

F1 RACING AWARDS 2008

PLUS! PICTURES OF THE YEAR

**18-PAGE
SPECIAL**



F1 RACING

THE WORLD'S BEST-SELLING GP MAGAZINE

*Murray WALKER
David COULTHARD
& Martin BRUNDLE
present...*

THE F1 RACING AWARDS

The BBC's new F1 team crown the winners of 2008!

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BETTER THAN SCHUMI"**
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10 key questions
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SUCCESSFUL TEAM EVER?**
Look away, Ron - strong
evidence revealed inside!

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2008 F1 RACING AWARDS

F1's biggest names dish out the prizes. But not without a little heated debate...



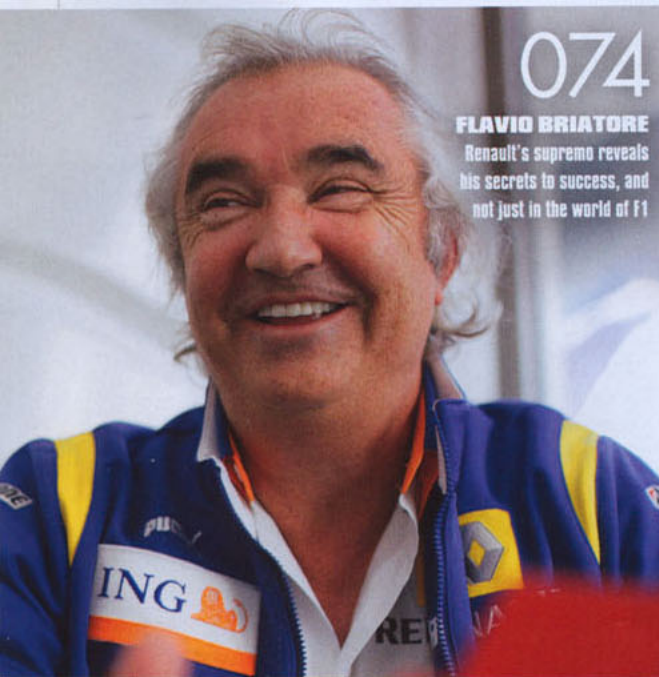
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FLAVIO BRIATORE

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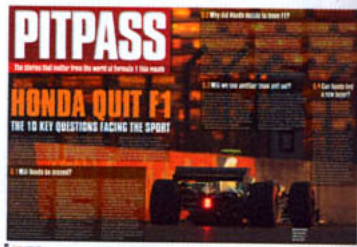
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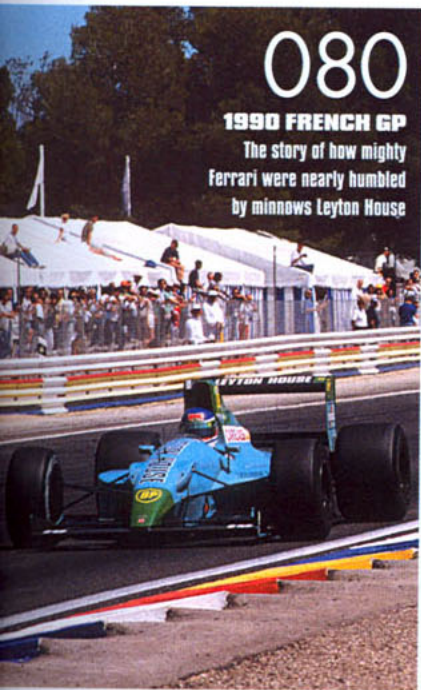
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From the editor HANS SEEBERG

"THE TIME FOR looking around the pit garage for cutting costs is gone – we need to take quick action." So said Flavio Briatore to *F1 Racing* recently, and somewhat prophetically. Just a few weeks later, Honda pulled out, F1 was all over the news and the doom-mongers were announcing the sport's demise. So where does that leave Formula 1? Not on the scrapheap – especially after a thrilling season. But given the global economic crisis, few would argue that the sport doesn't need some serious belt-tightening.

The manufacturers have always maintained that F1 should represent cutting-edge engineering. Hardly surprising – developing swanky new technology enhanced their brands, and helped them to huge sales too. Now, with car sales going through the floor, that argument was a bit redundant – and the spiralling costs of Formula 1 were increasingly hard for them to justify. It was time to act and Honda's departure proved the tipping point.

Infuriating as it may be for some, Max Mosley has been banging the cost-cutting drum for years, and recent events proved him right. Last week's announcement from the FIA, following an unprecedented love-in between the teams and Mosley, will bring a 30 per cent cost saving for 2009, while proposals for 2010 will achieve even more. But amid the rush to save money, F1 *must* remain the pinnacle of motorsport – as David Coulthard told us last week: "Ask people what the fastest car in the world is and they'll say an F1 car. If it's not, will they care as much?" Keeping the cars quick enough, canning sky-high spending, and getting the fans closer to the action will make this great sport better than ever.

F1 RACING

THE WORLD'S BEST-SELLING GP MAGAZINE

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BEHIND THE SCENES ON F1 RACING THIS MONTH



Senior designer Claire gets a spot of graffiti action in before the arrival of Bruno Senna at London's Southbank. All is revealed on page 98...

Features editor Bradley gets in on the act at the covershoot, and gives it his best James Bond impression. Daniel Craig was said to be "worried" at the time of going to press



Some of Formula 1's leading photographers cast their votes in our Pictures Of The Year feature. The results are revealed on p53

Our leading snapper Lorenzo went to Alex Wurz's pad in Monaco to see the only F1 driver who paints his own helmets. In his kitchen (p80)



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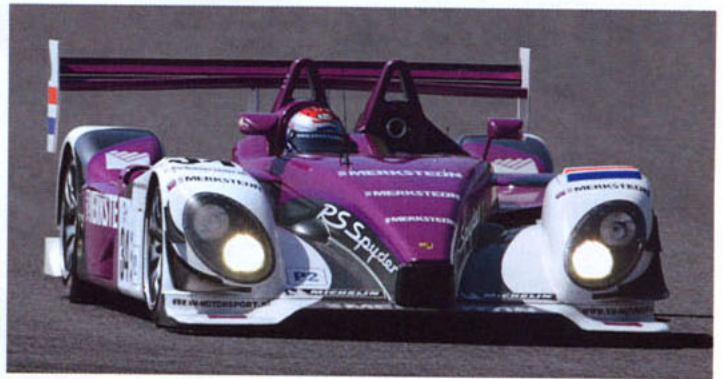
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PORSCHE

PITPASS

The stories that matter from the world of Formula 1 this month

HONDA QUIT F1

THE 10 KEY QUESTIONS FACING THE SPORT

FORMULA 1 IS FACING a critical time. Honda's departure has sent shockwaves through the sport, leading to a raft of cost-cutting measures to try to prevent any more teams from leaving. Prior to Christmas, FIA President Max Mosley addressed the motor racing community in Monaco, with a dire

warning about the sport's future.

"I think we have to face the fact that Honda pulled out because of falling car sales," he said. "And there's no guarantee that this fall, which affects all manufacturers, won't continue. So we have to reckon with the possibility that other

manufacturers may pull out – not only from F1, but from other motorsports."

But is the crisis as bad as the doomsayers predict? *F1 Racing* has investigated the fallout from Honda's withdrawal, and in our special report we've put together the 10 key questions facing F1 today.

1 Will Honda be missed?

Ever since Honda became the main shareholder of the Brackley-based team at the end of 2004 (buying out British American Tobacco) they have never looked like a competitive outfit. One fortuitous win in the rain for Jenson Button at the 2006 Hungarian GP was the only notable achievement in four years and nearly £1bn investment. With one of the highest budgets in F1 (£250m a year) and with millions already invested in their 2009 car, Honda have put the whole lot up for sale.

In 2007 the team decided to ditch a title sponsor in favour of an environmental message. It backfired, as a lack of success on the

track led to the public perception that the only 'green' car on the grid was the one trundling around at the back. It was a double whammy, because the lack of a title sponsor meant the parent company had to cough up more.

Honda's B-team Super Aguri (remember them?) were a much more popular team than the works squad, particularly in Japan, and often threatened to beat the A-team on the track, despite having significantly less money.

Honda's last two chassis have been particularly uncompetitive, but it looked as though the team was about to get serious. The

mastermind behind Ferrari's world championships, Ross Brawn, was appointed team principal in November 2007 (alas too late to do anything about the RA108) and immediately set about transforming the team's fortunes.

Huge sums of money were invested in preparing for 2009. A second windtunnel was in place, there was a new CFD (computational fluid dynamics) facility, a simulator, chassis rigs, a huge £50m KERS development programme, plus a recruitment drive that took place over the course of the year. In short, the future was looking very bright.

2 Why did Honda decide to leave F1?

With the global downturn, Brawn was warned at the Brazilian GP that, after his spending spree, he had to make large savings. So he started a process of cutting back extraneous waste, such as reducing personnel at races. But following disastrous car sales in November (3,632 registrations in the UK, compared to 6,315 in the same month last year), Honda acted.

On November 28, Ross Brawn and Nick Fry were informed the F1 operation was closing down. The company's CEO Takeo Fukui blamed the recession: "Honda must protect its core business activities and secure its long-term future as financial uncertainties continue to mount."

It's well known that car manufacturers globally are suffering. In America, GM, Ford and Chrysler have failed in their bid to get a bail-out from the government, which could bankrupt them. Honda's US car sales plummeted by 31 per cent in November, but Toyota's did too. In fact, BMW and Mercedes have also suffered a huge downturn. But these manufacturers have issued statements confirming their continued presence in F1. So are these makes not suffering as badly as Honda, or was there another reason for the Japanese marque's withdrawal?

In the UK, Honda are reducing production and have had to seek permission

to store 6,600 unsold new cars on disused runways at Wroughton airfield in Wiltshire.

The fall in sales in the US market was given as one of the reasons for the company's withdrawal, and while sales were down 31 per cent for November, in actual fact Honda had sold 17,756 more cars in the US in the 11 months up to December (a 2.2 per cent increase on last year). In Japan as well they have seen a four per cent increase (up to October).

It suggests the recession that hit sales in November was a good excuse for a board already split on the appeal of racing in F1. Could you still imagine Honda pulling out if Jenson Button was world champion?

3 Will we see another team pull out?

Honda first entered F1 in 1964 for four years, until returning to build championship-winning engines for Williams and McLaren. If any manufacturer was likely to go first, you would have thought it would be Toyota, who have less history in F1 than their Japanese counterparts. But, despite a similar downturn in car sales, they are a much larger company than Honda and have a lot more cash at their disposal.

No other team looks to be sitting on the

precipice, and although Williams' CEO Adam Parr said in the immediate aftermath of the Honda announcement that we would lose another team prior to Melbourne, he has since clarified his comments: "A team like Williams can't decide not to do F1 because that's all we do," said Parr. "Is there a risk that another main shareholder of a team in F1 will say, 'This doesn't make sense any more'? I think there is. The sport needs to be prepared for that."

4 Can Honda find a new buyer?

Within a day of the announcement Nick Fry revealed that three serious investors had come forward and a deal was expected to be completed before Christmas. The 700 staff facing redundancy (but with a three-month stay of execution) are continuing to commute to the Brackley factory, confident a buyer will come in.

Despite the global slowdown, there are still regions, like the Middle East and India, looking for investment opportunities. The company that was eyeing up Liverpool football club, Dubai Investment Capital, came close to agreeing a deal with Honda to take over Super Aguri earlier this year, and the Indian firm Tata have been linked too. Then there's Force India's boss Vijay Mallya, who has visited the Honda factory, and could find the Brackley base a better alternative to his current factory in Silverstone.

Nothing had been announced as F1 Racing closed for press. >



Shattered dreams: Honda have spent nearly £1bn in F1 over four years

PITPASS

5 Could there be three-car teams if no Honda buyer is found?

No. The old Concorde Agreement (the commercial document written 11 years ago that bound the teams), stated that if numbers fell below 19 cars the top three should field three cars. The agreement expired two years ago and there is no new one in place – with costs tight, third-car entries will not happen.



Honda have spent millions on 2009 – will a new owner run the car?

6 Are Honda F1 worth owning?

The Brackley facility was built for BAR when they took over the Tyrrell team in 1998. It's an impressive plant, with two windtunnels and a new CFD facility. Plus it's just a stone's throw from Silverstone.

"This team has the best assets, the best resources in the pitlane and is headed by Ross Brawn. It will be a very desirable asset for somebody," argues CEO Nick Fry.

They're going cheap too, so any investor who wants to enter F1 has a golden opportunity to claim a huge asset for a nominal sum. Throw in the fact so much work has been done on the '09 car already and it wouldn't be a surprise to see a queue

of potential investors knocking at the door. The economics of running the team make sense too. Although Honda have said no to supplying a powerplant and drivetrain for 2009, Brawn has spoken to Ferrari who have spare capabilities now the Force India deal has ended.

Ninth in the 2008 championship will give you approximately £20million in prize money. A title sponsor could bring up to £25million – add in another £15million of sponsorship (that a driver could bring) and for a relatively short amount of investment, you could be on the grid in Melbourne with quite a competitive car.

7 What now for Button and Barrichello?

If either of them want to stay in F1 they'll have to take a huge salary cut. Honda was paying an over-inflated £20million for them in 2008 and in this era of cost saving, driver salaries should be the first to be slashed.

Button was out-qualified and out-scored by Barrichello last year, but is considered to still be an asset. "If we can find new owners then I hope he will continue," said Fry. "He's been an integral part of the team for a few years now."

The only obvious opening still remaining on the grid is Scuderia Toro Rosso, but they would prefer a driver to bring a budget.

Prior to Honda's withdrawal, Bruno Senna was expected to replace Barrichello and with his personal endorsements (including Brazilian phone giant Embratel) could be attractive to any potential investor.

And if you were Rubens and your pal Gil de Ferran invited you to race in sportscars next season, would you turn it down?



Both Barrichello and Button want to stay in F1 – but they'll have to take a pay cut



Nick Fry and Ross Brawn are actively seeking a buyer for the team



Max Mosley gave his vision of the sport's future at the Monaco Motor Sport Business Forum

8 How is Formula 1 dealing with this crisis?

In December, the Formula One Teams Association met with Max Mosley to discuss cutting costs. A number of proposals were submitted, and were rubber-stamped two days later by the FIA World Council. The FIA estimates budgets will be reduced by a third.

Central to the new rules is a reduction in engine costs and a ban on all in-season testing (expected to be a dozen tests in 2009). Team factories will also be forced to close for six weeks and there will be a reduction in personnel at grands prix.

There are bigger plans for 2010, with teams using the same transmissions and standard components on parts of the chassis. There will be a ban on refuelling and race lengths could be reduced. Tyre warmers will also be banned.

In the longer term the sport will consider a new powertrain for 2013, which could include road-relevant technology and even standardised KERS.

9 What's the idea behind the new rules changes?

The FIA want to shift the engineering emphasis from optimisation – which they see as expensive and irrelevant – to cost-effective innovation that can have a real benefit to the road car industry.

“What was wrong with F1 was wrong before the present economic problems came up,” says Mosley. “Even in areas of restrictive regulation, these huge teams are searching constantly for tiny, incremental gains – which are extremely expensive and utterly pointless.”

“There is a mentality in F1 where engineers are only comfortable in refinement; they don't do innovation. It's the fault of the regulations, so the regulations need to be different. We must stabilise the system with a base engine which anyone can have and which is inexpensive, as well as a standard gearbox. That will stabilise F1 until we can bring in new energy-efficient engines which undoubtedly will be the future.”

10 Will F1 survive?

Yes. Whether it's a grid full of manufacturers or independents, the sport will always continue. The only challenge is to decide its purpose. If the sport heads down a standard parts route, it will be nothing more than a glorified 'GP1', headed by enthusiastic independent teams. F1's nature has been defined by remaining at the forefront of technology, but in a recession-hit 21st century what is more important?

For the engineers involved it's the technological, engineering challenge of building the fastest racing car possible. To many of the fans and the sponsors it's the show. Whatever form it takes, the days of spending hundreds of millions are over, which is good news for the fans as that will encourage more teams to enter the sport.

THIS MONTH'S BIG DEBATE



Lewis was penalised at the first corner in Fuji – but would a former driver have given a different perspective?

Should former F1 drivers be stewards?

Yes



Vitantonio Liuzzi
Force India
test driver

"I THINK IT would be a positive step in the right direction because there have been a few controversies this season, where decisions have been made and drivers have been penalised – some would say unfairly.

A driver can give a better perspective to the stewarding decisions because he has the experience of being involved in such moments on the track and can understand the pressured

environment much better. The view when you're in the cockpit is very different to what the television shows from the outside, and it's important to have an alternative perspective.

So, I'm not against the idea and it would be a good additional help for the stewards at the moment. Plus I believe it's something the FIA have announced they could introduce for next year, anyway."

No



Gil de Ferran
Ex-Honda F1 sporting
director and Indy
500 winner

"THE PROBLEM IS that drivers are not all the same, so some will perform better in that role than others. If there is a driver that has the right attitude, knowledge and profile, perhaps he could be one of the stewards, but I don't feel that's the case. Without enough information about the stewarding procedures it's hard to say if you need a driver.

The most important thing for me would be to have a group of

diverse people from all sorts of different backgrounds participating in the stewarding. Then you're going to arrive at a better decision than you would otherwise.

Also, all these officiating decisions are always judgement calls, and not everyone will be 100 per cent satisfied with them anyway – but that's just the nature of the beast. It's the same in any racing category."

PADDOCK SPY

The financial crisis has put an end to those memorably unusual F1 launch venues...



A 2,000-year-old Roman amphitheatre in Taormina, Sicily, was Benetton's backdrop in 1996



When Russian Alex Shnaider bought Jordan in 2005, he unveiled the car in Moscow's Red Square



Sparty, Ginger, Posh, Baby and Scary spiced up McLaren's 1997 roll-out at London's Alexandra Palace



Can you spot the Basilica? Back in 2001 Benetton launched their new car in St Mark's Square, Venice



Teatro Massimo - the Sicilian opera house where the Godfather cried - hosted Renault's '04 bash



All aboard the Trulli train! Toyota collect tickets for their 2005 car in Barcelona's Estación de França



Well, it was easy to get to. Jordan launch at Brussels airport in '02



Force India entered F1 at Mumbai's Gateway Of India for '08



The city of Barcelona was the backdrop for Benetton's 2000 launch



SCHUMACHER AND BARRICHELLO COME TO BLOWS

Former Ferrari team-mates clash on track during charity kart race in Brazil

RUBENS BARRICHELLO has blasted his former team-mate Michael Schumacher after their clash during a race which was supposed to be a good-humoured charity event.

The Challenge Of The Stars race, organised annually by Felipe Massa, is supposed to be a laid-back affair, but when you stick a load of F1 drivers in a bunch of karts it's *always* going to end in tears.

Michael Schumacher came to blows with Barrichello during the second race in a double-headed meeting at the Florianópolis circuit in Brazil.

As Barrichello was battling with the seven-time F1 champion, the pair touched. And Schumacher even rammed the Brazilian, infuriating him in the process.

"I know I have to remain calm, but Schumacher was acting like he was in wartime the way he was hitting me," said

Barrichello immediately after the race. "This is such a great event and the last thing you want is to get hit. If you fight on the track it has to be fair. This is supposed to be a charity event, not a fight. I think he forgot he's in Brazil – things could get a lot worse for him."

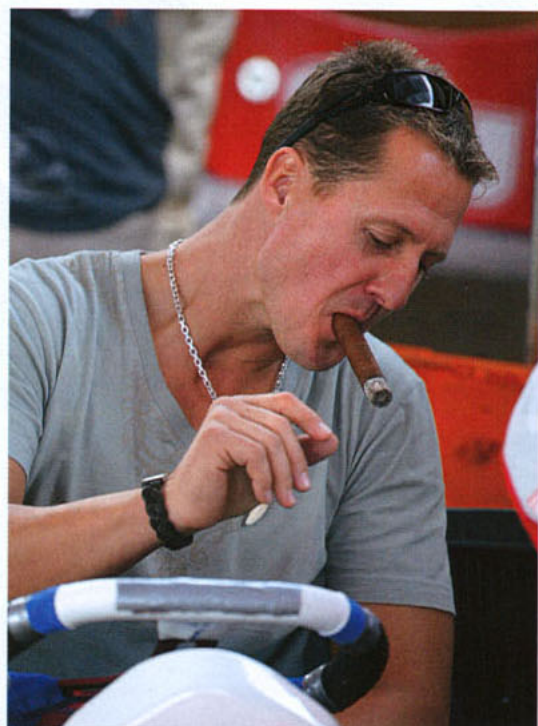
"This is a charity event, not a fight"
Rubens Barrichello

In recent weeks Barrichello has been quite vocal about his time with Schumacher at Ferrari and has talked about his displeasure over the team order rows that affected the team. But Schumacher was relaxed about the

whole deal, and was even spotted smoking an enormous cigar while he was setting-up his kart. Asked to comment on what Barrichello said, Schumacher replied: "Rubens complains when he wins and when he doesn't win. It's always the same."

Among those taking part in Massa's charity race were Formula 1 test drivers Vitantonio Liuzzi, Luca Badoer and NASCAR star Jeff Gordon. But Massa's Ferrari team-mate Kimi Räikkönen wasn't present. "Yeah, I invited him," said Felipe. "But he didn't want to come."

The event raised money for the victims of the 54,000 families that were left homeless from the flooding in Brazil. Massa donated £16,000 while Schumacher added £8,500. In the final standings (over the two races) Barrichello won while Schumacher finished fourth. Felipe Massa was third.



Close, but no absolutely massive cigar: Schumacher tussled with Rubens on the track, but Barrichello won the day - as proved with a silly dance, below

DESAFIO INTERNACIONAL DAS ESTRELAS

30 DE NOVEMBRO DE 2008 / FLORIANÓPOLIS - SANTA CATARINA



Schumacher: "No, nothing happened on that last lap. The kart feels fine - no problem"



F1 MASTERMIND

Test your knowledge with our fiendishly tricky quiz



- 01 Where did Satoru Nakajima set the only fastest lap of his career?
- 02 Which track hosted the 1955 British Grand Prix?
- 03 Which Belgian F1 driver had his own jazz band in the 1950s?
- 04 Can you name the team that Tony Vandervell owned?
- 05 Which F1 team first trialed a semi-automatic gearchange system in 1989?
- 06 What was unusual about the first three qualifiers of the 1997 European GP?
- 07 Crowthorne Corner and Barbeque Bend are corners on which former grand prix circuit?
- 08 In which city did McLaren launch their 2007 F1 car?
- 09 Which driver had to apologise for his lewd hand gestures in the 2000 French Grand Prix?
- 10 Who partnered Derek Warwick at Toleman in 1981?



IN ASSOCIATION WITH



Answers 1 1989 Australian GP 2 Antre 3 Johnny Cloes (And His Cloe Pigeons) 4 Vonall 5 Ferrari 6 They set identical lap times 7 Kyolami 8 Valencia 9 David Coulthard 10 Brian Henton

ASK F1 RACING

All your questions answered

What is the maximum length of time a grand prix has taken to run, and why are races now restricted to 305km (189.5 miles) or the two-hour time limit?
Herdi Gelar Yuliardie, Indonesia

The longest was the '54 German GP which Juan Manuel Fangio won, completing 22 laps in three hours, 45mins and 45.8secs. (That's if you discount the 1951 Indy 500, which took just under four hours to complete.)



It took Fangio three hours and 45 minutes to win the 1954 German GP in his Mercedes

By the 1970s most races were 200 miles, and when rain caused the 1972 Monaco GP to take two and a half hours to complete, Formula 1 bosses introduced the two-hour time limit.

Send your F1 conundrums to askf1racing@haymarket.com



REVEALED: THE STRANGE GADGETS USED IN TESTING

Teams try new experiments as they get to grips with the 2009 rules

FORMULA 1 CARS have started sprouting weird and unusual contraptions in winter testing as teams try to grapple with the raft of new regulations for next season.

With new front and rear wings, the re-introduction of slick tyres and the addition of KERS, teams are experimenting with strange devices to understand their cars' behaviour.

Renault were spotted at Barcelona with brackets over their wheels – known as 'wheel force transducers' – while other teams, such as Ferrari and Force India, stuck large wind measuring devices on top of their roll bars. BMW Sauber ran at the Spanish tests with a variant of their new-spec 2009 wings, while other teams ran versions of their kinetic energy recovery systems (KERS).

The long pylons spotted on top of the cars are a modified version of the Pitot tubes and

yaw probes that teams run on the front of their cars, above the chassis leg box. They measure atmospheric pressure and wind direction – vital for wing development.

Teams are able to run larger Pitot tubes in testing because there is no scrutineering. "The sensor is placed on top of the car to give it the cleanest measurement possible, which isn't affected by the bodywork," explained Force India's technical director James Key. "The tube contains two pressure sensors that measure the windspeed, which gives a true reference for aerodynamic loads."

Model work in the windtunnel assumes wind blows head-on, but in reality a 10mph gust of wind mid-corner can destabilise a car at 200mph because it's so sensitively set up.

The new front and rear wings have been designed to improve overtaking for 2009.



