin Brundle, I thought of some of the truly memorable Silverstone occasions that I've been lucky enough to witness.

There was that first post-war race in 1948 when the drivers hurtled towards each other down the airfield runways at enormous velocity before peeling off midway and heading in the other direction. Then there was the first ever

F1 race in 1950, attended by King George VI and Queen Elizabeth and dominated by the glorious Alfa Romeo 158s. And then 1951, when burly Froilán González from Argentina defeated the Alfas, led by his friend and countryman the legendary Juan Manuel Fangio, to give Ferrari their first F1 victory. The 1960s were the Jim Clark era when the quiet and modest Scot took three of his five British Grand Prix wins. This was also a time when Silverstone was the scene



“At the opening ceremony were greats such as John Surtees, Sir Jackie Stewart, Nigel Mansell, Damon Hill and Jenson Button”



Forthright chatter from the legend of F1

"In 1973, Jody Scheckter nearly wiped out the whole field when he lost control of his McLaren exiting Woodcote and caused a massive nine-car pile up, including all three Surtees cars"



of some thrilling motorcycle events graced by the superstars of the time. Geoff Duke, Bob McIntyre, Phil Read and Derek Minter were among the many who thrilled me as I poured out the words from the top of the old Dunlop Tower overlooking the scarily fast Woodcote corner. But by far the most exciting motorcycle race at Silverstone was in 1979 when Barry Sheene and

his American rival Kenny Roberts fought over every yard of the race. "Look!" I said as Barry triumphantly passed Kenny and cheekily gave him the V sign. "He's waving at him!"

At the 1969 British Grand Prix, Jackie Stewart and Jochen Rindt similarly swapped places time after time in their Matra and Lotus cars and only ceased when Jochen had to retire. And in

1973, Jody Scheckter nearly wiped out the whole field when he lost control of his McLaren exiting Woodcote and caused a massive nine-car pile up, including all three Surtees cars. Jody had to hide afterwards to avoid Big John's wrath!

Silverstone has been the scene of some hugely emotional British victories that have delighted the passionately enthusiastic and knowledgeable, crowds: Peter Collins, Jim Clark, Jackie Stewart, James Hunt, Johnny Herbert, Damon Hill, David Coulthard and Lewis Hamilton have all experienced the supreme joy of winning in front of their home crowd. But the man who fired them up more than any other was Nigel Mansell, particularly at that never-to-be-forgotten 1987 race when he caught and passed his Williams team-mate Nelson Piquet. Three times a winner at Silverstone, 'Our Nige' was the inspiration for euphoric track invasions by his Union-Jack-waving fans and, in 1987, he did a victory lap on the back of a police motorbike then got off and kissed the ground where he'd passed Piquet.

They're all great memories of a great place. The BRDC can be truly proud of their achievements and with hotels, more grandstands and ever-improving facilities and infrastructure to follow, Silverstone will be even better in the years ahead. So, fascinating prospects! 🇬🇧



"Nigel Mansell fired up the crowds in 1987 when he caught Nelson Piquet, later kissing the ground where he'd passed him"



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PEAK TORQUE 250NM AT 2,250RPM
ACCELERATION 0 - 62 MPH 7.9 SEC
TOP SPEED 133MPH

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

ABARTH 500

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

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

ABARTH 500C

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

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



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WHATEVER HAPPENED TO... KENNETH ACHESON

From the smell of burning rubber to the smell of er... bubble bath



Then

Acheson at his final F1 appearance
– failing to finish the 1985 Italian GP

By his own admission, Northern Irish racer Kenneth Acheson (known as ‘Kenny’ in racing circles because his first sponsor thought it sounded more famous) didn’t really have what you could call an F1 ‘career’. His time at the top consisted of three starts for RAM split between 1983 and 1985, all of which took place in underpowered, back-of-the-grid machinery.

In 1983 he hauled the RAM 01 onto the grid just once – in the last of his seven outings. After a year racing in Japan, he returned to the renamed Skoal Bandit team for three GPs in 1985, replacing the late Manfred Winkelhock. He didn’t do well and his final F1 start, at Monza, ended in clutch failure after just two laps.

“Well I suppose the bottom line is that I wasn’t good enough for F1,” Acheson says today. “I didn’t get the opportunities I merited, but then I never had the strength of character or the ruthlessness to make them happen. Ultimately, I probably never truly believed I was good enough. But F1 was the only category I didn’t win in.

“In 1984, Eddie Jordan helped me get a drive in Japan. For the first time, I started to make some money. I did



Now

Churns out rather posh beauty products,
assisted by the brainy Mrs Acheson

everything – touring cars, F3000, sportscars. I came back to F1 in 1985 but, after Monza, I thought: ‘What’s the point? Who knows if I’m any good?’ So I went back to Japan and got paid. Then in 1988 I got to drive for Sauber-Mercedes in sportscars. We won the world sportscar championship and I came second at Le Mans, but in 1989 I had to make way for several young German drivers – one of whom was Michael Schumacher. I raced sportscars until I retired in 1996.

“In 1992, when my racing career was coming to an end, I set up a business, Acheson & Acheson, with my wife Fiona. It was strange having to work for a living for the first time in

my life at the age of 35. Our company develops, designs and manufactures bespoke beauty products for high street retailers like Marks & Spencer, Sainsbury’s, The Body Shop and Waitrose, as well as for brands such as Elemis and Mandara Spa.

“We produce skincare, bath and body products and employ between 150-250 people, depending on the time of year. Our technical director, Robin Parker, has just been made president of the Society of Cosmetic Scientists, which shows the calibre of our staff. Fiona is our creative director: she’s the brains of the business and has a very good eye for detail. I’m the managing director so I run the business and make things happen on time.

“There are a lot of similarities between motorsport and business. Motorsport teaches you to get things done, get on with people and be competitive. In business there has to be a desire to be quicker, to do things better, to do things others can’t do. A lot of it comes down to a competitive instinct. I’m fortunate that my life moved on after motor racing – the last thing I wanted to be was a fat old racing driver.”



1983: makes his F1 debut

Attempts to qualify the RAM 01 at Silverstone but misses the cut by over a second



1983: F1 career high

Makes his first F1 start at the South African GP and comes home 12th from 24th on the grid




Now...

The 53-year-old runs Acheson & Acheson, a company producing bespoke beauty products

"THE BEST RACE I'VE BEEN TO"



Passion, drama and excitement from your greatest grand prix moments

 INDIANAPOLIS 2007/Doug Conner//USA

"Lewis and Alonso were interviewed separately. We all knew why!"



"I've been a fan of Formula 1 since 1964 and I've attended every US GP at Watkins Glen, but my best experience was at Indianapolis in 2007. It was the last time an F1 engine would be heard at this track. From the

pit walk on the Thursday, where we watched the teams set up, to the Speed Channel stage, which brought all the drivers together for interviews, it was a fan's paradise. **Toro Rosso even rolled their car out of the garage for us, so that we could take photographs.**

"All the drivers came on stage to be interviewed, with the exception of Fernando Alonso and Lewis Hamilton, who were interviewed separately: we all knew why! Lewis had just won his first race in Canada and was favourite. Having



Lewis on his victory lap with Massa in the background



watched Jim Clark, Graham Hill and James Hunt, I have a passion for British motorsport, so I was thrilled to see 'my guy' win.

"My lasting memory is of Lewis on his victory lap. The photo, which hangs on my wall today, shows him with his visor up and his hand in the air and Felipe Massa's Ferrari in the background. Now I hope that the race in Austin in 2012 does justice to the US GP, just like Indianapolis did."

2007 US GRAND PRIX

- Lewis pipped team-mate Alonso to the post, with Massa in third
- It was McLaren's first one-two at the circuit
- Sebastian Vettel made his debut, standing in for an injured Robert Kubica

 SPA 2010/Paul Hughes/34/UK

"I looked into Lewis's eyes and thought: 'He looks like he's going to win'"

"I'd been to a few grands prix in the past but I'd never been to Spa and, with rumours of it being dropped from the calendar, I decided I should go sooner rather than later.

"I arrived on the Thursday and went on the pitlane tour. A lot of people seemed to be camped outside Ferrari,

but McLaren are my favourite team so I went straight to their garage. It made my day when Lewis came out and signed my cap. I remember looking into his eyes and thinking: 'He looks like he is going to win this weekend.'

"When race day came, there was a sprinkling



of rain to liven things up. Lewis seemed to be in control for most of it, but then I saw him slide into the gravel and my heart was in my mouth. Thankfully he kept the car going and went on to win. For anyone considering going to the Belgian GP, I recommend it. The track is stunningly beautiful and it never fails to provide an enthralling race."



"It made my day when Lewis came out and signed my cap"

 SILVERSTONE 2002/Rob Manifold /20/UK

"I finally met my idol, Michael Schumacher"



"This year will be my 11th British Grand Prix in a row. I've been lucky enough to have seen some great races, and while 2002 wasn't necessarily the best race I've seen, it was my favourite weekend for another reason.

"Over the course of the event, I was able to meet and get autographs from pretty much every driver in F1, including Jenson Button. But on the Sunday morning



I finally met my idol, Michael Schumacher, and got his autograph.

Not only that, but I saw him win. I doubt any GP I attend in future can top that!"

TELL US YOUR GREAT GP MOMENTS! If you've got a story from a race you've been to, email us at thebestraceivebeento@haymarket.com

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It is, we'll shamelessly admit, the best race on the F1 calendar, held at a circuit renowned for pure, unadulterated speed. Enter into the spirit over the next 50 pages with a double anniversary celebration of **Sir Stirling Moss**, new British sensation **Paul Di Resta**, a very candid **Damon Hill**, an exceptionally candid **John Watson**, the team behind **Jenson Button**, a boat-dwelling **Mike Gascoyne** and Messrs **Brundle** and **Coulthard** for *F1 Racing's*...

BRITISH GRAND PRIX SPECIAL



John Watson

Winning at Silverstone 30 years ago, helping to save Niki Lauda's life and even the human side of Bernie: this formerly bearded, trilby-sporting Ulsterman has seen it all. Just don't get him started on the BBC's F1 commentary line-up...

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

Saturday 18 July 1981 was a beautiful day. At the head of the field, the two Renaults glistened as they emerged through a haze of heat to demonstrate their power advantage as their turbos revelled in Silverstone's long straights.

The British crowd were resigned to the dominance of Alain Prost and René Arnoux: their only hope was that the stress to their 1.5-litre V6 turbos would cause them to fail. But then first Prost and then Arnoux stuttered to a halt – and to the crowd's growing surprise and delight, Ulsterman John Watson found himself leading his home grand prix with just a handful of laps to go. On the last few laps the crowd came alive, cheering the McLaren home. When Watson crossed the line, it was the first win for the new-look team, now led by Ron Dennis.

Thirty years on, we catch up with Wattie in a country pub close to his home, west of

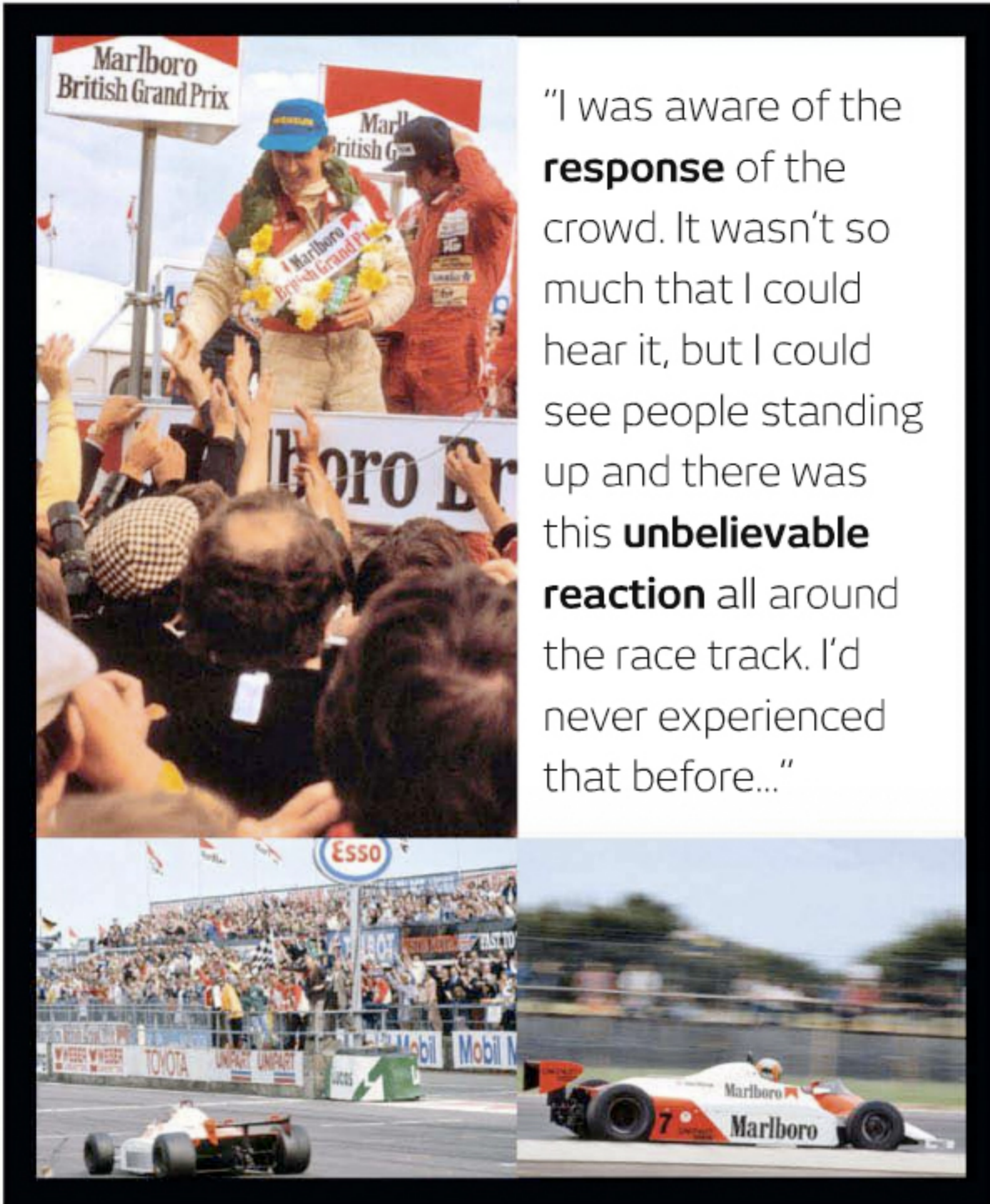
Oxford. The day before we charged him with your questions, he was in Austria with the Red Bull team at the unveiling of the revamped track at Zeltweg. And over the coming week he's planning to spend time in waders, fishing on the coast in Pagham – his other great passion in life. Still full of energy, still unreserved in his views, we put to him your questions about his career in F1 – and the day he won the British Grand Prix, 30 years ago this summer.

At what point in the 1981 British GP did you realise René Arnoux's Renault was in trouble? And did you hear the noise of the crowd when you passed his stricken car?

James Williams, UK

I realised he was in trouble when I was catching him at about four seconds a lap. Arnoux was not somebody I was particularly friendly with: he

was on a different wavelength to everybody else. He had a problem and I passed him with about a dozen or so laps to go. Then I was aware of the response of the crowd. It wasn't so much that I could hear it, but I could see people standing up and there was this unbelievable reaction all around the race track. I'd never experienced that before, but then my next reaction was to close all of that down, to try to take it out of my vision and my consciousness. I was thinking back to Dijon '77 when I led but on the last lap ran out of fuel. I knew that if I started to think this was my win, everything would go wrong. So I just shut everything down. Then I had Ron Dennis leaning over the pitwall, arms waving at me shouting: "Slow down!" – this was before Ron became sophisticated – so I started to drop my revs. This was Ron's first chance of victory and he was paranoid about not winning. →



"I was aware of the **response** of the crowd. It wasn't so much that I could hear it, but I could see people standing up and there was this **unbelievable reaction** all around the race track. I'd never experienced that before..."

going to get called in on one of those risks. He got called in and that was the last risk he ever took. In fact, the risk he took prior to that was actually arriving at Zolder that weekend. He flew in with his own helicopter and when a team of aviators took his helicopter away later on, they found that the thing was absolutely empty of fuel. That was Gilles. He pushed the limits and he took risks you don't take in an aircraft. That was the character of the guy.

Do you rate Vettel, Alonso and Hamilton as highly as Senna, Prost and Mansell? Certainly it's a tough era now...

James Kruuse, Kenya

It is a tough era now, but it was also a very tough era in the time of Senna, Prost and Mansell. When Alain Prost was at McLaren, he was king of the hill without question. Then Senna came in with one thought in mind: to knock Prost off that perch. Senna was a pure phenomenon – over 60 pole positions and just mesmerising to watch. I still get shivers now from thinking about him.

Nigel, of course, was highly competitive in the Williams but he had to deal with a clever, cunning and sometimes rather nasty person called Nelson Piquet. Those three drivers were intelligent racing drivers. Of the three, Nigel was the most skilled: he was braver than Dick Tracy, physically strong in a car and he understood how to manipulate a team-mate. Those three were outstanding in their generation.

I've always been a fan of Alonso and, right now, he would be my driver pick if I were a team principal. And the way Sebastian has grabbed that Red Bull... when you watch him onboard and the way he drives it, he is just phenomenal. He just takes that car to the edge, even more than Mark Webber does. He can tick that tenth of a second. I remember watching him in Korea last year: he was pulling another gear for just half a second, but he was able to find that extra speed to pull it and then come down the gears again. I don't know whether you can say these three would have been competitive in the 1980s against Prost and Senna. You can only judge each driver against their own generation.

What do you remember about helping Niki Lauda after his terrible crash at the Nürburgring in 1976?

Ian Peebles, UK

I came around maybe half a minute later and Niki's car was still burning, sitting halfway across the race track. But there were three other cars – Brett Lunger, Arturo Merzario and Guy Edwards were there, too. I got out of the car and I could see there'd been a very serious accident, but it wasn't clear who it was. I walked, then ran to the scene and, at that point, Niki had just →

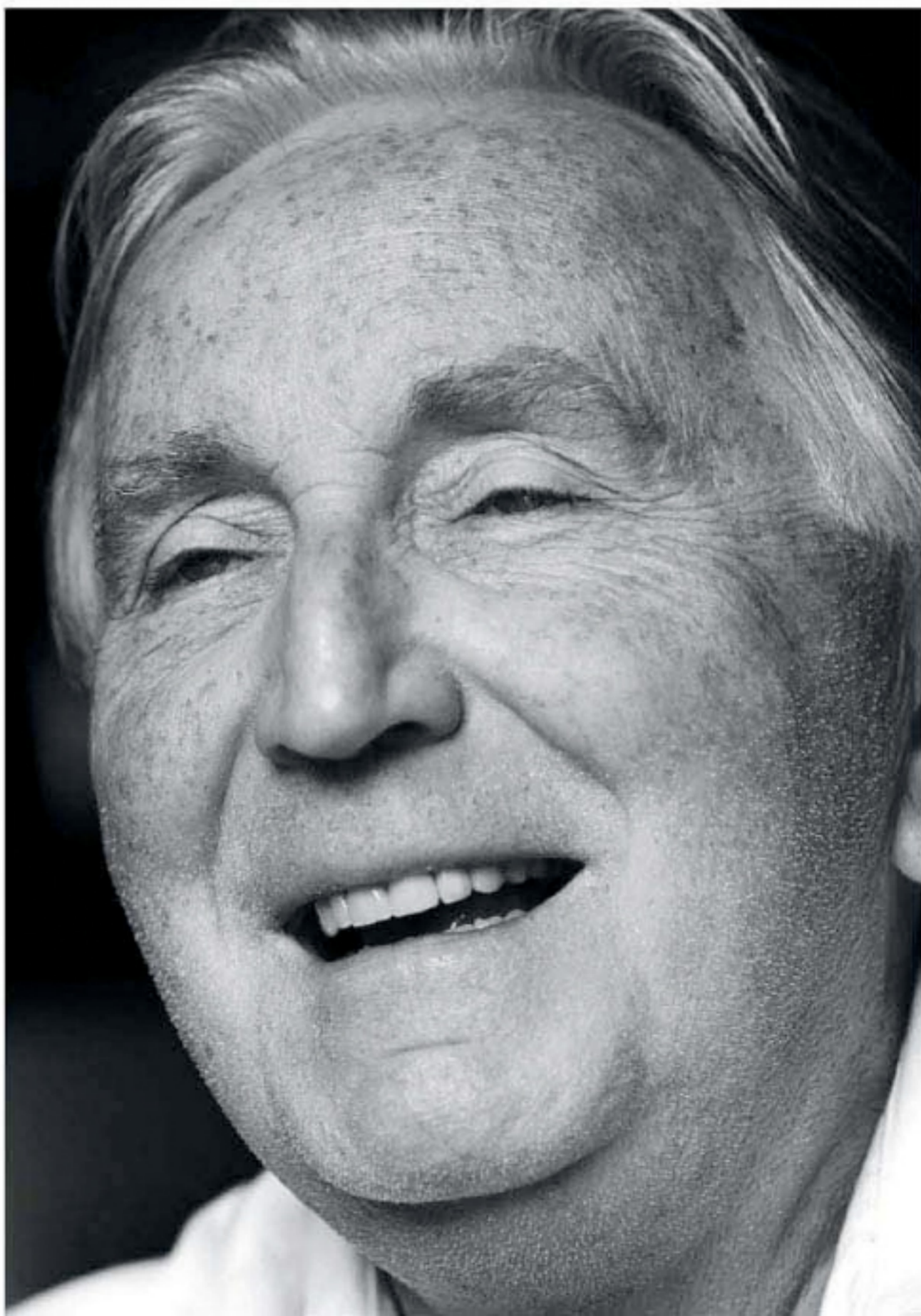
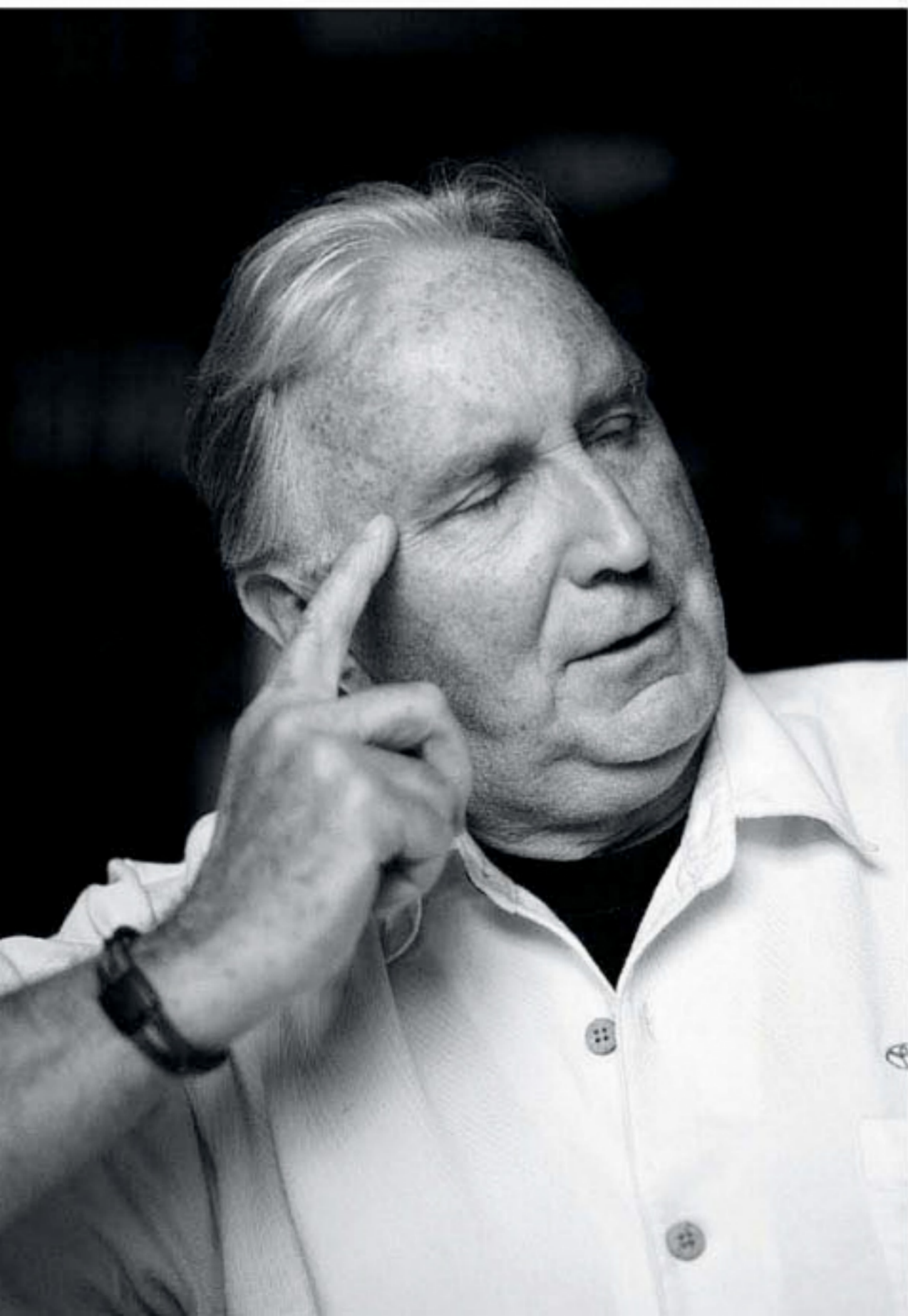
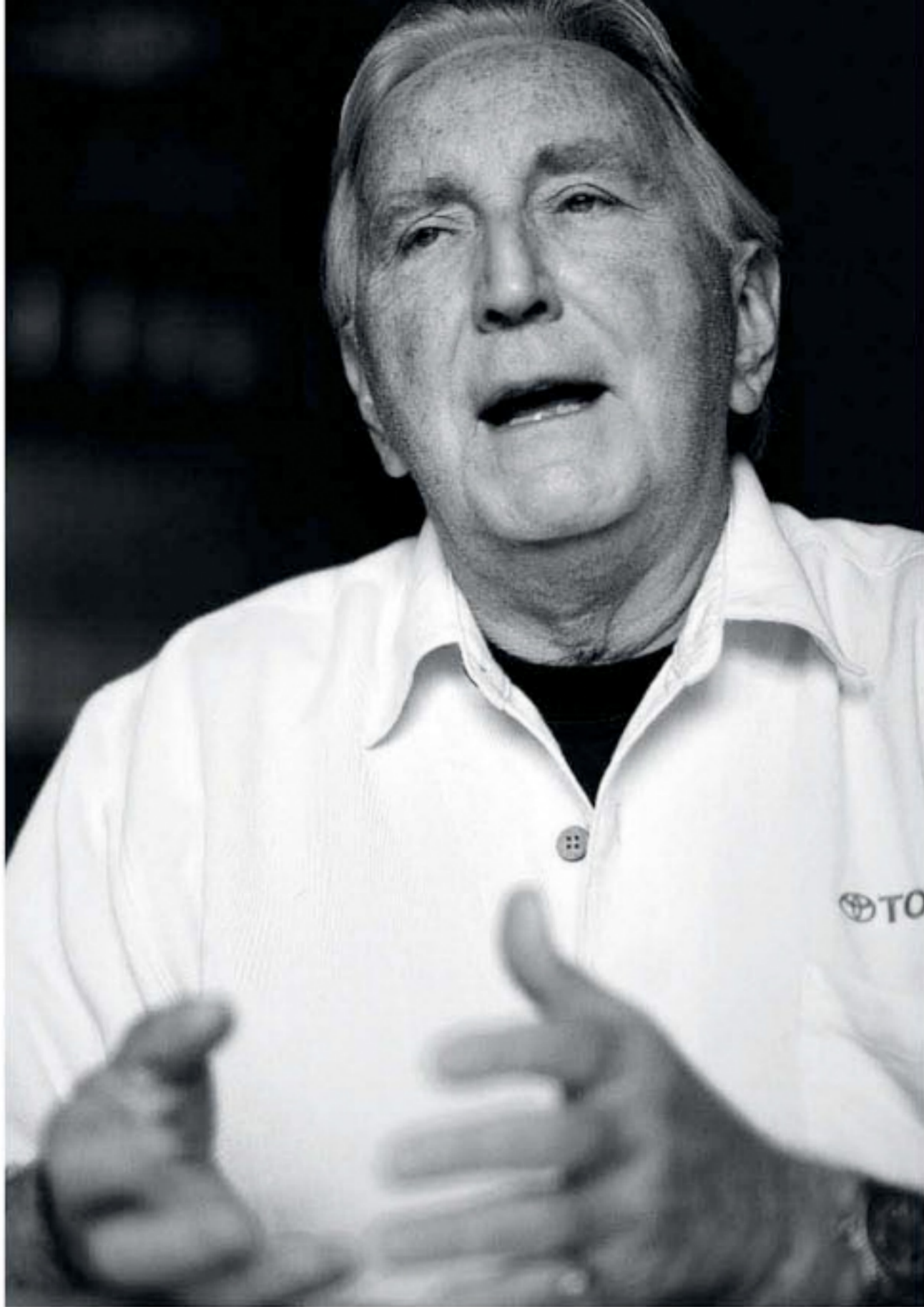
I won the race and there were a lot of special moments following it. It was McLaren's first win as the new team with John Barnard and Ron on board, but my biggest thank you goes to the public. On the lap of honour, which was on the back of a flatbed truck, there was Laffite who came third, and I think Reutemann was second but didn't bother to come and join us for whatever reason. We went into Copse and then Becketts and there were thousands of people on the race track. I turned to Jacques and said, "What are they doing?" and he said, "John, it's for you. This is their way of saying thank you for a great day out." And I'm not the sort of person who was used to that and I'd never had it before. I waved, but didn't know what to do. I get goose bumps thinking about it to this day – it's a moment you never forget. Later, through my work with Silverstone, I was lucky enough to meet a lot of the people who'd been there. Thirty years on, people still come up to me and say, "It was a fantastic day." The unexpected win and the way the public took it: they didn't demand it.

