

# F1 RACING

EXPERT ANALYSIS

## 2011'S BATTLE OF THE TEAM-MATES

Racing to avoid the dreaded 'No2' tag

**LEWIS HAMILTON**

STARTS	78
POLES	18
WINS	24
PODIUMS	28
PASTEST LAPS	2
GRAND PRIXES	2
POINTS	256

**JENSON BUTTON**

STARTS	108
POLES	5
WINS	5
PODIUMS	20
PASTEST LAPS	2
GRAND PRIXES	2
POINTS	340

Tempers, titles and tantrums about tea...

# THE TRUTH ABOUT WILLIAMS

Mansell, Coulthard, Webber and more on the team's glorious past – and uncertain future



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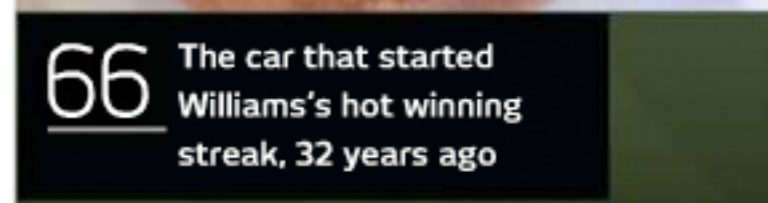
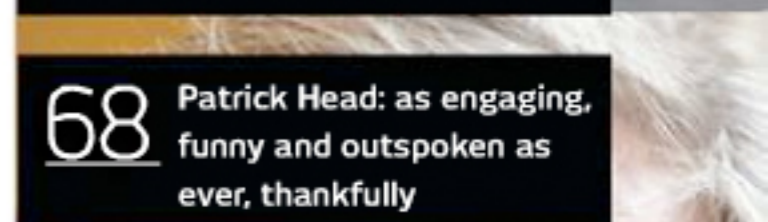
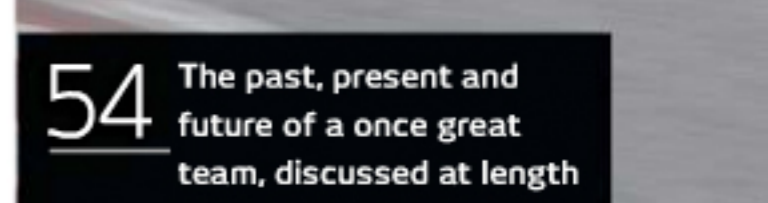
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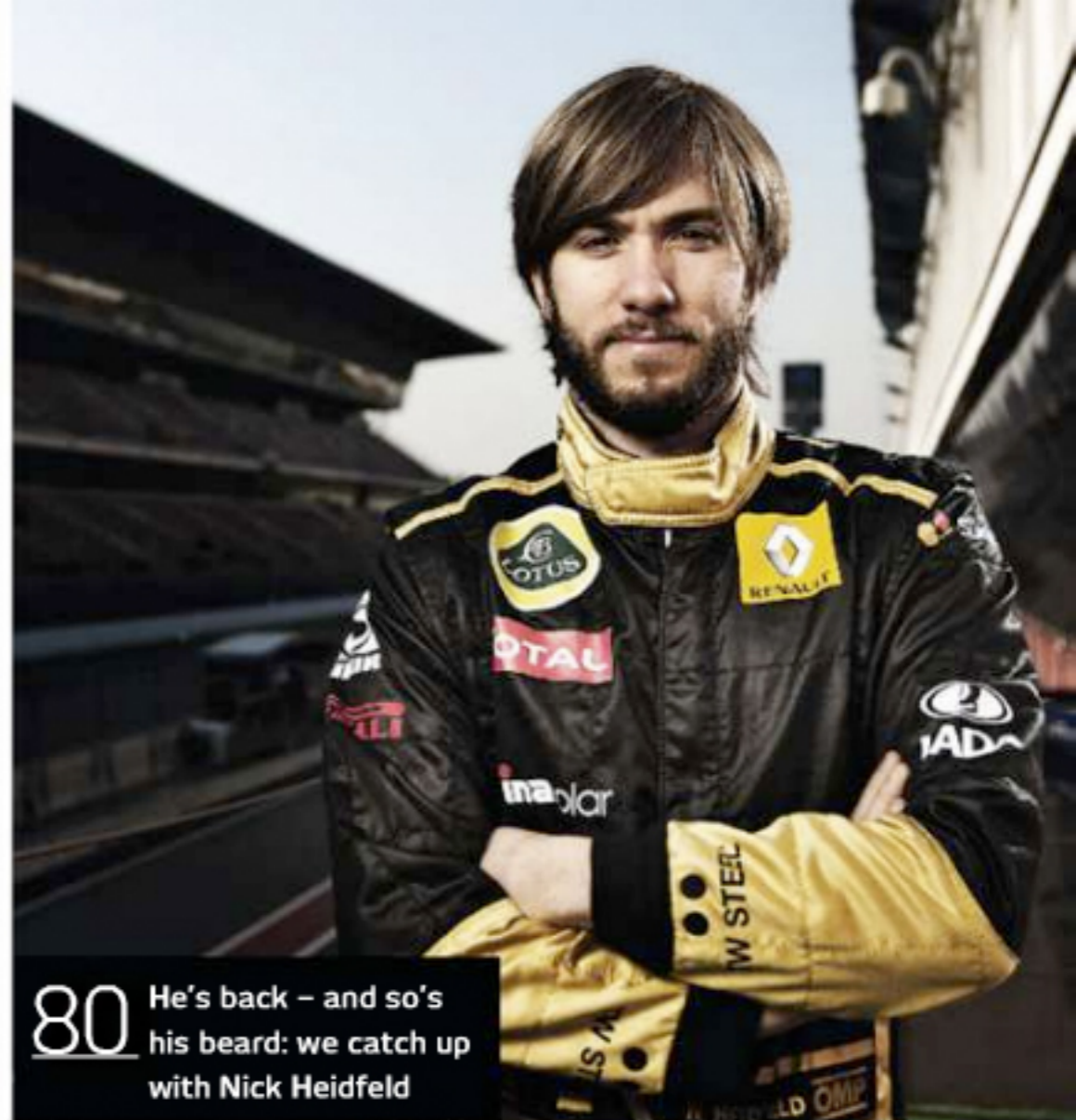
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# The Gentlemen Le Mans

“A lot of people go through life doing things badly.  
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Steve McQueen  
Le Mans  
1971



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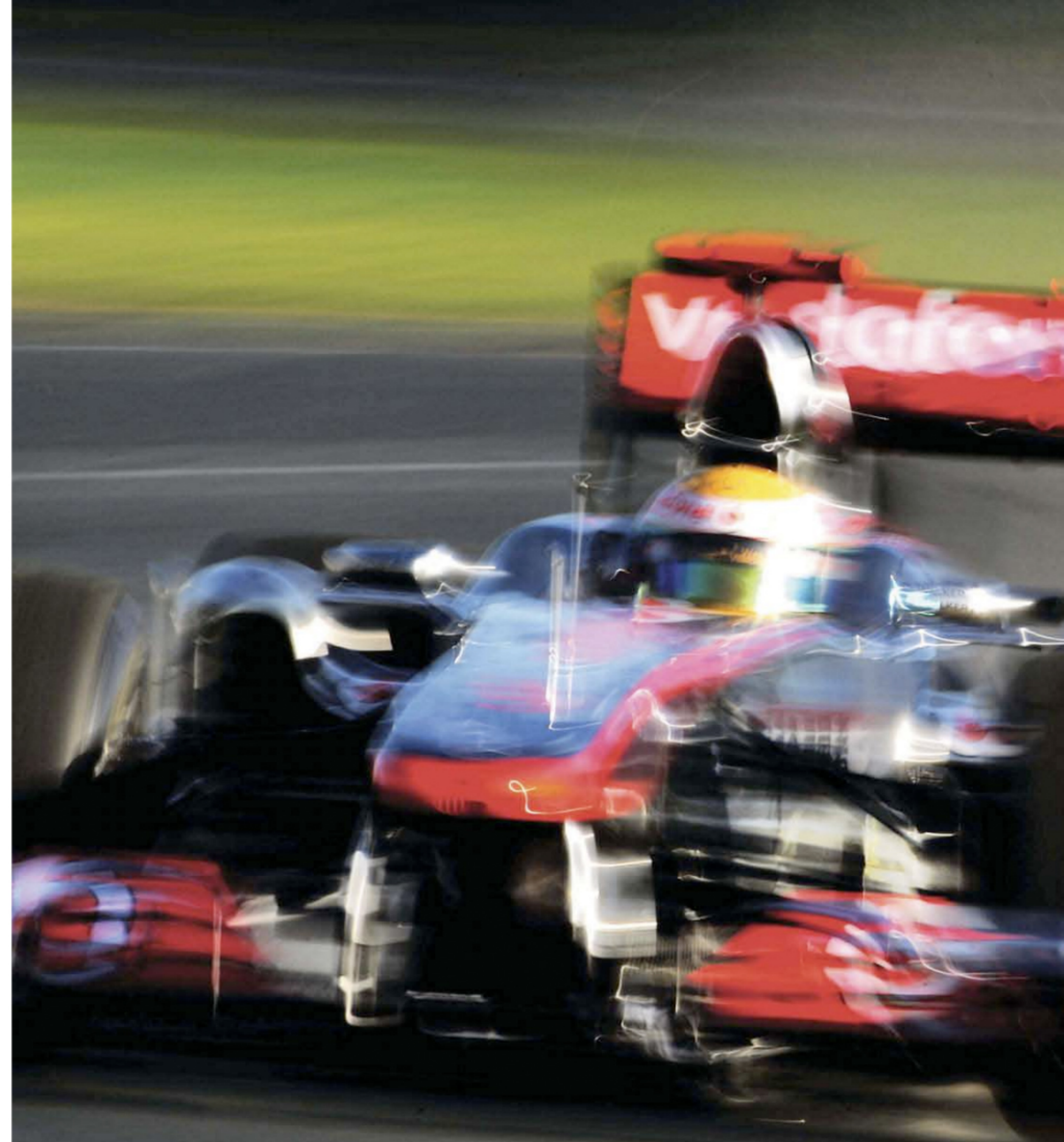
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# Parade

**Lewis sees the light** The doom and gloom that had surrounded McLaren in pre-season testing was lifted the moment the cars took to the track in Melbourne. It was confirmed by Lewis Hamilton's competitive second place

**Where** Albert Park, Melbourne **When** 5.51pm, Sunday 27 March

**Photographer** Lorenzo Bellanca/LAT

**Details** Canon EOS-1D Mk IV, 600mm lens 1/5th at F32







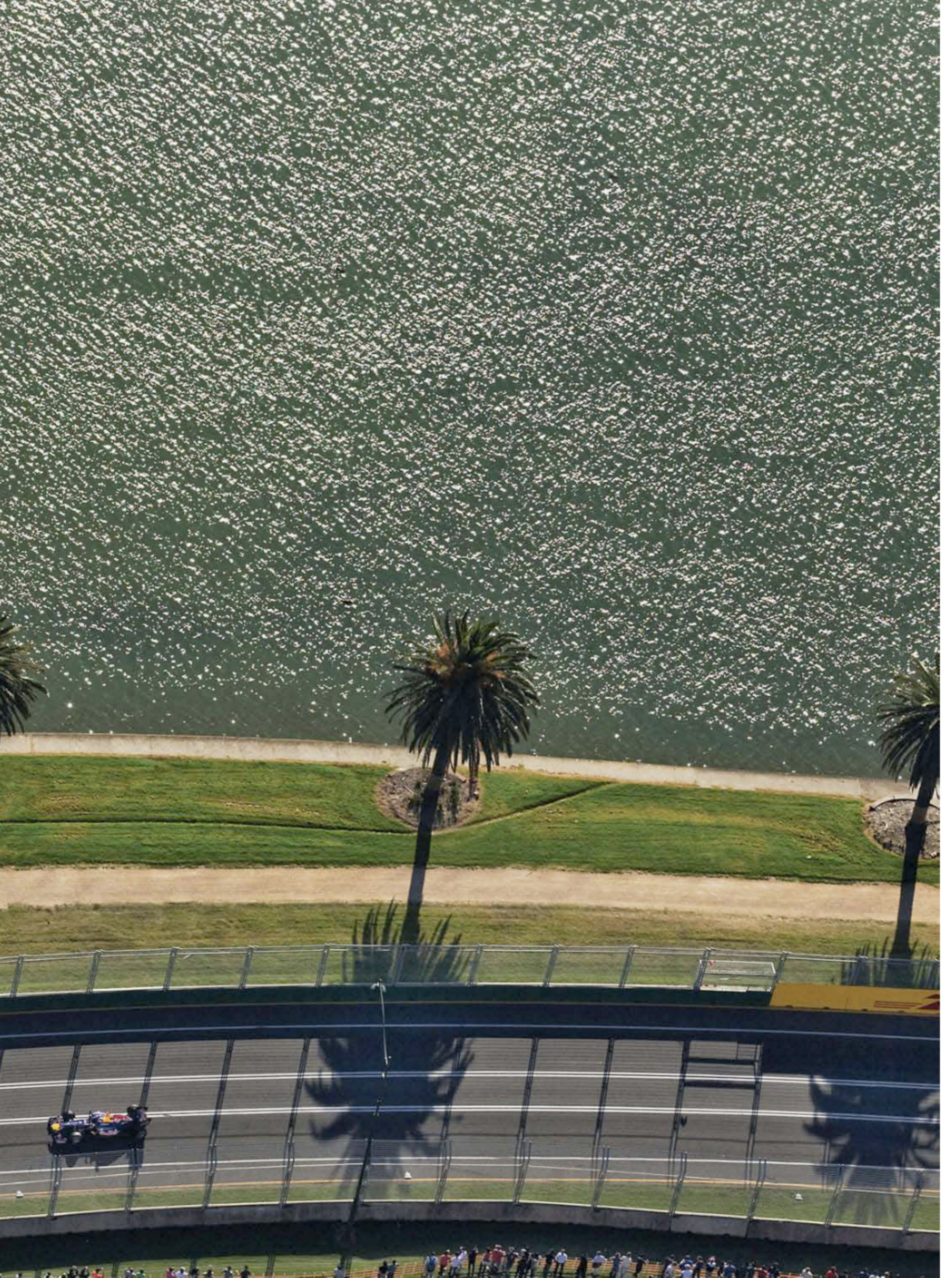
# Parade

**A stroll in the park** Sebastian Vettel was out for a lakeside pootle in Albert Park, and he made the rest of the field look like Sunday drivers as he began the defence of his world championship in style

**Where** Albert Park, Melbourne **When** 5.21pm, Sunday 27 March

**Photographer** Steven Tee/LAT

**Details** Canon EOS-1D Mk IV, 200mm lens 1/1600th at F8





# Parade

**The point of the matter** After scoring a point on his F1 debut in Australia, Paul Di Resta pushes his Force India hard in Malaysia. It certainly did the trick on the Sunday afternoon when the young Scot took another point to make it two in a row

**Where** Sepang, Kuala Lumpur **When** 2.07pm, Friday 8 April

**Photographer** Mark Sutton/Force India

**Details** Canon EOS-1D Mk IV, 200mm lens 1/250th at F16





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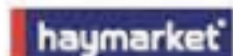
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STOP AND GO / Hans Seeberg / 05.2011



# So what exactly is the story over at Williams?

One thing you can guarantee at the start of every season these days is that there will be a quietly optimistic prediction from Williams that this could be the year they get back on track; it's the F1 equivalent of "This time next year, Rodney, we'll all be millionaires." So what do fans really think of Williams? No one would deny the brilliance of their past glories, or the irrepressible passion and graft of Frank Williams and Patrick Head. And yet this is where we are: 14 years on from Jacques Villeneuve's title triumph, Williams are scrapping around in F1's midfield with teams who, without being disrespectful, they should be beating. We know how they got here: largely by being outspent by teams with far more capacious wallets. The question is, how do they get back to anywhere near where they were before without the same financial heft and only their brainpower to fall back on?

We've spent a bit of time pondering Williams this month. The likes of Nigel Mansell and Mark Webber look back on their time there, while Andrew Benson examines the team's future. Maurice Hamilton also collars Patrick Head for a lively chat in which it's revealed that Rubens Barrichello was less than pleased to have some of his pre-season testing time given to Pastor Maldonado.

Cossetted sports stars having strops is not what Williams need. Head claims Rubens still has a fierce desire to win – not that you'd have guessed from watching the Chinese Grand Prix. Nevertheless, he'll be vital if Williams are to cling on to their unofficial title as everyone's second favourite team.

**Photographer Glenn Dunbar heads down to the Williams factory to shoot this month's cover story about the past, present and future of a classic British team (p54)**



**News editor Jonny and Nick Heidfeld compare facial hair. Quick Nick's the winner. Find out more on p80**



**The wine is flowing and so is the conversation as Maurice Hamilton meets Patrick Head for a slap-up lunch and the low-down on Williams (p68)**



Special thanks to Claire Williams, Alexandra Schieren, Steve Cooper, Matt Bishop, Silvia Hoffer Frangipane, Clare Robertson, Wolfgang Schattling, Nicola Armstrong, Bradley Lord, Sabine Kehm, Katie Tweedie, Britta Roeske, Luca Colajanni, Roberta Valorosi, Stefania Bocchi, Bradley Lord, Clarisse Hoffmann, Will Hings, Lucy Genon, Eric Silberman, Fabiana Valenti, Silvi Schaubloeffel, Tom Wiebb, Anna Goodrum, Hanspeter Brack, Heike Hentzsch, Alba Salz, Tracy Novak, Chris Hughes, Paul Quinn, Maurice Hamilton, Andy Lark, Stuart Humm and Fred, the heroic footballing prowess of Lynsey 'The Enforcer' Row, everyone at 2 Doors Down in St Kilda for the hospitality. Absolutely no thanks whatsoever to the people responsible for the sad financial demise of Plymouth Argyle FC. Good luck to Clyde Brofin, the author of *Overdrive - Formula 1 in the Zone*, which has been shortlisted for May's British Sports Book Awards.

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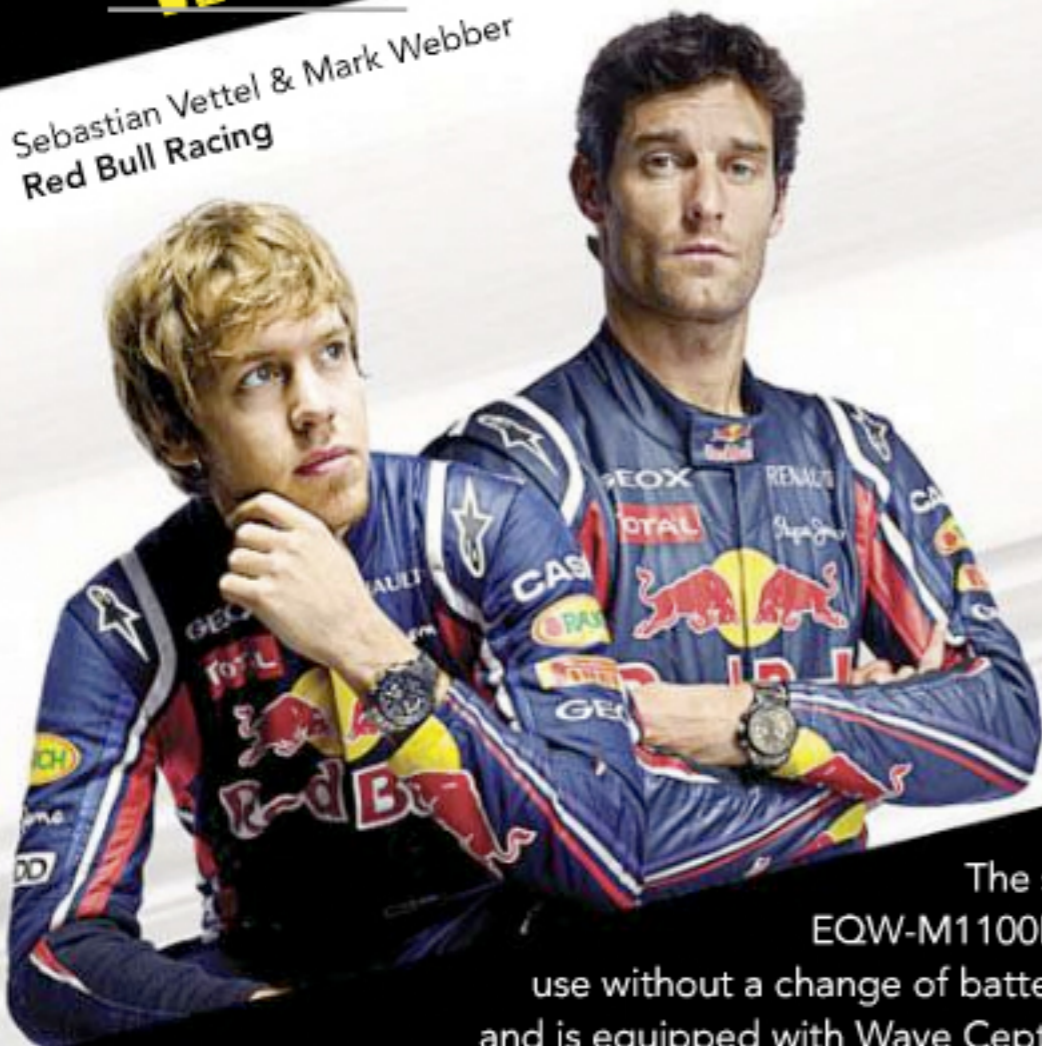
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## STAR LETTER



### Give Petrov a break

After Vitaly Petrov's third place in Australia, some are arguing that this doesn't prove he is talented and that if Robert Kubica had been there he still would have made Vitaly look pretty disappointing. I think, however, that Petrov truly has made a step forward and that if Robert were there for comparison, the gap between them would not be as unflattering to Vitaly as it was last year.

It's taken time for Petrov to display his true talent. We got glimpses of it last year, namely in Abu Dhabi where, regardless of the difficulty of overtaking, it was always going to be hard to keep Fernando Alonso behind him. Now with his podium he has proved that it was the right decision for Renault to keep him on.

Considering that talent such as Vitaly's has not been obvious straight away, it leads me to question what talents we may have lost from last year, – could Lucas di Grassi have world champion potential for example?

Finally on Vitaly Petrov – not bad for a guy who had no karting experience as a child and didn't start racing until he was 17!

**Jamie Hooper**  
Essex, UK



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### A new era of commentary

I'm 14 so I missed out on the days of the legendary Murray Walker. When he retired in 2001, he left F1 audiences hoping for a new era.

A lead commentator must be entertaining and capture the essence of the sport so we can all relate to it. Martin Brundle could be the man for the job after his showing in Oz and Malaysia. Unlike James Allen and Jonathan Legard, I'm used to hearing his voice over the airwaves, so there's no adaption required. I wonder if he's next to join Murray in the F1 commentary hall of fame.

**Oscar Mustard**  
By email

### A real fan's opinion

Having witnessed many rule changes during my time as an avid F1 viewer, I can't be the only one to believe the sporting side of F1 needs very little doing to it.

Yet despite some dramatic seasons recently, it seems people are still unhappy and feel the need to tinker. The casual fan has always had the loudest voice in terms of opinions of the sport. The new countries F1 visits and the internet bring F1 to more people than ever before, which means more casual fans with less interest in the sport's technicalities. It seems to me that they are shaping the future of F1. I'm not so naive as to think F1 can survive without generating new interest, but the quick-fix measures to 'spice up racing' frustrate me.

If people don't find Formula 1 stimulating enough for their attention span, then there are

plenty of other forms of racing that they can watch.

**Chris Thompson**  
By email

### Lewis: focus on the day job!

I am hardly a Lewis Hamilton fan, but lately I have been concerned by his priorities. His new manager, Simon Fuller, is also the creator of *American Idol* – surely he can't give Lewis the guidance he needs as a driver? And I've heard Lewis will lend his voice to the new Disney movie *Cars 2* – hardly the actions of a title contender. Where's the fire we saw before? Vettel is beating him in the quest for F1 greatness.

Does Lewis want greatness or fame?

**Laura Hannon**  
Waterford, Ireland

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OPINION

## FIVE THINGS WE'VE LEARNED FROM THE FIRST THREE RACES

KERS, DRS, tyres: there's a lot to discuss after Australia, Malaysia and China. Here's our verdict...



# 1

### Vettel and Red Bull have really raised their game

Before the season started, some experts questioned whether Sebastian Vettel would have the same hunger for success now that he'd won the world championship. Furthermore, would the RB7 be as competitive as the RB6 given that the new car was designed in the midst of a furious title battle?

Both these questions were answered in Australia – first when Vettel cruised to pole position by a margin of 0.778 seconds, and then when he scored a comfortable victory the following day without the use of KERS. In Malaysia, two weeks later, the domination was repeated with another pole-to-flag victory. The fact that the German set the fourth fastest lap in Australia and the sixth fastest lap in Malaysia suggests that he probably kept plenty of performance in reserve. Had he got to the first corner first in China there's a strong possibility he would have made it three wins out of three.

As was the case at the end of last season, Mark Webber hasn't been able to match his team-mate – in the first two races he was, on average, 0.59 seconds slower than Vettel in qualifying. But it's not just Webber who should be concerned – in the past 20 years, the man who has won the first race of the season has gone on to win the championship on 15 occasions. Not yet 24, Vettel now has 12 F1 victories to his name – 11 more than Michael Schumacher had at the same age – and more pole positions than three-time world champion Sir Jackie Stewart.

Can anyone stop Vettel and Red Bull from waltzing to title number two? If you take China as a guide, the key appears to be stopping Vettel from getting out in front at the start of races.



# 2

### Managing your tyre allocation is hugely important

It's safe to say that the season opener in Australia left a fair few teams scratching their heads over tyre wear, as the low-grip circuit meant tyre degradation was nowhere near as great as had been predicted pre-season. But in Malaysia we saw more of what we had expected – and Pirelli had promised – with drivers on three- and, in some cases, four-stop strategies.

Crucially, a four-stop strategy requires five sets of tyres and with drivers this year limited to just six sets for qualifying and the race (three 'hard' prime sets, three 'soft' option sets) it's more important than ever to preserve tyres on Saturday. If you accidentally lock a wheel and damage a tyre in qualifying, as Lewis Hamilton did in Malaysia, it badly limits your tyre choice on race day. To Lewis's credit he clearly learned from that mistake. A week later in China he forfeited a second qualifying run in Q3 to save a set of option tyres for race day. That decision paid off and we can expect others to follow suit in the races ahead.



20

### NEW-LOOK SILVERSTONE

England's classic circuit has undergone even more changes ahead of this year's British GP. But this time the changes will affect the spectators rather than the drivers...



25

### ARE NOSES TO BLAME?

High noses have become *de rigueur* in modern F1. But some new research from the FIA Institute suggests they may be to blame for some pretty scary aerial shunts

## Five other things we've learned between Australia and China...

- ✱ This year's rookies have got up to speed very quickly: Brit Paul Di Resta was a point scorer in his first two races, while Sauber new boy Sergio Pérez was unlucky not to do the same after impressive showings.
- ✱ Heidfeld and Petrov have stepped up in Kubica's absence. Renault's star driver may be missing due to injury, but two podiums in the first two races have given Renault their best start since 2006.
- ✱ Virgin and HRT have shown little improvement on last year. Both teams are still some way off the pace at the back of the field while last year's other new team, Lotus, have made a break for the midfield.
- ✱ Lewis hasn't read the updated sporting regulations: he was let off with a warning for weaving in front of Petrov in Malaysia last year. This year, he was penalised for over-defensive driving in front of Alonso.
- ✱ If you've got tyres that degrade quicker than before, you'll get more marbles. But according to Pirelli "they are a natural consequence of increased degradation that has led to more exciting races."



### 3 KERS is important at the start but adds little to the show

It might not have seemed the case in Australia, where the drag down to the first corner is short, but the ease with which the KERS-equipped field swamped a KERS-free Mark Webber off the line in Malaysia proved that, as in 2009, KERS is vital for the start.

In the first three races, KERS has been the only chink in Red Bull's armour, their self-developed system proving far from reliable. They may have the fastest car so far, but the possibility of losing positional advantages gained in qualifying within the first few seconds of a race will worry them.

But if it wasn't for Red Bull's problems with KERS, it's unlikely you'll have noticed the device as having much of an impact on racing because, with most teams using it, drivers often use it at the same time – thereby cancelling one another out. Mark Webber proved in both Malaysia and China that you don't need KERS to overtake, recording a high number of passes despite the weight penalty of carrying an intermittently functioning KERS system.



### 4 DRS has increased overtaking, but can make it too easy

Evidence from the opening races suggests that the DRS has indeed aided overtaking. But our opinion is that its use in Malaysia – on the long front straight – often made overtaking too easy. It was a similar situation in China.

Too often, drivers could effortlessly pass the car in front when they activated their rear wing and, for the most part, were comfortably in front before they reached the braking zone. It was impossible to defend against a DRS attack and left the driver in front as a sitting duck.

The system seemed to work better in Australia with a shorter DRS zone. Think back to Jenson Button's pass on Kamui Kobayashi into Turn 1 on lap 25. The DRS (when combined with KERS) gave just enough extra speed for him to get a run on the Sauber driver into the corner – but he still needed to be skilful on the brakes to make the move stick. That better represented the spirit in which the DRS should be used: it should make overtaking possible without doing all the work for the driver.



### 5 Red Bull are ahead of the rest in the pitstop war

With drivers making more tyre stops per race than they did last year, there is an even greater emphasis on teams getting their cars back out on track with new rubber as quickly as possible.

So far, Red Bull have demonstrated their world championship quality in this area by posting the two quickest pitstop times in Australia and four of the five fastest stops in Malaysia. Sebastian Vettel and Mark Webber only made small gains at each stop, but over a race distance that can be critical.

You only have to compare Mark Webber and Lewis Hamilton's total time in the pitlane in Malaysia. Both men made four tyre stops, but Webber's combined time in the pits was 1 minute 28.793secs – over four seconds quicker than Hamilton's combined total of 1 minute 33.001secs (which featured a fumbled tyre change). F1 teams spend millions of pounds trying to find a couple of tenths of performance but with seconds to be won or lost, the value of slick pitwork cannot be underestimated.

PHOTOS: STEVEN TEE/LAT; STEVE ETHERINGTON/LAT; DREW GIBSON/LAT; PAUL GILHAM/GETTY IMAGES; XPBCC; SAUBER



## Silverstone takes a cue from Wimbledon

A 'Henman Hill' style spectator area is just one of many changes at the ever-evolving circuit

**Silverstone is set** to become even more fan-friendly this year thanks to the creation of a new 30,000 square metre spectator area on part of the old circuit. Following last year's circuit modifications, the track now bypasses the old Abbey chicane, Bridge bend and Priory corner, so the organisers have decided to retire the old circuit, reclaim the land and open it up to the public. Gravel traps have been removed and spectator banking has been built up on the Wellington Straight just before

Brooklands – good news for fans as this proved to be one of the key overtaking spots in last year's British Grand Prix.

Giant screens will be erected in the middle of the new lawned area and Silverstone chief Richard Phillips is hoping it will become the motor racing version of Wimbledon's famous Henman Hill. But despite the changes, Silverstone is keen to honour its heritage and instead of ripping up the old track, fans will have the chance to walk around the historic

corners as they were – even the kerbing is being left in place. "We want people to walk on it and remember the past years," said Phillips. "When you think of what's happened on that piece of circuit and who's driven over it, it has real history."

Elsewhere, the new £27million Silverstone Wing pit and paddock complex, situated between Club and Abbey corners, will be ready for its official opening on 17 May.

Red Bull boss Christian Horner, who visited the new building in April, was impressed by the new facility, which provides bigger garages than the previous pits. "I think it's fantastic," he said. "In terms of the track, there has never been a problem here; it's one of the last remaining serious challenges on the grand prix calendar. And with the facilities that have now been put in place, it makes the infrastructure of the circuit comparable with any on the grand prix calendar."

One intriguing area of the new development is the pitlane, which promises to be unlike anything else in Formula 1. There will be a lawned area between the pitwall and pitlane, and the pitlane itself slopes considerably on the approach to Abbey, meaning that the drivers in the pits will be well below track level. Meanwhile new grandstands have been added at Club, along the pit straight and at Abbey. But if you want to go to the race on 8 July and haven't already bought a ticket, you'll have to act fast – over 70,000 of them have already been sold.



The new-look pitlane sits below the level of the track

TECH

# Pitstops: blink and you'll miss them

The pressure's on in the pits, but teams are finding novel ways to speed up tyre changes



Ferrari's swivel jacks mean mechanics can get out of the way quicker

At this year's Malaysian Grand Prix, there were an incredible 59 pitstops. It wasn't a record for a race – there were 75 in the 2007 European Grand Prix – but it was more than double the number of pitstops at the season-opening Australian GP. With the number of stops per race set to remain high, teams have had to devise ways of speeding up pitstops this year, without compromising consistency.



Mercedes glue on their wheel nuts to prevent cross-threading

Several teams, including Mercedes and Ferrari, are using a swivelling front jack. The device, first introduced last year, allows the operator of the front jack to move aside while still holding the car off the ground, thus ensuring a quicker release of the car.

"In a pitstop, every tenth of a second counts," said Williams team manager Dickie Stanford. "This swivel system allows the mechanic to yank the jack out the way faster than he could ever get out of the way himself."

Mercedes have started gluing the wheel nut to the wheel rim. If, during a stop, a new wheel is put on properly, it's impossible to cross-thread the nut as a result. The idea was first seen in NASCAR and if it proves successful, the other teams will waste no time in following suit.

## FIVE MINUTES ON THE PHONE WITH...

# PEDRO DE LA ROSA

McLAREN TEST DRIVER AND F1'S MR NICE



**Would you rather race at the back of the grid, or be a test driver with a front-running team?**

If you're with a team that is just trying to qualify, I haven't got the will or commitment to do that. It's a job for a younger driver and I did that myself in the past.