What? Different front wing configurations
Where? found on the McLaren, BMW and Williams
What for? New regulations for 2009 state that front wings must be lower and wider. The intention is to improve cars' ability to overtake next year

What? Wheel force transducers
Where? Over the wheel spokes of the Renault
What for? To record lateral, longitudinal and vertical forces on the wheel, which is particularly important to evaluate new types of slick tyres

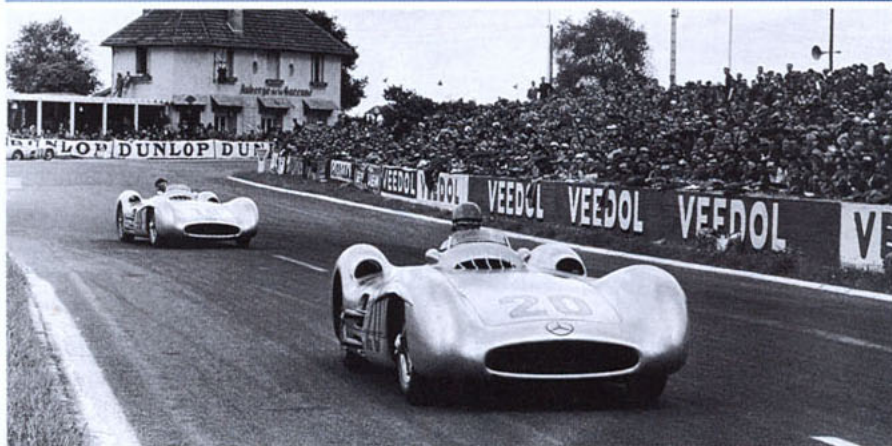


What? Pitot tubes
Where? Found on the Ferrari and Williams, among others
What for? They measure windspeed and atmospheric pressure, and are vital for teams developing their new aero packages for 2009



What? KERS ballast
Where? On the right-hand sidepod of the Ferrari
What for? Ferrari were running behind schedule with their KERS development, so started the winter by adding a 'simulated load' to help analyse the car's behaviour

DO YOU REMEMBER WHEN...



...F1 cars looked like sportscars?

THERE WAS A REAL SURPRISE when Mercedes unveiled their W196 machine at the 1954 French Grand Prix. The German marque returned to grand prix racing and had used early aerodynamic windtunnel work to produce the 'streamliner'.

The bodywork over the front and rear wheels made the silver machine look more like a sportscar than a single-seater and had the effect of reducing drag, ensuring the car was particularly quick on the straights. The W196 was also innovative under the hood, featuring a new straight-eight cylinder engine. On its debut at Reims, Juan Manuel Fangio took the car to victory ahead of team-mate Karl Kling, while the next placed car wasn't even on the same lap.

But at Silverstone Fangio wasn't as competitive and complained of the restricted view because he couldn't accurately aim the front wheels at the apex of corners. As a result the streamliner was used mainly at the high-speed tracks of Monza, Reims and Avus.

PITLANE HEROES

F1 just couldn't exist without them

No 7
ROBERT KUBICA'S
MANAGER



DANIEL MORELLI first met Robert Kubica when he was racing in karts at the age of 15. And over the following nine years has guided him into Formula 1.

Kubica with Morelli: "I don't want to miss a moment of Robert's career"



He was the sporting director of the F3000 outfit Forti Corse when Pedro Diniz drove for them, and they moved into F1 together with Ligier back in 1996 with Parmalat sponsorship.

"When Prost Grand Prix disbanded I concentrated on the junior formulae rather than get another job in F1."

His first encounter with Kubica was a surprise. "I could not believe that he was just 15 when I met him, he was so tall and really very mature for his age,"

Morelli recalls. "We started him in Formula Renault, F3 and World Series." After winning the latter, Morelli helped Kubica get into F1 with BMW. "I had to persuade [team chiefs] Peter Sauber and Mario Theissen that it isn't just sufficient to be fast – Robert's clever and has a good attitude too."

Now based in Monaco, the 52-year-old hasn't got his eye on any other young driver. "No, I don't want to miss one single moment of Robert's career."

MAIN PIC: ANDREW FERRARO/LAT. INSETS: LORENZO BELLANCA/LAT; LAT ARCHIVE; XFB.CC; SUTTON IMAGES




**GLOBAL SURVEY:
SIX-PAGE SPECIAL**

McLAREN ARE VOTED THE WORLD'S FAVOURITE F1 TEAM!

Working outfit top popularity poll ahead of Ferrari,
as motorsport fans across the globe have their say





OVER 70,000 PEOPLE from 160 countries have voted in one of the most extensive online surveys ever, and the shock result is that McLaren are now the world's most popular team in Formula 1.

The 2008 Global Fan Survey, conducted by *F1 Racing* and banking giant ING, was launched in October and asked fans questions about our great sport.

And the results make for surprising reading. Traditionally Ferrari were always considered to be the most popular team in Formula 1, but not any more as support for McLaren has risen dramatically over the last two years.

Back in 2006, 21 per cent of participants in our survey voted in favour of the Woking team, but that has risen to 29 per cent in this poll, while Ferrari have fallen to 28 per cent in the popularity stakes, from 30 per cent last time.

It's believed the impact Lewis Hamilton has made in F1 has been one of the key reasons for the swing in popularity.

"For Vodafone McLaren Mercedes to top this global survey of F1 fans is fantastic," said McLaren's chief operating officer Martin Whitmarsh.

"While Lewis Hamilton deserves every accolade he has received since becoming the youngest world champion the sport has ever seen, in reality, for this to be achieved requires the same level of dedication and hard work from every single member of the team in Woking, Brixworth and Stuttgart.

"To receive this recognition for the whole team is particularly pleasing, and we would like to take this opportunity to thank the fans for voting for the team."

The next favourite outfits, behind the top two teams, were Williams and Renault

(each polling 6 per cent of the vote), while Japanese fans voted in high numbers for the now-defunct Super Aguri team – ahead of Toyota. In total 16 per cent of F1 fans claimed they didn't have a preferred team.

The ING/*F1 Racing* Global Fan Survey was completed by F1 fans from all over the world, including the Americas, Europe, the Far East and even places as remote as Pitcairn Island and Burkina Faso.

Over two-thirds of the respondents (68 per cent) said they had followed F1 for more than 10 years and a third visit one grand prix a year. Over half who answered the multiple-choice questions online were between 25 and 45 years of age.

The survey covered a number of topics about F1, ranging from technology and the environment, to sponsorship and the future of the sport.

Turn over for more survey results >



HOW YOU VOTED: FAVOURITE F1 TEAMS

McLaren-Mercedes	29%
Ferrari	28%
Williams	6%
Renault	6%
BMW Sauber	5%
Honda	3%
Red Bull	2%
Toro Rosso	2%
Super Aguri	1%
Toyota	1%
Force India	0%

LEWIS HAMILTON VOTED THE MOST POPULAR DRIVER IN FORMULA 1

Youngest ever world champion comes top in global F1 survey, well ahead of Räikkönen, Alonso and Massa. But it's bad news for Trulli...

HE MIGHT HAVE just two seasons and 35 grands prix starts to his name, but it hasn't stopped you from voting Lewis Hamilton as your favourite driver in F1.

Nearly a third of the 70,000 respondents to the 2008 ING/*F1 Racing* Global Fan Survey put Hamilton top, with Kimi Räikkönen next and Fernando Alonso third in the online voting.

Felipe Massa, Hamilton's title rival this year, was the fourth most popular driver globally, although he was the clear favourite from fans who were based in South America. Likewise there was parochial backing for Mark Webber in Australia, and Takuma Sato in Asia.

McLaren driver Lewis Hamilton has wowed fans since he burst onto the grand prix scene at the start of 2007. He took five wins in 2008 en route to dramatically scooping the crown in a thrilling season finale at Interlagos.

"I have achieved my dream this year and know that I couldn't have done that without the support I receive from Formula 1 fans all round the world, so thank you, it is very much appreciated," Hamilton told *F1 Racing*. "I hope you enjoyed the season as much as I did, and thank you once again to everyone who voted for me. I am always really blown away when I hear of these polls,

particularly one voted for by the genuine motorsport fans who read *F1 Racing*."

As well as asking fans to pick their favourite driver, the survey found that Formula 1 enthusiasts prefer to support a driver, rather than a team. Nearly half of the people polled said they would continue to support their favourite driver if he changed teams.

But a quick glance at the other end of the table showed that it wasn't good news for everyone. Of the 22 drivers that started the 2008 season, the man with the fewest number of votes was... Jarno Trulli.

Turn over for more survey results... ➤



HOW YOU VOTED: FAVOURITE F1 DRIVERS

Lewis Hamilton	27%
Kimi Räikkönen	16%
Fernando Alonso	12%
Felipe Massa	9%
Robert Kubica	5%
Jenson Button	3%
David Coulthard	2.8%
Sebastian Vettel	2.7%
Mark Webber	2.3%
Takuma Sato	2.1%
Sébastien Bourdais	1.7%
Rubens Barrichello	1.5%
Heikki Kovalainen	1.4%
Nico Rosberg	1.2%
Nick Heidfeld	1.1%
Giancarlo Fisichella	0.9%
Timo Glock	0.8%
Anthony Davidson	0.6%
Nelson Piquet	0.4%
Kazuki Nakajima	0.3%
Adrian Sutil	0.2%
Jarno Trulli	0.1%



TV viewers call for more pit-to-car radio transmissions

Bernie and the Beeb take note: fans voice their opinions on how to improve Formula 1's coverage

ARMCHAIR FANS WATCHING F1 at home want more interviews with drivers and more broadcasts of pit-to-car radio transmissions during races, according to the 2008 ING/F1 Racing Global Fan Survey.

Some teams are still reluctant to provide broadcasts with their drivers and F1 coverage is still a long way behind NASCAR, which has driver interviews inside the cockpit during yellow-flag periods. Yet a third of fans who took part in the survey say that F1's TV coverage has improved over the last two years.

One in two people also wanted more on-board camera pictures, such as the innovative use of a

helmet camera, trialled by David Coulthard in the Brazilian GP. A similar amount would like to see split-screen coverage of the race (the BBC is planning to supply additional interactive feeds to its transmissions in the UK next year).

Fans say coverage that makes them "feel part of the race" is of greatest appeal, and initiatives such as HD technology have been discussed for next season. But *F1 Racing* understands that it might only be the high-profile races such as Monaco which are shown in HD.

The survey also showed nine out of 10 fans use the internet for F1 news and results, but only six out of 10 have visited a team or driver's website.

HOW YOU VOTED: WHAT YOU WANT TO SEE MORE OF ON TV

Interviews with drivers	86%
Interviews with team engineers	69%
Pit-to-car radio	60%
On-board cameras	54%
Split-screen race coverage	51%
Car telemetry	49%
Interviews with stewards	44%
More interactive coverage	38%
Lap sector times	30%
Interviews with celebrities	5%

Fans want Formula 1 to keep racing at traditional circuits

Thumbs up for Silverstone and Monaco... "No" to reverse grids

NINE OUT OF 10 fans want F1 to continue going to classic venues like Spa and Monaco, but don't want gimmicks, such as reverse grids.

The findings of the 2008 ING/F1 Racing Global Fan Survey showed that while fans like new challenges like night racing, they preferred grands prix to be held in their European heartland.

Singapore and China have hosted races and next year Abu Dhabi joins the calendar, but the Canadian and French Grands Prix are not currently on the schedule for 2009. Less than half those polled want the number of races to expand.

Only 17 per cent thought a GP2-style reverse grid, which artificially aids racing, should happen.

Turn over for more survey results... ➤



HOW YOU VOTED: THE FUTURE OF F1

F1 should continue going to classic venues	90%
More emphasis on driver skill	88%
Must be more affordable to attend	88%
More should be done to connect with fans	70%
Introducing new challenges such as racing at night	69%
Must set manageable budgets for teams	57%
More races on the calendar	44%
Banning mid-race re-fuelling	18%
Reverse grids	17%



Fans believe overtaking is the most important factor in F1

Survey reveals that a lack of on-track passing needs to be addressed the most, ahead of driver safety issues and pitstop strategies

OVERTAKING IS YOUR biggest concern in F1, according to the results of the online 2008 ING/F1 Racing Global Fan Survey, with the majority of respondents putting it top of their list.

It's always been an emotive issue and one the sport's rule-makers have tried to address by introducing new aerodynamic rules for next season, aimed at helping cars pass each other.

Fans were asked to rank a series of statements

in order of importance on a scale of one to five (where five is extremely important and one not important). The results of the statements – ranging from whether F1 showcased the best drivers to the need for major car manufacturers – are broken down in the table on the right.

Here's hoping that the strange-looking new cars, with their squashed rear wings and extended front wings do the job next year...

HOW YOU VOTED: WHAT'S IMPORTANT IN F1

Overtaking in races	74%
F1 has the best drivers	63%
Informative and engaging	
TV commentary	59%
Driver safety	56%
Diversity of circuits and venues	56%
F1 showcases the best technology	48%
Involvement of car manufacturers	33%
Global reach	25%
Pitstop strategies	25%
Regulations for road-relevant technology	19%
Involvement of multinational companies	18%
Glamour	15%

Many unsure about 2009 rule changes

Enthusiasts like innovation but have 'reservations' about KERS...

FORMULA 1 WILL return to slick tyres next season, but only 41 per cent of fans in the 2008 ING/F1 Racing Global Fan Survey believe that it will lead to more exciting racing. There are also reservations about the kinetic energy recovery systems (KERS) being introduced in 2009.

While seven out of 10 respondents said they look forward to technological innovations each season, a similar amount also said they will reserve judgement on KERS until next year.

A number of fans were concerned about the safety and practicality of the new systems. And while eight out of 10 fans claim to have a strong knowledge of the sport's technical aspects, seven per cent said they didn't know what KERS was.

In all, perceptions about Formula 1 technology remain polarised, with 35 per cent of fans agreeing that technology is the most exciting aspect and 35 per cent disagreeing.



HOW YOU VOTED: TECHNOLOGY IN F1

Like to see new technological innovations each year	74%
Reserve judgement on KERS until next season	64%
Slicks will lead to more interesting racing	41%
Slicks will make the cars more fun to watch, but won't increase overtaking	28%
Slicks will make no difference	16%
KERS will lead to energy efficiency and make F1 more exciting	16%
Concerns about KERS safety/practicality	13%
Don't know what KERS is	7%



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LETTERS

Coulthard's a gentleman... medal madness... and the 1981 Dubai Grand Prix



Some believe DC was the last of the racers who did not resort to a win-at-all-costs strategy

DC: LAST OF THE GREAT GENTS

Having read the interview with David Coulthard (*F1 Racing*, November) I want to comment on a subject dear to my heart.

I'm terribly sad that Formula 1 will be losing, as a competitor, the last of the gentleman sportsmen. F1 has been a business and not a sport for too long as it is, but now it's losing the last of the ilk of racer who does not subscribe to the win-at-all-cost frame of mind. I think DC has proved that you can be a winner without resorting to tactics unbecoming a champion.

I've been an F1 fan since the late '50s, and, with the passing of my boyhood idol Phil Hill, I long for a return to the days when honour and fair play formed lifelong friendships among fierce competitors.

Jerry Bruce
Las Vegas, USA

Schumacher has a lot to answer for. And Senna. And Brabham. And Farina...

RATTLED SHEIKH

I was interested to read the article on lost circuits (*F1 Racing*, November). Did you know that Dubai hosted a non-championship race for F1 cars in the Hyatt Hotel car park in (I think) 1978? [ooh, close: 1981 - ed]

The drivers also raced in a supporting event featuring Citroën DS cars, which they proceeded to destroy by treating them like dodgems. This demonstration so alarmed the ruler, Sheikh Rashid, that F1 has taken over 30 years to return to the UAE!

Jeremy Rawlins
Via email

Good memory, Jeremy! Bring back the DS Demolition Derby, Bernie

REMEMBERING PETE

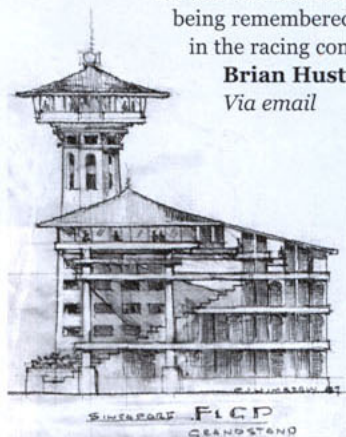
In your feature about the Singapore GP (*F1 Racing*, October) there's a reference to a "motorsports mad architect" called Pete Wimberly who worked with the Singapore tourist board in the 1980s.

I work for the firm Pete founded in 1945. We are now referred to as WATG and are the largest architectural firm specialising in hospitality design. A couple of years ago one of our senior partners gave me a pencil sketch drawn by Pete in 1987. Upon seeing the article, I pulled out the sketch and noticed that it was Pete's original proposal for grandstands at the Singapore GP.

Pete was very active with the Sports Car Club Of America and designed several race tracks, including Buttonwillow Raceway Park in California. He also drove yellow Lotuses in anger around tracks in the USA.

It's nice to see Pete is still being remembered fondly in the racing community.

Brian Husting
Via email



This sketch of a Singapore GP grandstand is from 1987, when an F1-mad architect worked for the Singapore tourist board

STAR LETTER

MEDALS ARE POINTLESS

Bernie Ecclestone's proposed medal awards has moved me to write. While this system may make the leading four or five drivers be more aggressive, what effect would it have on the lower teams? Some of the greatest battles in recent years have been fought by midfield drivers scrapping for the single point currently awarded to eighth place.

Couple this possible change with the addition of KERS, the new aerodynamics and a possible qualifying shake-up, and there is a real danger of alienating the armchair viewer. This would be a disaster after Hamilton and Massa gave us one of the best season finales in years and reignited the interest of casual viewers.

The medals system is over-complicating a season that is already looking like causing confusion among many.

Stuart Burton
Chester

Possible medals... KERS... What next? Front wings like snowboards?



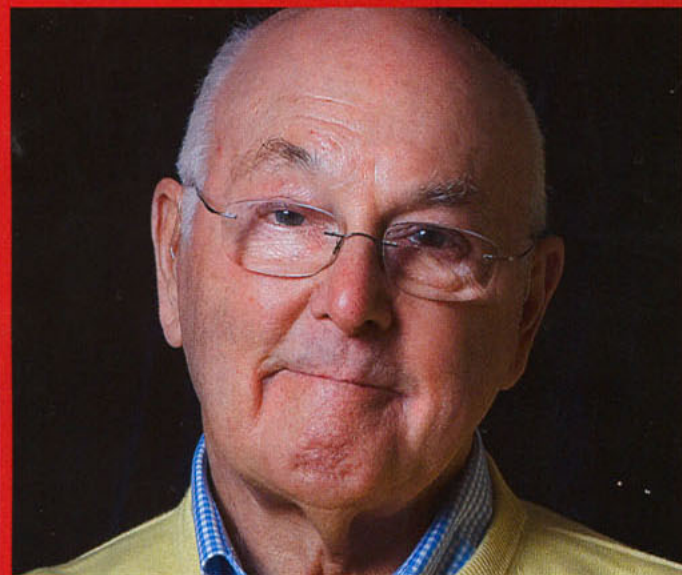
Would midfield battles suffer in the future if medals were only awarded to drivers who finished on the podium?

STAR PRIZE

Stuart wins an Italian leather holdall from Caracalla Bagaglio's Commemorative Motorsport Collection. For more information visit, www.cbfil.co.uk



CARACALLA BAGAGLIO
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MURRAY WALKER

The voice of Formula 1 speaks his mind every month – only in *F1 Racing*



It's a very sad situation for F1 to lose a race as historic as the Canadian Grand Prix

THE NEW WORLD'S LOSS IS OURS TOO

Every time I think about the fact that F1 will not be going to either America or Canada in 2009, my heart sinks. Bernie Ecclestone's need to maximise income and profitability for the sport's owners CVC, who are very definitely not a philanthropic institution, is entirely understandable. But as they do so, it's the fans, the car manufacturers who own teams and the rejected countries themselves

that suffer, to the benefit of places for whom grand prix racing is not part of their culture and who are associating themselves with it for mainly commercial reasons.

As a disappointed enthusiast who doesn't have to take any hard decisions it's easy to whinge, but it's a rock-and-a-hard-place situation for which there is no glib solution. Bernie needs the money, America and Canada can't or won't pay it and Bernie is the one who makes the decisions. Fair enough,

but it's a very sad situation for F1 because the result of a business confrontation is the loss of two very distinctive and historic circuits – Montreal and Indianapolis – in countries where F1 really ought to be for national enthusiasm and road car business reasons.

To be honest, it's the loss of Canada that grieves me the most, because it's passionate about Formula 1, has a 40-year history of races at three very different circuits and puts on a cracking show. Trying to get America

interested in Formula 1 is like trying to push water uphill and, heaven knows, Bernie has tried hard enough to do it over the years. F1 has pitched its tent at nine different places in the USA, but even Indianapolis, the modestly self-styled Racing Capital Of The World, failed to cool America's passion for NASCAR. If they had been able to do a long-term deal with Bernie maybe they would have – in time. End of message.

Apropos of nothing, I'll never forget watching, slack-jawed, in 1981 as Tom Jones opened the Las Vegas circuit by riding round it dressed as a Roman gladiator, standing in a horse-drawn chariot. It was there, too, that one famous driver found, to his delight, the whole of his vast bedroom ceiling was a mirror, and where I could see the circuit in the Caesars Palace car park better from my room in the Flamingo Hilton than I could from the commentary box. Only in America...

So if the United States is a lost cause we can only helplessly hope that Bernie will relent over Canada, or that the Quebecois will up the ante. But in today's straitened financial circumstances, and with other non-traditional countries maybe still able to meet The Master's demands, I'm not holding my breath. Very sadly it looks as though Canada and America, like Africa, Argentina, Austria, France, Holland, Mexico, Portugal, Sweden and Switzerland are now just places we used to go to. But I sincerely hope not.

HOW THINGS CHANGE...

I did a piece for BBC TV programme *The One Show* recently, commemorating 50 years of Mike Hawthorn becoming Britain's first F1 world champion – and it set me thinking about how different things were in his day. For instance, Mike's ascent to the top was unprecedentedly meteoric, making Lewis Hamilton's career look positively pedestrian.

In 1951 Hawthorn won 12 out of 18 races in his Riley Sprite at Goodwood, Castle Combe and other UK circuits. Just two years later he was not only a full-time Ferrari works driver but, at the French GP, against superstars Fangio, Ascari, González and Farina, he won one of the most exciting and dramatic races of all time. Battling wheel-to-wheel with Fangio's 250F Maserati, he won by a second after nearly three hours and 311 riveting miles of passing and re-passing.

F1 then was much less professional, much more happy-go-lucky and much lower key than it is now. Fewer races and far less money, but much more fun. There is precious little inter-team driver socialising these days, but there was plenty of it in the 1950s. Mike was the James Hunt of his time – a dashing, fun-loving party animal who wore a flat cap, smoked a pipe, chased the girls, enjoyed a pint and wouldn't have known a physio or a race engineer if one jumped up and hit him.

Those were the days when the engine was in front of the driver, who wore thin cotton clothing (with a bow tie for Hawthorn), had



"Do you want me to do some karaoke, old chums?" A dashing party animal, Mike Hawthorn was the James Hunt of his time

no safety belts and, with no roll-bar, towered dangerously out of the car – a flimsy high-speed fire hazard and potential death trap. In 2001 Michael Schumacher drove some laps at Silverstone in the 4.5ltr Ferrari 375 in which González won the 1951 British GP. He was openly appalled at how hazardous it was. The circuits then had no Armco or run-offs and medical facilities were basic. Several fatalities a year were the name of the game

and not very much was done about it. "The throttle works both ways; if you can't stand the heat, get out of the kitchen" was the general attitude, but the buzz was terrific. I commented on the fabulous 1952 Boreham race when new boy Mike, in a 2ltr Cooper-Bristol and clad in a billowing military anti-gas cape to combat the rain, out-drove the great Luigi Villoresi in a 4.5ltr works Ferrari for most of the race. For sheer euphoria I've never known anything like it. The crowd went wild as a new British hero was born.

Unlike now, when multiple wins contribute to the title, Hawthorn only won one of the 10 qualifying races (excluding the Indy 500) in his championship year – Stirling Moss had won four. But thanks to Ferrari's reliability Hawthorn took the honour by just one point (just like Lewis Hamilton 50 years later), before announcing his retirement.

A few months later Mike Hawthorn was tragically killed in a road accident on the Guildford bypass. The Farnham Flyer, who had livened the scene so much with his 'Mon Ami Mate' Peter Collins, was no more and there was not to be another British world champion for four years (Graham Hill), when the F1 scene would be very different.

"F1 was less professional, with much less money - but much more fun"



Mike Hawthorn in his works Ferrari (left) edges ahead of Fangio's Maserati during the thrilling 1953 French GP

{WHATEVER HAPPENED TO...}



Then Jarama 1977 - Ribeiro fails to qualify the agricultural-looking March 761B



ALEX-DIAS RIBEIRO

FROM SPREADING
PENTHOUSE'S WORD
TO SPREADING THE
WORD OF GOD...

A man who raced with "Jesus Saves" (*Cristo Salva*) on his overalls had to drive a racing car with a naked woman painted on it – such was his desire to compete in Formula 1.

After winning the 1973 Brazilian Formula Ford championship, Alex Ribeiro came to Europe to compete in F3 and F2. He made his grand prix debut at Watkins Glen for Hesketh in 1976 when the team was sponsored by *Penthouse* magazine and Rizla cigarette papers. During the 1977 season he raced a works Hollywood March 761B and his best results were two eighth places at Hockenheim and Mosport Park.