How did it feel to win at Zolder in 1982, which was the same weekend that Gilles Villeneuve was killed?

Paul Cook, UK

In those days, whether it was Villeneuve or Joe Blow, a driver being killed was a driver being killed. In Canada, Riccardo Paletti was killed and he was an unknown. He was another young driver who lost his life in an unnecessary incident. In the case of Villeneuve, because of his status and his popularity around the world it was a much bigger news item. On reflection, it took something out of my victory because the whole weekend was dampened by that accident. I didn't win that many grands prix, but I earned that win and whether the Ferrari would have been competitive, I don't know. But Villeneuve had been poisoned by that whole incident at Imola the fortnight before, and his friendship with Didier Pironi had dropped to zero.

Part of Gilles' nature was that he thought he was bulletproof and he did take some outrageous risks and got away with them. Some day you're



YOU ASK THE QUESTIONS

been extricated and was lying on the ground. There was a lot of fluid around and I wasn't sure if it was fuel or water, so we *walked* him away and then I knelt down and put his head on my thighs – I felt that was the right thing to do, but it probably wasn't. I remember him asking, "What's my face like, what's my face like?" and he had been severely burned: his scalp was charred and black and his face, his forehead and his ear were badly burned as well.

But what we didn't realise was that the serious injury was not the burns; it was actually the inhalation of the glass-fibre resins from the car that had severely damaged his lungs. He recalls being given the last rites and whether he was conscious or unconscious, he remembers saying, "I'm not ready to go yet, I'm not going," and that positive state of mind got him through it. Plus the help of the hospital allowed him to make an amazing recovery and he was able to return to the Italian Grand Prix in September.

I won the Austrian GP that year and a few days afterwards I was back at the Penske headquarters and Heinz Hofer, who was the team manager said, "Let's give Lauda a ring," and we rang him and he sounded just the same. He said, "I'm glad you've beaten that fucking Hunt!" Typical Niki. He was acutely aware – even though he was in hospital – that James was still his principal threat to the world title.

You returned to F1 after two years of absence and scored seventh place. How hard it was to return?

Flavio Rojas, Poland

Yes, I was out for two years, Niki Lauda fell off a horse or a tractor or something. I don't know what he did, but he couldn't drive and I got a call from Ron Dennis asking whether I would be interested in doing it. I said yes. The

big difference between my last grand prix in 1983 and this one was the development that had taken place in terms of the drivability and improvement in horsepower of turbo engines: it was a completely different world. The other big difference was that running around on your own was not the same as running with 25 other cars around you on the track. Also, Brands Hatch has barely got a straight. The pit straight is one giant curve and this car never stopped accelerating. My last drive at Brands Hatch had been in 1982 and I was probably doing 150-155mph over the start/finish line up into Paddock Hill. Two years later, these animals were doing over 180mph and they weren't stopping! If I'd returned to any circuit other than Brands Hatch, maybe it would have been easier.

What was your favourite Formula 1 car you ever raced and why?

David Ross, UK

One of my favourites was unquestionably the Brabham BT44 that we ran with Hexagon in 1974. Initially there was a deal to run a BT42 and then, mid-season, we got a BT44. The difference between them was huge. The 44 was an evolution of the 42 with completely different suspension at the front, variable-rate titanium Schmidt-Helm springs and rising-rate springs in the rear. It was one of those racing cars that feels right from the moment you leave the pitlane. As long as you had the right aero on it, it was fantastic. Sweet as a nut.

Tell us about the Monza race in 1981. I was very young, but I can still remember your terrifying accident...

Joan Llorens Vila, Spain

The McLaren MP4/1 was competitive at Monza: there were two cars ahead of me and coming

through Lesmo 2 I got too close to the car ahead and the front of my car started to wash out. Ordinarily you'd check the throttle, but I thought: 'I won't lift, I'll drive through it.' My left-side wheels rode the kerb on the outside of the corner, they dropped over the other side and then the bottom of the car started to pivot, so it went into this big, long, looping spin from left to right and then hit the barrier on the right-hand side of the track. It all happened so quickly. I realised what was happening, thought 'Oh, shit!', put my head down and waited for the impact. Bang. I was uninjured, but I was totally unaware of what the TV cameras had picked up – this big explosion and people thinking, 'Jesus, he's dead!'

The gearbox hit a mounting post on the barrier, which then levered the gearbox and the entire engine off the chassis. I was facing forward in the cockpit, thinking everything was completely normal. Then I looked up to my left and noticed a DFV sliding along the racetrack and thought, 'Jesus, who's had that accident?' I didn't know that it was *my* engine. So I got out of the car, the gearbox was trashed and there were gear ratios lying everywhere. The engine clipped the back of Alboreto's car and spun him off further up the track. I got a lift back to the pits and everybody was saying, "Oh my god, I thought you were dead!" and I was like, "Why?" I didn't understand why everyone was so animated until I watched the footage afterwards.

What came out of it was that British Aerospace contacted McLaren and were very interested in how that material – carbon fibre – was able to provide such protection for the driver when the rest of the car had been destroyed. So there were subsequent commercial gains for McLaren and Hercules, who built the chassis at that time.

What was it like working for Bernie?

Hat Lalor, UK

He was good to work for. He wasn't a Frank Williams, he wasn't totally absorbed in motor racing. He is a businessman and a gambler and he loves playing the odds. He provided the funding to build up the team, and at Brabham in 1977 we had a competitive car: it was quick, but I didn't get the best out of it. I should have won in France and Britain but I had fuel problems.

Something that Bernie always did was to pay us on time and that is a great benchmark by which to judge a team principal. When I went to see Bernie in 1977, it was because Roger Penske had just pulled the plug on his Formula 1 programme very, very late in the day – November or December – and I was suddenly left without a drive. I rang up Bernie the following morning and told him that Roger had pulled out and Bernie thought I was joking – he really didn't believe it. So I went up to see Bernie and my manager Nick Brittan that

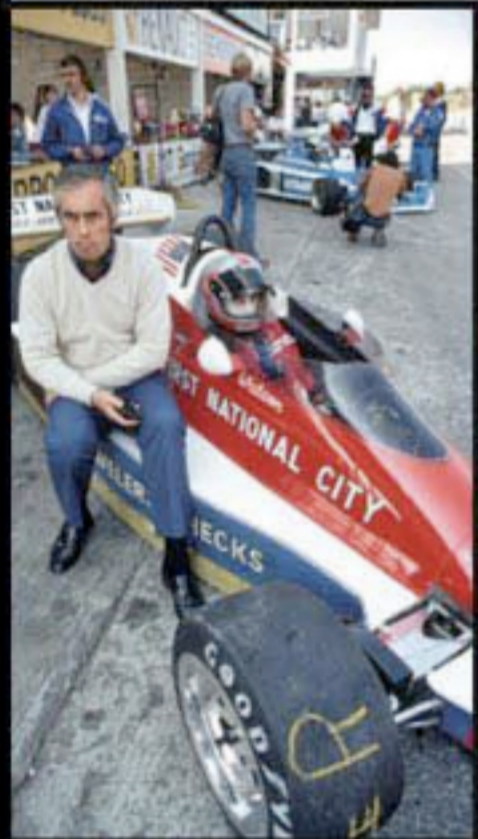
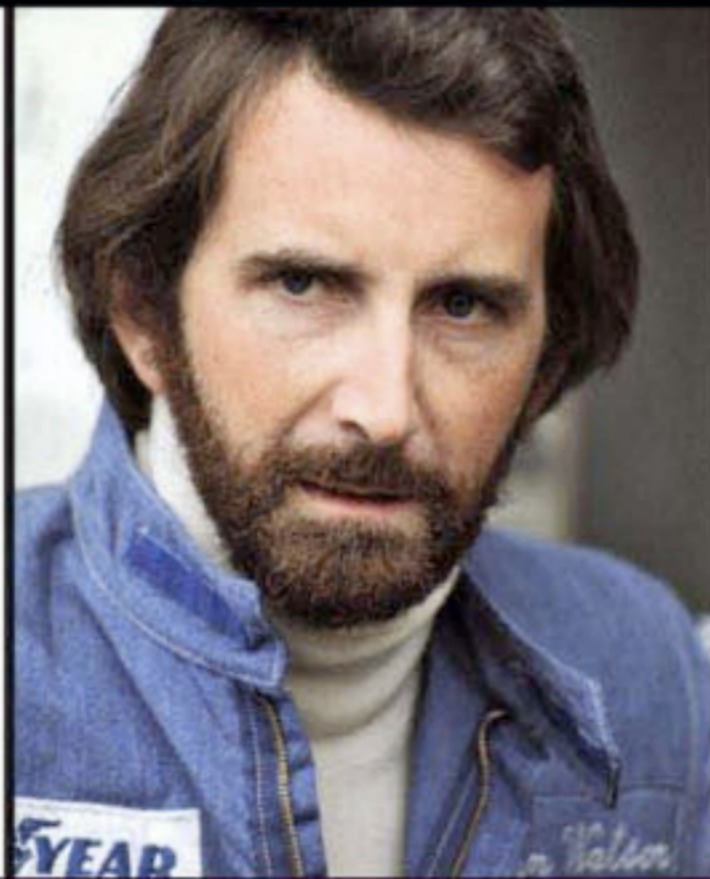
Watson in his favourite car, the Brabham BT44: "As long as you had the right aero on it, it was fantastic. Sweet as a nut"



Dear John, I remember that when you started your F1 career, you had a beard. Later on, the beard disappeared. What happened to it?

Albert Hofman, Netherlands

I started racing before my 18th birthday and I had a bit of bum fluff. I suppose some people have a trademark – and that was mine. In the early days I also had a trilby hat. I drove for Penske in 1976 and it was an 'Ivy league' team – it bought a level of professionalism and visual presentation to a degree that no one had seen in motor racing before. Everyone was immaculately dressed and turned up looking a million dollars. It was the precursor to what Ron Dennis did at McLaren – but I knew Roger Penske didn't



Watson and beard win for Penske in 1976. He loses bet and removes beard. Penske never win in F1 again. All hail the power of the beard...



like facial hair. So rather than have the embarrassment of being asked to shave my beard to fall in line with the team, I said, "Here's the deal. When we win a grand prix, I'll shave my beard."

So, fast forward to Austria. I won the race and later that night I looked at myself with a beard for the last time. Then I came down to breakfast the following morning and I remember Roger screeching, "Where's Watson, where's Watson?" and I said "Roger – over here," but I didn't put my hand up. "Where is he Heinz, where is he?" He didn't recognise me at all...

evening, and concluded an agreement in Bernie's apartment in London. The reason we did it was because Martini were very keen to have Clay Regazzoni join Brabham and Bernie didn't want the sponsor to be calling the shots. They hadn't been able to contact Clay the night before, as it was late on – about ten at night – so Herbie Blash was dispatched to the airport the following morning to meet Clay and say, "Hi Clay! Er, I've got some bad news, Bernie signed John Watson last night. Sorry to inconvenience you." Poor Clay. He was crestfallen and had to return to Italy without the seat in a Brabham of which I think he'd been assured.

Bernie gets maligned unfairly a lot of the time... yes, he'll nail you to the cross on a deal, but there is another side to him. On a human level he's a very generous man.

Were you ever in line to work for the BBC on their Formula 1 coverage?

Andrew Law, UK

I was working for Eurosport and when they lost their rights at the end of 1996 and ITV took over, ITV paid a lot more just to take Eurosport out of the equation. They were worried that when ITV went to an advert, people would channel hop over to Eurosport and not switch back again.

I do remember Martin Brundle coming up to me and asking whether I was going for the job, but he had no reason to be worried about what I was doing. The difficulty that people like Martin and I have now is that we are not anywhere near being current grand prix drivers. What I've enjoyed doing is listening to David Croft and Anthony Davidson; I enjoy it because you've got a proper lead commentator, doing a proper lead commentator's job. That's what I want from a commentary and with the BBC, the biggest proportion of the audience are those people who aren't anoraks and aren't enthusiasts.

So you need a colour man, someone like David Croft, Ben Edwards or Leigh Diffey – who I know was in the frame to take over from Jonathan Legard. I don't know why they left him out, it was frankly shameful. I don't know what the Beeb's reasons were. But in a BBC broadcast I want to have that demarcation between the lead commentator and the expert. 📺

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"Silverstone is the daddy of British racing circuits"

"My engine barbecued Mark Blundell there once..."

Martin Brundle and **David Coulthard** celebrate Silverstone – a place that's been pivotal to the highs of their careers, from jousting with Ayrton Senna to beating Michael Schumacher...

WORDS
HANS SEEBERG
PORTRAITS
ANDREW FERRARO/LAT



"Right, I'll pay for any work that needs doing on my photos but Martin can pay for his own," jokes David Coulthard as we finish this month's cover shoot. "I wouldn't bother – it won't make any difference, will it?" is Brundle's deadpan retort. Having spent the past hour with the BBC's new F1 commentary duo, banter is never far off the agenda – as highlighted by DC's insistence that their recent run in a two-seater F1 car at Silverstone was ruined by Brundle's 'extra ballast'.

With Brundle in a black shirt ("He thinks black's slimming," sighs David) and Coulthard in a pristine shirt with a stitched-on 'DC' logo, they are the very epitome of the F1 paddock's unofficial smart-casual dress code. With the British GP looming, they are here to discuss this year's race and their memories of a circuit entwined in both their motorsport careers. "It's the rightful place for the British Grand Prix – and I'm not afraid to say that," states Coulthard emphatically. Take it away, chaps...

BRUNDLE AND DC ON... SILVERSTONE PRESENT

F1 Racing: We have to ask: who'll be the driver and the team to beat at Silverstone this year?

Martin Brundle: We've seen some absolutely extraordinary drives at Silverstone over the years: Rubens Barrichello in 2003, Lewis Hamilton's win in the rain in 2008 – which is one of the top three F1 drives I've ever commented on – Mark Webber last year... and the good thing about the British fans is that they don't just beat the Union Jack drum the whole time. They recognise excellence whatever the driver's nationality, whether it's Senna, Schumacher, Prost or whoever. Personally, I'd like to see Mark Webber win it if Red Bull keep dominating – if only to stop Sebastian Vettel having the whole thing polished off by August.

F1R: Is it a circuit that's going to play to Red Bull's strengths in particular?

David Coulthard: Yeah, there's no question about that. It's a high-speed circuit; of course there are a couple of slow corners thrown in, but generally speaking aero is king there. Through the opening section you lightly dab the brakes in the middle part of Becketts, but otherwise the first 20-odd seconds are all above 150mph. Like Martin said, the British fans know how to spread the love – but there's nothing quite like a British victory here. It would be a great boost for Silverstone if there was a British winner this year, especially off the back of all the uncertainty there's been about the race in recent years.

F1R: But can Lewis or Jenson realistically stop the Red Bull juggernaut?

DC: Well, it's get-your-crystal-ball-out time, isn't it? Formula 1 is a development race. It's unlikely that anyone's going to massively change their car between now and then, although there is time to find some performance.

MB: Jenson's never even been on the podium there, let alone won it, and I think he's desperate to win it. So many other Brits have won there: David twice of course, Johnny Herbert, Nigel Mansell, Jackie Stewart, John Surtees, John



"The British fans know how to spread the love... the great thing is they don't just cheer on the British drivers" David Coulthard

Watson... even I've been on the podium at Silverstone! It's odd how it's never fallen for him there. I don't know whether it's psychological, rub of the green or what.

F1R: Does that sort of thing really creep into a driver's head?

MB: It used to when I was younger and then I just stopped thinking about it. That's what I've told my son to do. All tracks are straights, corners and kerbs, aren't they? You just need to go there, do your job and see what comes out at the end of it.

F1R: Who would you fancy as a bit of a dark horse at Silverstone this year?

DC: I find it so difficult to predict anything, because the only constant in the first races of the season has been Red Bull's performance. McLaren turned up in Australia and shocked us all with where they were; Ferrari came forward in Turkey; the Mercedes has looked good in Rosberg's hands a couple of times more recently... at the moment, it's only Red Bull, McLaren, Ferrari or Mercedes who're going to win a grand prix. Is that being unfair to Renault who've got a couple of podiums this year, or any of the other midfield teams? I don't think so.

F1R: What do you think of the new Silverstone Wing pit complex?

DC: The positive is that they now have something that's completely different from every other circuit. But I'm a little bit surprised that the podium is at the end of the pitlane, basically pointing at a tree, because it's between the two main grandstands. I sincerely hope fans will be allowed onto the track after the race, like they are in Australia and Turkey and places like that.

MB: There tends to be a race after the British Grand Prix, so I doubt they will. I think the point about the new Wing is that it's a great-looking building and it's going to look fantastic on TV. Unfortunately it's not for the fans, but we had to do it. What I love about it is that, unlike a lot of new facilities, not only do we have a great building but we've got a great track to go with it. It's an exciting time for Silverstone. I mean, Turn 1 will still be awesome, Abbey will still be

awesome... I suppose the thing that will change is that the front of the circuit will now be the back. The Wing complex will still be a great place to watch the action. I get a lot of Tweets asking what the best place is to buy tickets for, and I honestly don't know. The traditional places like Copse and Becketts will still be great; the new Arena section is interesting; and it'll still be worth being at Stowe and Club, quite frankly. I think it'll spread the viewing all around the track.

F1R: Do you agree with the decision to change the track layout? Should classic circuits stay the same or is it right that they move with the times?

DC: I think that life is a constantly evolving journey. History is a nice thing to reflect on but you have to live for your time; Formula 1 has had to incorporate new tracks and new ideas, and old circuits have had to try to stay in line with these amazing new facilities. Do you remember when we went to Spa one year and they'd changed Eau Rouge by putting a chicane there? We still raced and someone won.

MB: It's like at the Circuit de Catalunya: I was watching Michael Schumacher run wide there at Turn 3, which would've had you in hospital the first time I went there in the early 1990s. Now it's a viable way to go faster around the track. It's like the Swimming Pool section in Monaco: going through the wall into that section used to frighten the life out of me, but I loved it – it was man and machine versus Everest, flat-out at 150mph. So I don't like it when these challenges go away, but I suppose that's today's sanitised, health and safety world, isn't it?

F1R: Did you get consulted about any of the changes to the track at Silverstone?

MB: Not so much that one, but we do get asked here and there, don't we David?

DC: I find it worrying! I'm not talking about Silverstone, but I remember someone cunningly coming up with a 'mistake generator' after they'd spoken to a well-known head engineer who's

currently not allowed to work in F1; they thought it would be good to create an off-camber crest leaving a corner because it would inevitably unsettle the rear of the car, cause the drivers to correct the rear stepping out and occasionally someone would make a mistake big enough to come off. My firm advice to them all is that if you want to be

universally hated by all Formula 1 drivers, put in 'mistake generators'. If you want to be loved by drivers, put in fast, challenging corners. It just means that it's flowing and you've got man and machine in harmony. Man and machine won't go in harmony over a blind, off-camber crest. →



DC
MB

The new pits complex wasn't built for the fans, but DC and Brundle suggest Copse, Becketts, Arena, Stowe and Club as the best viewing spots. That's still quite a lot of choice, really...

MB: Sometimes over the years, circuits have just been looking for names to add a bit of credibility to their track, while others genuinely want your advice and experience. I mean, it can't be rocket science, can it? You've only got to look at the end of the lap in Istanbul: Turns 9, 10, 11, 12, 13, 14 and Turn 1. In there are two magnificent overtaking generators.

F1R: How much would you love to drive that new track layout at Silverstone in an F1 car now?

DC: I think we have, haven't we Martin?

MB: Oh yeah, in that two-seater Santander car, I think.

DC: You blew the engine up, didn't you?

MB: Yeah, right...

DC: If you hadn't have been on the jelly beans, I wouldn't have had to carry so much ballast.

MB: What, so because I was sitting near the engine it was my fault? Okay, I understand now – I wondered how that was my fault...

BRUNDLE AND DC ON... SILVERSTONE PAST

F1R: Let's go back a bit now. What have been some of your best experiences at Silverstone?

MB: I loved 1992 because it was me and Senna racing hard for the whole grand prix. It was bizarre really, because I led him pretty much the whole way – he was quicker than me through Becketts, I was quicker than him through Stowe and Club – and then we came across this new young kid called Damon Hill into Copse. Damon blocked us horribly because he was busy trying not to crash his Brabham and Senna overtook me, but then his car broke down and I went on to finish third. Sadly I beat Michael Schumacher

who finished fourth, but I don't like to dwell on that too much! What was really remarkable was that the crowd invaded the track because Nigel Mansell won. I'll never forget the crowd on that day. There was this guy who put his baby out in front of me to get me to stop my car on my in-lap so he could get an autograph – he literally dangled the baby in front of the car!

DC: What was the year they changed Stowe, was that '94 or '95? I remember passing Jean Alesi down the inside there to take the lead, and I could hear the crowd cheering over the noise of the car. I just remember thinking how weird it was that you could hear all these people over the noise of a Formula 1 car.

MB: If you'd won that race it would have been for a hat-trick of wins at Silverstone, wouldn't it?

DC: Yeah. Obviously I won back-to-back there in 1999 and 2000, and it is an amazing thing to win your home grand prix. I owned Silverstone!

MB: My worst grand prix there was for McLaren in 1994, sitting on the grid in P6, when the engine blew up and barbecued Mark Blundell behind me. I only managed 300 metres.

DC: I was behind you somewhere. I'd stalled on the first start and had to start at the back.

F1R: You've both mentioned the Silverstone crowd and the amazing noise they can generate. Just how incredible does that feel?

DC: It is amazing, you're right. Like we were saying earlier, one of the really great things about the Silverstone crowd is that they don't just cheer on the British drivers. They've got a lot of love for Formula 1, so real hardcore British fans will stand very comfortably alongside the guy dressed in red who's loved Ferrari ever since he was a little boy. I think it's a really nice aspect to the Silverstone crowd. Obviously there are a



"My worst race here was in 1994 when my engine blew up and barbecued Mark Blundell behind me" *Martin Brundle*

DC
VIB





Coulthard leads world champion team-mate Mika Häkkinen to the win at Silverstone in 2000 – his second victory there in two years. DC missed out on making it a British GP hat-trick of wins in 2001

lot of Union Jacks out there, but it's debatable whether anyone's captured the crowd since the early 1990s in the way that Nigel did.

MB: It's funny actually, I got a Tweet the other day asking, "Can you really hear the noise of the crowd above the car?" Well you absolutely can, especially when you're in the slower corners. But because the crowd at Silverstone has so many people, you can actually read their faces; you can see them putting their umbrellas up and coats on, arms up in the air, everything.

FIR: Does the crowd at your home grand prix give you extra pressure, or do they will you on?

DC: It's a bit of both, I think. Ultimately the pressure comes when you feel like you're not

totally in control, and the home crowd does add an increased desire to do well. Some drivers maybe wouldn't necessarily be so motivated by winning in front of their home crowd, but someone like Nigel? He was born for it.

FIR: What's Silverstone taught you over the years?

MB: Hmm... I think it's taught me more out of the car than in it. When I was chairman of the board, I did that £250million deal for Interpublic to take over the running of us. It was pretty important at the time because we were in debt and we had no way of continuing with the grand prix. In terms of what I learned in a racing car, when I look back the core of my racing career was at Silverstone: it's where I first beat →

PHOTOS: LAT ARCHIVE; GETTY IMAGES



Senna, where I first drove my Toyota Celica touring car, where I won for Jaguar, where I was on the podium, where I first tested for McLaren, where I tested a Tyrrell at the end of 1983... not long ago, after the new Wing was opened, I went to do a talk for some marshals in Silverstone village at the White Horse pub there, and it absolutely amazed me how many links I had with Silverstone. There were all sorts of things: the night I went to stay with Eddie Jordan when I'd lost my F3 drive, and about 100 metres away from where we were my F3 mechanic had been buried in the village after our truck went over the edge in Austria... Silverstone just kept coming up. I hadn't realised what an overriding theme it had been in my career.

F1R: Do you think non-British drivers these days have any special affection for Silverstone and its history, or is it just another circuit to them?

DC: I'd like to think the history would resonate with them, just in the same way it does with us when we go to Monza or Monaco. You know, in

Brundle came third at Silverstone in 1992. It wasn't a bad year for the Brits, what with Damon Hill's debut – and Nigel Mansell's win famously provoking a track invasion

"When I look back, the core of my racing career was at Silverstone: it's where I beat Senna" *Martin Brundle*



F1 you have your old classics, you have your new classics and you've got some new circuits that are dogs... they must recognise that it's a special circuit. They must do. They can't just have been born last week and become Formula 1 drivers. A lot of them will have come up through karting and the lower formulae and been aware of it.

MB: I think they do value it highly, because the British motorsport scene is so pivotal isn't it?



Does anyone actually get to F1 without passing through British motorsport at some stage?

DC: [Pauses] What about Massa?

MB: I'm sure the championships he did would've visited Silverstone at some point, though.

F1R: Have either of you experienced the atmosphere at Silverstone outside the paddock?

DC: Oh yeah. I camped there in 1990 when I was racing in Vauxhall Lotus. I had my tent in the middle of the track. I went there as a teenager to go to the kart grand prix. It's true when I say that I learnt to drive my mother's car round the inside of the circuit; I'd drive it around in the evening and all round the perimeter roads. So Silverstone was a huge part of my career as well. I remember one year... what was that guy's name – the Brazilian with the bald head?

MB: Moreno?

DC: That's him. I remember he stopped down at Stowe during a race and I was just a kid who happened to have a scooter. So I gave him a lift and I got to ride my scooter into the F1 paddock! He got off and I'm just standing there in the →

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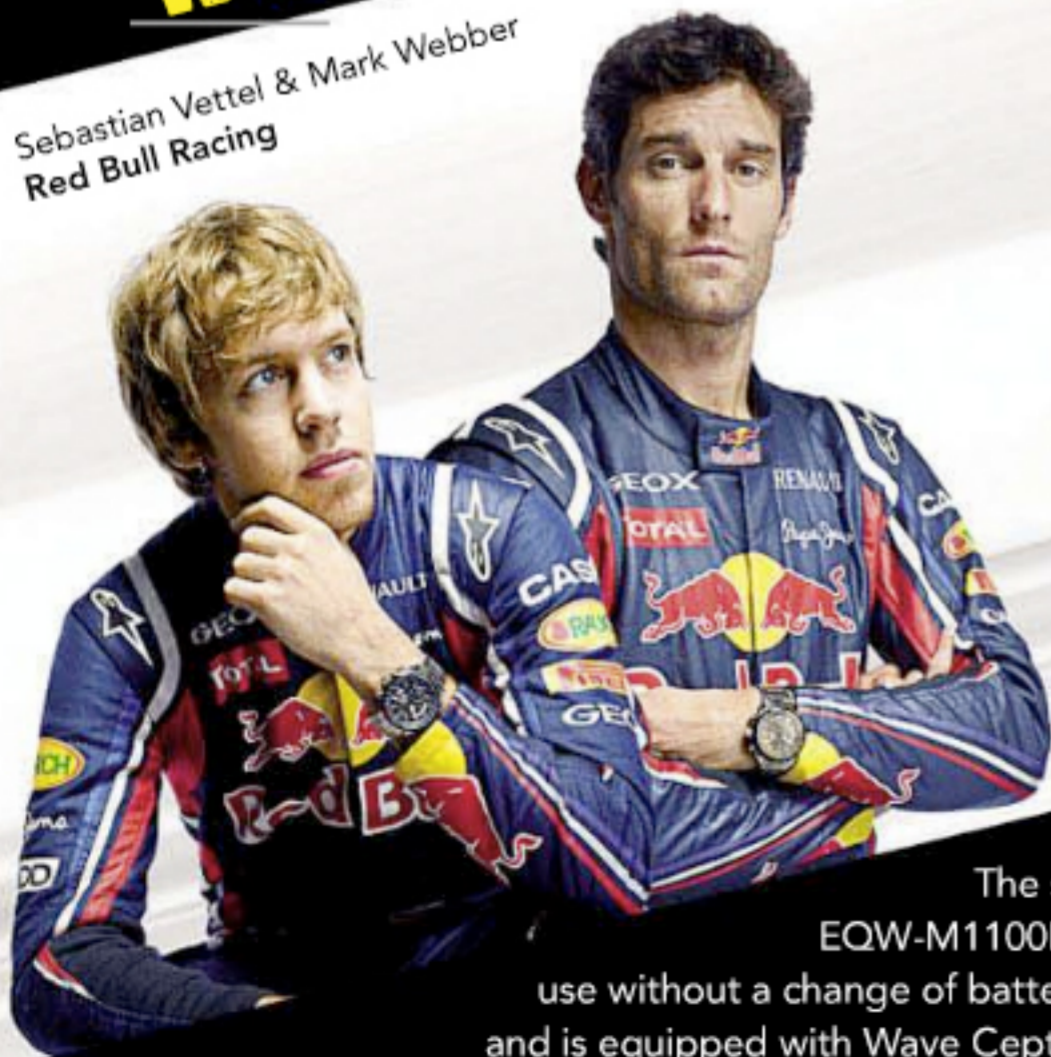
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How Brundle and Coulthard fared at Silverstone



MARTIN BRUNDLE

Starts 9
Classified finishes 5
Retirements 4
Best result 3rd (1992)
Best grid 6th (1992, 1993)
Average finish 8.8
Average grid 12.3
Podiums 1 (1992)



DAVID COULTHARD

Starts 15
Classified finishes 12
Retirements 3
Best result 1st (1999, 2000)
Best grid 3rd (1995, 2001)
Average finish 6.4
Average grid 7.3
Podiums 3 (1995, 1999, 2000)



paddock – it was amazing – and then I was chucked out! I've got so many great memories. I spent so long dreaming that I'd drive there one day and then I got my first chance to drive an F1 car with McLaren, after I'd won the McLaren Autosport Young Driver of the Year award in 1991. It was on the South Circuit.