**But being a test driver in F1 today means that you spend very little time in the car...**

My view is different to some drivers'. I miss racing and I'm frustrated by the lack of testing, but my main objective is to stay in F1 because it's what I love. So as long as I'm strong enough and I have the speed, there's no reason why I should not be here. At my age, the moment you step outside of F1, you're out. So my view is that you are never too old...

**Tell us about a typical day working with the team?**

My role is focused on driving the simulator. I share my duties with Gary Paffett and Oliver Turvey,

plus Lewis and Jenson also do some of the work. Normally I do one day a week before the race and a day the week after, so now my priority is to prepare for the race, by optimising setup.

**Do you ever come to a grand prix thinking you might get to drive if Lewis or Jenson can't?**

I think about it every day. Maybe Jenson and Lewis shouldn't read this, but I've been a reserve driver for a number of years and I always believe I'm going to be racing and that it could be my time and my opportunity. During all my years at McLaren, I've done nine races for them, substituting in 2005 and 2006 for Juan Pablo Montoya.

**How do you prepare yourself for a grand prix weekend, knowing there's a chance you might race?**

I have a Technogym machine that I bought from Juan Pablo and it's a good tool for strengthening the neck. I use it twice a week and do fitness training every day. I even look at flight options for my wife – I'd want her here if I was racing.



Pedro on his way to his first and only podium in Hungary 2006 in a McLaren

## F1 Mastermind

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



- In 1987, Data General were the title sponsors of which team?
- Where did Jenson Button qualify on his debut GP in 2000?
- Who finished second behind Jack Brabham in the 1960 world championship?
- At which race did Nico Rosberg score his first F1 podium?
- Which Italian made his F1 debut for Jordan at the 1991 Spanish Grand Prix?
- Which former grand prix circuit featured 'The Gulch'?
- Which three Britons scored points at the 1989 Brazilian GP?
- Juan Pablo Montoya made his F1 debut in which year?
- What robbed Damon Hill of a certain victory at the 1993 German Grand Prix?
- What was Fernando Alonso's best result for Minardi when he raced for them in 2001?



## THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



### Alexander Rossi Who is he?

A 19-year-old Californian who's aiming to be the first American in F1 since Scott Speed. This season he's competing in the World Series by Renault.

### Is he any good?

In 2005, he came fifth out of 2000 entrants in the Red Bull F1 US driver search. After winning in America, he moved to Europe and finished fourth in GP3 in 2010.

### Anything else we need to know about him?

As a prize for winning the 2008 Formula BMW world

championships, Rossi was awarded a drive in a BMW Sauber F1 car in 2009 in which he completed 85 flawless laps. He was also recently announced as a member of the Team Lotus Driver Development Programme.

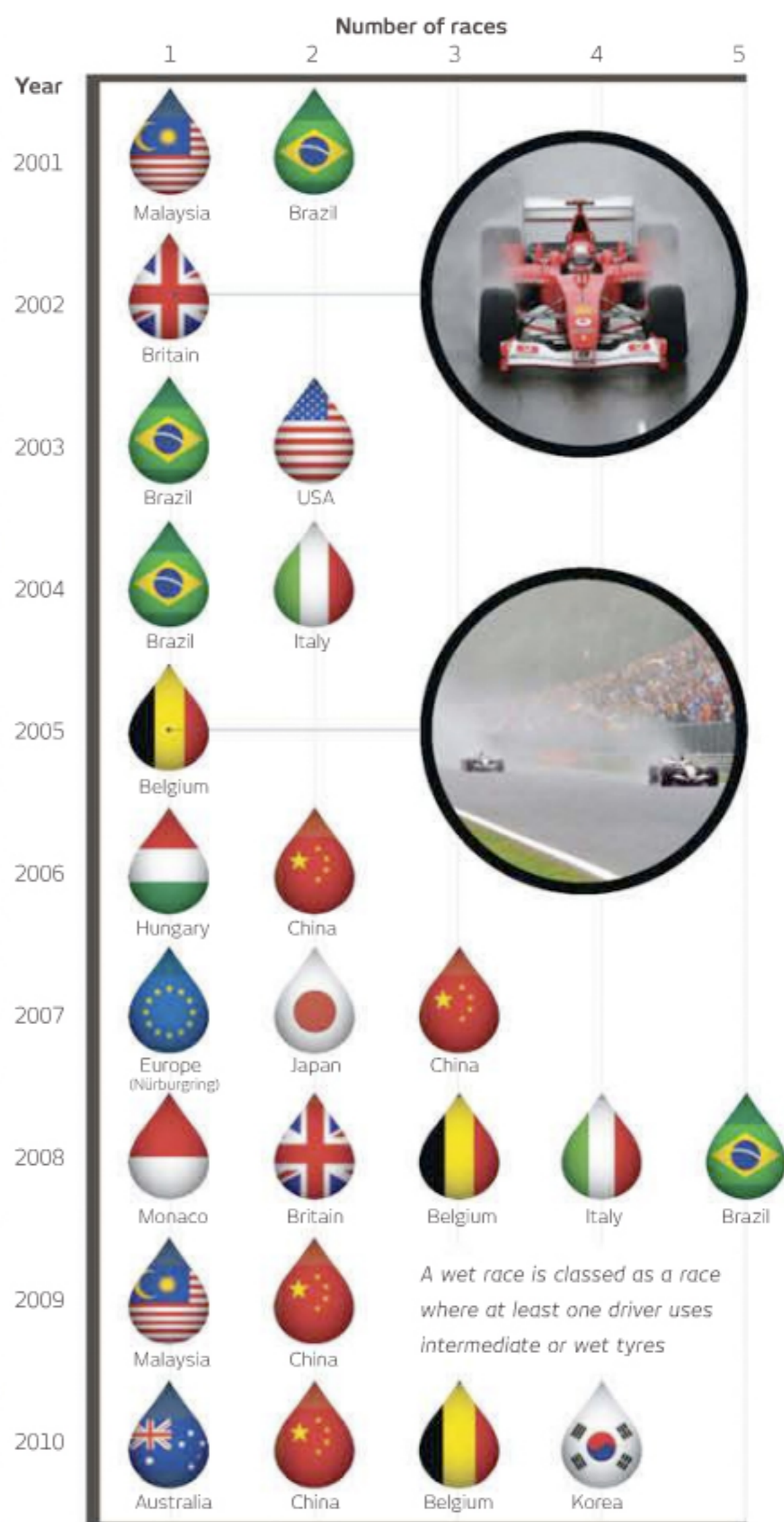
### F1 chances

It's recognised that for F1 to succeed in the USA the sport needs a talented American driver. That could work in Rossi's favour, but only if he continues to get good results. His chances have been boosted by his selection as one of just 12 participants in the FIA Institute's prestigious Young Driver Excellence Academy.

## STATS

# GPs where the skies opened

Wet weather can spice up any grand prix (just ask Bernie), yet in the past ten seasons rain has only fallen during 24 races...



Answers: 1 Tyrrell 2 21st 3 Bruce McLaren 4 2008 Australian GP 5 Alex Zanardi 6 Mont-Tremblant 7 Nigel Mansell, Johnny Herbert and Derek Warwick 8 2001 9 A puncture on the penultimate lap 10 Tenth

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

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\* So far, Lewis Hamilton has this record in Canada: three races, three poles, two crowd pleasing wins including his first ever.

# 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.

In Lewis Hamilton's hands, the car took notable victories in Istanbul, Montreal and Spa-Francorchamps. While reigning world champion Jenson Button took a memorable wet-weather victory at the Australian Grand Prix, following it up two races later with another victory in the wet in China.

### Model-details:

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# Build Your Dream!





As with most modern F1 cars, the RB7 has a high-nose design

NEWS

## Why high noses could be ditched

New research suggests design was major factor in Webber's Valencia flip last season

**Mark Webber's spectacular** aerial flip on lap 8 of last year's European Grand Prix became one of the iconic images of the season, but new research from the FIA Institute suggests that similarly perilous take-offs could be avoided in the future if nose design regulations are tweaked.

The Red Bull RB6 that Webber was driving featured a high nose, something that has become commonplace in F1 in recent years because of the aerodynamic advantages the design offers. Unfortunately in nose-to-tyre contact, such as that which occurred in Valencia when Webber's car hit the right rear tyre of Heikki Kovalainen's Lotus, a high nose is bad news. "The key aspect is the nose height of the car behind, as this will determine whether or not launch occurs," said the Institute's technical advisor Andy Mellor in the FIA's new *IQ* magazine.

According to Mellor's research, unlike cars with high noses, a car with a low enough nose will not take off when it comes into contact with a tyre and will instead 'submarine' and

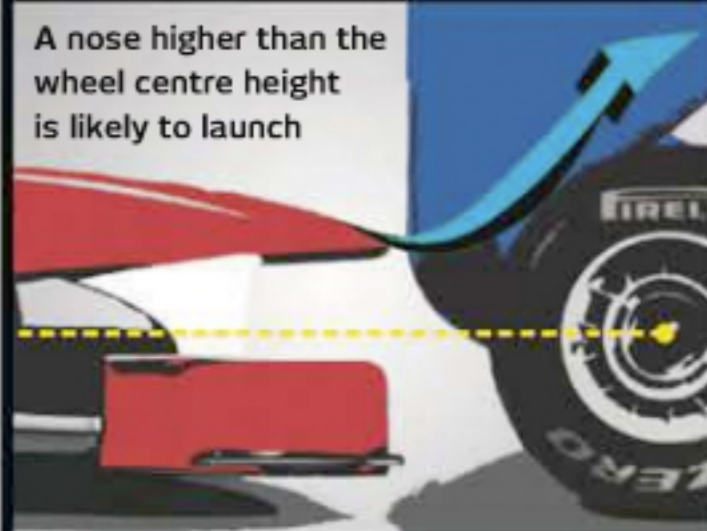
be forced downwards. Although Mellor did not suggest an ideal height, it is thought that it's preferable for the nose height to be lower than the height of the centre of the wheel.

"There are very definite parameters by which these contacts do not cause a launch. The knowledge exists, so it just needs to be integrated," Mellor explained, hinting that a change in the regulations could potentially eradicate these kind of incidents for good. Another possibility suggested is that rather than banning high-noses altogether, front wings could be designed so that they help force the nose down in the event of a collision.

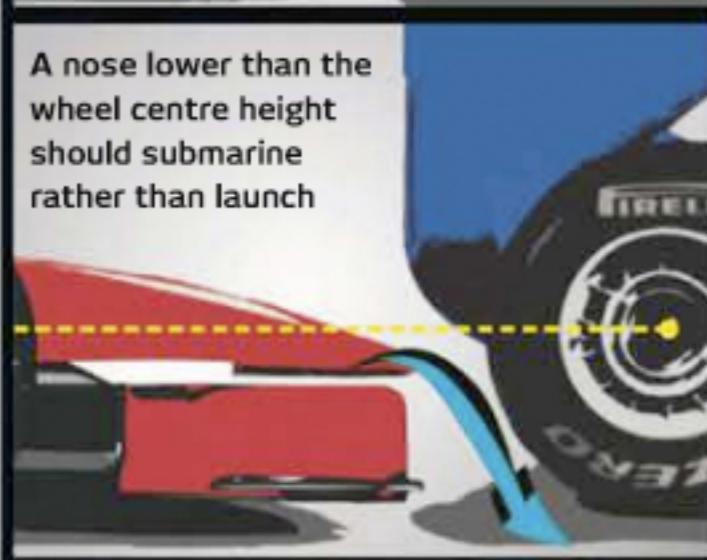
Car-launching is rare in F1, but with the DRS and KERS we've seen rapid closing speeds between cars so far this season and it's possible that the speed differential could catch a driver out and result in a repeat of the incident. Thankfully Webber was able to walk away from the flip unhurt, but what has been proved is that while F1 cars are as safe as they've ever been, when it comes to car design there's still room for improvement.

### WILL LOWERING THE NOSE WORK?

A nose higher than the wheel centre height is likely to launch



A nose lower than the wheel centre height should submarine rather than launch



PHOTOS: ANDREW FERRARO/LAT; ILLUSTRATION: LYNSEY ROW

NEWS

# Indian GP circuit gets a revamp...

... and they haven't even finished building it yet. Moves to boost overtaking are afoot

A number of tweaks have been made to the new Indian GP circuit ahead of its inaugural race this October. Following a track inspection by F1's race director Charlie Whiting, Turns 3, 4 and 16 have been widened in a bid to improve overtaking opportunities. A number of kerbs have also been altered.

Whiting's next inspection of the £244million Buddh International Circuit will be at the end of July, six weeks ahead of its planned opening. Sameer Gaur, the boss of the track's owners Jaypee Sports said that the support from locals has been "overwhelming".

"We will bring F1 to a country of a billion people and that will have a huge impact and a lasting legacy," Gaur told us.

The track itself will be quite similar to Sepang in Malaysia, with a mix of challenging corners and long straights. The standout corner is Turn 10, which is



The Buddh International Circuit as it won't look once it's finished

a multi-apex, high-speed uphill banked right-hander that organisers hope will be on a par with Turn 8 in Turkey. Uniquely, most of the track will be visible from the pits and paddock, thanks to the large amount of gradient around the venue.

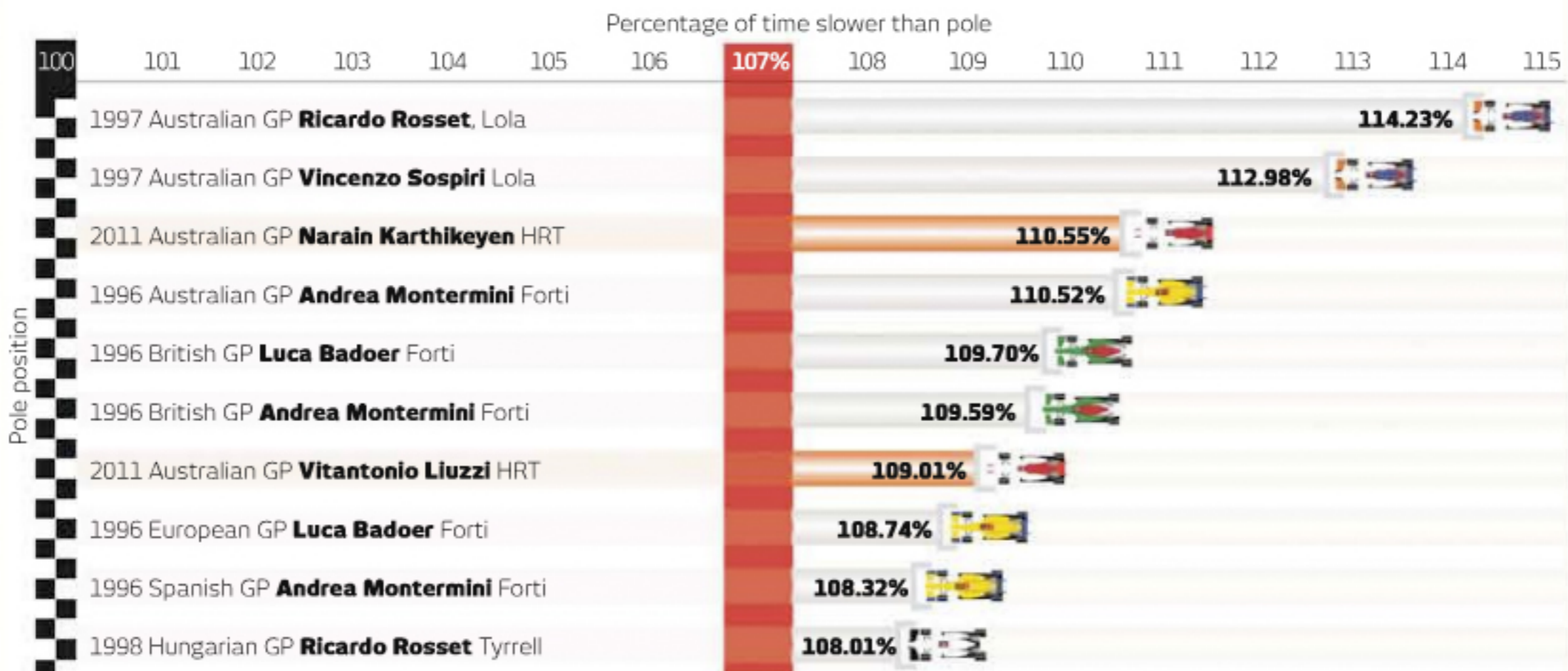
Meanwhile, it has been confirmed that track changes will be made at both Yas

Marina and Interlagos before the season-ending Abu Dhabi and Brazilian GPs. Yas Marina chief Richard Cregan has confirmed that the layout will be tweaked to try to improve overtaking opportunities, while at Interlagos the run-off at Café Corner will be increased following the recent death of a driver in a stock car race.

STATS

## Too slow to race

HRT fell victim to the 107% rule in Melbourne. Here's how they compare to others who couldn't get within 107% of the pole time and weren't allowed to race...

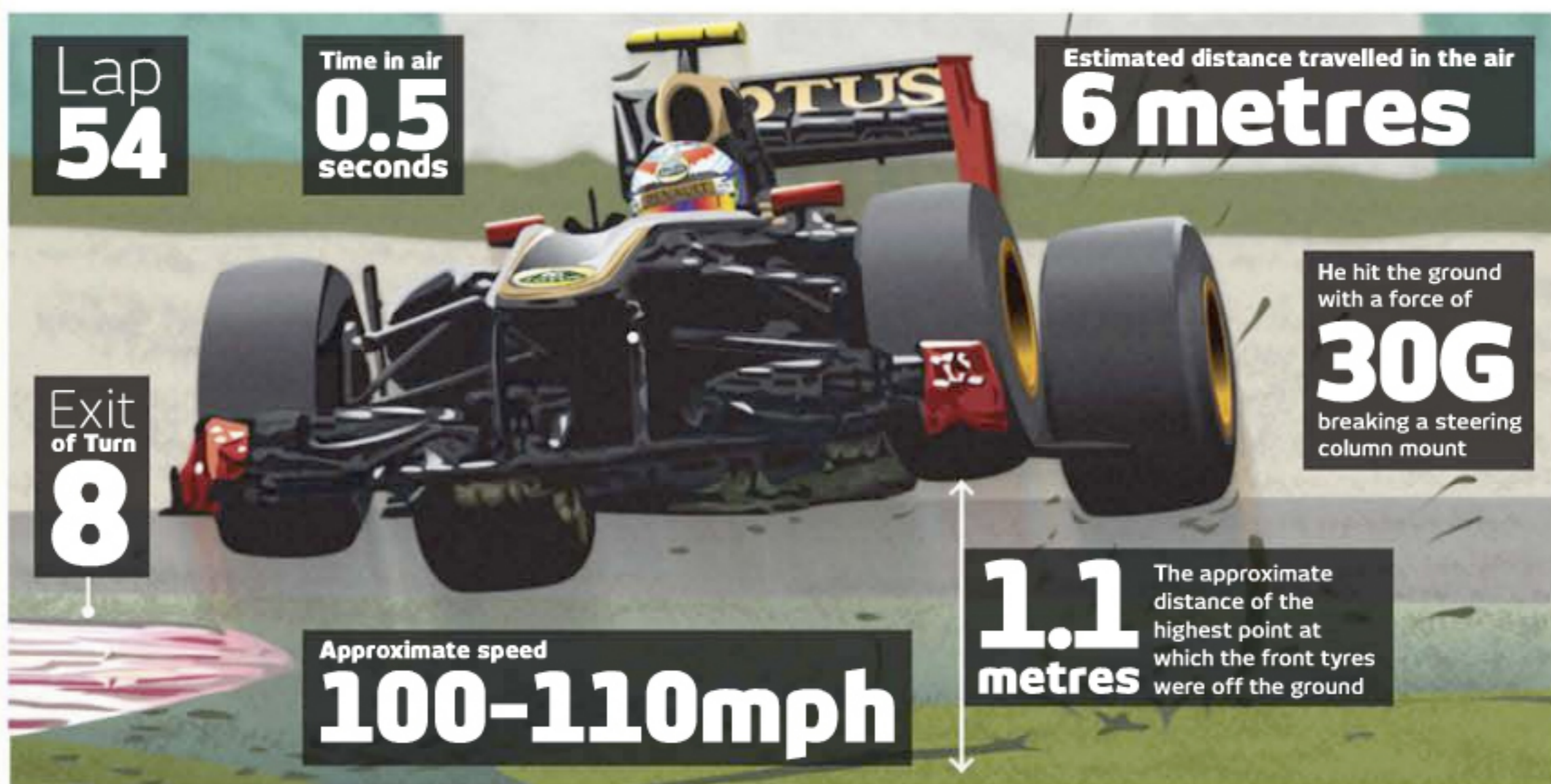


\* Does not include 2002 French GP when Arrows deliberately missed the 107% cut

STATS

## Petrov flies high in Malaysia

He was third in Australia, but Sepang was where Vitaly really took off after a run-in with a bump...



NEWS

## Bring your lounge to the track

The FanVision G3 gives you all the detail you'd get at home on TV, while you're at a GP



Multiple camera angles mean you won't miss a move

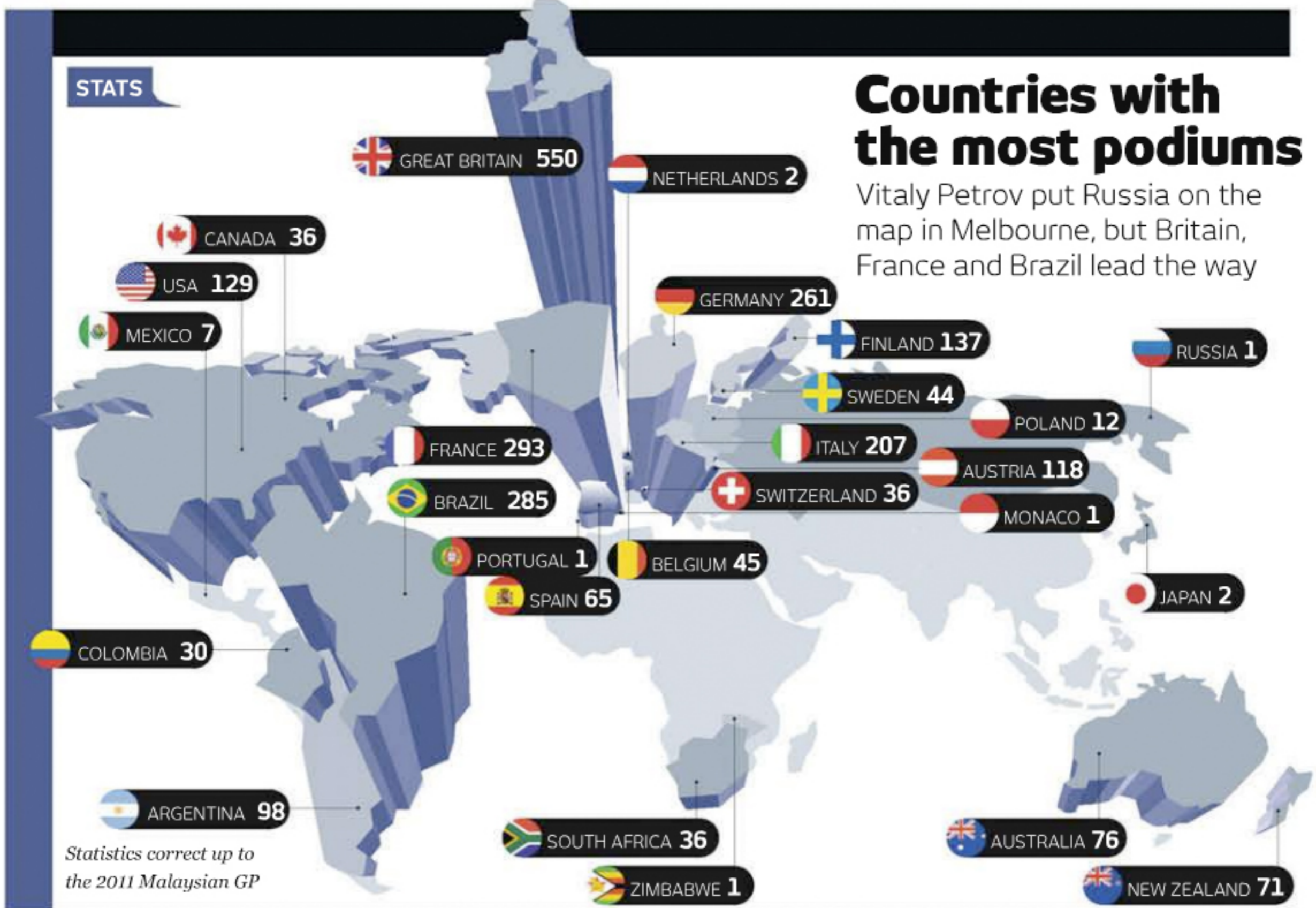
Nothing beats the thrill of watching a grand prix from the side of the track, but it can be frustrating to feel you're missing out on the action and data you'd get at home on TV. Now FanVision (formerly Kangaroo TV) aim to eliminate that problem with the launch of their new handheld G3 unit, billed as the ultimate race companion.

The previous G2 unit has been available to fans at GP circuits for five years, offering multiple camera angles as well as commentary and live track data via a seamless, at-venue broadcast network. But the G3, with its razor-

sharp 4.3-inch screen, goes a step further offering nine live video feeds, eight onboard cameras, an interview channel, official timing and data, team radio feeds and instant replays. Even the FIA safety and medical car drivers use them to follow the race.

Unfortunately, the G3 currently can't be hired – but it's on sale priced at £218. If your finances won't stretch that far but you still want to enhance your GP experience, the original G2 units are still available to rent throughout the year. But you'll have to hurry – they get booked up fast!

ILLUSTRATION: ALAN ELDORGE. PHOTOS: FANVISION, JFSI



**NEWS**

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PHOTO: STEVE WATERS

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# Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

## THIS MONTH: FLOW-VIS PAINT



### We saw a lot of cars covered with flow-vis paint in pre-season testing and even in Australia. What is it and why is it used?

Flow-visualisation paint is a mixture of fluorescent pigment particles suspended in a mineral-oil-based fluid, normally paraffin. In simple terms, it is used to investigate the direction of airflow. That direction may seem pretty obvious but in the complex flow interaction around the car's rear for example, it is not always as simple as you might imagine.

### How does it work?

The thickness of the fluid is such that it does not move much under gravity but when airflow whips past it, the particles are displaced in the direction of the airflow. The fluid is non-drying, so it will continue to be displaced as the car goes round the track.

The use of CFD allows aerodynamicists to understand airflow in a way that is much more difficult to do when using a windtunnel alone, and the flow visualisation of the real car when compared to their CFD predictions gives them greater confidence in the accuracy of their simulations. However, it can also reveal

unwelcome phenomena such as separation of the airflow from the surface.

### What is flow-vis paint made from?

There was a time when zinc cadmium sulphide was mixed in with the oil. These days that would be considered dangerous, so now polystyrene microspheres are used that fluoresce bright yellow/green when an ultra-violet lamp is shone upon them.

### Can you really learn very much just from seeing where the paint moves? In the hi-tech world of Formula 1, it seems quite basic...

In a way it is basic, but remember that both CFD and windtunnel testing are simulation techniques. They both use models, be they physical or virtual and, as such, have limitations in terms of realism. So testing by using the real car can eliminate any doubt.

### Does using flow-vis indicate you've got a fundamental problem with the aerodynamics of your car?

Using the technique does not imply you have a problem with your car, merely that you want to

understand what is happening to it. But of course it could always show up a fundamental problem that you hadn't anticipated.

### Are similar techniques used in windtunnels?

They are. The same paints can be used although they are rather messy. A more sophisticated technique is called particle image velocimetry or PIV. This technique involves seeding the air in the windtunnel with a mist of liquid particles that have a similar density to air. The area that is to be visualised is then illuminated with a high-power laser and photographed at rapid intervals. When the film is played back in slow motion, the direction of the flow can be easily seen. This allows you to visualise the wake leaving the car and not just the flow on the surface.

### Are there any other techniques that can be used?

Yes. An early technique involved filming wool tufts that were stuck to the surface of the car. These days, complex rakes of pitot-static tubes are sometimes seen in testing. These can measure the flow velocity in the wake of, for example, the diffuser or front wing.

Turn to pages 102, 106 and 110 for Pat's analysis of the Australian, Malaysian and Chinese Grands Prix >

PHOTOS: CHARLES COATES/LAT; LORENZO BELLANCA/LAT



# RETURN TO FORM FOR GRAND PRIX PREDICTOR

**Red Bull and McLaren give the Predictor its best weekend yet**

The Chinese Grand Prix was not only the most exciting F1 race in a long while, it also gave the Castrol EDGE Grand Prix Predictor its best weekend of the 2011 season.

Despite the ever-changing tyre situation, the race produced a more straightforward result than in either Australia or Malaysia. As a result, the Predictor scored 35 points in China, correctly predicting Felipe Massa's sixth place finish and being one place out on Sebastian Vettel, Mark Webber, Vitaly Petrov and Kamui Kobayashi's finishing positions.

## TAKE A BOW, TEAM BOW

Over 100 players correctly guessed the podium finishers in order, but top scorer in China was 'delboy', whose 114 points out of a possible 130 was the highest score of the season so far.

'MID F1 Racing' was second best with 107 while 'stany', 'Bombardier', 'el-flub', 'K10' and 'SwarleyF1' all scored over 100 points. But none managed to head the leaderboard. That honour went to 'Team Bow', whose score of 174 makes him the first prize winner, with a trip to the Canadian Grand Prix in June.

## EXPERT PREDICTIONS

AUTOSPORT's Jonathan Noble was the highest scorer on the Castrol EDGE Grand Prix Predictor expert

panel, with 44 points, but Johnny Herbert (below) still leads the experts' mini league, with a total score of 91.

The Canadian Grand Prix prize has gone, but you can still win the overall prize of an ultimate motorsport experience, worth £20,000.

And there are some great spot prizes too; including a Castrol EDGE Nurburgring Experience for the top scorer between the Spanish and European Grands Prix. Sign up at: <http://predictor.castroledgerankings.com>

**"TOP SCORER IN CHINA WAS 'DELBOY' WITH 114 FROM A POSSIBLE 130 POINTS – THE SEASON'S HIGHEST SO FAR"**




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# RAW NEUVE

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

## DRS and KERS don't improve the show

**I'm not impressed** by DRS and KERS. Having watched the first few races, I'm confused – so much tedious stuff is going on it's hard to know what's happening. I said last year that I didn't agree with the moveable rear wing (DRS) because it makes racing artificial – and I've seen nothing so far to change my mind.

All we saw at Sepang was the DRS being activated and the car behind just cruising past, as if on a motorway. What are we supposed to say? "Ooh look, he's pressed a button and overtaken someone!" That's not overtaking and it's not exactly a great spectacle either.

I don't think DRS or KERS have improved the entertainment aspect of F1. They've made F1 a bit like video game. From the driver's point of view, it's sad that some of the skill has been lost – and even though there are lots of buttons



DRS: "pressing a button to overtake someone is not my idea of 'skill'"

on the steering wheels, pressing a button to overtake someone is not my idea of 'skill'.

With the new tyres there are so many pitstops – it's confusing to know where everyone is on the track. Pitstops aren't that exciting, and they are replacing what could be great racing as drivers simply drive into the pits to avoid fighting for position on the track.

There's a danger of ruining the art of racecraft: you don't need to plan an overtaking move now,

you just make a few calculations and time your pitstop right. Or better still, get to within a second of the car in front, press a button and glide past. What's so great about that?

I'd have kept the rules the same as in 2010 – with the exception of the obligatory pitstops, which I would have removed. The racing was brilliant and everyone said it was one of the best seasons ever. Did we really need the introduction of DRS and the return of KERS?

## We need to make F1 engines bigger

**I see that** Luca di Montezemolo and Bernie Ecclestone are against the idea of four-cylinder engines in 2013, and I agree. We need beefier engines so the cars are harder to drive and more



impressive to watch. The noise of an F1 engine is unmistakable and we need to keep that.

The reasoning behind the change seems to be environmental, but I'm not convinced 20 cars with smaller engines going around a track will make much difference. We should protect the environment by finding new technologies to apply to road cars. Using existing car technologies in F1 is pointless, and making F1 engines smaller? It might be good in terms of image, but it will do little for the environment, and ultimately be to the detriment of racing.

## Haven't Renault done well?

**Adrian Newey** has once again come up with the goods, and Red Bull's car is definitely the class of the field. It's clear to see that Renault have built a very strong car, with both drivers already having scored podiums. Vitaly Petrov's race in Melbourne was made to look easy and, in Malaysia, Nick Heidfeld had one of the best races of his career.



THE JV KEY



Silly shunt



Driver error



Controversy



What a car



Fantastic drive



Good call



Bad call

PHOTOS: ANDREW FERRARO/LAT; LAT ARCHIVE; CLIVE MASON/GETTY IMAGES

# MURRAY WALKER



**“No disrespect to Bahrain, but Australia always seems like the right place to kick off a new F1 season”**

I've only recently returned from my annual pilgrimage down under to attend two of Australia's three premier motorsport events: the Clipsal 500 at Adelaide for the iconic Holden and Ford V8 Supercars the Aussies love so much and 2011's first Formula 1 event of the year at Melbourne. But already we're three races into the new season – it's terrifying how time flies.

No disrespect to Bahrain, which should have hosted the first race, but it always seems right to kick off in Australia. Their motorsport history is so impressive, their passion is so intense and we get such an open-hearted welcome to what is the best F1 meeting of the year – with the exception only of our beloved Silverstone.

Incidentally I'm looking forward to this year's British Grand Prix even more than usual because, with the much-revised circuit and the superb new Silverstone Wing complex of garages, pitlane, administration area and hospitality facilities, we will be able to hold our heads up high in the knowledge that our grand prix, with its fast-flowing high-speed sweeps – and now with guaranteed continuity – will be unequalled in terms of spectacle and atmosphere. Well done to Damon Hill and all his BRDC colleagues who have worked so tirelessly to achieve such an outstanding result. Be there!

Australia's third major event is, of course, the historic Bathurst 1000 race, with its iconic

V8 Touring Supercars. This year, history was made by the first ever appearance of an F1 car at the uniquely demanding 3.8-mile Mount Panorama circuit. Vodafone had arranged for Jenson Button and V8 Superstar Craig Lowndes – Australia's evergreen version of Michael Schumacher – to be there with their respective cars and for each to drive both cars. Fascinating. Who was going to perform best in the other's car and how much quicker than a tin-top V8 would the 2008 F1 McLaren MP4-23 be?

