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All the action from Silverstone

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JENSON

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16-PAGE SPECIAL

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NUMBER 161

JULY 2009
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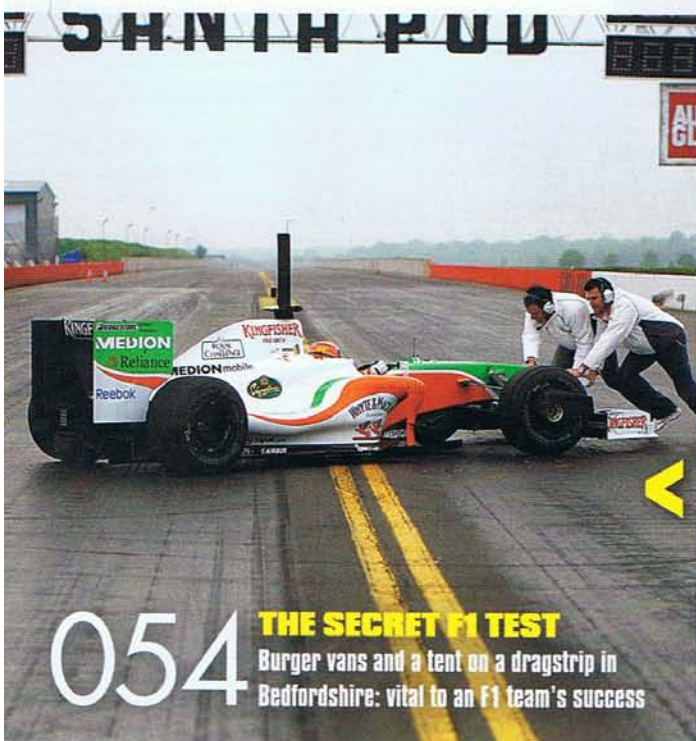
0-51 ltr/100km). Combined 30.1 - 34.4 mpg (9.4 - 8.2 ltr/100km). CO₂ emissions 219 - 192 g/km.



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JENSON BUTTON

James Allen explains the roots of Jenson Button's remarkable resurgence in 2009



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THE SECRET F1 TEST

Burger vans and a tent on a dragstrip in Bedfordshire: vital to an F1 team's success

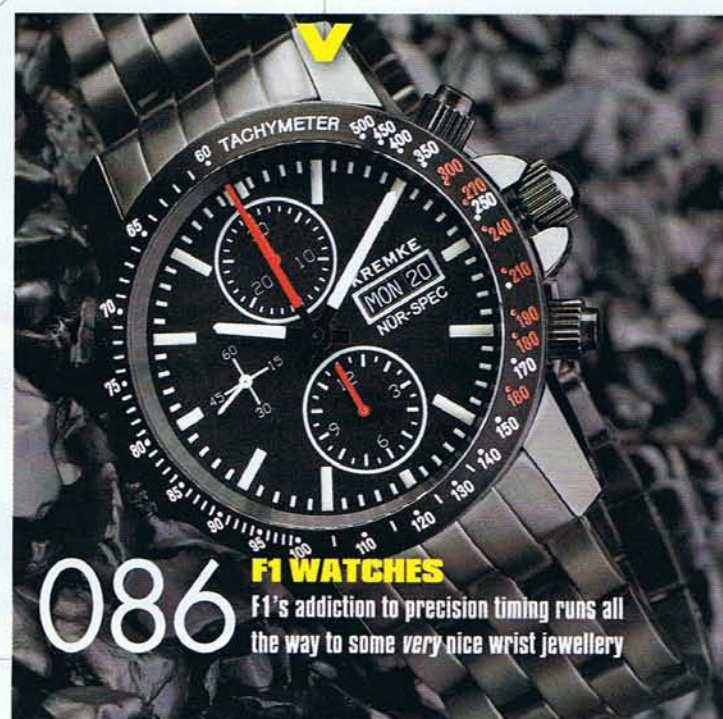
COVER PHOTOGRAPHY
STEVEN TEE/LAT



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JEAN ALESI

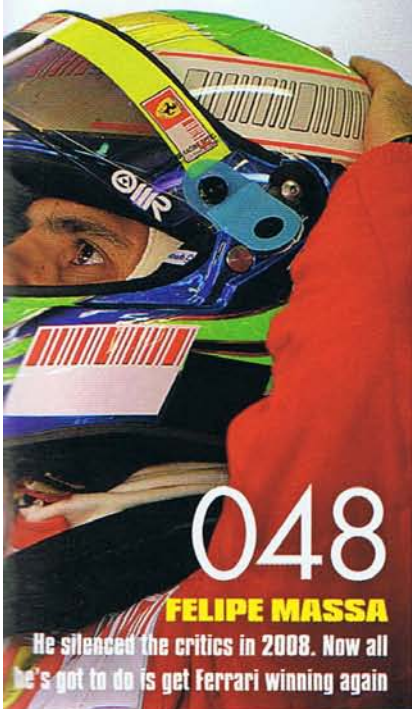
Jean invited us to his home in the south of France to recall his fun-filled days in F1



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F1 WATCHES

F1's addiction to precision timing runs all the way to some very nice wrist jewellery



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FELIPE MASSA

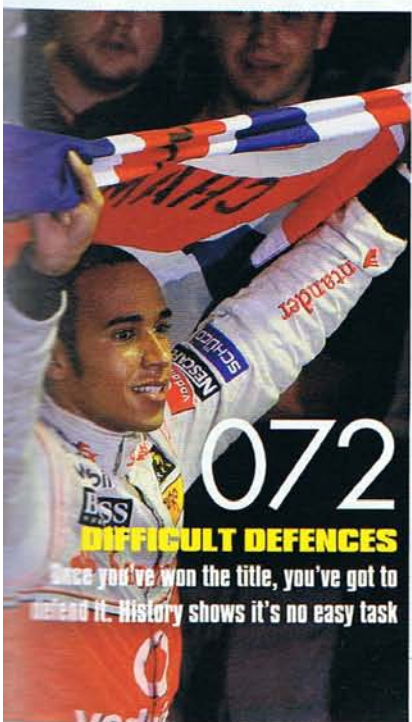
He silenced the critics in 2008. Now all he's got to do is get Ferrari winning again



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MARTIN BRUNDLE

The voice of F1 sounds off about the worst paddock of the season - and much more



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DIFFICULT DEFENCES

Once you've won the title, you've got to defend it. History shows it's no easy task

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CONTENTS PHOTOGRAPHY STEVEN TEE/LAT; CHARLES COATES/LAT; LORENZO BELLANCA/LAT; BEN WRIGHT; STEVE WATERS; MARK THOMPSON/GETTY IMAGES



From the editor HANS SEEBERG

"Button? Prima donna – can't be bothered. Drives round a bit and swans about on his yacht. He'll never be world champion, mate, because he's NOT BLOODY GOOD ENOUGH!"