MB: I first went there in the 1960s with my uncle, watching Stewart and Clark and all those guys. We used to watch at Copse; we'd take a load of wooden boxes so we could stand on them and get a better view. We'd build our own little city – it was like we'd built a little *favela* at Copse.

FJR: What sums up Silverstone for you?

DC: For me, it's always been the daddy of British racing circuits; it was always the biggest track and the most professional offering. I went to Brands Hatch, Donington Park, Oulton Park and the rest of them even before I ever imagined I'd be a Formula 1 driver; I remember Donington always had a muddy paddock. But Silverstone is the elder statesman of British circuits, which is why I think that, with respect to those other circuits, it's the rightful home for the British Grand Prix – and I'm not afraid to say that. Becketts is a great sequence of corners. You need the car below you, but there's a definite choice about how you take the first part of

Becketts: do you go flat and give up a bit of positioning for the middle part of it, or do you not go flat to give yourself a better position when you're into it?

MB: I love Hangar Straight and Stowe. I was always good on the straights. That vision as you come on to the beginning of Hangar and see this inviting, slightly climbing piece of straight with Stowe at the end... you're just thinking, 'Come on then, let's see if I'm man enough for this.'

DC: Fast corners are the fun of F1 – you're totally immersed in driving. The concentration required, the way your body tightens as you drive into them... that's why the complex has been a pain in the arse at Silverstone. But it's a necessary evil.

MB: At the end of the day, Silverstone is just all about high-speed corners. When you think of every iteration of the circuit it's always been massively fast – and it still is today, thankfully. 🏁



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WHAT NEXT FOR BRAND LEWIS?

He now shares his management with the likes of Jennifer Lopez and the Beckhams, but is it just all about the money? *F1 Racing* analyses what teaming up with Simon Fuller really means for Lewis Hamilton

WORDS JONATHAN REYNOLDS

David and Victoria Beckham, Jennifer Lopez, Lisa Marie Presley, the Spice Girls, Annie Lennox. For a largely inward-looking community such as Formula 1, where authenticity comes from your credentials as a 'racer', these sort of star names are rightly regarded as inhabitants of the entirely separate world of show business. Yet all that changed in March when Lewis Hamilton suddenly became linked to all of them. After 377 managerless days, Lewis announced he was to be looked after by the man responsible for J-Lo & co, *Pop Idol* and building 'Brand Beckham': Simon Fuller of XIX Entertainment.

This was big news. Since Lewis's split with his previous manager, his father Anthony, the media had speculated about who his next manager would be – and even whether he actually needed any representation. After all, Sebastian Vettel and Rubens Barrichello, two drivers at opposite ends of the career spectrum, both operate without agents, let alone one from the field of entertainment. But while the tabloids revelled in the news, speculating on Hamilton's potential to become the world's first billionaire sportsperson, talk on F1 message boards went along different lines. "It pains me to watch him change from a racing driver to a brand," wrote one fan. "He is simply using his fame to cash in on as many endorsement deals as he can, while he can," said another. "The bottom line is that it's about money," was a further damning indictment.

There's no doubt that in his four and half seasons in F1 Lewis has been able to transcend the sport in a way his peers haven't, but are the doubters right? What do the next few years hold for him? Is Lewis set to brand it like Beckham? And, when all is said and done, 20 years from now, will we just remember him as a famous person who used to do a bit of racing?

The comparison to David Beckham is an interesting one. Both Hamilton and Beckham became global sporting superstars overnight. Both have bounced back from silly lapses of judgement and both have high-profile relationships with pop stars. But while this year will see Beckham (aided by Fuller) launch a new fragrance and menswear range, the man who nurtured and guided Lewis to F1, Anthony Hamilton, tells us not to expect anything similar from his son: "Lewis would much rather be a multiple world champion than advertising products that are not associated with F1."

In fact the implication that Hamilton, as a result of his relationship with XIX, will now market everything from fizzy drinks to shavers appears to be wide of the mark. Before Beckham moved to XIX in 2004, he had around 13 major sponsors and spent much of his time off the football pitch fulfilling commitments for them as well as posing for *Hello!* magazine photoshoots. But now, with Fuller, the *Hello!* →





Best of British. Lewis!



shoots are gone and Beckham has four or five major sponsorship deals that not only earn him more money, but also take up less of his time, letting him concentrate on extending his playing career for as long as possible. Likewise, Andy Murray, another Fuller-managed star, has just two major endorsement deals. When Hamilton spoke of XIX helping him to “become an even better racing driver”, this is probably what he meant: a trusted and well-respected pair of hands looking after his dealings away from the circuit, enabling him to take care of business at the track free from distractions. According to Hamilton Sr, this strategy makes sense in both the short and long terms.

“I know Lewis better than anyone and the deal with XIX is definitely not about money. Lewis has one of the best jobs in the world, but with that comes a complicated life. He’s extremely sought after and there are a lot of demands on his time. Plus, he has a huge brand so he needs someone to manage, maintain and build that. It’s something I could never do; I’m not a marketing person, I’m a man-manager and I know my limits.

“Building a brand is about maximising opportunities to the full and being happy with your life, it’s not just about money. Most drivers are being paid handsomely by the teams. In most cases, the drivers assign all or some of their image rights to the teams because, occasionally, that’s how the teams attract and maintain their sponsors. But in some cases, a driver’s earning potential outside F1 might be just as great as their earning potential within F1 and, therefore, this should be explored. It’s about creating a legacy to change the future and to inspire



“Lewis is a young guy from nowhere who shot to the top. Why shouldn’t he enjoy Hollywood?” *Anthony Hamilton*



others to better themselves. We had no idea we would end up here. But now we have, it’s important to maximise our position and to inspire others to believe in what can seem like impossible dreams. Nothing is impossible if you put your mind to it.”

It’s a mindset you’d suspect would go down well in America, a country in which Lewis has been spending increasing amounts of time thanks to his relationship with former Pussycat Doll Nicole Scherzinger and burgeoning friendships with some of



From dating pop stars to doing voiceovers for Disney, an increasingly high profile like Lewis's requires the guidance of Simon Fuller (far right)



Hollywood's elite. "He's got a good following over there and that's where his brand has great value," explains Anthony. "It's not just about the car or the team he drives for; it's about Lewis as a person: a young guy who's come from nowhere and shot to the top of his sport with humility. In Lewis's case his brand is global and has transcended the sport, so why shouldn't he enjoy Hollywood? It's a dream job and a dream opportunity – so good luck to him. Five years ago he watched everyone on TV; now he can call anyone he wants on the phone if he is inclined."

Recently, it's been Hollywood calling Lewis. At the end of March, two weeks after the XIX announcement, it was revealed he'd be voicing a car – named after himself – in the second film in the hit animated movie franchise *Cars*. Is this a first step in spreading his brand stateside? Not according to his dad: "Lewis is not doing it to be a film star or anything like that. He's doing it because it is a dream to be asked. One day, out of the blue, you receive a request from Disney asking if you want to be in one of their movies; the answer is always going to be 'hell yes, I'm going to do that!' Lewis knows that kids are going to be sat there watching the movie with his car and the gap in his teeth in the radiator and he just loves that. That's not about

money, superstardom, or Hollywood. It's the kid in Lewis saying, 'I've got a chance to be part of a Disney film and I'm going to do it.'"

If tabloid speculation is to be believed, there is no shortage of companies already queuing up for a slice of Hamilton's time should, of course, his notoriously tight McLaren contract allow it. Daragh Perse, head of global sponsorship for Vodafone, has first-hand experience of working

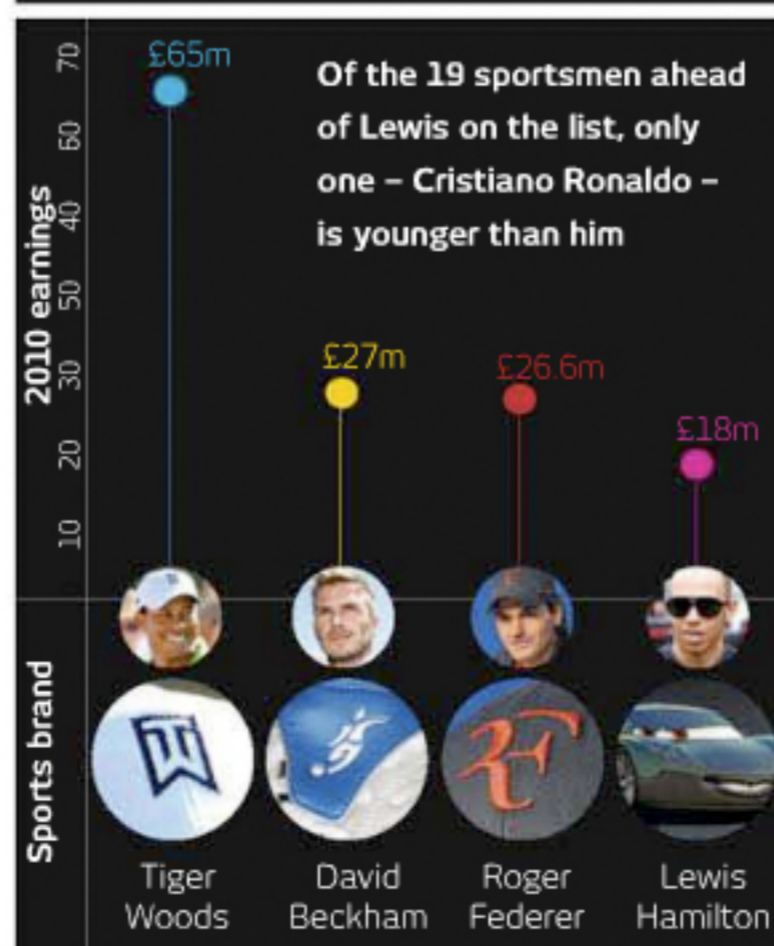
with Hamilton and offers an insight as to why he's so in demand: "Lewis has great values, a great personality and a huge amount of exposure and that works well for us. He pursues his dream of being the best at what he does and the way that translates into our business as a philosophy of how we service our customers is fantastic – he has a fantastic empathy with our customers all over the world. I've seen him at events in Germany, Turkey, Australia and India and people just warm to him. He is very natural."

According to *Forbes*, Lewis earned £18million in 2010 from his McLaren deal and his Reebok contract. That made him the 20th highest earning sportsman in the world as well as the best paid F1 driver. His earnings are some way short of sport's top brands; Tiger Woods (£65million), David Beckham (£27million) and Roger Federer (£26.6million) but, tellingly, of the 19 sportsmen ahead of him, only one – Cristiano Ronaldo – is younger than Lewis.

At 26, Lewis could easily have another ten years in Formula 1 and XIX, who engineered Beckham's megabucks LA Galaxy deal, will negotiate his next contract. Ten years on, when Lewis is sat alongside Jennifer Lopez or Victoria Beckham at a Hollywood awards ceremony, maybe he will be a billionaire. But it would be a shame if he was more famous for that than for being a multiple F1 world champion. **F1**

TOP BRANDS IN SPORT*

*Forbes rich list of 2010







Not all F1 bosses travel by private jet

All aboard a 57-foot sailing boat from Barcelona to Monaco. Your captain? None other than paddock rottweiler and Lotus brainbox Mike Gascoyne...

WORDS HANS SEEBERG PICTURES CHARLES COATES/LAT

“Who gives a shit?”

Mike Gascoyne has just been asked how he'd respond to anyone who might suggest that choosing to travel between the Spanish and Monaco Grands Prix on a sailing boat is maybe not the most 'F1' way to go. The reply is typical of Formula 1's rottweiler in residence. If world championships were given out for sound bites in this sport, Mike would have more titles than Adrian Newey and Michael Schumacher combined.

So while the likes of Christian Horner and Vijay Mallya probably went home in between Spain and Monaco on private jets (Mallya even flew to India and back again *during* the Monaco weekend to watch a game of cricket), here is Mike Gascoyne, on board his £500,000 Jeanneau 57 sailing yacht, getting there in his own time. The 250-nautical-mile trip will

take him and his three crew 62 hours; for a man who spends every waking moment trying to mastermind ingenious ways to shave tenths of a second off Team Lotus's lap times, it's an incredibly slow way to get from A to B.

It's not that the irony is lost on Mike; he just doesn't care. “The thing is, this is a classy way to travel, isn't it?” he says, staring out at the sort of breathtaking sunset that seems to happen all the time if you're in the middle of the ocean, but less so if you live somewhere like the centre of Coventry. “Patrick Head's got his boat – we always have a chat on the grid and discuss sailing. You know, I love F1, and if you have to work every day and earn a living then it's a brilliant industry to do it in, but eventually I'll be off sailing round the world with my partner Silvi.”

He pauses. “That's once we've got Team Lotus a world championship...” →

Throughout his entire

Formula 1 career, Mike Gascoyne has revelled in being antiestablishment; even now as he marches through the paddock sporting multiple indie-ish wristbands, he comes across as some sort of anti-Ron-Dennis figure. It's easy to think that sailing between grands prix is just another way of putting two fingers up at a sport that may have made him a multimillionaire, but whose stuffiness has openly frustrated him in the past. The truth is that out on the ocean is where you'll find the real Mike Gascoyne. Charming and amusing but capable of instantly reverting to businesslike urgency if necessary (as it was on this trip when the £10,000 sail broke), the rottweiler caricature is nowhere to be seen.

In actual fact, on board this 57-foot vessel you're more likely to see Mike knocking up a nice bit of fish with some salad than lambasting F1's rule makers for some nonsensical new regulation change. "I do enjoy cooking, it's my other great hobby," says Mike enthusiastically. "Just because you're on a boat, it doesn't mean you have to eat freeze-dried crap and be miserable the whole time." But he is, of course, well aware that some people within the sport would raise an eyebrow at his preferred mode of travel; for a start, Mike, isn't it a bit of a dangerous way of getting about for someone so vital to the team?

"Er... not really. I mean, I've done this journey solo lots of times, so it's quite normal for me. I suppose the real danger is if you get some bad weather or, for F1 purposes, if you get delayed. But the bottom line is that it's my hobby. It's far less dangerous than club racing at the weekend or anything like that."

What do people within the team think?

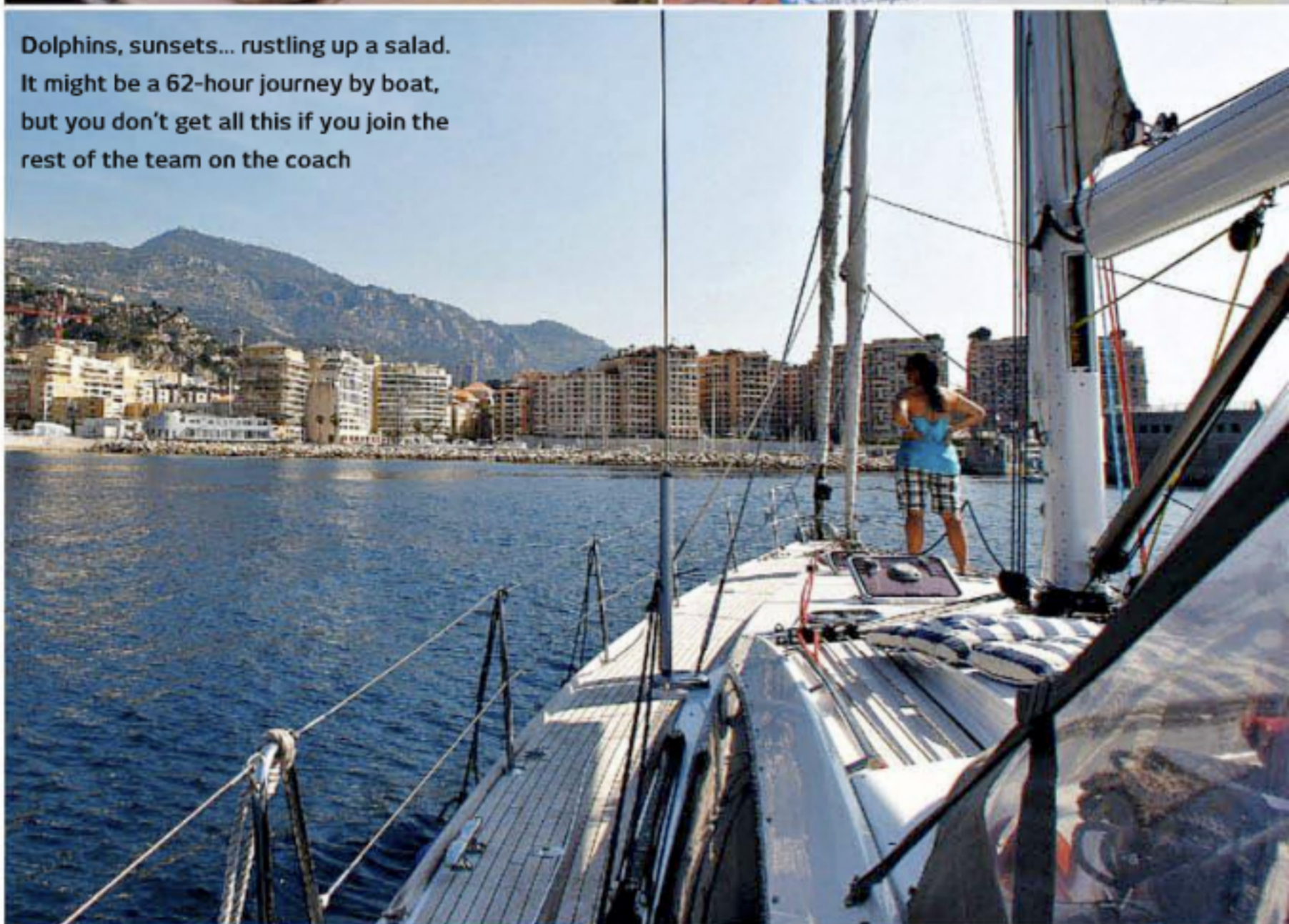
Well, I think that they know it's my hobby. The thing is that I get to spend time on the boat without having to really be away from work, so it's a win-win situation. We took about eight engineers on it to Valencia last year as a bit of a team-bonding exercise and everyone really enjoyed it. Also, I think that as a team we're trying to do things a bit differently and be really open, and this is all part of it.

Has the team owner Tony Fernandes ever commented before?

Ummm... Tony said he's going to come on the boat in Valencia, so we're going to try to get him out for an evening's sailing. But I'm not so sure that he fancies the overnight trip... he's interested, but I don't think he's going to be doing the nightwatch.



Dolphins, sunsets... rustling up a salad. It might be a 62-hour journey by boat, but you don't get all this if you join the rest of the team on the coach



Has anyone else in F1 commented on you doing this trip before?

Oh yeah. We were just preparing to leave Barcelona and Nick Fry from Mercedes walks past and goes, "What are you doing?" and I said, "We're just off sailing to Monaco." He just went, "Shit, that's cool!" I'm sure there'd be people who'd turn their noses up at it. I suppose some of them would say, "Ooh, it's two days out of the office," but then you've got to take some holiday some time, haven't you? This fits in very well; I get to spend some time doing my hobby without actually having to spend time away from the track. And, at the end of the day, if it works for us it doesn't matter what anyone else thinks.

I mean, look at some of the photos that have been taken on this trip, with all the dolphins and sunsets and everything. At one point yesterday, we stopped the boat in the middle of the Gulf de Lyon and a couple of people had a swim. It's about two kilometres deep, you're a hundred miles away from the shore and you're swimming in the middle of the ocean with dolphins. You get to see stuff that you wouldn't get a chance to see in normal everyday life. That's part of the allure of sailing.

Okay Mike, so here's the question: There's a crew of four people on this boat at the moment, but which other three people in Formula 1 (other than Team Lotus personnel of course) do you think would be most useful to have as your crew on a future expedition?

Well, there's a question... first of all, you've got to have a group of people who'd get on. I'd always take Patrick Head, because he can sail and he's a very entertaining bloke...

And if you're a hundred miles from the coast the people on land would still be able to hear him, wouldn't they?

Exactly! But he'd always have some stories to tell. Who else would I take? Well I wouldn't take any drivers for a start, because they'd whinge about all the hard work and having to get up at night all the time – I don't think they'd be up for that. I suppose the one thing about being on a boat is that you're all crammed into a very small space, so probably the last thing I'd want is people from F1 – you don't want to be talking about Formula 1 for 62 bloody hours! So I think I'd bring a couple of truckies along as well to help with the leg work.

Within a couple more hours, 'businesslike' Gascoyne returns, readying himself for the tricky business of bringing the boat into the harbour in Fontvieille, just around the bay from Monaco, and squeezing it into its designated mooring space. Imagine trying to park something that's

57 feet long, with a load of very rich people watching. It's the only time Mike is vaguely stressed on the trip, his face a mixture of perspiration and concentration. But finally, after quite a few anxious minutes, he steers half a

million pounds worth of sailing boat into a space that only has a few feet gap either side. He looks relieved and massively chuffed.

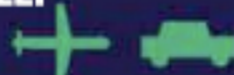
Unless we're rather mistaken, he certainly gave a shit about that. 🏎️

HOW DID TEAM LOTUS GET FROM BARCELONA TO MONACO?

With boats, cars, commercial flights and a chartered plane with two rival teams, it seems

**JARNO TRULLI**

PLANE/CAR



Itinerary A commercial flight from Barcelona to Milan on the Sunday night is followed by a short drive to Trulli's home town of Lugano in Switzerland and then another drive from Lugano to Monaco in a road car two days later

Total: 684 miles, 5.5 hours**HEIKKI KOVALAINEN**

PLANE/CAR



Itinerary A commercial flight from Barcelona to Geneva on Sunday night is followed by a drive from Geneva to Monaco in a road car two days later

Total: 721 miles, 7 hours**THE REST OF TEAM LOTUS**

PLANE/COACH



Itinerary Chartered flight with Force India and Williams on Monday to Nice airport, followed by a coach journey from Nice to Monaco

Total: 331 miles, 1.5 hours**MIKE GASCOYNE BOAT**

Itinerary

A journey by yacht across the Mediterranean, departing Barcelona on Sunday night

Total: 250 nautical miles, 62 hours



Team JB

Behind every great driver there's an inner circle of trusted confidantes. Beyond his family and his girlfriend, these are the people who look after **Jenson Button** on and off the track

WORDS TOM CLARKSON



Richard Goddard Manager

"I handle the contractual and commercial side of things for Jenson. I did the negotiations when he moved from Brawn to McLaren, for example, because it would have been difficult for him to say, 'Unless you give me this, I'm not coming.' As his manager, I could say, 'I can't advise my client to come here unless the circumstances are correct.'

A lot can change during the term of a contract, so there will always be things that need to be discussed. I also bring in sponsors who fit with Jenson's image and commercial partners. He's very polished when it comes to dealing with sponsors."



James Williamson Publicist

"Jenson knows most of the journalists at races, so the media side of the job takes care of itself there. I handle his personal publicity, so my main role is to ensure that his time is used efficiently away from the track.

We get a lot of requests from around the world and I have to ensure everything he does is in keeping with the media strategy we have for him. It has to fit with his charity commitments and the brands he's associated with.

He's an incredibly easy person to work with and, as a result, you can achieve a lot in a short amount of time. What really blows me away is the way he sees himself as a member of 'Team Jenson' – he's constantly worried about everyone around him. It's never a case of 'what I say goes'; he's always happy to discuss things."



Mike Collier Physiotherapist

"There are two parts to my job: sports science and physiotherapy. The sports science side is all about enhancing Jenson's performance through nutrition and particular types of exercise; the physio side is about injury prevention.

We started working together when Jenson was at Benetton in 2000. I was there as a sports scientist and we had a very good relationship. In 2008 he asked me to work with him again when the guy he had been working with emigrated to Australia.

We get on very well. You have to have a good relationship with someone when you spend 200 days a year together, but he's an easy guy to get on with. We even go on holiday together.

Since winning the title in 2009, he's gone to a new level of fitness and I'm here to help facilitate that."



Dave Robson Race engineer



"I help Jenson get the maximum from the car. That process starts the week before a race, when he spends a day in the simulator. These sessions are intense, so we break them up with physical activity – usually, we go for a swim.

When he's not around, we speak on the phone once a week and I update him on what's going on with the car. Physically, he's a lot more comfortable in the car than he was last year and that's helped every area of his performance.

Jenson is very intelligent and he takes a lot on board. He describes what the car is doing and I'll then come up with some options about how to improve it."



Stevie Willis
Head chef, McLaren

"Jenson likes to eat healthily: he asks us to use only olive oil, for example, and he likes fresh produce. But he's not fussy about what food we give him so long as it has the nutrients he needs.

Before the race he asks for protein, so we cook him grilled tuna with a fresh salad or vegetables. He eats a low-carb diet, but when he wants to carb up he does it in the evenings. We'll cook him some noodles, or rice or boiled potatoes.

He doesn't rely on us the whole time. When he has his motorhome at races, he'll cook for himself. We know that because he often drops in asking for ingredients! He's a great guy to have around."



Jules Gough
Personal assistant

"I do many different things for Jenson, from managing his diary to booking flights, hotels and holidays. I even help with sorting out arrangements for his family and friends. My telephone is on 24/7 because he's often in a different time zone.

Jenson is inspiring to be around. I'll never forget the winter of 2008, just after Honda pulled out of F1. He kept training and remained focused on the coming season. He asked me to book flights and hotels for the year ahead, even when it looked as though he might not have anything to race. And he was right: he went racing in the sweetest possible way."



PHOTOS: STEVEN TEE/LAT; CLIVE MASON/GETTY IMAGES; JULES GOUGH; McLAREN



THE MAURICE HAMILTON INTERVIEW

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

“Schumacher wasn't too bothered about whose nose he rubbed in the dirt, but I took it personally. It got to me eventually.”

BRDC president, Schuey-nemesis and one of only ten British Formula 1 world champions, **Damon Hill** has got a lot of interesting tales to tell – like the one about doing battle with a certain German at 180mph...

PORTRAITS DREW GIBSON/LAT

A pint of lager shandy and a jacket potato with cheese and beans in a Surrey pub overlooking a village green. Very Damon Hill. It's the perfect venue for lunch with this most unassuming and thoughtful of British world champions, for whom I ghostwrote columns and books when he was at the F1 forefront in the mid-1990s. Since then, Damon has played a major role in shaping the future of Formula 1 in the UK through his work with the British Racing Drivers' Club (BRDC). We've got a lot of catching-up to do...

Maurice Hamilton: I know we're not far from where you live, but it's good of you to take the time out. But then I suppose things have calmed down a bit, certainly as far as BRDC business is concerned. Tell me about the feedback you've had from spectators about the new track at Silverstone?