At a circuit where it seemed doubtful that an F1 car could even get round, Jenson incredibly knocked 20 seconds off the lap record in his McLaren. But, even more amazingly in my opinion, the ever-cheerful Craig Lowndes, who hadn't driven a single-seater since 1997, was only one second slower. Jenson was some five seconds off Craig's pace in the bellowing, 640hp, five-litre Holden but that was no disgrace. Craig has won the Bathurst 1000 five times and knows every twist and turn here like the back of his hand. I also suspect it is harder to master a brutal V8 when you're used to a nimble and laser-sharp McLaren than it is the other way round.

Each loved the other's car, and I'd say it was even-steven. Jenson reckoned there'd be more to come from a 2011 McLaren if it were properly set up and he went on to say that he'd love to have a proper go at racing the Australian way later on in his career. But the winners without a doubt were Vodafone, who creditably reaped miles of newsprint and hours of worldwide TV from what was an inspired idea.

Then to Melbourne where it was ten years since I'd last commentated at what the Aussies rightly describe as 'a great place for the race'. It hadn't changed. Same excellent Albert Park circuit. Same efficient, friendly and laid-back organisation and administration. Same first-race-of-the-year buzz and anticipation. Only the weather was different. Cold, windy and wet on the days leading up to the race although, thank heavens, things improved for the vital Sunday.

I was in Melbourne to do some filming for a BBC TV documentary, which will be transmitted before the British GP, so it was back to the good old days of getting accredited (entering an F1 paddock without a pass is harder than breaking out of Alcatraz) and doing the rounds with a cameraman in tow. Behind the garages in Albert



**“With the revised circuit and new Silverstone Wing, we can hold our heads up high in the knowledge that our GP will be unequalled”**



# Forthright chatter from the legend of F1

"At Bathurst, where it seemed doubtful an F1 car could even get round, Jenson knocked 20 seconds off the lap record in his McLaren"



Park is an ideal location for finding the people you want, and it was great to renew so many friendships and to find that so many of the stars were willing to chat during what is always such a busy time for them. Fernando Alonso, who'd won two world championships and 21 grands prix since I'd last talked with him in his Minardi days, was tanned, cheerful and eloquent. Michael Schumacher, who I used to interview at virtually every race, was amazingly laid-back and communicative in comparison with his remote

persona at Ferrari. Jenson was his usual friendly and open self and Ross Brawn was optimistically hopeful. Mark Webber, under massive media pressure in his homeland, was as matey as ever and Christian Horner was cheerfully informative.

But my biggest pleasure came from having Jake Humphrey show me the impressive facilities that my great friend, BBC TV producer Mark Wilkin (who used to have the onerous task of coping with the James Hunt/Murray Walker partnership) has at his command to

produce the best Formula 1 coverage in the world. Australia was also the race where Martin Brundle and David Coulthard made their debut as BBC television's new commentating duo and I thought they were both enormously successful. When I read some of the opinionated, viciously critical and unfair blogs from what I imagine to be spotty-faced schoolboys I foam at the mouth but, thankfully and rightly, Martin and David have been spared their ignorant outpourings. Biased? Me? Perish the thought.

Sunday at Melbourne turned a lot of things on their head, of course. The Pirellis didn't wear out the way people had expected them to, while KERS and the moveable rear wings made little difference to overtaking. In one mighty bound the McLarens sprang free from their testing sloth and came close to matching superstar Seb's meteoric Red Bull – but not quite close enough. Ferrari and Webber failed to impress. Vitaly Petrov and Sergio Pérez astounded us all (and themselves). Mercedes came unstuck. Renault shone and Paul Di Resta scored a point at his first GP. Who could ever have predicted all that?

I returned home with plenty of time on the grinding and seemingly never-ending 24-hour flight to muse about the fact that Formula 1 never disappoints – and with the comforting thought that, assuming Bahrain still goes ahead later on in the year, there will still be 19 unpredictable races to go. Great! 🏁



"Behind the garages in Albert Park is an ideal place for finding the people you want, and it was great to renew so many friendships"



PHOTOS: GLENN DUNBAR/LAT; ALASTAIR STALEY/LAT; VUE IMAGES/GETTY IMAGES

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WHATEVER HAPPENED TO...

# TARSO MARQUES

Former Minardi driver. Now pimps rides... and yachts and houses



Then

Bringing up the rear for backmarkers  
Minardi at the 1997 Belgian Grand Prix

**Brazilian Tarso Marques** was 19 when he first stepped into an F1 car. Minardi were testing at Fiorano ahead of the 1996 season and the youngster was given 12 laps during the lunch break to prove himself before the up-and-coming Giancarlo Fisichella got back in the car in the afternoon.

Without ever having driven the circuit before, Marques set a lap time 0.9 seconds faster than Fisichella's best. Giancarlo Minardi duly signed Marques on a long contract and in his second race, the 1996 Argentine GP, Marques dragged the sluggish Minardi to an impressive 14th place on the grid. But with no money to bring to the cash-strapped outfit, he was replaced by Fisichella and didn't return to a race seat until midway through 1997.

Marques was released from his contract in 1998 and moved to the USA to race in the Champ Car series. In 2001, he returned to Minardi, now run by Paul Stoddart. He drove in the first 14 races, scoring two ninth places but eventually the inevitable happened and he was replaced by the heavily backed Malaysian Alex Yoong.



Now

Reconfigures cars and bikes to create oddities like this. *Mad Max* anyone?

"Ultimately, I made it – I got to the very top. Most young drivers will never even get close to F1. I did it three times without taking a single penny to the teams I drove for. It's something every man dreams of.

"After F1, other forms of racing never gave me the same thrill. I did some GT races and although the fighting on track wasn't bad, the cars seemed slow. It was the same when I drove in Brazilian stock cars.

"Today I have my own company, Tarso Marques Concept, which grew out of my love of Harley Davidsons. In 1994, my first year in Formula 3000,

I lived in England so I could be near to my team. I had a lot of spare time, so I bought a Harley and stripped it down in the hotel where I was living. But as I had no means to do what I had planned, I packed up the pieces and sent them back to Brazil.

"When I got home, I started to look for someone who could modify the bike to my specifications, but I couldn't find anybody. At the same time, I bought an old American car and wanted to put a V8 Corvette engine in it. Again, nobody could do it my way. So eventually I hired some people who could do it and after five years my bike and hot rod were ready. Then people started to ask me if I'd sell them. My reply was: 'No, I won't sell them, but I can make one for you.'

"Today we've modified 100 cars and 250 motorbikes. I liaise with other workshops and I'll do anything you want, so long as I get to design it. It could be a car, a bike, a plane, a chopper, a house – whatever. I'm currently working on a 125-foot yacht and a house. Just think of it and I'll do it for you, with an exclusive design."



**1996: makes his F1 debut**

The 20-year-old starts at the back of the grid in Brazil and retires from the race



**1996: F1 career high**

Outqualifies both Martin Brundle and Johnny Herbert in the poorly performing Minardi M195B at Argentina




**Now...**

The 35-year-old runs his own design company, which specialises in modifying cars and motorbikes

# "THE BEST RACE I'VE BEEN TO"



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 MONACO 2009 / Andy King / 27 / UK

## "I watched the entire weekend from the comfort of the balcony"



"My experience of going to grands prix always used to be limited to going to Silverstone, buying a general admission ticket and getting up at 5am to secure a good spot for race day. But it was all completely different when a friend invited

me to the Monaco Grand Prix in 2009.

"His father was part of a yachting company whose offices overlooked the first corner, Ste Devote, so we got to enjoy the hospitality that was usually reserved for clients. I arrived in time for Saturday practice and then watched the rest of the weekend from the comfort of the balcony which offered us great views up Beau Rivage, back down from the chicane and through Tabac. The atmosphere and weather on race day were amazing and I was keen to get up and get my spot on the balcony.



The race marshals pose with the cars at the end of the GP

"The best photo I took during the race was of Vettel's crashed Red Bull being lifted off Turn 1 by a crane while a Toro Rosso passed beneath. And I got another good photo of the marshals with Vettel and Buemi's cars at the end. After the race, I went onto the street to soak up the atmosphere of the teams packing away and people walking the track.

"It was an incredible weekend that I'm never likely to repeat. But having been there and done that, I'd say that you still can't beat Silverstone."

### 2009 MONACO GP

- Button took his fourth pole in six races for the dominant Brawn team
- Vettel's race ended after he crashed at Ste Devote
- Button won, team-mate Barrichello was second and Kimi Räikkönen third

 HUNGARORING 2006 / Paul Hignett / 42 / UK

## "Hearing F1 cars close up for the first time gave me goose bumps"

"I have been a fan of F1 since childhood and finally realised my dream in 2006 when my wife and I went to see the Hungarian GP. We bought tickets for the grandstand overlooking Turn 1 so we could catch the cars coming flat-out down the pit straight before braking hard for the first corner.

"It rained on race day for the first time in the event's 20-year history. But the weather didn't dampen our spirits: seeing and hearing F1 cars close up for the first time gave me goose bumps.

"The grandstand erupted as the lights went out and the race began. We



watched as Jenson Button – our favourite – moved up the field before finally taking an unbelievable win. We couldn't believe our luck: it was our first ever GP and we'd seen Jenson's first ever win. I can still remember the rival fans giving us congratulatory pats on the back."



"It was our first ever GP and we'd seen Jenson's first ever win"

 MONZA 2009 / Wojtek Grzesik / 24 / POLAND

## "People were cheering as Kimi moved up to third in the Ferrari"



"The best race I've been to was Monza 2009. My sister, my friend and I are huge Ferrari fans, so Monza was the obvious choice for us. We sat at the first chicane – it was amazing.

Hamilton crashed on the last lap and the crowd went crazy. People were cheering because Kimi Räikkönen moved up to third in his Ferrari.

"Afterwards, we stood under the podium – my sister



even tasted some champagne! Then we walked to where Lewis crashed and people were looking for bits of his car. We still remember it to this day."

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# Jarno Trulli

No one mention the word 'retirement'. Instead, F1's premier wine connoisseur will discuss everyone from the 'very strict' Mike Gascoyne to the 'totally crazy' Eddie Jordan. Remember, "If you think 36 is old, you've got a problem..."

WORDS JONATHAN REYNOLDS PORTRAITS ANDREW FERRARO/LAT

**On a cold night** in Barcelona, *F1 Racing* waits patiently in the small cabin-like office of Team Lotus's motorhome for Jarno Trulli who, after a day of testing, is enjoying a massage in the room next door. The venue for this interview is more significant than you might think: Lotus's motorhome is one of the oldest items of paddock furniture around, having first belonged to the Jordan team before being occupied by Super Aguri and then last year by HRT. But venerable as it is, it remains in F1 because it's more than fit for purpose – and much the same can be said of the evergreen Italian racer next door, who this year embarked on a remarkable 15th season in the top flight of racing. His 234 grand prix starts for six different teams may place him firmly in the veteran-driver category yet, in person, F1's leading wine connoisseur looks as youthful as ever and, if tonight's entrance is anything to go by, is clearly still full of enthusiasm and energy.

Last season, Trulli cut a sombre figure at times as he struggled to adjust to life at the back of the grid and a car that broke down more often than not. But tonight he breezes into the room all smiles, having not long ago stepped out of the promising Lotus T128. After enquiring whether the box of wine he sent *F1 Racing* arrived in time for Christmas (yes it did – thanks very much Jarno) he sits down to a sizeable stack of

your questions on topics ranging from his wine preferences to – ahem – whether Michael Schumacher would have done a better job than him at Toyota. But nothing makes him more animated than the suggestion that he might be approaching retirement age...

### **As an Italian, was it always your dream to drive for Ferrari?**

*Guillermo Palencia, Venezuela*

Well to be an Italian driver and not get the chance to drive for Ferrari is obviously a bit of a shame. But in all honesty I grew up in a family that always supported drivers rather than teams. I grew up with this mentality even though in Italy normally when people talk about F1 they are talking about Ferrari and nothing else. So thanks to my family I didn't grow up thinking, 'I have to drive for Ferrari.'

### **Do you still enjoy driving F1 cars with all the changes that have been made to the regulations in the past ten or so years?**

*Mike Delaney, USA*

Yes I enjoy driving the car because the challenge remains – it's still about pushing yourself and the car to the limit and beating your team-mate. Changes are part of any business, including Formula 1. Today's F1 cars are more developed

than they were ten years ago but as you grow up and go through your career you get used to the changes. This explains why Michael has struggled more than people expected him to after being away for three years. When you're in the sport you get used to the changes rapidly – you don't have any big steps. If you stop then try to come back, the step is much, much bigger.

### **What excites you most about 2011?**

*Andy Hartley, UK*

I'm looking forward to the challenges of this season because I believe we are a better team with a better car and I can get back to fighting. I missed that last season with all the retirements and mechanical gremlins. I really want to get back to racing and fighting in the midfield and I hope to be scoring points again. I'm ready for the fight and that's what motivates me.

### **Why did you change your original helmet colours from the 1990s? Also, where can I buy your wine in the UK?**

*Zoltan Karpathy, UK*

I changed my helmet colours because, unfortunately, since I've been in F1 I've never been that lucky, I've had misfortunes throughout my career. My friend kept telling me, 'you should change your helmet colours,' and so I did and →







the next race I was on the podium! [laughs] Now I must admit my friend was right and maybe I should change my colours every day. But if you look, you'll see my original design is still on my current helmet; it's just interpreted in a different way. And my wine can be bought at several distributors and restaurants in the UK but I can't tell you exactly where. I guess you can find out where if you Google it.

**Do you think your career would have been different if you'd won the Austrian GP in 1997 with Prost?**

*Sylvain Favier, UK*

Well most people in the paddock can look back and say 'I could have done this or that' but I don't think there's a case for doing that. Things could have been different, yes, but not just with Austria. But I don't regret anything, I just want to look ahead to the future.

**What are your plans for life after F1? Will you go into another racing series or do something completely different?**

*Lee Fowles, UK*

I'm not thinking about it yet! I don't know why everyone keeps asking me about retirement. I know people think I'm getting old because I'm one of the most experienced drivers, but I'm only 36 – I'm not old. If you think you're old at 36 you've got a problem! [laughs] But seriously, at the moment I don't know what I will do. My head and my heart are still pushing me to go racing and keep fighting at a high level. The day will come when I take off the gloves but at the moment I have no intention of doing it.

**Considering you are named after Finnish motorbike racer Jarno Saarinen, have you ever visited Finland? And did you ever want to race motorbikes?**

*Matti Viitasaari, Finland*

Yes, I visited Finland about ten years ago. And I do own a motorbike but I don't really ride it – I think they're too dangerous and on the road anything can happen. Having said that, I love watching MotoGP races. I'm just too afraid that if I raced the outcome would be the same as when Michael Schumacher tried it.

**What's been your best ever drive in F1?**

*Jamie Dwyer, UK*

It's always hard to pick just one from so many races. Unfortunately over the course of a racing career, the results don't always reflect your real performance. But a few races stand out in my mind. The Japanese Grand Prix in 2009 was an unbelievably good race. And the same year in Turkey I finished fourth – nothing special, but I had a really hard fight with Nico Rosberg where I got him at the end. And Monaco in 2004 was also a great race. In fact, I think I've driven a lot

of good races but they haven't always led to a good result. I've also driven some easy races for second position, like I did in Bahrain in 2005. In that situation I couldn't fight for the win because Alonso was too strong, but I only had to push for about 20 laps to create a gap before cruising to the podium.

**How did you feel when Flavio Briatore fired you in 2004? Was it because Rubens Barrichello overtook you at the final corner in France or was it something else?**

*Jose Burillo, Spain*

First of all he didn't fire me – we just ended our relationship early. Second, it was more political than anything else, but I don't want to go into all the details because it's not good for anyone. It's just a shame because the next year Renault won the championship and I lost my chance.

**How has the money that you raised for the victims of the Abruzzo earthquake helped the people of the region?**

*Richard Cooper, UK*

There's still a lot to do, but we have done quite a bit. We raised a lot of money through the charity auction and that has been used to rebuild several things in Abruzzo. For example, one of the oldest and most famous fountains in Italy, the *Fontana delle novantanove cannelle* in the city of L'Aquila, was badly damaged in the earthquake. I completely rebuilt it and gave it back to the city. I chose this because it is symbolic to the city and it shows the city is back to life and wants to keep fighting to rebuild everything else. There is still a lot of work to do, but people's lives are slowly getting better and better. I'd like to take this opportunity to thank my colleagues, the fans and everybody else who supported the charity.

**Do you think Michael Schumacher could have won a grand prix for Toyota?**

*Heath Richards, Australia*

[Indignantly] What does he mean? Well I could have probably won a grand prix with Ferrari! It's hard to answer this question. We got very close to winning a grand prix but maybe we were missing a bit of luck. We had a good team and a good package but we never really produced a car that could win races.

**What do you think about artificially spicing up the racing with things like moveable rear wings and possibly even fake rain showers?**

*Tom Drewe, UK*

Well the rain idea wasn't suggested on 1 April, so I guess it wasn't a joke! But I think 2010 was a great season to watch on TV and 2011 won't be any less interesting. I think F1 just needs to be spiced up a little bit, but sometimes I think we are thinking a bit too hard. Artificial rain? →



"The **Japanese Grand Prix in 2009** was an unbelievably good race. And the same year in **Turkey** I finished fourth – nothing special, but I had a **really hard fight with Nico Rosberg** where I got him at the end"

Jarno celebrates second place in Japan 2009 (above). In Turkey '09, he battled with Rosberg to take fourth





"I've driven some easy races for second position, like Bahrain in 2005. I couldn't fight for the win because **Alonso was too strong**, but I only had to push for about 20 laps to get a gap before **cruising to the podium**"

**Why?** People like the wet races but we can't do it in every race. Some races are boring because of the nature of the circuit. But it will always be like that unless you change something.

**Have you and Adrian Sutil resolved your differences since Brazil 2009?**

*Lewis Fergusson, UK*

Well I have tried to talk to him, but he has his view and I have mine. It's fair enough. I don't have any hard feelings towards him, we just happened to see the accident in different ways. It's the first time that something like that has ever happened to me.

**When you won at Monaco in 2004 did you think it was going to be the first of many wins? And could you have challenged Alonso for the title if you had stayed at Renault for 2005?**

*Ben Matthews, UK*

Well it's not hard to answer this. I really thought that after the first win there would be another. I actually had a chance to win again quite soon after Monaco but the car failed a couple of times so I was a bit unlucky. And with regards to 2005, yes I could definitely have challenged Fernando, as I did in 2004.

**Mike Gascoyne obviously has a very high opinion of you as he keeps employing you when he moves teams. What was your impression of him when you first met?**

*Gareth Roberts, UK*

Mike is the kind of person that you either love or hate just because of the way he is. When I met him for the first time I thought he was a straightforward person, and he still is. He's also very strict. He always pushes himself and others 100 per cent and as he's always fully committed, he expects full commitment from everyone around him. He wants people to deliver and that's the kind of mentality I have. I like Mike's way of working and that's probably why he respects me.

**Of all the teams you have raced for, which was the most fun to drive for and why?**

*Paul Wong, Hong Kong*

Well to be honest I got on well with every team. Minardi, Prost, Jordan – I had a lot of fun with Eddie there. I always loved my mechanics because they looked after me

**Jarno with Lotus tech boss, Mike Gascoyne: "Mike is the kind of person you love or hate"**

well, but I probably left my heart at Toyota. I was trying so hard to give them what I think they deserved for all the effort that they put in. When I joined Toyota they were a team with huge potential but very few results. I straight away gave them their first podium and first pole position and I desperately wanted to be able to give them their first win. For me, walking away from that era without a win was really bad – it was like an unaccomplished job. It has left me with a bitter taste in my mouth after all the effort that we put in. Toyota were like family to me. In fact because of the way Formula 1 is I was spending more time with my mechanics than I was with my actual family.

**Shiraz or Merlot?**

*Gary May, UK*

[Big grin] Well I'd say it depends on your taste. I would go for a Shiraz but then Merlot has a very good taste too.

**Do you have any superstitions or rituals that you do before a race?**

*Robert Hyland, UK*

No, none at all. Life is complicated enough, you just have to get on with what you're doing. I just get into the car and drive it.

**Are your sons going to be racing in karts soon?**

*Fiona Aanonson, UK*

I hope not because they need to be able to follow their own path. For a son, it's always harder to follow in his father's footsteps because he will always be compared to him – whether he was good or not. He would end up living in his father's shadow for a long time and I don't like that. Anyway, so far my sons haven't expressed an interest in racing.

**Was Eddie Jordan as funny as a team principal as he is as a pundit on TV?**

*Caz Phipps, UK*

Yes definitely. I'd say that he's exactly the same person that he is on television. He was a great, great guy to work with and I learned a lot from him. He's definitely a lot of fun and I know that sometimes he sounds totally crazy, but he says



## Which was the scarier crash, Silverstone 2004 or Monaco last year when you went over the top of Karun Chandhok?

David Christopher, UK

The Monaco crash last year probably looked bad, but it was nothing special because I deliberately made the move in a very slow corner. Obviously the outcome wasn't great, and it looked bad from outside the car, but the speed was really slow. The most dangerous thing was that my car got right on

top of Karun's roll bar close to his helmet. But my scariest crash ever was definitely Silverstone 2004 when the rear suspension failed, I had a huge crash, rolling the car until just the cockpit and the engine were still attached. When I got out of the car I was shaken but totally unhurt, which really is amazing.



Trulli's Monaco crash in 2010 wasn't as bad as it looked, but he was amazed to escape the Silverstone '04 crash unhurt



some very interesting things too. I think the way he lives his life in a fun way is a lesson to us all.

**Where do you feel more at ease, in the vineyard or in the cockpit?**

*Craig Drebit, Canada*

Definitely in the cockpit [laughs]. But it's nice to relax in the vineyard.

**What went through your mind when you heard about Robert Kubica's accident?**

*Amanda Lipiec, Poland*

Well, it was a real shame what happened to Robert. I followed his progress every day through Dr Ceccarelli (Renault's doctor) and I went to visit him in hospital in February. He was in good shape considering what he's been through but now he must go through the hardest battle. It's a shame that he's missing this season but I am convinced he's going to bounce back. I wish him all the best and hope that he's back with us as soon as possible.

**Were you sad to see the Minardi name vanish after all the years of bringing in new talent like yourself?**

*John Ransom, UK*

Yes and no. Yes, because we lost an iconic Italian Formula 1 name, but no because the team still exists as Toro Rosso. Before they were always struggling for money to finish the season and now they are a much better team with a good budget. Whether they're called Minardi or Toro Rosso the team is still there and, more importantly, the people are still there.

**Toyota seemed to have all the right ingredients to become a championship winning team, what was the missing piece in the puzzle?**

*Robbie Wendin, UK*

Well, it's true, we had everything that we needed and more but we just never produced a good enough car. Toyota had a very different way of working in Formula 1 compared to the other teams – they definitely had their own way of doing things. They eventually failed, but they failed with honour because they always respected their own philosophy. It's a shame, but sometimes that's just the way it is. 🏎️

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# The eight drivers battling to **TRUMP** their team-mate

With the top four teams retaining their drivers from 2010, this year's intra-team tussles are finely poised. The pressure is on Webber, Button, Massa – and even Schuey – to avoid the 'No2' tag

**WORDS** CLYDE BROLIN



**The head-to-head** storylines at F1's big four teams last year were supposed to be obvious. Sebastian Vettel, Lewis Hamilton, Fernando Alonso and Michael Schumacher would hog the lead roles, leaving the rest scrabbling for scraps.

Instead, they scrapped the script as extras Mark Webber and Jenson Button stayed on screen until the credits and Nico Rosberg killed off his glamorous co-star. Only Alonso bothered to learn his lines, yet even he needed to call for a prompt from best supporting actor 'Magnani-Massa' before his late cameo.

Whether the 2011 sequel will feature similar plot twists or revert to formula largely depends on the state of the same eight 'heads'.

A spate of recent books claims the secret to greatness in any field is 10,000 hours of focused practice, or ten years of dedicated effort. That applies to racing too – but it's only half the story.

The record for youngest ever champion has fallen three times in six years, primarily because karting now allows committed hopefuls to log the required hours ever sooner. Starting early comes with the extra benefit that young brains have greater flexibility, soaking everything up until the process becomes entirely natural.



The season-opener in Australia – and the start of an eight-month battle between team-mates

You don't have to be on wheels – or even awake – to do the time: the eight-year-old Bobby Unser went to bed every night imagining the 150 turns of the terrifying American hill climb Pikes Peak. He has said that this overloaded subconscious sparked his eventual 13 wins there.

Whichever pit they use, all the drivers who make it anywhere near the top of F1 have filled their memory banks with every sensation, every vibration, every hint of yaw and roll, every successful pass. They are all 'greats'. But

here's stage two: becoming a champion involves finding an uncluttered path to access all that data when it really matters.

That is not so neatly mathematical and involves blocking out any distractions, self-doubt or negativity. This is where you expect the young guns to be outthought by those with years of experience of such battles – but not always.

Early last year, Webber gave a psychology masterclass at Red Bull. Yet at the Abu Dhabi finale, 23-year-old Vettel pulled off the ultimate

## SEBASTIAN VETTEL



QUALIFYING SPEED	10
OVERTAKING PROWESS	7
MENTAL TOUGHNESS	8
DECISION MAKING	7

STARTS	62
POLES	15
WINS	10
PODIUMS	9
FASTEST LAPS	6
DRIVERS' TITLES	1
POINTS	381



## MARK WEBBER



QUALIFYING SPEED	8
OVERTAKING PROWESS	7
MENTAL TOUGHNESS	10
DECISION MAKING	7

STARTS	157
POLES	6
WINS	6
PODIUMS	14
FASTEST LAPS	6
DRIVERS' TITLES	0
POINTS	441.5



\* All statistics correct to the end of the 2010 season  
PHOTOS: PETER SPINNEY/LAT; ALASTAIR STALEY/LAT; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; MARK THOMPSON/GETTY IMAGES; RED BULL

champion's trick of the mind: ignoring the title, he got on with driving fast. His reward is the race number his team-mate claimed Vettel had enjoyed all year anyway.

"It's amazing to see how Sebastian has matured," says 1978 world champion Mario Andretti. "Greats often announce themselves with a moment of brilliance. I was impressed by how composed he was at his first grand prix win in the wet in Italy: driving ten tenths, great car control, no mistakes. That normally heralds an exciting future and he has lived up to that, transforming into a world champion."

"He should be a very happy chap. Having the number one on the car takes the pressure off as you have the title under your belt. If it was tough last year, I expect more wisdom now. So you'll probably see fewer mistakes."

If Vettel does take the next step, history may view Webber's 2010 – leading Vettel for 18 races out of 19 – as one of the all-time great performances. But the dénouement hit the Australian hard and he will need to plunder his bloody-minded reserves to match it.

"I doubt Mark is sleeping very well these days," adds Andretti. "If Sebastian is totally

**"I doubt Mark is sleeping very well these days," says Mario Andretti. "He had his chance"**

relaxed, Mark will be the opposite. He had his chance to win a championship right to the last race. Much of his ultimate performance has come late in his career, so time is running out. His pressure will be, 'I've got to get it done or the train will leave the station.' That's the worst scenario, when you're likely to make mistakes and not really enjoy what you're doing."

If that sounds bleak, Webber could once have taken solace in the fact that back-to-back titles used to be hard to achieve. History backs that up: five different champions from five different teams in the past five years. But 1979 champion Jody Scheckter reckons it no longer applies.

"In my day, most of the team's effort went into winning the title, not the following year,"

says Scheckter. "They didn't have enough people to develop the car. Now it's easier, so I expect Vettel to be more dominant. Webber did a fantastic job last year, especially midway through. He is an absolute fighter, a realist and a really nice guy. But when you've been around a bit, it gets harder to keep at that level. With a young guy, it's the only level he sees."

Webber and Button have had similar career paths, seemingly always in the wrong car at the wrong time before striking gold late on. The difference is that Button made it across the line but that doesn't make his current task at McLaren any easier pitted against the era's other golden child. Still, last year he proved his class with two stylish early wins before succumbing to Hamilton's sheer pace.

"Jenson's one of the top drivers," adds Scheckter. "He deserves to be a world champion and he did better than I expected last year. He just needs the right circumstances and he's as fast as anybody. If smooth driving helps with this year's tyres, he'll be okay. If not, Lewis will stay in front. Lewis is a real racer and I like his style. He can take a mediocre car and make it go. Not many drivers can do that."

## LEWIS HAMILTON



QUALIFYING SPEED	9
OVERTAKING PROWESS	10
MENTAL TOUGHNESS	8
DECISION MAKING	7

STARTS	71
POLES	18
WINS	14
PODIUMS	22
FASTEST LAPS	8
DRIVERS' TITLES	1
POINTS	496

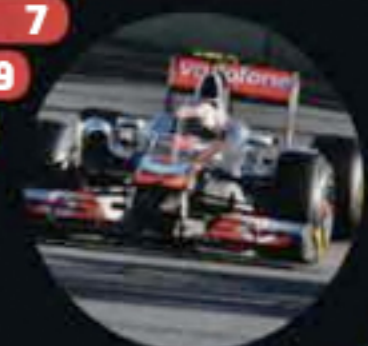


## JENSON BUTTON



QUALIFYING SPEED	7
OVERTAKING PROWESS	9
MENTAL TOUGHNESS	9
DECISION MAKING	9

STARTS	189
POLES	7
WINS	9
PODIUMS	22
FASTEST LAPS	3
DRIVERS' TITLES	1
POINTS	541

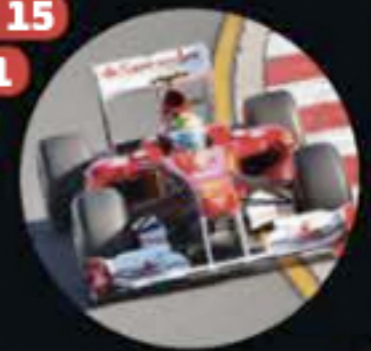




## FERNANDO ALONSO



## FELIPE MASSA



Hamilton did falter late in 2010 with avoidable accidents at Monza and Singapore. Asked what went wrong Scheckter initially offers the single word "girlfriend" before elaborating: "He seemed to get distracted by the problems with his management, his girlfriend took some of his concentration away and he didn't perform as well as in previous years."

Viewed from beneath their pedestal, drivers seem to have too much self-belief to need mental backup. But they need to let out the occasional scream, hence the ubiquity of the 'helmet carrier'. Hamilton is a master of accentuating the positive, but we shouldn't underestimate father Anthony's role in guiding him to the top – nor the gap Lewis faced without him.

Here's where the young chargers do miss out in the figures: they inevitably have fewer hours' worth of the battering of everyday life. After Button won his title he admitted, "Formula 1 is much more stressful than you think. Many drivers have had a difficult time, and when things are bad at the circuit your life's a wreck. I think I'm a strong personality but you need strong people around to keep you positive."



Above: "See that, Mark? That's my number." Webber has his work cut out to match Vettel this year. Below: Button and Massa will also struggle to prove themselves against their team-mates

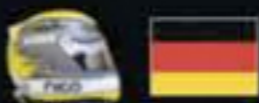


Button also quickly learned Formula 1 has to "become your life" to succeed, hence the concerns of some about Hamilton's new choice of showbiz management. Others reckon a competitive car will be more than enough to keep his focus and the pecking order intact.

"It's tough for Jenson because we've probably seen the best of him, but we haven't yet seen the best of Lewis," insists Andretti. "Every year he'll improve and mature; that will make the difference and I'm sure Jenson knows that. So my money would be on Lewis to outshine Jenson. Lewis represents the real future. He falls into the category of Sebastian. Those two will be fighting for championships for years to come."

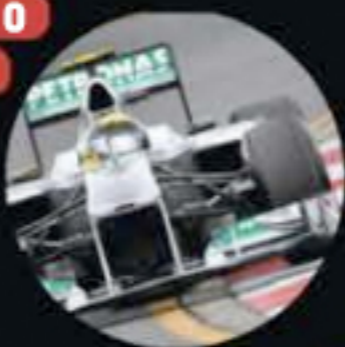
On those grounds Fernando Alonso should already be in the prime of his career given his perfect blend of ability and experience. But his reaction to the Abu Dhabi disaster was telling. Even though the Ferrari strategy that left him stuck behind Vitaly Petrov was neither's fault, his post-race histrionics were yet another withdrawal on the karmic debt he apparently considers limitless. Following 'Spygate', 'Crashgate' and 'Massagate', add 'Tailgate'.

## NICO ROSBERG



QUALIFYING SPEED	8
OVERTAKING PROWESS	8
MENTAL TOUGHNESS	7
DECISION MAKING	8

STARTS	89
POLES	0
WINS	0
PODIUMS	5
FASTEST LAPS	2
DRIVERS' TITLES	0
POINTS	217.5



## MICHAEL SCHUMACHER



QUALIFYING SPEED	7
OVERTAKING PROWESS	8
MENTAL TOUGHNESS	10
DECISION MAKING	7

STARTS	267
POLES	68
WINS	91
PODIUMS	63
FASTEST LAPS	76
DRIVERS' TITLES	7
POINTS	1,441



Andretti is unconcerned: "Fernando is an extremely intense character – and that is a good thing. It's his personality, there's nothing wrong with it; nothing detrimental. He'll always be a factor, always fighting hard. All that willpower and energy will produce results, no question."

"He's probably the toughest on himself, to be honest. He doesn't need to be too concerned with Felipe as Fernando is the clear number one in the team. That makes a big difference at Ferrari and he's very forceful about having that attention. He just wants to make things happen and to keep adding to his tally of world championships. With Ferrari, you have a clear opportunity to do so."

As long as you're not number two, that is. Massa has already proved himself by holding his own against some huge names, but any hope of a 2011 revival after the freeing up of team orders evaporated in the mere seconds it took for him to move over for Alonso in Melbourne. How long ago his own immaculate Interlagos finale – and heartbreak – seems.