This is an almost direct quote from a conversation I had with an F1 fan in a pub last year. Talk had centred around the increasingly epic title battle; Jenson came up more as an afterthought, a conversational chaser to a drunken evening.

Of course, Jenson had long since left his playboy days behind and the impression of most observers wasn't that he was 'swanning about', as it were. I argued all these points as rationally as you can after five pints of suspiciously cloudy Belgian beer. But, even with the confidence of alcohol, I didn't fancy my chances with the bit about him becoming world champion.

Can anyone honestly say they thought he would be? Last year, it seemed Button's chance for sporting glory had passed. Thankfully, he and his dad never stopped believing that what's become *the* sporting story of 2009 would one day happen.

Nothing, it seems, can stand in the way of Jenson Button, World Champion, 2009.

Being proved wrong has never felt so good.

• The announcement of FOTA's plans for a 2010 breakaway series came as this edition of *F1 Racing* went to press. Will it really happen? Only time will tell. Indycar showed in the 1990s that a split can cause serious, lasting damage to a sport. F1 is on the brink: we can only hope all sides see the wisdom in pulling back from it.

BEHIND THE SCENES ON F1 RACING THIS MONTH

Editor Hans swanned off to Switzerland to visit TAG Heuer's amazing F1-related watch museum (p88). Memo to TAG: have you checked they're all still there?

Our cover story (p42) is by James Allen, a close observer of Jenson's long march to glory. He asked us to plug his website, www.jamesallenonf1.com



Tom Clarkson put your questions to F1 commentary-box legend Martin Brundle (p38). Including the one about Kimi Räikkönen "having a shit", of course



"I really admire your fanlight/wisteria combo, Mr Alesi." Features editor Bradley prepares for a deep and meaningful conversation with the Formula 1 legend on page 74

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Subscription queries: F1 Racing, Subscription, PO Box 500, Green Brook, NJ 08812, USA. Tel: +1 732 424 7811. Fax: +1 732 424 7814. Email: ewo@ewocor.com

Green Brook, NJ 08812, Tel: +1 732 424 7811. Fax: +1 732 424 7814. Email: ewo@ewocor.com

Editorial director Mel Nichols
Design director Paul Hopkin
Chairman and managing director Kevin Costello
Strategy and planning director Bob McDowell

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THE TEAM

EDITOR HANS SEEBERG
MANAGING EDITOR STEWART WILLIAMS
FEATURES EDITOR BRADLEY LORD
NEWS EDITOR JAMES ROBERTS
CHIEF SUB-EDITOR VANESSA LONGWORTH
ART EDITOR FRANK FOSTER
SENIOR DESIGNER CLAIRE PUNTER
PICTURE EDITOR JONATHAN REYNOLDS
PRINCIPAL PHOTOGRAPHER LORENZO BELLANCA
PRODUCTION CONTROLLER HELEN SPINNEY
EDITORIAL TEL +44 (0)20 8267 5806
EDITORIAL FAX +44 (0)20 8267 5022

OUT IN THE FIELD

GRAND PRIX EDITOR PETER WINDSOR
EDITORS AT LARGE ALAN HENRY, TOM CLARKSON

AGENCY PHOTOGRAPHERS

LAT PHOTOGRAPHIC, GETTY IMAGES

PUBLISHING

PUBLISHING DIRECTOR PETER HIGHAM
PUBLISHER ROB AHERNE
PUBLISHING MANAGER SAMANTHA JEMPSON
COMMERCIAL DIRECTOR IAN BURROWS
F1 RACING CUSTOM EMMA SHORTT
SALES MANAGER JOE TUCKEY
SALES MANAGER LUCIANO CANDILJO
SUBSCRIPTIONS MARKETING EXECUTIVE EMILY PIDGEON
LICENSING DIRECTOR TIM BULLEY
LICENSING MANAGER ALASTAIR LEWIS
ADVERTISING TEL +44 (0)20 8267 5179

SUBSCRIPTIONS ENQUIRIES

EMAIL F1RACING.SUBS@QUADRANTSUBS.COM
FAX +44 (0)8456 775555
CUSTOMER HOTLINE
+44 (0)8456 777818

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Cheers! In the 'Martin Brundle: My Life in F1' feature in the May issue of F1 Racing, we mistakenly identified the "strange" team boss that Martin Brundle referred to, as John MacDonald. It was not, in fact, John MacDonald and we apologise for the error. We also apologise to Patrick Head for getting his age wrong in the June issue – he's 64, not 65. Sorry Patrick – feel free to shout at us when you next see us.
Special thanks to The Nicola Armstrong/Steven Tee photographic dream team, Luca Colajanni, Alexandra Schieren, Richard Woods, Matt Bishop, Lucy Genon, Silvia Hoffer, Ian Phillips, Liam Clogger, Jörg Kottmeier, Ali Moffat, Steve Cooper, Katie Tweedle, Eric Silbermann, Will Hings, Clarissa Hoffman, Clare Robertson, Fabiana Valenti, Rachel Ingham, Thomas Villetta, Benjamin Titz, Patrizia Spinelli and Bouncer from Neighbours