Damon Hill: When you design a circuit, you have to think of the spectators. It's okay having fast corners with lots of run-off, but then the spectators are so far away that they don't get a feel for it. Monaco has the lowest average speed of all the circuits but, if you're very lucky, you can sit bloody close to the cars. You're in no doubt as to how fast these cars are – you don't need a fast corner to see how impressive the cars are and how good

the drivers are. That was the reason for the tight section at the start of the Wellington straight. Luffield is another chance for people to get close to the cars and see their acceleration. I mean, you can be testing on a cold day at Silverstone and there's nothing. But when the place is full for the British GP, it's totally different. Hockenheim is another place. The hair is standing up on the back of my neck just thinking about it. On the old circuit, you'd go off into the woods for miles, tanking on at 200mph with not a soul in sight. Then you come into the stadium and they're letting off fireworks, there's stuff landing in the car and the whole place erupts. That's a fantastic experience.

MH: How can you focus on driving with all that going on?

DH: You've got one bit of your mind on the driving and another bit is saying: 'I'm really loving this experience.'

MH: This is where you differ from us mere mortals because I'd be distracted by that. I can't do two things at once.

DH: We can all do two things at once, Maurice! You're thinking now on two levels. You're here doing the interview →



and the other part of your brain is preparing the next question. In any sport or skill, you develop to such a high level that, after a while, it becomes automatic. You actually become a spectator to the experience.

An extreme example is what Ayrton Senna talked about when he went around Monaco, feeling he was outside his car because he had so much faith in his ability. He didn't have to consciously do it any more. That's a very scary disconnect – but that's the thrill of it. When you do a quick lap, you enjoy the ride. You're very much in the present, so you're not bothered by whether you've filled in your tax form. Mind you, are we ever bothered about that?

MH: Talking of Monaco reminds me that your dad, Graham, won that grand prix five times. When you were a lad, sitting on the floor in your dad's office back at home and you saw all those BRDC stars and you knew how important the BRDC was, I bet you never thought you might be president one day...

DH: No, I was far removed from that. But when I became president, I did think to myself: 'My dad would be pretty chuffed at this.'

MH: He would have been. Do your reflections on your father affect how you work with Josh, your son, who's now racing? You're a racing dad like your dad was with you, and here's your boy coming through. I remember you telling me that when you were a boy in your dad's office, you could listen but you couldn't speak.

DH: Well, I felt I couldn't speak. I probably could have done but I didn't feel like I should interrupt. "Don't interrupt!" you were told. My dad was not authoritarian, that's too strong a word, but definitely you were expected to show some respect and that's probably a good idea.

MH: Your dad died when you were 15. Now, I remember seeing you when Josh was taking part in a kart race, up in the Midlands somewhere. It was cold, it was wet, it was miserable; there was a van selling horrible burgers. Josh would then have been about 15

or 16. I suppose I couldn't really imagine your dad doing that sort of thing with you.

DH: It was very different back then. In those days, you could make opportunities for yourself. If you were younger, you could go out and work as a mechanic in exchange for a drive or something and end up in grand prix racing.

Those opportunities are gone. I caught the tail end of it. I actually got paid for driving in F3 and F3000. I had to drive shitboxes but I could claw my way up and look for a lucky break. I could go and talk to Ken Tyrrell and say: "How about it Ken?" And he'd say: "You haven't got a hope in hell. Go away." But at least I could do that.

Drivers today don't even speak to the team owners; they don't know who the team owners are! They've got managers now and there's a different structure. Before, drivers could earn a living going from one track to another, hiring out their services as drivers.

The professional status of the driver has been shot to pieces. It's gone. In my view, if the sport

"I knew I'd never be a Senna. I was a very good driver, but I know where I stand"





was run properly there should be respect for the professional status of the driver. You should be able to achieve a certain professional status, in which case you should not be required to bring any investment with you.

MH: One of your worst periods was during that time in F3000. You were married and Oliver, your first-born, had arrived. The going was very tough, wasn't it? You had no drive and you were really struggling.

DH: It's mad, Maurice. I was 29 or whatever. I had no money, no house and I still wanted to be a racing driver. At which point my dad, had he

been around, probably would have said to me: "Listen son, it's about time you got a job." So, yes, I was probably mad. Certifiable.

MH: You had the test role with Williams and then you were with Alain Prost in 1993. What was your attitude then? He was in it to win the world championship...

DH: Well, my view was, it didn't matter to me what Alain Prost was doing. If you had said to me three years previously that I would be driving the best car in F1 and be team-mates with Alain Prost, I would have said: "Take this man away. He's obviously deranged."

MH: It didn't go to plan in 1994 for the reasons we know, but it got off to a bad start because the Williams FW16, by Adrian Newey's own admission, didn't work well initially. He recalls going to a test at Nogaro in France. He went out and watched the car on the circuit and was appalled by what he saw: the car was jumping around all over the place. Do you remember?

DH: I'd forgotten about that test.

MH: It's just as well. It was difficult to drive.

DH: It wasn't very easy. It was on a bit of a knife edge. Ayrton fell off in every single race he did, which shows it was hard to drive.

MH: Imola, 1 May 1994, puts that into perspective. Having had this role where you're understudy to Ayrton Senna and Alain Prost, suddenly now you're leading the team.

DH: I'm not sure that I was seen as a leader.

MH: You did say that at the time – you felt that they didn't regard you as a leader.

DH: Which I can understand because, up until then, I'd given them every indication that I was very happy with my position as team-mate to Alain and Ayrton. Although I clearly wanted to beat them – and I did beat Alain on several occasions – I don't think I ever thought I was going to overturn Ayrton. I knew it was a benchmark to aim for. But I did feel after the Imola weekend that someone had got to carry the load and pull these guys back up again because everyone was suffering. →

Damon with father Graham in 1967 (left); with son Josh in 2010 (right); and taking a dramatic win for Jordan at Spa in 1998 (below)





THE MAURICE HAMILTON INTERVIEW

MH: Monaco was a shocking weekend for you because it was the first race after Imola and then you had that incident on the first lap involving Mika Häkkinen. You ground to a halt with a damaged car in Casino Square. That walk down the hill back to the pits must have been the longest walk of your life.

DH: I'd clean forgotten about that. To be honest, Monaco was just a non-event.

MH: Everyone was on autopilot, weren't they?

DH: Yeah. It was much too soon to come back and it took a while to answer the questions: 'What are we doing here? Why are we doing this?' There was a lot of nervousness in the drivers – people were talking about whether or not the cars were safe and what could be done about it, plus there was a lot of press interest in taking a closer look at the ethics and the moral justification of racing. After that, Karl Wendlinger had his shunt in Monaco. It seemed to be just one thing after another. And then there was Andrea Montermini's shunt during practice at the next race in Barcelona...

From Imola onwards, it was suddenly like we were caught in a war zone. I mean, you obviously can't compare it to a real war zone but, for us, it was like going from a relatively secure environment to having the whole thing turned round on you. I think everyone was jittery. I was definitely feeling jittery about it.

MH: Montermini's wrecked car – with his feet exposed – ended up near your pit. I remember seeing you at the back of the garage afterwards. You were shocked and you were very pale.

DH: I just thought: 'Not again. Not again. I've had enough. I love racing and everything, but I don't like people getting hurt.'

MH: You, perhaps more than many of your contemporaries, were aware that motor racing can do that, having being through it with your dad and his close friend Jim Clark being killed and so on. You knew that motor racing could bite back. Even so, was this becoming too personal? Was it just too much?

DH: It suddenly seemed as if it was raining big accidents and people were getting hurt. Niki Lauda said something, in that peculiarly perceptive sort of way that he has, which was that when Ayrton died, he wondered if God had had his hand on Formula 1 for a long time and then just took it away. A whole lot of stuff that shouldn't have happened in the past ten years, suddenly started happening in a flurry. It was a real test for everybody.

MH: Having endured all of that up to the Spanish Grand Prix, you then went and took victory in the race, which was a great result for everybody, including yourself.

DH: That kick-started things. I wanted to win the grand prix anyway, but it was triply important to be doing it at that point. It was a way of saying: 'We're not going to give up here just because Ayrton's not around any more.' There was a sense of doing it for Ayrton; it was a tribute to him, in a way. Meanwhile, in the background, you've got people accusing team personnel of being responsible for Ayrton's death. It was a really, really stressful year.



"From Imola '94 onwards, F1 was like a war zone. It was raining big accidents in a flurry"

MH: I remember doing your column at the time. You wouldn't say much about it on the record, but you hinted that Renault [Williams' then engine partner] weren't in favour of you.

DH: People were looking around for someone who was a lead driver and the team were used to having megastars in their team. So, here's Hill Junior. I'm sure they were thinking they needed someone with a bit more depth.

MH: Did you want to say: "Oi! Excuse me! I can do the job!"

DH: I was trying to say that.

MH: They weren't necessarily paying much attention to you?

DH: I think this is where my British diffidence, my reserved nature worked against me. I don't like to blow my own trumpet. I thought: 'Hang on a minute. How do I compare? What are my performances saying to them? Why do I need to say anything?'

I knew I'd never be an Ayrton Senna or an Alain Prost but, at the time, I was in the hot seat



Formula 1



Hill takes Williams' first win of '94 after Senna's fatal crash (left) and Montermini's accident (far left)

and I felt no one else could do any better. It was frustrating. Still, I won BBC Sports Personality of the Year twice over, but mainly thanks to Williams and that situation. That happened because I kept my head down and kept going.

MH: You might say that but, at the end of 1994, you had that truly fantastic drive at Suzuka. I'll never forget it.

DH: That was the time when I went out further on a limb than I'd ever done in a racing car

for a long period of time. I never went that far again. I wouldn't have done it if it hadn't been so important. You get to certain points in your career where it is important to do something special. I recognised that at Suzuka. It was a massive showdown and that allowed me and the team to prove that we weren't going to go down without giving absolutely 100 per cent of everything we'd got. I'm glad I did that. But I wouldn't want to do it again!

MH: You were fighting this unseen opponent [Michael Schumacher], which was even more difficult. The race was in two parts and it was against the clock. You just had to go as hard as you possibly could.

DH: Sometimes you race against something you can't see and there's only one thing for it; you've just got to drive like you've never driven before. Then we went to Adelaide for the final round – and that was Suzuka Part Two.

MH: That was absolutely brilliant. Those first 34 laps or whatever, you were right up behind Michael and you weren't letting him go. It was just amazing. You often get this coming at the crunch of a championship; two contenders who are on a different plane to everybody else.

DH: You rise up. That's the great thing. Once you get into that zone, a lot of things happen in your mind. You realise everything you've ever thought about in your entire life has reached this climax. So you get the best out of it. That's →


THE MAURICE HAMILTON INTERVIEW

why sport shows such extraordinary feats because it's the crucible; it's a mixture of all the factors. The world stops in order to watch what's going to happen. You're on the spot; you've got to perform – and this has a multiplying effect.

MH: And then it suddenly all comes to an end when Schuey has you off. I happened to be with you after the race when Barry Sheene arranged for you to watch the video of the incident. You weren't aware that Michael had touched the wall, were you?

DH: I had no idea.

MH: People question why you went for that gap. But it was because you thought it was the only chance you were going to get. You didn't know he'd hit the wall, did you?

DH: That's the point. I'd watched him closely enough at Suzuka to see him nearly go off, then actually go off – but always get back on. The guy seemed to have more than nine lives. So I see he's gone wide without realising he's damaged his car and I thought: 'I'm never going to get another bite at this one.' So I went for it. And the rest, as they say, is history.

MH: If you'd arrived at the corner a second earlier, you would have seen it; a second later, you wouldn't...

DH: He'd started to get away from me and I was thinking: 'Bugger!' But the reason he went off was because he was trying too hard. We'd been going hammer and tongs, lap after lap, and then he just got enough of a break on me. But that's the game isn't it? He had to get away – and he overstepped the mark.

MH: There's a brilliant picture of the two of you line astern coming into the braking area at the end of the long back straight. You're both lapping someone and you've arrived just before the turn-in point; your left-front is locked and I'll swear the Benetton and the Williams are joined together.

DH: I remember! There were a couple of times I was pretty close. I was almost in his gearbox.

MH: But you were braking from 180mph-plus!

DH: It's not like that, Maurice. It's like driving in traffic; like around the M25. All that matters is how far the guy in front is and whether or not you can stop more quickly than he can. Saying that, I remember thinking: 'Fucking hell, we're braking late! This is just amazing!'

I think that's what must have been difficult for Michael, because you've got a guy who just will not let go of his gearbox. There's no point in me trying to pretend I'm as good as Michael Schumacher over every single lap of my racing career. But there were times when I could match him and maybe irritate him a bit – and that was one of those days.

MH: He wasn't used to that. He didn't like it.

DH: No, he didn't like that, because it doesn't compute in his head, does it?

MH: He sort of got his own back in 1995. I don't know if disaster is too strong a word to describe that season for you, but it wasn't good, was it?

DH: I think the rivalry with Michael from 1994 had created a sort of diversion in my mind. And he just rubbed my nose in it. Not that he was too bothered about whose nose he rubbed in the dirt, but I tended to take it personally and I think it got to me eventually. I defeated myself, quite frankly. And that, in my view, sowed the seeds for what happened in 1996. Because, in 1995, Frank thought: 'Damon's finished.'

MH: So that's why your contract wasn't renewed at the end of 1996 even though you'd won the championship? Your view seemed to be: 'I've won the title, so everything will be all right.'

You were a bit stunned when Frank didn't seem to want to keep you...

DH: I didn't understand the position team owners find themselves in at times like that. If I'm honest, my career was a lesson in how not to do it. The fact that I got anything out of it is just a... pure miracle, I suppose.

I see Eddie Jordan now and I say to him: "Running my own son, I completely understand the frustration" – and I can say the same to Patrick Head as well – "I completely understand the frustration that you guys must go through with drivers." There are two sides to every story. Frank told me in 1996: "I've got to do what's right for the team." Now I see that he had his reasons. It wasn't done out of spite; it was because he had to do what he had to do. That's fine. But I needed to learn that.

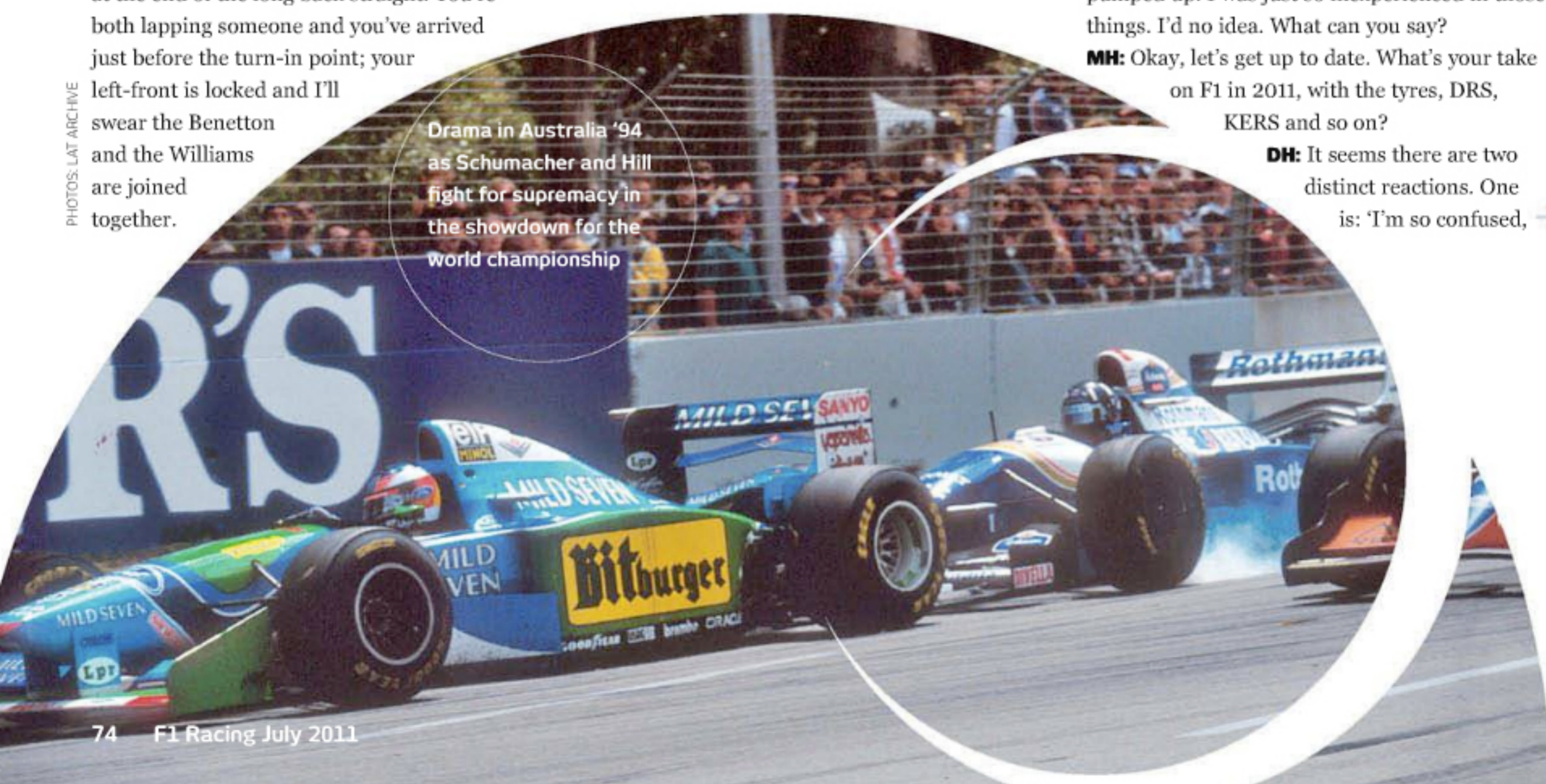
MH: Would part of that lack of understanding account for the way you arrived in Adelaide for the last race in 1994, got off the plane and told the media you weren't being paid enough? I mean, what a story for the media! We loved it. But you were going for the championship, for heaven's sake! What was that all about?

DH: Please don't! I was so naive. I'd sat the whole way there on the plane with Barry Sheene and he was saying: "You're not being paid enough. You need to tell Frank he's being a mean bastard!" And all this stuff. And I'm going: "Yeah, you're right, Barry. That never occurred to me before, Barry." By the time I got off the plane, I was thinking of nothing else. And I know Barry would have gone straight up to Gerhard Berger, or someone like that, and said: "Watch this!" Like an idiot, I fell for it! I was so pumped up. I was just so inexperienced in those things. I'd no idea. What can you say?

MH: Okay, let's get up to date. What's your take on F1 in 2011, with the tyres, DRS, KERS and so on?

DH: It seems there are two distinct reactions. One is: 'I'm so confused, →

Drama in Australia '94 as Schumacher and Hill fight for supremacy in the showdown for the world championship



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THE MAURICE HAMILTON INTERVIEW

"If someone has a duff start but gets to fight their way back up to the podium, like Webber in China, that's good and it adds interest"



I don't know what's going on.' And the other one is: 'That's exciting!' I thought China was exciting. If someone has a duff start but gets an opportunity to fight their way back up to the podium, like Webber in China, that's good and it adds interest to the race.

I think that the little flappy wing thing on the back is great to watch on TV. People love it. You wait – soon they'll have a road car with a wing like that on the back. But the tyre degradation means drivers have to really think. I have to say, it looks pretty healthy to me.

MH: What about the confusion factor? I've struggled to follow the races at times.

DH: There's always a danger that you've got too much artifice in sport. It used to be that drivers were admired, first of all because they were brave enough to do it. They had extraordinary skill. Look at Jackie Stewart: if he won a race by two minutes it was still an extraordinary feat of daring and skill and he was respected for that. But it got to the point where Michael won every race and that was... dull. It was not very interesting. So you bring in changes like fuel stops to spice it up – and then you ask: 'Where's the race gone?' They start and then they get all muddled up and the race finishes and you can't work out what happened. That's a danger.

I think people have been sitting on the edges of their seats during these past few races thinking: 'What's going to happen?' In China, for instance, I was convinced Webber was toast. Then you think Vettel has it made. Then you find that these arguments are flawed in some way because the tyre performance goes rocketing up and then drops like a stone. The



drivers are having to juggle these variables – and that's good. It's like a wet race: there are lots of variables. Skill and calculation is required.

MH: What do you say when people ask what you do these days? You seem very relaxed now; you've got your life under control.

DH: That's because I don't race any more. Racing is an all-consuming thing.

MH: True. What about the Down's Syndrome Association? You've been playing a big part in that, haven't you?

DH: I'm a patron of the Down's Syndrome Association. Also, I'm involved with a local charity called Halow, an acronym made up of the initials of children with learning difficulties. It provides 'nurturing independence' – offering people of school-leaving age recreational activities and other social activities to help develop independence. That's local to Guildford. It's going well but budgets have been slashed and there is a need to raise money. I think it's important to have things to keep the mind alive. Everyone needs recreational or challenging things to do. And then I'm trying to find money for Josh. So I'm back where I started.

MH: You go to most of Josh's races. Do you enjoy that? Or do you find you can you hardly bear to look?

DH: I'm right in there. You know what it's like with racing drivers, Maurice. It's a very touchy thing, isn't it? You can never say the right thing, whatever you do. Josh has incredible racing ability. He's done some stunning races and overtakes. He's in Formula Renault now and, even if I say so myself, he's a good racing driver. But he has a lot to learn because he hasn't done enough karting and he can't yet switch it on immediately when he needs it. But that's just down to a lack of seat time.


MH: When you say he's a good racing driver, what do you see that makes you say that?

DH: He wants to overtake the guy in front. But he seems to be able to work things out – to outfox the other guy. I think it might be the product of computer games because he's played a lot of those. There seems to be some sort of skill he's acquired from somewhere. I mean, how else can you spend that long in your bedroom and not turn out to be a racing driver?

MH: If Josh asks how you would sum up your time as an F1 driver, what would you say?

DH: I'm not making any great claims for myself. I think I was a very good driver. Put me in a racing car and I wanted to beat whoever I was competing against. I resolutely refused to believe they were any better than me. Saying that, I know where I stand in the pantheon of great drivers. I think I made the best of what I had, and that's really all you can say.

MH: That's a perfect point on which to end. Good to see you again and thanks for coming over.

DH: You're welcome. See you at Silverstone... 

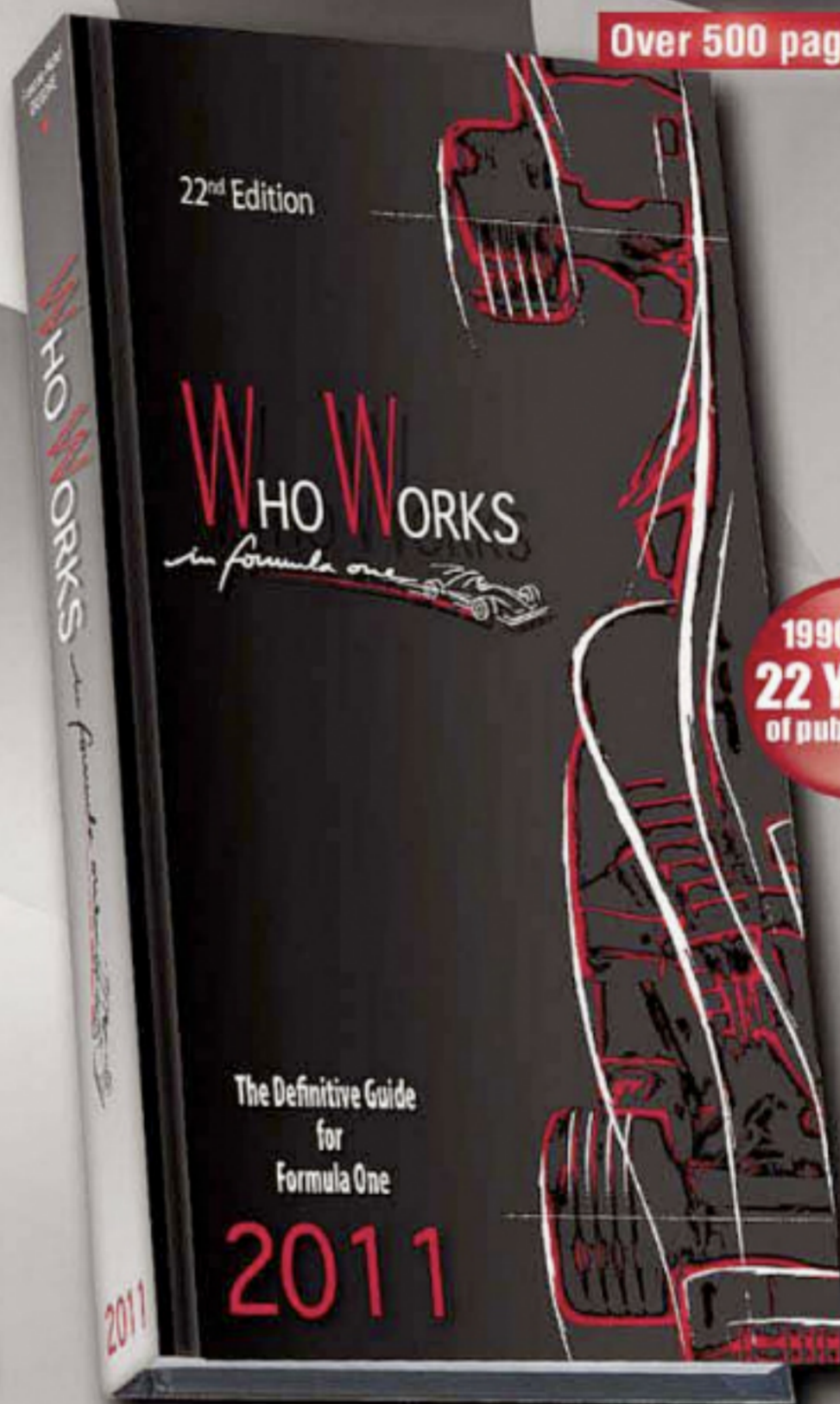
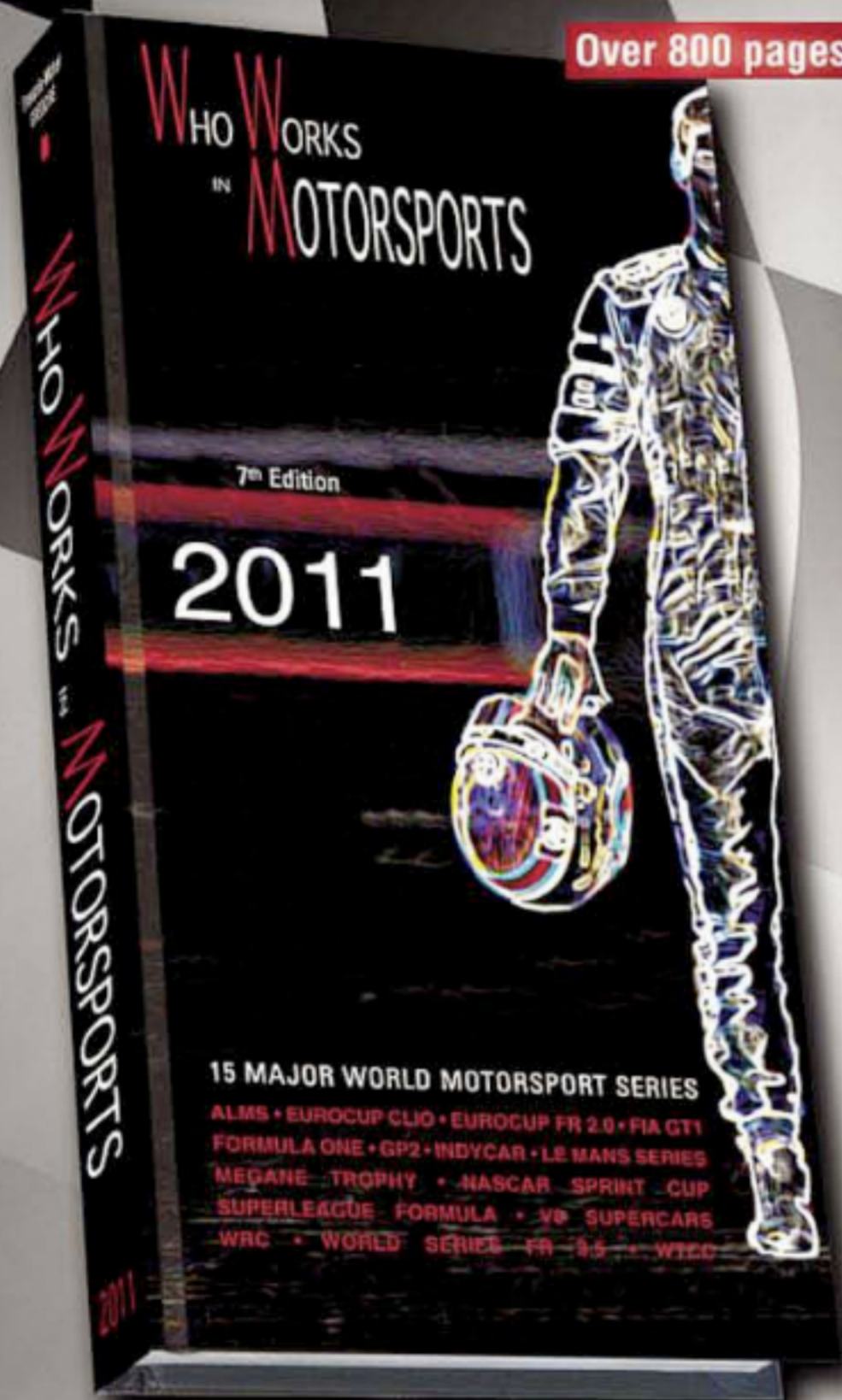
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GET BACK to where you once belonged

Scottish F1 rookie Paul Di Resta returns to the scene of his greatest racing triumph so far – German Touring Cars. *F1 Racing* interrupts his busy schedule

WORDS JOHN SOOTHERAN PICTURES ALASTAIR STALEY/LAT

“You’d have to be a brave man to scare DC.” So says F1 rookie Paul Di Resta, just as he’s about to take the aforementioned F1 icon for a ‘taxi ride’ around the Hockenheimring in a two-seater DTM race car.