"Felipe is another one who's had that golden opportunity," adds Andretti. "When he needed to, he did the maximum in terrible conditions: pole position and a brilliant win under pressure."



Many more mistakes like this and Schuey will find himself shown up again by Nico Rosberg

To lose the world championship by one lousy point on the last lap of the season... I was bleeding for him along with the rest of the world. Now, however, with Alonso being so determined to do it himself, Felipe's on a much tougher road to put himself in a position to win."

"Michael has to dig deep and analyse it more, but I wouldn't bet against him," says Jody Scheckter

Ferrari world champion Scheckter considers Massa's Hungary accident a bigger factor than Alonso in his current strife, insisting the team orders issue can be solved by a string of strong performances. But the South African knows how hard it can be to stop the slump. He had a disastrous season after his title year, leading to his retirement from Formula 1.

"Some of it is subconscious," says Scheckter. "In my last year I felt I was trying as hard as ever at the track but I didn't do well. So when I woke up in the middle of the night, was I thinking with the same intensity as before? Probably not. You're talking about such small percentages and that bit of fire may not be there. If you're not competitive, all you can do is work harder and concentrate more."

Not wholly unlike another Ferrari F1 world champion, it seems.

"Nobody thought Michael would be as uncompetitive as he was," admits Scheckter. "So he's got to dig deeper, analyse it more – which I'm sure he does better than anybody else out there – and see if he's capable of it. But I wouldn't bet against him: he's a fighter. When you've won a load of races and you're dicing with the last half of the grid, it's demoralising. If the



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Mercedes gets more competitive as well, that will motivate him much more.”

Nico Rosberg has every right to feel aggrieved not to have received the credit his supremacy over a legend deserves – as he alluded to in this very magazine before the start of the season. But, if anything, the pressure switches firmly to him in 2011 as the world would lap up a revival by the ‘underdog’ Schumacher.

“Nico did himself a lot of good in the sport by outperforming Schumacher everywhere,” says Andretti. “I’m sure he feels confident of holding his own, but Michael has nothing to prove and no one can sit there and tell me that



McLaren are seen by many as ‘Lewis’s team.’ Jenson can only change that by beating him

he is not capable of pulling off another world championship if the car is to his liking.

“I am a Michael Schumacher fan through and through. I admire him so much because he has such a pure love for both driving and the sport. At the end of the day, he did not have to come back. He had everything to lose and nothing to gain from the situation. He came back because he just missed it. He loved it and he felt he had more to give. So he is a hero in my eyes, no matter what happens.”

This hero has already ridden back from the sunset and his fans are desperate for him to avoid retiring with much more of a whimper than the first time around. Yet his current ride may be headier than anyone imagines for the oldest head of all.

“When you’re world champion it sounds like you’re on top of the world but you’re not,” says Scheckter, a man who knows from experience. “When you’re right up there you can lose everything. The real fun, because you haven’t got much to lose, is coming up...”

## And the drivers in the rest of the teams need to assert their authority, too...



NICK HEIDFELD



VITALY PETROV

Vitaly Petrov’s resistance to Alonso at Abu Dhabi has rejuvenated his spirit, and his impressive Melbourne podium could propel him to new heights in a decent Renault. Nick Heidfeld brings experience but will need pace to fend off team reserves such as Bruno Senna.

**NH Starts: 172 Points: 225 VP Starts: 19 Points: 27**



RUBENS BARRICHELLO



PASTOR MALDONADO

Williams team leader Rubens Barrichello will aim to make his grand prix starts record insurmountable. Last year he showed he can still mix it with those pesky kids but he will need a repeat against Pastor Maldonado. He may be paying his way, but the GP2 champ is no slouch.

**RB Starts: 303 Points: 654 PM Starts: 0 Points: 0**



KAMUI KOBAYASHI



SERGIO PÉREZ

Kamui Kobayashi has earned a reputation as one of the most exciting racers around, but he’ll have his hands full with his rookie team-mate. Sergio Pérez may bring welcome backing, but he also brings plenty of ability and results from his GP2 career. Watch this space...

**KK Starts: 21 Points: 35 SP Starts: 0 Points: 0**



SÉBASTIEN BUEMI



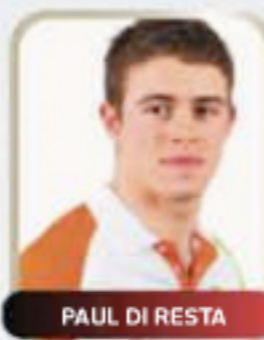
JAIME ALGUERSUARI

Toro Rosso took a step forward over the winter so the stakes have been raised in the third year of battle between Sébastien Buemi and Jaime Alguersuari. The team now have Daniel Ricciardo waiting in the wings, so one of these youngsters could lose more than just face.

**SB Starts: 36 Points: 14 JA Starts: 27 Points: 5**



ADRIAN SUTIL



PAUL DI RESTA

Paul Di Resta was impressive enough during his 2010 Fridays for Force India to replace Liuzzi; points on his debut have cemented that. Adrian Sutil has yet to convert his potential so he’ll need results to see off the threat from the grid’s best third driver, Nico Hülkenberg.

**AS Starts: 71 Points: 53 PDR Starts: 0 Points: 0**



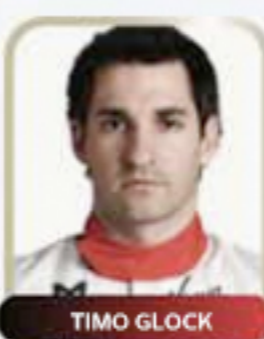
JARNO TRULLI



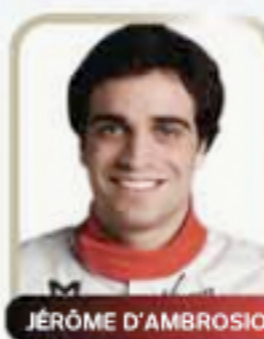
HEIKKI KOVALAINEN

Lotus do not seem to have made the jump forward they craved, so Heikki Kovalainen and Jarno Trulli may again have to settle for their own private battle. The Finn dented Trulli’s qualifying reputation last year and with a raft of reserves, this year’s loser could be in danger.

**JT Starts: 234 Points: 246.5 HK Starts: 70 Points: 105**



TIMO GLOCK



JÉRÔME D'AMBROSIO

Virgin are another team that look set for a long year without breaking out of Q1. Timo Glock continues to prove his pace, so the job’s his as long as he can face it. Jérôme D’Ambrosio hardly set the world alight in GP2, but he will hope to show he’s worth his big break.

**TG Starts: 54 Points: 51 JD’A Starts: 0 Points: 0**



NARAIN KARTHIKEYAN



VITANTONIO LIUZZI

Vitantonio Liuzzi explained his signing for Hispania by saying it’s better to be on the F1 grid in any capacity than not – although as Melbourne proved, even that is not guaranteed – but he deserves a better chance. Karthikeyan is paying and he’ll just hope to stay close.

**NK Starts: 19 Points: 5 VL Starts: 63 Points: 26**



### Selling the ultimate supercar?

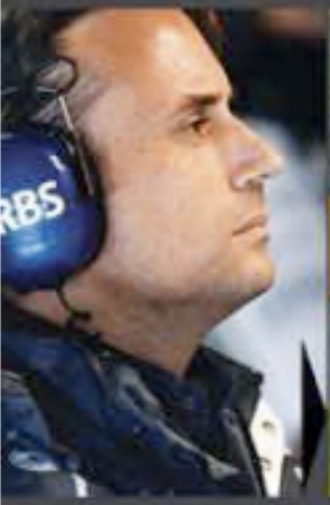
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# GLO RIOUS PAST INDIFFERENT PRESENT WHAT ABOUT THE FUTURE?

What's it like to drive for legends like Frank and Patrick? And what's going to happen to the team? A host of ex-Williams drivers, including **Nigel Mansell**, **David Coulthard** and **Mark Webber**, share their memories – and predictions...



Riccardo Patrese 1988-1992



Thierry Boutsen 1989-1990



Alex Zanardi 1999



Mark Webber 2005-2006







Alex Wurz 2006-2007



Nigel Mansell 1985-1988, 1991-1992, 1994

## DRIVING FOR A LEGENDARY TEAM

**Nigel Mansell:** There was a fantastic atmosphere when I joined. The thing that was brilliant was that Frank was a massive competitor and Patrick was in his prime – he was like a bull, he wouldn't let go of anything. And Keke Rosberg, my teammate, had won the world championship by that time. The team were very vibrant and very go-getting – they wanted to get the job done.

**Alex Zanardi:** Well I must say my hopes when I joined Williams were completely different in comparison to what I finally achieved with the team. But if the question is, 'What was it like to sign for Frank's team?' the answer is that it was a dream come true. I wanted to shout that Sir Frank had flown over to meet me and made me sign the contract. Unfortunately, history says that my relationship with the team didn't develop to what my expectations were. But it was definitely an honour to sign for Frank.

**Thierry Boutsen:** Williams were a much more experienced team than many others and once you joined you really felt part of the family.

**Riccardo Patrese:** Bernie Ecclestone [Brabham boss at the time] let me test for the team in 1987 when Nigel was ill. Then Frank and Patrick signed me, which was fantastic. I ended up staying with Williams for five years and had what was probably my best period in F1 with them because for four years I was very competitive and winning grands prix.

**Mansell:** I obviously came back to the team after I'd driven for Ferrari, but coming back was not a straightforward decision, absolutely not – there was nothing straightforward about it at all really! It was only Williams' persistence that persuaded me to come back and join them for another two years. It was fate. They thought they were signing both Senna and Prost for the team in 1991 and both drivers turned them down. So they were left without a frontline driver. They asked me to join them and I asked for a few things that Frank publicly said were impossible. The most magical thing happened three weeks later when I found out the impossible just takes a bit longer. The impossible was in fact possible all the time!

**Alexander Wurz:** I have to say that it was cool to drive for such a prestigious and successful team. Frank and Patrick were great people, even if they were pretty tight with their money!

**Mark Webber:** My experience was a bit different to that of a few others here. Flavio [Briatore, Webber's manager] was pretty sure it wouldn't work out for me there and he was right. When I left Jaguar, he wanted me at Renault and it was

hard for me to watch Fisi [Giancarlo Fisichella] winning races for them while I was at Williams.

**Mansell:** I, on the other hand, was very lucky. Having been successful at Ferrari had boosted my reputation so I managed to fit back into the saddle quite quickly. I'd worked with Patrick for some time so I knew exactly where he was at. But one of my criteria for coming back was 'let's have fun' because if you're having fun it breeds success. It doesn't have to be as difficult as people make it sometimes.

**Webber:** I have a lot of respect for Frank, and Patrick is great company in a social environment. But 2005 marked the first part of Williams' blip and, unfortunately, I was involved. No one in the team accepted that the '05 car wasn't competitive; they kept dreaming that we could get a result that wasn't really there. The following year was worse. The '06 car was so unreliable that we had to do reduced laps in practice and run the engine at reduced revs most of the time.

**Mansell:** Drivers are strange people, just like team owners, and they have to be motivated. But Patrick and Frank, other than not paying me enough at times, motivated me incredibly. What I loved was that every time we went testing we tried to make progress – we were working so hard to move forward. The enthusiasm and the work rate was very high, the dedication to drive in the car and put it on the line was very high.

**Zanardi:** I have to thank everyone from Frank Williams to the mechanics who tightened the bolts on my wheels. It's a shame that it didn't work out for us but shit happens in life.

**Mansell:** Maybe I've not liked some of the decisions that Williams have made in the past, but as the years have ticked by, I've come to respect them because I understand them now. You may be the reigning world champion but if one of the main sponsors who's putting all the money in doesn't want you there, you're history.

## MEMORIES OF FRANK AND PATRICK

**David Coulthard (1993-1995):** My first meeting with Frank was when I was racing in F3. I turned up at the factory wearing a jacket and tie and he asked was why I'd dressed up. We then spent a lot of time discussing the leather on my shoes!

**Patrese:** Yes, he was a very good boss. He was very straightforward all of the time – there was nothing under the table. He would tell you if he liked or didn't like something.

**Wurz:** He's a sir and not only as a knight of the realm; he's also a gentleman. But he's also pretty tough on the business decisions. →

PHOTOS: GETTY IMAGES; LAT ARCHIVE

**Boutsen:** Yeah, he's a very, very strong businessman, very fair, but what counts for him is the results. He's a very strong person when you talk business or results with him – there's no emotion in there.

**Patrese:** Funnily enough, Frank was always telling me that I was getting very rich and he wanted to give me less money! He was always saying: 'You're going to be one of the richest men in Italy!' There was always a very friendly atmosphere and I only have good memories.

**DC:** I have a lot of affection for Williams as a whole. They've always been a warm and cuddly team, which is something that stems from Frank. He takes his exercise on the shop floor every day and that gives him a connection with his employees. If someone has an issue, he or she can approach him directly, and it doesn't matter where that person sits in the company.

**Mansell:** I'd use the word 'brilliant' about Frank. The thing that Frank – and Patrick – will tell you is that whenever they asked me to do something they never had to ask me twice. Whenever I got in the car I wrung its neck, so I was a team-owner and designer's dream. No matter what I was given I gave it the full 110 per cent. So there were no qualms there. It was a really good relationship from that point of view.

**Zanardi:** For some reason, Frank and Patrick Head have this reputation for being really tough. I wouldn't expect either of them to be kind to me considering the results I was delivering for them but in fact the few times we had a conversation about the way the season was going the only words Frank said, which he repeated when I left, were, "I still believe you are a very talented driver but for some reason I was not able to get out of you what [Indycar boss] Chip Ganassi was able to get out of you. I consider that to be my fault." But I never had a discussion with either Frank or Patrick where they asked me why I was so slow. So I can certainly say that Frank Williams was not a tough boss or a difficult boss to work for.

**Wurz:** I love to have the odd chat with Frank about life and racing. He has so much willpower. We all know about his injury and the difficulties that he had just to stay alive. When you've had a tough day, you can always get some energy out of Frank just from his passion for F1.

**Webber:** He's an F1 legend alright, who's been around for a long time. When I signed for him, I was hoping to stay at his team for a long, long time, but it wasn't to be. It's fair to say I don't look back on my two years with Williams with many fond memories.

**DC:** I have nothing but respect for Frank and in many ways I owe my Formula 1 career to him. It was crazy for him to give an opportunity to an unproven rookie like me after Senna's death, but he did it.



Frank and Patrick with Alan Jones, winner of their first world title. But it's now 13 years since their last one...

**Mansell on Williams:**  
"When Frank and Patrick asked me something, they never had to ask twice"



**Wurz on Williams:** "You can always get some energy out of Frank just from his passion for racing"



**Patrese on Williams:**  
"Patrick would shout at me through the headphones of my helmet!"

**Webber on Williams:**  
"I don't look back on my two years there with many fond memories"



**Boutsen:** As far as Patrick goes, he can very much put himself into the head of his drivers. We spoke the same language when it came to developing and setting up the car. I must say I had a very enjoyable time working with him.

**Zanardi:** Patrick is a fun guy actually. When he is in a good mood he is great to be around, but unfortunately I didn't give him many reasons to be in a good mood! After four races I had this conversation with Patrick and his answer was "Alex, I don't see many things different in the setup or the way you develop the car. You are simply consistently half a second slower than Ralf whether it's practice, qualifying or the race." At that point I realised the confidence was gone. But Patrick gave me plenty of opportunities to fix things: I simply ran out of time.

**Patrese:** Me and Patrick spent a lot of time together – we had the same approach and the same feeling. We had some arguments as well... he would shout at me in the headphones of my helmet. He has a loud voice and you could tell when he was cross about something.

**Wurz:** Absolutely – a very loud voice!

**Mansell:** Oh yeah, but more often than not it was funny. If you watch the German Grand Prix, from 1986 I think it was when Nelson Piquet and I were team-mates, the camera zooms in on Patrick sitting on the pitwall and you can see exactly what he was saying. It was the f-word – really bad! He got very animated sometimes. On that occasion I was scheduled to come into the pits and Nelson decided to pit unscheduled and screw my pitstop up. So he was telling me to stay out, and a few other words as well...

**Wurz:** As a driver you have to deal with Patrick; sometimes it's easy, sometimes not. I coped with it most of the time because he was extremely technical and very positive and encouraging.

**DC:** He's always been incredibly honest, that's for sure. Back in 2009, he and I were discussing why Williams weren't winning. Was it a lack of money or a lack of brainpower, I asked, and he just replied: "A lack of brainpower!"

## WHAT DOES THE FUTURE HOLD FOR WILLIAMS

**Boutsen:** You have cycles where things go well, then not so well, then back up again. They've had their tough period and I hope it's behind them. They have good engineers and a good windtunnel. They have the experience, the knowledge and the ability to fight for the title.

**Zanardi:** If Frank and Patrick are still there, it's because they believe they can turn things around.

**Patrese:** The people in the team are very good, but there are more of them now. In my era, →

## "We threaten to give Patrick a yellow card if he talks about the 1980s too much"



The hopes of Williams' first win since 2004 rest with still-motivated **Rubens Barrichello**. No pressure, then...

### What's it like driving for Williams?

It's great to be part of such a legend. When you're a driver you just want to close your visor and have the fastest car, but in the back of your mind you know you're driving for a legendary team and a competitive bunch of guys. I like it, because I understand they're as competitive as me.

### What were they like to negotiate with when you signed for them?

Well, the only thing they were concerned about with my age was if I was motivated enough to still be doing this. After a season I think they could see I'm more motivated than any of the young kids.

### When you go to the factory do you pop in to see Frank?

Oh yeah, every time. It's brilliant to do that. He'll still call after every pre-season test as well. It just proves that you can have difficulties in life but you can overcome them if your mind lets you.

### What about Patrick. Do you have many dealings with him?

Patrick's a different character to Frank. He's very passionate, but sometimes he just starts to talk about his early career and the 1980s. We actually all say to him, "Patrick, if you say too much more about all that we're going to give you a yellow card, and maybe a red card if you go too much further." We tell him he's not allowed to talk about anything in Formula 1 before 1993.

He likes to talk about setups and "Ayrton used to like this" and how everything used to be done. It's quite funny. He's a good guy.

### He's also got one of the loudest voices known to man, hasn't he?

Oh, plenty of times last year I could hear him in the background when I was talking to my engineer over the radio. I'd be saying, "I can hear Patrick!" It's funny though. It's just the way he is.

### Before you joined Williams, were you aware of his reputation for shouting at drivers?

I didn't know that actually, but I've never had any problems with him.

### Even though you've done it a few times in your career, do you still get excited about driving a new car?

Absolutely. If I wasn't excited about that I'd have stopped already. I mean, the travelling and the amount of PR we do these days... it's depressing, almost... it's so disappointing how much you do outside the racetrack, although it's part of the job. What I like most is driving the car. The money? I thank God that I have more than I ever thought, so if I didn't love what I do I'd be out of here. Definitely.

### Do you get fed up with people asking when Williams will win a race again?

Well, it's up to us to make it better and win. We're the only ones who can do that.



PHOTOS: GLENN DUNBAR/LAT; ANDREW HONE/FORMULA PRESS/LAT; ARCHIVE: BRYN LENNON/GETTY IMAGES

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# "Patrick's voice is very strong!"

Critics screamed 'Pay driver!' when financially backed Venezuelan **Pastor Maldonado** signed for Williams. But the man himself is relaxed



## What's the atmosphere like at Williams?

It's very good, really. Everyone's so excited that the season has finally started, and I think one of the reasons is that we've got quite a lot of potential this year. The car feels really good and it seems like I'm getting better and better every time I climb in it. It takes a while to get used to the car and the steering wheel and things, but it's going well.

## What's it like dealing with a legend like Frank?

It's a real pleasure. He's a big legend, one of the biggest ever! When I go to the factory I always go and see him for a chat. He likes spending time with his drivers, I think, and asks lots of questions about the car, the team, the tracks. He wants to know everything that's going on. It's great to see that enthusiasm; I think he's more passionate about F1 now than he ever has been.

## Do you feel pressure to help the team get back to winning ways?

Not at all. It's actually really relaxing. I just look forward to the races and try to do my best.

## Have you had much to do with Patrick Head so far?

Yeah, he's amazing – another legend. He's always motivating us and pushing us to get the most out of the car.

## Have you ever met someone with such a loud voice?

[Laughs] His voice is very strong! It's like a horse! He's a really good person, though. I've heard people say that he shouts at drivers but I haven't been shouted at. Not yet, anyway!

## What does the future hold for Williams?

Like I said, we've got good potential. We've got great people and the most experienced driver in Formula 1. I mean, he's been racing in the sport for nearly 20 years. And I think I'm a very good rookie, too – I'm quite experienced and I'm 26 so I'm not that young. So I think the driver combination is good and I'm looking forward to seeing what we can do with the car.

## How long before Williams can challenge the likes of Red Bull and Ferrari?

I don't know, I really don't. Anything can happen, especially this year what with all the new regulations and the new tyres. Obviously we're not as fast as Red Bull or Ferrari at the moment, but I don't think that we're too far behind them.

## Are you already sick of people asking you when Williams are going to win a race again?

Yes. It's a big bore!

it was Adrian Newey and Patrick working together, moving ideas from the design table to the car and everything came out really good. Now you work in bigger groups, so it can be more complex to make things work in the right way.

**Mansell:** A lot of teams have gone through a transition where they have to think: 'Are we able to compete?' The sport hit a point where there were three or four manufacturers pouring a lot of money in. Is it a level playing field? At times, no. But any team can compete if they hit the numbers – Red Bull are a good example.

**Wurz:** Williams will always be in F1 because they are fighters; they own the factory, they own the windtunnel and the land – I can't see them really going downhill. They've proved they can do well with few means. But they need manufacturer backing in the next few years to win races again. That still makes a huge difference to a team.

**Mansell:** Rubens acquitted himself very well in 2010. Melbourne wasn't the start they wanted this year, but it's a long season. The team and the car have got the potential in 2011 to compete.


**DC:** I agree – another win is overdue and Rubens is still quick enough to deliver it. He's responded well to the love and attention he's got from the team and he's probably delivering a higher performance level than when he was getting hot under the collar at Brawn and Ferrari.

**Wurz:** The only thing I'd say is that with the flotation, they've taken a direction I'm not sure is correct. It's only a small amount of shares, but the team are now exposed to the public. They have to deliver news on the shareholder value, which is a very different system to the one that F1 has operated by so far. Only the future will tell us what that step has brought to the team.

**Mansell:** There has to be a change. As you get older you learn that nothing lasts forever. Who will come in to drive it next? Who'll come in and believe in the company and fund it? But all the infrastructure is there, the history is there and they can be a title-winning team again – but only if they get partnerships going where they can compete on a level playing field. They deserve it.

**DC:** They didn't win races and titles by accident. F1 is a people business and, for whatever reason, the current technical group hasn't delivered. Whether it's due to financial constraints, a lack of experience or something else, I don't know.

**Webber:** They're a good team and they're survivors; they'll have their time again.


**Zanardi:** It's not all determination and hard work: sometimes you need to be lucky and in the right place at the right time. Williams are a sail boat waiting for the wind. But the people and the equipment are there ready to catch it. 

*Nigel Mansell is president of UK Youth, a national youth work charity supporting over 750,000 people.*



# What next for the people's second favourite team

As people are fond of pointing out, Williams haven't won a race since 2004. But with stock market flotations, 'pay drivers' and the likes of Red Bull still way ahead of them, what do the next few years really hold for the team, asks **Andrew Benson?**



Frank Williams sets his alarm for 6am and goes into work 364 days a year. Chasing success in Formula 1 is still what gets him out of bed. Williams – who was 69 this month – knows that special winning feeling better than most. He is one of the giants of F1. His team dominated the mid-1980s and much of the 1990s in a manner that few have done before or since. They have won 113 grands prix, seven drivers' world championships and nine constructors' titles – figures that put them behind only Ferrari and McLaren in the all-time lists.

And yet the Williams of 2011 are not the Williams of old. Their last championship came courtesy of Jacques Villeneuve in 1997; their last victory at the hands of now-NASCAR racer Juan Pablo Montoya, at the final race of 2004 in Brazil. Since then, the team have entered a decline; one that some see as inexorable and perhaps even terminal – particularly taking into account their haul of no points in the first two races of 2011.

But it's not the view the team take of themselves. Ask chairman Adam Parr, the man in whose hands Frank Williams has placed the company, why Williams have not won a race since 2004 and he turns the question back at you. "Let's just switch it around," he says. "Why would you expect Williams to beat Ferrari?" Parr's rhetorical question is as fair as harsher perceptions of Williams are unfair, once you delve into the team's recent history.

The reality is that while 1997 was Williams's last title-winning year, they came close with Montoya in 2003, but then a controversial re-reading of the tyre rules to the disadvantage of Williams and the benefit of Ferrari threw them off track at the end of the season.

That was the zenith of Williams' partnership with BMW, which went rapidly downhill soon afterwards. The relationship became increasingly bitter, with BMW frustrated by Williams's inability to create a car good enough to win the championship and Williams complaining about the quality of the engines, and the two split at the end of 2005. BMW joined forces with Sauber to create their own team – with conspicuously less success than they enjoyed with Williams – and Williams were left without a works engine supplier at the height of what Parr calls "the period of car manufacturers".

Many of those manufacturers have now left, but the changes they brought to F1 remain. As Parr puts it: "You've got a sport where every single parameter has been ratcheted up →



## WILLIAMS FOUNDED

Frank Williams and Patrick Head form a company to design and build racing cars to compete in the Formula 1 world championship



## WILLIAMS F1 DEBUT

The FW06, driven by Alan Jones, first raced at the 1978 Argentinian GP, finished second at the US GP East at Watkins Glen and 11th in the drivers' championship



## THE FIRST DRIVERS' AND CONSTRUCTORS' TITLES

Alan Jones and Carlos Reutemann drove the FW07 to Williams' first constructors' title. Jones also bagged the drivers' crown



## HONDA ENGINES

In a bid to stay on good terms with the manufacturer teams, Williams negotiated a deal for the use of Honda's turbo engines for the first time



## RECORD POLES

In 1992 Nigel Mansell and Riccardo Patrese equalled McLaren's record of 15 poles in a season. Alain Prost and Damon Hill repeated the feat the following season

# WILLIAMS

1977

1978

1980

1983

1992

1997

1996



## RECORD WINS

Jacques Villeneuve joined Damon Hill and the pair shared a team best ever 12 wins in a season and Hill secured Williams' sixth drivers' crown



## RECORD NINTH CONSTRUCTORS' TITLE

At the British Grand Prix, Williams celebrated 100 F1 wins. In the same year, Villeneuve bagged them their seventh drivers' title and, ninth constructors' championship

2011 ■

2006 ■

2004 ■

2000 ■



## ENTER BMW

The team began a partnership with the German manufacturer and, with BMW engines, made it to third in the constructors' championship

sponsor," Michael explains. "At the same time, we'd invested a lot in our new windtunnel and it took us a long time to get that commissioned. So from an investment point of view it was quite a tricky period, especially 2006-2007 when we were also restructuring the company quite a bit.

"I took over as technical director in 2004, but it was 12 months before we realised all the departments needed to be restructured. A lot of people we needed weren't there. So we didn't have proper design office structure or the right people in aero. We had good aerodynamicists, but not the leadership we've got now. It takes quite a lot of time to get all that in place.

"That probably takes us forward to 2009-2010. We don't have factory backing, we're a private team, so we're different to when we were last winning grands prix – but that doesn't take away our ambition to try to do that again."

Michael admits that Williams have been in something of a vicious circle these past few years – the lack of a manufacturer engine deal makes it hard to attract sponsors and the right drivers, which keeps performance down and, in turn, makes it even harder to attract more backing, an engine supplier and drivers, and so on.

"There's only one way to break out," says Parr, "and that's to outperform the resources in front of you. Because of losing stability to start with, you lose the ability to attract a works engine deal, for example, but there's only one way to get it back and that's to push to improve and get faster again. You can only do that by coming up with new ideas and making a reliable car.

"An F1 car these days is so refined, as you can see with some of the designs that are coming out on this year's cars. To get to that level of refinement you need a lot of stability and good design practice and that doesn't come overnight. I guess it's taken us all these years to do it."

**This season,** Williams believe is the first time their labours in reorganising the company will start to properly bear fruit. Among the many innovations seen on cars up and down the pitlane is the tiny gearbox on the Williams; a result of a desire to get as much airflow as

– the technology, the drivers, their fitness, their ability. Then you've got the teams and their professionalism in terms of strategy.

Everything matters now. The margins are tiny and in that world we have not been able to differentiate ourselves sufficiently from the pack."

It's a typical Williams response – the sort of remark that could have come from Sir Frank himself – straightforward and not afraid to admit failings.

Williams are not offering excuses for their failure to compete at the front since 2004.

But technical director Sam Michael, a matter-of-fact Australian, is happy to explain what has been going on in a period of major transition for the team.

"If you look back, five years ago we went through quite a change...

BMW departing as well as HP; they were a big

"Winning  
is in our blood  
and that's what  
we want to  
do again"  
Adam Parr



## LAST RACE WIN

Juan Pablo Montoya's victory at the 2004 Brazilian Grand Prix marked the last time a Williams driver stood on the top step of the podium



possible into the critical area at the base of the rear wing, which is vital for creating downforce.

"That really came out of saying: 'We don't want anyone to have a smaller gearbox than us,'" says Michael. "It was something that came out of the windtunnel. It found that there was something very sensitive there around the lower rear wing and the best way to do it was to not have a gearbox, basically."

The result is a car about which Williams are more hopeful than they've been in years. To drive it, the team have kept on veteran Rubens Barrichello, whose technical input they admit has led to a vital improvement in how they design their cars, and Venezuelan novice Pastor Maldonado, the reigning GP2 champion.

Taking on Maldonado meant parting company with Germany's Nico Hülkenberg, who in the second half of 2010 emerged as a major star of the future, peaking with a brilliant pole position in damp conditions at the Brazilian Grand Prix.

It is no secret that Maldonado's presence in the team is directly related to a major, five-year sponsorship deal with his country's state oil company and the personal backing of the Venezuelan president Hugo Chavez. Inevitably, then, the tag of 'pay driver' has already attached itself to Maldonado – and many have pointed out that these are very different days from the 1980s, when the then-dominant Williams team lost Honda engines because the team refused to take on Japan's Satoru Nakajima as a driver.

Williams personnel are at pains to talk up Maldonado's qualifications, emphasising how much they have been impressed by his 'natural talent'. But that cannot hide the reality that when he and Hülkenberg were GP2 team-mates in 2009, the German was convincingly on top.

Nevertheless, in the real world of a team trying to fight their way back to the top of a competitive sport against the backdrop of the most difficult global financial climate in decades, it is not so hard to understand the decision.

Parr explains it as a sensible long-term choice. He says any young driver is likely to have a "pretty bloody" first and second season, and that means a team would always, on balance, be better going for a steady, experienced hand.

## ENTER ADAM PARR

Joined from Rio Tinto as Chief Executive Officer. He put the team on a more sound financial footing and was made chairman in 2010



His example was former Williams driver Nick Heidfeld, currently standing in for the injured Robert Kubica at Renault. Parr explains that if a team are going to take a chance on a rookie, they want some form of multi-year contract so they can see a return on their investment. Hence the "long-term commitment to Pastor".

Parr won't acknowledge the elephant in the corner – the money. Sam Michael will. "The commercial realities..." he says, "how far do you want to take that? It's rare that a driver doesn't have personal sponsorship to bring to a team. Where's the line? The important thing is that a person's competent. The worst thing is if you're taking the money and the person can't drive properly. You can't cope with that. But in Pastor's case, it wasn't a hard decision."

The other controversy hanging over Williams as they embark on what they hope will be a key season is their decision to float a minority stake of the team on the Frankfurt stock exchange. It is a move that keeps Frank Williams as majority shareholder, but reduces his co-founder and business partner Patrick Head's stake from 30 per cent to just over 5 per cent.

It's a novel move, although it doesn't exactly make Williams unique in F1 as of course Mercedes and Fiat – which owns Ferrari – are both publicly listed. Some have questioned it, claiming it is effectively a way to provide a retirement fund for Head. But Parr has been vocal in insisting that Williams made the decision in order to "secure the future of the team". But how? He says they had to look at "what happens after Frank and Patrick".

"The options we looked at are: do we find an individual owner, or do we sell to an organisation that is interested in using F1 as a marketing programme?" Parr says. "The answer to that is both of those models are flawed and both have failed dramatically in our sport.

"So we said: 'Let's do something different. Let's build up a public shareholder base over time that can own this team forever and maintain it as an independent constructor in F1.' It's not straightforward. It's quite bold and it certainly raises the stakes for us because on top of all the scrutiny one comes under as an F1

## WILLIAMS PLC

The team launched an Initial Public Offering of 27.4% on the Frankfurt Stock Exchange. Sir Frank still retains 50.3% and overall control



team, we now have the scrutiny that comes from being a public company, with new shareholders to satisfy and so forth.

"Funnily enough, that is part of the interest and excitement of it. It raises the profile and it means anyone who partners with this team knows they are partnering a company that has to perform to certain standards. It's challenging but very interesting and worthwhile."


It also guarantees that Williams will have to be run in the future as a profitable business. Parr is open about the fact that the company had to borrow money to survive the manufacturer era, adding: "If things had carried on like that, we could not have survived."

The team lost money in 2006/7, but with the help of the changes that have taken place in F1 since then – such as the resource restriction agreement and limits on engines and gearboxes – it made a profit in 2009/10.

Part of that has also been down to Williams' decision to diversify, most notably with Williams Hybrid Power, making a business out of the technology Williams worked on with its flywheel KERS, which was developed for – but never used in – F1. And the team have also developed a business relationship with the Gulf kingdom of Qatar in an attempt to tap into the huge wealth in that region.

Parr says this is "strategic, all thought-through and about growing as a business. It's not necessarily about doing better as an F1 team per se; it's about being stronger, fitter, healthier."

That may well be – but there is no hiding from what Williams are fundamentally about.

"We are now a group that has different interests," Parr says, "but winning in F1 is in our blood and that's what we want to do again. We won't define success as anything short of being at the front of the grid again." 