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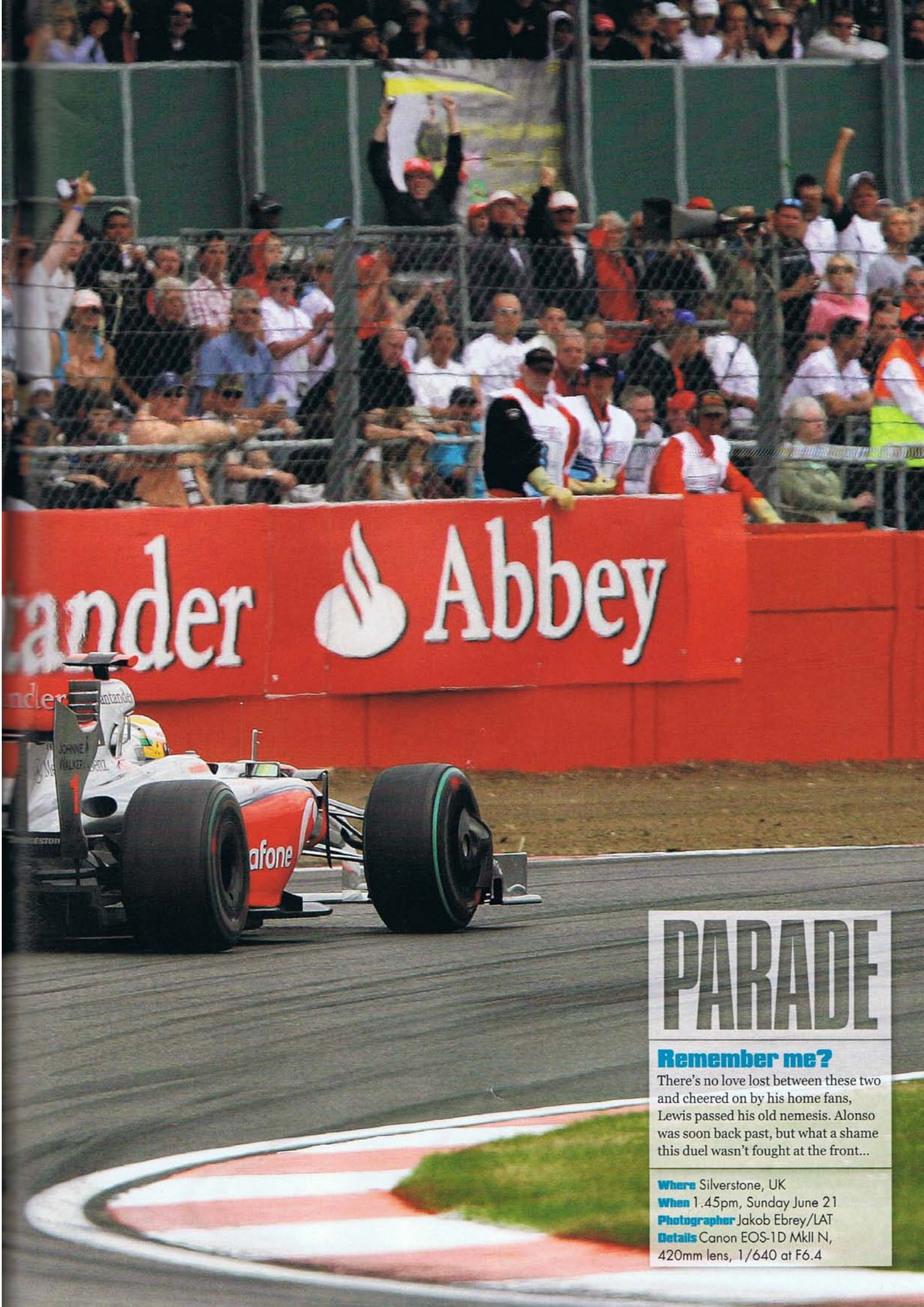
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PARADE

Remember me?

There's no love lost between these two and cheered on by his home fans, Lewis passed his old nemesis. Alonso was soon back past, but what a shame this duel wasn't fought at the front...

Where Silverstone, UK

When 1.45pm, Sunday June 21

Photographer Jakob Ebrey/LAT

Details Canon EOS-1D MkII N, 420mm lens, 1/640 at F6.4



PARADE

Vettel takes his bow

Remember how everybody thought 2009 was done and dusted after Turkey? Nobody told Newey or Vettel. They destroyed the opposition at Silverstone... and reignited the season

Where Silverstone, UK

When 2.30pm, Sunday June 21

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D MkIII,
600mm lens, 1/500 at F4.0



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PARADE

Feeling a bit deflated

Heikki started from P13 at Silverstone, so he should have known bad luck was in store. He never ran higher than P12 – then Bourdais hit him. Sorry, Heikki, there are still nine races to go...