Ribeiro then stepped down to Formula 2 with his own Jesus Saves Racing team, and was given one last shot to race in F1 at the end of '79 with Fittipaldi – but failed to qualify. Apart from driving the Medical Car in F1 from '99-2001 he's been pursuing a much worthier calling...



Now After a brief F1 comeback as Medical Car driver from 1999-2001, Ribeiro has focused on outreach work

"I was 18 when I first got my driver's licence, but I had no money. So I prayed to God that I could have a Berlinetta Interlagos but I ended up with a Volkswagen Beetle. Then my father had a huge accident in this car and spent six months in a hospital. I used to work at a small mechanics shop where I was turning the Beetle into a racing car and that's when I first put "Jesus Saves" on the side of it.

"In F1 I believe I planted some seeds. Jesus had saved me from lots of bad things. After the end of my F1 career I was busy taking

care of my business – my farm – so I turned down to an invitation from *Atletas de Cristo* [Athletes Of Christ].

"At the end of 1984 I was digging a well on my farm. It took all day and the water was right up to my neck. Then I saw a little albino frog and I started to ask myself what I was doing here. I got a divine answer: I was in the well because I'd disobeyed the Lord's call. So I decided to help with *Atletas de Cristo*.

"I've been doing this for almost 23 years now and I'm very hands-on. I don't like to

stay behind a desk. We help athletes to live a Christian life, and teach them how to deal with their relationship with God and mankind and to be more dedicated, more focused.

"I was the chaplain of the Brazilian football team for the 1994 World Cup and have also been to the Olympics. Remember when [goalkeeper] Claudio Taffarel got on his knees? That's because we prayed to be the country that could spread God's message to the world, to a major number of people. That was a huge motivation to the players."

DRIVERS WHO FAILED TO WIN A GP

Some came close; others barely qualified. But they all have that empty feeling

1 ANDREA DE CESARIS 214 RACES

He spent 33 laps in the lead during his career, which began in 1980 with Alfa Romeo and ended with Sauber 14 years later. His best chance came at Spa in 1983 where he led until engine problems struck, but perhaps the biggest clue for his lack of success was his nickname: 'De Crasheris'.

2 MARTIN BRUNDLE 165 RACES

He was a close match for Senna during their British F3 season together, but despite drives with Benetton and McLaren, never made the top step. In 1992 Brundle amassed 38 points (sixth overall) as teammate to Michael Schumacher and came closest to victory in Canada that year.



Martin Brundle's best chance to win came in a Benetton B192, but second at Monza was as good as it got

3 DEREK WARWICK 162 RACES

Now running a car dealership, 'Del Boy' was well known for his bravery during his F1 career. His best chance to win came on his debut for Renault in 1984 – Warwick was leading until his suspension failed. He just missed the chance to race for Williams in 1985 and never got another top drive.

Andrea de Cesaris, *not* on his way to victory at Suzuka in 1991... because he crashed on lap 2

4 NICK HEIDFELD 153 RACES

By our reckoning, 'Quick Nick' has to win his home race at the Nürburgring next year to avoid moving into third place in our list of drivers failing to win. It was at that venue he scored his only pole position for BMW Sauber back in 2005, but surely he'll never have a better chance than in 2009.

5 JEAN-PIERRE JARIER 143 RACES

Jarier drove a March in the 1973 Formula 2 championship (scoring eight wins to take the title) while also competing in F1, but a top-flight win would prove elusive. In 1975 he led in Brazil until mechanical gremlins set in, and he led at Montreal in '78 for Lotus until he was hit with an oil leak.

6 EDDIE CHEEVER 143 RACES

The American showed natural speed prior to F1, but was always moving teams. From 1980 to '84, he raced for Osella, Tyrrell, Talbot, Renault and Alfa Romeo – scoring podiums, but never top spot. His best performance was in his final year – third at the first Phoenix street circuit race.

7 PIERLUIGI MARTINI 124 RACES

The Italian attempted a season of F1 with Minardi in 1985, but was relegated back to Formula 3000 for the 1986 and '87 seasons. He then returned to the Minardi outfit where he spent most of his career. The only highlight was a front-row start at the 1990 US GP at Phoenix.

8 MARK WEBBER 123 RACES

Dubbed the unluckiest F1 driver since Chris Amon and Jean Behra, Webber's been quick over a qualifying lap (remember the front-row start in Malaysia '04?). He had a good chance to win in Fuji ('07), but was hit by Sebastian Vettel during a Safety Car period. His moment may still come...



Mark Webber practises his podium stance on an escape road – again. Don't worry mate, it'll happen – maybe...

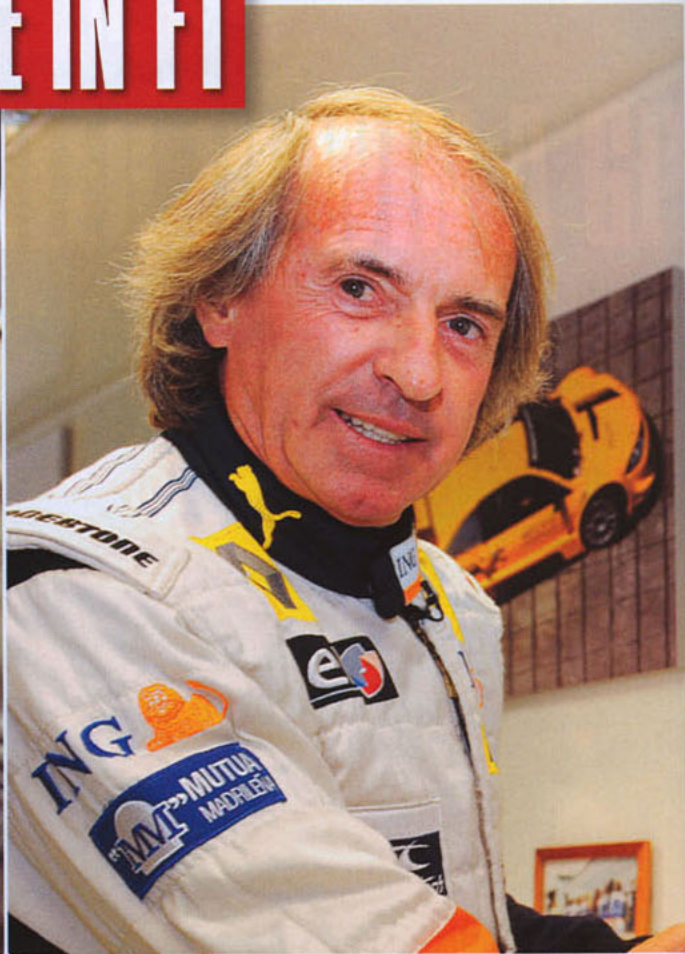
9 PHILIPPE ALLIOT 116 RACES

After two seasons with Skoal Bandit RAM ('84-'85), Alliot flirted between Ligier and Larrousse for the next six years. A one-race chance with McLaren came in '94 (replacing a banned Häkkinen), but it was a career destined for midfield mediocrity.

10 MIKA SALO/PIERCARLO GHINZANI 111 RACES

A galling moment for the dutiful Finn was the 1999 German GP, while driving for Ferrari in place of the injured Michael Schumacher. He was leading but gave way to Eddie Irvine under team orders. Ghinzani scored just two points in his 111 starts.





JACQUES LAFFITE

Eccentric, impassioned racer who drove during a great era for *les bleus*

JACQUES LAFFITE WAS one of the very best of France's 'golden generation' from the 1970s and '80s. But he's probably just as well-remembered for not taking his job too seriously – once calling Frank Williams from the golf course to tell him he wouldn't be taking part in practice. Other japes included wearing pyjamas in the paddock for an early morning warm-up, and barricading himself in his hotel room during an argument with Guy Ligier. There's traditional Gallic flair; and then there's 'Jacquot'.

He raced for Williams (for free), Ligier... then Williams, followed by Ligier again. Laffite retained a soft spot for Sir Frank and his oh-so-English way of going racing, but is best associated with the French blue of Ligier, in which he scored all six of his career victories. He competed in 176 races, which



was tied with Graham Hill's record at the time, but a startline shunt at Brands Hatch ended his career at the British Grand Prix in 1986. Since then he has turned his hand to TV commentary with French station TF1.

BEST TEAM BOSS **GUY LIGIER**

"I first met Guy at Le Mans in 1972. We got on well, and in 1975 he called me to test his first F1 car at Paul Ricard. I drove for him for nine years: I felt good in the team, driving a French-blue car. Guy's an amazing man who's achieved so much in his life. We don't see each other much any more, but I still have a special relationship with him. He's like a second father to me."

FAVOURITE CAR LIGIER JS11-COSWORTH

"It's not easy... I've got two in fact. In 1974 I won the F2 championship in a Martini, but I'd choose the ground-effect Ligier JS11 from 1979, when I had Patrick Depailler as my team-mate. I won with it in Argentina and Brazil. It was a pretty car and it was quick, but we weren't able to maintain its level of competitiveness during the whole season, for technical and financial reasons. It makes me a bit sad looking back on it; you end up saying to yourself that, with a little helping hand from destiny, we might have been world champions that year."



FAVOURITE CIRCUIT THE OLD NÜRBURGRING

"For me, the old Nürburgring is the best circuit in the world. It's an incredible place. It includes every challenge, and everything you need for a great track. You need to be brave, you need heart and you must think ahead on a lap that's over 22km long. I scored my very first Formula 1 podium there for Williams back in 1975. It's true that some circuits aren't so much fun, and I raced on a few in my career. But they all seem great when you do well there."



FAVOURITE RACE 1979 BRAZILIAN GP

"It could be Spain 1981: I messed up my start from pole, climbed to 2nd but just couldn't pass Gilles Villeneuve in the turbo Ferrari. It still has a bitter aftertaste because I should have won, so I'll go for Brazil 1979. People think it's easy to win with a dominant car, but I had Patrick Depailler as a team-mate... I had to work hard to shake him off, and the temperature was over 40C too. At that time, there was a very tricky, long left-hander after the pits that was hard to take flat out. But I did it to get away from Patrick."



FAVOURITE RIVAL DIDIER PIRONI

"On the track, everybody's a rival. Lauda, Reutemann... all of them. But people often say that the first person you have to beat is your team-mate. And for me, it was Didier Pironi in 1980. He was very quick, very good at setting-up the car and very good at communicating with the team. He had a well-formed character, he was sharp, full of good qualities and ambitious. Didier was a good friend too, and it's always hard fighting against your friends. It was the same thing with Patrick Depailler the year before."



BEST SEASON 1981

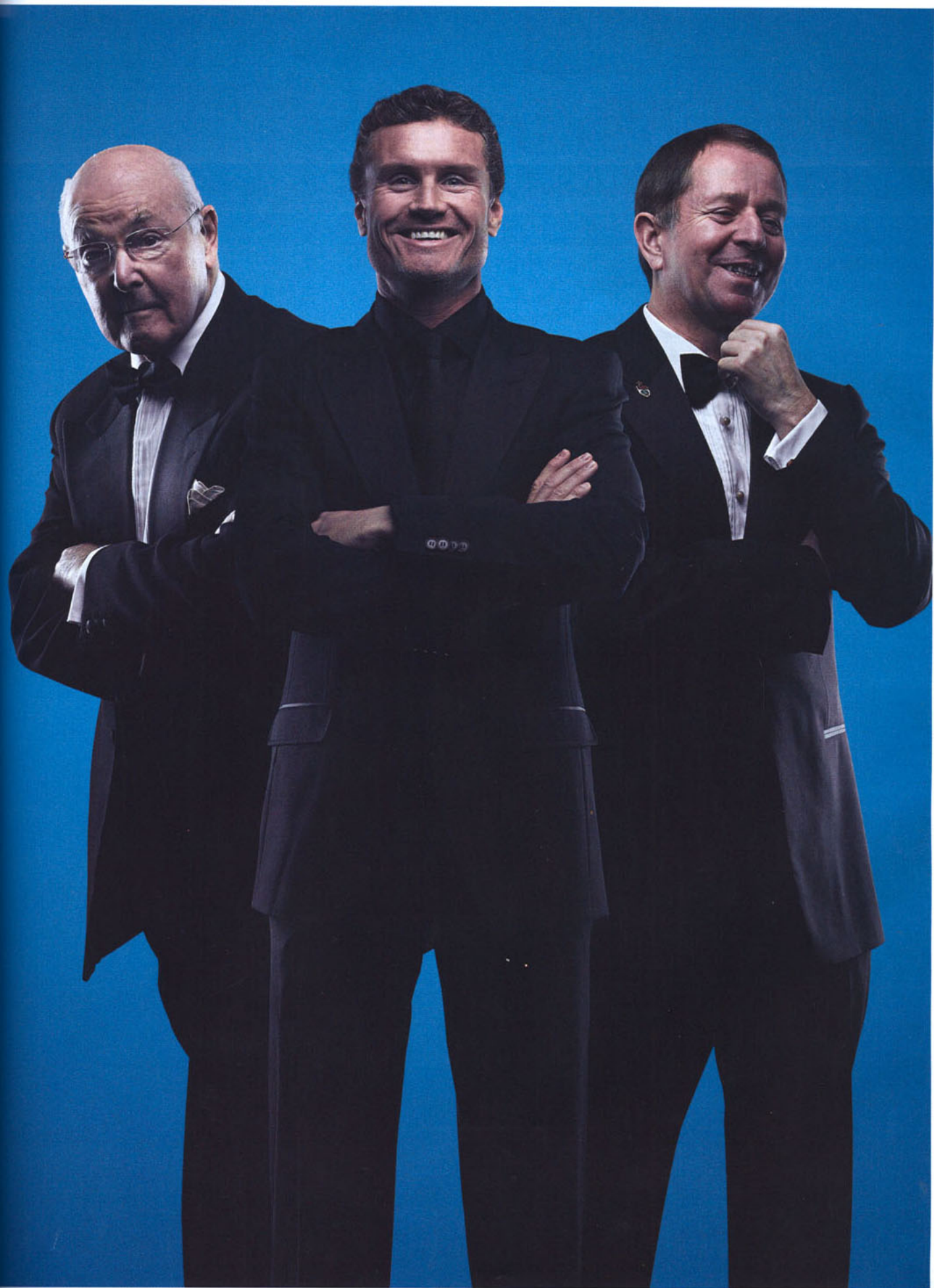
"We had a tough start because my team-mate and great friend, Jean-Pierre Jabouille, had to retire during the season [due to a serious accident at the end of 1980]. So he became my race engineer. Also Gérard Ducarouge, who was technical director for five years, had left the team but we turned things around. I won in Austria, again in torrential rain in Montreal, and was in the hunt for the title until the final race at Las Vegas. It was a rollercoaster season, full of action and emotion. I also enjoyed 1975, when I raced in sportscars, where we were world champions, F2 [European champion] and F1!"

THE F1 RACING AWARDS

Take three top F1 personalities and ask them to vote for six awards. Sounds simple, doesn't it? Well, prepare for the odd disagreement or 10 as Murray, David and Martin debate 2008...

WORDS BRADLEY LORD PORTRAITS SAM BARKER

The venue is a swanky London hotel. It's two weeks before Christmas, and the awards season is in full swing. *F1 Racing* has assembled a panel of experts from the BBC's new 2009 F1 team, comprising David Coulthard, outspoken pundit Martin Brundle and F1 legend Murray Walker. They've dusted off their DJs for the evening, and they're revved up for some frank exchanges about such topics as Car Of The Year – and who pulled off the most impressive manoeuvre of the season. Be warned, there's going to be more wrangling than a trip to the Court Of Appeal, and some equally controversial results. So ladies and gentlemen, pray silence for your expert panel... “Sorry to interrupt, but what if we're going full tilt?” asks Murray, barely able to contain himself. “Can we carry on if we need a few extra minutes?” Mr Walker, your wish is our command. Let the arguments begin... >



VENUE OF THE YEAR MONACO

2008 brought the sport's first ever night race, a soaking Silverstone classic and a thrilling season finale. But after lengthy deliberation, it was another that stood out

Martin Brundle: I'd say Singapore.

Murray Walker: Singapore.

David Coulthard: Do you really think so? As a venue, I wouldn't say Singapore. It was interesting to experience a night race, but it was all hype and no delivery for me. You go from the circuit to the hotel, have room service, go to bed, get up and go to the track.

Murray: We've got to decide what we mean by 'best'. For me, that's Australia, every year. I love the place. The people are knowledgeable and authoritative, and the way they do things...

David: Your books go very well in Australia, don't they, Murray?

Murray: [Chuckles] The books sell very well. But putting that to one side, Singapore was the only event that was different and innovative. It captured the imagination of the public, and the local population was behind it. I must say I've never been to Bahrain, but I see that as a race with very few local people watching it.

Martin: Personally, I love Bahrain...

David: We know the Crown Prince and we hang out at his house. That makes it slightly different...

Martin: It does help! But in Singapore, the atmosphere was *fantastic*. It was great to see the cars on the bumps, with sparks flying.

David: Mark [Webber] made a very good suggestion to Charlie Whiting months before the event, which was to put titanium skids on the cars. Charlie said they were looking at it, but they couldn't get a unanimous decision from the team managers. I don't think I saw Singapore from the same point of view as you two did. In terms of the experience of a venue, I'm with Murray: Melbourne's great. It always gives an interesting result, and it's an exciting, enjoyable place.

Murray: I've changed my vote. I'm going to go for Melbourne.

Martin: Okay, let me ask you this question. Your best mate says to you, "I've got some money together and I can afford to go to one grand prix next year. Where shall I go?"

David: Monaco.

Martin: Singapore, for sure. It was electric.

David: Really? For me, Monaco fulfils everyone's dream of what F1 is. Ladies, boats – you're close to the action, the noise, the bars, the parties... If you've got to pick one venue, it's the only one that stands head and shoulders above the rest.

Murray: People *do* come up to me and ask that question. And to be honest, I say Monaco. There's nowhere else like it.

David: We take Monaco for granted. It falls into that category of your favourite aunty you don't appreciate until she's no longer there.

Martin: Right then, what are we agreeing was Venue Of The Year?

Murray: Monaco.

David: I'm going to say Monaco. You'll probably say Melbourne now, Martin!

Martin: I'm still saying Singapore.



Even without the rain and high drama we had in 2008, Monaco's hard to beat



MANOEUVRE OF THE YEAR KUBICA & RÄIKKÖNEN, FUJI

To pass or not to pass? That was the question in 2008, especially when the stewards got involved. So our experts decided on something a bit different...

David: I can give you the non-manoevres of the year. I was involved in most of them!

Murray: What's the definition of a 'manoeuvre'? Räikkönen 'manoeuvred' into the back of Sutil at Monaco, didn't he? That's not my choice, but it was bloody dramatic.

F1 Racing: Well, let's start off by talking about overtaking manoeuvres – moves that got you out of your seat.

Murray: Felipe Massa starting third on the grid in Hungary, and passing Hamilton and Kovalainen at the first corner. He had Lewis Hamilton in front of him in pole position, Heikki Kovalainen alongside him...

David: [Laughs] Murray, I don't think Lewis is as big in Brazil as he is over here in the UK. Perhaps Massa didn't really appreciate the significance of what he did!

F1R: What about Lewis passing Kimi at Spa? It was probably the most talked-about manoeuvre of the year.

Martin: That was a good move, yeah.

F1R: Or later that same lap, when Kimi nipped between Lewis, while he was avoiding Rosberg? Although Kimi spun right after...

Murray: Yes.

Martin: No. It was illegal. He was avoiding an incident. That wasn't a manoeuvre.

F1R: How about Turkey, when Lewis was behind Massa after making his first pitstop? If he hadn't made that pass, he'd have finished third – and ultimately lost the title.

Murray: That was a good one.

David: It was like taking candy from a baby. If you're on a light strategy and you've got good top speed, it's not that impressive.

Martin: Can I throw another non-overtake in as a candidate? I'm thinking of Kubica, in Fuji, with Räikkönen catching him in a much faster car. Kubica was going through the graining phase with his tyres, and Räikkönen kept on having a go at him down into Turn 1. Eventually, he sailed through and they went side-by-side through Turns 1, 2 and 3. But Kubica held the place, his graining phase went away and he stayed ahead of the Ferrari. For me, that was the manoeuvre of the year: *not* being overtaken.

David: That's exactly what I'd have said if I'd seen it! But for me, it never even took place: I was in the medical centre.

Murray: I wouldn't argue with you, Martin.

David: Surely, the manoeuvre of the year was Max Mosley maintaining his presidency and coming out at the end of it looking even stronger? For me, that's the manoeuvre of the year. ➤



Kubica showed true skill to keep a much faster Kimi behind him as he went through the tyre graining phase

TEAM OF THE YEAR SCUDERIA TORO ROSSO

McLaren won their first title for 10 years, BMW won their first race, Renault showed true 'bouncebackability' – but Ferrari made it eight out of 10 constructors' crowns. So surely they're Team Of The Year, right? Er...

Murray: McLaren were the best team. Admittedly, they didn't win the constructors' championship, but they won damn nearly as many races as Ferrari. I've got a very soft spot in my heart for McLaren, and the way they came back after having a ghastly year in 2007, which was no fault of their own.

Martin: McLaren screwed up at Hockenheim – they should have called Lewis in under the Safety Car. They shouldn't have let him run into somebody at the end of the pitlane in Canada, either. I think you've got to talk about Force India. They got within something like a second and a half of the top teams on a budget of about two and sixpence. Ferrari and McLaren take more PR people to a race than Force India have got altogether.

David: The default has to be the guys who won the constructors' title – the combination of Massa and Räikkönen at Ferrari. What Ferrari have done in the last 10 years is remarkable. They delivered 100 per cent reliable cars way before Max brought in the two-race engine rules and four-race gearboxes. They were way ahead of the game.

Martin: Ferrari are a more approachable team now. But that means diddly-squat, because they're not there to be approached, they're there to win races. I certainly don't think it's Ferrari because they made too many silly mistakes in the pits. They had unreliability when others had reliability. Yes, the Ferrari was a fast car, but I don't quite think they gelled as a team. The fact they won the constructors' was more about Räikkönen scoring more points than Kovalainen, rather than about them being a better team than McLaren. I buy into what Murray's said about McLaren recovering well from a

disastrous year. I think they're contenders. BMW did a good job too: they had a target and moved forward; they had reliability and speed. Had they not faded a bit in the last third of the season, they'd be major contenders for Team Of The Year.

David: Maybe this is a bit of a left-field thing, but you could argue that Toro Rosso were the best team because what would appear to be the small, former Minardi team suddenly won a grand prix. Obviously, they were helped considerably by the expertise of Red Bull Technology, who designed every part of the car.

Murray: For what it's worth, they allegedly had a more powerful engine than you did at Red Bull. And they had one man at the top in the form of Giorgio Ascanelli. You can tell me, because I don't know how Red Bull operates: is there one bloke like Ascanelli at the top who's calling the shots technically, and doing it as strongly and successfully?

David: I don't actually know what Giorgio Ascanelli's job title is. If he's technical director, then I don't even know who fulfils that role within Red Bull Racing. I've never been a title person.

Martin: It's Geoff Willis, presumably?

David: It's more difficult to pick the best team than it is to pick the best driver. In the case of Toro Rosso, a team is made up of 120 people. In the case of Ferrari, it's 1,000...

Murray: I'm going to stick with McLaren.

Martin: David got there before me on the Toro Rosso thing. For me, the team that did the best job with the resources available to them was Toro Rosso. If you look at Bourdais as well, he was a really unlucky boy through this year. I'm going to say Toro Rosso. ▶



Beautiful freak: considering Toro Rosso's resources it's amazing they won at a soaking Monza in 2008

“I think it’s more difficult to pick the best team than it is to pick the best driver. In the case of **Toro Rosso**, a team is made up of 120 people. In the case of Ferrari, it’s 1,000 people...”



MAIN PIC: MARK THOMPSON/GETTY IMAGES. INSETS: STEVE ETHERINGTON/IAE, DREW GIBSON/IAE



“The Car Of The Year for me is the **Ferrari. F1 is about speed and excellence, and the **Ferrari** was the fastest car statistically and actually”**



CAR OF THE YEAR FERRARI F2008

The F2008 was pure class – most of the time, anyway. But the MP4-23 dominated in both wet and dry conditions... and what about BMW and Renault? Cue an argument about Toro Rosso, then

Murray: I'm going to put on my Coulthard hat and say Ferrari. They wouldn't have done what they did if they hadn't had a better car.

David: I'd say the Red Bull Technology-designed, lights-to-flag [Toro Rosso] victory in Monza. They took pole position and a victory in the wet with a relatively inexperienced driver, on a circuit that combines low-speed and high-speed performance and efficiency. They beat McLaren, Ferrari, BMW and Renault and not just on Sunday when everybody finished. I think you've got to put that in there.

Murray: But are we not talking about the best car over the whole season?

David: That's got to be the Ferrari then, has it not? It won the championship and, in terms of points scored for races entered, it's difficult to argue against them.

F1R: Did that championship win reflect the superiority of the car, though, or was it – like Martin said earlier – more down to the mismatch between the driver pairings? If McLaren's drivers had been as evenly matched as Kimi and Felipe, would the Ferrari have looked so good?

David: On paper, they were. If at the beginning of the year, you were looking at the combination of Massa and Räikkönen, then you'd have Kimi as your number one and Felipe as your number two. And at McLaren, you'd say Hamilton is number one and Kovalainen number two. What actually

happened was that Massa showed himself to be the number one over the course of the year and Hamilton fulfilled his role. But for whatever reason, Kovalainen – who we all know has got the speed, talent and all the rest of it – wasn't able to either make himself work within the McLaren system, which is very much moulded around Hamilton, or wasn't able to make the car work. So how could you say the McLaren was the best car?