# The car that started it all

The FW07 is the machine that took Williams' first grand prix victory in the hands of Clay Regazzoni at Silverstone, 32 years ago

The FW07 was the first Williams car to utilise ground-effect aerodynamics. Despite some early teething problems, once it was up to speed it trounced the opposition to take the team's first ever F1 win at Silverstone on a hot summer's day in 1979.

Inspired by the revolutionary Lotus 79, Patrick Head took the novel step of using a windtunnel to help design the FW07 and to explore the use of skirts along the bottom of the sidepods to boost downforce. But aside from a brief appearance in the Long Beach pitlane at the start of 1979, the FW07 didn't make its debut until it was good and ready.

The broad, long sidepods housed a radiator for oil on the left and water on the right and were very aero-effective thanks to the small front wing. The car's debut at Jarama in April 1979 was marred by unreliability and mechanical failures, and both cars retired. But by the British Grand Prix in July, the FW07 had been modified, with a couple of aluminium panels added to its floor. This sealed off a low-pressure area around the Cosworth DFV V8 engine and instantly increased downforce and top speed.

Alan Jones dominated qualifying at Silverstone and would probably have won had it not been for a water leak. This meant that Clay Regazzoni had the honour of winning Williams' first ever race. Subsequent iterations of the FW07 continued in F1 for the next few years, reaching a pinnacle in 1980 when Alan Jones won the world title in the FW07B.





FW07

## Williams **FW07**

<b>Chassis</b>	Aluminium monocoque
<b>Suspension</b>	Double-wishbone, pushrod-actuated coil springs
<b>Gearbox</b>	Hewland five-speed FGA 400
<b>Weight</b>	579kg
<b>Wheelbase/track</b>	269.2cm/173.8cm/160cm
<b>Engine</b>	Ford Cosworth DFV 90° V8
<b>Capacity</b>	Three-litre, normally-aspirated
<b>Valvetrain</b>	Four valves per cylinder
<b>Power</b>	485bhp
<b>BHP/litre</b>	162bhp
<b>1979 victories</b>	Five: Silverstone, Hockenheim, Österreichring, Zandvoort and Montreal

The legendary FW07 used skirts under its sidepods to boost downforce and top speed

FW07

PHOTO: JAMES MANN



## THE MAURICE HAMILTON INTERVIEW

A lengthy chat with the legends of F1, every month

“Rubens can get very frustrated. It’s not all sweetness and light”

**Patrick Head** discusses the ‘difficult but skilful’ Nigel Mansell... and the odd Barrichello ‘episode’



**A** typical English country pub in Oxfordshire and lunch with Patrick Head. There are few combinations of food and Formula 1 characters that are so appealing.

The trick to chatting with Patrick is to remove him, however briefly, from the distractions of a job he continues to love. That way, you get the full benefit of an extraordinary recall peppered with an honest and frequently amusing interpretation. Invariably, it will be delivered in the robust and forthright manner that quickly became his hallmark when he arrived in F1 in the 1970s.

With so many topics to cover, I'm simply going to let the conversation flow and see where it takes us. But not before Patrick's had his picture taken...

**Patrick Head:** I'm getting a bit long in the tooth for this close-up photography!

**Maurice Hamilton:** You say that, but you're still a keen biker, aren't you?

**PH:** I've got a Ducati and a BMW R1100S – I used to go by motorbike to the French Grand Prix and I'm looking to go to the Nürburgring that way this year. If you look at the direct route it's all motorways and very dull, so I'd like to try to go a couple of days early and find a way of going via Burgundy with friends.

**MH:** You used to fly helicopters as well, didn't you? When the team's finances allowed?

**PH:** Yes, for a period of about four and a half years we had a Bell Jet Ranger.

This was when we were running Renault touring cars and we were racing at places like Snetterton and Oulton Park. We had to have a helicopter so as not to lose a whole day if Frank or I wanted to go to a test for a couple of hours. So, because we happened to have the helicopter, I would go out of Battersea and then back again in the evening, which meant it was just a scooter ride over the bridge to get home. I think that my fastest time from the factory's front doors to Battersea Heliport was 16 and a half minutes...

**MH:** What?!

**PH:** Yep. When you think, it's 75 miles as you drive. That was in an Agusta 109 – with a 70mph tailwind! Helicopters are fascinating pieces of equipment, but it probably doesn't do to think too long about the... lack of backup.

**MH:** Exactly. All that stuff going on above your head. It's a bit worrying because when it goes wrong, it goes.

**PH:** Well, it's a machine. So long as you understand what happened and make sure it's not going to happen again. →

Despite getting on well with both Mansell and Barrichello, Head admits that handling drivers is a fine art





## THE MAURICE HAMILTON INTERVIEW

**MH:** So, you've come by bike and train today. To do what at the factory? Would you have come here hot from the drawing board? I say that because I believe you still have a drawing board.

**PH:** I do, yes.

**MH:** Do you miss using it so much?

**PH:** Um... yes, I do miss it. But it just doesn't fit in with the process now. I know it's slightly different for Adrian Newey because he's leading the geometric design of the car whereas I'm not. Adrian doesn't do many of the other things I would do in the company. Horses for courses.

**MH:** From what you're saying, you're still very much hands-on. The impression one gets – perhaps wrongly – from this flotation and sale of shares is that perhaps you are paving the way to withdrawing. You're going to turn 65 this year – so what is the story behind all this from your point of view?

**PH:** In modern lingo, 65 is the new 40!

**MH:** I'm with you on that because I'm actually older than you.

**PH:** Really? Ah... you don't look it!

**MH:** And the same yourself! Here... [pours the wine] keep taking this stuff. Cheers!

**PH:** Cheers! This is quite nice. What is it?

**MH:** It's a Bourgogne.

**PH:** Excellent! As for the flotation, it wouldn't have happened unless Frank and I had agreed with it as a process. For me, there was no great masterplan to extract myself from Williams. But, as a minority shareholder, you'd have to be a bit of an idiot not to see that an IPO gives

a minority shareholder the chance of getting equal value for their shareholding, which is very unusual in a private company. Normally the minority shareholder gets a large markdown.

**MH:** Okay, I understand what you're saying. But I wondered if this was a way for you to ease out, given your close relationship with Frank. When Frank talks about you and his respect for you, I get the impression that if you weren't there, he would really miss you. So I was wondering if you felt you needed to be there for that reason – perhaps not solely for that reason, but that emotional tie would prevent you from pushing off even if you wanted to?

**PH:** It's true that Frank and I have operated together for a long time, but we are individuals – we're not joined at the hip. We've certainly worked closely but we don't go on holiday together and I wouldn't say that there is heavy social interaction away from work. I hadn't looked upon the flotation and the fact that I was about to become 65 as a marker that says

'Patrick, you're going to have to retire now.'

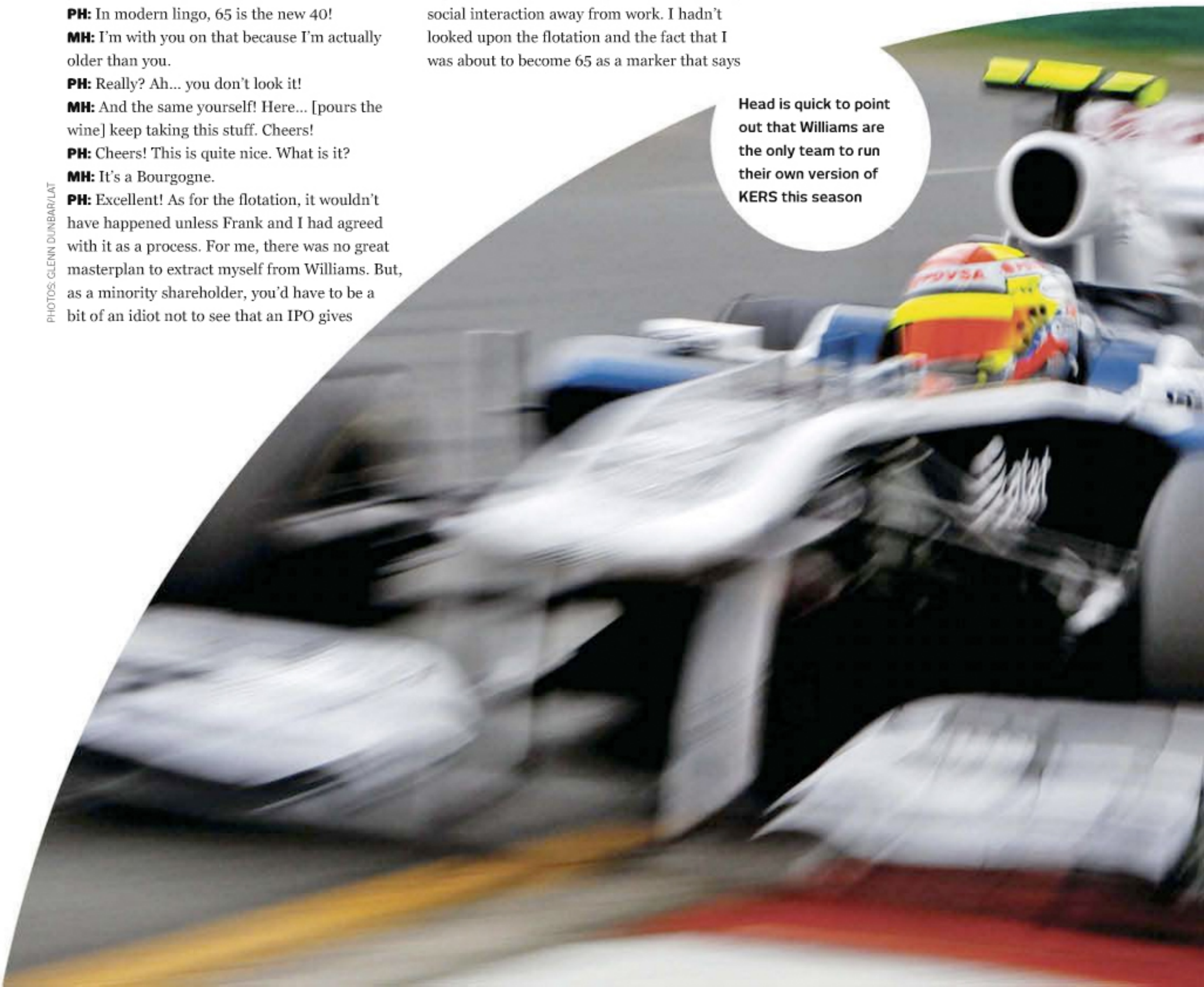
In terms of Williams F1, a time will come when I shall be less involved. I don't expect to be roaring off to the first grands prix of the season for many more years.

**MH:** It's interesting that you mention 65. It's an age that people latch onto when they're thinking of slowing down, retiring or whatever. But I'll bet – if you're anything like me – that when you were 55, you said: 'Christ, when I get to 65, there's no way I'll be doing this; I'll want to have stopped travelling or whatever,' and yet it comes up so fast. You're 65 before you know it and find you have no intention of stopping. It catches you by surprise, doesn't it?

**PH:** It does, yes!

**MH:** You still want to keep doing it, don't you?

**PH:** Yes. The engineering side is very interesting. For instance, I believe we're the only team that



Head is quick to point out that Williams are the only team to run their own version of KERS this season

does their own KERS system. The Mercedes system that McLaren, Mercedes and Force India are running was done between Mercedes in Stuttgart and Mercedes High Performance Engines at Brixworth. I'm sure McLaren participated in the packaging of the system in the car, but the system was not theirs. The Ferrari system is predominantly from a company called MTS in America. The Renault system is predominantly from Magneti Marelli.

**MH:** Where, in your view, does KERS sit in F1? Are you glad to see it? Do we need it so F1 can show green credentials? All of these issues taken into account: should we have KERS?

**PH:** There's a basic truth that racing cars should be extremely powerful, difficult to drive, and safe in that they should offer the driver as much sensible protection as possible on the circuit

should there be an accident. The drivers' skills should also be visible. But does KERS make the racing more interesting? I'm not sure. We'll have to wait and see. The commentators will be saying, "Yes, he's pushed his KERS button," but does that make it exciting to watch? It's not for me to say. I'm not against it. As an engineer, it's interesting technology and has relevance to road vehicles – not just cars but buses and any sort of transport system... Mine's the Dover Sole... Ah, the liver and bacon – that looks good, Maurice.

**MH:** Always the way, isn't it? You see someone else's choice and it looks better than yours.

**PH:** So, to finish the question: is KERS valuable to F1? Overall, as an engineer, I would say yes. As a spectator, I think the jury's still out.

**MH:** How important is it for Formula 1 to be seen to be doing something along the lines

you've said; feeding back to the motor business and covering green issues?

**PH:** I think that from an image and marketing point of view it's pretty important. In terms of saving the amount of thermal energy we put into the atmosphere due to F1, it's somewhat insignificant. But you have to put in perspective the fact that if you take all the fuel that all the F1 cars use all of the season and put it together, it wouldn't take a jumbo jet across the Atlantic once. It's important to acknowledge that.

**MH:** Can I return to the team and your involvement in it? Can you quite forcefully, in your style, say the conclusion that people might have reached because of the flotation and so on is wrong; the thought that you and Frank are gently letting it slip away? It seems from what you're saying that you're still very involved... →

"Is KERS valuable to F1?  
As an engineer, I'd  
say yes. As a  
spectator,  
the jury's  
still out"





# THE MAURICE HAMILTON INTERVIEW

**PH:** I wouldn't say that we're letting it slip away, no. Frank goes to fewer races than he did previously and that's really for two reasons. The first is that, for Frank, it isn't easy to fly schedule – the practicalities of his injury make that difficult. Flying a private plane to the far-off races is extremely expensive, and budgets are tight. Frank is the first one to insist that all resources should be available to develop the car. Secondly, Frank has been travelling to grands prix for well over 40 years now. The attraction of travel and changing time zones is probably less powerful for him these days.

Frank is still heavily involved in the marketing side of things, but this often requires being in Detroit one day and in Paris the next. Frank is more than happy to have Adam Parr handle much of that. Meanwhile, as you well know, Frank is just as passionate as he ever was about his racing and he's happy to operate slightly back from the leading side that Adam takes. Adam keeps him informed on all matters. Frank is at the factory from about 10.30 to 11.00 in the morning until 7.30 to 8.00 in the evening, pretty much seven days a week. So I think that probably answers your question.

**MH:** Do you still enjoy F1 as much as you used to? Do you still feel the buzz when you walk into the paddock?

**PH:** Yes. You're there in the knowledge that there are 11 other teams all there to compete. Their job is to go out and beat you, and your job is to go out and beat them. You can see and sense the pressure.

**MH:** Exactly. I must say, on the grid in Abu Dhabi last year, I've never felt such intense pressure like that. It was fantastic.

**PH:** Yep. There were still four people that could win the championship.

**MH:** Exactly. It was wonderful and I just thought, how lucky are we to be here?

**PH:** Some people might belittle it, but I think that's pretty amazing – a wonderful part of the



Alan Jones took Williams' first title in 1980. Head describes the Australian as "a very good team man"

sport. There was Alonso, and almost everybody had decided he was a shoo-in for the world championship and it would all be absolutely straightforward. Whether it was a bad pitstop call or whatever, one small mistake and bump! He's out of it altogether. You'd have to say it's fantastic, isn't it?

**MH:** I totally agree with you.

**PH:** I think half of Italy was ready to commit suicide the next day! I think Luca di Montezemolo's resignation was demanded in parliament. They settled on Chris Dyer in the end, poor chap.

**MH:** Going right back to the design of your first car, the FW06 in 1978, what sort of buzz did you get when you went to Brazil and suddenly, with a simple car, you were doing lap times that meant you were getting better tyres from Goodyear for the first time? That must have been a nice feeling, right at the start?

**PH:** Yes, it was. This was at the time when Goodyear had the beginnings of a challenge

"Frank and I aren't joined at the hip – we

PHOTOS: GLENN DUNBAR/LAT; LAT ARCHIVE







## don't socialise heavily outside work"

from Michelin. There were certain contracted Goodyear teams and I think we were paying for our tyres, I can't remember. Frank would know – ask him! If you didn't come out in among the top Goodyear teams after the first practice, you just took a three quarters of a second a lap step back, because you didn't get the latest tyres. So, yes, that first practice was pretty important to make sure that you made your mark.

**MH:** So, even more so, it must have been a nice feeling for you?

**PH:** Yeah, that was good.

**MH:** It was simpler then, wasn't it? Just look at the structure of the team. There was just one engineer per car, a couple of mechanics, yourself, Frank. But look at it now. There's a host of people.

**PH:** Yes, a host of people now, by comparison. Ignorance was bliss. I would say the level of knowledge about what was going on with the cars was much lower. It was a case of however much time and information Alan Jones would

give you before he went off partying. But it was good and you did feel very connected to what was going on. Whereas now, I think that's one of the – I wouldn't say problems, because the whole style of it is completely different now. But it's true that any one of the people on the race team now will only have part of the information or part of the picture. There's no point in old boys like me saying, "Oh, it was so much better in the old days," because they don't have the old days any more – they've got things as they are now. →

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I'm sure there are other compensations, but they don't tell me!

**MH:** Do you think there is too much information coming at you now?

**PH:** You don't have to look at it, but there is a lot of data, and also much more certainty about the car and what makes it quick and reliable.

**MH:** Can I move that across to drivers? You mentioned Alan Jones earlier. You are roughly the same age; you grew up together; you were mates, as it were. But, as time has gone on, the drivers get younger. You have to have a different approach, don't you?

**PH:** It's like running previous drivers' sons; that really makes the point.

**MH:** Yes, and now you find the fathers are younger than you, which is a bit worrying, isn't it? Have you almost looked upon drivers – forgetting perhaps Alan – as employees? As in they're there to do a job and you deal with them and that's it. If they don't do what they're supposed to do, if they make a mistake and it's clear that they weren't thinking properly, how do you view that? Do you have a word with them?

**PH:** They are there to do a job. But the F1 racing drivers I come across now are extraordinarily professional, not only in their driving but in the way they manage themselves and generally in the way they work to optimise the capability of the team. But every now and then you get somebody who does something completely stupid; something that tells you they're just not thinking. Like going out and sliding into a barrier at Monaco on the third lap in the first practice – as happened to us once. You've got to sit down with them and say: "Look, you just did not have your brain in gear." Rightly or wrongly, I've gained a reputation for giving drivers a bollocking. I think the number of times I've given drivers a hard time is actually not that many. But I am a fairly direct person by nature and usually

Mansell could be difficult out of the car, but Head acknowledges his "high level of skill"

I hope people are direct with me. If they think that I make a mess of something, I prefer to have them tell me that than seethe with resentment and say nothing.

**MH:** One time I remember you doing that was in 1995 when I was doing a book with the team – a fly-on-the-wall thing. At Suzuka, you had words with Damon Hill. When he came out the back of the garage, his face was the colour of that white piece of paper there. I asked, "What did Patrick say?" He said, "I can't tell you." They had a bad weekend, both him and DC. It was a shocking weekend, wasn't it?

**PH:** Yes, I remember that! We've had years where the capability of the team has been damaged by drivers being too interested in what their team-mate is doing. That was the case with Juan Pablo Montoya and Ralf Schumacher, in that the only thing they were interested in was beating each other. Quite honestly, that was seriously damaging and, to some extent, contributed to us not winning the 2003 world championship. When a driver puts more weight behind his dislike of the other driver than the furtherance of the team, that's incredibly self-indulgent and very counterproductive.

**MH:** Which drivers of the many you've had was a great team player? Jonesy?

**PH:** Alan wasn't really interested in his team-mate or the furtherance of his team-mate, but he was a good team man. We've had some very good people. Keke Rosberg had a very limited but good time with us. We got on very well with Keke and he was fantastic in the car. I've seldom come across anybody who could drive a qualifying lap every lap of the race if he needed to. He was a very exciting driver. With his outstanding victory in '82, when he won at Dijon, his car was never pointing in the direction it was travelling. He was driving it as if it was a rally car, every lap of the race. There are very few drivers out there who can do that and yet Keke was not necessarily one of the fittest drivers. And he smoked as well!

**MH:** What about Nelson Piquet?

**PH:** Nelson was great. He could be evil with his team-mate – particularly if his team-mate was called Nigel Mansell – but he was a great team player. When he won his F3 championship (in 1978) he was heavily involved in running that team. Nelson would know the names of all of his mechanics. He knew when their birthdays were and it wasn't false, he was just very much into 'his' men who were around him in the team. If you had a wet day's testing with nothing happening on the track, Nelson could keep the team entertained with jokes from nine in the morning till you went home in the evening. He was very funny – but not a good guy to have as an enemy, I'd say.

**MH:** Where would Alain Prost figure in all of this? He was only with you for a year. It's almost easy to forget he won the title with you.

**PH:** That's very true. Alain was a bit of an enigma to us. I'm sure he wasn't like that at McLaren, but he'd had this experience of feeling he'd been pushed out of McLaren by Ayrton Senna. So he came to us and won the 1993 world championship – but it was almost like he came and he went. He walked in this door and he walked out the other door and we never really knew him. He and his engineer, David Brown, worked closely together but I'm not sure that even David Brown knew him. We didn't really get to know the personality of Alain Prost.

**MH:** It was the same for most of us in the media – or, at least, the British media; we never really got to know Prost. That was the way he was. Where did Nigel fit into all of this? How would you categorise him?

**PH:** First of all, you've got to look at the statistics. Nigel won 31 grands prix and 29 of them he won in Williams cars. I think anybody who worked closely with Nigel would realise that not only was he extremely brave but he had a very, very high level of skill as well. He was gritty but he was not overcoming a lack of skill, as the myth went. Out of the car he could be →

"Nigel felt that if you weren't for him, you must be against him"



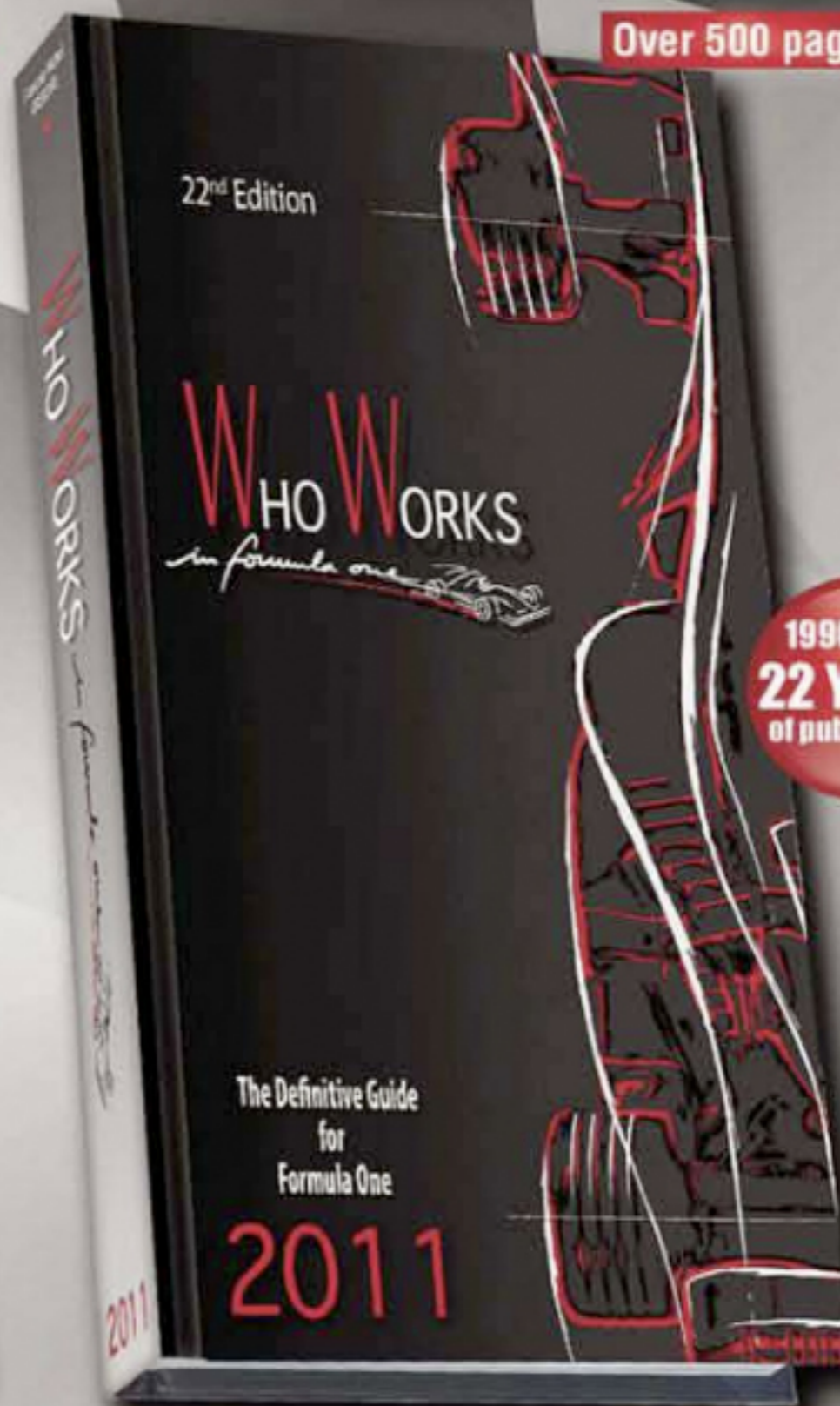
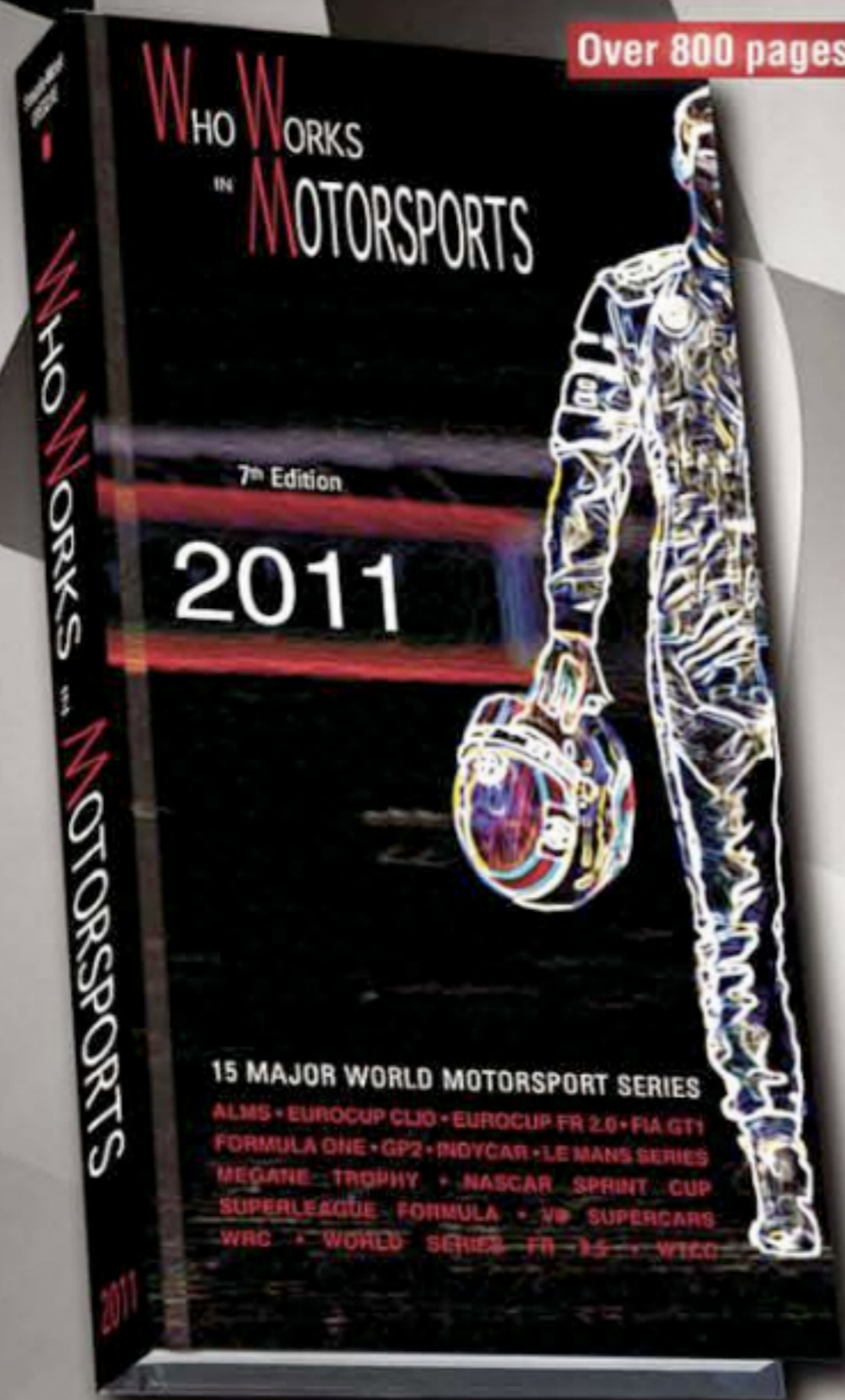
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## THE MAURICE HAMILTON INTERVIEW

quite a difficult character. If you weren't for him, his view was that you were against him. So if there was anybody in the garage that walked up to Riccardo Patrese and treated him equally with Nigel, then Nigel's attitude was: 'That guy must be an enemy because he's on Riccardo's side as well as mine.' But then Juan Pablo Montoya was very much the same in character.

**MH:** So it's worth putting up with that sort of thing, then?

**PH:** Yes, it is. At the time Nigel was with us, he was living in the Isle of Man. Every now and then, if we had a bad race, Frank would get the phone call from Nigel, saying, "I'm coming over, I want to have a talk with you and Patrick."

He'd come over on a Saturday in his helicopter and he would come out with chapter and verse, almost to whether he didn't have enough sugar in his tea, the cushion on his chair wasn't thick enough, and this and that. And I would say, "Oh come on Nigel, be sensible. Let's talk about the car." Frank would look over at me and glare slightly and, after Nigel had gone, he'd say, "Patrick, Nigel's our strongest asset. If we need to go through two hours of complaint and say, 'Yes Nigel, we'll fix that Nigel,' or whatever – that's the price you pay." Frank's always been very astute in that way.

So yes, there was some baggage that came with Nigel. But, when he walked into the garage, everybody knew 'The Man' was there. They knew that if he was in the car he was on it, every moment – wet or dry. That makes a team jump to attention. Everybody else is on it as well. So Nigel was really good for us.

**MH:** What about Rubens? I hear great things about him – that he's a great asset to the team. Sam Michael speaks very highly of him.

**PH:** Rubens is a very talented, fast, racing driver, and sets high standards for himself and the team. He can get very frustrated if he thinks the team are not making sufficient progress or are not solving problems quickly. At a recent test, he and Sam had words as Sam allocated some of Rubens' track time to Pastor, and Rubens was not pleased – so it is not all sweetness and light. There is always pressure. But that is a necessary part of becoming competitive again as a team.

**MH:** Is it not good in some ways to see a driver have passion and act like that?

**PH:** He's passionate about what he does and I'm sure that he sorted out the tension with Sam later. Rubens still has a fierce determination to win and that's good to see. It's exactly what the team want to see. And if the team perform in a way that tells Rubens we're not going to get

During testing, some of Rubens' track time was given to his team-mate. Rubens was not best pleased



"If the team perform in a way that tells Rubens he's not going to win, he's not happy"

there, that he's not going to be able to win, then he's not happy. Neither am I when it comes to it, and nor is Sam. Okay, sorry, the board meeting calls. I've got to go. Thanks for lunch.

**MH:** It's been great fun Patrick. Many thanks.

# The most sophisticated F1 car of all time

Active suspension was just one of the secret weapons of the FW14B, which allowed Nigel Mansell to dominate the 1992 world championship

The arrival from Leyton House of a new young designer called Adrian Newey was instrumental in the creation of the FW14 and its dominant successor, the FW14B. Throw in a collection of brilliant technological innovations, a semi-automatic fly-by-wire gearbox, traction control and active suspension – allied with a driver as brave and brilliant as Nigel Mansell – and the team had all the necessary ingredients for success.

Given the dominance of the package, it was inevitable that the FIA would eventually act to ban electronic driver aids, making the FW14B one of the most sophisticated cars F1 has ever seen.

Mansell won the first five races of 1992, and it would have been six had a puncture not scuppered his chances at Monaco. To underline the FW14B's success, in four of the opening five races, Mansell's team-mate Riccardo Patrese finished a comfortable second. Some TV channels even stopped showing F1 at the time, such was the predictability of another Mansell win.

The active ride kept the chassis as level as possible over bumps, maximising the efficiency of the aerodynamics. Add to that the wheelspin-eliminating traction control and the hugely powerful Renault RS3C V10, and the championship was unsurprisingly wrapped up by August that year, with five of the 16 races remaining.