Where Silverstone, UK

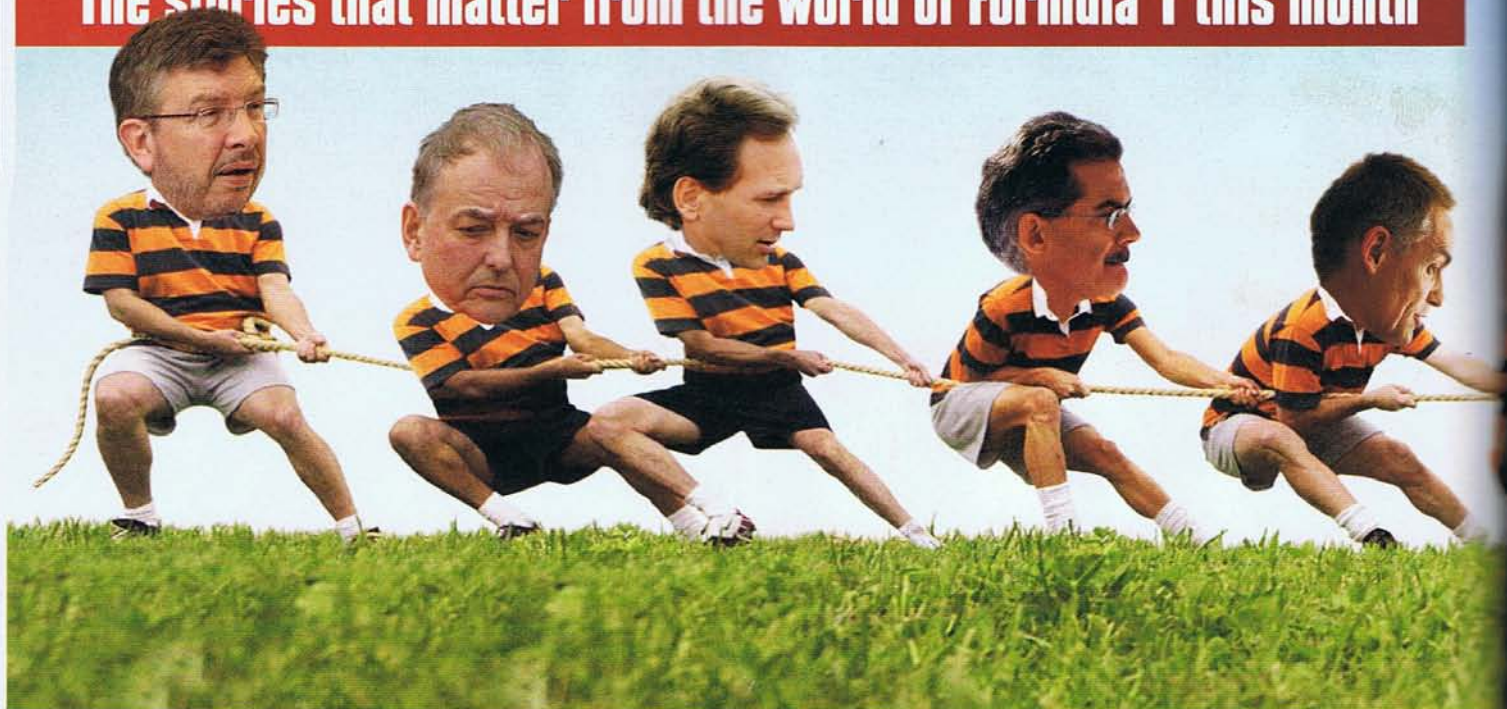
When 1.51 pm, Sunday June 21

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D MkIII,
600mm lens, 1/500 at F6.3

PITPASS

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



The fight for F1: teams set up breakaway series

Eight teams plan to organise their own championship – but Williams are “99 per cent sure” it won’t happen

RENAULT BOSS FLAVIO Briatore is set to become the new commercial head of the Formula 1 Teams Association (FOTA) as the group plans their breakaway F1 series.

The FOTA teams (BMW Sauber, Brawn GP, Ferrari, McLaren, Renault, Toyota and the two Red Bull teams) issued a joint statement during the British GP weekend to say they have started preparing a new championship.

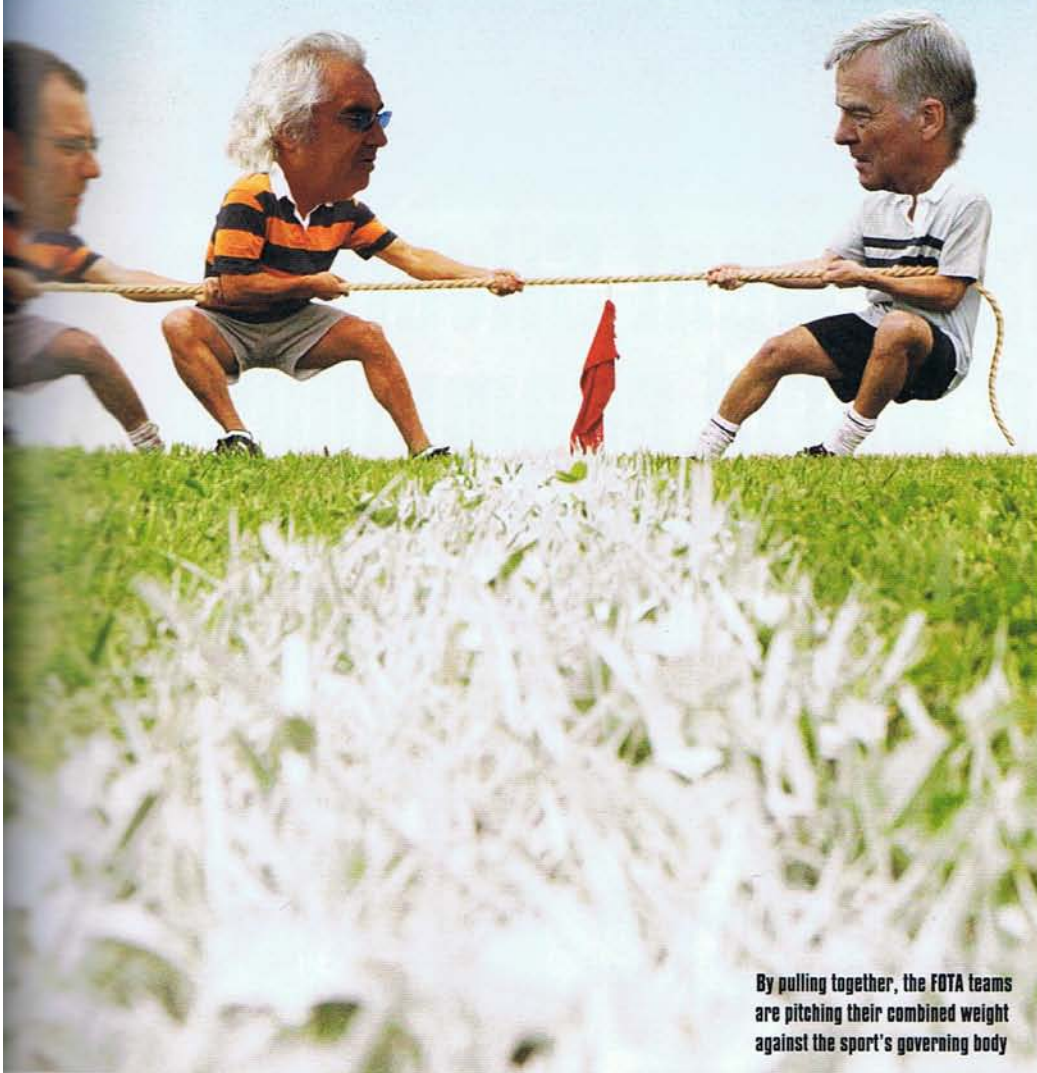
Their next step is to position Briatore as the commercial boss who will start liaising with circuits and sponsors to draw up contracts for 2010 while a set of technical regulations is drafted.