Murray: I think Kovalainen was more sinned-against than sinning, because everything that went wrong with the McLaren seemed to happen to him.

David: The best car is one that any driver can get in and maximise easily. The worst car is one that's only quick in the hands of Hamilton, or only quick in the hands of Schumacher, for example.

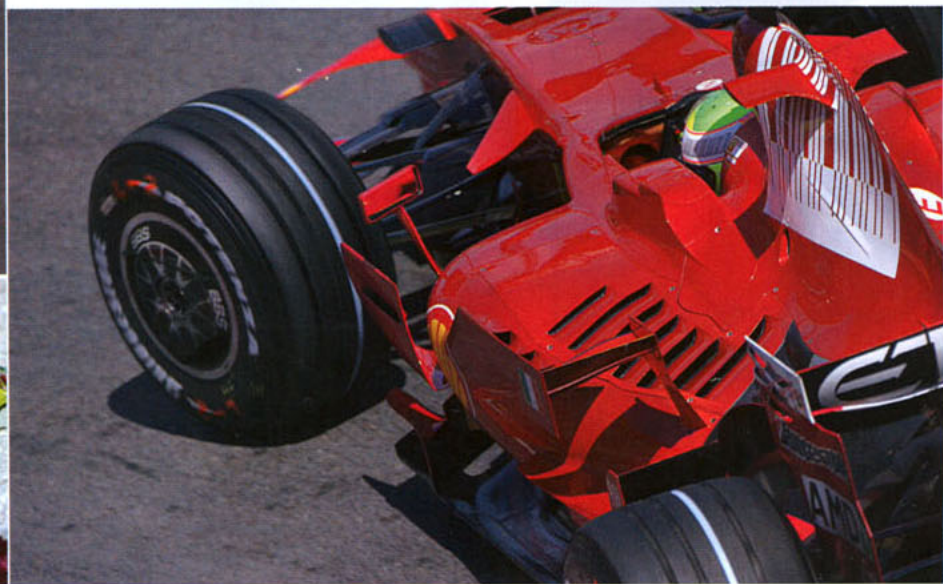
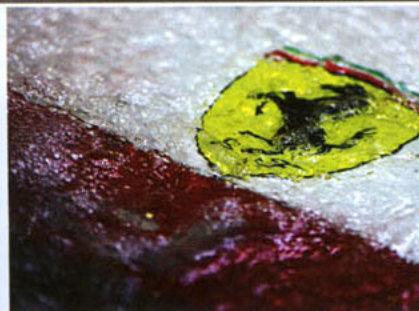
F1R: Was the Ferrari easy to maximise? It had problems warming up its tyres, and look how it performed in the wet at Silverstone.

Martin: That's just about a throttle map or tyre temperatures, isn't it? Those were moments when the car was on a knife-edge because they were out of the zone. Overall, this is an easy answer for me. The Car Of The Year for me is the Ferrari. F1 is about speed and excellence, and the Ferrari was the fastest car statistically and actually. They won the constructors' title. They have to have Car Of The Year.

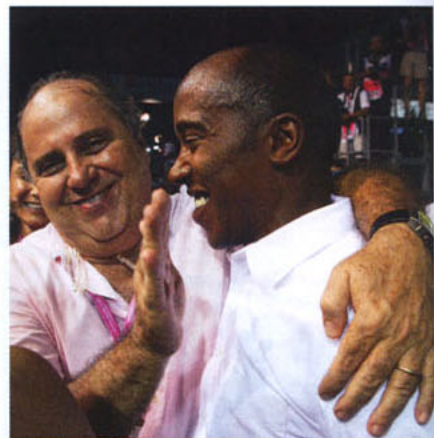
Murray: Wow, we've agreed! ➤



It may have had trouble with getting tyres up to temperature, but the F2008 delivered Ferrari the constructors' championship



RACE OF THE YEAR BRAZILIAN GRAND PRIX



The 2008 season had it all: wheel-to-wheel action at Spa, dramatic deluges at Monaco, Monza and Silverstone – and then came the season finale in Brazil. How did they pick a winner from that lot? With difficulty, presumably...

Murray: There were four best races: Brazil, Belgium, Britain and Monza, for entirely different reasons. Lewis's drive at Silverstone was a fantastic demonstration that will be talked about for years to come.

David: They were all wet, weren't they?

Murray: Yes, all four races were wet. My choice is Britain, but for very personal reasons. The first is that, like Martin, I've been associated with Silverstone for a long time. After Bernie made his announcement during the weekend, I was very mindful of the fact that this was the penultimate time we were going to be there. Secondly, we had a fantastic demonstration of wet-weather superiority from Hamilton, the like of which you seldom see. And the third reason is very personal. Having had the privilege of working with Honda for the last few years, it was the last podium they got, and I think it will be Barrichello's last podium too. But in terms of the actual race, it wasn't as exciting and dramatic as Brazil or Belgium.

David: For me, Brazil was the best. There are two events in my life that stand out as remarkable as a spectator. One of them is Brazil because I was totally gobsmacked: as they went into the last two corners, I was just speechless as to what was unfolding. The other was when Mansell blew his tyre in Adelaide in 1986: I got up in the middle of the night to watch, and again I was sitting there thinking, "I don't believe this!"

Murray: Could I throw Monza into the mix as well? It was a quite incredible result. Vettel was on pole position, then won for Toro Rosso, and just as I'm sure we were all on tenterhooks for the last two laps of Brazil, I was on tenterhooks for virtually the whole race at Monza. I was constantly asking, "Is he going to be able to stay out in front?" And he did. It was a non-stop climax.

Martin: But with all due respect...

Murray: This'll be brief: he hasn't got any!

Martin: ...Britain and Monza were great



drives, but they weren't necessarily great races. My immediate response was Spa because it was just wild. But then it got peed on by the stewards, with a really bad decision at the end of the race. Listening to you guys though, has reminded me just how

exciting Brazil was. It was a nailbiter, a cliffhanger – down to the wire...

David: It was Hollywood stuff. For me, it has to go down as the best race because it excited so many different emotions. The pressure on Massa was incredible: he had

"Brazil was the best. I was totally gobsmacked as they went into the last two corners. I was just speechless as to what was unfolding in front of me"





Brazil '08 was such a spectacle it transcended motor racing and became one of sport's greatest moments

to deliver, and all of the evidence from previous races was that he'd fall off the circuit as soon as it got wet. But he didn't. Lewis only needed to score four points, and that seemed more challenging for him than actually going out and winning races.

Martin: 'Down to the wire' takes on a whole new meaning when you talk about Brazil. That's what I'm going to go for.

FiR: The other thing about Brazil is that it wasn't just good motor racing, it was incredible sport, on any level. Look at the extremes of emotion Massa's dad went through – normally, only tragic circumstances can do that to a person...

David: That reminds me, actually. For me, I think the most remarkable sporting moment of the year was below the podium in Spa, when Felipe's father was congratulating Lewis's dad. We get so used to seeing them in the back of the garages, but there was a very genuine exchange of congratulations and respect. At that stage, they didn't know things were going to be turned on their head later on, but I thought it was a remarkable little moment. In football, you see managers on the touchline shaking hands at the end of the match. When do you ever see that between team principals? And when have you ever seen it between fathers? ➤



CONTROVERSY OF THE YEAR

Once the panel discussed the stewards, we couldn't stop them...

Murray: We ought to have a category for Crass Decision Of The Year. Spa would win that one, wouldn't it?

FiR: What was the perception of the stewarding among the drivers, David?

David: There's always a fairly lively debate about certain decisions at the drivers' meeting. The race director has an agenda to discuss from the previous race, and when stewards' decisions are mentioned, he'll say you can speak to them afterwards. He knows that very few drivers will take the time. But you'll go, be given the statement of what the decision was and why it was made.

FiR: How did you think stewarding affected the racing in 2008, Martin?

David: Can I answer first? For me, this interview sums up how hard it is to give an answer when somebody is only partly involved. I was in most of the races, so I haven't watched them all. And I'm trying to keep up. Wouldn't that be a good example of why having random stewards is difficult?

Martin: It's difficult. Fundamentally, I think they do a very good job. But this year they made some bad decisions.

FiR: What insight would a former driver bring to the panel?

Martin: They'd bring 1,000 per cent more knowledge of the challenges of trying to drive an F1 car while, at the same time, coping with things going on around you. But the problem an ex-driver will have is that, at some point, he'll have a relationship with somebody who's going to be sitting in front of him.

Murray: They had it in CART racing, with a bloke called Wally Dallenbach. He was an ex-driver and he was able to give an informed opinion.

David: The reality is they open a book, and for a type of incident it gives the penalty. They pretty much stick to the book. The question is whether the actual incident totally links to that penalty clause in the book? That's where the judgement call comes in.

Martin: The worst thing is that the public perceived it was fixed. Whether they're right or wrong is irrelevant. The sport gets damaged, and the people who get damaged most are Ferrari.



Three's a very talented crowd:
for very different reasons
Alonso, Massa and Hamilton were
all the best drivers in 2008



DRIVERS OF THE YEAR

FERNANDO ALONSO, FELIPE MASSA & LEWIS HAMILTON

Lewis won the drivers' title, but he'll have to share this one. If Murray, David and Martin give any more three-way ties, we'll have to introduce a medals system

Murray: There are three main contenders, who are Hamilton, Kubica and Massa. I've been agonising away about it and I feel as though I'm stabbing my countryman in the back, but my choice is Felipe Massa.

Martin: I'm thinking of Lewis's victories. In Silverstone, which was just an extraordinary race, he went and found grip that nobody else could find on the racetrack.

Murray: When it comes to Massa, first of all, he won more races. I know that if Lewis hadn't had Belgium taken away from him, then he'd have won more, but Massa lost two races through no fault of his own – in Singapore and when the engine blew up in Hungary. Massa made fewer mistakes than Lewis did; Massa overcame a world champion team-mate; and he put down his reputation of being a wild boy. Between the two of them, they scored nearly 200 world championship points this year, and there was one point between them. That's how close my choice is, but I'd put Massa one point ahead.

F1R: With all due respect to David, could anybody else on the grid have done what Lewis did in Silverstone?

Martin: Presumably not, otherwise they would have. He had some standout drives this year. He made mistakes, but remember he's got a lot less experience than Massa. The reality is Lewis got a lot of penalties, but Massa lost more points through unreliability and crazy pitstop situations than Lewis did through penalties. And there were some standout drives from Felipe as well. In Brazil, he was extraordinary. But there were other occasions when he was a bit lacklustre, like in China: Räikkönen nearly couldn't slow down enough to let him by. At Silverstone, to be fair, his car was just undriveable and Räikkönen fell off the road in a similar way, a similar number of times.

David: I think the Ferrari appeared to be a difficult car in the wet. Kimi dropped it in Spa, which helped balance out showing how difficult the car was at Silverstone.

Martin: It's a really, really close call.

Murray: You couldn't put a cigarette paper between them.

Martin: If you really study the facts, Ferrari had a faster car in eight of the races, while McLaren were faster at four of them. So Massa had a better car than Hamilton did, and more support from his team-mate...

Murray: But do you agree that Lewis made more unforced errors than Massa? When Felipe lost points, it was mainly through things that were no fault of his own.

Martin: Yes, but the bottom line for me is that the right man won the title.

Murray: Oh yes.

Martin: And over two years the kid could have had two titles by now – and he nearly had none.

F1R: He was a point away from being a double world champion and a point away from winning nothing at all.

Martin: Exactly. It's a close call, and I wouldn't fight you all night Murray, but my vote goes to Hamilton.

Murray: David, you've got the deciding vote.

David: For me, it's impossible to separate car performance from opportunity. You have to look over the whole season, and my feeling is that the best driver over the year was actually Alonso. The team grew during the year, and they grew because of his efforts. The British probably have an indifferent view of him because of what happened with Lewis, but seeing him behind the scenes, it's different. He was motivated at the beginning of the year – he pounced on every opportunity, and he won two races in a car that was clearly not as quick as the others.

Murray: What about Kubica, though? He always drove above the ability of the car.

F1R: You could say Kubica made fewer mistakes than Alonso...

Martin: Yes, Piquet whupped his ass a couple of times, didn't he?

F1R: Alonso crashed in Monaco and Canada; he spun at Magny-Cours, where Piquet

finished ahead of him, and at Hockenheim too. Whereas Kubica only made one mistake all year – in the wet at Silverstone.

Murray: He had a virtually flawless season.

David: You've got to balance it with the view Alonso's a double world champion. He's got the trophy cabinet and the finances to not really give a shit if the car isn't performing. We've all seen guys who find themselves in a less-than-competitive car, and just don't deliver. I'm not looking at an individual race where he had a cock-up, I think you can do that with any of the drivers. Kubica is a good example, but my emotion takes me toward Alonso. There are several drivers who did amazing jobs, though: when you look at Lewis's lack of experience, it's scary to think what he can do in the future.

Murray: Vettel was incredible, too.

David: Yes, but the only reason I wouldn't put him there today is because he's a rising star in a small team. There's a big difference between arriving with no pressure and the first year when you have some pressure on you. I think that makes Lewis's performance this year more remarkable. In year one, there was no expectation; all that talent was bubbling under the surface and it came out as the year went on. This year, the pressure was on. Look at Räikkönen: he was champion, but he didn't seem to be comfortable with the car – didn't really seem that bothered.

Martin: I think we're agreed that Vettel and Kubica did a great job, but not quite enough. But we're completely disagreed on the drivers!

David: If we wanted to do the politically correct thing, we'd all just say "Lewis" and we could all just get on with it.

Martin: If we were in a debating society here, we could make a very, very strong case for all three of them.

F1R: Our readers will love that it *hasn't* been politically correct. Doesn't the fact you can't agree reflect the spread of talent in F1 today?

Murray: Exactly. **FO**



"I feel as though I'm stabbing my countryman in the back, but my choice is Felipe Massa"



"Alonso pounced on every opportunity, and he won two races in a car that was clearly not as quick as the others"



"I say Lewis. The bottom line for me is that the right man won the world championship"



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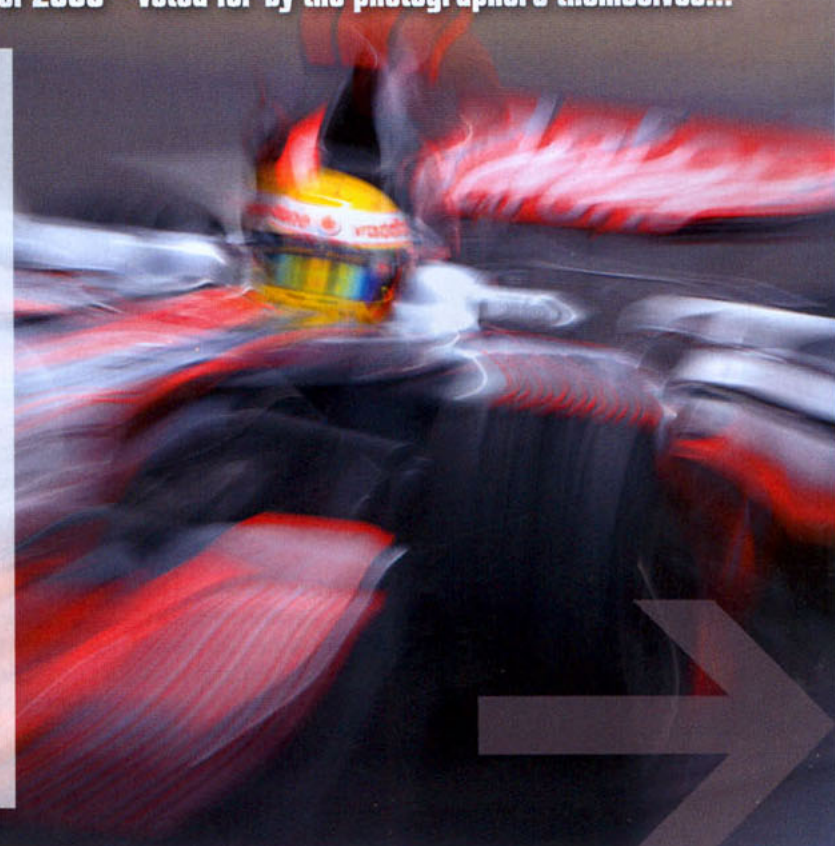
PICTURES OF THE YEAR

A great season for F1 was a great season for the sport's leading photographers, too. Here's a countdown of the top 20 images of 2008 - voted for by the photographers themselves...

What a year it's been: great racing on the track, oodles of controversy and the championship decided on the final corner of the final lap of the final race. Recording the dramatic goings-on in the world's most photogenic sport were the best Formula 1 photographers in the business - who, as you'll see, have been in frankly staggering form.

Here's how it works: over the next 17 pages, you'll see the 20 best pictures of the year counted down to crown one eventual winner. But for a bit of a twist, we decided to get the snappers *themselves* to do the voting. All of them received the 20 pictures, and put them into a top eight, with number one being their favourite, and so on (they weren't allowed to vote for any of their own). Points were then awarded in the current F1 scoring fashion (medals were a bit too complicated), and a definitive top 20 was reached.

So now, sit back and relax as *F1 Racing* cordially invites you to peruse the best Formula 1 photography of 2008...



20

Photographer Charles Coates/LAT
Where Magny-Cours, France
Details Canon EOS-1D MkIII,
600mm lens, 1/40 at F32

WE HAVE LIFT-OFF

In the first half of 2008, Timo Glock scored just five points and people were wondering if he deserved his place in Formula 1. Then he began to deliver. A faultless second place in Hungary served notice that he meant business; and his second-half total of 20 points was nearly double his team-mate's. It did enough to prove Glock's worth for 2009.

Charles says: "F1 cars rarely get completely airborne, but the final chicane at Magny-Cours is one place where they still do. This shot really emphasises the speed at which they launch off the kerbs."



19

ON THE SLIDE

Kimi Räikkönen had more bad days than good in 2008. Yes, he set 10 fastest laps, but he only seemed to wake up halfway through most of the races. China, though, was different; China was like Malaysia, or Magny-Cours. He held the upper hand

over team-mate Felipe Massa all weekend, easing away from him as the race unfolded – although he was powerless to stop Lewis. It was clear he was faster, but this wasn't a day for thinking about number one. So he eased off a little, let Felipe past and helped set up the title showdown in Brazil.

Clive says: "As the cars did more practice starts through the weekend, these marks built up. I saw them from the press room and thought, 'There's a pic there.' It was a choice of getting the car or the tyre marks in focus; I went for the tyre marks, with the cars disappearing into the distance."

Photographer Clive Mason/Getty Images

Where Shanghai, China

Details Canon EOS-1D MkIII, 600mm lens, 1/640 at F6.3



18

OOPS, I DID IT AGAIN

The Felipe Massa who began this year appeared to be the Felipe Massa of old. At Melbourne, he attempted a lunge down the inside of David Coulthard that caused the Red Bull to skitter across the orange gravel trap in a trail of debris.

In Malaysia, he blamed the kerbing for spinning him out of the race. But as the season unfolded, so Massa's stature and maturity grew. The irrational made way for the consistent, as he repeatedly confounded his critics to lead Ferrari. It brought him so close to winning the title.

Glenn says: "This incident between DC and Massa happened a little way into the race. I'd started to do some panning shots of the cars, and the gravel flying up gives a really good impression of speed. Maybe all the gravel traps should be painted orange because it gives such a vibrant look."

Photographer Glenn Dunbar/LAT

Where Albert Park, Australia

Details Canon EOS-1D MkIII, 70mm lens, 1/60 at F25



17

LIFE ON THE TERRACES

Superpowers come and go, civilisations rise and fall, economies crash – but Monaco is still Monaco. "A sunny place for shady people," as Somerset Maugham once put it. An immovable point on the calendar; an epic challenge for man and

machine; and, it has to be said, the scene of a processional race or two. 2008 proved an exception to that rule, at least: storm clouds replaced these blue skies, the sea raged beyond the harbour, but Lewis Hamilton came through the chaos for his first Monaco win.

Mark says: "This was taken from the balcony of a suite at the Hôtel de Paris. The wide angle emphasises the curvature of the road – from here you can see more clearly how many drivers take different lines through this section. Some of them get really close to the barriers."

Photographer Mark Thompson/Getty Images

Where Monte Carlo, Monaco

Details Canon EOS-1D MkIII, 16mm lens, 1/500 at F8

16

Photographer Mark Thompson/Getty Images **Where** Sepang, Malaysia
Details Canon EOS-1D MkIII, 70-210mm lens, 1/10 at F22

ALL A BLUR

Qualifying at Sepang, and DC's car is pushed back into the sheltering embrace of the garage. All eyes are on the RB4 after the front suspension broke during practice, prompting the FIA to announce an investigation. Coulthard's unfazed: "As a racing driver you never think you're going to have a car failure. I have complete faith in the team."

Mark says: "I used quite a slow shutter speed to make this picture more graphic. You can really see the movement of the guys at the front end of the car; it gives the image a sense of urgency, which perfectly reflects what it's like during the qualifying session. It makes a fairly ordinary situation more interesting."



15

Photographer Peter Fox
Where Istanbul Park, Turkey
Details Canon EOS-1D MkII, 200mm lens, 1/1250 at F1.8

ALL-SEEING EYE

If you wait long enough, you might get the chance to glimpse a rare sighting of the lesser-spotted Bernie. He's an unusual creature – slight in build and ageing in years; but still quick as a hawk. Those eyes can see prey a mile away, and once the claws are in there's no letting go. At 78, his mind is razor sharp. As one of his associates talks into his ear, Bernie listens intently, calculating his next move. Never try to outwit him. You'll fail.

Peter says: "I shot Bernie at a very high shutter speed to reduce the depth of field and to sharply focus on the intensity of his eyes. This picture was taken in the paddock in Istanbul. I saw him through the little fake trees in front of his motorhome, in the middle of a discussion. I just waited for the right expression."





14

Photographer Clive Mason/Getty Images **Where** Marina Bay, Singapore
Details Canon EOS-1D MkIII, 600mm lens, 1/60 at F4

SHINE A LIGHT

After a fourth in Monaco, Mark Webber must have thought things were looking up. He was even on the front row at Silverstone. But by the year's end, he was at the back of the midfield pack, and his luck hasn't improved: a broken leg has put him out for most of the winter, while new team-mate Vettel gets used to the radically different '09 car. Flavio Briatore has suggested divine intervention might be the answer to Webber's woes.

Clive says: "This was on a really unphotogenic part of the circuit, but we saw a re-run on TV and the Ferraris and Red Bulls were throwing up a lot of sparks, so we went down to have a look. You couldn't do a panning shot, because the cars were just going too fast. I went for this rear shot instead. I really enjoyed the race weekend in Singapore: it was nice to shoot the cars in a completely new environment."



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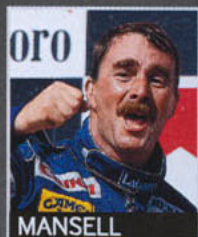
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13

Photographer Vladimir Rys/Getty

Where Montreal, Canada

Details Canon EOS-1D MkII,
300mm lens, 1/400 at F3.5

A STAR IS BORN

Take one team that didn't get on the podium in 21 seasons. Add a canny former driver as team boss, and put the next German superstar at the wheel. What have you got? Sebastian Vettel winning in Italy, that's what. Vettel more than justified his hype with a stunning drive in Monza, when his team's nimble, quick thinking put him in contention. Huge talent did the rest.

Vladimir says: "I took this photo in the garage at the Canadian GP. When Vettel came in, he put his balaclava on with his back to me, then the colour on the screen in front of him changed and he had a beautiful violet light on his face. I made sure to underexpose a bit and took no more than two or three shots. It was a nice moment."

12

Photographer Lorenzo Bellanca/LAT **Where** Istanbul Park, Turkey

Details Canon EOS-1D MkIII, 70mm lens, 1/800 at F4.5

TROUBLE AHEAD...

Grey, drab clouds scud across the skyline, threatening to deposit their contents on the track below. Just as the wind picks up, trackside marshals keep their fluorescent overalls tightly zipped and Lewis Hamilton blasts into view, crests the rise and dips down into the hairpin at the end of the back straight. He looks completely at home, but Silverstone this ain't. Believe it or not this is Istanbul: usually scorching, but not in May.

Lorenzo says: "We normally arrive at our vantage point half an hour before the session starts. And this is on the back straight, about 500 metres from the tight hairpin. There's a small gap in the Armco, just next to a marshals' post. The Friday afternoon session had only just begun; five minutes after this picture was taken, most of those clouds had gone. Everyone thinks it's Silverstone, but remember Turkey was earlier this year."



11



REFLECTED GLORY

Lewis was seven points ahead, with one race to go. Surely he couldn't blow it again? *Surely?* But McLaren's dilemma as they went to Brazil was one of the very hardest that a racing team can face: being aggressive, but not *too* aggressive; being conservative, but not *too* conservative. So Lewis and his team played

it safe the whole weekend, and they were running fourth when the late-race rain came. He took the low-risk option and pitted, dropping down to sixth; Massa would be champion. Until the last corner, of the last lap, of the whole season. McLaren said they'd had the situation completely under control. But we'll probably never see anything like it again.

Steven says: "This was taken from the McLaren garage during Lewis's final pitstop in qualifying. It was one of those pressure moments: any mistake could have put him at the back of the grid. But the boys got on with it and did a perfect job. It was probably more tense afterwards when they came back into the garage and watched his quick lap..."