This is Di Resta’s first F1 season racing for Force India, and their engine supplier, Mercedes, think it’ll make a great photo opportunity if the reigning DTM champion takes his friend and fellow Scotsman out for a spin.

‘Taxi driver’ is just one of Di Resta’s many roles at the first Deutsche Tourenwagen Masters (DTM) race weekend of the year. When you’re a successful racing driver you assume many personalities: TV star, engineer, model, celebrity, hero, businessman and friend.

Despite having a carefully constructed, minute-by-minute schedule for the entire weekend, Di Resta takes it all in his stride, delivering a generous (and mostly genuine) smile for all those who demand his time. And

this is his weekend off. He’s used a break from the new F1 season to attend the DTM race in Germany, a series in which he reigns supreme.

“I haven’t seen anyone since I won the title in Shanghai last year, so it’s nice to be back. It’s all the same crew. I was with them for four years, so it feels a bit like my family.” He looks around. “Being here this weekend is a mix of work and play for me,” he says convincingly as he’s directed to his next commitment. Looks suspiciously like 100 per cent graft to us...

By modern standards, at 25 years old, Paul Di Resta is something of a latecomer to Formula 1, but the five years he spent winning both European F3 and DTM championships have equipped him with all the skills that a successful F1 driver needs.

Di Resta first got behind the wheel of an F1 car in 2007, a prize for winning the BRDC

McLaren Autosport Young Driver of the Year Award, based on his Formula Renault endeavours: “It was in a McLaren at Silverstone on a cold but sunny autumn day,” he recalls. “It was the best day of my life. Probably still is.”

His passion for racing is clear, but he recognises the importance of all the peripheral stuff too: “The most important bit is always the driving,” he declares. “People say it’s the glamorous lifestyle, but for me it’s getting my bum in that car. It’s the best car you’ll ever get your hands on as a racing driver.

“All the other stuff is also very important,” he continues, “because it’s the fans who follow it, the fans who come along, support us, buy the merchandise, buy the road cars: that develops the budgets. Plus it gets the sponsors interested because of the demand from people who see the marketing. It’s a rollerball – it keeps on going and going and going. Bigger budgets come along through that.” →



Di Resta is as good as his word. As we walk to the pits, he realises he's missed a fan who's extended a hand to his racing hero. Di Resta makes a point of going back to shake hands and exchange a few words. Professional. "It's a business," he adds, "and there's so much to it at the end of the day. For me it's about driving these cars, because that's what ticks the boxes for me. I'm always happy in the driver's seat – it's what drives me in life: the competition, the adrenaline, whatever you want to call it. That's what gives me a buzz."

F1 has had more than its fair share of playboys, but today's drivers need to be more focused and dedicated. Di Resta recognises what it takes to be successful and is prepared to make the necessary sacrifices. "I'm still the same person I always was, with the same goals. My life hasn't really changed."

What? No millionaire lifestyle?

"No, I usually fly commercial. I came here on Lufthansa. Actually, not many of the drivers use private jets: they're all pretty normal. I saw Robert Kubica in the queue for Ryanair once. It's a case of whatever's easiest."

"I'm also very close to my family and I have friends back home, though being involved in motorsport you tend to have more friends all over the world. It's been difficult to get back to Scotland in the past two years, given the programme I've been on, but it's quality time when I do return. I'm still very close to Scotland. My heart's still there."

Well, his heart might be, but in true F1 style, his home is in Monaco. He deftly deflects questions about tax avoidance and blames his demanding travel schedule for his choice: "You can't fly all over the world from Scotland," he explains, "so it was a choice between London or Monaco. And I decided I wanted the sunshine. Also, I have friends in Monaco: David Coulthard and Allan McNish."

Di Resta took a while to break into F1, but does that mean it's getting harder to reach the pinnacle of motorsport? "It's as difficult as it has ever been" he answers. "Obviously economic times are tough just now, and getting sponsorship for the teams is difficult. People get drives for all sorts of reasons. All I can say is that I've put in a lot of work with my family, with a lot of key individuals who believed in me. A lot of sacrifices were made, but thankfully it's all worked out to get me to F1 at this point."

Throughout 2010, Di Resta balanced a full DTM season with being test and reserve driver for Force India. He believes the year as a reserve worked perfectly for him. "It's definitely the best way to go into it. I felt comfortable in the environment, I knew the people, and it helped. I'm taking everything as it comes and not thinking too much about the future. Just

building it step by step. There may be good times ahead or tough times. I'll just stay focused and do the best job I can.

"I can't think about what success looks like just now. Force India are not a world championship team. We have great ambitions. That's what we focus on. Doing the best job possible. I'm very happy with the season so far, considering the difficult winter we had. The car wasn't quite where we wanted it, but, at the same time, we stayed positive and played to our strengths, like reliability. The team has extracted everything possible out of that car. We just need to get a little more speed and we have things coming through that I think will help."

Is that engine or aero?

"General package," he replies tactfully.

At six foot, Di Resta is taller than your average racing driver and he's extremely lean with it. Fitness is a big part of modern F1 and he's had to adapt his regime to be competitive. "I've had to push it on over the past few years," he says. "The biggest thing is getting race fit and that comes from driving the car. But of course you're limited as to how much of that you can do. So far, fitness has not been an issue for me. I do a bit of everything: gym, cycling, swimming, running and yoga. I'll do whatever the programme needs."

If history is any measure, things bode well for the Scot. In F3 in 2006 he beat team-mate Sebastian Vettel to the title. Vettel, however, got to F1 first and the rest is history. Does he feel as if he made the wrong choice? "It wasn't right, it wasn't wrong," he replies. "We just had different approaches to getting here. Life presents you with different challenges. You'll never know what's ahead and you can't go back and change it. There's no point in thinking about the past. I just look towards the future."

Being new to F1, Di Resta is still finding his way – even with his pre-race routine. "To be honest, in F1 I'm not quite in a routine yet because different things have been happening at every grand prix," he admits. "I've got a little bit of a routine that I've carried on from DTM. It's just about having ten minutes to myself, getting changed, getting a bit of treatment from the physio and speaking to a couple of people who are important to me, even if it's just for 20 seconds. Then, I'm ready to go."

"This sounds strange," he adds, "but on the grid in my first race in Australia, there was so much happening inside the car that I didn't think about where I was. In terms of our workload in the cockpit, the busiest time of the race for the driver is at the beginning with all the settings we have to adjust before the start. So I was fully focused on what the team were asking me to do. Before I knew it, the lights were out..."

Before they were famous

Other drivers who had a go in tin tops before F1...



Martin Brundle
Thruxton
1981



Damon Hill
Donington Park
1989



Felipe Massa
Jarama
2001



Gerhard Berger
Spa-Francorchamps
1984



David Coulthard
Brands Hatch
1990





Ever the professional, Paul Di Resta takes his duties outside the F1 hotseat in his stride. From press calls and meeting the fans to taking DC for a spin in the name of PR

Paul Di Resta is extremely likeable, down to earth and quietly assured. He is careful in terms of the persona he presents and he relies on a solid family network and generous friends for support. In return, he is unstinting in his appreciation. "DC is a very good friend, with the kind of experience that money can't buy," he explains. "When he gives me advice, I always take it on board and use what is relevant. It's a privilege for me to have a fellow Scot around and, because he's still in the paddock working with the BBC, he can also offer more of an overview of what's going on."

Despite reaching the heady heights of F1, Di Resta makes no assumptions about the future and remains totally focused on improving his standing every year. You can only imagine the temptations placed in the way of a Formula 1 star, but somehow you get the feeling that Di Resta won't be 'doing a Tiger'. You'd struggle to meet a more grounded and dedicated driver.

At last, the time arrives for DC's taxi ride. As the in-car cameras are prepped, the two exchange banter and admire the artwork on DTM legend, Bernd Schneider's crash helmet before folding themselves into the car. With

cold Hankook tyres and 500Nm of torque, the muscular Merc snakes out of the pitlane, heavily clips the first kerb then disappears out of sight with a rumble measuring five on the Richter scale. Two minutes later, it streaks down the straight at 160mph, the thrum of the V8 rebounding off the grandstand opposite.

Another 90 seconds and they're back in the pits. "So was DC a good passenger?" we ask as Di Resta exits the car.

"Well, I did hear him scream at one point," the modest Scot reveals. "Mind you, I scared myself, too..." 🚗

What has **95,000** people,
150 miles of cabling
and **250 tonnes** of litter?

The British Grand Prix

It's been a full-time operation to build the new pits and prepare Silverstone for the hordes that will file through the gates for the British GP – including the 22,000 who'll come by car on race day alone

WORDS JAMES ROBERTS PICTURES MALCOLM GRIFFITHS/LAT





he snaking queue of cars basking in the midsummer sun has vanished. The sun-kissed, flag-waving fans have packed away their barbecues and drained their beer bottles dry.

Mechanics from 24 pit garages have dismantled their cars and taken down their gantries, leaving behind an empty racetrack and spectator banks littered with debris.

It's Monday 12 July 2010, the day after Mark Webber has won the British Grand Prix – and now the hard work begins. In the next three days, 250 tonnes of rubbish will be cleared from Silverstone's spectator banks, over 20,000 grandstand seats will be dismantled and frantic construction work will continue on the 'Silverstone Wing', the angular glass and steel structure that overlooks the new start/finish line between the Club and Abbey corners.

"We start work on the 2011 British Grand Prix the Monday after the 2010 race," says Lee Howkins, the circuit's services manager, "And we won't stop until the 2011 F1 race weekend comes around." In these 52 weeks, the track is readied to again accommodate over a third of a million people for the three-day festival of speed and made presentable for the millions of people watching on TV across the globe.

Crafting Silverstone for this year's race has required hundreds of full-time staff working 365 days a year. Throw in the additional logistical challenge of constructing a new £28million pit complex just a year after a major track reconfiguration, and you can appreciate the efforts the circuit – and its owners, the British Racing Drivers' Club (BRDC) – have undertaken.

Today, the track is virtually unrecognisable from the post-war, straw-bale-laden airfield that hosted on-track battles involving Baron De Graffenried over 60 years ago. But it desperately needed a face-lift to stave off the embarrassment that placed Silverstone way behind the cash-rich facilities that have recently sprung up in places such as Shanghai and Abu Dhabi.

"I first came to Silverstone in 1948 to see Villoresi win and I did my first commentary here in 1949," says Murray Walker. "Back then, I never thought I'd see something as impressive as this new pit building, which is more than a match for other venues around the world."

On 17 May this year, five former British world champions joined a star-studded reception, in the presence of HRH The Duke of Kent to formally unveil the new pit building, a structure that motor racing fans in Britain can finally be proud of. "It's important we've been able to build this new facility," says BRDC president Damon →



05 May 2010

Diggers arrive to create the foundations of the new Silverstone Wing pit complex



Hill, "because there was a very real threat that the grand prix would move elsewhere and we were starting to look backwards in comparison with other places around the world."

After years of being at the receiving end of both Max Mosley's and Bernie Ecclestone's ire, the Northamptonshire venue is finally aligning itself as a place more suited to modern F1. While the British GP is secure for the foreseeable future, its owners know the 'Wing' should be the first step in a much larger redevelopment.

"We are about to submit an application for the next stage of our master plan," says Richard Phillips, the managing director of Silverstone.

"It's our intention to build a huge, wraparound cantilever grandstand opposite the new Wing, on the outside of Club corner all the way to Abbey, which will house commentary boxes and premier suites.

We're also planning a hotel, a new heritage visitor centre at the entrance and a new CIK karting track – all of which are designed to make Silverstone an attraction all year round."

The new pit building, 390 metres long and 30 metres high, houses 40 pit garages, banqueting halls, an auditorium, a new media centre and

hospitality facilities. Previously, Silverstone's biggest permanent room was big enough to hold 180 people; now 4,000 people can be housed – and fed – thanks to the five state-of-the-art kitchens, in the new complex.

The top floor won't be finished in time for this year's race, but that's not essential for 2011, particularly when the revaluation of the building placed it at close to £35million, "showing that we hit steel and construction prices at just the right time", says Phillips.

The addition of the new pits will have an impact on both the spectators and the drivers for this year's race. From this July, the British GP

"Next, we'll build a huge cantilever grandstand, a hotel, a heritage visitor centre and a new karting track" *Richard Phillips*

will oddly enough start in Buckinghamshire, as opposed to the north part of the track, where the race used to begin, which is in Northamptonshire. The new start, just after Club, will see an opening lap with cars streaming into the new flat-out right-left kink at Abbey, before slamming on the brakes for the new twisty section.

"Turn 3 is going to be interesting," says Jenson Button, a man who has never finished on the Silverstone podium in F1. "It'll be the first time we'll race through there. There'll be 24 cars, →

20 May 2010
Initial construction work begins



20 June 2010
The building is now starting to take shape



27 August 2010
The roof goes on



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What F1 folk think of the new-look Silverstone



"It's always been **one of the best circuits in the world for racing**, but it was looking a little tired and was ready for change. I think it's great that we can keep on improving this place and **they've done a fabulous job** with the new facilities."
Jenson Button



"It's not easy to keep the event here as we've seen. Bernie is pretty tough at times, so it's great that **Damon Hill and the guys have busted their arses to get it like this**. When I first arrived in the UK, I drove straight here. It's a great place."
Mark Webber



"Seeing what Damon Hill, the BRDC and the board have done to make this one of the best facilities in the world, **they must be very proud of their achievements**. Silverstone has moved forward and hopefully it can continue to improve year on year."
Nigel Mansell

nose-to-tail and then there's such a sharp turn after two high-speed corners – I think we'll see a lot of action. There'll be a queue of cars on the inside and it'll be a case of who's brave enough to go around the outside to make up a few places."

Overlooking the new Turn 1 is a recently erected grandstand sitting on a spectator bank that's been raised by over six feet – a task that's involved shifting 30,000 cubic metres of earth. The new layout has introduced another spectator area at the bottom end of the Wellington Straight, which organisers hope will generate a similar atmosphere to that of Wimbledon's 'Henman Hill'. The top end of the straight is the venue for this year's post-race GP Party, which up to 30,000 people are expected to attend.

The numbers involved in running the GP are staggering. In the three park-and-ride facilities, over 9,000 cars will be parked, which is nothing when you consider that over the three days, more than 46,000 cars will peel off the A43 into the venue – with 22,000 alone on the Sunday.

And if you're not a fan of sitting in a queue with the windows down in the hot sun, you might be one of the 11,500 who have chosen to pitch a tent at Silverstone's official campsite. Or perhaps you're one of the other 25,000 staying at one of the many campsites run by local landowners.

"Add to that over 2,000 people in corporate hospitality and the hundreds of helicopter flights that come into the track, plus staff working at the weekend, contractors, suppliers, catering staff, track volunteers – and that's another 4,500 people on top," says Alex Lacey, head of events at Silverstone. "It's a massive operation."

The re-allocation of grandstand seats and new general admission areas means that, for the first time in a number of years, the maximum capacity of the spectator areas will rise by around 2,000 to 95,000 this year and advance ticket sales are up, ahead of 2009 even, which was the circuit's best year ever.

"I think the reason people in this country love Silverstone is because they love motorsport and this is a fantastic place both to perform and to spectate," says Damon Hill. "Hundreds of thousands of people congregate here and having been caught up in the mob that surrounded Nigel Mansell's car in 1992 I know this place produces scenes and memories that you'll take to your grave."

The last pieces in the logistical puzzle are the track inspections. The FIA have made three visits this year, approving tyre barriers, kerbing and debris fences, while personnel from FOM have made ten visits, primarily because of the

"This is a fantastic place to perform and spectate. Silverstone produces memories you'll take to your grave" *Damon Hill*



04 April 2011
Not quite finished, but the teams arrive to give it the once over



03 May 2011
Almost there...



17 May 2011
And finally – the grand opening

new pits and paddock. Eleven days before the race, FOM arrive with trucks full of cables. "The team will spend the next six days just cabling up over seven miles around the track," says Lee Howkins, the services manager of Silverstone. "They link up their cameras, microphones and timing equipment to Race Control, the TV

compound, the garages, the commentary boxes, the media centre, the paddock, the 25 giant screens around the track – it's a huge job and to give you an idea of the scale, there are over 150 miles of cables in the new pit building alone."

Finally, advertising boards are erected and any scruffy patches around the track are tidied up – Hydroseed, which is grass seed mixed with green dye, fertiliser and glue is sprayed on the ground. Everything must look immaculate when the first F1 drivers arrive on the Thursday before the race.

Then, after 52 hard-charging laps, after the national anthems have been played, the trophy presented and the champagne sprayed, the teams pack up and spectators queue to leave. The hard work can start all over again for next year...

WIN!

F1 RACING COMPETITION

LOTUS RENAULT GP

Watch the Belgian Grand Prix with Lotus Renault GP



Lotus Renault GP are giving away two places to see the Belgian Grand Prix at Lotus Renault GP HQ on 28 August 2011. The winner will be treated to VIP hospitality for the day, plus a fantastic F1 race experience, and will receive a Lotus Renault GP car part signed by Nick Heidfeld and Vitaly Petrov.

THE PRIZE

■ **BRUNCH AND RACE DEBRIEF** The day begins with brunch and Sunday newspapers in our communications centre, followed by team debriefs from industry experts, including a live link with the circuit.

■ **THE F1 EXPERIENCE** Next you'll move over to the garages, where you'll take part in a wheel-change exercise, BATAK machine competitions and simulator racing, before enjoying champagne and canapés in our state-of-the-art auditorium.

■ **WATCH THE RACE** You'll then watch the race in style on our giant screen with live updates direct from the team's senior management at the circuit. www.lotusrenaultgp.com

TO ENTER

Visit www.f1racing.co.uk/competition and answer the following question:

AT WHICH GRAND

PRIX DID VITALY

PETROV SCORE

HIS FIRST

F1 PODIUM?

Closing date: 28 August 2011



Terms and conditions:

1 Open to UK residents aged 18 or over, excluding employees and their families of Haymarket Media Group (Promoter) or any agencies or affiliates associated with the promotion. **2** To enter: visit f1racing.co.uk. **3** All entries must be received by 11.59pm on 28 August 2011. **4** No purchase necessary. **5** The nature and quantity of prize(s) is as stated in the relevant editorial. **6** Where applicable, prizes may be subject to additional terms and conditions as provided for by the prize supplier, and must be agreed to accept the prize. **7** For your total confidence, the winner(s) will be selected in a random draw of all valid entries within seven days of the closing date and performed

by someone independent from the management of this competition. **8** Winner(s) will be notified by email or phone within 28 days. If uncontactable within a reasonable length of time, they will lose their entitlement and the prize will be awarded to a reserve. **9** For winners' name and county, send an SAE to the Promoter's address below with the name of the promotion. **10** Maximum of one entry per person per promotion. Entries made online using methods such as a macro, a script or the use of automated devices or processes are not allowed and all such entries will be disqualified. **11** The decision of the Promoter is final and no correspondence will be entered into. **12** Prizes are subject to availability and the Promoter may substitute

the prize with another of a similar nature and/or comparable value. **13** Prizes are non-transferable and no cash alternative is available unless otherwise stated. **14** Winners may be required to take part in reasonable publicity relating to their win. **15** Incomplete, illegible or delayed entries will be invalid. **16** Proof of entry is not automatically proof of receipt. **17** This promotion operates under English law and the laws of England and Wales shall have exclusive jurisdiction to settle any disputes arising from this promotion. **18** By entering, you are deemed to have accepted these terms and conditions and agree to be bound by them. **The Promoter:** Haymarket Media Group, Teddington, Middlesex TW11 9BE



The one they all want to win

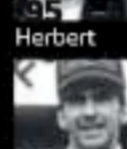
No one knows where it came from, but everyone wants their name on it. We present a potted history of British motorsport's greatest prize

WORDS JAMES ROBERTS PICTURE MALCOLM GRIFFITHS/LAT



Whoever stands on the top step of the Silverstone podium this year will be presented with a piece of history: the Royal Automobile Club cup, which is probably the most prestigious – and certainly the oldest – prize awarded in F1. Inscribed on its base are the names of legends, the winners of every British GP ever held, along with the winners of the two major races held at Silverstone before the birth of the world championship in 1950: Baron De Graffenried, Ascari, Fangio, Moss, Jimmy Clark (five times a winner in six years), E. Fittipaldi driving (according to the engraver) a 'John Player Special', Mansell, Senna, Prost and, of course, the two most recent winners: Sebastian Vettel and Mark Webber.

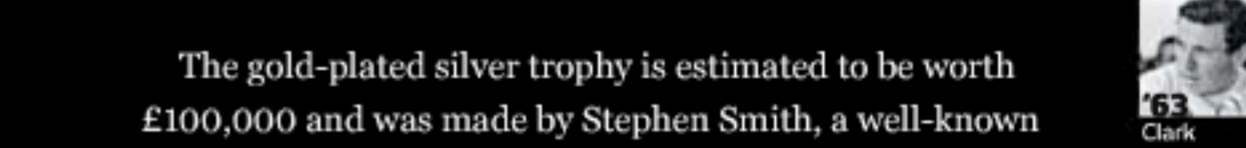
The two Red Bull drivers are currently having replicas made for their own collections because the cup itself is not allowed to be kept by the drivers or teams; it must be returned to the British governing body, the Motor Sports Association, as soon as the podium ceremony is over. It's then kept under lock and key at their HQ until the following year.



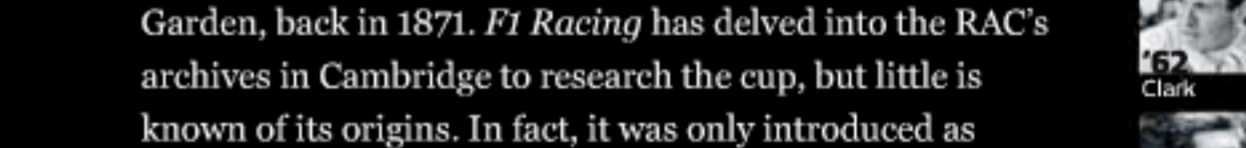
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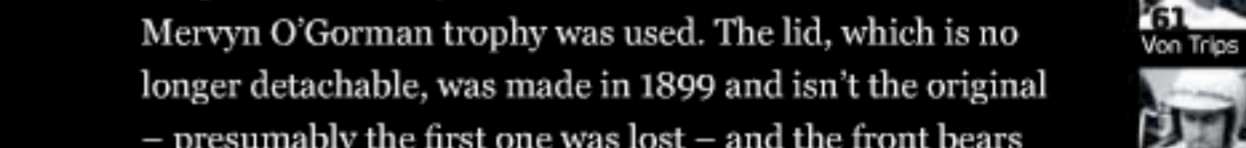
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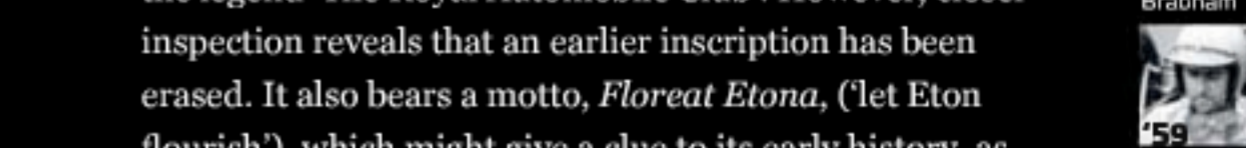
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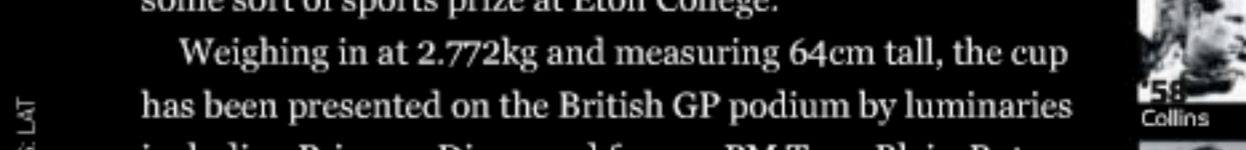
Von Trips



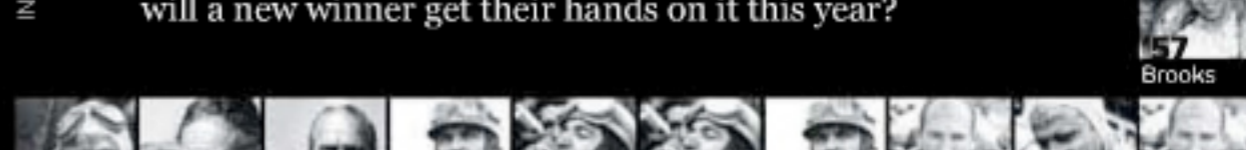
Brabham



Collins



Brooks



Villoresi

The gold-plated silver trophy is estimated to be worth £100,000 and was made by Stephen Smith, a well-known Victorian silversmith based in Kings Street, Covent Garden, back in 1871. *F1 Racing* has delved into the RAC's archives in Cambridge to research the cup, but little is known of its origins. In fact, it was only introduced as the prize as recently as the mid-1970s: before that, the Mervyn O'Gorman trophy was used. The lid, which is no longer detachable, was made in 1899 and isn't the original – presumably the first one was lost – and the front bears the legend 'The Royal Automobile Club'. However, closer inspection reveals that an earlier inscription has been erased. It also bears a motto, *Floreat Etona*, ('let Eton flourish'), which might give a clue to its early history, as some sort of sports prize at Eton College.

Weighing in at 2.772kg and measuring 64cm tall, the cup has been presented on the British GP podium by luminaries including Princess Diana and former PM Tony Blair. But will a new winner get their hands on it this year?

INSETS: LAT





COLOURED WAXES:

DO THEY REALLY WORK?



Pic 1: the 'natural' shot, as onlookers would see the panel



Pic 2: a manipulated shot, with colour balance and contrast altered

YOU DO THE JUDGE.

CONVENTIONAL WISDOM SAID COLOURED WAXES MADE NO DIFFERENCE TO PAINT FINISH. WE FOUND THAT CONVENTIONAL WISDOM WAS WRONG.

IN FACT, WE FOUND THAT AFTER LAYERING ONE TO SIX LAYERS OF COLOURED WAX ON A WHITE PANEL, A DIFFERENCE COULD BE SEEN AFTER JUST ONE LAYER. GOOD NEWS IF YOU WANT TO ENHANCE THE COLOUR OF YOUR PAINT. BAD NEWS IF YOU'RE A FORUM EXPERT WHO THOUGHT A SUB-MICRON WAX LAYER WAS TOO THIN TO DO ANYTHING AT ALL.

PIC 1 SHOWS THE 'NATURAL' EFFECT, WITH THINNER WAX LAYERING ON THE LEFT, AND THICKER LAYERING ON THE RIGHT. PURPLE HAZE PRO AND ORANGE CRUSH, TWO OF OUR COLOURED WAXES, PERFORMED PARTICULARLY WELL. WE CHANGED THE COLOUR BALANCE AND CONTRAST TO ILLUSTRATE THE CHANGES IN PIC 2.

OF COURSE, THE EFFECT IS SUBTLE, AND IN MANY CASES, YOU WON'T SEE A DIFFERENCE AT ALL. IDEALLY, YOU NEED CONTRASTING PAINTWORK, MULTIPLE LAYERS AND UNWAXED AREAS FOR COMPARISON.

BUT THE EFFECT IS PHYSICALLY THERE.

COLOURED WAXES CAN MAKE A DIFFERENCE, AND COULD ENHANCE THE FINISH OF YOUR CAR.

HOWEVER, DON'T TAKE OUR WORD FOR IT. OUR 30ML POTS START FROM JUST £5.95 AND ARE ENOUGH TO WAX AN AVERAGE SIZED CAR THREE OR FOUR TIMES OVER. SO WHY NOT SEE FOR YOURSELF?