“We’ve discussed Flavio as the front man for FOTA. He’s the perfect candidate and there is universal support for him,” said one FOTA team principal.

The teams are in a bitter dispute with the sport’s governing body, the FIA, over the introduction of a budget cap for next year and the governance of the sport itself. At Silverstone, FOTA declined to alter their conditional entries for 2010. The FIA quickly responded with a statement saying that legal action would be taken against the breakaway teams.

"I am completely confident because in the end people do what is in their interests to do"

Max Mosley



By pulling together, the FOTA teams are pitching their combined weight against the sport's governing body

The FIA has announced three new teams for 2010 (see opposite) and has entries from Williams and Force India. Frank Williams told *F1 Racing* that the chances of a rival F1 series were very slim. "I am 99 per cent sure there won't be two championships. Personally, I hope they don't split because I like trying to beat them," he said.

Williams added that Mosley's plans for 2010 were designed to prevent more manufacturers pulling out of the sport.

"If they pulled the plug he could be left with only a couple of teams," said Williams. "That's why he's done what he's done."

Mosley himself thinks that a breakaway is unlikely and that a compromise can be found: "I am completely confident because, in the end, people do what is in their interests to do," he told the BBC at Silverstone.

As *F1 Racing* went to press, the onus had shifted onto Bernie Ecclestone to try to reconcile the renegade teams and the FIA.

THREE NEW TEAMS – MANOR, USF1 AND CAMPOS – WILL JOIN THE F1 GRID IN 2010

Teams headed by former F1 driver Adrian Campos, *F1 Racing* grand prix editor Peter Windsor and John 'butcher' Booth are set to make their F1 debut next year.

The FIA published the 2010 entry list after whittling down 15 new applications to three, all of whom will use Cosworth power:

MANOR GRAND PRIX

Team principal John Booth, 54, started life in his father's butcher's shop (J.A. Booth & Son) in Rotherham, Yorkshire and started racing in Formula Ford in the late 1970s. In 1990 he switched to management and established Manor Motorsport in Sheffield.

In 2000, Kimi Räikkönen won the Formula Renault UK championship for Manor, while Lewis Hamilton repeated the feat in 2003. Booth's entry into F1 is a joint effort with former Benetton and Simtek man Nick Wirth. Based in Bicester, Wirth Research Limited has recently helped design the Acura sportscar that races in the USA.

TEAM USF1

USF1 has been in the pipeline for a number of years but first came to light this February. Established by *F1 Racing*'s Peter Windsor and former Ligier and Onyx man Ken Anderson, Team USF1 will be an all-American affair based in Charlotte, North Carolina. The team will also base its European operations at the new F1-spec Motorland Aragon circuit in Spain. The team has yet to reveal its funding source but *F1 Racing* understands that it primarily comes from the US IT industry. Windsor commented: "A number of global companies have expressed an interest in sponsoring the team." Steps have been taken to find drivers, with five Americans already evaluated in the UK. It's likely an American rookie will partner an experienced F1 driver.

CAMPOS GRAND PRIX

Adrian Campos, 49, grew up racing radio-controlled cars. In the mid-1980s, helped by money from the family business, he raced in F3 and F3000. He entered 17 grands prix in 1987 and 1988 but his best result in the uncompetitive Minardi was 14th. After winning in Spanish touring cars he moved into team management and established a two-car team in the Formula Nissan series where he supported the careers of Fernando Alonso and Marc Gené. Graduating from GP2, Campos has an F1 tie-up with Italian constructor Dallara, which last designed an F1 car for Midland.



Busier than Oxford Street at Christmas: fans and celebs flocked to Silverstone this year

Teams and fans want Silverstone to stay in the world championship

Even Bernie and Max hint that the historic venue may not necessarily have hosted its last F1 race...

FANS AT THIS year's British GP have told *F1 Racing* that Silverstone should keep its place on the Formula 1 calendar – and Bernie Ecclestone has revealed the classic venue could even return as soon as next year.

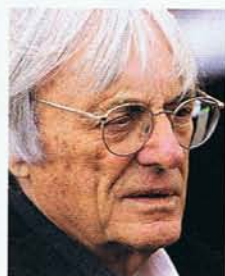
Silverstone lost the contract to host the British Grand Prix to Donington Park, which has a 17-year deal from 2010 onwards. But with doubts surfacing over whether

why they want to change it," said Emyr Jones from Wales. "Sometimes I don't think people in F1 really think about the fans. I'm going to miss the atmosphere here enormously."

Another spectator, Mark Peace from Cheltenham, added: "This is one of the best circuits in the world. It was the first place to hold an F1 race and is great to visit – it would be really sad if we never came back here."

Frank Williams' team took their first GP win at Silverstone in 1979 and he hoped it wouldn't be the last time F1 visited the place. "It's a fantastic circuit with flat-out, brave corners that are for real men only," he said.

Former Ferrari world champion Jody Scheckter was a visitor to Silverstone this year. He told *F1 Racing*: "Silverstone has a lot of history. I think it's a great circuit and



Is Bernie falling back in love with the old bomber base?



Mosley says chances of no British GP are "very small"

"It is highly probable that the race will be at Silverstone"
Max Mosley

Donington will be ready in time, Ecclestone and Max Mosley have conceded the race could return to Silverstone and it may even be held under the 'European Grand Prix' title.

The fans *F1 Racing* spoke to said it would be a disaster if Silverstone had held a grand prix for the last time. "I've been coming here for the past 20 years and I don't understand

The British Grand Prix has been held at the former airfield, which, for the past 22 years, has often been criticised by F1's bosses for its outdated facilities. This is why the new conciliatory tone is such a surprise.

"The chance of there not being a British GP is very small," said Mosley. "I think it is highly probable that it will be at Silverstone."



A bit like a Yorkie: Sir Frank says it's "for real men only"



Scheckter wants history preserved at Silverstone

the facilities really aren't as bad as they've made them out to be. It would be a great shame to lose it, for sure."

Despite the fears over Donington Park, the circuit's boss, Simon Gillett, is confident the track will be ready to host the grand prix next year. "And if they can't, for sure we will come back to Silverstone," said Ecclestone.



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NOW YOU CAN FOLLOW F1 RACES ON YOUR iPhone!