Photographer Steven Tee/LAT

Where Interlagos, Brazil

Details Canon EOS-1D MkIII, 800mm lens, 1/250 at F11



10

Photographer Mark Thompson/Getty Images **Where** Sepang, Malaysia
Details Canon EOS-1D MkIII, 70-210mm lens, 1/10 at F22

BULL RUN

What's more important in F1: the individual, or the team? Slick work in the pitlane has never mattered more than today, when tiny margins separate failure from success. Teams train hard, rehearsing hundreds of times a year. All for seven seconds of ballet that best sum up why F1 is, and always will be, a real team sport.

Mark says: "I wanted to put a different spin on the traditional pitstop shot. People have done it at slow shutter speeds before – but usually from the pitwall, looking towards the garages. This was taken from the inside of the garage looking out, so the pitwall becomes the backdrop. It's a little bit different, and it works."



ROLLING ROAD

It's the final moments of qualifying and Lewis, head bowed in his MP4-23 cockpit, exits his garage and rolls down the Fuji pitlane at the mandatory 80kph. He's got one last shot to claim pole. And sure enough, he gets it. Unfortunately it all turns to disaster come the race. In a mad

fusion of red-mist and tyre smoke he loses his head at Turn 1, then two laps later collides with title rival Felipe Massa. It condemned him to a long afternoon in the midfield, and questions resurfaced about how he deals with the pressure of a world title showdown. His response? A flawless pole and victory a week later in China.

Lorenzo says: "There's very little shadow because the car is back-lit by the low autumn sun. The days are short during the Japanese GP, so that gives a crisp light, which is different to some of the summer races. Here, it shows the undulations in the pitlane. People think Fuji's a modern track, but it's actually got quite a lot of history."

Photographer Lorenzo Bellanca/LAT

Where Fuji Speedway, Japan

Details Canon EOS-1D MkIII, 600mm lens, 1/60 at F22





8

NIGHT FEVER

They were going to bed at 6am and getting up at 2pm. Life for the mechanics in Singapore was a little bit unusual, but like always they adapted – working through the night on the cars, then sleeping all morning. They fine-tuned the suspension

and dampers to cope with the bumpy surface; pulled wings on and off as their engineers ummed-and-aahed about downforce. And then, late on Sunday night, delivered perfect performances under pressure every time the drivers pitted. It's all in a night's work for an F1 mechanic.

Steve says: "This was taken during the Singapore night race and I think the lighting is quite theatrical. It makes the image almost monochrome. You get a great impression of the teamwork involved in any good pitstop, and how many people they cram into such a tiny space."

Photographer Steve Etherington/LAT

Where Marina Bay, Singapore

Details Canon EOS-1D MkIII, 16mm lens, 1/250 at F5.6



7

Photographer Vladimir Rys/Getty
Where Magny-Cours, France
Details Canon EOS-1D MkII, 50mm lens, 1/400 at F2

DC REFLECTS

A poignant black and white shot seems appropriate for DC in 2008. This year was as much about looking back as looking forward. It's easy to forget he once went wheel-to-wheel with Schumi – and came out on top. In his rookie year, he rattled Damon Hill too. He may never have had the steel to win the title, but he's a better man for it.

Vladimir says: "I asked David's PR if I could make some portraits of him. I already had an idea of this shot a few races before, but France was the right time for it. There wasn't much going on in comparison with the British race a couple of weeks later, where DC announced his retirement."

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Photographer Steve Etherington/LAT
Where Albert Park, Australia
Details Canon EOS-1D MkIII,
500mm lens, 1/800 at F6.3

CRASH LANDING

David Coulthard's farewell season didn't quite go to plan. At race one, his car crumpled around him like balsa wood. At round 18, he raced to... last place, after being taken out at the second corner. Highlights were few and far between. As for '09, he'll be with the BBC, providing insight about his peers – and probably a few inappropriate jokes, too...

Steve says: "This was the first corner of the first race of the season. It was obviously a terrible start to the year for David Coulthard and Red Bull, but as this shot proves, it was a great start to the season for me! I was just very lucky to be in the right place at exactly the right time."







5

SLIP SLIDING AWAY

'Quick Nick' didn't quite live up to his billing in 2008. He couldn't make the '08-spec Bridgestones work, and it meant there were all too many moments like this as the season unfolded. Across the garage, Kubica became the new darling of F1, winning in Canada and fighting for the title

until the final races. For Nick it must have seemed like history was repeating itself: he's seen former team-mates Massa and Räikkönen go on to fight for the title. So he did what he does best: got his head down and worked quietly, logically and methodically through his problems. Robert will be looking over his shoulder in '09.

Andrew says: "One of the benefits of traction control being outlawed in 2008 was that cars were sideways a lot more. This was taken early in the first practice session on Friday, on cold tyres, and what's unusual is that he's sliding *into* the corner rather than out of it. He held on to it, but it ruined his lap."

Photographer Andrew Ferraro/LAT

Where Barcelona, Spain

Details Canon EOS-1D MkIII, 600mm lens, 1/60 at F22



4

Photographer Lorenzo Bellanca/LAT

Where Silverstone, UK

Details Canon EOS-1D MkIII, 300mm lens, 1/8 at F29

MASSIVE ATTACK

In the blink of an eye, Räikkönen darts into the shadows. The Ferrari powers out of the Abbey chicane and under the bridge at 150mph. On a chilly Saturday morning, the photographer huddles beneath the bridge, shooting the Ferrari side-on as Kimi eyes up the awesomely quick right-hander ahead.

Lorenzo says: "A slow shutter speed gets that blurred effect. What makes this shot is the red-and-white wall on the other side of the track that bleeds into the colours of the Ferrari. Only half the shot is under the bridge, so the image is half lit, half in shade. It gives that bleached effect on the rear wing and the engine cover."



GARY ANDERSON

Tactical Masterstroke, Worst Pitstop... my 2008 awards



Felipe Massa did everything right in Brazil, but it just wasn't his day

AT THIS TIME OF YEAR, THERE ALWAYS seems to be one awards ceremony after another, so I thought I'd hand out a few gongs of my own.

First, the award for Tactical Masterstroke of the Year: Heidfeld pitting with only two laps to go at Spa. When the rain started, his experience told him that it would be very difficult to survive on dry weather tyres on such a long circuit. A quick pitstop vaulted him from seventh place to second.

The Best Pitstop award goes to Force India for their gamble in Brazil, bringing Fisichella in early and fitting dry weather tyres. But for a clutch problem later he would have scored points. If Williams, Honda or Red Bull had been thinking on their feet and done the same, we would now have a Brazilian world champion.

I'll have to make two Worst Pitstop awards, both to Ferrari. Specifically: Massa in Singapore when he set off with the fuel hose still attached, and Raikkonen in Valencia when ran over his re-fuelling man. Both were major team errors and, in a top team, they simply shouldn't happen.

Technical Director of the Year goes to Toro Rosso's Georgio Ascanelli, who showed that a true racing spirit can bring rewards. They are minnows compared to the manufacturer teams, but embarrassed most of them at one time or another and in Brazil nearly changed the outcome of the drivers' championship.

Race Engineer of the Year was Ferrari's Rob Smedley. This year, Rob demonstrated that he is just as good with people as he is with machines. Massa is a very complicated individual, and Rob showed real mind

management skills in keeping him focused, motivated and controlled through a high-pressure season.

For me, the defining moment of the season – the 'Make it happen' moment, you could say – was Massa's valiant drive in Brazil. With all the pressure of possibly winning his first world championship, in a Ferrari, at his home race in front of 80,000 fans, he did the only thing he could do and drove a faultless race to win. It just goes to show that you can do everything right, but when it's not your day it's just not your day.

As a technical consultant to RBS World of Sport, Gary Anderson provided post-race analysis throughout the 2008 season on www.rbs.com/F1.

3

Photographer Lorenzo Bellanca/LAT **Where** Fuji Speedway, Japan

Details Canon EOS-1D MkII, 140mm lens, 1/60 at F3.2

REMEMBER ME?

Flashes of brilliance, mixed with episodes of apathy. Fernando Alonso came to life towards the end of 2008, snatching wins in Singapore and Fuji. Once worshipped for his world title successes at Renault, Alonso is held aloft by his team after his Japanese triumph. This time a flash of brilliant, white light adds an unearthly, almost ethereal, glow to his celebrations as the saviour savours his Fuji win.

Lorenzo says: "I decided to get an alternative angle – something you can see from the fact that two of my colleagues, Andrew Ferraro and Charles 'Too Tall' Coates, can be seen in this shot. It was actually taken from the media centre above the pitlane. I've been lucky to capture someone else's flash – it does give Alonso a bit of a holy look. Plus, I quite like the clarity of the figure in the confusion of the world's press."



2



RED GUY AT NIGHT

Ferrari were dominant in Singapore; not this number 1 car, which ended up in the wall, but the sister machine of Felipe Massa, who took a stunning pole position by the massive margin of nearly seven tenths of a second. He was on course for a crushing win, until the Safety Car appeared and pitstop confusion put

him to the back of the field. Throughout the weekend, F1's newest venue was absolutely buzzing: the cocktail of night racing, enthusiastic fans, pitlane dramas and an unexpected winner proved totally intoxicating. It showed F1 at its very best, full of action and no little controversy. Bernie was justifiably proud. And a little bit richer too, no doubt.

Clive says: "This was taken with a really slow shutter speed, to create the background effect with the lights. The Ferrari looked great at night, whereas the McLaren was a bit monotone with all the grey and black. I think I took this from a marshals' post about 50 metres from the exit of Turn 3; it's one of my personal favourites from 2008."

Photographer Clive Mason/Getty Images

Where Marina Bay, Singapore

Details Canon EOS-1D MkIII, 70mm lens, 1/8 at F8

1

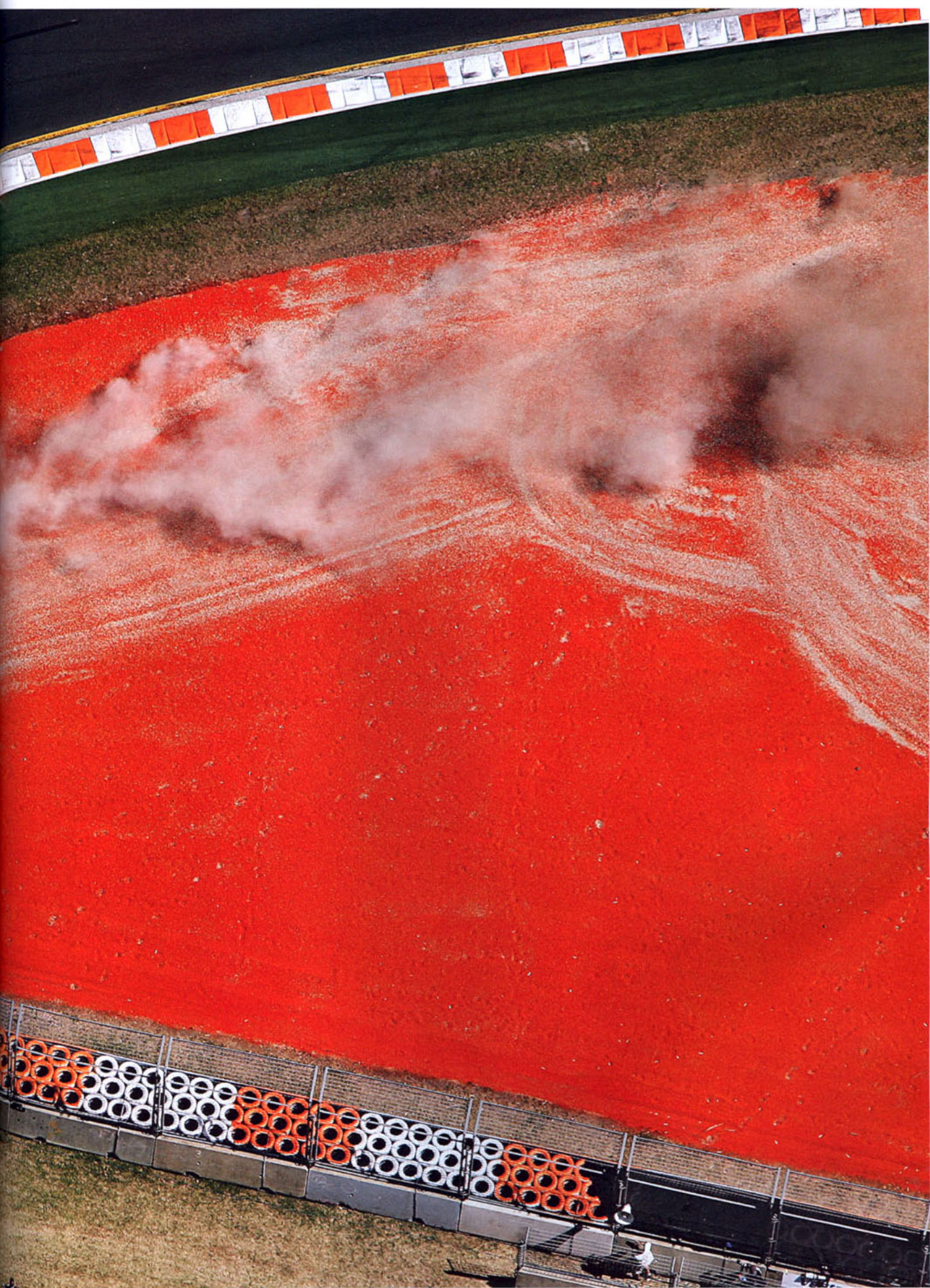
Photographer Mark Thompson/Getty Images **Where** Albert Park, Australia
Details Canon EOS-1D MkIII, 600mm lens, 1/1000 at F5.6

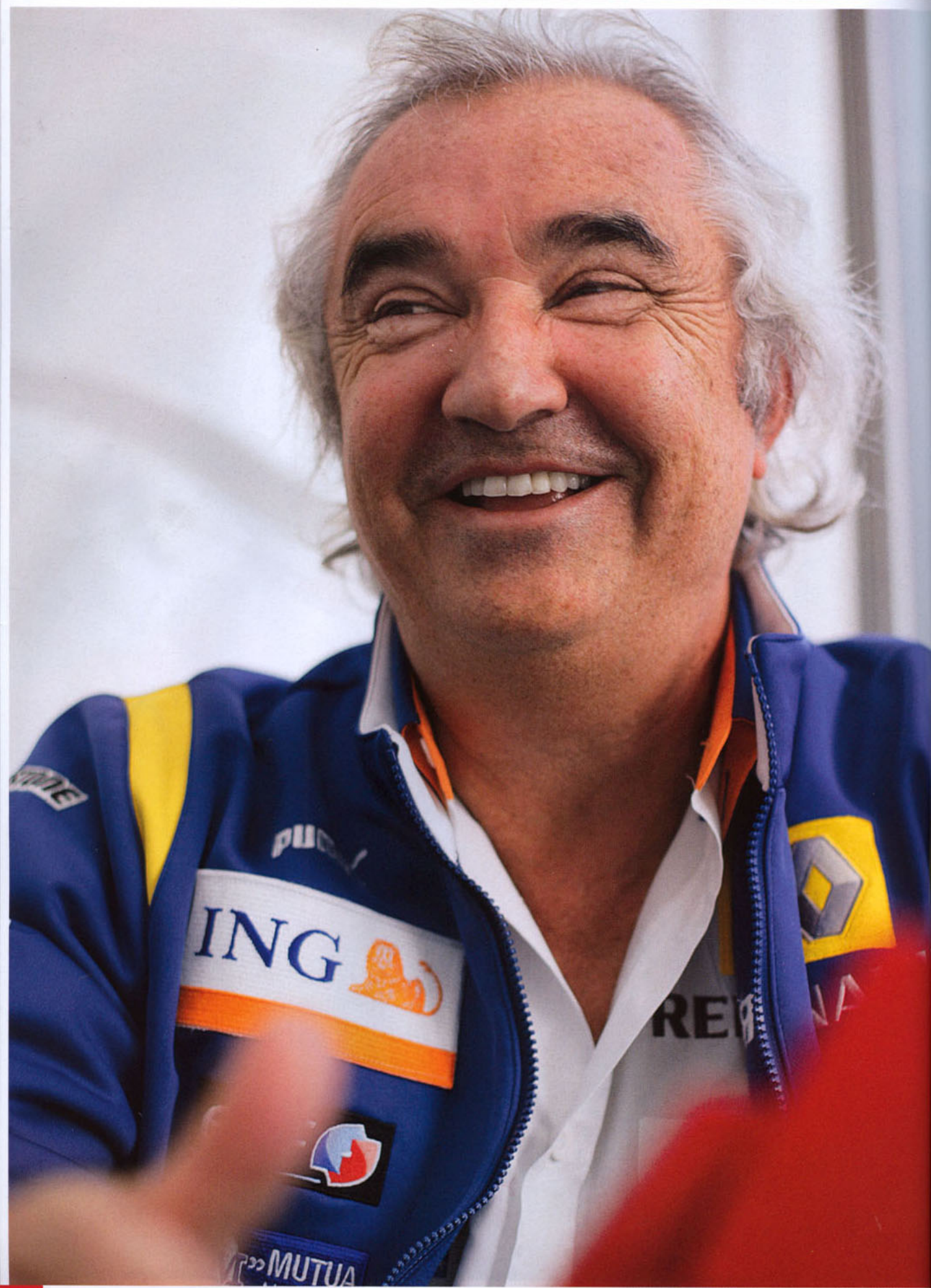
A DUSTING DOWN

An indifferent year for Mark Webber didn't exactly start with a bang. With qualifying well underway at the Australian GP back in March, Webber started his hot lap, pushing on regardless despite his instinct telling him something wasn't right. And then whatever it was let go and pitched him into the gravel at Turn 6. P15 for the first grand prix of the year, at his home race, wasn't quite what he'd hoped for...

Mark says: "I was 3000ft up, harnessed to a heli but standing on its landing skids – with my lens strapped to me in case I dropped it. Because of all the buffeting I had a high shutter speed; Webber lost control just as the chopper was turning so I followed him. The colour of the gravel trap and the shape of the track and barrier make this quite graphic, but shots like this are all about being in the right place at the right time."







{ YOU ASK THE QUESTIONS }

FLAVIO BRIATORE

Hush, please. Mr Briatore wants to talk about the serious issues affecting F1. And after that, he would like to discuss slippers, Ron Dennis selling knitwear and his tips with the ladies

WORDS BRADLEY LORD PORTRAITS LORENZO BELLANCA/LAT

Flavio Briatore is 6ft-plus of caricatured contradictions. To some, he's the Machiavellian ogre who'll eat a timid racing driver or two for breakfast. For others, he's the newlywed who queued for an economy flight to Bangkok after the Singapore GP, just to make sure he got home to 'er indoors' on time. When he makes pronouncements on cost-cutting, he probably does so admiring his handmade slippers on a multi-million pound yacht. Briatore can be cut-throat and pitiless, or loyal to a fault. Funny, fierce, charismatic... but above all *different* to every other team principal in the paddock. Summing him up is like trying to catch quicksilver.

Who better, then, to take up the challenge of cracking the Flavio enigma than the readers of *F1 Racing*? As he settles himself in the Renault hospitality area and takes the question cards in hand, a quizzical eyebrow is raised. "All of these?" he smirks playfully, assessing the two-inch thick pile before pretending to throw them away. Yup, afraid so...

What changes would you make to F1 to help it appeal to a wider audience, without losing support from core fans?

David Ross, UK

Fans want to see racing. I don't think they're interested in what your

suspension is made of. We need to keep technology, but races are too predictable. Every time we have a good race it's because something happened with a Safety Car or the weather. We need more fights between drivers. The races should be held at a better time as well – 2pm on a Sunday is not right. We need to be starting at 6pm or 7pm.

Flavio, you like girls and parties. Would it be good for F1 to have drivers like you – like in the '70s – to make the sport more 'human'?

Cédric Paya, France

Sometimes we're too far from the people. One of the problems we have is that the

{ YOU ASK THE QUESTIONS }



Flavio has discovered many young talents, but Robert Kubica slipped through the net after his test for Renault in 2005

drivers – even the managers – are too clinical. In normal life we're very human, but we're too far away from the fans. The day F1 gets closer to its fans will make it a better sport for everybody.

Given the recent announcement about Honda pulling out of Formula 1, how do you think the sport will get through the current global economic crisis?

Christopher Trott, UK

F1 is part of the wider economic world and we are part of this downturn. If you look at the manufacturers involved in F1, they have all lost somewhere between 40 and 70 per cent in the stock market over the last six months, which is an incredible amount of money. We need to take quick action to give the right signal to people for 2009 and 2010. The time for looking around the garage for different ways to cut costs is gone – we have to take an overall look at Formula 1. I believe it's possible to have the same show, or better, for 70 per cent less than we spend now.

What's the biggest mistake you have ever made in Formula 1?

John Chan, UK

Whenever you make a mistake in this business, it's a big one. It was a mistake not to insist Michael Schumacher stayed another year with Benetton [at the end of 1995], and a big mistake not to insist

enough for Michelin to stay in Formula 1 [at the end of 2006]. Those two mistakes cost me two more championships.

Flavio, you used to have a reputation for being a fun-loving bachelor. Has married life changed your lifestyle much?

Peter Liu, San Francisco, USA

My life hasn't changed, apart from some of my travelling is with my wife now...

Which year was your favourite championship, and why?

Sam Berger, USA

The favourite? That will be the next one.

Has Alonso come back different after his spell at McLaren?

Sylvain Favier, UK

Fernando is Fernando. He came back with one more year's experience. And at this kind of high level, especially in a very competitive team, that's important.

What did you feel when Alonso told you in December 2005 that he was joining McLaren for 2007?

Nikolay Vesselinov Todorov, Spain

For sure, it wasn't good. It was Christmas and this was not a good Christmas gift. I knew it would be difficult for him because the human part is very important to Fernando, and I knew he was not happy there. But I wasn't angry or disappointed. Just sad.

You've worked with Michael Schumacher and you currently work with Fernando Alonso. Who was the better driver and why?

Zuzanna Oskiera, Poland

They are two different drivers, in different eras of F1. But between the two I believe Fernando makes fewer mistakes than Michael. The more pressure you put on Fernando, the better he gets. Michael was not so good at handling pressure.

Do you think Mark Webber killed a black cat by shattering a mirror over its head, underneath a ladder, on Friday the 13th? Have you ever seen someone with worse luck?

Steven McIntosh, Australia

[Smirks] Hmm. I've suggested he should go to Lourdes.

Why didn't you sign Robert Kubica after Renault tested him in 2005?

Mirosław Parys, USA

You need to ask Bruno Michel... [Briatore's business associate, in charge of driver management]

Are you staying with Renault, or do you want to pursue other things?

Eric Scura, Canada

Renault's like a family. We were together at Benetton, we did the Supertec engines and then the Renault team. I have a good understanding with Renault and [chairman] Carlos Ghosn is pushing very hard to make F1 the pinnacle of the company's image. I will be in F1 as long as people want me, and at Renault for as long as I'm having fun.

As an Italian, would you like to work with Ferrari some day?

Paul Murray, Ireland

When you're Italian, you have two choices: beating Ferrari or working with them. I choose to try and beat Ferrari.

What has been the greatest achievement in your life so far?

Emma Louise Chard, UK

I've done everything I wanted to. I'm very lucky: I'm still motivated, I have fun and I've got the best job in the world.

As someone who's succeeded in F1 and retail, do you think Ron Dennis, Frank Williams or Stefano Domenicali could sell knitwear?

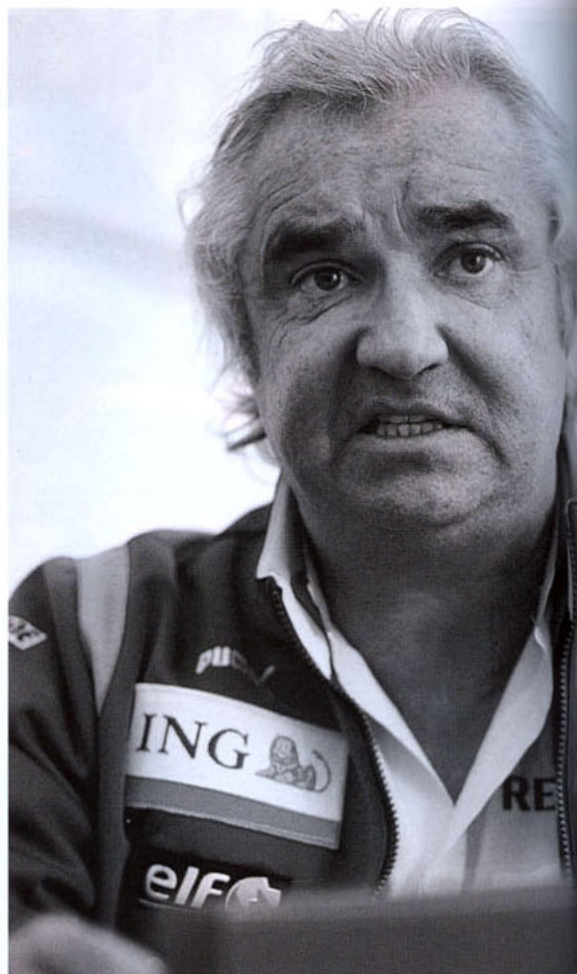
Tim Cotton, UK

Stefano probably has a chance. With the other two, forget it. No chance. ➤

“Schumacher was not as good at handling pressure as Alonso”



"Yes, I've signed a lucrative deal with Ferrari!"
Flavio wishes he'd kept Schumi for at least another
year after taking his second title for Benetton



{ YOU ASK THE QUESTIONS }

What profession did you aspire to undertake as a child?