WE MAKE WAXES FOR LIGHT, WARM AND DARK COLOURED CARS - WITH LIGHT, WARM AND DARK COLOURED INGREDIENTS. THEY CONTAIN SIMILAR AMOUNTS OF PREMIUM BEESWAX AND CARNAUBA, BUT WE TWEAK EACH RECIPE TO MAKE THEM SPECIAL.

LET JUDGMENT COMMENCE.





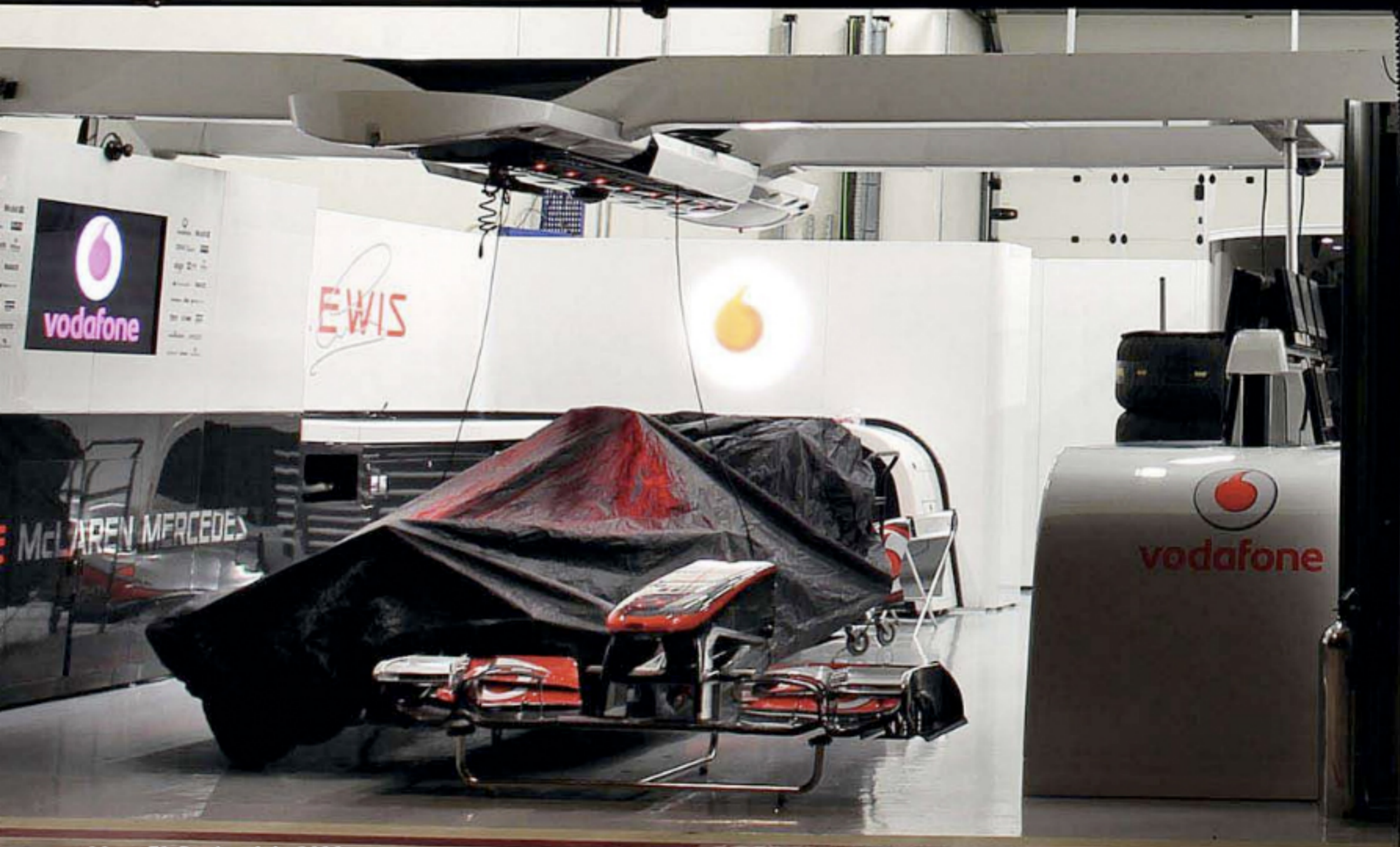
F1'S LATEST RULE: MECHANICS SENT TO BED EARLY

Pulling all-nighters at race weekends is over. Here's what team garages now look like between midnight and 6am

WORDS TOM CLARKSON PHOTO LORENZO BELLANCA/LAT

7

McLAREN
LEWIS HAMILTON



It's 1am on Saturday. The Istanbul Park paddock is deserted, except for a few security men munching crisps at the back of the pit garages. The teams' generators have stopped and the music at Red Bull has died down. All is quiet. And cold: the temperature is just 2°C.

The days of the F1 all-nighter are over. New rules for 2011 force teams to give mechanics at least six hours' rest a night. It's not exactly a lie-in, but it's better than the mechanics returning to their hotels for a shower then heading straight back to the pitlane – as used to be the case.

"The curfew was in response to the operational restriction of 45 people," says McLaren team manager Dave Redding. "That limit was introduced last year and it became normal for the mechanics to work until 4am on Friday and Saturday mornings. It was too much. Late nights have always been a part of motorsport, but we have to look after the guys because now we've got fewer of them at races."

The Sporting Working Group, which is made up of team managers and sporting directors, proposed the paddock curfew last winter and it was immediately sanctioned by the FIA. It requires mechanics to leave the paddock ten hours before the start of practice on Friday and Saturday, and stay away for a minimum of six

hours. At most races, that means a deadline of midnight on Friday and 1am on Saturday.

Here at Istanbul Park, the McLaren boys have been on fire. They were finished by midnight – one hour ahead of schedule – and both of their cars now lie dormant, ready for action in Saturday's final practice session. A generator used to warm up Mercedes' FO 108Y engine is plugged into Lewis Hamilton's MP4-26 in preparation for the morning; Jenson Button's car is without its umbilical cord because it will be used for pitstop practice before breakfast.

All the teams met the curfew with remarkable ease. Ferrari finished early, ditto Mercedes and Williams. The only ones still hard at it with an hour to go were Red Bull, who had a topsy-turvy day following Sebastian Vettel's shunt in first practice. Christian Horner and Adrian Newey were still in the garage at 12.30am offering advice and words of encouragement, but the team didn't get close to busting the curfew.

"Nobody should fall foul of the curfew," says Dave Redding. "At least not through a lack of planning because we're forced to be more organised. Upgrades can no longer arrive at the track at 10pm on a Thursday because we won't have time to get them on the car for Friday. We need the parts by 10am on Thursday."

"It's affected how engineers work as well. We now give them strict targets they must adhere to. For example, we need the gear ratios by 5pm, the setup sheets by 7pm, weight distribution by 9pm and so on. Those targets were always there in the past, but they were rarely met. Now they have to be met or we'll run out of time."

The FIA polices the curfew using the paddock swipe gates. They have a list of the 47 people nominated to work on the cars in each team (up two from last year due to the reintroduction of KERS) and they monitor their flow in and out of the paddock. The security staff physically check the pit garages for any after-hours action as well.

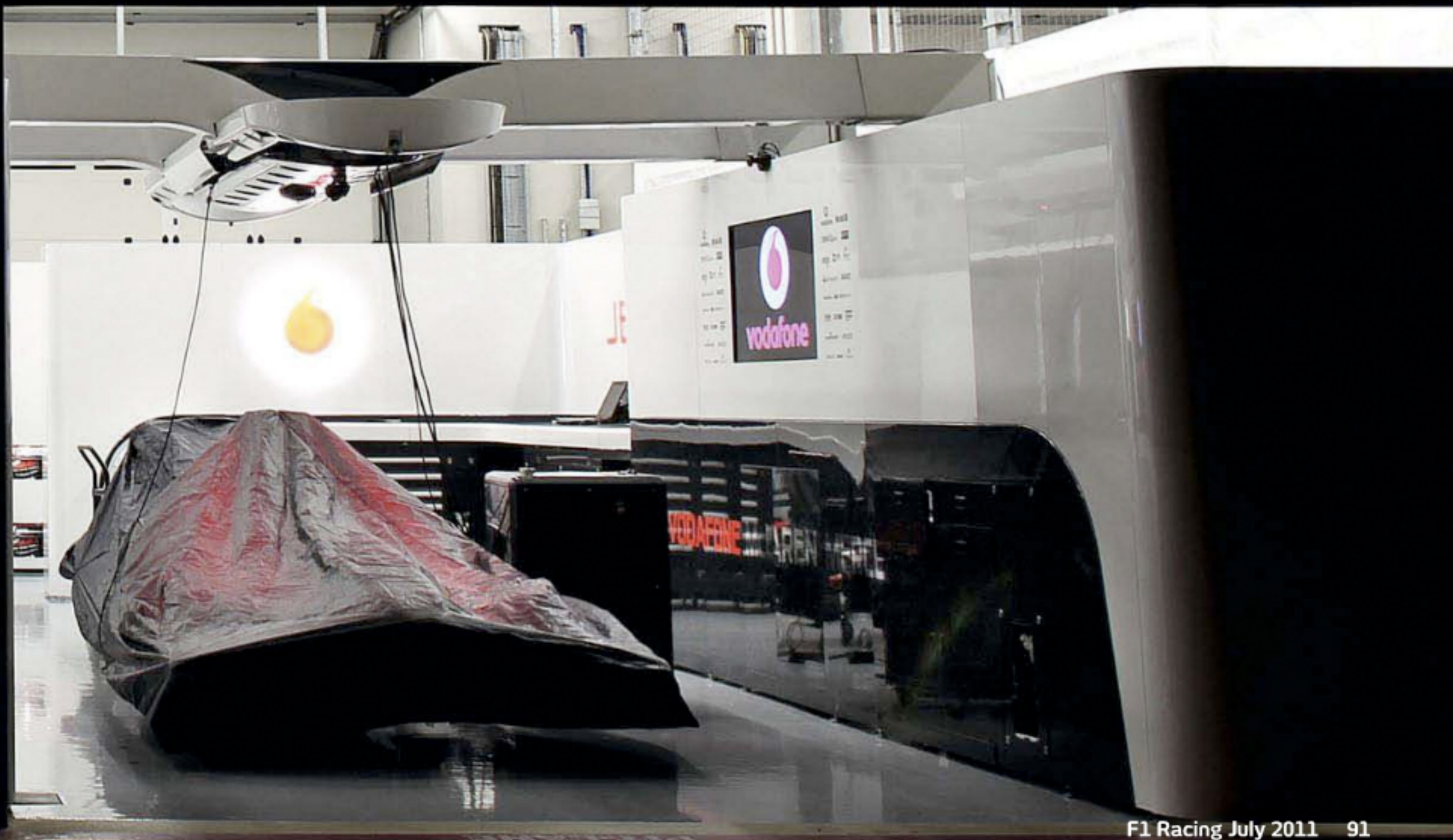
Only one team – Hispania – have broken the curfew so far this year. They worked all night to finish their cars in Australia... then failed to qualify. Teams can play four jokers per year and, on the fifth infringement of the rule, both cars will have to start the race from the pitlane.

"If you were at risk of breaking the curfew for the fifth time," says Redding, "you'd just down tools and leave the paddock. To miss practice the following morning would be less of a penalty than starting the race from the pitlane."

All the extra sleep this year has had a remarkable effect on the mechanics. McLaren's pitstop times have come down by an average of 0.5secs per stop, which, when the drivers are making up to four pitstops in a race, can be the difference between winning and losing.

"Don't misunderstand the curfew," says Lewis Hamilton. "The mechanics still work incredibly hard. What they do is just amazing." 📱

"Only one team – Hispania – have broken the curfew this year. They worked all night to finish their cars in Australia... then failed to qualify"



Happy anniversary, Sir Stirling



60

years
since
his
grand
épreuve
debut

50

years
since
his
final
F1
race
win



Scarcely a year goes by without Sir Stirling Moss OBE celebrating yet another anniversary of some kind. But 2011 sees him notching up not one but two more significant milestones that revive memories of his international racing heyday. This season marks both the passing of 60 years since he had his maiden outing in a world championship grand prix as well as 50 years since he scored the last of the 16 career victories of his 66-race F1 career.

The consummate all-rounder, Moss is proud to state that in his career, from 1954 when he finally got behind the wheel of a proper GP car – a Maserati 250F – to 1962, he started in 312 races, finished 240 of them and won 133 times.

Moss's debut grand prix appearance – “*Grand épreuve* appearance, please,” he insists crisply, a stickler for the correct terminology – came at the wheel of an underpowered F2 HWM at the 1951 Swiss GP at Berne's spectacular parkland Bremgarten circuit. At the time there were only six to eight such races carrying the ‘grand épreuve’ soubriquet, but he also competed in many lesser non-championship races.

It was the first race of that season in which he finished eighth. His final win came in the German GP at the Nürburgring in Rob Walker's Lotus 18/21 a decade later, the same year he completed construction of the six-floor Mayfair town house that is still his home to this day and where he hosted this interview about two of the most significant races of his career.

Mention of Switzerland may conjure up images of great wealth and luxury, but six years after the end of the World War II, nowhere in Europe had been left untouched by the consequences of the conflict. Moss and the HWM team operated on a frugal budget and watched every penny. The days of lavish spending were still far in the future for F1.

“When I was racing the HWM the team were getting around £200 per race in starting money, out of which my 25 per cent share was 50 quid,” Moss recalls. “You could live for a fortnight on that sum, providing you watched what you spent. We always stayed in modest hotels where breakfast – just coffee and croissants – was included in the room price.

“For lunch we would usually just have a main course at a restaurant, pasta perhaps, but no

Alan Henry catches up with **Sir Stirling Moss** to chat about the legend's double landmark

PORTRAITS
DREW GIBSON/LAT

Debut grand épreuve:
Bremgarten,
Berne,
Switzerland

1951



starter or dessert, and we would buy fresh fruit at the roadside to keep us going during the day when we were motoring from event to event. We may not have had much money but, for young men participating in their chosen sport, they were very happy days indeed. We motored around Europe, for the most part, using John Heath's Citroën Light 15 saloon."

Placed against the pace-setting Alfa Romeos and Ferraris, John Heath's modest team of two-litre HWMs were obviously and distinctly outclassed. To replace the offset cockpit cars used the previous year by Moss, Lance Macklin and George Abecassis, who drove the second entry at Berne, HWM now built three more conventional-looking single seaters, although they retained the Alta engines of their

predecessors as well as Armstrong-Siddeley pre-selector gearboxes which Stirling remembers were quite strong, if slightly on the heavy side.

"What you've got to remember is that we were giving away a huge power differential to the leading cars," said Moss. "That said, the HWM handled extremely well and was good to drive. John Heath was not really a trained designer, but he put together a good little car, although the fact that its Borrani wire wheels cost 50 quid a time rather focused my attention. Don't get me wrong, I wasn't paying for them, but that sort of statistic made the whole team pretty cost-conscious at a time when money was very tight.

"The Alta engine ran on alcohol, but even with a 14:1 compression ratio, it was only developing around 120bhp. So we had no real speed at

all, but the cars were well made, quite strong and handled pretty well. Although we had a misfire in practice which forced us to change the magneto, the car was still doing seven miles to the gallon, which we reckoned would at least enable me to run non-stop without refuelling and when we awoke to rainy conditions on race morning, I was even more confident that I could deliver a strong performance."

Unfortunately, Stirling's hopes were dashed early on in the race when a piece of debris was thrown up in front of his car, smashing the windscreen. Suddenly, his head was buffeted around in the full force of the slipstream; heavy rain was beating into his face and threatening to rip off his helmet. It was the last thing he needed in this highly charged environment. →

"The Bremgarten circuit was one of the most demanding – possibly *the* most demanding – circuit we raced on at that time. You didn't need a situation where the wind was trying to tug your head off to add to the challenge. I soldiered on and I was pipped by Louis Chiron's Lago-Talbot on the run-up to the line when my car ran out of fuel and I coasted past the chequered flag."

It was a disappointing result for Moss, but tackling the Berne circuit in such treacherous conditions gave him valuable experience that would pay off with interest three years later. During first practice for the 1954 Swiss GP, he would set the fastest time at the wheel of his own privately fielded Maserati 250F in the pouring rain, a performance that convinced the Mercedes management he would be the ideal team-mate to drive alongside Juan Manuel Fangio in 1955. It was Mercedes who had originally suggested he invest in a state-of-the-art F1 car to showcase his potential in 1954 and now that investment was set to pay off. He duly joined the team in 1955.

"I don't think anyone from Mercedes came down the pitlane to say 'well done', but they certainly took my performance on board," Moss chuckles. "It must have been embarrassing for Karl Kling and Hans Herrmann who were Mercedes' drivers at the time alongside Fangio. It did my reputation no harm at all."

By 1961, Stirling was one of the sport's superstars, but even then he was not earning anywhere near the sort of money attracted by today's jet-setting F1 celebrities. That year, his last on the grand épreuve stage, saw him earn just over £31,000, the sort of income that was on a par, perhaps, with that of a top surgeon. Rob Walker was being paid £1,000 per race in starting money for fielding Stirling in his car which they split 60/40 in Stirling's favour.

"I insisted on taking an extra ten per cent because I believed that I was worth what might be termed the 'premium benefit.' Not for nothing did Rob have the occupation on his passport down as 'gentleman' because that's what he truly was. We never had a written contract; every deal between us was cemented on a handshake, nothing more. Rob was a man of his word – absolutely trustworthy and totally dependable."

Even at this stage, Stirling was still driving regularly around Europe, latterly in a Chrysler V8 Facel Vega sports coupé, which he recalls as an effortless high-speed cruiser by the standards of the day. "In those days, a return flight from Heathrow to Brussels cost ten pounds," he laughs, "and there was no car parking charge at Brussels airport, so if I needed to pop back to London on business for a couple of days during the course of a busy season, I would just park there and jump on a plane. It was all extremely convenient and worked very well. And the Facel

was a relaxing, high-g geared car, petrol was cheap and driving in Europe was a real pleasure."

Moss had already won his third GP at Monaco by the time he arrived at the Nürburgring for the German round of the championship, and he felt confident that the agility of the Rob Walker Racing Lotus 18/21 offered him the potential to get it among the more powerful Ferraris just as he had done through the streets of the principality. However, before he even started the race he found himself embroiled in a row with Dunlop over his choice of tyres for the event.

Stirling was always striving for what others might call 'the unfair advantage.' If there was the possibility of pinpointing an area where he could derive an extra performance edge then he could be relied upon to pursue it relentlessly. Seldom was that quality demonstrated more decisively than at the Nürburgring in 1961.

"In practice, I was extremely impressed with the latest high-hysteresis Dunlop D12 'green spot' rain tyres and decided that I would take the gamble of using them in the predominantly dry conditions that were forecast for the start of the race," said Moss. "Dunlop's race engineer Don Badger was horrified when he heard of my proposed strategy. He warned me that without the cooling effect of a wet track they would almost certainly fail and fly apart at high speed.

"We'll get the blame for it," he added, to which I replied "hard cheese", or words to that effect. I told him that this was a risk I was not only willing to take, but absolutely had to take. In a sense, it was all a bit like the 1958 Argentine Grand Prix where I gambled on running non-stop without a tyre change because I knew I would lose an impossible amount of time due to the fact that the Cooper was fitted with four-stud attachments rather than knock-off spinners."

Stirling qualified third on the four-three-four starting grid, his four-cylinder Lotus lining up alongside Phil Hill's Ferrari 156 and Jack Brabham whose Cooper was fitted for the first time with the latest Climax V8 engine. But look at the record books and you will find that Moss led every one of the race's 15 laps, pretty much unchallenged, to win by over 20secs from Wolfgang von Trips in a works Ferrari 156.

"I knew the Nürburgring like the back of my hand," he recalls. "I'd done lots of races there including the 1,000km sportscar events, and I'd even got up in the middle of the night one year to thrash round in the dark in my road-going Jaguar Mk7 after I was woken up by rain pattering on the window of my hotel room. I needed to find out what the circuit was like in the wet, so I just went out and tried it. It's so unlike what one can get up to today."

It's true. After 60 or so years, times really have changed a lot. 🏎️



SIR STIRLING'S F1 CAREER STATS

Races	66
Grand prix wins	16
Other podium finishes	8
Career GP points	186.64
Pole positions	16
First GP win	1955 British GP
Last GP win	1961 German GP



Final race win:
Nürburgring,
Germany

1961



What a difference 50 years makes (to a driver's salary)

Sir Stirling's £31,000-a-year pay packet was decent in 1961, but is slightly dwarfed by Lewis Hamilton's £12million these days...



2011

Rolls-Royce Phantom 6.8 V12

Cost: £332,400
(Lewis could buy 36 of them with his salary)



1961

Rolls-Royce Phantom V

Cost: £9,989
(Moss could have bought three with his salary)



Way back when

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



THIS
MONTH
09
YEARS
AGO

Where do we go from here?

The **2002 French GP** at the Circuit de Nevers Magny-Cours wouldn't normally have gone down in F1 history. Its most exciting moment came when Michael Schumacher recovered from a drive-through penalty to dart past McLaren's Kimi Räikkönen with just five laps to go after the Finn slid wide on oil from Allan McNish's stricken Toyota. Schumacher's subsequent victory, his eighth in 11 races, brought him his fifth world championship (which equalled Fangio's record) and his third title in a row with Ferrari. What's more, he clinched it on 21 July – earlier than anyone had ever managed before.



THIS
MONTH
25
YEARS
AGO

Come on Alain, push, push...

Alain Prost entered his final lap of the 1986 German GP in the knowledge that, despite just losing third place to Ayrton Senna, he only had 4.22 miles to go to hold onto fourth. Unfortunately, the high-speed nature of the Hockenheim circuit meant he, and second-placed McLaren teammate Keke Rosberg, were running low on fuel. Prost coasted round the final corner then got out to try to push his car over the finish line. He failed after a valiant effort, but had completed enough laps to still be classified in the final points-scoring position, just behind Rosberg who also ran out of juice.



THIS
MONTH
43
YEARS
AGO

Anyone for cricket?

It's the day after the 1968 British Grand Prix and the F1 fraternity have decamped en masse from Brands Hatch for the annual post-British GP charity cricket match. A regular event for over ten years, the venue for this one was Mersham-le-Hatch Cricket Club in Kent, built on land owned by Lord Brabourne. It was chosen in part because it was just round the corner from Graham Hill's country retreat. The pitch and pavilion still exist to this day and, for the record, the Grand Prix Drivers XI, including Graham Hill, Jochen Rindt, Bruce McLaren, Denny Hulme, Colin Chapman and Stirling Moss, lost to Lord Bradbourne's XI, whose players included HRH Prince Charles.

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Surname	
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Telephone	
Email	
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(Instructions to your bank or building society to pay by Direct Debit)

To the manager	Bank/building society
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Postcode	
Name(s) of account holder(s)	
Sort code	
Branch/building society account number	
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The picture you thought you'd never see again in 2011

Just as Sebastian Vettel was threatening to win every race left this year, along came some serious rain and Jenson Button in Canada...

FINISHING STRAIGHT

Reports Previews Analysis Opinion Stats



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INSETS: CHARLES COATES/LAT; LORENZO BELLANCA/LAT

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Practically a 'home' race, with great fans and even better memories



RACE DEBRIEF by Pat Symonds

Spanish Grand Prix

22.05.2011 / Barcelona

Webber takes pole ...Alonso starts brilliantly ...but you-know-who wins



This is getting a bit ridiculous

Webber's on pole, Alonso jumps everyone at the start... but the result is exactly the same as Sebastian Vettel wins yet again

Whether tyres would once again steal the headlines or whether technical controversy would usurp this year's favourite topic was in doubt right up until practice for the Spanish Grand Prix. Barcelona is a circuit the teams know well and is one at which a significant amount of the much-reduced winter testing takes place. During those tests, race simulations were suggesting that the ideal strategy might involve five stops – an unprecedented number in the modern era. Pirelli were well aware that this could have been a step too far and responded by testing some new, harder, compounds in the preceding events. One of these candidate tyres was brought to the circuit, immediately provoking a torrent of complaints from the drivers. To a man, they found that the change had taken several steps too far in the opposite direction. The result, particularly on the cold track of first practice, was a distinct lack of grip that saw the cars' rears sliding wildly.

During second practice, when teams traditionally study the tyre degradation, some decided simply to run the softer tyre for a long stint and see what degradation they would get. A few did runs on both. Whichever way you looked at it, the hard tyre showed little merit and the strategists were left to ponder how best to dispose of it in the race. Equally, the relative performance of the soft tyre placed a premium on saving good tyres for the race and so, overall, nothing had changed.

On the political front, Ferrari were made to remove a new rear wing that flouted the spirit of the regulations if not the letter of them, but this was a mere distraction to the real technical argument of the week, which concerned the ever more sophisticated use of the engine exhausts to enhance diffuser performance. Now, of course, exhausts have always affected aerodynamics and the use of exhaust-blown diffusers is not new, but they have always suffered from the same problem: when you lift off the throttle you cut both the amount of exhaust gas coming out of the tailpipe and its temperature and so the momentum of the gas decreases substantially. To get this back, you need to open the throttles as a first stage and, for a much more pronounced effect, start injecting fuel into the engine and igniting it. The trouble is that this would normally destroy the natural braking effect of the engine and so increasingly

sophisticated techniques of firing some of the cylinders are being employed. It seems that prior to Barcelona, the FIA had decided this had gone too far and placed severe limitations on what could be done. The teams reacted strongly and a stay of execution was granted.

The squabbles among the backroom boys could not detract from the action on track and qualifying turned, once again, into a mind game as teams balanced grid position against race-tyre retention. I think, if anything, this has added to the excitement of qualifying. It is true that there is less on-track action, but the fact that a single run has to suffice has brought back some of the good features of the single-lap-qualifying procedure of a few years ago. An interesting side effect of the introduction of the new hard tyre in Barcelona was that the lower-end teams were once again worried about failing to qualify under the 107 per cent rule. On a circuit such as Barcelona where lap times reward efficient aerodynamics handsomely and the hard tyre is so slow, there was concern that if Red Bull had to use a soft tyre in Q1, the cushion normally afforded to the lower-order teams would disappear and put them in real danger of being eliminated. Luckily, the aerodynamics of the Red Bulls is such that they were able to use the hard tyre in Q1 to be seventh and 11th fastest.

As qualifying progressed, Webber finally managed to put one over his team-mate to claim pole – helped somewhat by Vettel’s KERS once again proving reluctant to last the distance. The →

View from the paddock



An ominous sight

This was the view at the back of the Red Bull garage on the Thursday of the Spanish GP: two entire new bodies for the RB7 cased in bubble wrap, waiting to be fitted. While everyone else was talking about bringing updates, the championship leaders decided to improve a huge part of a car that was already the class of the field in 2011. If you’d been a McLaren or Ferrari employee walking past, you’d have started crying.

The talk in the paddock this year has long been about the fear of Red Bull wrapping up both titles in record time. Now it’s down to McLaren and Ferrari to stop them.

Hans Seeberg

The story of the race

✓ Alonso surges from fourth to lead into the first corner, while Button drops back from fifth to tenth

BARCELONA



➤ Normal service is resumed as Alonso, the crowd’s favourite, is unable to hold off Vettel for too long



◀ A great pitstop strategy see Lewis leave the pits in front of Alonso to assume second place

➤ Jensen Button, on a three-stop strategy, storms past Mark Webber to take third



◀ Schumacher smokes some Pirelli as he battles team-mate Rosberg on his way to sixth place

✓ Despite an impressive effort from Lewis, Sebastian Vettel wins his fourth grand prix out of five this year



MAIN PHOTO: MARK THOMPSON/GETTY IMAGES. INSETS: CHARLES COATES/LAT; ANDREW HONE/LAT; STEVE ETHERINGTON/LAT; LORENZO BELLANCA/LAT. MAP: ALAN ELDRIDGE

advantage to their pursuers was a full second as Alonso, producing a near perfect lap, managed to narrowly split the McLarens.

In spite of Red Bull's qualifying domination, everyone hoped that McLaren might take the race to them – but few expected Alonso to be leading the first lap. His start was perfection and he never lifted the throttle a millimetre. Vettel took full advantage of Webber being unsettled by Alonso to grab second; Jenson Button wasted his qualifying efforts and dropped to tenth.

Once again, Petrov held the train back but not enough to allow Vettel, who stopped on lap 9, to come back into clear air. Vettel had needed to get out of Alonso's wake, but equally he needed a champions lap on rejoining and that is just what he produced, passing Button and Rosberg in quick succession. Even this was not enough for him to outwit Alonso and so he pitted again after just nine more laps, this time fitting his one set of new soft tyres. Alonso headed for the pits a lap later and not only was it too late to defend against Vettel but, as he had no new soft tyres left, he also fell prey to Hamilton and started falling away at nearly a second a lap.