New software lets you track the progress of each F1 car around the circuit during a GP weekend

FOR THE FIRST time, F1 fans can access real-time GPS track positioning data that gives a bird's-eye view of where every car is during a race. The new application can be downloaded from iTunes for users of Apple's portable iPhone or iPod touch and features timing screens, lap-by-lap commentary and detailed biographies of drivers and teams.

Previously, GPS track positioning data was only available to F1 engineers in the pitlane, but the new service allows fans to follow the race simultaneously on a dynamic track map, or with a timing screen that provides split sector times for every driver.

The Formula One Timing and Track Positioning Application requires a Wi-Fi

internet connection and was introduced for the British Grand Prix. The cost for the service is £4.99 per event, or £1.99 for each one if you buy a season-long pass.

The new system has been developed by former Honda chief Otmar Szafnauer, who came up with the idea when he was at a wedding and wanted to know what was happening at the grand prix. "Firstly it was aimed at people who aren't in front of a TV, but do have an internet connection and want to monitor what is happening during the race," said Szafnauer. "But it can also be used by fans in the grandstand, or armchair viewers who want to another dimension to help their understanding of the grand prix.

"When I was watching races in the Honda garage, 90 per cent of the time I was looking at the timing screens, which, when you learn how to use them, give you a much better understanding of what is going on."

The application is the latest technological development to give fans greater access to the sport. In recent years, internet users have been able to follow live timing on the official F1 website, while UK fans have benefited from advances in digital technology. Since the start of 2009, the BBC has broadcast every practice session on DAB digital radio and on interactive television. During the races, additional onboard footage is available via the red button service.

P	No	Name	Lap time	Gap	Sec 1	Sec 2	Sec 3	Pits	Lap
1	22	BUT	1:19.330	0.0	21.0	36.6	21.5	0	2
2	23	BAR	1:19.517	1.1	21.2	36.8	21.3	0	2
3	4	RAI	1:19.913	3.0	21.2	37.0	21.6	0	2
4	15	VET	1:20.275	4.2	21.5	36.9	21.7	0	2
5	3	MAS	1:19.962	5.0	21.5	36.8	21.5	0	2
6	16	ROS	1:20.431	6.0	21.4	37.3	21.6	0	2
7	2	KOV	1:20.833	7.3	21.4	37.4	21.9	0	2
8	14	WEB	1:20.663	8.1	21.5	37.2	21.8	0	2
9	7	ALO	1:21.143	9.1	21.4	37.6	22.0	0	2
10	8	PIQ	1:21.749	11.8	21.9	37.8	22.0	0	2
11	12	BUE	1:21.862	12.5	21.9	37.8	22.1	0	2
12	11	BOU	1:22.086	13.3	22.0	37.7	22.2	0	2
13	20	SUT	1:22.170	13.8	22.2	37.8	22.1	0	2
14	21	FIS	1:22.182	14.6	22.0	37.8	22.2	0	2
15	17	NAK		8.4	21.8	37.2			2

003:02 02/78 Track: 43C Air: 25C Wind: 1.2 m/s from 2

Learning to use the timing screens will give you a really clear idea of what's going on

Pos	Car	Driver	Lap	Lap Time
1		Button	3	1:29.155
2		Vettel	3	1:29.492
3		Webber	3	1:29.722
4		Trulli	3	1:30.185
5		Rosberg	3	1:30.687

005:29 03/58 Track: 4

“It can add another dimension to viewers’ understanding of GPs”

005:20 03/58 Best Lap : 1:29.364 BUT on lap

Dynamic track maps let you see exactly where each driver is on the circuit at any time

PIQUET PUBLISHES AMAZING BEHIND-THE-SCENES PICTURES ON THE WEB

Nelson Piquet has opened a Twitter account, letting him share photos of his life as a F1 driver – from a secret meeting of the Grand Prix Drivers’ Association to the pre-race drivers’ parade and larks with fellow Brazilian drivers.

Piquet is the first Formula 1 driver to sign up to the social networking site, and anyone who signs into Twitter can get unrivalled access to his life outside the cockpit.

Piquet opened his account on the Friday of the Turkish GP, when he uploaded a sneaky picture of the Grand Prix Drivers’ Association meeting, chaired by Pedro de la Rosa, Mark Webber and Fernando Alonso. He has also published pictures of himself at the Renault factory in Enstone, training at home and having fun with fellow Brazilian drivers.

“This is new for me, but I hope it is something the fans like because it is hard for them to get close to us,” said Piquet. “I’m trying to keep everyone up-to-date with what I’m doing and hopefully it will entertain them a little bit.”

McLaren and BMW Sauber teams also have official Twitter sites. You can follow Piquet on twitter.com/NelsonPiquet_.



An easy start to Piquet's day, messing about with the boys at the pre-race drivers' parade



On to the serious stuff – sat at the back of the GPDA meeting taking pictures on his phone



And the really hard stuff... poised on his bike, seemingly mesmerised by his leafy pot plant

DIAMOND CREATED FROM A LOCK OF SCHUMACHER'S HAIR!

Over £6,000 has been bid for Schumi's jewel

A DIAMOND MADE from a few locks of Michael Schumacher's hair has been created for charity, and the proceeds will go to the Swiss Multiple Sclerosis Society. The 0.5-carat, red-coloured diamond was created in a process that took around ten weeks.

Just a few grams of Schumacher's hair were snipped off and the carbon was then extracted from his locks and

subjected to enormous temperatures and pressure to create the diamond.



Show someone you care – with a hair diamond. All for a good cause though...

The bidding for the jewel (measuring 5mm in diameter) currently stands at £6,100 and closes on 15 September this year.

“I am happy to support the Swiss Multiple Sclerosis society and hope this ‘MS diamond’ can be sold at a high price,” said the seven-times champion.

PITPASS

THIS MONTH'S BIG DEBATE



Two F1 series could mean double your viewing pleasure. But is that situation *really* feasible?



Would a rival F1 series succeed?

Yes



Sir Jackie Stewart

Triple world champion with Matra and Tyrrell

"IF IT HAD the right teams competing in it then it could be very successful. If a rival series had Ferrari, McLaren, Red Bull and Brawn, then I think the fans would support it.