Gregory Haines, Spain

I was very confused! I didn't really know what I wanted to do, but I wanted to travel and see the world. I think I found the right path.

Would you like to see F1 return to North America, and if so where would you like to race?

Chris Korte, USA

It is fundamental for F1 to be in America, but in the right place. For me there are only two: Las Vegas or New York. As for going to Canada rather than the USA, that's a bit like dating the sister of the most beautiful girl in the world.

We often see you wearing monogrammed slippers at the races. What would your perfect pair of slippers look like?

Tim Gardiner, UK

I've got a lot of different slippers. The last ones I got were special QPR ones.

Every race day, on French TV, you get the expected pitstop laps right for all the drivers on the starting grid. What is your secret?

Thierry Sposito, France

(Gives a cheeky half-grin) The secret is to have a lot of friends... and to guess a bit, too. It's not a question of being a magician: there's a lot of information out there and you end up knowing a bit about what's going on.

You have shown great skill in driver management. When do you pick up on the new drivers to manage and how do you replenish your roster?

David Gower, Ireland

It's a question of feeling. Like any manager, you need to be a little bit ahead of everybody else. A lot of young guys want to be managed by us, but you can't manage 300 drivers. You need to find the driver you believe has the talent to go to the top. And sometimes you make a mistake, like we did with Kubica.

What is the single most important daily ethic that you stand by?

Roger Hiscock, Canada

Be concentrated on what you're doing – and give 100 per cent of yourself.

Which driver from another team have you most wanted in one of your cars, but couldn't have?

Gary Robson, England

For the moment, the only driver I want is the one I've got: Fernando Alonso.

Do you still dream of achieving something you haven't yet in F1?

André Merckel, France

If you ask anybody in F1, they all want to win the next championship. I've been successful, I've won two titles in a row with two different teams, and I've had two of the greatest ever young drivers – Schumacher and Alonso. Maybe the final thing is to get a young French driver on the podium with Renault.

If Luciano Benetton had not appointed you commercial director of Benetton F1, where do you think your career would have taken you?

John Sharpe, USA

In life, you need to be in the right place at the right time, and I was with Luciano. Benetton was a big part of my life and I always need to be thankful to them. Without them, my career would have been different – but maybe better, too.

What do you find more exciting – seeing QPR score a winning goal or Fernando Alonso execute a brilliant overtaking manoeuvre?

David Gawthrop, UK

The beauty of sport is the emotion it gives you that nothing else can. At the moment, my emotion is Fernando because he is part of a team, and there are 1,000 people around us. But I'm very happy when QPR score a goal as well.

What's the secret to your success?

Francesco Pizzolante, Italy

Work hard, never give up and if you want to make it, beat everybody.



The only F1 driver Flav wants is the one he's got: Alonso

If you could pair up any two drivers from your team's history, which drivers would they be?

Yeats McNally, Canada

My dream team would be Schumi and Fernando. But you would need open competition between them, with two separate teams inside the team.

Next year, because of the new rules, everyone will have a fresh start. Do you think Renault have a chance to win the championship?

Filip Plea, Croatia

Renault improved a lot in the last year. After Michelin stopped [at the end of 2006], we had a real disaster because we went in the wrong direction with the windtunnel. We recovered little by little, and when you see what we've achieved this year I believe the team's strong enough to fight against anybody.

How do you explain your success with the ladies?

Martin Townsend, UK

It's simple: you need to have fun. Ladies are looking for fun. And before Formula 1 stressed me out too much, I was very fun... **F0**

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“The beauty of sport is the emotion it gives you that nothing else can”

“HOW CAN WE MAKE THE CAR FASTER? WE COULD TRY SETTING FIRE TO IT”

After failing to qualify for the 1990 Mexican GP, a young Italian driving for a plucky team came within three laps of causing one of F1's biggest upsets. This is how it happened...

WORDS STUART CODLING PICTURES LAT ARCHIVE





"Catch me if you can! Oh, you can..."
Ivan Capelli's leading Leyton House
is chased down by Alain Prost

On paper, everything was right. Leyton House had Italian hotshoe Ivan Capelli, who'd put himself on the map by daring to overtake Ayrton Senna twice during McLaren's dominant 1988 season; and were bankrolled by Japanese property magnate Akira Akagi, whose expanding property empire also included the clothing label Hugo Boss. The team had the money and driver to put design guru Adrian Newey's ideas into practice, but nothing was working as it should.

"We'd grown too fast, too quickly," says team boss Ian Phillips, now director of business affairs at Force India. "We just didn't have the manufacturing facilities."

Newey's solution to having an underpowered, off-the-peg Judd V8 engine was to be aggressive and innovative with the

aerodynamics. But his no-compromise design philosophy was at odds with the practical necessities of outsourcing the car's manufacture. The cars were unreliable and difficult to drive, suffering chassis flex and aerodynamic instability.

"Adrian was very focused on the windtunnel numbers and not so much on whether the drivers could be comfortable," remembers Capelli. "It was a very tight space to work in. The chassis was like a second skin for me and the steering wheel was very small – just 25cm – so it was very hard to control without power-assisted steering. Often you couldn't change the steering angle once you were in a corner, especially the fast ones, so you just had to commit to the corner and hold the steering there, hoping that you'd got the angle right and weren't just going to fly off the circuit."

"There were a number of things Adrian had pushed, such as the high-nose concept," says Geoff Willis, now Red Bull's technical director – back then he was a jobbing CFD specialist who found work at Leyton House after his America's Cup project was cancelled. "A whole generation of cars had the flat bottom running out almost to the tip of the nose. Fundamentally they still looked like turbo-era cars, or Indycars. Adrian had detected that, as we used the diffuser under the car more and more, the entry conditions to the diffuser were becoming more important – cleaning up the flow, raising the chassis, tidying up the front wing design. The Leyton House was the first to have the nose very high, with a splitter plate underneath, which F1 cars still have today."

Trouble is, the concept wasn't translating from windtunnel to track. The 1989 car was

slow and fragile. As the '90 season got underway, the new CG901 chassis looked like more of the same. Capelli's suspension broke at the season-opening US GP and team-mate Mauricio Gugelmin limped home last, six laps behind the winner. Then morale plummeted when neither driver qualified at Interlagos, the second race of the year. After returning from Brazil, Phillips fell ill – he'd contracted viral meningitis from the shower water in his hotel. A power struggle ensued while he was in hospital.

Newey was out of favour with the interim management. But he'd found out what was wrong: the windtunnel itself. It was early days for large-scale rolling-road tunnels and a structural flaw was skewing the numbers.

"I remember there being a question of flexibility in the glass-reinforced plastic working section [the area that the physical model of the car sits in], and also of there being an acoustic instability," says Willis. "Sound waves and other flow phenomena interact, and if the tunnel's quite flexible you can get an acoustic resonance through it, which is then reinforced by the distortions of the flow caused by the physical motion of the sides of the tunnel.

"There was definitely something funny about it because it didn't correlate well with track operations. In those days we had huge diffusers that were very highly loaded and very shallowly angled. And if you pushed them too hard in the real world they gave very aggressive ride height characteristics – the difficult thing was to get the windtunnel behaving so you picked up this problem. It was very tempting to overcook the diffuser."

"Just as I was starting to improve, towards the end of June, Adrian came to see me," says Phillips. "He said he'd had an offer from Williams, he wasn't happy with how the team was being run, and that he needed to step up – we just didn't have the resources to do what he wanted to do. I suggested that he negotiate a pay-off and move on. He assured me that they'd found a fix for the car and that the mods would be on for the French GP."

The CG901's problems were so bad they'd taken months to sort out. By the sixth race of 1990 at Mexico, when once again neither car qualified, chief engineer Gustav Brunner was asked what could make it go quicker.

"We could try setting fire to it," he said.

Two weeks later the F1 circus assembled for the last French GP to be held at Paul Ricard. Leyton House *had* to finish in the points or they'd be forced to pre-qualify for the rest of the races that season – meaning they could be packing their bags by Friday on each GP weekend. The CG901B looked subtly different, but underneath it had a structurally stiffer floor with a totally remodelled diffuser. Capelli caused uproar by qualifying in seventh – but that wasn't to be the end of it.

"The circuit was flat, which helped us, and it was also very hard on tyres," says Capelli. "We learned that everybody else was planning to stop for tyres, so Gustav and I decided to change the front wing set-up so that the angle of the right-hand side was different from the one on the left. The idea was to produce more downforce on the side of the car that was on the inside of the two quick corners – Signes and Beausset.



An exhausted Ivan Capelli stands on the podium after his marathon attempt to keep the reigning champion's Ferrari behind him by not stopping for tyres

"We had a set-up and driving style that would preserve the tyres, enabling us to stay out until the end. I'd been interpreting these corners differently from everyone else. We could take Signes flat, but it was my intention to arrive there and reduce the throttle a little bit, losing speed but keeping the tyres fresh."

Capelli started cautiously, losing three places. Ahead of him was a line of champions, past and future: Ayrton Senna, Alain Prost, Nigel Mansell, Nelson Piquet...

"The only person I actually overtook was Patrese" Ivan Capelli

"During the opening laps it became clear that our strategy could work," he says. "As I came on to the Mistral Straight I could see all the cars lined up ahead of me, and I knew I'd be able to get near the front when they started pitting. The only person I actually overtook was Riccardo Patrese.

"When they'd all pitted I found myself leading, with Mauricio behind me. I watched all the signals from the pits. I knew that the new tyres would be strong for the first few laps and then deteriorate, because of the condition of the circuit. Soon I realised that it would be possible to stay in the lead until the end, with Mauricio making it hard for the others to get close enough. But then I saw smoke coming from Mauricio's car."

Gugelmin's oil pump had fallen off. He'd covered Capelli's tail for 20 laps but there were 27 to go and Prost, the world champion, desperately wanted to win his home GP.

"In just five or six laps, Prost caught up," says Capelli. "I said to myself, 'Okay, when he arrives, then I will begin my battle with him.'"

Then Capelli's right-hand mirror fell off. "I could only see him when I was on the straight and he was on the left, so when I got to the first corner, which is where you usually did the overtaking at Paul Ricard, I was just braking very late and turning-in, not knowing if he was there or not..."

With three laps to go, tantalisingly close to a huge upset, a final twist came.

"The oil pump came off. I had to back off to preserve the engine and Prost went past. But I wasn't thinking about the lead. The engine was stuttering and jumping, but still going – all I could think about was getting to the finish. Only when I saw the chequered flag did it sink in that I'd lost the race."

Brunner was so excited that he jumped off the pitwall and onto the track as Capelli took the flag in second place, ahead of Ayrton Senna. Phillips had been watching on Eurosport; BBC viewers were denied live coverage of the race because rain during the

previous week had forced play to carry on through the middle weekend of Wimbledon.

"We could have been disqualified," he says. "We made up a story that Gustav had lost his footing and accidentally been pushed off."

Leyton House would never reach these heights again. Newey had started the 1991 car, which was to be powered by a brand new V10 engine built by Ilmor (later to become Mercedes Benz High Performance Engines). Team personnel who saw the designs recall it was almost a dead ringer for the FW14 that Newey was to produce at Williams. Leyton House had already prototyped active suspension and a sequential gearbox, but incoming technical director Chris Murphy binned Newey's work and started again.

Within months Leyton House began to unravel. They scored just one point in '91, when Capelli finished sixth in Hungary. As the Japanese property boom turned to bust Akagi's business empire imploded, overwhelmed by bad debt. He was arrested while police investigated a scandal at the Fuji Bank involving the issuing of forged deposit certificates to property companies. The team was sold to a consortium but folded in 1993.

Capelli joined Ferrari for '92 – replacing Prost, ironically enough. But the car was a disaster and Capelli fell foul of team politics. After two GPs with Jordan in '93, he quit F1.

"I didn't realise that would be the closest I'd ever get to winning a race," he says. "But I was lucky to finish second, and to stand on the podium with Prost and Senna.

"There was such potential in what we had – Adrian took his ideas to Williams and played a big role in them winning the championship many times. Then he moved to McLaren, where he had the Ilmor engines that we'd started with. We had all the good people – but at the wrong time." **FO**

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FERRARI F399
FORMULA 1 CONSTRUCTORS
CHAMPION 1999



FERRARI F1-2000
FORMULA 1 CONSTRUCTORS
CHAMPION 2000



FERRARI F2001
FORMULA 1 CONSTRUCTORS
CHAMPION 2001



FERRARI F2002
FORMULA 1 CONSTRUCTORS
CHAMPION 2002



FERRARI F2003-GA
FORMULA 1 CONSTRUCTORS
CHAMPION 2003



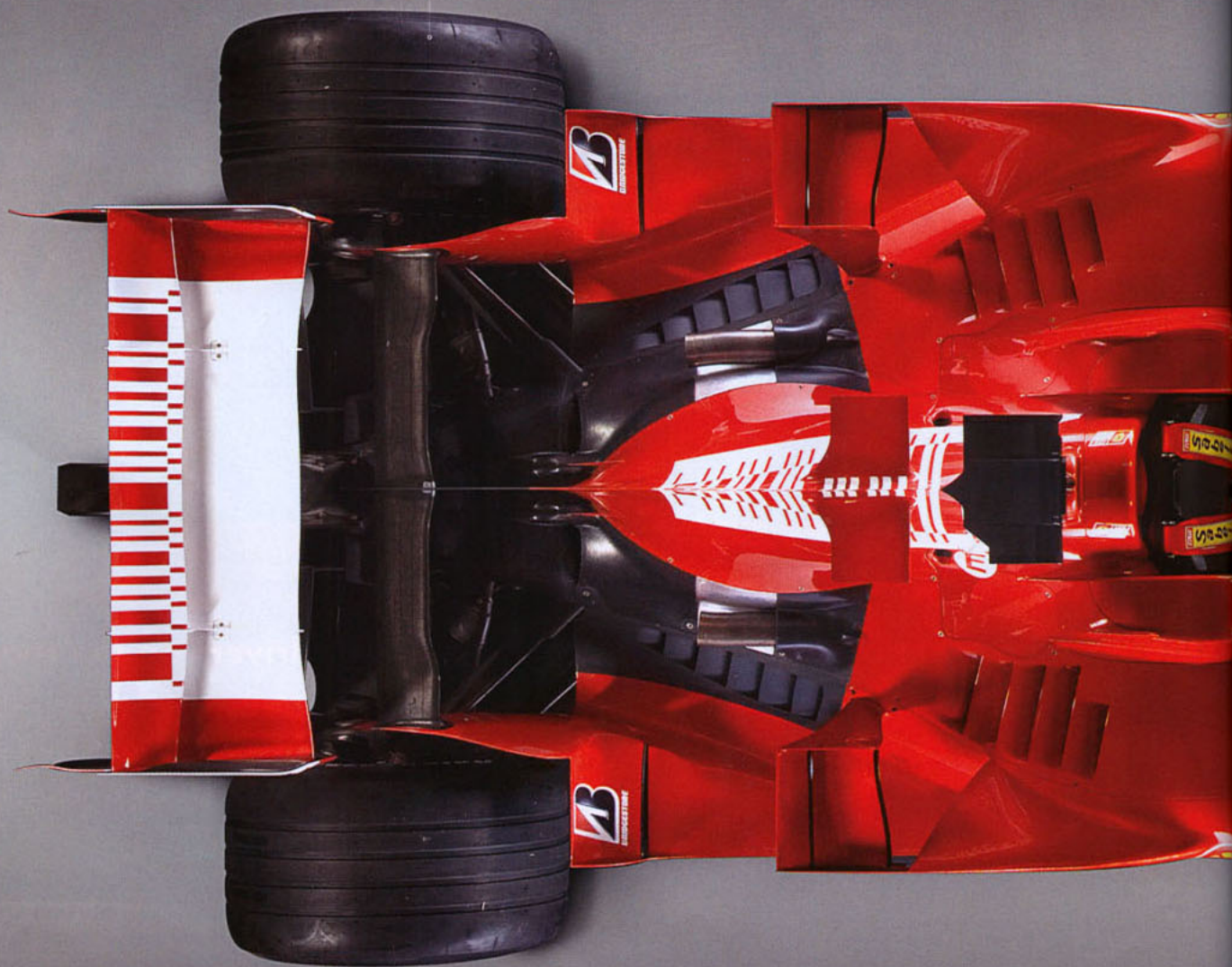
FERRARI F2004
FORMULA 1 CONSTRUCTORS
CHAMPION 2004



FERRARI F2007
FORMULA 1 CONSTRUCTORS
CHAMPION 2007



FERRARI F2008
FORMULA 1 CONSTRUCTORS
CHAMPION 2008



ARE FERRARI THE MOST SUCCESSFUL TEAM IN THE WORLD?

The red cars from Maranello have won eight of the last 10 constructors' championships - it makes a compelling case for the Scuderia being the greatest sporting team of all time...

WORDS BRADLEY LORD

"Individual commitment to a group effort - that is what makes a team work, a company work, a society work, a civilisation work."

Vince Lombardi

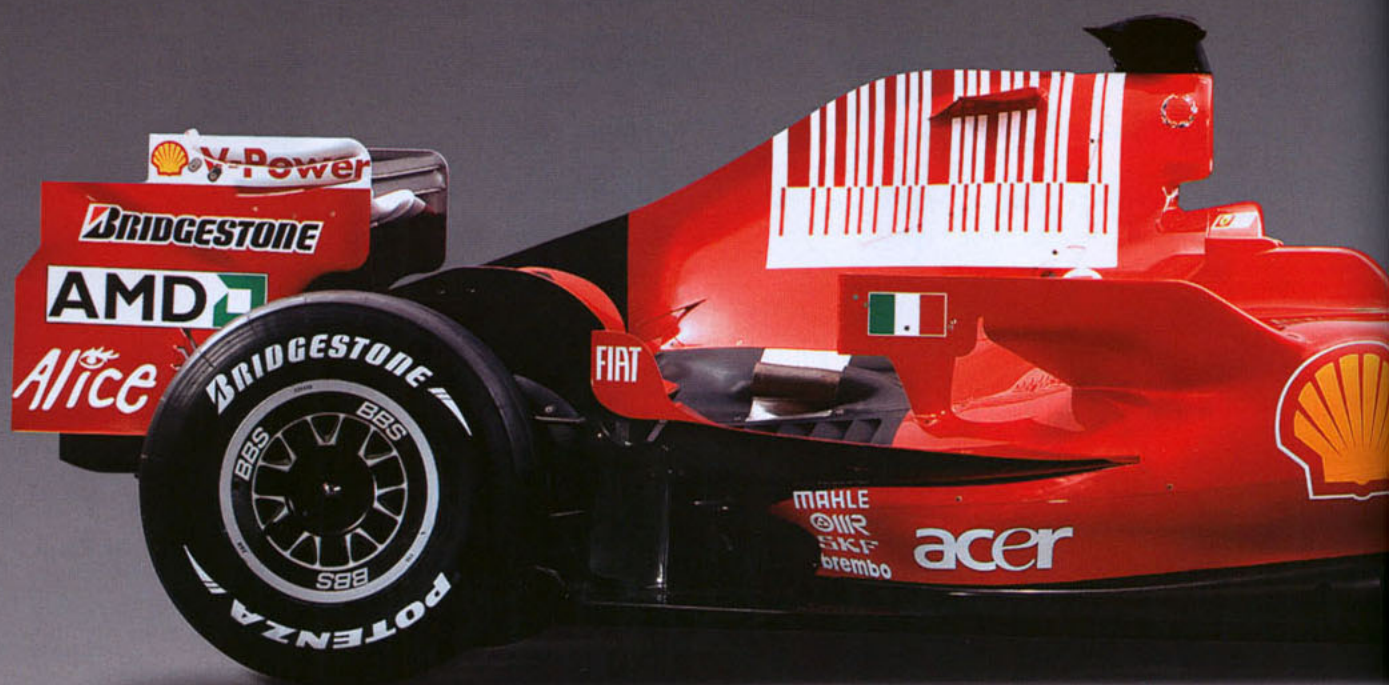
Early in 1959, 45-year-old Vince Lombardi accepted the position of head coach at the NFL's Green Bay Packers. Arriving in the sub-zero temperatures of Wisconsin, with icy winds whipping

off Lake Michigan, he could be under no illusion as to the task ahead of him: the Packers had won just a single game in the 1958 American football season. From the still smouldering ashes of that disastrous year, he began to instil discipline, an unparalleled work ethic, and a devotion to the team above all else. Ten years later the Packers had five NFL championships to their name - and two

Superbowls. No NFL team has come close to matching their record, while Lombardi is now lauded as the greatest coach of all time.

While individual sports may differ, the principles behind achieving great sporting success rarely do. They are, as Lombardi knew, universal. Quietly, away from the public hoo-ha of the drivers' championship, F1 has witnessed its own remarkable dynasty take shape over the last decade. The ▶





Between 2000 and 2004, Ferrari took 51 of the 85 possible

constructors' championship may not mean much to all of the watching millions, but for a team it's everything: the proof they've put together a two-car challenge stronger than anything the opposition can offer; an exploit that can't merely be written off as being the work of a single, talented driver. One team has taken eight of the last 10 constructors' crowns – a run of dominance thwarted only by the tyre regulations in 2005 and an untimely engine failure at the 2006 Japanese Grand Prix. That team

is Ferrari. Their record of success is unequalled in the history of Formula 1, and these eight cars have proven themselves to be consistently the fastest, and most reliable, over those title-winning seasons.

Somewhat inevitably, in hindsight, this remarkable run began in a cloud of controversy. Both Ferrari F399s were disqualified from the penultimate round of the 1999 season, in Malaysia, for illegally dimensioned barge boards. The decision was appealed, and overturned by the FIA

Court Of Appeal six days later, reinstating Eddie Irvine and Michael Schumacher into first and second places respectively. Ferrari took second and third places at the following round, the title decider in Japan, to win their first constructors' title since 1983 (although Mika Häkkinen beat Eddie Irvine to the drivers' crown).

While Irvine had been the main man in '99, after Schumacher broke his leg at Silverstone, 2000 marked the beginning of the dominant Schumi years. Ferrari claimed



FERRARI F2008
541 LAPS LED

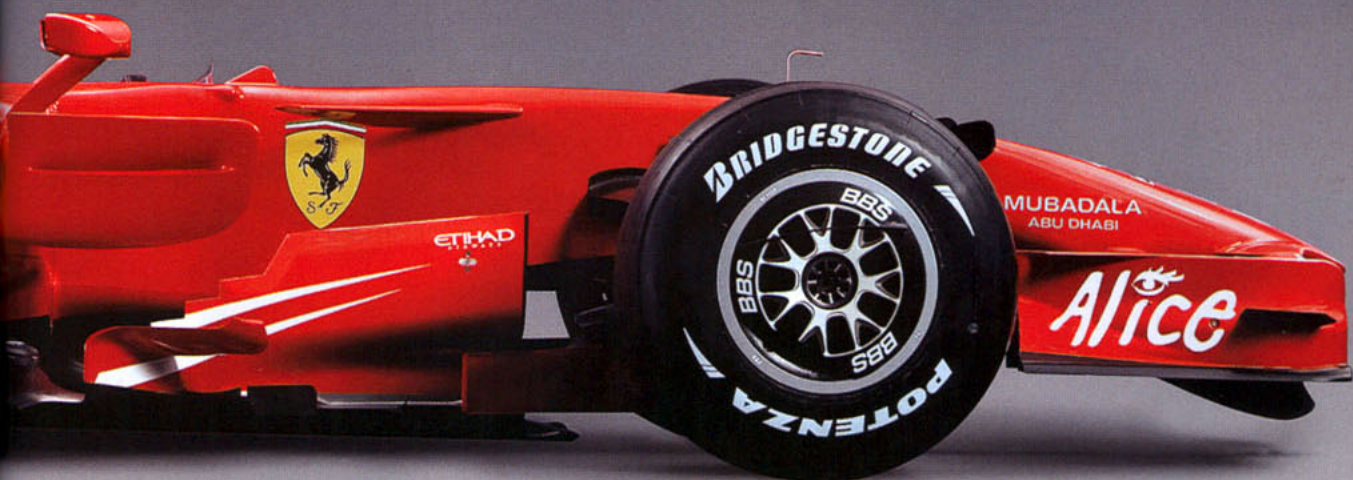
FERRARI F2007
512 LAPS LED

FERRARI F2002
863 LAPS LED

FERRARI F2001
682 LAPS LED

FERRARI F1-2000
606 LAPS LED

Ferrari's 'dream team' included the ever-present Shell and Bridgestone



Poles and won 57 grands prix, 67 per cent of the maximum

both titles that year and wouldn't relinquish them until the 2005 season, when Bridgestone didn't quite come to terms with the one-tyre-per-race rules. Between 2000 and 2004, Ferrari took 51 of the 85 possible pole positions and won 57 races, an incredible 67 per cent of the theoretical maximum. The team's 990 points even included 23 one-two finishes. Simply put, nobody else in Formula 1 could touch them: Ferrari's performances in 2002 and 2004 rivalled even McLaren's

celebrated 1988 season, when they came close to all-conquering domination by winning all but one race.