Button, meanwhile, was in need of an alternative strategy after his tardy start and, in spite of it not working in Turkey, elected to run



"Well done Seb, now could you please stop winning?" Hamilton congratulates Vettel on victory. Again

a three-stop race. This time it worked admirably and, in spite of a second stint on new soft tyres that was less competitive than might have been expected, he did enough to jump Webber and Alonso at his final stop. Perversely, on the much-maligned hard tyre, he seemed to find his pace again for a while and was able to pull enough of a gap to guarantee the final podium position.

Meanwhile, at the front, there was still everything to play for. In their third stints, Hamilton on used soft tyres managed to whittle

Vettel's lead down from five seconds to just over one in spite of Vettel having new tyres. But despite every effort from the McLaren driver; it was not enough to claim the victory

This circuit is renowned for producing processional races, but this year it was laced with excitement. The overtaking was not prolific but the drama lasted from start to end, with the tyres once again dispelling any foregone conclusions. Congratulations once again to Pirelli and the foresight of the rule makers. 🏁

The GP you didn't see on TV

Taking you behind the scenes at the Circuit de Catalunya as the weekend unfolded



After the shunts Schuey's had on motorbikes you'd have thought he'd steer clear of two wheels...



'And it's a famous victory for Virgin Racing!' Sadly, it was at table football rather than F1



We all knew about Robert Kubica, but Mr Tickle was certainly news to us...



Peter Schmeichel had his eye on the F1... the drivers were more interested in the football



The Ferrari fans were out in force. At least they had something to shout about going into Turn 1

Spanish Grand Prix stats

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

THE GRID

 1. WEBBER RED BULL 1m20.981secs Q3	 2. VETTEL RED BULL 1m21.181secs Q3
 3. HAMILTON McLAREN 1m21.961secs Q3	 4. ALONSO FERRARI 1m21.964secs Q3
 5. BUTTON McLAREN 1m21.996secs Q3	 6. PETROV RENAULT 1m22.471secs Q3
 7. ROSBERG MERCEDES 1m22.599secs Q3	 8. MASSA FERRARI 1m22.888secs Q3
 9. MALDONADO WILLIAMS 1m22.952secs Q3	 10. SCHUMACHER MERCEDES NO TIME IN Q3
 11. BUEMI TORO ROSSO 1m23.231secs Q2	 12. PÉREZ SAUBER 1m23.367secs Q2
 13. ALGUERSUARI TORO ROSSO 1m23.694secs Q2	 14. KOBAYASHI SAUBER 1m23.702secs Q2
 15. KOVALAINEN LOTUS 1m25.403secs Q2	 16. DI RESTA FORCE INDIA 1m26.126secs Q2
 17. SUTIL FORCE INDIA 1m26.571secs Q2	 18. TRULLI LOTUS 1m26.521secs Q1
 19. BARRICHELLO WILLIAMS 1m26.910secs Q1	 20. GLOCK VIRGIN 1m27.315secs Q1
 21. LIUZZI HISPANIA 1m27.809secs Q1	 22. KARTHIKEYAN HISPANIA 1m27.908secs Q1
 23. D'AMBROSIO VIRGIN 1m28.556secs Q1	 24. HEIDFELD* RENAULT NO TIME

*Allowed to start by stewards

THE RACE



THE RESULTS (66 LAPS)

1st	Sebastian Vettel Red Bull	1h39m03.301s
2nd	Lewis Hamilton McLaren	+0.630s
3rd	Jenson Button McLaren	+35.697s
4th	Mark Webber Red Bull	+47.966s
5th	Fernando Alonso Ferrari	+1 lap
6th	Michael Schumacher Mercedes	+1 lap
7th	Nico Rosberg Mercedes	+1 lap
8th	Nick Heidfeld Renault	+1 lap
9th	Sergio Pérez Sauber	+1 lap
10th	Kamui Kobayashi Sauber	+1 lap
11th	Vitaly Petrov Renault	+1 lap
12th	Paul Di Resta Force India	+1 lap
13th	Adrian Sutil Force India	+1 lap
14th	Sébastien Buemi Toro Rosso	+1 lap
15th	Pastor Maldonado Williams	+1 lap
16th	Jaime Alguersuari Toro Rosso	+2 laps
17th	Rubens Barrichello Williams	+2 laps
18th	Jarno Trulli Lotus	+2 laps
19th	Timo Glock Virgin	+3 laps
20th	Jérôme D'Ambrosio Virgin	+4 laps
21st	Narain Karthikeyan Hispania	+5 laps

Retirements

Felipe Massa Ferrari	58 laps - gearbox
Heikki Kovalainen Lotus	48 laps - accident
Vitantonio Liuzzi Hispania	28 laps - gearbox

THROUGH SPEED TRAP



Fastest: Sergio Pérez, 205.09mph
Slowest: Vitantonio Liuzzi, 187.01mph

TYRE COMPOUNDS USED



Soft Hard Intermediate Wet

CLIMATE

Sunshine 22°C

TRACK TEMP

32°C



FASTEST LAP

Lewis Hamilton, lap 52, 1min 26.727secs



FASTEST PITSTOP

Nico Rosberg, 19.534secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel Red Bull	118pts
2nd	Lewis Hamilton McLaren	77pts
3rd	Mark Webber Red Bull	67pts
4th	Jenson Button McLaren	61pts
5th	Fernando Alonso Ferrari	51pts
6th	Nico Rosberg Mercedes	26pts
7th	Nick Heidfeld Renault	25pts
8th	Felipe Massa Ferrari	24pts
9th	Vitaly Petrov Renault	21pts
10th	Michael Schumacher Mercedes	14pts
11th	Kamui Kobayashi Sauber	9pts
12th	Sébastien Buemi Toro Rosso	6pts
13th	Adrian Sutil Force India	2pts
14th	Sergio Pérez Sauber	2pts
15th	Paul Di Resta Force India	2pts
16th	Jaime Alguersuari Toro Rosso	0pts
17th	Rubens Barrichello Williams	0pts
18th	Jarno Trulli Lotus	0pts
19th	Jérôme D'Ambrosio Virgin	0pts
20th	Heikki Kovalainen Lotus	0pts
21st	Pastor Maldonado Williams	0pts
22nd	Timo Glock Virgin	0pts
23rd	Narain Karthikeyan Hispania	0pts
24th	Vitantonio Liuzzi Hispania	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	185pts	9	Williams	0pts
2	McLaren	138pts	10	Lotus	0pts
3	Ferrari	75pts	11	Virgin	0pts
4	Renault	46pts	12	Hispania	0pts
5	Mercedes	40pts			
6	Sauber	11pts			
7	Toro Rosso	6pts			
8	Force India	4pts			



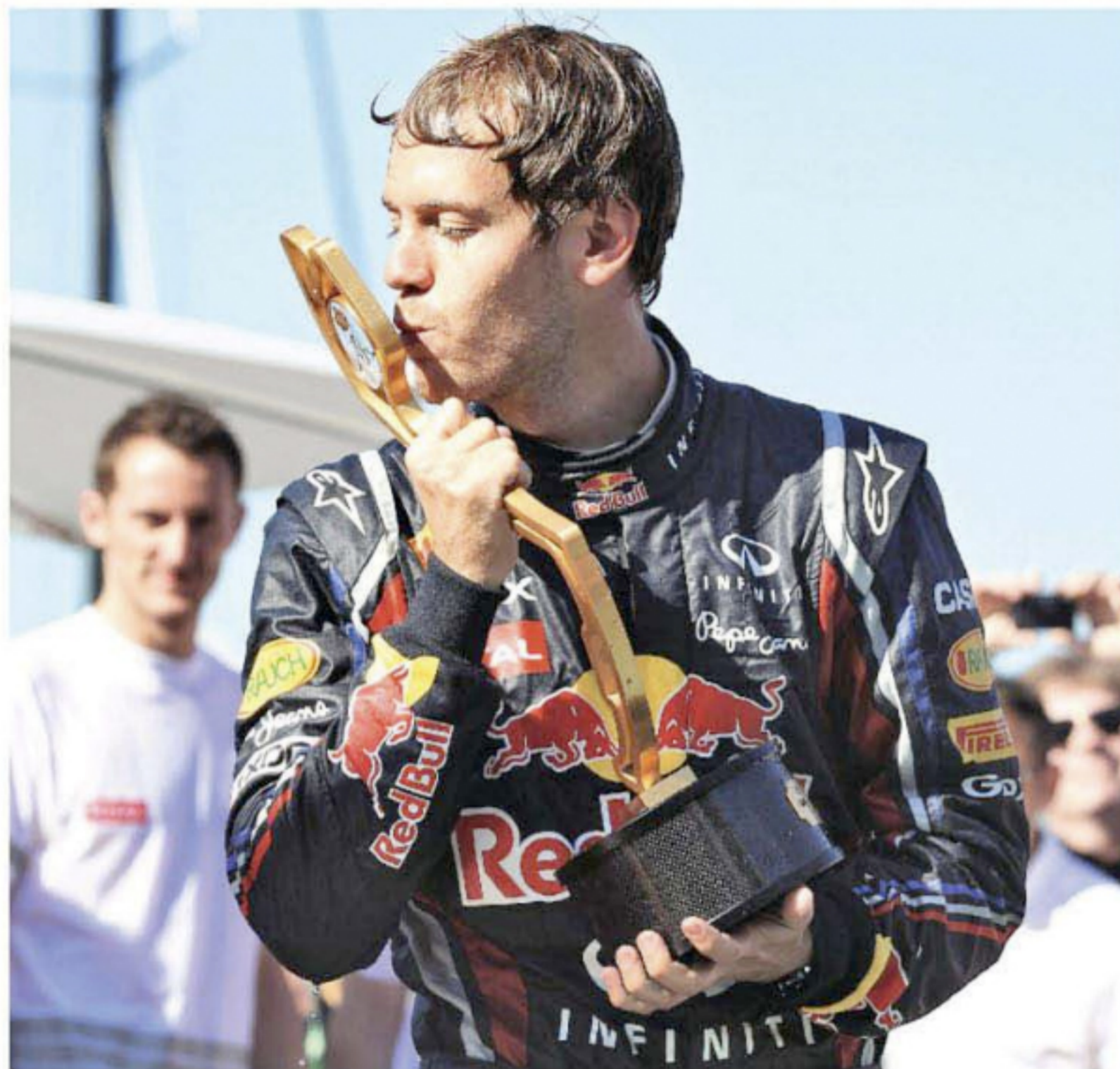
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RACE DEBRIEF by Pat Symonds

The Monaco Grand Prix

29.05.2011 / Monte Carlo

Red-flag chaos ...Big shunts for Pérez and Petrov ...Some bloke called Vettel wins



Can you guess what happened?

Despite an intense battle on failing tyres against Button and Alonso, Vettel benefits from red flag conditions to win again

Monaco is often referred to as the jewel in the crown of grand prix racing and this year that jewel seemed to gleam brighter than ever. The beautiful people partied as if global recession were a distant memory and the fans anticipated with relish the effect of the 2011 rules on this unique circuit.

The tyres brought to Monaco are traditionally among the softest of the year and hence we saw the debut of the so-called supersoft tyre. The teams looked at this with some trepidation as a similar tyre had been tried in the first winter test but no long runs had been done on it. Tyre

wear on this track is largely a function of tractive wheel slip and, since the loss of traction control, is very much in the hands of the driver. Many remember 2005 when a single set of tyres had to last the race and, towards the end, wear rates were such that lap times increased dramatically for those who had not managed their tyres well. This led to overtaking and many anticipated a similar situation this year.

Thursday practice suggested that maybe things would not be as bad as predicted with both tyres performing admirably. Suddenly the talk was of just two stops as the harder tyre started to look capable of a long run, albeit at

a pace that was approximately a second slower than the soft. Other than that, it was business as usual as the rookies tried to pile in as many laps as possible to make themselves comfortable with the daunting circuit. The engineers, meanwhile, tried hard to separate the effect of changes to the car from those brought about by a circuit that was improving by around 2.5 seconds per 15 minutes.

Qualifying saw Alguersuari joining the usual suspects who failed to make Q2 but this time both HRT cars failed to run, one because of a morning accident and the other due to suspension problems. As qualifying progressed, it was sad to see both Renaults fail to make the top ten on a circuit that suited them so well last year. Equally, it was pleasing to see Maldonado, who has starred at Monaco in every formula he has raced in, make it through. Also making the final ten, but less fortunate, was Pérez who, in a copycat accident to that suffered by Rosberg earlier, slammed into the barriers at the harbour chicane. Fortunately, although concussed, the outcome was less serious than it had looked but the impact was so severe that Pérez took no further part in the weekend's activities.

The top-ten shootout was somewhat stifled by this incident, which brought out a red flag with less than two and a half minutes remaining and, with Hamilton on track at the time, he was the biggest loser. All weekend he had looked as if he might be the only one able to deprive Vettel of his inevitable pole, but we were never to find out. It would have had to have been some lap though as Vettel's pole lap, the fastest ever at Monaco, was a joy to behold. Not one apex was missed and, with the short gears allowing the engine to buzz like a swarm of angry bees, not one instance of excessive wheelspin was heard. It was a lap with all the hallmarks of Senna or Schumacher in their prime.

The start of the race was abnormally warm and was to be a real test of the tyres. Vettel made a clean start and Button, second on the grid, slotted in behind him. At this stage, however,

“When the Safety Car comes out, only fate can decide the winners and losers”

he did not appear to have the pace to hold on. Further back, Schumacher had overtaken Hamilton but as early as lap 9 was suffering from rear tyre graining. By lap 12 Schumacher headed to the pits for another set of the softer tyres and, three laps later, Button did the same, exiting into clear air behind Webber. At the end of lap 16, Vettel headed for the pits followed by Webber who was a mere 15 seconds behind him.

After the Spanish GP, Red Bull felt their tactics were too obvious, making it easy for their competitors to second-guess them. For Monaco, they vowed to be more obscure. It appears that they took this to the extreme in that their own pit crew appeared in total disarray as their cars headed towards them. Tyres were going back and forth and, after a tardy stop, Vettel was sent on his way on the harder tyre, rather than the soft tyre requested by his engineers.

Webber fared even worse, sitting stationary for what seemed an eternity while tyres were brought out from the garage. He lost over 12 seconds in the ensuing chaos. It appeared that the well-oiled machine that is the Red Bull pitstop routine had well and truly seized. By dint of his initial lead over Alonso, and the very slow out lap of the Ferrari, Vettel was fortunate just to retain second place.

Taking full advantage, Button started putting in some storming laps, pulling out 15 seconds on Vettel before heading for the pits for another set of the softer tyres. His timing was unfortunate as the next lap saw the Safety Car deployed →

View from the paddock

From chaos: the inevitable

"Red flag! C'EST UN RED FLAG!" 72 laps into the Monaco Grand Prix and the media centre, normally a studious place that's a temporary home to the world's F1 journalists, erupted into panic. People ran around gesticulating and shouting into mobiles, while others were frantically checking the rules, trying to answer the central question that seemed to be on everyone's lips: "Er, what happens now?"

It was a random end to a race that had seen an exciting three-way fight between Vettel, Alonso and Button. But Vettel, facing the dual threat of Alonso and Button while on rapidly disintegrating tyres before the red flag, got a bucketload of it. Letting drivers change tyres under red flag conditions robbed fans of a classic finish.

So there it was: another race, another Vettel victory. Same predictable conclusion, but a very dramatic way to get to it.

Hans Seeberg

The story of the race

▼ **Vettel gets a good jump off the start to lead Button while Alonso passes Webber into third**



MONACO



► **Lewis Hamilton uses the DRS to perfection to push past Michael Schumacher into Ste Devote on lap 10**



◀ **A bad stop for Vettel hands Jenson Button the lead, but his three-stop strategy lets the German past again**



◀ **It's mayhem at the swimming pool on lap 69 as Alguersuari runs into the back of Hamilton...**

► **...causing Petrov to crash in an attempt to avoid them. Injury prevents the Russian getting out of his car...**



► **...so the Safety Car is briefly deployed before the race is red-flagged with six laps to go**



► **On fresh tyres Vettel holds off Alonso and Button to take the win**



MAIN PHOTO: GLENN DUNBAR/LAT. INSETS: LORENZO BELLANCA/LAT. STEVEN TEE/LAT. STEVE ETHERINGTON/LAT. GLENN DUNBAR/LAT. ANDREW HONE/LAT. MARK THOMPSON/GETTY IMAGES. ILLUSTRATION: ALAN ELDREDGE

following an incident in the tunnel when Massa hit the barrier. Alonso immediately pitted under the Safety Car knowing it was his best chance of beating Button.

Whenever the Safety Car is deployed, there are inevitably winners and losers and more often than not only luck can determine which fate will apply to which driver. Occasionally, however, a team can make its own luck. Such was the case for Red Bull as they turned their earlier misfortune to their advantage by quick thinking.

They chose to keep Vettel out, thereby committing themselves to one stop and the likelihood of running an amazing 62 laps on the harder tyre. Risky though this may seem, track position is king at Monaco and so it was proved as Vettel, quickly caught by Button, held him at bay for eight laps.

Button had to make a further stop as he had yet to fit the harder tyre and chose to do this on lap 48 allowing Alonso, who had fitted the harder tyre when he stopped under the Safety Car, to take up the chase. His tyres, 18 laps fresher than Vettel's gave him the advantage he needed and, by lap 56, he was within a second of the leader. Six laps later Button had joined his tail and we were treated to several laps of intense fighting. Who would prevail



Sauber's Sergio Pérez is concussed but lucky to escape serious injury after hitting a barrier in Q3

was anyone's guess but, unfortunately, we were never to find out as a multi-car accident at the swimming pool caused a race suspension with just six laps to go.

It is only proper that new tyres should be allowed to be fitted during such a suspension as it is likely that an accident severe enough to cause such a stoppage may well liberate debris that could damage the tyres of those left running. In this case, that sensible safety

precaution provided an anti-climax to what could have been a classic finish.

Unusually, the car that finished first made one pitstop, the car that finished second made two and the third-place finisher made three. That gave no indication at all of what was the correct strategy. The order could just have easily been reversed had the race run its course. What we did get though was a Monaco Grand Prix that, for once, was anything but processional. 🏎️

The GP you didn't see on TV

Taking you behind the scenes in Monte Carlo as the weekend unfolded



"As thanks for designing this brilliant car Adrian Newey, we're going to throw you in the swimming pool"



McLaren might want to try one of those pop-up tents from Millets next time



In a quiet moment pre-race, the McLaren boys find time for a spot of ten-pin bowling



"Right you're coming with me, love". Old Spice whisks Ginger Spice away to discuss the new line-up


















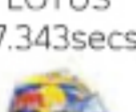

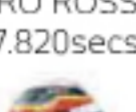

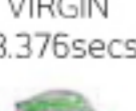
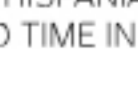


Monaco's crack team of security experts, keep close watch over this very nice hedge

Monaco Grand Prix stats

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

THE GRID

	
1. VETTEL RED BULL 1m13.556secs Q3	2. VETTEL RED BULL 1m13.556secs Q3
2. BUTTON McLAREN 1m13.997secs Q3	
	3. WEBBER RED BULL 1m14.019secs Q3
4. ALONSO FERRARI 1m14.483secs Q3	
	5. SCHUMACHER MERCEDES 1m14.682secs Q3
6. MASSA FERRARI 1m14.877secs Q3	
	7. ROSBERG MERCEDES 1m15.766secs Q3
8. MALDONADO WILLIAMS 1m16.528secs Q3	
	9. HAMILTON McLAREN NO TIME IN Q3
10. PETROV RENAULT 1m15.815secs Q2	
	11. BARRICHELLO WILLIAMS 1m15.826secs Q2
12. KOBAYASHI SAUBER 1m15.973secs Q2	
	13. DI RESTA FORCE INDIA 1m16.118secs Q2
14. SUTIL FORCE INDIA 1m16.121secs Q2	
	15. HEIDFELD RENAULT 1m16.214secs Q2
16. BUEMI TORO ROSSO 1m16.300secs Q2	
	17. KOVALAINEN LOTUS 1m17.343secs Q1
18. TRULLI LOTUS 1m17.381secs Q1	
	19. ALGUERSUARI TORO ROSSO 1m17.820secs Q1
20. GLOCK VIRGIN 1m17.914secs Q1	
	21. D'AMBROSIO VIRGIN 1m18.376secs Q1
22. KARTHIKEYAN* HISPANIA NO TIME IN Q1	
	23. LIUZZI* HISPANIA NO TIME IN Q1
DNS. PÉREZ‡ SAUBER NO TIME IN Q3	

*Allowed to start by stewards ‡DNS after qualifying accident in Q3

THE RACE



THE RESULTS (78 LAPS)

1st	Sebastian Vettel	Red Bull	2h09m38.373s
2nd	Fernando Alonso	Ferrari	+1.138s
3rd	Jenson Button	McLaren	+2.378s
4th	Mark Webber	Red Bull	+23.101s
5th	Kamui Kobayashi	Sauber	+26.916s
6th	Lewis Hamilton	McLaren	+47.210s†
7th	Adrian Sutil	Force India	+1 lap
8th	Nick Heidfeld	Renault	+1 lap
9th	Rubens Barrichello	Williams	+1 lap
10th	Sébastien Buemi	Toro Rosso	+1 lap
11th	Nico Rosberg	Mercedes	+2 laps
12th	Paul Di Resta	Force India	+2 laps
13th	Jarno Trulli	Lotus	+2 laps
14th	Heikki Kovalainen	Lotus	+2 laps
15th	Jérôme D'Ambrosio	Virgin	+3 laps
16th	Vitantonio Liuzzi	Hispania	+3 laps
17th	Narain Karthikeyan	Hispania	+4 laps
18th	Pastor Maldonado	Williams	+5 laps/dnf-collision

Retirements

Vitaly Petrov	Renault	67 laps - collision
Jaime Alguersuari	Toro Rosso	66 laps - collision
Felipe Massa	Ferrari	32 laps - spin
Michael Schumacher	Mercedes	32 laps - fire
Timo Glock	Virgin	30 laps - suspension

† 20-sec drive-through penalty added for causing a collision

THROUGH SPEED TRAP



Fastest: Lewis Hamilton, 179.55mph
Slowest: Timo Glock, 169.98mph

TYRE COMPOUNDS USED



Soft Supersoft Intermediate Wet

CLIMATE

Sunshine 22°C

TRACK TEMP

42°C



FASTEST LAP

Mark Webber, lap 78, 1min 16.234secs



FASTEST PITSTOP

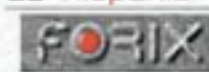
Jenson Button, 24.690secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	143pts
2nd	Lewis Hamilton	McLaren	85pts
3rd	Mark Webber	Red Bull	79pts
4th	Jenson Button	McLaren	76pts
5th	Fernando Alonso	Ferrari	69pts
6th	Nick Heidfeld	Renault	29pts
7th	Nico Rosberg	Mercedes	26pts
8th	Felipe Massa	Ferrari	24pts
9th	Vitaly Petrov	Renault	21pts
10th	Kamui Kobayashi	Sauber	19pts
11th	Michael Schumacher	Mercedes	14pts
12th	Adrian Sutil	Force India	8pts
13th	Sébastien Buemi	Toro Rosso	7pts
14th	Rubens Barrichello	Williams	2pts
15th	Sergio Pérez	Sauber	2pts
16th	Paul Di Resta	Force India	2pts
17th	Jaime Alguersuari	Toro Rosso	0pts
18th	Jarno Trulli	Lotus	0pts
19th	Heikki Kovalainen	Lotus	0pts
20th	Jérôme D'Ambrosio	Virgin	0pts
21st	Pastor Maldonado	Williams	0pts
22nd	Timo Glock	Virgin	0pts
23rd	Vitantonio Liuzzi	Hispania	0pts
24th	Narain Karthikeyan	Hispania	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	222pts	9	Williams	2pts
2	McLaren	161pts	10	Lotus	0pts
3	Ferrari	93pts	11	Virgin	0pts
4	Renault	50pts	12	Hispania	0pts
5	Mercedes	40pts			
6	Sauber	21pts			
7	Force India	10pts			
8	Toro Rosso	7pts			



For comprehensive F1 statistics visit www.forix.com

RACE DEBRIEF by Pat Symonds

The Canadian Grand Prix

12.06.2011 / Montreal

Five Safety Cars ...A two-hour delay ...And a result no one expected



What's he doing up there?

A last-lap battle hands victory in one of F1's longest ever races to someone other than Vettel...

Canada is the first low-downforce circuit of the season. The long straights repay low drag and the corners, with an average speed of just 65mph, do not reward high downforce in the way that regular circuits do. Teams use new wing packages for this race, which will be used again in Spa and possibly Monza. With these wings being smaller, the downforce produced by the underbody becomes even more important and hence the efficiency of the exhaust-blown diffuser systems is more significant. This leaves a greater-than-ever division between those who have well developed systems and those who don't.

Equally, the design variations on the DRS are of particular interest on this type of circuit and, for the first time, the FIA decided to allow two activation areas. The first was on the long straight leading to the last chicane where the system could give a gain of nearly 0.3 of a

second and 9.3mph. The second use was just after this, on the pit straight where it could gain a further tenth of a second and 4.3mph.

The other area of the car that captures the attention of the engineers in Montreal is the brakes. The amount of energy absorbed by the brakes is actually less per kilometre than it is in Monaco but this energy is largely accounted for in a few very big stops that bring the brake temperatures up to extremes. Wear on carbon brakes is largely a function of temperature and

"Jenson took victory after two accidents and six pitstops"

so Montreal has been one of the hardest circuits for brake wear. It is a tribute to the advances made in aerodynamic understanding these days that brake cooling is no longer such an issue and, in fact, one top team were predicting a brake-life of 1,000 laps after practice on Friday!

The practice sessions showed that the soft and supersoft tyres, the same compounds that had been used in Monaco, were performing well with the harder of the two tyres exhibiting very little degradation or wear and the soft tyre showing minimal rear graining – the usual concern in Montreal. The lap time difference between the two compounds was, however, smaller than usual at around 0.7 seconds, a worry for those with one eye on the 107 per cent qualifying rule.

The other feature of practice was Vettel, after just eight laps of first practice, adding his name to those titleholders who have hit the so-called 'Wall of Champions'. He was not the only one

to strike the unyielding walls of this tight circuit with D'Ambrosio suffering the most damage. While D'Ambrosio's accident contributed to his problems in qualifying, Vettel shrugged off his missed laps and was challenging for the front again by the next session.

Qualifying took place in cold conditions but without the rain that had threatened to interrupt proceedings. The first part of qualifying saw Alguersuari, whose position at Toro Rosso is looking increasingly under threat, join those sitting out the rest of the hour. The second part of qualifying saw the top seven cars separated by just half a second after the first runs. No one was safe and yet everyone kept their nerve and avoided a second run. Such is the value of maintaining fresh tyres for the race.

The final shootout saw Vettel claim pole by 0.2 seconds, with the Ferraris of Alonso and Massa taking the next two positions. Webber could only make fourth, once again let down by the reliability of the Red Bull KERS system. Also disappointed were the two McLaren drivers languishing in fifth and seventh on a circuit where they normally perform well. This was partly due to their decision to run higher downforce in expectation of wet weather.

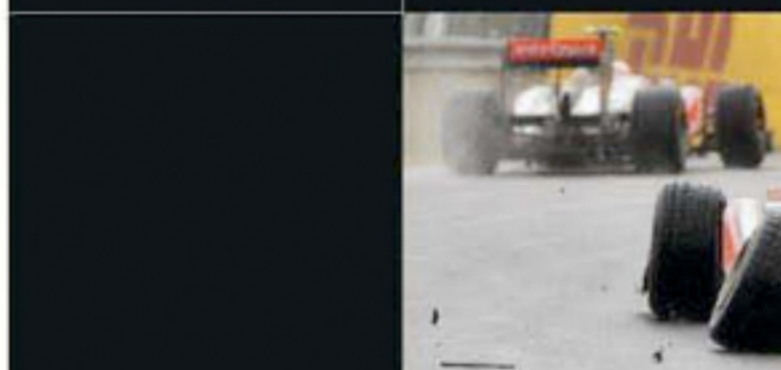
This anticipation was well-founded: the rain was falling heavily as the pitlane opened on Sunday afternoon. Most drivers did exploratory laps on both the full wet and the intermediate tyres but the difficult decision of which tyre to use was taken out of the teams' hands when it →

The story of the race

▼ The entire grid starts on full wet tyres behind the Safety Car, which leads the field for four laps



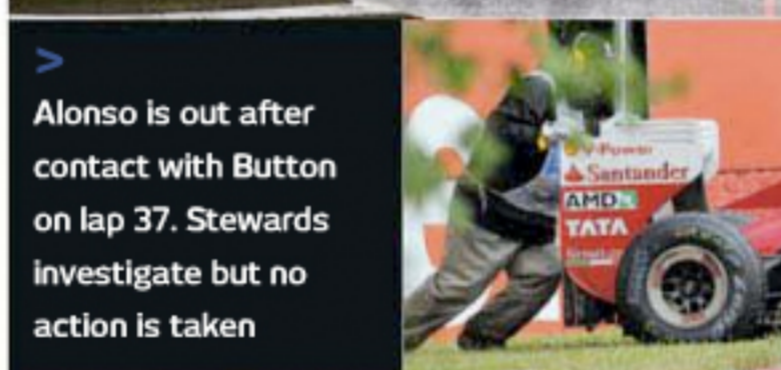
➤ Lewis sends Webber into a spin at the first corner, fuelling criticism of his 'aggressive' driving style



⬅ Unable to see Lewis behind him in the rain, Button collides with his team-mate, ending Hamilton's race



⬅ Weather conditions are now too extreme for racing, and the GP is halted on lap 25 for over two hours



➤ Alonso is out after contact with Button on lap 37. Stewards investigate but no action is taken



➤ After a tense battle with Vettel, Button leads the only lap of the race that counts – the final one – to take his first victory of 2011



View from the paddock

Nobody's perfect

There is an air of unease in front of Red Bull's garage at the end of Friday practice. Sebastian Vettel has made an error during the Friday morning session and has clattered into the infamous 'Wall of Champions'.