You also need a series with manufacturers that are supplying engines to different teams. You couldn't have a single-spec series where all the teams are running a Cosworth engine. My view is that there have to be different brands of engine. Even in my day, power was still coming from Ferrari, BRM and Weslake.

It would be better if there was no breakaway series – but, if they do start one, it can work. The teams have made their decision. I think negotiations have failed because the teams in FOTA think that Max Mosley has overstayed his welcome and also because they don't feel that they can discuss anything further with him. They can't all be wrong.

My personal opinion is that if Bernie Ecclestone had been conducting the negotiations then this situation simply wouldn't have arisen."

No



John Watson

Former McLaren grand prix winner

"I DON'T THINK that there is a place for two grand prix championships. It wouldn't work and I would be most concerned about the existing contracts with television and the media. Another problem is the sponsors: I don't know what their views are or whether or not they are aligned with FOTA. But if they think this is a step too far, they might reconsider their position.

Look at an example from the past, when Indycar split to become the IRL and Champ Car and it was very self-destructive.

The thing that was crucial in that fight, and the key to its success, was the role of the showpiece race in Indianapolis. It would be interesting to know, in F1 terms, where Monaco was and whether it was on the side of FOTA. I've heard paddock rumours that it is – but that's just speculation.

Monaco is the most important event on the calendar and if that race went with FOTA then it would work against the FIA. But I don't see how a rival series would actually happen."

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PITPASS

VETTEL DRIVES HIS F1 CAR THROUGH THE STREETS OF ITALY



Vettel created a stunning spectacle among the everyday traffic of Italy, as he took his Toro Rosso to collect the Lorenzo Bandini Trophy...

IF YOU TAKE THE main road from Faenza to Brisighella it takes about 20 minutes to drive. But it's considerably quicker if you're at the wheel of your Toro Rosso – and, because he had a police escort, Sebastian Vettel escaped any speeding fines...

Vettel set off from the Toro Rosso factory in Faenza and drove the 12 miles across northern Italy to Brisighella to collect the Lorenzo Bandini Trophy, an annual award

established in memory of the former Ferrari racer, which honours drivers who display a certain competitive spirit.

Last year, Robert Kubica drove along the same route in his BMW Sauber. This year, it was the turn of Vettel to weave among the traffic, roar over level crossings and wake the inhabitants of sleepy Italian villages.

"It was fun. The roads were very slippery so I couldn't go too fast, but it was amazing



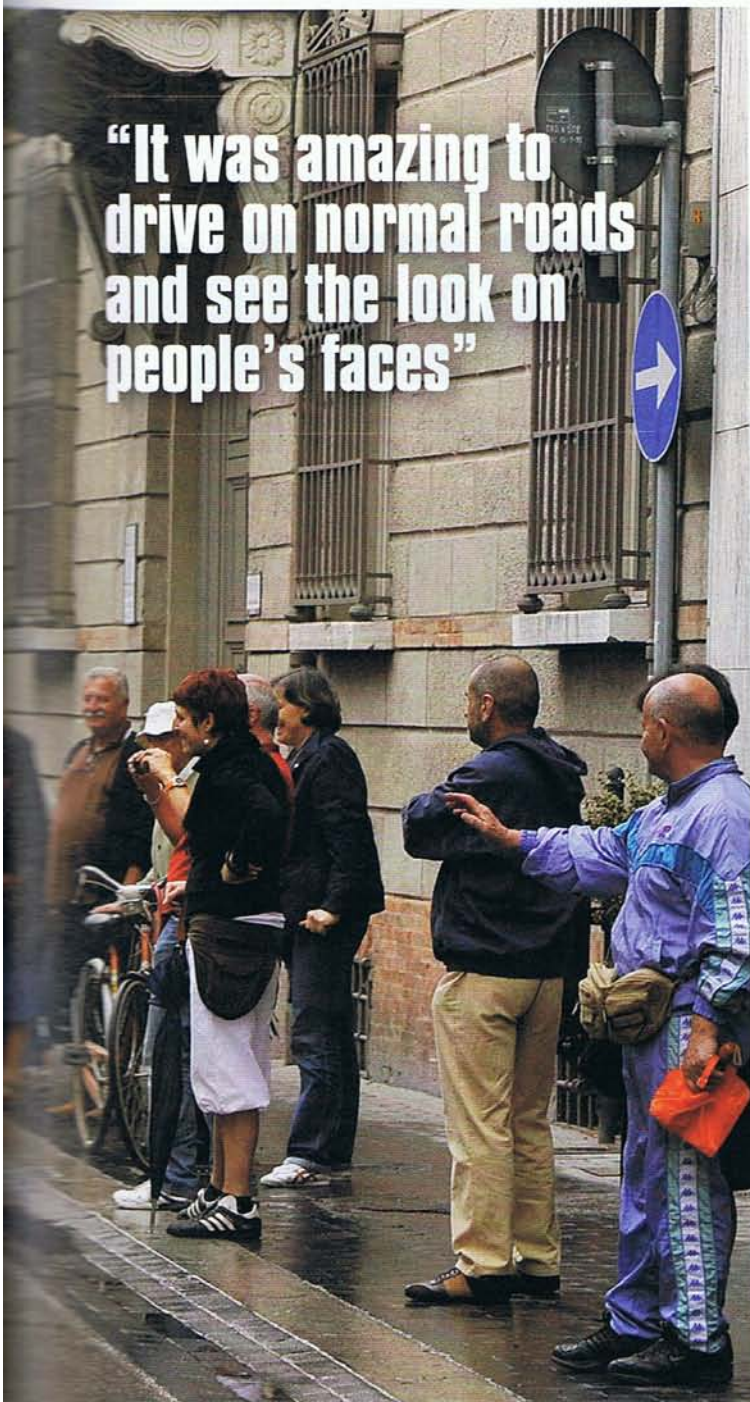
Perfect race conditions: no Sunday drivers, no rush-hour traffic, – and he didn't even get stuck at the level-crossing (far right)



Vettel is thrilled to be presented what looks suspiciously like a chocolate car. Better get it in the fridge before it melts...



"It was amazing to drive on normal roads and see the look on people's faces"



to drive on normal roads not closed to everyday traffic," said Vettel. "Seeing the look on people's faces as I drove past them was a real buzz. I think Italy is the only country where this could happen."