F1 is often criticised for its insularity, and it's not uncommon to hear people complaining that any discipline in which the participants "just sit down and turn a wheel" isn't a proper sport. But make no mistake: Ferrari's success over the last 10 years isn't just remarkable for

F1; it's unrivalled in *any* major team sport around the world. In football, Manchester United have won six of the last 10 Premiership titles: impressive, but not a match for the Scuderia. In US sport, the highest score is four out of 10 – for the NBA's San Antonio Spurs. In comparison, Ferrari were twice as good over the last 10 years. It's all the more incredible when you consider the challenges of moulding 1,000 people into a cohesive unit, rather than a squad of just 20 or so players. ➤

FERRARI F2004
785 LAPS LED

FERRARI F2003-GA
317 LAPS LED



FERRARI F399
311 LAPS LED

FERRARI'S DECADE OF GLORY

Of Ferrari's eight championship-winning seasons, they won 59 per cent of the races they started. Not bad, all in all...

Season	Car	Wins	Points	Poles	Fast laps	Laps led
1999	F399	6	128	3	6	311
2000	F1-2000	10	170	10	5	606
2001	F2001	9	179	11	3	614
2002	F2001	1	14	2	0	68
2002	F2002	14	207	8	12	797
2003	F2002	1	16	3	3	66
2003	F2003-GA	7	142	5	5	317
2004	F2004	15	262	12	14	785
2007	F2007	9	204	9	12	512
2008	F2008	8	172	8	13	541
TOTAL		80	1494	71	73	4617



FERRARI F2008
8 RACE WINS



FERRARI F2007
9 RACE WINS



FERRARI F2004
15 RACE WINS



FERRARI F2003-GA
7 RACE WINS



FERRARI F2002
15 RACE WINS



FERRARI F2001
10 RACE WINS



FERRARI F1-2000
10 RACE WINS



FERRARI F399
6 RACE WINS



For any sports team, merely achieving success is tough enough – you only need to ask rivals up and down the pitlane to find that out. But getting to the pinnacle is only one part of it; climbing back up there after you've been toppled, with new personnel in the key roles, is quite another. In 2005 and 2006, Renault beat Ferrari to both crowns and not even Schumacher's late-season, career-ending heroics could do anything to prevent it. At the end of 2006, Ross Brawn left along with the seven-time champion; still Ferrari took both titles in a hotly contested, and hotly disputed, 2007 season.

For 2008, Stefano Domenicali replaced Jean Todt as team principal, and while the team's legendary operational slickness faltered at times, they won with what was ultimately the quickest car – although its inability to generate sufficient tyre temperature meant both drivers performed with intriguing inconsistency. But 13 fastest laps in 18 races pointed to its ultimate pace, even if it wasn't unlocked as regularly as Ferrari might have liked.

The rear of the Ferrari
F2008: a sight quite a few
drivers got used to this year



GREATEST SPORTING TEAMS 1999 – 2008

Ferrari's achievements over the past 10 years are unrivalled in major team sports around the globe. Here's the proof...

Team	Sport	Wins
Scuderia Ferrari	Formula 1	8 out of 10 titles
Olympique Lyonnais	French football	7 out of 10 titles
Manchester United	English football	6 out of 10 titles
Honda	MotoGP	6 out of 10 titles
San Antonio Spurs	Basketball	4 out of 10 titles
New England Patriots	American football	3 out of 10 titles
New York Yankees	Baseball	2 out of 10 titles
Boston Red Sox	Baseball	2 out of 10 titles

The triumphs of the
past two seasons have
been achieved with a
fresh generation of leaders

The triumphs of the past two seasons suggest more than just a reprise of the Schumacher days, because they have been achieved with a fresh generation of leaders, groomed within the team. Felipe Massa has transformed himself from a wild youngster into a legitimate championship contender, while Kimi Räikkönen still has the speed to succeed – if he can find the answer to his 2008 qualifying woes. Stefano Domenicali leads with calm authority, and a touch of endearing Latin flair that was absent under

the previous regime. In contrast, an institution like Manchester United still quakes at the prospect of life after manager Sir Alex Ferguson; equally, McLaren have not yet been left to race without the eagle eye of Ron Dennis on the pitwall.

2008 provided a neat bookend to Ferrari's dominant decade, thanks to the parallels with 1999: McLaren took the drivers' title (their first in a decade), while Ferrari won the teams' crown. Both could call themselves world champions. But this time, although

controversy raged over some stewarding decisions, there was no bargeboard the critics could point to as favouring the red team: that component now sits on a plinth in the Paris offices of the FIA Institute, having been presented to the Federation as a tongue-in-cheek gift from Maranello. A cynical eye might see it as a neat encapsulation of the Scuderia's dominant decade. Or perhaps it just reflects that when it comes to history, romance and success, there's no team in F1 quite like Ferrari. **FO**

THE DRIVER WHO PAINTS HIS OWN CRASH HELMETS

"If you want a job done properly, do it yourself," so the saying goes. It seems that Alex Wurz has taken this advice a bit too literally...

WORDS BRADLEY LORD
PICTURES LORENZO BELLANCA/LAT



Alex Wurz is well-known for being a bit, well, *quirky*. Before becoming a racing driver he was a BMX world champion, and he began racing in F1 wearing one red and one blue boot (although he now admits that was “more a PR stunt” than superstition). And he’s so tall that somebody once advised him to have corrective surgery to make his legs shorter. But that’s not all...

Uniquely among F1 drivers, Wurz paints his own crash helmets. A driver’s helmet is a precious thing, representing one of the few bits of ‘free speech’ they are still allowed in modern F1. “It’s the last bit of identity someone can have,” agrees Wurz. It’s not unknown for drivers to throw a strop if their helmets are touched, or to nominate specific people who are the only ones allowed to look after the helmet during a race weekend. But Alex has taken things a step further.

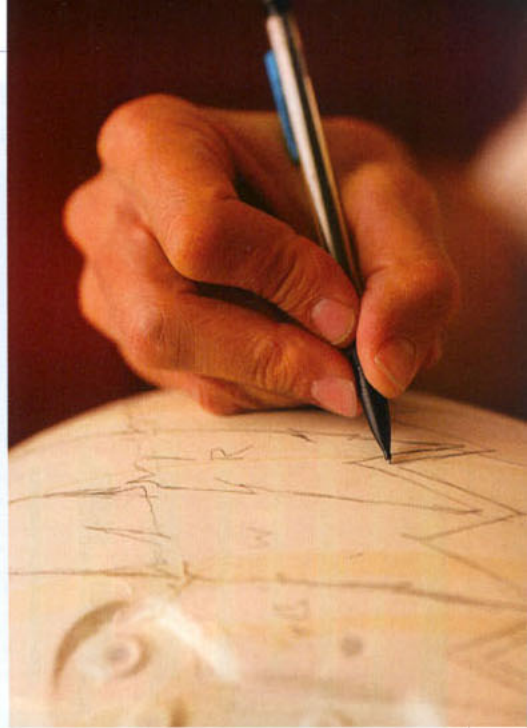
“I have a bit of an artistic side, and I love designing,” explains Wurz at his Monaco home – with a helmet in front of him on the

kitchen table. “I did my design when I was very young, but it was complicated, and nobody could do it the way I wanted. Then I met a guy called Knud Tiroch. He’s a great airbrusher – he does the Toro Rosso livery now. We became friends, and I told him I wanted to paint my own helmets. So he gave me all the equipment back in 2000.”

Characteristically for anything involving a slightly obsessive F1 driver, the process is complicated – and Alex has developed his own, individual style of working.

“If you screw up a helmet, you have to start again. So the guys tell me I’m quite extreme because I do everything freehand. I don’t measure anything, I just put the helmet in front of me and start doing outlines. It means every piece is unique, but it’s quite risky because if I try something and it doesn’t work, I have to start again. There have been a few times when I woke the whole house up screaming after I made a mistake.”

The painting process takes three days, and there can be no errors. In its own way, the pressure’s the same as making a zero-defect chassis, or building an F1 engine. The paints are water-based: they’re more complicated to work with, but safe for the kids running through the kitchen as Wurz works. Alex has even done helmets for ‘customers’, like 10-time motocross champion Stefan Everts: “You always fall in love with things you do. My wife thought it was great, but when I gave it to Stefan, he said, ‘I don’t like it.’”



The real question, though, is whether all the effort’s worth it? Does it make any difference to the finished product? “I choose them by how they look on TV, or on a picture,” explains Alex. “No one will ever see what I see. But it’s just what I like.”

It was Oscar Wilde who said, “All art is quite useless.” But perhaps that’s just the point: there’s real satisfaction to be found in perfecting a detail that won’t make the car go any quicker, and that only he will ever notice. By that measure, Alex Wurz is probably the fastest artist in the world. **FO**

Alex Wurz designs and hand-paints all his helmets. The process takes three days to complete, and if he makes one mistake he must start again. He’s even designed helmets for other people



GREAT TEAMS THAT RULED FORMULA 1

They disappeared from the grid and ended up in a dusty stats book. But these constructors once dived with, and dominated, household names like McLaren and Ferrari

WORDS MAURICE HAMILTON PICTURES LAT ARCHIVE

The list is long and varied, but the reason for quitting is usually the same. More than 40 F1 teams have either closed their doors voluntarily or had bankruptcy officials do it for them.

The pattern is familiar. Huge enthusiasm for such a colourful sport attracts entrants who discover that budgets adequate for other forms of motor racing quickly become derisory in F1. Even well-organised teams, from the days when finance was not the all-consuming factor it is now, found difficulty matching the demands of bank managers instead of the pace of competition.

Preparation for Formula 1 goes beyond simply building competitive cars. Money may be the root of all evil but, as the team casualty list shows, it's the necessary evil at the root not just of success, but survival.



TYRRELL

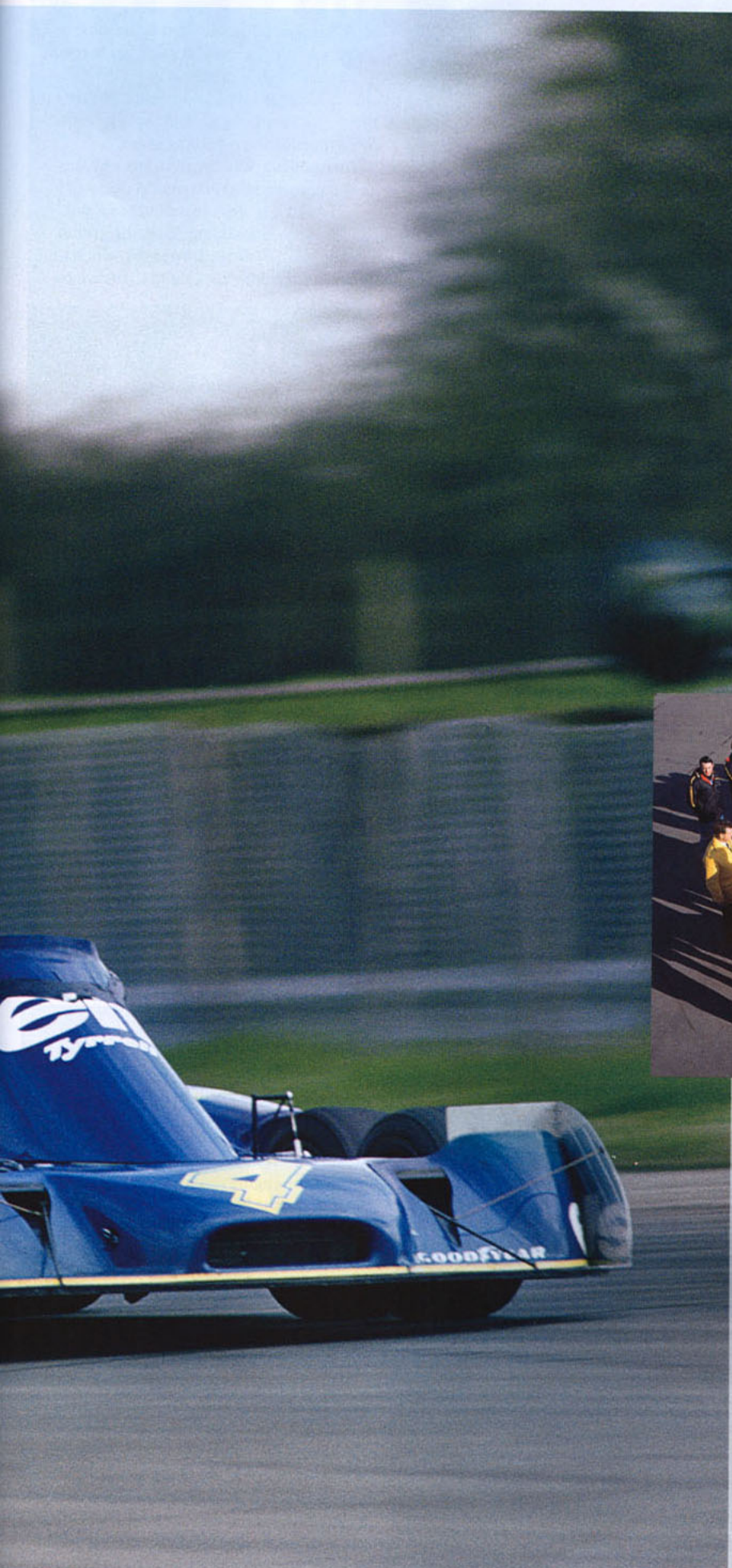
IT MAY HAVE been almost 40 years ago, when things were less complicated, but Tyrrell achieved the seemingly impossible. Starting from scratch in 1968, this team won the championship in their second year and another two titles within the next four seasons using cars built in a wooden shed.

The team's run of success was due to the pragmatism of their owner, Ken Tyrrell, and the skill of his driver, Jackie Stewart. This, with support from Elf and Ford, produced an efficient package, completely free of hype.

Tyrrell were small, and they were a family. The mechanics, some of whom had been with Ken in junior formulae, stayed loyal for more than 25 years. But it was the final decade which would prove to be the most difficult.

Stewart's retirement at the end of 1973 coincidentally signalled the slow start of a decline that would accelerate into the 1980s as the team's home-spun philosophies were overtaken by the rapidly changing face of F1.

Tyrrell was old-school, and those virtues of honesty and dignity were gradually



Above: Tyrrell was a family team with a loyal, committed staff
Left: Jody Scheckter tests the six-wheel Tyrrell P34 in 1976

overwhelmed by the vulgar demands of commercial expediency. Simply put, Tyrrell ran out of money and had no proper means of finding the necessary vast sums.

Post-Stewart, there were one or two highlights, such as the six-wheeled P34. The fact that this car, with its four tiny front wheels, had been built in complete secrecy (as had the first Tyrrell F1 car) said everything about the team's compact nature and respect for the mischievous wishes of their owner.

Ken Tyrrell adored his motor racing but that infectious enthusiasm was not enough to sustain his beloved team. The Tyrrell Racing Organisation was sold to British American Tobacco (to become BAR) at the end of 1997. Ken died of cancer four years later. It was the end of a very different era. ▶



Nelson Piquet made the most of Brabham's innovative designs, taking two world titles in 1981 and 1983

BRABHAM

BRABHAM WAS BORN of one man's wish to build his own car and withered when the next owner became more interested in making money.

Having won two world titles with Cooper, Jack Brabham formed Motor Racing Developments with a fellow Australian, Ron Tauranac, in 1961. The title was changed to Brabham when it was pointed out that MRD had rude connotations in French.

The first car appeared in 1962, and the first win came two years later, but Jack Brabham's intuition really paid off when he saw an opening presented by the new 3ltr

engine rule for 1966. Brabham had Repco in Australia use an Oldsmobile V8 as the basis for a reliable engine that would take him and Denny Hulme to titles in 1966 and '67.

Brabham retired at the end of 1970 and Tauranac sold the team to Bernie Ecclestone. This may have been Ecclestone's entrance ticket to a commercial society he would come to control in its entirety, but he was serious about his team. The clever move was employing Gordon Murray, a young maverick who possessed a wonderful imagination to match his design talent.

The result was three wins in 1974 and second in the 1975 constructors' title. Murray's genius produced the BT46B 'fan car' – so superior that it walked off with the

1978 Swedish GP and forced Ecclestone to withdraw it for the next race or face a revolt.

The team's peak would come with world championships for Nelson Piquet in 1981 and 1983 – Murray bringing further innovation by re-introducing refuelling stops.

Then the impetus began to run out and Ecclestone, his attention divided, sold the team in 1988. It was the prelude to a sad couple of seasons sliding down the grid to closure halfway through 1992, by which time Bernie was making his millions elsewhere.



Team founder Jack Brabham drove his own car to the 1966 drivers' championship, with Denny Hulme taking it in 1967



Give that guy a medal: Bernie Ecclestone (centre) bought Brabham and used the talents of designer Gordon Murray (left)



John Surtees takes the Cooper to its penultimate victory in the 1968 Mexican Grand Prix

COOPER

A TEAM OF their time. Charles Cooper and his son John saw an opening in the post World War II market for cheap and reliable racing cars. By dropping a small motorcycle engine – ten-a-penny at the time – into the back of a simple tubular chassis with wishbone suspension, the 500cc formula fed a mass market desperate to go racing. Although they produced front-engine Cooper-Bristols, which raced occasionally in F1, the Coopers would use the rear-engine concept to revolutionise grand prix racing.

At first, the 1.9ltr Cooper-Climax was underpowered, but Stirling Moss brought the first of very few wins by running without a tyre change in the searing heat of the 1958 Argentinian GP. But, when Coventry-Climax stretched their engine to 2.5ltrs, the Cooper became a horse of a different colour. Jack Brabham used the more nimble car to out-run the Italian opposition on his way to consecutive world titles in 1959 and 1960.



Graham Hill powers to victory at Monaco in 1968, driving the Gold Leaf Lotus – the first F1 car to carry sponsorship

LOTUS

LOTUS WAS SUCH a consistently innovative force that, despite occasional dips in competitiveness, it seemed motorsport could never be without this British icon. After establishing the marque in 1952 and entering F1 six years later, Colin Chapman pioneered the monocoque chassis and walked off with seven wins for Jim Clark in 1963. A second drivers' title came in 1965 and a move to Ketteringham Hall in Norfolk suggested Lotus would be around forever.

Chapman then wheeled out the Lotus 49 with a Ford V8 as a fully stressed member in 1967 and won the championship with Graham Hill the following year. The wedge-shape Lotus 72 brought a posthumous title for Jochen Rindt in 1970 and provided

Emerson Fittipaldi with the equipment to win his first championship two years later. And still Chapman was not finished; an even more dramatic exploration of aerodynamics spawned the ground-effect Lotus 79 with which Mario Andretti dominated in 1978.

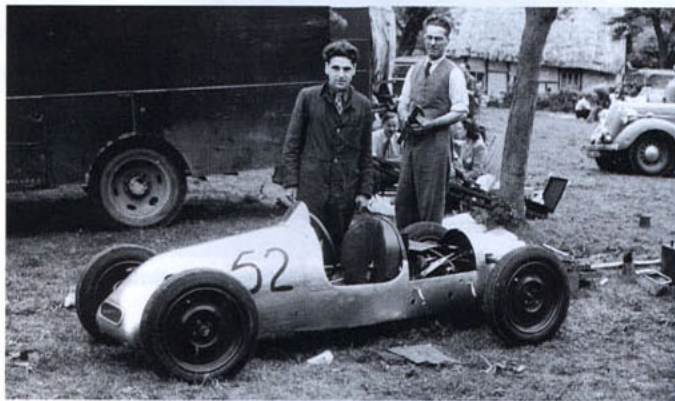
In December 1982, Chapman died of a heart attack at the age of 54. He had been investigating active suspension while the authorities had been investigating him over alleged fraud concerning his involvement with the bankrupt DeLorean car company.

The race team continued in the capable hands of Peter Warr, a link with Renault and Ayrton Senna putting Lotus in contention for the title in 1986. When Senna left for McLaren and Warr later moved on, it signalled the beginning of a motley collection of owners, designers and drivers that led to the team's eventual demise in 1995.

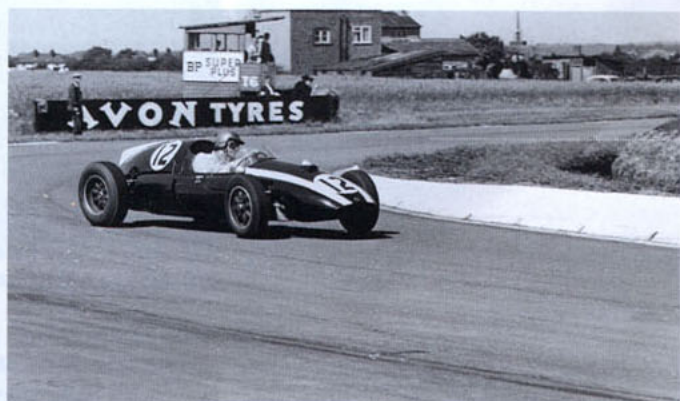


Monza 1963: Colin Chapman sits atop Jim Clark's Lotus after clinching the drivers' and constructors' title

It was sadly ironic that Team Lotus should be bankrupt when it was Chapman who had pioneered commercial sponsorship by painting his cars in Gold Leaf colours in 1968. Another stroke of brilliance from the man who was Lotus.



From this... John (left) and Charles Cooper stand by their Cooper MK1 prototype in 1946



To this... Jack Brabham powers his way to victory at the Belgian GP and in the 1960 world title

The firm from Surbiton in Surrey was on borrowed time from the moment the likes of Ferrari and Lotus switched to rear engines. Brabham left to set up his own team and Cooper won only one more race (Bruce McLaren at Monaco in 1962) before Charles died and John was injured in a road accident.

In any case, the family name was becoming firmly attached to the performance version of

The Coopers' rear-engine concept revolutionised grand prix racing

the Mini. The team moved to Byfleet in Surrey and completed a deal to use the hefty Maserati V12 for the 3ltr formula in 1966. Despite a useful line-up of drivers, there would be only two more victories: John Surtees in Mexico 1966 and Pedro Rodriguez in South Africa 1967. The moment had passed, and the Cooper team quietly closed its doors at the end of 1968. ➤

Jean-Pierre Beltoise gets some air during the 1969 German GP. Matra used F1 as a way of raising its profile as an aeronautic institution



CLOSE – BUT NO CIGAR

HESKETH

A brief but colourful stay brought victory for James Hunt at Zandvoort in 1975, before Lord Alexander Hesketh could no longer foot the bill



MARCH

Exploded onto F1 scene with one win in 1970. Works team won two more GPs. A half-hearted effort, reinvented more than once in the 1980s



LEYTON HOUSE

The Japanese real estate company sponsored the reborn March team before buying it in 1989. Potential of Adrian Newey's car never fulfilled



ARROWS

Breakaway group from Shadow appeared in 1978 and led second GP. Bought by Footwork in 1991. One pole position but no wins



PENSKE

A two-year F1 venture by a very successful entrant in US racing brought victory in Austria 1976. The team had closed by the end of that year



MATRA

MATRA REMAINS UNIQUE as a racing team spawned by the need of a major French aeronautic institution to highlight its technical prowess in the automotive world. The association with cars began when Matra bought Djet and saw motorsport as a means of promoting this small sports car company.

The first Matra racing car appeared in 1965 and the company's background was apparent.

While the works Matra struggled, Jackie Stewart won races for Tyrrell



Chris Amon in the 1972 Matra at Monaco – he was the only entrant for the team as they wound down their involvement in F1

When Ken Tyrrell was persuaded to have Jackie Stewart test a Matra at Goodwood in 1967, the Scotsman was immediately impressed by the rigidity of the chassis and the quality of construction. Tyrrell did a deal for Formula 2, and it brought excellent long-term benefits for both sides.

Matra decided to build not only an F1 car but also a V12 engine. As a precaution, they provided a chassis for Tyrrell's fledgling F1 team. While the works Matra struggled, Stewart won races for Tyrrell, almost taking the title in the team's first year, and securing it in 1969. Then politics took a hand...

When Matra's automotive division was sold to Chrysler France, the parent company insisted on using their V12. Tyrrell stayed with the Ford engine and bought a March chassis, leaving Matra (now Matra-Simca) to struggle with their glorious-sounding but underpowered weight handicap in the rear.

Gradually, the F1 operation wound down to a single entry for Chris Amon in 1972, Matra focusing on sportscars and winning Le Mans. By 1974, the F1 effort had ceased and Matra finally withdrew from competition. The aim had been achieved, albeit at considerable cost but with solid engineering integrity. **FO**

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THE MAN WITH THE MOST FAMOUS NAME IN MOTORSPORT

WORDS TOM CLARKSON
PICTURES ANDY EARL

Bruno Senna stands on the verge of F1 as the nephew of the greatest driver of all time. *F1 Racing* meets a young man eager to prove himself – and confident that he can handle the pressure



R

ush hour outside London's Waterloo Station. Traffic is at a standstill. Faceless businessmen rush along the pavement, late for another credit crunch disaster briefing. It's 9am on a typical, grey November day in the capital. Typical, that is, until a blue baseball cap appears, zig-zagging through the crowd. The brim points towards the ground, protecting its wearer from the winter chill. His slender physique weaves purposefully through the pedestrian traffic. As he looks up, there's something hauntingly familiar about him: the dark curly hair, the bottomless brown eyes... The first name may be Bruno, but there's no mistaking this guy's called Senna. The resemblance is uncanny.