Waiting to inspect the damage inflicted upon his car, a swarm of RBR mechanics, TV crews and photographers gather impatiently around the front of the number one garage.

Red Bull mechanic Kenny Handkammer consults Helmut Marko, while Seb's dad Norbert Vettel paces up and down. Minutes later the RB7 arrives under a tarpaulin and the team frantically start their repair job. It's the second time this season Seb's crashed in Friday practice, but in Turkey his resolve was immense, taking him to pole and victory. He looked set for a repeat in Montréal until his error on the final lap. It's a chink in his armour that offers his rivals a glimmer of hope: Vettel is not infallible.

James Roberts

MAIN PHOTO: STEVE ETHERINGTON/LAT. INSETS: CHARLES COATES/LAT. LORENZO BELLANCA/LAT. PAUL GILHAM/GETTY IMAGES. ILLUSTRATION: ALAN ELDRIDGE

was decided that the race would start behind the Safety Car. The regulations require that in this event, cars must be fitted with full wet tyres.

The Safety Car pulled in at the end of lap 4 and Alonso mounted a strong challenge on Vettel into the first corner. It was the closest he would get as Vettel pulled out over four seconds in the next three laps. Further back, Hamilton's attempt on Webber resulted in the two cars colliding causing Hamilton to drop to sixth and the spinning Webber to 14th.

By lap 8 the recovering Hamilton was behind his team-mate. As Button made a slight mistake at the last chicane, Hamilton made a move on the exit of the corner and drew alongside. Button took his normal line unaware of the presence of Lewis and collision was inevitable. Hamilton bounced off Button and into the wall. Although he tried to continue, his race was run. Button pitted for intermediate tyres on the next lap.

Hamilton, meanwhile, had stopped in a dangerous position causing a further deployment of the Safety Car. At the restart Jenson Button was handed a drive-through penalty for driving too fast during Safety Car conditions. He was, however, flying on his intermediates and, from lap 15 onwards, most of the drivers were taking on these tyres.

When heavy rain started again on lap 20, the Safety Car was once more sent out to control the race. Although everyone stopped for full wets the circuit became undrivable as the water depth built up and the race was suspended five laps later.

After a suspension of over two hours, the rain paused, the circuit was cleared and the race restarted behind the Safety Car. Once the cars were released to race, the circuit was again ready for intermediates and the cars peeled into the pits. Alonso was delayed by pitting behind Massa and was delayed enough that, on leaving the pits, Button was right behind him. Entering Turn 3 they touched, giving Button a puncture and leaving Alonso stranded on the kerb: enter the Safety Car... again.

On the restart, Vettel bolted away from Kobayashi who was fighting off Massa. The track was now drying at such a rate that the race director decided to allow the use of DRS, preempting a switch to slicks that was started by Webber on lap 51. Fastest man was Schumacher who grabbed second spot as Kobayashi and Massa squabbled over the same piece of track.



Vettel can't believe it, we can't believe it... Button wins in Montreal

As the race entered its final phase, Button caught and passed both Webber and Schumacher. The higher-downforce settings McLaren had chosen together with the DRS and Jenson's driving were the ideal combination. Having grabbed second place, he set off after Vettel and, on the last lap, forced him into a mistake at Turn 7. It was enough for Jenson to take victory after two accidents and six pitstops. He'd occupied every position from last to first along the way, and this was surely the best victory of his career in a race that will be remembered for years to come. 🏆

The GP you didn't see on TV

Taking you behind the scenes at the Circuit Gilles Villeneuve as the weekend unfolded



Lewis demonstrates his talents out of the drivers seat with a spot of Sunday afternoon hurdling



Despite all the umbrella talk, someone didn't check the weather. And it's not Richard Branson...



'Pedal to the Vettel' (see what he's done?) Punning Seb fans were in for a disappointing time of it



Rain. A very, very wet track. And no cars out on it. This was a bit of a recurring feature...







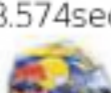


F1 might be the world's most glamorous sport, but car parking can be rustic to say the least

Canadian Grand Prix stats

The lowdown on everything you need to know from the weekend in Montreal...

THE GRID

 1. VETTEL RED BULL 1m13.014secs Q3	 2. ALONSO FERRARI 1m13.199secs Q3
 3. MASSA FERRARI 1m13.217secs Q3	 4. WEBBER RED BULL 1m13.429secs Q3
 5. HAMILTON McLAREN 1m13.565secs Q3	 6. ROSBERG MERCEDES 1m13.814secs Q3
 7. BUTTON McLAREN 1m13.838secs Q3	 8. SCHUMACHER MERCEDES 1m13.864secs Q3
 9. HEIDFELD RENAULT 1m14.062secs Q3	 10. PETROV RENAULT 1m14.085secs Q3
 11. DI RESTA FORCE INDIA 1m14.752secs Q2	 12. MALDONADO WILLIAMS 1m15.043secs Q2
 13. KOBAYASHI SAUBER 1m15.285secs Q2	 14. SUTIL FORCE INDIA 1m15.287secs Q2
 15. BUEMI TORO ROSSO 1m15.334secs Q2	 16. BARRICHELLO WILLIAMS 1m15.361secs Q2
 17. DE LA ROSA SAUBER 1m15.587secs Q2	 18. TRULLI LOTUS 1m16.745secs Q1
 19. KOVALAINEN LOTUS 1m16.786secs Q1	 20. LIUZZI HISPANIA 1m18.424secs Q1
 21. GLOCK VIRGIN 1m18.537secs Q1	 22. KARTHIKEYAN HISPANIA 1m18.574secs Q1
 23. D'AMBROSIO* VIRGIN 1m19.414secs Q1	 24. ALGUERSUARI† TORO ROSSO 1m16.294secs Q1

*Outside the 107% rule but allowed to start by stewards
†Started from pitlane

THE RACE



THE RESULTS (70 LAPS)

1st	Jenson Button	McLaren	4h04m39.537s
2nd	Sebastian Vettel	Red Bull	+2.709s
3rd	Mark Webber	Red Bull	+13.828s
4th	Michael Schumacher	Mercedes	+14.219s
5th	Vitaly Petrov	Renault	+20.395s
6th	Felipe Massa	Ferrari	+33.225s
7th	Kamui Kobayashi	Sauber	+33.270s
8th	Jaime Alguersuari	Toro Rosso	+35.964s
9th	Rubens Barrichello	Williams	+45.117s
10th	Sébastien Buemi	Toro Rosso	+47.056s
11th	Nico Rosberg	Mercedes	+50.454s
12th	Pedro de la Rosa	Sauber	+63.607s
13th	Vitantonio Liuzzi	Hispania	+1 lap
14th	Jérôme D'Ambrosio	Virgin	+1 lap
15th	Timo Glock	Virgin	+1 lap
16th	Jarno Trulli	Lotus	+1 lap
17th	Narain Karthikeyan	Hispania	+1 lap†
18th	Paul Di Resta	Force India	+3 laps/dnf-collision

Retirements

Pastor Maldonado	Williams	61 laps - spin
Nick Heidfeld	Renault	55 laps - collision
Adrian Sutil	Force India	49 laps - collision
Fernando Alonso	Ferrari	36 laps - collision
Heikki Kovalainen	Lotus	28 laps - transmission
Lewis Hamilton	McLaren	7 laps - collision

† 20-second drive-through penalty added for causing a collision

THROUGH SPEED TRAP



Fastest: Mark Webber, 199.81mph
Slowest: Jérôme D'Ambrosio, 184.58mph

TYRE COMPOUNDS USED



Soft Supersoft Intermediate Wet

CLIMATE



TRACK TEMP



FASTEST LAP

Jenson Button, lap 69, 1min 16.956secs




FASTEST PITSTOP

Mark Webber, 22.402secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	161pts
2nd	Jenson Button	McLaren	101pts
3rd	Mark Webber	Red Bull	94pts
4th	Lewis Hamilton	McLaren	85pts
5th	Fernando Alonso	Ferrari	69pts
6th	Felipe Massa	Ferrari	32pts
7th	Vitaly Petrov	Renault	31pts
8th	Nick Heidfeld	Renault	29pts
9th	Michael Schumacher	Mercedes	26pts
10th	Nico Rosberg	Mercedes	26pts
11th	Kamui Kobayashi	Sauber	25pts
12th	Adrian Sutil	Force India	8pts
13th	Sébastien Buemi	Toro Rosso	8pts
14th	Jaime Alguersuari	Toro Rosso	4pts
15th	Rubens Barrichello	Williams	4pts
16th	Sergio Pérez	Sauber	2pts
17th	Paul Di Resta	Force India	2pts
18th	Pedro de la Rosa	Sauber	0pts
19th	Jarno Trulli	Lotus	0pts
20th	Vitantonio Liuzzi	Hispania	0pts
21st	Jérôme D'Ambrosio	Virgin	0pts
22nd	Heikki Kovalainen	Lotus	0pts
23rd	Timo Glock	Virgin	0pts
24th	Pastor Maldonado	Williams	0pts
25th	Narain Karthikeyan	Hispania	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	255pts	9	Williams	4pts
2	McLaren	186pts	10	Lotus	0pts
3	Ferrari	101pts	11	Hispania	0pts
4	Renault	60pts	12	Virgin	0pts
5	Mercedes	52pts	 For comprehensive F1 statistics visit www.forix.com		
6	Sauber	27pts			
7	Toro Rosso	12pts			
8	Force India	10pts			



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My month in F1

FRANK WILLIAMS

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I HAVE MY SAY ON MURRAY WALKER

The BBC came to Grove to interview me for a documentary about Murray Walker. When I think of Murray, I think of a noisy commentator with a massive following. He loved F1 and he gave Williams a fair shout over the years. He was a big fan of Nigel Mansell's. When Nigel left our team, I don't think Murray was overly pleased!

SILVERSTONE WING

It's a huge building, isn't it? Endless conference rooms, 40 pit garages, and all of it superbly accessible for wheelchairs. Silverstone has always been a great circuit, it just needed a face-lift around the pits and paddock and that's what the new Silverstone Wing gives it. It's modern and swish: something for us all to be proud of.

THE QATAR LECTURE

This took place at the Oxford Centre for Islamic Studies, a beautiful building in the centre of the city. The lecture was given by the Qatari prime minister, Sheikh Hamad Bin Jassim Bin Jabr Al-Thani and what really intrigued me was how he answered some very tricky political questions. He was a great speaker with a very quick brain... the facts just poured out.

MY BIGGEST REGRET

If I had my time again, I would probably go to university. Maths and physics were mumbo jumbo to me, and still are, but I think I would

have enjoyed reading languages at university. My problem is that I went to a Roman Catholic boarding school from the age of eight and we were never allowed out. Once I left school, I was off. University didn't get a look in.

WE BROKE OUR DUCK!

To get our first points of 2011 was a relief. Our cars and our drivers went well, but I was a bit annoyed with Lewis Hamilton. To drive into Maldo at Ste Devote was beyond the pale. But you've got to admire the McLaren suspension, haven't you? Maldo wasn't Lewis's first victim and Lewis still made it to the end of the race.

PASTOR'S DOING WELL...

I'm delighted with him, I really am. He's done better than some people outside the team have given him credit for. One thing I've noticed about Pastor is that he's got about 15 uncles, 14 sisters, 17 brothers... and they all turn up together to watch. It's very funny, in a nice way. They're all good fun.

LOOKING AHEAD

A driver is only as good as his racing car. We're not good enough at the moment, that's clear, and I can't say watch this space in terms of tomorrow or next Friday. But there are a lot of bright young people here, who are bursting to show how good they are and I'm hopeful that they'll come up with some good developments.

"I'm delighted with Maldonado and was annoyed with Lewis for driving into him at Ste Devote"



THE 2012 OLYMPICS

I'm not going because I can't stand travelling for three hours in a crowd and then having to queue, plus you can see it all on TV anyway. Seb Coe asked me a year ago to be his guest for the whole Olympics, but I haven't taken up his offer.

Seb and I have been mates for a long time. He came to some races with us in 1984 and we used to go running on the roads near the circuits. Once, we were running near the Nürburgring and he said he wanted to go ahead so he could stretch himself. Off he went up this hill, his damn little legs spinning round much faster than mine. He left me standing: I couldn't believe it!

On my mind this month...

"Murray loved F1 and gave Williams a fair shout, - he was a big fan of Nigel Mansell's"



"The new Silverstone Wing is modern and swish: something for us all to be proud of"



"To get our first points of 2011 was a relief - our cars and drivers went well"



"Seb Coe asked me to be his guest at the Olympics - we've been mates for a long time"

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

ALAN HENRY



Forty years and counting on the frontline of Formula 1

Confusion reigns over F1's future in Bahrain

If a week is a long time in politics, then a day is an eternity in journalism. No, don't even hint that I'm stating the bleeding obvious. The main body of this column is about 415 words long, but two drafts were consigned to the dustbin in a single day as the controversy over the future of the Bahrain GP ebbed and flowed on the summer tide.

It was a typical game of F1 snakes and ladders, of course, with the outcome pretty much guaranteed before the arguments had even begun. I can't tell you where the posturing will be when this issue of *F1 Racing* hits the newsstands, but I do know one thing for absolute certain: there will be no Bahrain GP on the calendar in 2011. In 2012 maybe. But not this year.

There are those, of course, who will tell you that politics should play no part in sport, and vice versa, but these individuals clearly occupy a soft-focus parallel universe, a high-octane version of *The Wizard of Oz* film set. F1 is no different to FIFA or the Olympic movement, except that Bernie Ecclestone runs F1 more efficiently than the other two. Ultimately, all these sports are lubricated by large piles of money. At least, in F1's case, when the engines are not running.

"I'm certain there will be no Bahrain GP in 2011. In 2012 maybe... not this year"

Of course, there has been much in the way of lofty comment on the rights and wrongs of the Bahrain F1 issue from the great and the good, and I must say that I felt Max Mosley spoke good sense when he warned that F1 would be storing up huge trouble for itself if it turned up to race in Bahrain this year. Then I opened the *Daily Mail* to find columnist Ephraim Hardcastle reminding us that revelations about the former FIA president's "enjoyment of sado-masochistic parties" might have been connected with the royal family of Bahrain telling him to stay away from the 2008 Bahrain Grand Prix.

Hardcastle continued: "As it happens, the old spanker was responsible for the F1 jamboree going there in the first place." Steady on there, chaps!



The FIA and the Bahraini organisers are struggling to get the grand prix back on the calendar

The sport is currently operating in damage-limitation mode, working out how the hell it and the Bahraini organisers can pour sufficient oil on the currently troubled waters to reassure the sport's stakeholders that all will be well in time for the race to be confirmed as a definite fixture on next year's schedule. And oil is something they are not exactly short of.

Of course, there has been much in the way of lofty comment on the rights and wrongs of the Bahrain F1 issue from the great and the good, and I must say that I felt Max Mosley spoke good sense

A NEW STRATEGY FOR LEWIS



I'm in total agreement with David Coulthard in his support for McLaren's new strategy of allowing their drivers to speak their minds to the media rather than churning out the usual banal generalities. It's made for more spicy interviews with Jenson and Lewis, both of whom seem more relaxed in their newly liberated situation. It works well – no doubt about it.

What I have yet to ask McLaren, however, is whether somebody had the wit to whisper in Lewis's ear a reminder to the effect that when you qualify mid-grid at Monaco, this is a day when settling for sixth place is probably better than risking everything in a vain attempt to win. Managing expectations should have been the name of the game.

IS THIS THE END FOR ISTANBUL PARK?

It would be a shame if F1 found itself bidding farewell to Istanbul Park and the Turkish GP next season, but I've feared for its future ever since the provisional 2012 calendar was published with an ominous asterisk alongside its scheduled date. With some of the best corners in the business, the Turkish track is proof that you can build an imaginative layout while still maintaining high standards of safety and security. It would be sadly missed.



Turkey's Turn 8 is one of the most thrilling corners on the F1 calendar. But low attendance means the GP's future is in doubt





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The European GP preview

by Heikki Kovalainen 26.06.2011 / Valencia

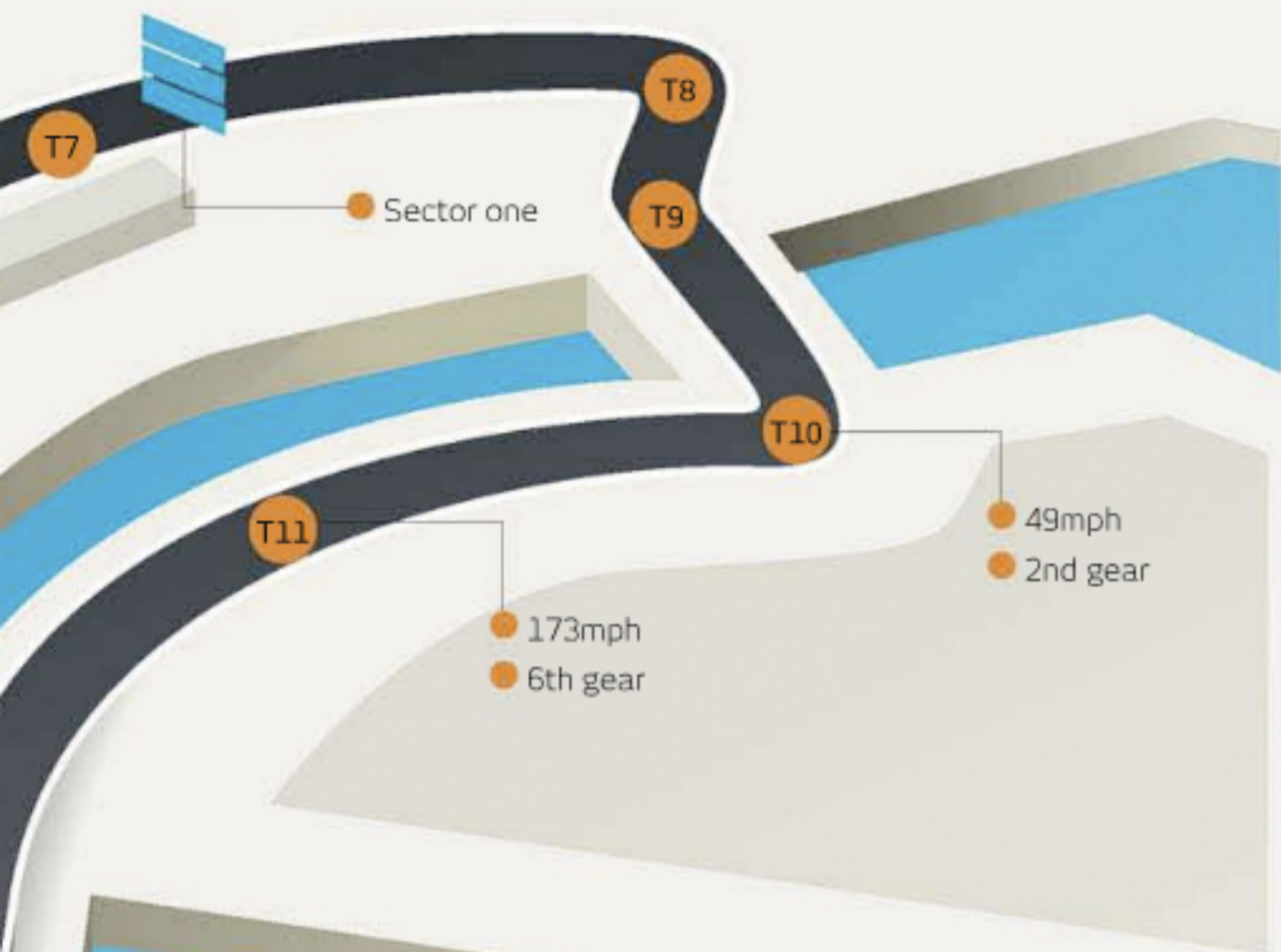
A wide-open, flowing street circuit that tends to throw up very few surprises



HEIKKI'S INSIDE TIP

You can hit the kerbs harder at this circuit, and find a better balance between the straightline speed and the grip in the corners, but this makes finding the right downforce level crucial. It's always hot in Valencia, so getting the best out of the tyres is very important.





T23
T24

HEIKKI'S CIRCUIT HIGHLIGHT

The highlight in Valencia has to be the last sector. There are quite a few fast corners, which is unusual for a street race. Turns 23 and 24 are the quickest, but even before you get to them, Turns 18, 19, 20, 21 and 22 aren't exactly slow.



Valencia: not as confusing as it looks

Valencia isn't your average street circuit: it's much quicker and much wider. This means that you can perhaps push a little bit earlier on during a race weekend here than you would be able to in Monaco or Singapore, for example.

Generally speaking, this is a circuit I enjoy racing on. It's smooth and has quite a grippy surface, which means you can really ride the kerbs here.

Although you might not expect it, the bump where the swing bridge connects to both parts of the circuit is not a big problem. It's a fairly minor bump – nothing unusual. But what is

"I had a bad experience at Turn 17 last year, although I'm sure Mark Webber had a worse time of it than I did"

unusual here is that this is quite a narrow section of the circuit.

And then there's Turn 17, where I had a bit of a bad experience last year – although I'm sure Mark Webber had an even worse time of it than I did.

I know people tend to think that Valencia is a confusing circuit because all the walls look so similar, but I know exactly where I am all the time. I think it's actually relatively straightforward to drive and I enjoy it. There is no real rhythm-breaking corner, which means there's a nice, flowing feel.



All you need to know

CIRCUIT STATS

Round 8/19

Track length: 3.367 miles

Race length: 191.931 miles

Laps: 57

Direction: Clockwise

F1 debut: 2008

Lap record: 1min 38.683secs

Timo Glock (2009)

Last three winners:

2010 Sebastian Vettel

2009 Rubens Barrichello

2008 Felipe Massa

Tyre allocation

Prime: Medium

Option: Supersoft

TV SCHEDULE

Timetable (UK time)

Fri 24 June

Practice 1: 11:00 - 11:30

Practice 2: 14:00 - 15:30

Sat 25 June

Practice 3: 11:00 - 12:00

Qualifying: 14:00

Sun 26 June

Race: 14:00

The British GP preview

by Heikki Kovalainen 10.07.2011 / Silverstone

Passionate fans, high-speed turns – this classic circuit is one of the season's highlights



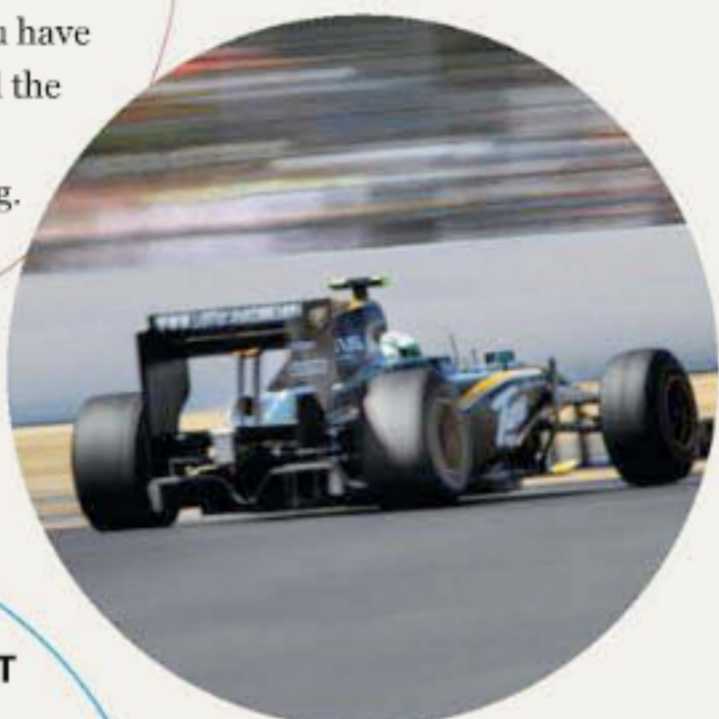
HEIKKI'S TOP OVERTAKING SPOT

Generally there are no good overtaking spots at Silverstone. Maybe Turn 3, but that's a problem if the bump at Turn 1 is still there, although it's still a flat-out corner. There's also Turn 16, (Club), but the problem is Turn 15 (Stowe) is quite quick. If you can take pole position here, you're halfway to the win.



HEIKKI'S INSIDE TIP

The secret of nailing it at Silverstone and going really, really fast is to have good balance and grip in the high-speed corners. This gives you the confidence you need to attack them because they're not long corners where you can load the car. You have to change direction quickly and the car has to be able to react well. That's the most important thing.



HEIKKI'S CIRCUIT HIGHLIGHT

The best bits of Silverstone are Turns 10-14: Maggots, Becketts and Chapel. They're all high-speed corners and are some of the best ones on the calendar. It's a similar kind of thing to what you'll find at Suzuka – you can go extremely fast at both of these circuits.

T10

T11

T12

T13

T14

● 95mph
● 2nd gear

● 59mph
● 2nd gear

● 164mph
● 6th gear

Sector one



Watch out for that bump on Turn 1...

A lot of changes have been made at Silverstone over the course of the past two years, including the pits and the start/finish straight being moved. But, to be honest, I preferred racing on the old version of the circuit rather than what we raced on last year. There was



All you need to know

CIRCUIT STATS

Round 9/19

Track length: 3.66 miles

Race length:

190.603 miles

Laps: 52

Direction: Clockwise

F1 debut: 1950

Lap record: 1min

30.874secs

Fernando Alonso (2010)

Last five winners:

2010 Mark Webber

2009 Sebastian Vettel

2008 Lewis Hamilton

2007 Kimi Räikkönen

2006 Fernando Alonso

Tyre allocation

Prime: Hard

Option: Soft

Timetable (UK time)

Fri 8 July

Practice 1: 10:00 - 11:30

Practice 2: 14:00 - 15:30

Sat 9 July

Practice 3: 10:00 - 11:00

Qualifying: 13:00

Sun 10 July

Race: 13:00

"A lot has changed at Silverstone, but the new section is here to stay – so we'll have to get used to it"

a huge bump into in the middle of Turn 1, so it wasn't very comfortable. But the new section is here to stay, so we'll have to get used to it and it's no problem really. Even so, I still think the old circuit was better. Bridge and Priory were really good corners.

It's a track that I am very fond of – I've got a lot of good memories of racing at Silverstone. I won my first Formula 3 race here with Fortec Motorsport in 2002, and I also took my first Formula Renault win on the shorter version of the circuit. There's a great atmosphere, the local fans are brilliant and I have a lot of friends here – quite a few of the marshals and people who work at the circuit I know personally.

For me, it's almost like a home race in a way. I lived in Northampton for quite a few years and I've got some very good friends here. Richard Dutton is the boss of Fortec and I lived in his house for a while. I know that town like it's my own backyard!



Inside the mind of... **KAMUI KOBAYASHI**

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

Full name: KAMUI KOBAYASHI Nickname: KAMUI

Occupation: Track driver / student

Describe yourself in three words: Happy funny Working

Who is your favourite F1 driver in history and why? Chinese Taxi Driver

What's your favourite corner in F1? Suzuka T3-4-5 Silverstone T2-B-4-5 Who's your best mate in F1? Peter Sauer Morish

What's the best grand prix you've ever seen? Donington '93 with some Who do you owe your success to? TOYOTA

What was your best overtaking manoeuvre? All of them

If F1 could introduce one new rule, what would it be? shafe 2 car!!

What would you be if you weren't an F1 driver? novik star

What's the best piece of advice you've ever had in F1? to go fast

What's your career highlight so far? my first race in f1

What car do you drive? Bmw X5

What was the last thing Bernie Ecclestone said to you? Hello! How are you!

Who's the sport's toughest competitor (apart from you)?

Chinese Taxi Driver

What are the three key elements to a perfect lap?

No mistake

No mistake

No mistake

Please draw a quick self-portrait:



I declare that all the information on this form is correct to the best of my knowledge

[Signature]
signed

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