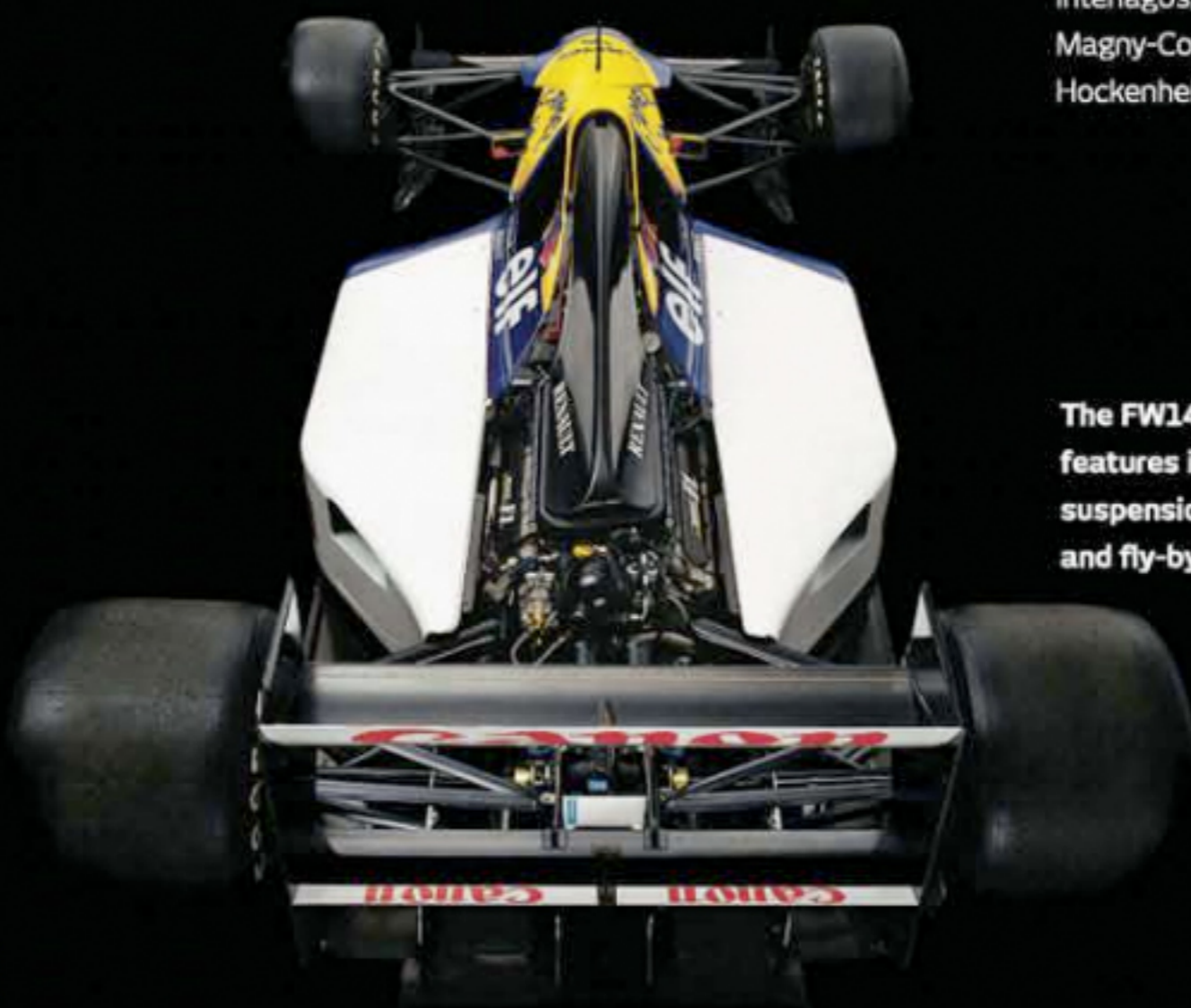




FW14B

## Williams FW14B

<b>Chassis</b>	Carbon fibre monocoque
<b>Suspension</b>	Active hydraulic
<b>Gearbox</b>	Transversal semi-automatic, six-speed
<b>Weight</b>	505kg
<b>Wheelbase/track</b>	281.7cm/173.9cm/161.7cm
<b>Engine</b>	Renault RS3C/4 67° V10
<b>Capacity</b>	3.5-litre, normally aspirated
<b>Valvetrain</b>	Four valves per cylinder
<b>Power</b>	700bhp
<b>BHP/litre</b>	200bhp
<b>1992 victories</b>	Ten: Kyalami, Mexico, Interlagos, Barcelona, Imola, Magny-Cours, Silverstone, Hockenheim, Estoril and Suzuka



The FW14B's package of features included active suspension, traction control and fly-by-wire electronics

FW14B

PHOTO: JAMES MANN

# Resurrection man

Yet again in his Formula 1 career, Nick Heidfeld got within weeks of the start of the season without knowing if he had a race seat. Then fate intervened and handed him one more chance.

WORDS JONATHAN REYNOLDS PORTRAITS ANDREW FERRARO/LAT



**Are you still**

**optimistic** you can win a race in F1?" This question comes seven minutes into *F1 Racing's* interview with Renault driver Nick Heidfeld and proves to be something of a mood changer. Up to this point, there's been a sense that 'Quick Nick' has been going through the motions somewhat, politely answering each question but without the enthusiasm you'd expect from someone who just a few weeks ago unexpectedly landed a seat with a top F1 team.

To be fair to Heidfeld on this cold Barcelona test day he has good reason to be underwhelmed by a media call – he's suffering from a case of man flu so bad that he's had to pull out of driving the R31 this afternoon. Each question up to now has been punctuated by bouts of chesty coughing, painful-sounding sneezes and plenty of sniffing. But when he is asked the

aforementioned question about his ability to win races, he leans forward intently. "What I'll say now depends on where the magazine will put this quote," he says in his cold-ravaged voice. "But my target is still to win the championship..."

It may seem like a surprising statement from someone who only weeks before was at home in Switzerland without a drive for the forthcoming season, but Heidfeld remains fiercely confident in his own ability. Besides, this is not the first time in his 12-year F1 career that he's picked up a last-minute race deal.

At the end of 2003, Heidfeld lost his seat at Sauber to Giancarlo Fisichella, but he pipped Jos Verstappen to a drive with Jordan in 2004 after an impressive test tryout. A year later he was again battling to retain his F1 status and eventually succeeded in winning a protracted pre-season 'shoot-out' with

Antônio Pizzonia for a seat at Williams. He found out he'd get another chance minutes before the new car was launched. And in 2009 he seemed a shoo-in for a drive at Mercedes before a certain seven-time world champion decided to make a return to the sport.

On that last occasion, Heidfeld was not so lucky. With no other top drives available, the 33-year-old steadfastly refused to seek a drive lower down the grid and instead spent the majority of 2010 as a test driver, first for Mercedes and then for Pirelli. It was a confident move and one that looked to have paid off when he made it back onto the grid for Sauber, replacing Pedro de la Rosa, with five races to go. But despite two point-scoring finishes, he came unstuck when Sauber signed the well-financed Mexican rookie Sergio Pérez to partner Kamui →





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Kobayashi for 2011. Heidfeld merely focused on finding his next chance. "I was in discussions with Mercedes to be their reserve driver again – but my target was to find another race seat even if the chance came up mid-season."

One of the seats Heidfeld had been chasing was the second seat at Renault alongside Robert Kubica – but the team chose to retain Vitaly Petrov. When it became clear that the injuries Kubica had sustained in his rallying accident would keep him out for at least the start of 2011, Renault got back in touch with Nick, a man who had performed well against the highly rated Pole when they were team-mates at BMW Sauber.

In fact, in their three and a half seasons at BMW Sauber, Heidfeld was outscored by Kubica in the final championship table only once. And

over that same period he scored 13 more points than Kubica. Yet the chances are that if you asked every team principal in the paddock who they'd prefer to have in their team – Kubica or Heidfeld – you'd get an overwhelming response in favour of the Pole. It's something that rankles with Heidfeld, who is at a loss to explain why he isn't rated as highly as his friend. "I don't know," he sighs. "Sometimes it's hard in F1 to understand why things happen. Robert only beat me in one year – 2008 – and in all the other

"I could have been in F1 with someone else – but I only wanted to come back with a good team"

years I beat him. Maybe it's because in 2008 we had a good car and by mid-season he was still in with a shout of winning the championship. Maybe that is why people remember that more than the other two and a half seasons."

What people may specifically remember about 2008 is the Canadian GP, when Heidfeld bowed to team orders and let Kubica (on a two-stop strategy) overtake him, sacrificing his own chance of scoring BMW Sauber's historic first victory to ensure that the team could achieve

a one-two. Would Fernando Alonso, Lewis Hamilton or indeed Robert Kubica have yielded in that same situation? Perhaps Nick should have been more selfish. He has over 170 GPs under his belt, he's driven a race-winning car, and yet on the eve of the 2011 season he had never made it to the top step of the podium. But

despite holding the records for the most second place finishes without a win and also the highest number of points scored without a win (eight and 225 respectively at the time of writing), he doesn't appear to be letting it get to him.

"A lot of people say, 'You haven't won yet, you need to win!' But it's not like I'm all tensed up to get this first win – I don't think that would help. I am confident and I know that if the situation is there and the car is there, I can do it."

But victories aside, if the R31 is competitive, Heidfeld's record suggests that Renault should be able to count on him to deliver consistent point-scoring finishes. It's become something of a Heidfeld trademark and should be a valuable weapon for a team scrapping to move back up the constructors' championship ladder. In 2007, Heidfeld finished in the points 14 times in 17 races. The following season he achieved classified finishes in each of the 18 races on the calendar, scoring points in 11 of them. If today's first place to tenth place point-scoring system had been in use, he would have been in the points in 16 races.

Such statistics suggest Heidfeld fully deserves his latest rebirth at Renault. He admits to having done some "intensive soul searching" before accepting the drive: it wasn't easy for him to be the beneficiary of his friend's terrible accident, but he's determined to turn the unexpected nature of his appointment to his advantage.

"This winter I didn't know if I would get a race seat, so it made me push harder. I could have been in F1 with someone else – but I only wanted to come back with a good team. That makes it very enjoyable now. We don't know how our car will perform, but I have a feeling that compared to my other 11 years in F1 it should be one of the strongest. It could be a fun year." It'll be a year in which he'll need to impress if he's going to avoid starting 2012 on the sidelines again. **F1**



### How does Heidfeld measure up against Robert Kubica?

They spent 3.5 seasons and 57 races together at BMW Sauber – and they were very evenly matched...



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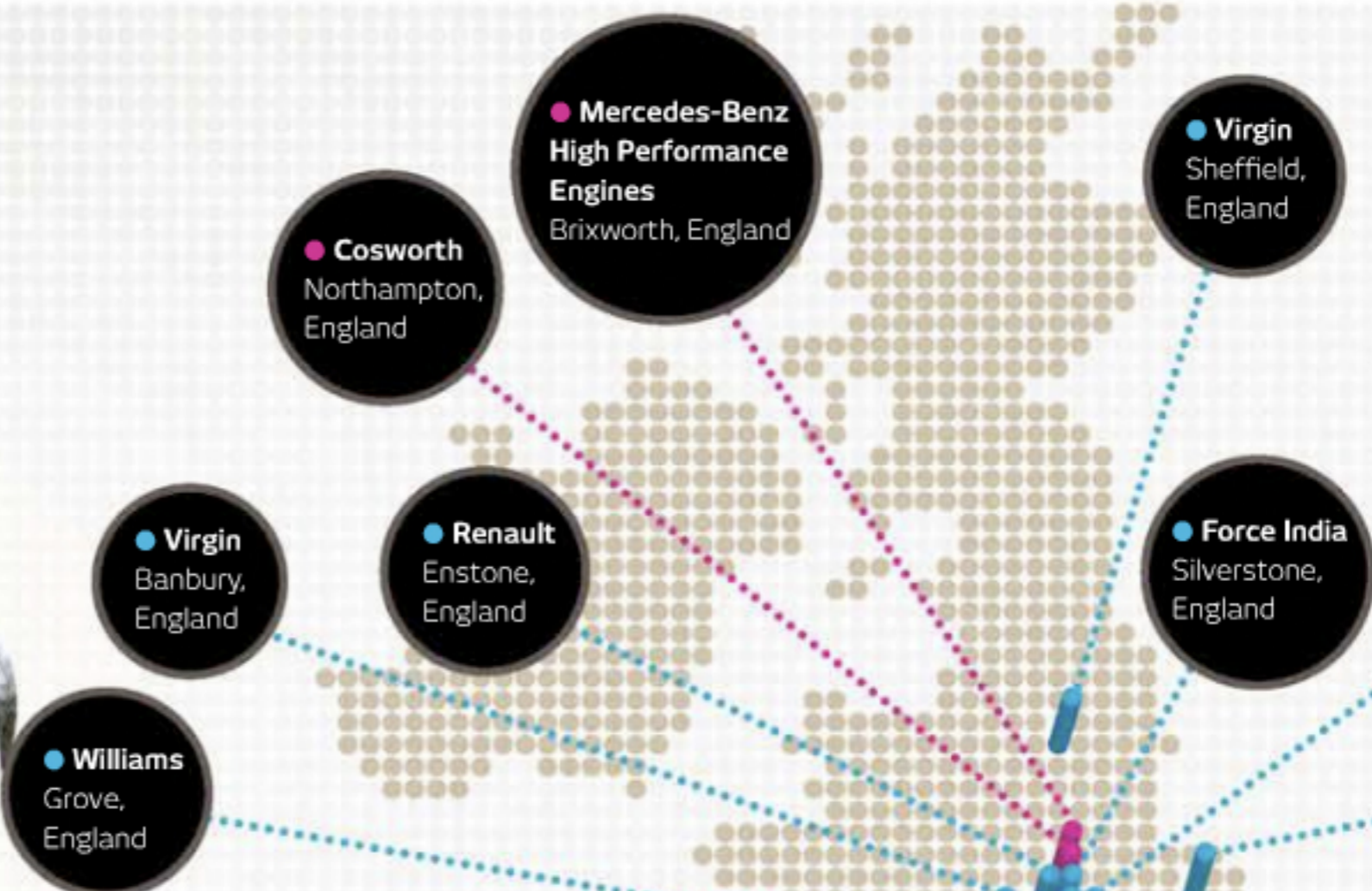
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# WHERE IN THE WORLD

F1 races in every corner of the globe, but the business end of the sport is still firmly in Europe. This map shows you exactly where everyone is based...

- KEY**
- Administration
  - Engines
  - Teams
  - Tyres

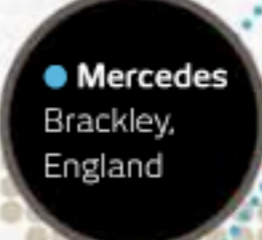




ILLUSTRATION: LYNSEY ROW; PHOTOS: GLENN DUNBAR/LAT; DREW GIBSON/LAT; GETTY IMAGES; LAT ARCHIVE

# GOODBYE

## but not forgotten

It's 20 years since Jordan entered F1, but like so many well-loved outfits they fell by the wayside. **Alan Henry** recalls the teams that came... and then went

PICTURES LAT ARCHIVE





## Jordan 1991-2005

**W**hen Eddie Jordan's immaculate new Jordan-Cosworths were rolled into the pitlane at Phoenix in 1991, they drew an almost audible sigh of admiration from their rivals. Few newcomers had arrived with cars so spruce, and I happened to whisper into Eddie's ear that the blue sidepods were a similar shade to the corporate blue of telecoms giant AT&T.

I only mentioned it because on the Friday before the race, I'd agreed to give an after-dinner talk on F1 to a group of AT&T executives and their guests. Eddie grabbed my arm with the look of somebody who had just met their new best friend. "Get me some sponsorship from them and I'll give you 15 per cent," he told me, getting his lawyer to write a letter confirming the deal there and then. But nothing came of it and my skills as a sponsorship negotiator were revealed to be lacking – as I had always suspected.

Meanwhile, Jordan continued with what proved to be a colourful debut season. Their driver Bertrand Gachot was jailed for two months for squirting CS gas in the face of a London cabbie and was temporarily replaced by one Michael Schumacher, who made his F1 debut at the Belgian GP. There was such demand to have a German driver in a race-winning team that Michael was moved to Benetton almost immediately, and Eddie received a sizeable bundle of cash by way of compensation.

Since then, EJ has reinvented himself as a TV pundit, while his former team have been through various guises after he sold them in 2005. Today, they operate out of the same Silverstone base and go by the name of Force India. →



Jordan in their debut year, with a very familiar face (above) as their replacement driver



## Tyrrell 1970-1998

**K**en Tyrrell was a reluctant Formula 1 constructor. He was involved in a joint venture with Matra in 1969 when the French firm, who'd supplied the chassis that carried Jackie Stewart to his first world title, said Ken could no longer use them unless he ditched Cosworth-Ford engines for their own Matra V12.

Ken responded by turning his back on Matra. He bought a trio of wretched March 701s, quickly discovered they were useless, then built the first of his own cars in conditions of great secrecy in early 1970. The Tyrrells flew, carrying Stewart to two more world titles in 1971 and 1973 before Jackie quit the cockpit at the age of 34. Truth be told, Jackie's retirement ended their winning streak. Tyrrell continued to win races throughout the 1970s, albeit less frequently, but their final victory came on the streets of Detroit in 1983.

Eventually, the remnants of the once-proud Tyrrell squad were sold in 1998 to form the base from which British American Racing (later Honda, Brawn then Mercedes) would develop. During their last few years in Formula 1, Tyrrell were a sad shadow of their former selves and the glory days of Jackie Stewart's championship-winning ascendancy seemed almost to belong to another century.

Ken and Jackie had been a rare combination indeed, sparking off each other and each bringing the best out of the other. Ken could be blustering and bluff, but he was an astute judge of character and called a spade a spade. It was typical of his down-to-earth nature that when Stewart was battling the stress-related effects of a stomach ulcer at the height of the 1972 season, he told his world champion he'd better get on and sort himself out. There was sympathy, sure enough, but no mollycoddling.

Yet Ken had an absolutely storming temper if you pushed him beyond his limits. On one occasion – just one of many, in fact – he was involved in a spat with *Motor Sport's* Denis Jenkinson. I will always treasure the memory of Ken striding across the paddock at Imola with Jenks doing a passable imitation of a fox terrier



Tyrrell and Stewart: very different characters who brought out the best in one another

on steroids yapping, "Tyrrell is a liar, Tyrrell is a liar!" and almost hanging from Ken's arm in the process. Ken, completely lost for words, eventually stopped walking, turned to Jenks and shouted: "And you are a silly little man!"

"Ken Tyrrell could be blustering and bluff, but he was an **astute** judge of character and called a spade a spade"



Jackie Stewart in one of the first of Tyrrell's self-built cars at Mexico in 1970. He retired from this race, but would take the title in 1971





Jack Brabham on winning form at the Nürburgring in 1966. He took four victories that year en route to the championship

“Jack Brabham concluded he could do a better job with his own team and subsequently breezed to the world championship”



## Brabham 1962-1992

**B**rabham were always a down-to-earth and innovative racing team with a strong sense of buccaneering enterprise. They were founded in 1962 after Jack Brabham concluded that Cooper, for whom he'd won two world championships in 1959 and 1960, were slipping gently down the pan, and decided he could do a better job on his own. He could, he did, and Bruce McLaren duly reached an identical conclusion a couple of years later.

The Brabham team scored their maiden grand prix victory in 1964, but Jack's efforts really paid off in 1966 when he breezed to four wins and clinched the championship. Denny Hulme retained the title for Brabham in 1967,

but three years later Jack retired and sold the company to his long-term business partner Ron Tauranac who, in turn, disposed of Brabham to Bernie Ecclestone. From then on, things changed quite dramatically. Bernie and his brilliant technical director Gordon Murray transformed Brabham into a team that repeatedly pushed the technical boundaries with clever engineering and interpretation of the regulations.

One such Brabham development that hit the headlines was the so-called BT46 'fan car'. Murray came up with the novel concept of a gearbox-driven fan mounted on the back of the BT46, which had the effect of sucking air from beneath the car and creating a low-pressure area that effectively glued it to the track. Niki Lauda used it to win the 1978 Swedish GP at Anderstorp but, immediately afterwards, Bernie withdrew it from racing before the FIA could get around to banning it. It was a shrewd move.

Bernie often demonstrated a tough streak when it came to dealing with drivers. After Tim Schenken failed to return a call to him at the start of 1972, the Australian found that he was no longer employed at the Brabham team and was now washed up at Surtees. When the two



Dan Gurney was another winner for Brabham in 1967, after Jack had retired from driving

men next bumped into each other in the paddock at Buenos Aires, Schenken said to Bernie, "I thought you'd ring back." Bernie's eyes narrowed and he replied coldly, "I wouldn't have rung you back if you were Jackie Stewart." →



## March 1970-1992

**M**arch Engineering effectively set out to reinvent the wheel at the start of the 1970 international season. They promised to build cars for F1, F2, F3, Formula Ford and Can-Am – and they delivered. They even got Ford to pay for three March 701 chassis to be delivered to Ken Tyrrell's team for Jackie Stewart to drive although, as you will have read earlier on, these machines were far from successful.

'March' was a corny acronym made up from the initials of the company's four co-founders – Max Mosley, Alan Rees, Graham Coaker and Robin Herd. They started well, with Jackie Stewart and Chris Amon qualifying side-by-side on the front row for the March's first race at Kyalami. But it wasn't until the 1976 Italian GP that Ronnie Peterson delivered the works team their first victory in a full-length race.

Peterson was March's protégé, but in 1972 they found themselves nurturing an unexpected



Vittorio Brambilla took the first official win for the March team at the rain-soaked 1975 Austrian GP. The race only went to 29 laps, so half points were awarded

young talent in the form of Niki Lauda. Niki recognised that March could be a stepping stone to F1 stardom, but concluded that if he remained there too long he would get bogged down and lose his opportunity. He was right, using his time there as a springboard to BRM and then later Ferrari, where he won his first world title.

Yet there were moments when tough-nut Lauda was brought close to the edge as he grappled with the hopeless March 721X, which suffered from terminal understeer. "When you are as experienced as Ronnie, you too will be able to get the best out of this remarkable car,"

said Herd soothingly. Lauda wondered if he was joking, then realised he wasn't. "I felt like crying tears of frustration," Niki told me. "I could see my whole chance of an F1 career slipping away."

Mosley sold his share in the team in 1977, by which time March were in decline. The remnants of the team were swept up by Leyton House in the 1990s.



Niki Lauda spent a year at March. Here he chats with Robin Herd at Monza



The Arrows team in 1978  
From left to right: Wass, Rees, Oliver, Southgate and Patrese

## Arrows 1978-2002

"**S**o, is it true, Mr Henry, that when you walked into the Shadow team's garage at Silverstone, you took one look at the team's new F1 car and observed 'F\*\*\* me, it's an Arrows'?"

It was a hot summer's day at London High Court in June 1978 when the Shadow team's robed barrister quizzed me relentlessly on this tricky point. I confirmed that I had indeed made such an observation. In fact, the Shadow's debut

at the Silverstone International Trophy owed nothing to the Arrows. Quite the reverse, in fact. At the end of the previous season, key Shadow personnel Jackie Oliver, Alan Rees and Tony Southgate had walked out to set up the rival Arrows squad – taking the design of the new Shadow with them. Although the Arrows hit the track first, it was deemed by the judge that the former Shadow personnel had been guilty of infringing their rival's copyright. Arrows had to pay damages and surrender most of the key components of their original car.

Arrows were one of those teams that you always thought would be successful eventually – but they never quite delivered on their early promise. Jackie Oliver surrounded himself with generally capable and experienced colleagues but the team never managed to generate the cutting-edge competitiveness that makes the difference between a winner and an also-ran.

Not that Arrows stunted when it came to trying different engine suppliers during the course of their history; aside from the ubiquitous Cosworth DFV, they tried BMW turbos, the horrifyingly unreliable Porsche V12, Mugen, Hart, Yamaha, Supertec and Asiatech before reverting to Cosworths for their final racing season in 2002 which trickled to an end after that year's German GP.

By then, ownership of Arrows had passed into Tom Walkinshaw's hands and they were steadily slipping down the grid. Tom tried desperately to raise sufficient sponsorship backing to carry the team through to the end of the season but Arrows had run out of both cash and credibility.

Since first hitting the track in Brazil back in 1978, the team had managed to compete in 382 grands prix without a single win to their credit and only one pole position. Their best season was 1988 when they bagged fourth place in the constructors' championship. Few teams have contested so many races to such little effect. **F1**

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# This man is **seconds** away from his first ever F1 qualifying session

...no wonder he looks a bit intense. *F1 Racing* joins Belgian rookie **Jérôme d'Ambrosio** for his debut race in Melbourne. The aim? Get the car round, don't crash – and remember how lucky you are

**WORDS** HANS SEEBERG **PORTRAIT** GLENN DUNBAR/LAT

**How would you feel** if you were just about to drive out of the garage for your first ever F1 qualifying session? The single most important moment of your career to date; the culmination of years grafting away in junior formulae working towards your dream. Jérôme d'Ambrosio, the chap on the left, knows exactly how that feels. This picture was taken about ten seconds before he

exited his side of the garage at Melbourne for Q1 last month. What's going on in his head? Intense concentration, incredible excitement and, quite possibly, the French for 'don't stall'.

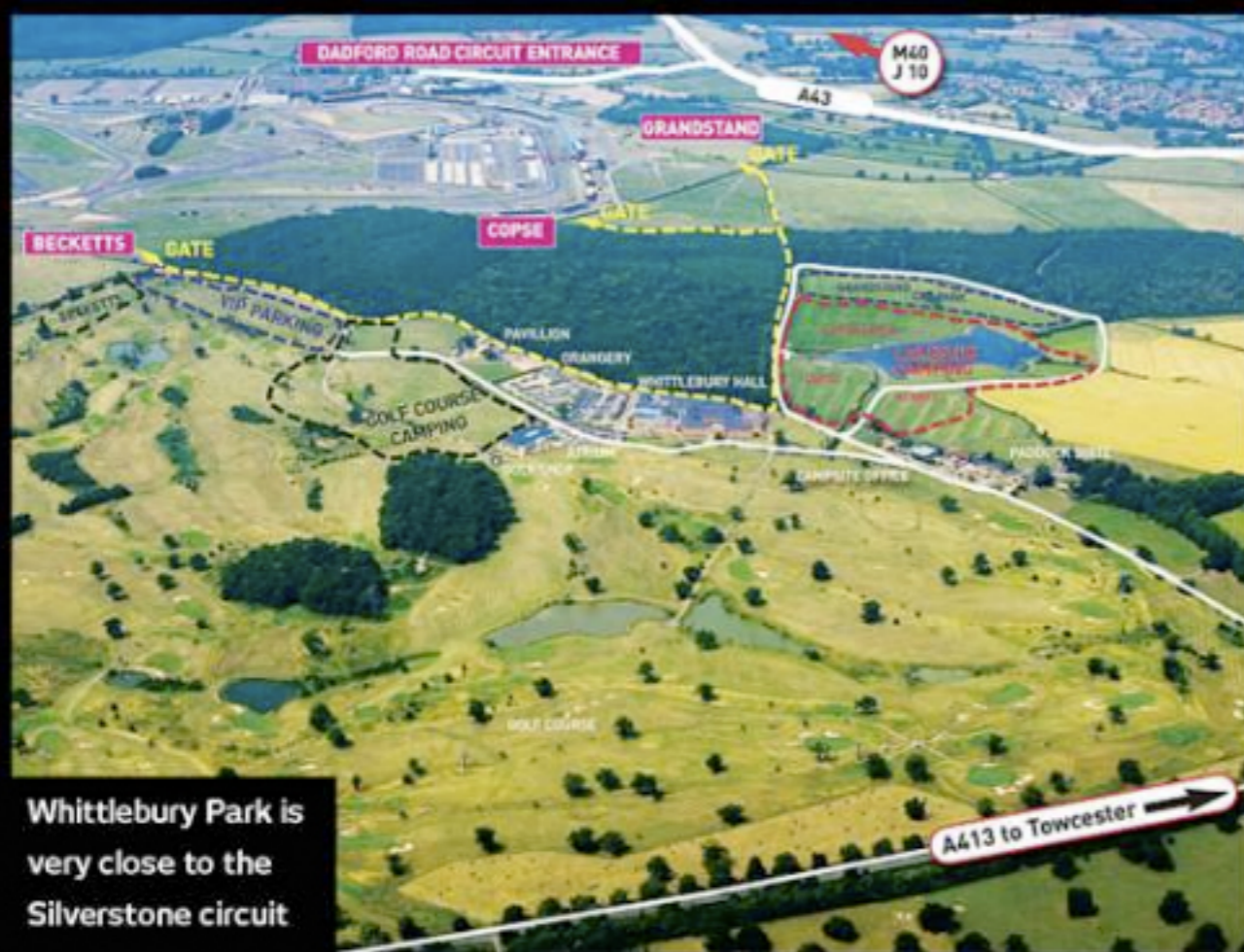
The life of the Formula 1 rookie is a little unenviable in a sense. The ban on in-season testing means they have to learn their trade on the hoof and in the glare of the media spotlight, →



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while the levels of downforce, data and technical sophistication they're faced with are a world away from even GP2. Would Lewis Hamilton's rise in F1 have been so meteoric had he not been able to pound out thousands of miles in testing for McLaren prior to his debut season in 2007? It's impossible to know and intriguing to ponder.

Rookies are usually the first to concur with this sort of rare journalistic sympathy, which makes Jérôme d'Ambrosio's attitude refreshing. "Look, we're the last people who should be complaining about anything – we're doing what we love to do," he announces with a Gallic shrug. "Every one of the 24 people sitting on the grid on a race day is very lucky, and I think that's something every driver should be conscious of."

Come on, Jérôme, this is the bit where you're supposed to whinge about the lack of testing and all the pressure you're under. "But I'm loving every minute of this first weekend – and if I didn't, I wouldn't deserve to be here," he smiles. "You know, there is pressure, but you have to make it positive. I want to be good, and I have to keep that in mind. I don't feel like it's negative, I'm not walking around feeling like I'm carrying a house on my shoulders or anything."

This time a year ago, someone would have been sitting here asking the same questions of ex-Virgin driver Lucas di Grassi, holder of just another blink-and-you'll-miss-it F1 career that could form the basis of a very tricky quiz question years from now. Doesn't Jérôme worry about proving himself and not being a one-season wonder – with the emphasis very much

not on the 'wonder'? "Yeah, but it's always like that. That's motor racing. And honestly, if you can't do that, you have to go and do something else. There's never been much time to prove yourself in racing; once you get there you have to stay there... I think it's actually quite exciting."

So, no blubbing about the hardships of what is actually the best job in the world. Similarly, d'Ambrosio doesn't fall into the other classic rookie pitfall of automatically announcing his intention of one day becoming F1 world champion, as if he's suddenly going to launch a title assault on Sebastian and Lewis within a couple of seasons. Instead, he takes a level-headed, honest – almost humble – approach to his first year in the sport.

**"I'm loving every minute... and if I didn't, I wouldn't deserve to be here"**

Take his first qualifying session, for example. Beaten by just over a second by his team-mate Timo Glock, Jérôme was two seconds ahead of the fastest Hispania, a car whose pre-season testing amounted to under 30 laps – most of them done during qualifying. He only beat the 107 per cent rule by 0.4 seconds. His response? "It was a little bit all over the place, a bit up and down," comes the reply. "There's lots of action and traffic everywhere. It's hard to put a lap together. It's something I have to work out, because, basically, from what I've already seen in

Formula 1 you just have these two laps and that's it. You have to get it right. It's not necessarily a question of speed; it's about preparing the lap so you get a clear run."

And how difficult is it to come out and face the media after you've had a tough first day at the office? Jérôme shrugs again and smiles. "I can't say I had a tough day – some people had tougher days than I did. Look at Nick Heidfeld for example [Nick qualified 18th in the Renault] – I don't know what happened to him in qualifying, but obviously it wasn't where he should be. He's got a good car and he's a good driver. But these things – we all just have to try and understand what happens and try to get better. For me, I know I could maybe have gone quicker, but I just have to look at Timo and try to learn from him."

As it turned out, Jérôme d'Ambrosio's first grand prix weekend wasn't at all bad. He avoided unwanted attention by steering clear of any Chandhok-style installation lap bloopers, and achieved the first aim of any rookie in their first race: getting the car to the chequered flag. "I felt really focused on the grid waiting for the lights to go out, which is good because if I wasn't I might have had a problem!" laughs d'Ambrosio afterwards. "This is all new to me – there's a lot that goes on outside the driving that I need to get used to. I know it isn't going to be easy. I've just got to improve in every race and get as close to Timo as possible. But like I said, I've loved every minute of this weekend. This job is a very privileged one." **F1**

INSETS: GLENN DUNBAR/LAT; CHARLES COATES/LAT; LORENZO BELLANCA/LAT



There's a lot to take in for any rookie driver on their first F1 grand prix weekend, from the endless press calls to the pressures of the race itself...

# Way back when

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



THIS  
MONTH  
**61**  
YEARS  
AGO

## A championship is born

**Grand Prix racing** goes back almost as far as the creation of the motor car. The first recognised GP took place in France in 1906, but it wasn't until 13 May 1950 that the Formula 1 world championship was born at Silverstone. There were 22 cars at the opening event and before they commenced battle, the drivers (including a young Stirling Moss) were introduced to King George VI (right). Giuseppe Farina's Alfa Romeo can be seen nosing ahead of team-mates Luigi Fagioli and Juan Manuel Fangio at the race start (above) and Farina went on to win both the first race and the first world championship.







THIS  
MONTH  
**46**  
YEARS  
AGO

## When F1 ruled Indy

It may have been third time lucky for Jim Clark but the Scot finally triumphed in the Indianapolis 500, on 31 May 1965. In doing so, he became the first F1 world champion to win the famous Brickyard event, in a Lotus 38 designed specifically for the race. Clark led 190 of the 200 laps and was two minutes clear at the flag. His victory was repeated a year later by Graham Hill and these two drivers remain the only F1 title holders to win the race after they had been crowned champion.



THIS  
MONTH  
**29**  
YEARS  
AGO

## After you – no, after you...

The 1982 Monaco GP on 23 May was the race nobody seemed to want to win, as rain late in the race caused mayhem. On lap 74 of 76, Alain Prost crashed heavily before Tabac. This promoted Riccardo Patrese into the lead until he spun at the Loews Hairpin with a lap to go. Next to lead was Didier Pironi, but as he entered the tunnel he ran out of fuel – as did second-placed Andrea de Cesaris. By this stage, Patrese's Brabham had been turned around by the marshals to face the right way again, and Patrese bump-started it as it rolled down the hill. The Italian went on to claim an unbelievable victory.

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## Who's waving their finger now, Seb?

For the first time since 24 October 2010, someone other than Sebastian Vettel wins a race. Now it's game on...