Think 'Senna' and what comes to mind? Brooding frowns, maybe? Or messianic intensity? You think of feuds with team-mates; of the final, fateful crash at Imola 1994. It's the most famous surname in motorsport – and probably the biggest burden for any young driver to carry as he prepares to enter the sport. A bit like stepping onto a football pitch with 'Pele Jr' written on your back. Or into a boxing ring with 'Ali' on your shorts. How could any young driver called Senna be genuinely free to affirm his own identity, or carve his own place in history? It's a conundrum Bruno has faced ever since he told his mum, Viviane, that he wanted to follow in his uncle's footsteps...

Lewis Hamilton often speaks about Ayrton in interviews; he's said he feels "a connection". Does that annoy you?

I don't think Lewis compares himself on purpose. He's very confident and he's a great talent, so he doesn't need to be doing that. Anyway, I don't think he does it in a negative way; I don't think he's saying he's better than Ayrton, because he's a big a fan.

Does that give you an even greater motivation to beat Lewis on the racetrack?

My motivation is to race against the best drivers in the world. If Lewis is the best – and he's the world champion – then I want to race him. If you can beat someone like him then you know you're pretty good.

What does Ayrton mean to you now?

He's my reference. I look up to him as someone who had a very successful life because of the way he approached things. Luckily, I don't have to put much effort into being like him because my whole family is very alike in terms of how we live life and how we deal with life. There's definitely a Senna stamp.

Is he 'Uncle Ayrton' to you or 'Senna the racing driver'?

He's Uncle Ayrton; he always has been. When I think of him on the professional side, yes, it's Ayrton the racing driver, but most of the time I think of him as someone from my family. I was only very small at the time and sometimes I was a bit shy, but he was still just someone from my family.

Is there a particular memory of him that you cherish?

Not really; there are just lots of memories in general. It's easy for me to go back to the times when we were at the beach house in Angra on holiday because we had great fun racing each other on jet skis; or going to the farm together and racing karts. Ayrton was a family man.

Do you still visit Ayrton's farm?

Whenever I'm in Brazil I go back there. It's about an hour and a half south of São Paulo and my grandfather still goes there every weekend. It's a beautiful place and the kart track is great fun to drive on. I'm going to see if we can get Felipe Massa's kart race – currently in Florianopolis – to take place there next year, although I haven't mentioned this to my grandfather yet!



Look familiar? Bruno has his uncle's curly hair, brown eyes and iron self-belief



Did his death affect your ambition or your passion for motorsport in any way?

My ambition, yes. When I realised he had died, I knew immediately that I wasn't going to be racing any more because the environment wasn't right for me to say, "Hey, I want to drive go-karts." I didn't become scared of racing or anything like that; it was simply a subject that we never discussed and I just went on and did other things.

What did your mum say when you said you wanted to race?

My love for racing and cars never went away and my mother knew that. But she was still quite surprised when I told her that I wanted to go into motor racing. She thought it was something to do with me being 18; she thought it was a phase. After about a year, when I'd broken a total of five ribs in go-kart races, she realised I was serious.

What is your mother's view of your career now?

She realises now, looking back, that we should have moved to cars straight away. But it's very easy to look back and decide you should have done things differently. When I started racing she was very worried about the safety factor. Now I think she's worried about the success factor!

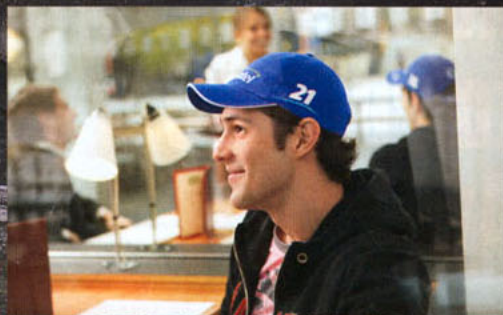
How have your family supported you in the past four years?

My grandfather is still not so keen on the idea of me racing, but everyone else in the family has supported me 100 per cent. My mum came to all but two of my races in 2008; one of my sisters, Bianca, is my manager and my other sister, Paula, is coming to live with me in London. She's very arty and messy; she'll probably drive me mad!

Would you have got this far without having the most famous surname in motor racing?

The Senna name helped bring in sponsorship to allow me to go racing. But if I didn't have the surname and still had the money, it would amount to the same thing. I didn't finish second in the GP2 Series because of my surname. I did it because I was able to do it.

Bruno must have answered endless questions about Ayrton over the years, with people probing the raw emotions of losing a close relative who also happened to be a world-famous superstar. But he responds to each enquiry patiently, pausing as he does so. The hand movements are slow but deliberate. His answers have a depth uncommon among current drivers. And there's a laid-back ▶



"If I win, I want to do it on merit..."
Bruno Senna on London's South
Bank, November 2008



**"I'm doing
this because
I love it. I'm
not trying
to replace
Ayrton"**

conviction that belies the fact he's only been racing cars for four seasons. He never karded, never battled his way through the ranks like Hamilton, Alonso or Schumacher. As recently as 2004, Bruno expected to have a career in his grandfather's car business in São Paulo, putting his degree in business administration to good use. Now he's a runner-up in GP2 – and on the verge of F1.

Not that you'd know it as he talks, though. When Bruno smiles, a wide, warm grin lights up his face. His conversation is relaxed and carefree; there's a spring in his step. Midway through an answer, he looks up: "Did you see me on TV the other day?" he asks. "It was my presenting debut..." He's almost over-eager, keen for people to see something he knew he did well. He wants, quite simply, to impress. It's as if – whisper it – he's just like any other F1 hopeful...

Can you remember how you felt at your first ever race?

I was so nervous! I couldn't sleep the night before and there was a big hole in my stomach throughout the weekend. That was a Formula BMW race in 2004 and it took until the middle of '05, my first season of Formula 3, for my nerves to calm down and my confidence to go up. That first season of racing was a year in which I aged maybe three years because I was so nervous!

You never raced go-karts properly; has that held you back?

I think go-karts are very important for you to understand the basics of driving and racing, but I don't think it's absolutely fundamental to go and do 10 years in go-karts, because the driving style and technique used in karts is different to cars. I did some karting from

him as much as possible to keep him updated about what's going on in my career, but I don't ask him for favours in terms of, "Can you help me go there?" I just try to learn as much as I can from him.

What have old friends of Ayrton's, like Gerhard Berger and Ron Dennis, said to you?

Gerhard has been a key part of my career. He's helped me since the beginning and has always put me in difficult situations to see how I would cope. It's been the perfect way for me because I was quite old when I started out and needed to be put under pressure. As for Ron, he's helped the Ayrton Senna Foundation [the family charity] a lot. When I met him at Imola in 2004, the first thing he said was, "You're too tall to be a Formula 1 driver." He gave his opinion very quickly!

Do you think you're ready for F1 now?

I only wanted to test an F1 car when I felt ready to race one. The biggest challenge in F1 is the technical side. I've always been good with this aspect of the sport, but the level is much higher in F1. The car is such a big step from the GP2 Series. I had a very good first try because there wasn't much pressure to perform – you can't expect a driver who is completely new to an F1 car to deliver a magical lap time. The first time out was a bit overwhelming with all the power.

So how much do you think you can achieve?

That depends upon my opportunities. In a very short space of time I've achieved a large amount, but it's only in F1 that everything gets proven. I believe that I have the ability to be successful in F1, so with



five to 10 years old – back then I competed in one race, which I won by a fair margin, and the rest of the time I just practiced.

Was not winning the GP2 championship a disadvantage for the next step of your career?

No. If I'd won it, I might have had more to negotiate with in F1, but the championship was full of bad surprises for me. I made sure that the right people knew what was going on before we came to speak to them about an opportunity in F1.

Talking of bad surprises, you hit a dog in Turkey at 150mph. What went through your mind before the collision?

How to avoid it! I had maybe 0.3 seconds to see it, identify it, realise what was happening and then react. In reality, though, no one is going to get away with going over a brow at that speed and miss a dog running in the middle of their path. There was about £33,000 of damage.

What's been the most satisfying win of your career so far?

I think it has to be Monaco 2008. Pastor Maldonado was all over me and it was tough to keep him behind, so it was a great feeling when I crossed the line. It was nice to keep it in the family, too, because the Sennas are the only Brazilians to have won at Monaco. I remember watching Ayrton on those steps when I was a boy and I've always wanted to stand on them myself!

How is your relationship with Bernie Ecclestone?

It's pretty good. We've spoken about a lot of things since 2006, when I finished third in the British Formula 3 championship. I try and meet

the right car and the right team behind me, I think I can win races and score points regularly. If I win a world championship, I want to do it on merit; I don't want to be champion because I've got a better car than everyone else.

How much expectation will be on your shoulders when you finally join Formula 1?

If Felipe Massa had won the world title it would have been a bit easier for me, I think! Brazilians are very acidic with their sportsmen and they're going to put a lot of pressure on me. They will compare me with Ayrton from the outset, but I've just got to ignore it. I'm doing this because I love it. I'm not trying to fulfil history or replace Ayrton.

F1 is a hostile environment for a sportsman to ply his trade;

doubly so for Bruno, who will be constantly compared with the most revered racing driver ever. Perhaps Ron Dennis was giving him a veiled piece of paternal advice when he told him he wasn't suitable. But Bruno is a determined and intelligent man who's known from day one what he's up against. And he doesn't seem fazed or daunted by it. Not remotely.

Later, after Bruno has disappeared into the city, *F1 Racing* checks him out on YouTube to see what he his TV debut was really like. In the pouring rain, he ragged a Nissan GT-R and Porsche 911 Turbo around a soaking wet track in North Wales, all the while chatting away and making jokes to an in-car camera. It's eerily reminiscent of Uncle Ayrton putting a Honda NSX through its paces at Suzuka in 1991. "If you think I'm good, you should see my nephew," Ayrton famously confided in 1993. He was rarely wrong. **F1**

"FROM THE FIRST TENTH OF A SECOND BRUNO GETS IN THE CAR UNTIL THE CHEQUERED FLAG, IT'S TORMENT. IT HASN'T CHANGED AT ALL. IT'S THE SAME AS WHEN I USED TO WATCH AYRTON RACE"

Viviane Senna lost her brother during Formula 1's darkest hour. As her son prepares to make his debut in the sport, she opens up about how it will feel to see Bruno lining up on the grid

Ayrton Senna's flame still burns bright. In Santana, the district of São Paulo where Senna spent his childhood, his sister Viviane heads the Ayrton Senna Foundation, working 10 hours a day between her trips to Europe to follow the career of her son Bruno. Dedicated to the memory of the three-time world champion, the foundation has helped transform the lives of over eight million children and young people in Brazil since 1994. But Bruno's racing has brought Viviane straight back to the world where she lost her brother...

"I tried to convince Bruno to ride skateboards," admits Viviane. "I was caught by surprise when he told me he wanted to race. He used to drive go-karts on our farm at the weekends... but just because you play football with friends, doesn't mean you're going to become a professional football player. We used to think the same way."

The pain of losing a close family member is unspeakable; and it's hard to imagine watching a family tragedy unfold in a far away country, under the uncompromising glare of television. Ayrton's loss adds another complex dimension to Bruno's decision to pursue a career in racing.

"My father doesn't get involved, because of what happened in the past; it was too traumatic for him," explains Viviane. "From the first tenth of a second Bruno gets in the car until the chequered flag, it's a torment. It hasn't changed at all. It's the same as when I used to watch Ayrton race, but there has been a huge step forward in the cars' safety. I still get worried, but it's more dangerous going out in the evening in São Paulo."

Bruno's career is managed by his sister Bianca, and Viviane is proud of her success in a world that she believes is "still very sexist". But she's also quick to acknowledge

the influence of another F1 figure on Bruno's path to the sport: Gerhard Berger.

"One day, Bruno rented a Formula Renault car and went to practise at Interlagos. [Viviane's partner] Arthur took some pictures, and sent them to Gerhard. That really shook him. He soon saw that karting was not the best way for Bruno, so he scheduled a Formula BMW test for him in Valencia. Gerhard is a tutor for Bruno. He assesses the options, changes ideas, talks... He's been a very good friend."

For Viviane, Bruno's career in Europe has brought with it a need to "split myself in two": constant transatlantic flights from Brazil to Europe, before returning to her work at the foundation. It's a punishing schedule, but one that she has adjusted to willingly. "It's a fast pace. It always has been," she smiles. "Being fast is in the blood of our family." **F1**

WORDS BRADLEY LORD



"I can do it myself, Mum!" Viviane helps Bruno with his helmet for his first ever car race. Above: meeting Ayrton's former team-mate Gerhard Berger. Above: celebrating winning at Monaco in GP2 in 2008

QUOTES: CLEBER BERNUCCI. MAIN PIC: AP/GETTY IMAGES. INSETS: ALASTAIR STALEY/GP2; LAT ARCHIVE; SUTTON IMAGES

HOW F1 USED TO BE

Amazing shots from the days of yore

LIFE'S A BEACH

It's the first corner on lap 1 of the 1980 United States Grand Prix (West) at Long Beach, and Nelson Piquet is on his way to the first Formula 1 victory of his career. Although Toyota have taken sponsorship of the event, it'll be another 22 years before one of their cars enters a GP.

The race is destined to end in controversy after the brakes fail on Clay Regazzoni's Ensign at this very spot. He hits the abandoned Brabham of Ricardo Zunino at around 160mph and is launched into the catch fencing. The crash will lead to an urgent review of cockpit strength and track safety. 'Regga' will never walk again.

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Who on this photo scored the first ever F1 world championship win for Renault?

- (a) René Arnoux
- (b) Jacques Laffite
- (c) Jean-Pierre Jabouille

The closing date is January 22, 2009. For full competition terms and conditions, please refer to www.f1racing.co.uk



1 NELSON PIQUET

A full second faster than Arnoux in qualifying, Piquet was able to run hard-compound race tyres and still be comfortably quicker than anyone else. He led from pole and, after putting the hammer down for five laps, cruised to his first GP win

2 RENÉ ARNOUX

Renault struggled with a lack of engine-braking compared to their normally aspirated rivals. Arnoux bucked the trend by qualifying second but he couldn't challenge Piquet. A punctured rear tyre dropped him out of contention and he finished ninth

3 PATRICK DEPAILLER

The Frenchman was on the comeback trail after breaking his legs in a hang-gliding accident and missing much of the 1979 season. He qualified the Alfa third and ran second before retiring on lap 40. Depailler lost his life that summer in a testing crash

11 CARLOS REUTEMANN

The enigmatic 'Lole' is thought to be one of the best drivers never to win the world championship. When Giacomelli spun in front of him and blocked the track, Reutemann spun while squeezing through and broke a driveshaft as he accelerated away

10 MARIO ANDRETTI

Lotus boss Colin Chapman's fixation with finding maximum aerodynamic downforce caused the Lotus 81 to be very nervous. Andretti struggled in qualifying and retired on the first lap with bent steering after hitting Jean-Pierre Jarier at the start

9 RICCARDO PATRESE

New front suspension had helped the ill-handling Shadow and Patrese made the most of it to qualify eighth. Aided a little by attrition he would finish this race in a very surprised second place - but he was destined not to score another point that season

8 JOEY SCHECKTER

1979 world champion Scheckter scored Ferrari's first points of the season by finishing fifth, thanks largely to the retirement of others. Demoralised by his team's fall from form, he quit F1 at the end of the year and is now an organic farmer



4 JAN LAMMERS

Substituting for the injured Marc Surer, Lammers was the sensation of qualifying in the revised ATS. He started fourth but a driveshaft broke on the opening lap. Lammers was to have a long career, including a stint driving Volvo estates in touring cars

5 ALAN JONES

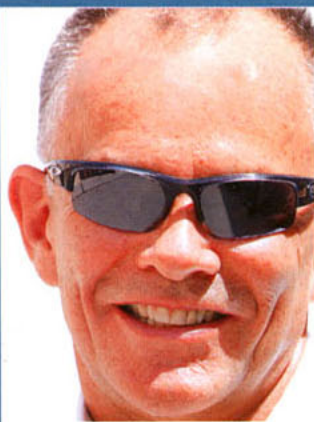
In his third season for Williams, the famously gutsy Jones and the FW07 proved to be a championship-winning partnership. This race was to end badly, though: after an exciting dice with Depailler for second, Jones was taken out by Giacomelli

6 BRUNO GIACOMELLI

After qualifying sixth, Giacomelli spun early on and caused a multi-car pile-up that blocked the track. He got going again but, later on, tangled with Jones while being lapped. Giacomelli quit F1 in 1983, only to reappear in 1990 with the short-lived Life team

7 GILLES VILLENEUVE

Ferrari had dominated this race for five years but were having a dreadful season as their rivals perfected ground effect aerodynamics. Villeneuve got as high as third from 10th on the grid but retired with a broken driveshaft after his pitstop



PETER WINDSOR

Forthright views from our man inside the F1 paddock

I think it was Colin Chapman who first said that if a committee sits down to design a racehorse it will come up with a camel.

What, then, would the father of Lotus think of the 2009 version of the Formula 1 car? He would probably compare it

with the days of the safety campaigner Ralph Nader. One minute we had beautiful-looking 911s, Alfa Spiders and Elans, the next they were either an abomination of massive bumper-shielding, or had become extinct.

You only have to look at the 2009 F1 prototypes to appreciate that these are cars where aesthetic appeal and practicality have been sacrificed on the altar of that great god 'the windtunnel'.

"An F1 car should look like an F1 car. Not like a Formula Atlantic from the 1970s"



Aesthetic beauty has been sacrificed for the demands of the 2009 regulations, devised by the Overtaking Working Group

I know some F1 people are already saying that the look of the cars is irrelevant to their performance. I disagree. F1 remains the only category in the world in which you have to design and build your own car in order to compete. Technology – including its static beauty – is 50 per cent of the package. An audience can therefore reasonably expect an F1 car to look like an F1 car, not some glorified Formula Atlantic from the 1970s.

Who's to blame for all this? Ultimately it came down to over-large F1 teams justifying their vast windtunnel and CFD departments with a bit of extra-curricular nonsense. All of them are competitive with one another and within one another; none will give away secrets; all must be seen to be leading the technology race. Thus, in the OWG (the Overtaking Working Group that devised the 2009 regs) we had a bit of everything – a bit of every team's aero department. The result is a car spec that by comparison ensures a 1974 Iso Marlboro should have a permanent place in the Museum Of Modern Art.

Me? I look forward to the few occasions in 2009 when the cars will not be passing one another. I've always thought that one pass per race – one *great* pass – is at least the equal of 57 per lap, and I'm quite partial to defensive races. I look forward to the odd procession because I'm hoping that this will mean black marks for the OWG and thus a possible end to the 2009 horror-show. Which is what Colin Chapman thought, no doubt, when he saw the ugliness of the Nader creations back in 1970...

MARK WEBBER AND RED BULL'S LOSS COULD BE LOEB'S GAIN

COMMISERATIONS TO Mark Webber, who set out to raise money for charity by doing something difficult and physical but now finds himself in hospital with a broken leg. Mark: get better soon.

For F1, meanwhile, the accident could provide an unexpected boon. Sébastien (not another one) Loeb's recent Red Bull F1 test confirmed that the five-time world rally champion could easily make the switch to F1.



Toro Rosso could benefit massively from the driving talent of rally champ Sébastien Loeb, now he has tested for Red Bull

He'll never replace Mark, of course, but Toro Rosso could use him well alongside the other French Séb. The guy is brilliant, a talent that F1 cannot afford to be without. Vic Elford remains one of the greatest F1 drivers never to have received his dues; we cannot afford to make the same mistake with Loeb.

UNANSWERED QUESTIONS ON 2009 AERO REGS

THE REST OF us (by which I mean the rest of us who did not join the clamour for more overtaking) are left wondering: A) why a wider rear wing with a smaller chord section would not have

been at least the equal of the hideous appendage they have now; B) what the new-age geniuses are going to do about all that turbulence that still rises from the flow of the rear tyres; and C) why a good



Gurney flaps enable Indycars to run close together, so why not use them in F1?

old Gurney flap wasn't mandated at the front? They still work in Indycar (eight or nine cars are able to run within inches of one another at 200mph-plus), so why wouldn't they work in F1?



ALAN HENRY

The UK's finest F1 journalist on Honda and broken legs

The decision by Honda to withdraw from Formula 1 will not have come as a total surprise to those who have made it their business to study the vagaries of F1 history. The sport has gorged itself on tremendous financial expenditure over the

past two decades and, while the economics of the situation were sufficiently favourable to allow such levels of investment, the business continued to thrive and expand.

But there was always the danger that the sport would feel the bleak chill of economic reality sooner or later. And when that moment finally arrived there were always going to be casualties. In this particular case it was one of the sport's biggest spenders who had precious little to show for their investment over the past couple of years – and it should serve as a warning to those who fail to deliver on their early promise.

Honda's demise also signals that, to an extent, Max Mosley's warnings on the dangers of F1 cost inflation have been timely. I wouldn't quite give him 10 out of 10 on this front; his introduction of the KERS energy regeneration systems has been responsible for piling huge costs into the sport. But this reality is excused by many who feel that F1 needs to be doing something to send a signal that it is both environmentally aware and, up a point, socially responsible.



Twenty years ago Honda ramped up costs in F1 with the turbo development for their engines, but now it's all too much for them

Historically, F1 has always had something of an identity crisis. When it was populated by a succession of independent teams running proprietary chassis – customer cars, if you like – then everybody seemed to be working overtime trying to tempt the world's major manufacturers in on the game. Once they arrived and took over, pouring in their

dollars by the bucketload, everybody veered to the other end of the scale and decided a simpler approach to the sport would be best in the interest of long-term sustainability.

I was reminded by Force India's director of business affairs Ian Phillips that when Eddie Jordan founded his Jordan team in 1991 he did so with about £2.1m. In 1987 Phillips himself had run the Leyton House March team on little over £500,000 which,

There was always a danger that F1 would feel the chill of reality

even allowing for 20 years' inflation, is very cheap by current standards. And all this took place at a time when Honda were pushing costs through the roof with their 1.5ltr turbo engines, which won multiple world championships with Williams and McLaren.

Two decades ago, Honda set the pace in the spending race at the sharp end of the Formula 1 field. How ironic that lack of results at the back of the field in 2008 was to ultimately seal their fate.

A BREAK MAY DO YOU GOOD

ALL SYMPATHY GOES out to the personable Mark Webber after the accident in Tasmania which left him with a broken right leg. But considering he was riding a bicycle when it hit an SUV head-on, you'd have to say that he's very lucky to be sitting up talking about the episode, or anything else, come to that.

There was a time in the not-too-distant past when the conventional wisdom was that any F1 driver who broke a leg never again quite scaled the absolute peak of competitiveness. Happily, those days are long past. A bloke called Michael Schumacher, you may recall, broke his leg in the 1999 British GP at Silverstone.

Remind me, how many world championships did he subsequently win? Webber will be as good as new.



Webber may have broken his leg, but it's no longer a career-threatening injury

WHO'S FAST ON THE LOOSE?

SÉBASTIEN LOEB'S pace in the Red Bull test set me thinking about just how many F1 stars had gone the other way and tried their hands on the loose stuff.

Most outstanding of all was probably Jimmy Clark's outing on the 1966 RAC Rally in a works Lotus Cortina. He ran with the leaders until he was delayed in an off-track excursion.

Also, Stirling Moss drove a Sunbeam Talbot 90 to second place on the snowbound 1952 Monte-Carlo Rally. What would Loeb make of a Sunbeam Talbot? Best not to inquire, I suspect.

{WHAT'S IT LIKE TO...}



Pedro Diniz escapes his flaming Ligier at the '96 Argentine GP. Note the singed helmet...

...BE INVOLVED IN A FIRE?



NIKI LAUDA
GERMANY, 1976

"I remember everything leading up to the race very clearly, but I have no recollection of the accident, which happened on lap 2. I can't remember anything until I arrived at the second hospital, so I can't tell you about losing control of the car or sitting in the fire. I never felt angry about the accident - I knew the risks every time I got into the car. Five weeks later I was back, at Monza."



GERHARD BERGER
SAN MARINO, 1989

"There are big accidents and little accidents. This was one I'll never forget, even though I was knocked unconscious and don't remember hitting the wall. In the first moments after I was rescued, while I lay on the grass, I was in so much pain. I promised myself that I'd never end up in an ambulance again."



JOS VERSTAPPEN
GERMANY, 1994

"Only three litres of fuel spilled during the pitstop, but there was a big fireball. Sitting in the cockpit, you have to be a cool customer in those circumstances. But the drivers wear a lot of fireproof gear, and in my case it was all over after about four seconds. The real heroes were the guys in the pitlane who had to deal with the fire."



MICHAEL SCHUMACHER
AUSTRIA, 2003

"It was a normal pitstop, except for a small problem with the refuelling nozzle. I was watching what was going on and when I saw the fire, it didn't look good. But at no point was I tempted to jump out because I had faith in the team. If fuel had been splashing around it would have been a different story, as we saw with Jos [Verstappen] in 1994."



PEDRO DINIZ
ARGENTINA, 1996

"This fire was the most dramatic experience of my whole career. It was really frightening and I was very lucky it wasn't more serious. As I braked for the third corner after making my pitstop, I saw there was something wrong with the back end of the car and then I saw the fire. The car went into a big spin and after that I just saw flames all over the place. I don't remember if I took the steering wheel off to get out of the car, although my mechanics told me I didn't. I don't remember undoing the belts either."



EDDIE IRVINE
BELGIUM, 1995

"Fuel leaked out of the car and it caught fire as I was pulling away from the pitbox. That was it really; it only lasted a few seconds. It wasn't a big deal."

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