## AUSTRALIAN GP

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Ominous signs for those in Woking and Maranello as Vettel wins easily
- 104** [THE GP YOU DIDN'T SEE ON TV](#)  
What are Pirelli doing out on track with that wooden spoon?
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Felipe Massa had the fastest lap. Bit of a collector's item, that



## MALAYSIAN GP

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More ominous signs for those in Woking and Maranello...
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F1's a hi-tech sport, but it still requires felt-tip pens and hosepipes
- 109** [MALAYSIAN GP STATISTICS](#)  
Vettel even had the fastest pitstop. Give someone else a chance, mate



## CHINESE GP

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A great drive from Lewis, and Webber's wasn't bad either
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Distinctly odd goings-on on top of some brightly coloured trucks
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Webber nabs the fastest lap on that incredible drive from 18th to third



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Why on earth doesn't that Fernando Alonso chap smile a bit more?
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New management will make Lewis richer – but will it make him happier?



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He loves the circuit but wishes a few more spectators would show up
- 120** [KOVALAINENS' SPANISH PREVIEW](#)  
There aren't massive chunks of time to be found here, so setup is crucial



# RACE DEBRIEF by Pat Symonds

## The Australian Grand Prix

27.03.2011 / Melbourne

Pirellis surprise everyone ...Vettel doesn't ...Sauber certainly do



## Now this looks rather familiar...

Starting 2011 as he finished 2010, Vettel was way ahead of the rest in Melbourne – and that was without the benefit of KERS

**T**he long winter wait was finally over as the teams readied themselves for the opening round of what could still yet be the longest season in Formula 1 history.

In spite of a two-week grace period brought about by the cancellation of Bahrain, some teams were still struggling to achieve complete, competitive cars. In F1, the work will always expand to fill the time available.

While the teams, particularly at the front of the grid, had undergone little change since last year, the same could not be said of the regulations. Although seemingly innocuous, the changes were nevertheless fundamental. Gone were the downforce-producing double diffusers and the drag-reducing F-ducts. In their place, we welcomed the return of two significant players: KERS and Pirelli. While the aerodynamic rule changes were in themselves extremely significant, particularly the reduced downforce of the new diffusers and the adoption of a moveable element of the rear wing known as the 'Drag Reduction System' or DRS, it was tyres that grabbed the headlines in the build-up.

Pirelli, by common consent, had undertaken to produce a far racier tyre than the conservative Bridgestones of last year, but indications from testing had indicated that they might have gone too far. The talk was of a minimum of three stops in Melbourne – possibly four. If the idea had been to bring back an element of surprise to strategy, then surely they had succeeded.

But even the best-laid plans can go awry when dealing with the subtleties of tyres. This most fascinating facet of the weekend merely proved that, in spite of advances in understanding in recent years, tyres remain far more of a black art than any engineer cares to admit. The teams, of course, were well aware that Melbourne requires the extraction of less than half the lateral energy from the tyres than would be the case in Barcelona, where the most recent tests took place. They would also be aware that energy is more evenly shared between the left and right tyres in Melbourne. Even so, what was revealed on Friday was a surprise. After reapplying data gleaned from second practice to the strategy models it became apparent that a one-stop race could be optimum. When faced with such a contradiction to the accepted facts, it takes a leap of faith to apply the lessons learnt.

There was speculation that Pirelli had reacted to the possibility of adverse press and brought

a more durable tyre to Melbourne but I think this is highly unlikely. During testing we had not seen any times set that were quicker than last year and yet in Melbourne, this year's pole time was three tenths quicker than 2010, in spite of the reduced downforce of the current cars. I cannot imagine this could have happened if the tyre had suddenly been made harder.

In spite of the relatively good tyre performance, it was surprising to see Ferrari on soft tyres as early as the first qualifying period and then using a three-stop strategy. Had the humiliation of the strategy error that cost them the championship last year really made them so risk averse? It seemed so and this is something they need to consider carefully in the coming races. Admittedly the fact that the softer tyre was around a second a lap faster over a single lap must have been playing on their minds. In the race, Alonso, once free of the traffic that consisted of his team-mate Massa and his 2010 nemesis Petrov, was extremely quick and maybe it was this traffic and the subsequent catching of Webber that made them stop for the third time. While Alonso flew, Massa, on his penultimate set of tyres, was going nowhere, which forced him into making a third stop as well.

In the Red Bull camp, there were mixed fortunes. Vettel seemed totally at ease with his position as the man to beat. Webber, meanwhile, was struggling to hang on. In qualifying, he lost out significantly to Vettel in the last two sectors for reasons that were not immediately apparent.

## View from the paddock

### As you were, then

Sebastian Vettel still faster than absolutely everyone. Mark Webber still unable to match his team-mate's raw pace. Jenson Button still fast. Lewis Hamilton still slightly faster. Ferrari still completely unpredictable. Fernando Alonso still magically overtaking Felipe Massa with predictable ease. Mercedes still struggling with their car. Michael Schumacher still struggling with his comeback. Renault still capable of the odd decent result. Vitaly Petrov still capable of the odd surprise result, like his fifth in Hungary last year. Sauber still very solid. Williams and Force India still locked in the midfield. Lotus still at the back. Virgin still *really* at the back. And HRT still chaotically building their car as first practice starts, even though they'd had all winter to do it.

F1 might have been away for four months, but the phrase 'business as usual' had never been more apt. Roll on another great season.

**Hans Seeberg**

## The story of the race

▼ The first race of 2011 begins, with the two Red Bulls split by the two McLarens



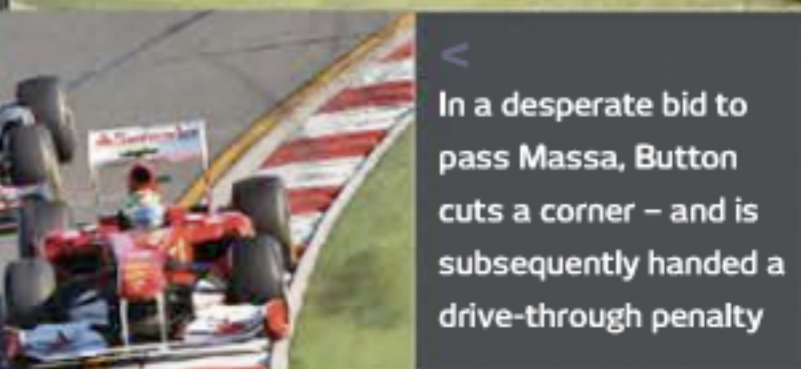
### ALBERT PARK



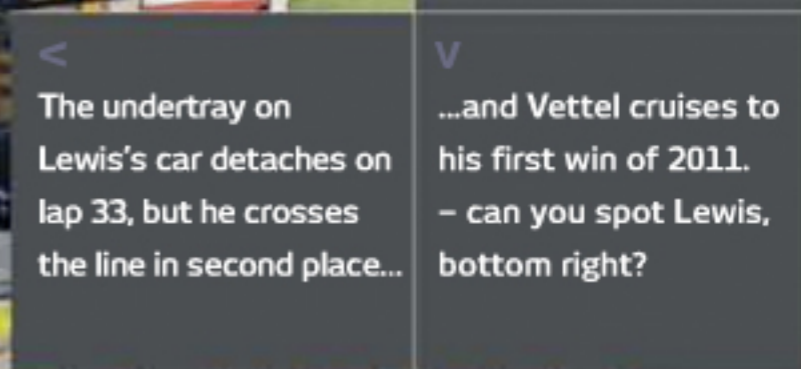
> A collision with Jaime Alguersuari on the first lap leaves Schuey's Mercedes damaged and he retires on lap 19



< In a desperate bid to pass Massa, Button cuts a corner – and is subsequently handed a drive-through penalty



< The undertray on Lewis's car detaches on lap 33, but he crosses the line in second place...



▼ ...and Vettel cruises to his first win of 2011. – can you spot Lewis, bottom right?



Not only was he over eight tenths away from his team-mate but Hamilton squeezed him into third on the grid. Vettel's pole time was three quarters of a second faster than anyone else managed and, it emerged later, set without the benefit of KERS, which had been removed from both cars after reliability concerns on Friday. The look on Hamilton's face when informed of this was a picture that told a thousand words!

The DRS was eagerly anticipated by some and with less enthusiasm by others. Some drivers in

particular seemed to rally against it but, overall, it appeared that the FIA had it about right in Melbourne. Button's challenges on Massa early on in the race demonstrated that overtaking was still not easy and this is as it should be. When eventually he did get past him on lap 48, it appeared that Massa was already in the downward spiral of lap time. Indeed, he stopped on the next lap for soft tyres. In all, there were 29 overtaking manoeuvres in the race – only slightly more than there were in 2009 and →

MAIN PHOTO: STEVE ETHERINGTON/LAT. INSETS: ANDREW FERRARO/LAT; GLENN DUNBAR/LAT; STEVE ETHERINGTON/LAT

some way short of the 49 of last year, a number that was aided by wet conditions.

In competition with tyres for surprise of the weekend was the performance of McLaren. Testing had been fraught, with unreliability leaving them with the lowest pre-race mileage of the top teams. In addition to this, the outright performance had looked some way off the desired level. McLaren are a team with engineering depth and intellect and a record of good risk analysis. They applied all of these attributes when making the decision to remove the complex exhaust system they had been working on and replaced it with one more akin to that on the Red Bull. Such a decision is not easy to make as not only is the precise geometry critical to aerodynamic performance but the wafting of the 900°C exhaust plume over delicate and highly loaded carbon fibre is a risk that cannot be taken lightly. McLaren employed more heat shielding than has been seen since the launch of the space shuttle but they achieved their objective – a step change in performance that gave them a front row starting position and a place on the podium. Both objectives had looked a distant dream a mere fortnight earlier.

In the midfield, Toro Rosso and Sauber punched well above their weight in qualifying



Petrov puts in the best performance of his F1 career, transforming P6 into a third-place race finish

with a car each in the top ten. In the race, Sauber were the only team to take the one-stop route with Pérez and it paid off handsomely. It was a brave strategy and one in which the driver had to make a major contribution. The rookie did it to perfection, which made the post-race disqualification for a technical infringement all the more bitter. The technical regulations are extremely complex, running to around 73 pages. The rules governing bodywork account for ten

of these pages – around 6,000 words – and require a talent for thinking in three dimensions to provide a full interpretation. Sauber's transgression was a minor one and unlikely to be performance enhancing. I feel for them.

In all, the season opener was not a classic race – but neither was it a dull one. Looking back to last year, a very lacklustre first race kicked off a classic season. Let us hope this one provides as much or more excitement. 🍷

## The GP you didn't see on TV

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



Vettel's nearly shunted off track by Schumacher – luckily for him, he wasn't walking past a wall at the time



It's not all work, work, work, you know. Webber slings another snag on the barbie



Petrov and Heidfeld practise their podium dance routine. Move over Rubens...



And now the bit of the grand prix weekend everyone's been waiting for... crane racing!



Pirelli take track readings using impressive gadgetry – like this hi-tech wooden spoon...



# Australian Grand Prix stats

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

## THE GRID

 <b>1. VETTEL</b> RED BULL 1m23.529secs Q3	 <b>2. HAMILTON</b> McLAREN 1m24.307secs Q3
 <b>3. WEBBER</b> RED BULL 1m24.395secs Q3	 <b>4. BUTTON</b> McLAREN 1m24.779secs Q3
 <b>5. ALONSO</b> FERRARI 1m24.974secs Q3	 <b>6. PETROV</b> RENAULT 1m25.247secs Q3
 <b>7. ROSBERG</b> MERCEDES 1m25.421secs Q3	 <b>8. MASSA</b> FERRARI 1m25.599secs Q3
 <b>9. KOBAYASHI</b> SAUBER 1m25.626secs Q3	 <b>10. BUEMI</b> TORO ROSSO 1m27.066secs Q3
 <b>11. SCHUMACHER</b> MERCEDES 1m25.971secs Q2	 <b>12. ALGUERSUARI</b> TORO ROSSO 1m26.103secs Q2
 <b>13. PÉREZ</b> SAUBER 1m26.108secs Q2	 <b>14. DI RESTA</b> FORCE INDIA 1m26.739secs Q2
 <b>15. MALDONADO</b> WILLIAMS 1m26.768secs Q2	 <b>16. SUTIL</b> FORCE INDIA 1m31.407secs Q2
 <b>17. BARRICHELLO</b> WILLIAMS NO TIME IN Q2	 <b>18. HEIDFELD</b> RENAULT 1m27.239secs Q1
 <b>19. KOVALAINEN*</b> LOTUS 1m29.254secs Q1	 <b>20. TRULLI</b> LOTUS 1m29.342secs Q1
 <b>21. GLOCK</b> VIRGIN 1m29.858secs Q1	 <b>22. D'AMBROSIO</b> VIRGIN 1m30.822secs Q1
 <b>DNQ. LIUZZI</b> HISPANIA 1m32.978secs Q1	 <b>DNQ. KARTHIKEYAN</b> HISPANIA 1m34.293secs Q1

Qualifying criteria: 1m31.266secs (107%)

## THE RACE



### THE RESULTS (58 LAPS)

1st	Sebastian Vettel	Red Bull	1h29m30.259s
2nd	Lewis Hamilton	McLaren	+22.297s
3rd	Vitaly Petrov	Renault	+30.560s
4th	Fernando Alonso	Ferrari	+31.772s
5th	Mark Webber	Red Bull	+38.171s
6th	Jenson Button	McLaren	+54.304s
DSQ	Sergio Pérez	Sauber	+65.845s‡
DSQ	Kamui Kobayashi	Sauber	+76.872s‡
7th	Felipe Massa	Ferrari	+85.186s
8th	Sébastien Buemi	Toro Rosso	+1 lap
9th	Adrian Sutil	Force India	+1 lap
10th	Paul Di Resta	Force India	+1 lap
11th	Jaime Alguersuari	Toro Rosso	+1 lap
12th	Nick Heidfeld	Renault	+1 lap
13th	Jarno Trulli	Lotus	+2 laps
14th	Jérôme D'Ambrosio	Virgin	+4 laps

### Retirements

NC	Timo Glock	Virgin	+9 laps
	Rubens Barrichello	Williams	48 laps - transmission
	Nico Rosberg	Mercedes	22 laps - accident damage
	Heikki Kovalainen	Lotus	19 laps - water leak
	Michael Schumacher	Mercedes	19 laps - damage
	Pastor Maldonado	Williams	9 laps - transmission
DNS	Narain Karthikeyan	Hispania	
DNS	Vitantonio Liuzzi	Hispania	

‡ Excluded for breach of 2011 FIA F1 technical regulations: incorrect shape of top rear wing element

### THROUGH SPEED TRAP



**Fastest:** Jenson Button, 194.71mph  
**Slowest:** Heikki Kovalainen, 181.85mph

### TYRE COMPOUNDS USED



### CLIMATE

Sunshine 17°C

### TRACK TEMP

22°C



### FASTEST LAP

Felipe Massa, lap 55, 1min 28.947secs



### FASTEST PITSTOP

Mark Webber, 22.520secs (entry to exit)

### DRIVERS' STANDINGS

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

### CONSTRUCTORS' STANDINGS

1	Red Bull	35pts	9	Sauber	0pts
2	McLaren	26pts	10	Williams	0pts
3	Ferrari	18pts	11	Mercedes	0pts
4	Renault	15pts	12	Hispania	0pts
5	Toro Rosso	4pts			
6	Force India	3pts			
7	Lotus	0pts			
8	Virgin	0pts			

For comprehensive F1 statistics visit [www.forix.com](http://www.forix.com)

# RACE DEBRIEF by Pat Symonds

## The Malaysian Grand Prix

10.04.2011 / Sepang

Tyres continue to surprise ...Lewis and Alonso tangle ...Heidfeld makes up for Melbourne



## Better get used to this...

Sebastian Vettel takes another pole-to-flag win, making it two in a row and leaving his rivals trailing. Meanwhile, the old rivalry between Alonso and Hamilton mixes up the other positions

**B**ernie Ecclestone had been telling anyone who would listen that a sprinkling of rain was what was needed to ensure exciting racing. It seems that, in Malaysia at least, Bernie's wishes are obeyed. But this time, the gathering clouds and drops of rain that preceded the start of the grand prix were not needed. The excitement was already there, barely contained within the slick treads of the Pirelli tyres that were to become the significant players in this race.

After tales of woe prior to the Australian race two weeks before, the experts were somewhat confounded when the tyres in that race behaved in much the same way as the Bridgestones had done in 2010. History, however, was not about to repeat itself at the Sepang track. Friday's practice sessions indicated that degradation was running at up to 0.3secs per lap – in other

words, for every additional lap the tyre did, the grip reduction slowed the lap time by 0.3 seconds. This number is key to deciding race strategy and a figure like this is around three times more than would have been considered normal for a Bridgestone last year. Testing had indicated these numbers were to be expected and with tyre energy per lap in Malaysia being similar to Barcelona where testing had taken place, things seemed back to 'normal'.

One other unusual feature of the Pirelli tyres is that the circuit no longer seems to improve by the day as the rubber is laid down along the racing line. The 2011 tyres certainly lose rubber at a high rate, but it is no longer smeared on the racing line. Rather, it seems to come off in large chunks that sit on the Tarmac just off the racing line. These are what the teams refer to as 'marbles' because driving on them

appears to offer all the grip of driving across a bed of children's glass marbles. This means that degradation has tended to stay similar day on day rather than improving as we have been accustomed to for so many years.

The circuit in Malaysia is one of the better ones, offering challenging high-speed corners with changes of direction, and some particularly tricky areas where the brakes need to be used with a delicate balance, since the car has to

"Webber's pitstop triggered 55 more: a staggering figure for a 56-lap race"

be slowed with significant lateral load on it. A couple of low-speed corners requiring good traction and two long straights calling for low drag add to the mix. So a demanding circuit to set up for – and one that rewards a good car.

Throughout practice, the Red Bulls looked smooth and stable – but so too did McLaren. It appeared that they had closed the gap and this was confirmed in qualifying when Hamilton challenged hard for pole, only relinquishing it to Vettel by a mere tenth of a second. He had at least split the two cars from Milton Keynes.

Qualifying had been the first game of nerves, as the restriction to three sets of hard tyres and three sets of soft tyres to be used for qualifying and the race takes on added significance when tyre degradation is so high. Coupled to this, a new tyre has an advantage of around a second a lap over a used one, which it will maintain during its first run. There is every incentive then to use tyres sparingly in qualifying. For those confident of an easy top ten position a single set of hard tyres for Q1 and a single set of soft for Q2 is the optimum. This leaves two new sets of each compound for Q3 and the race. Interestingly, Renault chose this route through Q1 and Q2 at some extreme risk – Heidfeld making it through by just two tenths.

In Q3, the game was so close at the front that both McLaren and Red Bull had to commit to two sets for each driver as they squabbled over their places on the front two rows. The others who had made it through felt better served by

## View from the paddock

### Di Resta has the Force

Anthony Hamilton was all smiles in Sepang, and he had every reason to be delighted with the young rookie he's managing.

In only his second race, Paul Di Resta had again outqualified his Force India team-mate, Adrian Sutil, and again went on to score points in the race with another tenth place finish. This time, he was ten seconds further up the road than his team-mate – even more impressive considering it was achieved with a minimal track time, since tester Nico Hülkenberg had driven on Friday.

What followed was a post-race meeting between the team's bigwigs Vijay Mallya, Bob Fearnley and Andy Stevenson, and Sutil and his manager Manfred Zimmermann. The German has been with the team since 2007 and his new rookie team-mate has given him – and the team – something to think about...

And who was the last driver to score points in his first two races? Lewis Hamilton.

**James Roberts**

## The story of the race

▼ Vettel gets off to a roaring start, while Heidfeld scoots around the outside from sixth to second



### SEPANG



> Mark Webber, whose KERS has failed, has a bad start, slipping from third down to ninth



< Alonso and Hamilton battle for position on lap 46 – and both incur drive-through penalties as a result



< Heidfeld uses his DRS to neatly overtake Hamilton on lap 52



▼ And yet again, Sebastian Vettel is the winner



doing just one run to pick up what places were left, thereby preserving better tyre opportunities for the race.

The surprises of qualifying were not limited to McLaren's improved form but also to the fact that Ferrari were not capable of challenging their rivals. Through the sweeping high-speed Turns 5 and 6 the leading cars were able to maintain full throttle with the exhaust gasses that howled out of the carefully crafted tail pipes pulling air through the all-important diffusers

to provide grip and stability. The Ferraris, on the other hand, were lifting – a condition that makes a bad situation worse as the sudden reduction in exhaust gas velocity as the right pedal is feathered reduces downforce and makes the car even more unstable. It is for this reason that ever more complex engine maps are being employed to maintain gas flow as the driver lifts.

Having grabbed pole by a smaller than expected margin, Vettel was no doubt glad that he had been able to make use of KERS as →

without it, in theory at least, he would have lost pole and maybe even a front-row position.

At the race start, it served him well once more as it allowed him to hold position on Hamilton and the fast-starting Heidfeld, whose elevation from sixth to second was aided by some very brave efforts in the braking area. Webber, meanwhile, his KERS having already failed, found himself battling for ninth at the start of what was to be a long afternoon for him.

Webber was first to pit. After only ten laps he was already reporting that his tyres were entering 'phase 2', meaning that the degradation was rapidly worsening. He stopped for another set of soft tyres thereby setting the pattern for a four-stop race. More drops of rain were falling and race tacticians' heart rates were increasing as the first pitstop window approached and umbrellas were raised around the track. The rain amounted to nothing significant, however, and collective sighs of relief could be imagined on the pitwall.

Despite Webber's early call, tyre degradation was generally slightly lower than expected and some stint lengths were consequently much longer than had been predicted. These days the teams have to learn about tyre characteristics in real time and react accordingly.



Button takes second, while Heidfeld inherits third thanks to that scrap between Alonso and Hamilton

Webber's first stop was the trigger for 55 more stops over the course of the 56-lap race: a staggering figure. At last we had what we wanted, different cars with different performance profiles racing each other. DRS helped passing but probably not by much more than using KERS in a defensive mode detracted from it. The real winners were the tyres.

The race was at times confusing, even for the teams, and detractors may claim a degree of

synthetic competition. But, in the end, Vettel, the fastest man, won. Button again showed maturity in bringing home second place and Heidfeld showed strength in making the podium after his nightmarish debut race with Renault. His result came when the bitter rivalry between Alonso and Hamilton led to a collision between them and a trip to the stewards' office after the race. Heidfeld inherited two positions as a consequence of their scrap. 🚩

## The GP you didn't see on TV

Taking you behind the scenes at Sepang as the weekend unfolded



The Virgin MVR-02 seems a bit averse to a soaking. Maybe that's what hampered its race performance



It can get pretty humid out in Malaysia. Armpits were steaming



A Sauber engineer marks up the tyres with his special felt-tip pen in his neatest hand-writing



The best way to get rid of that pesky rain out on track? Send out a marshal to hose it all away...



A nice wheel gun photo. There's absolutely no reason why you would have guessed that

# Malaysian Grand Prix stats

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

## THE GRID

	
<b>1. VETTEL</b> RED BULL 1m34.870secs Q3	<b>1. VETTEL</b> RED BULL 1m34.870secs Q3
	
<b>2. HAMILTON</b> McLAREN 1m34.974secs Q3	<b>3. WEBBER</b> RED BULL 1m35.179secs Q3
	
<b>4. BUTTON</b> McLAREN 1m35.200secs Q3	<b>5. ALONSO</b> FERRARI 1m35.802secs Q3
	
<b>6. HEIDFELD</b> RENAULT 1m36.124secs Q3	<b>7. MASSA</b> FERRARI 1m36.251secs Q3
	
<b>8. PETROV</b> RENAULT 1m36.324secs Q3	<b>9. ROSBERG</b> MERCEDES 1m36.809secs Q3
	
<b>10. KOBAYASHI</b> SAUBER 1m36.820secs Q3	<b>11. SCHUMACHER</b> MERCEDES 1m37.035secs Q2
	
<b>12. BUEMI</b> TORO ROSSO 1m37.160secs Q2	<b>13. ALGUERSUARI</b> TORO ROSSO 1m37.347secs Q2
	
<b>14. DI RESTA</b> FORCE INDIA 1m37.370secs Q2	<b>15. BARRICHELLO</b> WILLIAMS 1m37.496secs Q2
	
<b>16. PÉREZ</b> SAUBER 1m37.528secs Q2	<b>17. SUTIL</b> FORCE INDIA 1m37.593secs Q2
	
<b>18. MALDONADO</b> WILLIAMS 1m38.276secs Q1	<b>19. KOVALAINEN</b> LOTUS 1m38.645secs Q1
	
<b>20. TRULLI</b> LOTUS 1m38.791secs Q1	<b>21. GLOCK</b> VIRGIN 1m40.648secs Q1
	
<b>22. D'AMBROSIO</b> VIRGIN 1m41.001secs Q1	<b>23. LIUZZI</b> HISPANIA 1m41.549secs Q1
	
<b>24. KARTHIKEYAN</b> HISPANIA 1m42.574secs Q1	

## THE RACE



### THE RESULTS (56 LAPS)

1st	Sebastian Vettel Red Bull	1h37m39.832s
2nd	Jenson Button McLaren	+3.261s
3rd	Nick Heidfeld Renault	+25.075s
4th	Mark Webber Red Bull	+26.384s
5th	Felipe Massa Ferrari	+36.958s
6th	Fernando Alonso Ferrari	+57.248s†
7th	Kamui Kobayashi Sauber	+66.439s
8th	Lewis Hamilton McLaren	+69.957s‡
9th	Michael Schumacher Mercedes	+84.896s
10th	Paul Di Resta Force India	+91.563s
11th	Adrian Sutil Force India	+101.379s
12th	Nico Rosberg Mercedes	+1 lap
13th	Sébastien Buemi Toro Rosso	+1 lap
14th	Jaime Alguersuari Toro Rosso	+1 lap
15th	Heikki Kovalainen Lotus	+1 lap
16th	Timo Glock Virgin	+2 laps
17th	Vitaly Petrov Renault	+4 laps/DNF -accident

### Retirements

Vitantonio Liuzzi Hispania	46 laps - handling
Jérôme D'Ambrosio Virgin	42 laps - power switch
Jarno Trulli Lotus	31 laps - clutch
Sergio Pérez Sauber	23 laps - debris damage
Rubens Barrichello Williams	22 laps - hydraulics
Narain Karthikeyan Hispania	14 laps - water temp
Pastor Maldonado Williams	8 laps - misfire

† 20-sec drive-through penalties added, Alonso for causing a collision, Hamilton for more than one change of direction defending position

### THROUGH SPEED TRAP



**Fastest:** Nick Heidfeld, 186.17mph  
**Slowest:** Narain Karthikeyan, 174.99mph

### TYRE COMPOUNDS USED



Soft Hard Intermediate Wet

### CLIMATE

Overcast 30°C

### TRACK TEMP

31°C



### FASTEST LAP

Mark Webber, lap 46, 1min 40.571secs



### FASTEST PITSTOP

Sebastian Vettel, 21.893secs (entry to exit)

### DRIVERS' STANDINGS

1st	Sebastian Vettel Red Bull	50pts
2nd	Jenson Button McLaren	26pts
3rd	Lewis Hamilton McLaren	22pts
4th	Mark Webber Red Bull	22pts
5th	Fernando Alonso Ferrari	20pts
6th	Felipe Massa Ferrari	16pts
7th	Nick Heidfeld Renault	15pts
8th	Vitaly Petrov Renault	15pts
9th	Kamui Kobayashi Sauber	6pts
10th	Sébastien Buemi Toro Rosso	4pts
11th	Adrian Sutil Force India	2pts
12th	Michael Schumacher Mercedes	2pts
13th	Paul Di Resta Force India	2pts
14th	Jaime Alguersuari Toro Rosso	0pts
15th	Nico Rosberg Mercedes	0pts
16th	Jarno Trulli Lotus	0pts
17th	Jérôme D'Ambrosio Virgin	0pts
18th	Heikki Kovalainen Lotus	0pts
19th	Timo Glock Virgin	0pts
20th	Sergio Pérez Sauber	0pts
21st	Rubens Barrichello Williams	0pts
22nd	Pastor Maldonado Williams	0pts
23rd	Vitantonio Liuzzi Hispania	0pts
24th	Narain Karthikeyan Hispania	0pts

### CONSTRUCTORS' STANDINGS

1	Red Bull	72pts	9	Lotus	0pts
2	McLaren	48pts	10	Virgin	0pts
3	Ferrari	36pts	11	Williams	0pts
4	Renault	30pts	12	Hispania	0pts
5	Sauber	6pts			
6	Toro Rosso	4pts			
7	Force India	4pts			
8	Mercedes	2pts			

For comprehensive F1 statistics visit [www.forix.com](http://www.forix.com)

# RACE DEBRIEF by Pat Symonds

## The Chinese Grand Prix

17.04.2011 / Shanghai

Vettel's run of wins finally ends ...Webber grabs unlikely podium ...Ferrari still struggling



## Vettel in 'coming second' shocker

A belting Chinese Grand Prix sees a brilliant win from Lewis and shows that Red Bull won't have everything their own way in 2011

Considering the current domination of grand prix racing by the Red Bull team, it's hard to believe that it was just two years ago at the Shanghai circuit that they picked up their first win. Their start to the current campaign, while not without its problems, had been dominant, and it was easy to believe that Sebastian Vettel had been totally in control of both qualifying and the races so far. China would demonstrate that even the best teams could suffer problems in what was probably the best dry race we have seen in years.

While wet conditions have hampered progress in China over the past two years, this year it was cool temperatures and dust that lowered grip levels and led to cars skating through the

abundant run-off areas. Indeed, it was difficult to tell what the teams learnt in first practice. While Vettel, as expected, finally made the fastest time, he was two full seconds slower than last year. The second free practice saw little improvement and the low level of grip caught out Heidfeld, the hero of the weekend before, as he slid gently into the barriers twice, destroying tens of thousands of pounds worth of front wings and noses.

McLaren adopted a different pattern to normal in second practice. Button compared the hard and soft tyres on around 20kg of fuel, finding over a second of performance on the soft tyre, and then ran a number of laps on the softs at a race fuel load. Hamilton, meanwhile, having

compared the tyres, did a long, high-fuel run on the hard tyres. It was a telling test. Not only was Button's run, on average, nearly eight tenths of a second a lap quicker than Hamilton's, but the tyre degradation was also much lower.

Saturday morning saw very low temperatures of around 15°C, with the track just 25°C in the morning and even lower as qualifying began. It was to be a significant factor as the teams struggled to warm up their tyres. But climatic conditions were the least of Webber's problems as he completed just one flying lap in the morning due to electrical problems. It was to be the start of a disastrous day for him.

In spite of the gains made by Lotus this year, the only topic of conjecture in first qualifying is who will join the three bottom teams in sitting out the rest of the proceedings. The names of Webber or Red Bull are not normally heard in this context. Even with the troublesome Red Bull KERS system unavailable to Webber during qualifying, it should still have been a matter of routine to pass through to stage two. Yet it was not to be, as a reasonable decision to stay with

### View from the paddock

#### The way things were

Not your average grand prix, China. Given the headaches caused by the red tape of immigration, the time and effort needed to source a visa to come here means a huge number of F1 personnel (bag-carriers, family members, commercial types and mainstream journos) don't bother coming to Shanghai.

But those who make the trip are rewarded as the event is more akin to days gone by, thanks to the lack of hangers-on. Questions at driver briefings are primarily from the specialist press; subsequently, answers are more sensible. And there are fewer barriers between drivers and journalists; we all stay in the same hotels, bumping into the drivers in lifts and swapping stories at meal times.

Add to that the maze of the Shanghai paddock and you're rewarded when you track someone down as there's little chance of interruption. For one race, the lack of people offers an insight into how races used to be.

**James Roberts**

the hard tyre turned into a nightmare when a lacklustre first run forced a second attempt. Unfortunately the car left the pits too late to complete two laps and, as others had found the first lap on hard tyres to be a full second slower than the second lap, this left Webber contemplating an 18th place grid position. Almost as unfortunate in the second part of qualifying was Heidfeld, relegated to 16th after a mad scramble to get a run in following a red flag stoppage caused by his team-mate Petrov who, having set a credible fourth fastest time, stopped on the circuit with mechanical problems.

In the final shoot-out for the top ten positions, the scenario was similar to Malaysia, but this time just Button and Vettel committed two sets of tyres to the fight for pole. Hamilton, still smarting from the high price he paid in Malaysia for his excessive tyre usage, elected for a single run. Vettel grabbed pole again, this time from Button, with Rosberg, one of the few to benefit from the cool conditions, lining up in fourth.

Pre-race simulations suggested that for the leaders a three-stop race was optimum, while

“Driver of the day was Webber, whose passes stuck everywhere”

further back, and largely due to traffic, two stops would be more popular.

The race start saw Button take the lead as Vettel's revs dropped to just 8,000 and the engine struggled to make enough torque to launch the car. Hamilton also saw a chance and, having dealt with a fast-starting Rosberg, he dropped in behind his team-mate to create a McLaren one-two.

Towards the back, Webber started on the harder tyres. This gave him two options: if he were able to clear traffic, he could stay on them for a long first stint and run a two-stop race; if he didn't, he would at least have used the non-favoured tyre early, giving him chance to exploit the three new sets of options he had left. As it happened, he made no progress and stopped on lap 10 to begin a drive through the field that will still be talked about in years to come.

With the DRS line having been moved 150 meters further down the straight after practice on Friday, there were as many overtaking manoeuvres happening at Turn 6 as there were in the classic spot at Turn 14. The tyres and the possibility of exploiting different strategies was ensuring another lively race and the decision to move the line was a good one as it certainly wasn't easy to pass at the end of the straight. →

## The story of the race

### SHANGHAI



< Vettel's pole position counts for nothing as a bad start sees both Lewis and Jenson pass him into Turn 1

> Starting on hard tyres, Webber is unable to break free from the back of the pack on his first stint



< Rosberg and Massa have solid races, which they eventually convert to fifth and sixth respectively

< With his three-stop strategy proving the better option, Lewis overtakes Jenson to move into second...

< ... and it's only a matter of time before he gets past race leader Vettel to lead with just five laps left

> Lewis takes his first win of the season, leaving him 21 points behind Vettel in the championship



## FINISHING STRAIGHT

On lap 14, Button was followed into the pitlane by Vettel – but they left in the reverse order as Button, in a moment of lapsed concentration, briefly pulled up at the Red Bull pit. After the stint, Rosberg, benefitting from his early stop, led for a while until Vettel, on a two-stop strategy, took the lead as Rosberg made his second stop. The great thing about racing in 2011 is that whenever you stop, there will be points in the race where you benefit and points where you suffer. It leads to thrilling racing.

While a three-stop was optimum up front, Red Bull's decision to try two stops with Vettel was interesting. Having lost the advantage early on, and with McLaren looking competitive, there was every chance that by copying McLaren's



Nico Rosberg again outshone his more illustrious team-mate with an impressive race to finish fifth



Webber came from 18th to finish a brilliant third. If he's ever driven a better race, we can't think of it

strategy they'd finish behind them. But a switch to two stops at least gave them a chance.

Hamilton kept the pressure on throughout the race, dispensing with Button in a great move on lap 35 and hounding Vettel down from thereon. A quick stop for new rubber dropped him to fourth, but within six laps he was second and closing on Vettel. The inevitable happened five laps from the end and Hamilton took one of the hardest fought victories of his career.

But driver of the day was without a doubt Mark Webber whose passes were sticking everywhere as he climbed up through the field to take the final podium position. Ferrari, meanwhile, had put in a dismal performance. The changes they had made to their strategy team over the winter seem to have achieved nothing as strategic errors only compounded their lack of pace. It seems there is much work to be done in Maranello. 🏎️

## The GP you didn't see on TV

Taking you behind the scenes at Shanghai as the weekend unfolded



To save himself the bother of photoshoots, Jarno Trulli now sends a cardboard cut-out in his place



Just so everyone knows where the drain covers are, they've got a map of the track on them. Bless



Marc Gené gets back on to the Formula 1 grid – but not quite in the sort of vehicle he would have liked



Signing an autograph while walking in a straight line: impressive multi-tasking







The 'Chinese-girl-band-on-top-of-garish-truck' championship. Not as good as F1



# Chinese Grand Prix stats

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

## THE GRID

 <b>1. VETTEL</b> RED BULL 1m33.706secs Q3	 <b>2. BUTTON</b> McLAREN 1m34.421secs Q3
 <b>3. HAMILTON</b> McLAREN 1m34.463secs Q3	 <b>4. ROSBERG</b> MERCEDES 1m34.670secs Q3
 <b>5. ALONSO</b> FERRARI 1m35.119secs Q3	 <b>6. MASSA</b> FERRARI 1m35.145secs Q3
 <b>7. ALGUERSUARI</b> TORO ROSSO 1m36.158secs Q3	 <b>8. DI RESTA</b> FORCE INDIA 1m36.190secs Q3
 <b>9. BUEMI</b> TORO ROSSO 1m36.203secs Q3	 <b>10. PETROV</b> RENAULT NO TIME IN Q3
 <b>11. SUTIL</b> FORCE INDIA 1m35.874secs Q2	 <b>12. PÉREZ</b> SAUBER 1m36.053secs Q2
 <b>13. KOBAYASHI</b> SAUBER 1m36.236secs Q2	 <b>14. SCHUMACHER</b> MERCEDES 1m36.457secs Q2
 <b>15. BARRICHELLO</b> WILLIAMS 1m36.465secs Q2	 <b>16. HEIDFELD</b> RENAULT 1m36.661secs Q2
 <b>17. MALDONADO</b> WILLIAMS 1m36.956secs Q2	 <b>18. WEBBER</b> RED BULL 1m36.468secs Q1
 <b>19. KOVALAINEN</b> LOTUS 1m37.894secs Q1	 <b>20. TRULLI</b> LOTUS 1m38.318secs Q1
 <b>21. D'AMBROSIO</b> VIRGIN 1m39.119secs Q1	 <b>22. GLOCK</b> VIRGIN 1m39.708secs Q1
 <b>23. LIUZZI</b> HISPANIA 1m40.212secs Q1	 <b>24. KARTHIKEYAN</b> HISPANIA 1m40.445secs Q1

## THE RACE



### THE RESULTS (56 LAPS)

1st	Lewis Hamilton McLaren	1h36m58.226s
2nd	Sebastian Vettel Red Bull	+5.198s
3rd	Mark Webber Red Bull	+7.555s
4th	Jenson Button McLaren	+10.000s
5th	Nico Rosberg Mercedes	+13.448s
6th	Felipe Massa Ferrari	+15.840s
7th	Fernando Alonso Ferrari	+30.622s
8th	Michael Schumacher Mercedes	+31.026s
9th	Vitaly Petrov Renault	+57.404s
10th	Kamui Kobayashi Sauber	+63.273s
11th	Paul Di Resta Force India	+68.757s
12th	Nick Heidfeld Renault	+72.739s
13th	Rubens Barrichello Williams	+90.189s
14th	Sébastien Buemi Toro Rosso	+90.671s
15th	Adrian Sutil Force India	+1 lap
16th	Heikki Kovalainen Lotus	+1 lap
17th	Sergio Pérez Sauber	+1 lap
18th	Pastor Maldonado Williams	+1 lap
19th	Jarno Trulli Lotus	+1 lap
20th	Jérôme D'Ambrosio Virgin	+2 laps
21st	Timo Glock Virgin	+2 laps
22nd	Vitantonio Liuzzi Hispania	+2 laps
23rd	Narain Karthikeyan Hispania	+2 laps

### Retirements

Jaime Alguersuari Toro Rosso 9 laps - missing wheel

### THROUGH SPEED TRAP



**Fastest:** Vitaly Petrov, 200.81mph

**Slowest:** Narain Karthikeyan, 190.86mph

### TYRE COMPOUNDS USED



Soft Hard Intermediate Wet

### CLIMATE

Sunshine 22°C

### TRACK TEMP

29°C



### FASTEST LAP

Mark Webber, lap 42, 1min 38.993secs



### FASTEST PITSTOP

Michael Schumacher, 20.522secs (entry to exit)

### DRIVERS' STANDINGS

1st	Sebastian Vettel Red Bull	68pts
2nd	Lewis Hamilton McLaren	47pts
3rd	Jenson Button McLaren	38pts
4th	Mark Webber Red Bull	37pts
5th	Fernando Alonso Ferrari	26pts
6th	Felipe Massa Ferrari	24pts
7th	Vitaly Petrov Renault	17pts
8th	Nick Heidfeld Renault	15pts
9th	Nico Rosberg Mercedes	10pts
10th	Kamui Kobayashi Sauber	7pts
11th	Michael Schumacher Mercedes	6pts
12th	Sébastien Buemi Toro Rosso	4pts
13th	Adrian Sutil Force India	2pts
14th	Paul Di Resta Force India	2pts
15th	Jaime Alguersuari Toro Rosso	0pts
16th	Jarno Trulli Lotus	0pts
17th	Rubens Barrichello Williams	0pts
18th	Jérôme D'Ambrosio Virgin	0pts
19th	Heikki Kovalainen Lotus	0pts
20th	Timo Glock Virgin	0pts
21st	Sergio Pérez Sauber	0pts
22nd	Pastor Maldonado Williams	0pts
23rd	Vitantonio Liuzzi Hispania	0pts
24th	Narain Karthikeyan Hispania	0pts

### CONSTRUCTORS' STANDINGS

1	Red Bull	105pts	9	Lotus	0pts
2	McLaren	85pts	10	Williams	0pts
3	Ferrari	50pts	11	Virgin	0pts
4	Renault	32pts	12	Hispania	0pts
5	Mercedes	16pts			
6	Sauber	7pts			
7	Toro Rosso	4pts			
8	Force India	4pts			

For comprehensive F1 statistics visit [www.forix.com](http://www.forix.com)



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5 night tour with Monschau and circuit excursion **£375**
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# My month in F1

# FRANK WILLIAMS

Every issue. Only in *F1 Racing*

## NOT THE BEST START...

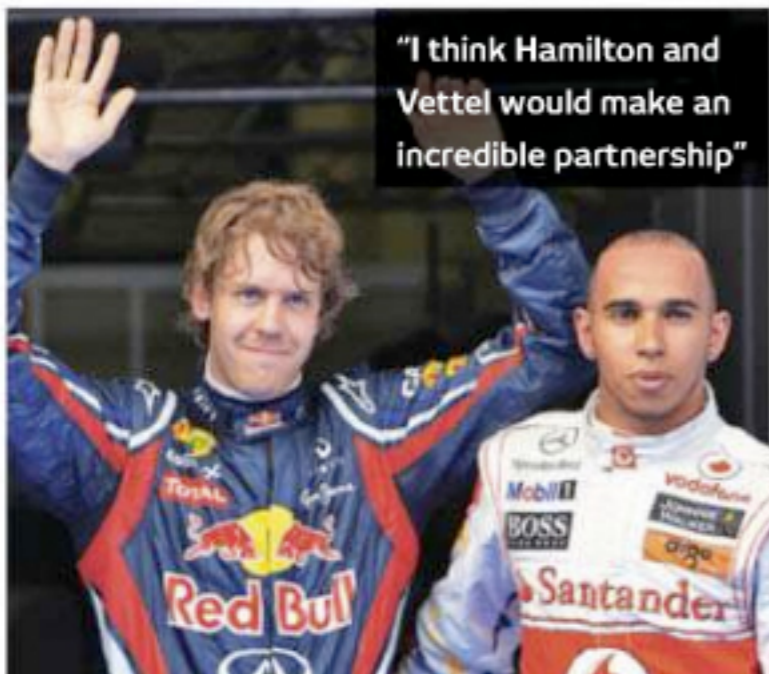
It's been a disappointing beginning to the season for us. To have four car failures in the opening two races wasn't good, but we continue to have belief in the FW33. I wasn't at any of the flyaway races – my first race is Turkey – but I've been told by people both inside and outside our team that the car looks pretty sharp when it's running. We're pushing hard with development and I'm sure we'll hit our stride soon.

## RENAULT'S REVIVAL

Renault have certainly ruffled a few feathers, haven't they? I'd like to think that we're as good as them, but right now that isn't the case. Vitaly Petrov's clearly very good. He challenged Nico Hülkenberg in GP2 in 2009 and you don't do that without ability. I've avoided wondering where Kubica would have finished in that R31.

## MY DREAM TEAM

I'd like to see Sebastian Vettel and Lewis Hamilton in the same team. They're the best two drivers on the grid at the moment, although some people might add Fernando Alonso to that group. I don't really know Fernando, but he never seems to smile – why is that when, as far as I can see, he actually has a lot to smile about? Hamilton and Vettel would make an incredible partnership and it would be close between them.



"I think Hamilton and Vettel would make an incredible partnership"

## CELEBRATING ADRIAN

The RAC Club in London's Pall Mall is fabulous. I go there a couple of times a year and my most recent visit was after Australia when I went to see Adrian Newey receive the Segrave Trophy. It is awarded annually to a Briton who's achieved something outstanding on land, air or water and Adrian fully deserved it, I must say. What he achieved last year was phenomenal.

## SCHOOL OF TALENT

Many former Segrave Trophy winners have worked at Williams, but don't read too much into that. Talent only comes out of Williams because it enters the company in the first place. Everyone in life learns as they go along, but we don't have any classrooms where we impart some secret engineering knowledge. We just give people the chance to show what they can do.

## A FAMILY DAY OUT

I'm sure you all remembered Mothering Sunday on 3 April. We had a lovely family day in the Williams household. All three children were at home and we went out to lunch in Burghclere, near Newbury. It's not often we all get together and I think it's fair to say my wife Ginny loved it.

## ALL ABOUT BERNIE

I was given the book about Bernie, *No Angel*, for Christmas and I've finally got round to reading a few pages. I've read all the historical stuff – where he grew up, what he got up to when he was young – and it's all interesting stuff. His is an incredible story and I hope he lasts another ten years. We'll only appreciate what a good job he's done for F1 when he's no longer around.

## NEW HOME FOR MP4-12C

I read with interest the other day about Ron Dennis's new car, and I'm not talking about the MP4-26. I understand the MP4-12C

road car is very good, very clever – and that they've now got a great showroom in London. And 1 Hyde Park, between Harvey Nichols and Harrods, has to be one of the best addresses.

## ANOTHER YEAR OLDER

Birthdays don't mean anything to me, I'm more of a Christmas person than a birthday person – it must be the Roman Catholic in me! The only thing I think on my birthday is: 'Damn it, I'm another year older.' I was 69 on 16 April, can you believe it? I kept adding it up to make sure, but I guess it's better than 96.

On my mind this month...

1 APR	2 APR	3 APR	4 APR
5 APR	6 APR	7 APR	8 APR
9 APR	10 APR	11 APR	12 APR
13 APR	14 APR	15 APR	16 APR
17 APR	18 APR	19 APR	20 APR
21 APR	22 APR	23 APR	24 APR
25 APR	26 APR	27 APR	28 APR
29 APR	30 APR	1 MAY	2 MAY

"Renault have certainly ruffled a few feathers – and Petrov's very good"

"Adrian Newey won the Segrave Trophy and he fully deserved it, I must say"

I understand the McLaren MP4-12C road car is very good and very clever"

69

"I was 69 on 16 April, can you believe it? I keep adding it up to make sure"

For more information on Williams and what they're up to, visit [www.attwilliams.com](http://www.attwilliams.com)

# ALAN HENRY

Forty years and counting on the frontline of Formula 1

## Times change and today's drivers need managers

No matter how unruffled and well-ordered a relationship between F1 teams and their drivers might be there is almost inevitably a moment when such tranquillity starts to unravel and it becomes clear that things are not quite as they were in the past. Fangio experienced it with Ferrari in 1956, as did Niki Lauda some 21 years later. Granted, Stirling Moss with Rob Walker and Jackie Stewart with Ken Tyrrell did not conform to the familiar stereotype, but they were very much the exception rather than the rule in that the drivers concerned were of such status that it was never necessary to go beyond a cordial handshake to seal the continuity of their ongoing deals.



Pop impresario Simon Fuller is Lewis's new manager

Of course, they raced in different commercial times. True, both Moss and Stewart strained every business sinew to turn a dollar, but it was only when Jackie became involved with Mark McCormack's International Management Group in 1968 that at least part of his business became influenced by somebody outside the tight orbit of the motor racing community. Yet IMG only dealt with his business away from the circuits. The sense of mutual respect that existed between Jackie and Ken meant that the racing deals were always concluded with a degree of informality.

**"Life has certainly become more complex for today's F1 superstars"**

Certainly the tie-up with Fuller offers the potential for Lewis to become richer than Croesus in future by maximising extra-curricular income away from the track. Whether it makes Lewis happier is, of course, another matter altogether. Or McLaren for that matter.

A colleague remarked to me that: "In a sense, Lewis's and Jenson's fathers reflect the characters of their sons. You can imagine Anthony anxiously scanning the Dow Jones index while John Button is enjoying a nice glass of red." Time alone will tell which of these is the better way.

Many years later it was Gerhard Berger who memorably put an F1 driver's need for a manager into pithy perspective. "All you need to know are two figures," he said referring to the negotiating process. "How much you want the team concerned to pay you, and how much in the end you are prepared to accept."

Yet somehow life has become, if not more complicated, then certainly more complex, for today's F1 superstars. I am thinking in particular of Lewis Hamilton's journey into the orbit of Simon Fuller's business empire after a season of seemingly intermittent angst with his father, Anthony, who had largely steered his career since his days as a pre-teen karting prodigy.

## IT'S NOT REALLY ALL THAT CONFUSING...

I was pulled up with a start recently by a reader after I'd made the mistake of saying that it was too confusing having two Lotus teams on the grid and the sooner the matter of ownership of the Lotus F1 brand was resolved the better it would be for all concerned.

My critic observed that we have been living with two Red Bull teams comfortably for the past three seasons and no one has complained, even though they are the same colour. At least the two Lotus squads look different.



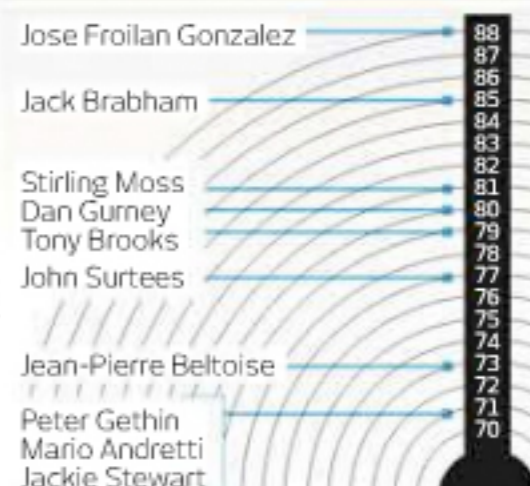
Spot the difference: one Red Bull-backed car leads another

## FROM RED BULLS TO THE PAMPAS BULL

There's another anniversary coming up, this time at Silverstone where 60 years ago Jose Froilan Gonzalez scored Ferrari's maiden victory in a world championship GP at the wheel of the 4.5-litre Tipo 375 V12, finally eclipsing the supercharged Alfas.

The 'Pampas Bull', as Gonzalez was nicknamed by the Europeans, had strength and physical toughness – and also, it turns out, longevity. Now aged 88, Gonzalez is the oldest surviving world championship grand prix winner and still appears to be in happily healthy shape!

The ten oldest surviving GP winners



The oldest surviving winner of the Indianapolis 500 is Jim Rathmann, aged 82, and he was the winner of the 1960 race when it was still part of the world championship.



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# The Turkish GP preview

by Heikki Kovalainen 08.05.2011 / Istanbul

Fast corners give way to a slow last section to create a challenging lap



**HEIKKI'S INSIDE TIP**

Turn 8 is a long, high-speed corner, so it's important because you can save or lose a lot of time here. Turns 1 to 11 are mostly medium- and high-speed corners, so they're what you set the car up for. Then you try to struggle through the last three slower corners somehow...



**HEIKKI'S TOP OVERTAKING SPOT**

The best place is after the long straight and into Turn 12. You can take different lines and cars often lunge into the last corner. If you do this, you might struggle with the exit – and if the other car *can* make the exit, it's hard to defend. You get good battles here.





## Istanbul deserves a bigger crowd...

Traffic jams are what first spring to mind when I think of Turkey. You get them on the way back from the circuit to the hotel. Maybe this year we should stay on the other side of the bridge, because the bridge is the tricky bit.

Istanbul is a modern circuit that's famous for its Turn 8. Personally, I think it's less dramatic than people make out. It's long and fast, but it's just another corner in my opinion.

There are other cool places, such as

"Turn 8 is long and fast, but it's just another corner in my opinion – it's less dramatic than people make out"

Turn 3, and if you have a good grip and good balance Turn 8 is actually quite straightforward. You follow the same line that everyone else does and it's reasonably simple.

It's a circuit I enjoy and I even like the last sector. It's just something that is very different and you have to get the hang of it. The only disappointing aspect is the lack of spectators here – last year the grandstands were empty and I'm hoping they will be able to do something about that this year so that we get the feeling of a proper grand prix. There's not really much of an atmosphere at this circuit because there just aren't enough people: it's as simple as that. I don't know if the ticket prices are too high or if the race just isn't promoted enough, but I hope they can do something about it this year.



## All you need to know

### CIRCUIT STATS

Round 4/19

**Track length:** 3.317 miles

**Race length:**

192.249 miles

**Laps:** 58

**Direction:** Anticlockwise

**F1 debut:** 2005

**Lap record:**

1min 24.770secs

Juan Pablo Montoya

(2005)

**Last five winners:**

2010 Lewis Hamilton

2009 Jenson Button

2008 Felipe Massa

2007 Felipe Massa

2006 Felipe Massa

**Tyre allocation**

Prime: Hard

Option: Soft

**TV SCHEDULE**

Timetable (UK time)

**Fri 06 May**

Practice 1: 08:00 - 09:30

Practice 2: 12:00 - 13:30

**Sat 07 May**

Practice 3: 09:00 - 10:00

Qualifying: 12:00

**Sun 08 May**

Race: 13:00

### HEIKKI'S CIRCUIT HIGHLIGHT

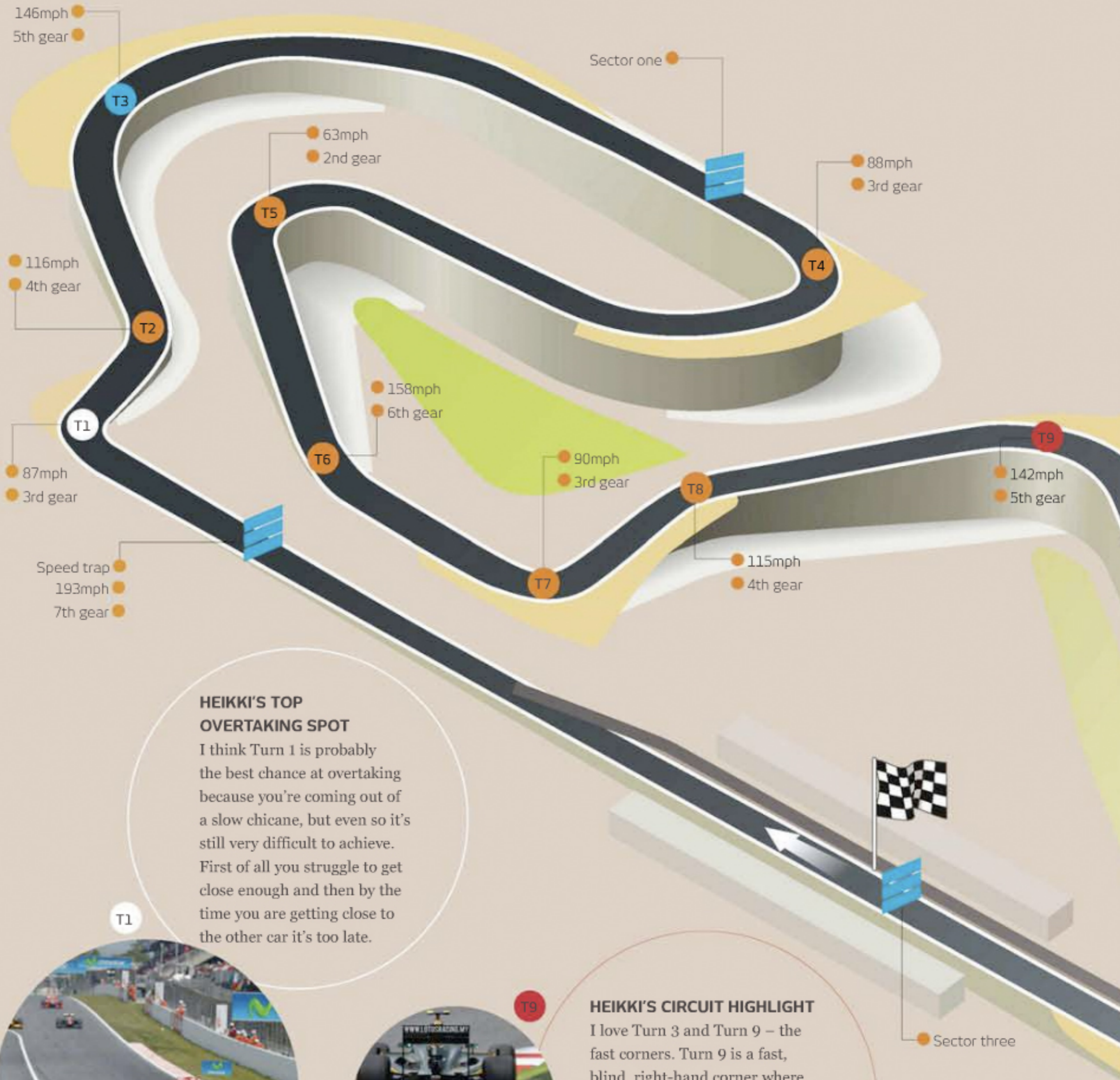
Turns 3, 4 and 5 are really challenging. The first left is blind and you can brake late. On the next right the front wheel leaves the ground as the circuit dips, then the next left is a long corner. It's quite smooth so you need a low, stiff, well-balanced car.



# The Spanish GP preview

by Heikki Kovalainen 22.05.2011 / Barcelona

A circuit so well-known from testing that drivers do battle for hundredths of a second



**HEIKKI'S TOP OVERTAKING SPOT**

I think Turn 1 is probably the best chance at overtaking because you're coming out of a slow chicane, but even so it's still very difficult to achieve. First of all you struggle to get close enough and then by the time you are getting close to the other car it's too late.

T1



T9



**HEIKKI'S CIRCUIT HIGHLIGHT**

I love Turn 3 and Turn 9 – the fast corners. Turn 9 is a fast, blind, right-hand corner where I had an accident in 2008. You take it in fifth gear, at 150mph – not quite flat-out. Well – maybe the Red Bulls can go flat-out. For us, we'll have a little lift but not a huge lift. It'll be pretty good.





T3

#### HEIKKI'S INSIDE TIP

Wind speed and wind direction affect aero a lot at Barcelona because it's such a high-speed circuit. For example, if you get a tailwind through Turn 3 that's really hard. But if you get a good headwind from the middle to the exit of Turn 3, you gain a lot of downforce and the car handles much better.



## At Barcelona it's all about the fine details

The atmosphere here is really good. The people are huge motorsport fans and, of course, Alonso is their hero so they come to support him in big numbers. It's like a football match: when you drive the formation lap, everybody is so excited.



## All you need to know

### CIRCUIT STATS

Round 5/19

**Track length:** 2.892 miles

**Race length:**

190.825 miles

**Laps:** 66

**Direction:** Clockwise

**F1 debut:** 1991

**Lap record:**

1min 21.670secs

Kimi Räikkönen

(2008)

**Last five winners:**

2010 Mark Webber

2009 Jenson Button

2008 Kimi Räikkönen

2007 Felipe Massa

2006 Fernando Alonso

### Tyre allocation

Prime: Hard

Option: Soft

Timetable (UK time)

### Fri 20 May

Practice 1: 09:00 - 10:30

Practice 2: 13:00 - 14:30

### Sat 21 May

Practice 3: 10:00 - 11:00

Qualifying: 13:00

### Sun 22 May

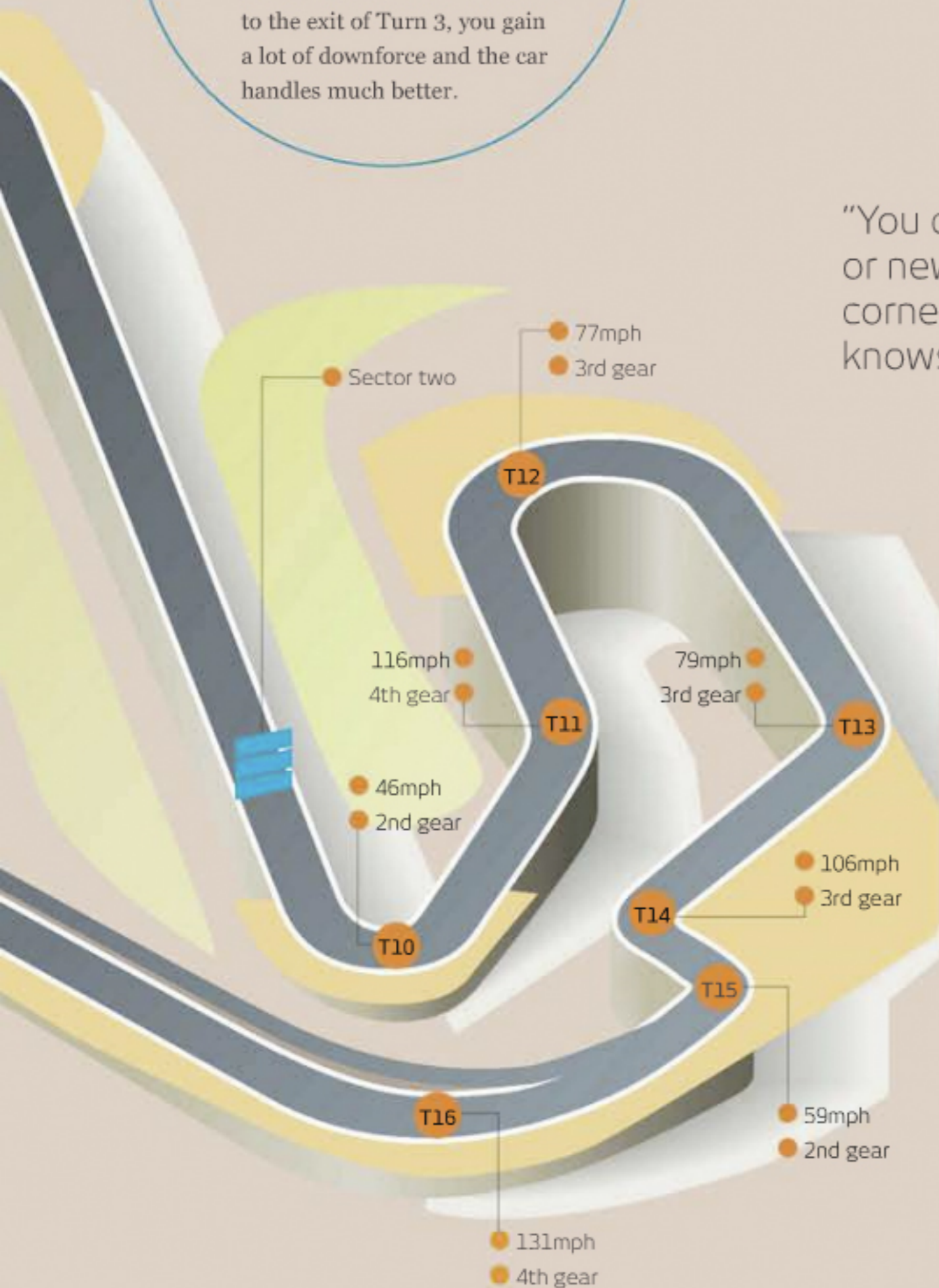
Race: 13:00

"You can't find different lines or new ways to attack a corner because everybody knows the circuit so well"

Generally it's a very close weekend. Everybody knows the circuit and the optimum car setup. It's all about finding small margins if you're going to be quick here. That's the challenge for the weekend: finding the last hundredth of a second.

It's also about trying to find the absolute optimum setup, making the tiniest of adjustments and getting the tyre pressure spot on. A lot depends on the temperature, a lot depends on the wind and a lot depends on getting the aero balance just right. It's all about small modifications.

You'll never find big chunks of time from the setup because people have been testing here for such a long time. You can't find different lines or new ways to attack a corner because everyone knows the circuit so well. It's all about the small stuff: that's the only way you can make a difference. It's what you're chasing all weekend.





# Inside the mind of... **PEDRO DE LA ROSA**

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

Full name: PEDRO MARTINEZ DE LA ROSA Nickname: BARCELONA BULLET

Occupation: RACING DRIVER

Describe yourself in three words: PASSIONATE HONEST STUPID

Who is your favourite F1 driver in history and why? AYRTON SENNA, THE BEST  
AND SOMEONE I DID NOT HAVE THE COURAGE TO SAY "HI"

What's your favourite corner in F1? THE "ESSES" IN Suzuka Who's your best mate in F1? ALEX WURZ

What's the best grand prix you've ever seen? HUNGARY 2006 Who do you owe your success to? MY FATHER

What was your best overtaking manoeuvre? HUNGARY 2006 TO MICHAEL INTO  
THE CHICANE

If F1 could introduce one new rule, what would it be? NO WINGS, ONE COMMON FLOOR, BIG/HUGE TYRES

What would you be if you weren't an F1 driver? A HAPPY PERSON AND NOT A MISERABLE DRIVER!

What's the best piece of advice you've ever had in F1? DO NOT TAKE PEOPLE SERIOUSLY,  
LOOK FOR YOURSELF AND TRY TO ENJOY EVERY MINUTE.

What's your career highlight so far? SHOULD BE MY ONLY PODIUM FINISH SO  
FAR, BUT MY WINS IN JAPAN IN F-3/F-3000 AS WELL!

What was the last thing Bernie Ecclestone said to you? DO NOT BEAT OUR KIDS!

Who's the sport's toughest competitor (apart from you)?

MARK WEBBER

What are the three key elements to a perfect lap?

BEING AGGRESSIVE

PRECISE

NOT ANXIOUS

Please draw a quick self-portrait:



I declare that all the information on this form is correct to the best of my knowledge OR CLOSE TO BEING CORRECT.

signed

**WIN THIS FORM!**

Pedro de la Rosa made his Formula 1 debut with which of these teams?

- a) Arrows
- b) McLaren
- c) Jaguar

Email your answer to [writeoff@haymarket.com](mailto:writeoff@haymarket.com) or enter at [www.f1racing.co.uk](http://www.f1racing.co.uk). The winner will be chosen at random.

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#### **Monaco Grand Prix 27-29 May 2011 Beau Rivage Hospitality**

Perfectly located at the Beau Rivage building, this venue offers a great view onto the only part of the circuit where drivers can accelerate to overtake, as well the end of the start/finish line, the Sainte-Devote's corner, giant screen, the pool, the port, the old town & Rascasse. This is a true interactive experience, with the cars passing just metres away from the terrace.

Fully catered hospitality, Open bar - champagne, fine wine, beers and soft drinks

**Saturday and Sunday entry:  
£1250 per person**

#### **Monaco Grand Prix 27-29 May 2011 Caravelles Hospitality**

These terraces are situated on the Caravelles building.  
This is the very best location!

The ultimate location directly overlooking the Start/Finish line, Saint Devote corner and hill, giant screen, tunnel exit, port and pool area, Rascasse corner, offering one of the best overall views that exist.

Fully catered hospitality, Open bar - champagne, fine wine, beers and soft drinks

**Saturday and Sunday entry:  
£1750 per person**

#### **2011 Silverstone 8-10 July 2011 Trackside Hospitality**

Suites are located on the inside of Woodcote Corner and are self contained. They are fully carpeted, with bar, TVs etc. and private balcony which looks onto the track and we have 'big screen'tvs opposite our balcony. There is also a private grandstand for hospitality suite guests only, located on the Wellington straight, and again this has a big screen TV visible from it. Fully catered hospitality, Breakfast, Lunch, Open bar - champagne, fine wine, beers and soft drinks

**Friday Only £175 pp (plus VAT)  
Saturday Only £325 pp (plus VAT)  
Sunday Only £850 pp (plus VAT)  
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Prices are per person. All offers are subject to availability at time of booking. Accommodation is not included but we are pleased to offer a range of hotels



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