When he arrived in Brisighella, members of the Bandini family presented him with trophies. Also present was the mayor of Vettel's hometown of Heppenheim in Germany, who gave him a personalised road car number plate, HPSV1.

"It was an experience I won't forget," said Vettel. "It was special because it was linked to my previous team, Toro Rosso, because Gerhard Berger was there and because of the famous names who have won the Bandini trophy before me."

Previous recipients of the award include Felipe Massa, Mark Webber, Kimi Räikkönen, Jacques Villeneuve, Michael Schumacher, Robert Kubica and Jenson Button.

F1 MASTERMIND

Test your knowledge with our fiendishly tricky quiz



- Why did Jim Clark not start the French Grand Prix at Reims in 1966?
- At which grand prix and in which year did Felipe Massa set his first pole position?
- In which two years did the Nürburgring circuit host the Luxembourg Grand Prix?
- Which ex-EuroBrun driver holds the record for the most GPs entered without actually qualifying for one?
- In which British town was the BRM team based?
- Which driver holds the record for the longest gap between grand prix starts?
- Name the Belgian driver who competed in two GPs for Lotus in 1994?
- Who is driving the car in the picture below?
- Which former F1 circuit features corners named after Jochen Rindt, Jacky Ickx and Lucien Bianchi?
- Which Austrian driver began his career with Leyton House in 1991 and finished with Sauber in '95?



Answers 1 He was injured after a bird struck him during practice 2 Turkish GP 2006 3 1997 and 1998 4 Claudio Langes 5 Bourne, Lincolnshire 6 Jan Lammers (1982-1992) 7 Philippe Adams 8 David Coulthard (in a helmet borrowed from Michael Schumacher) 9 Zolder 10 Karl Wendlinger

ASK F1 RACING

All your questions answered

At this year's Chinese Grand Prix, the organisers played God Save The Queen to celebrate Red Bull's victory, even though the team is registered as Austrian. Has the wrong anthem ever been played before in F1?
Peter Johnson, France

At the Austrian Grand Prix in 1977, Alan Jones took an unlikely win in his Shadow, which caught out the Österreichring organisers

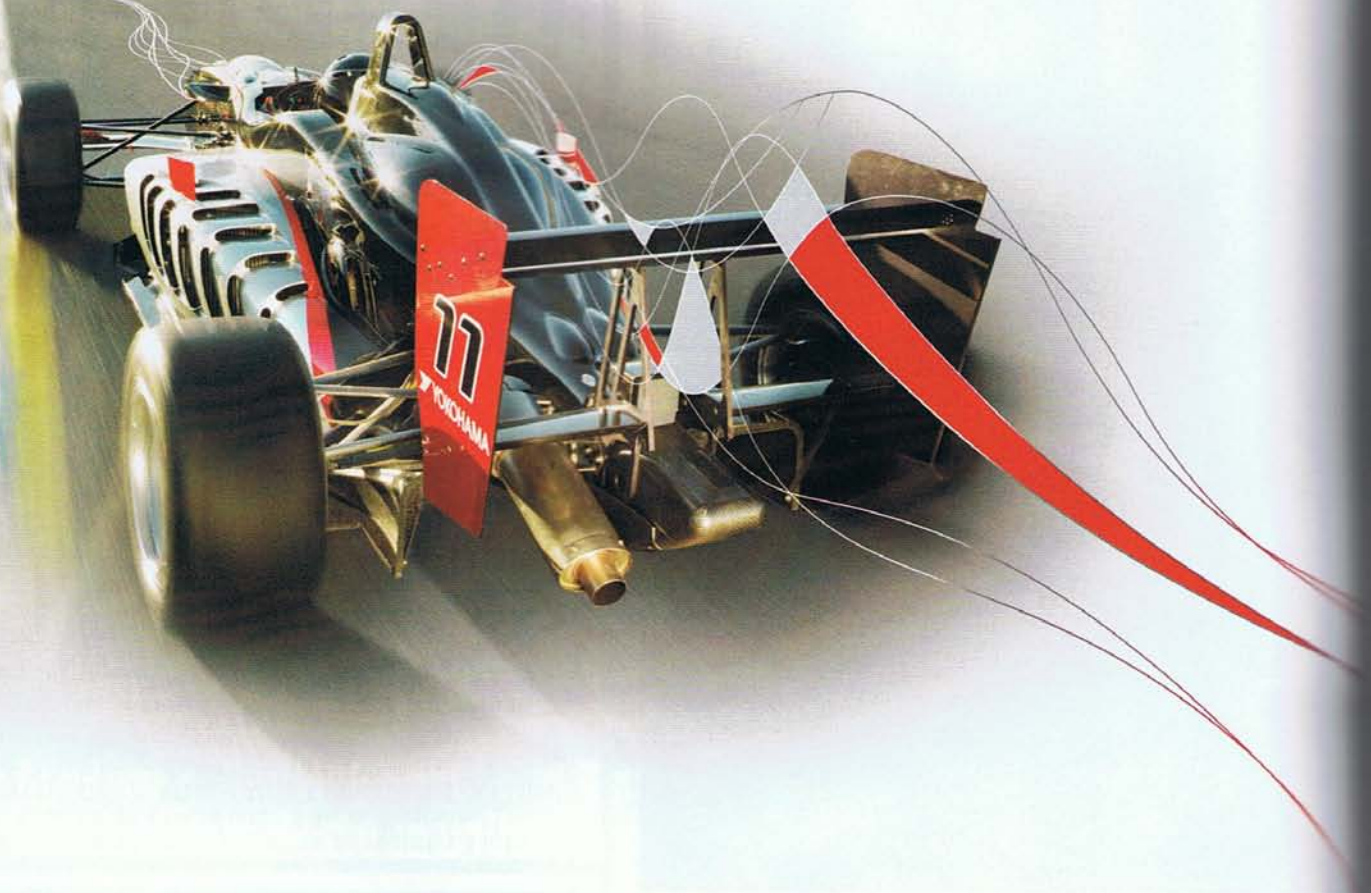


"It's just what I wanted, but it's not actually my birthday. Now is there any cake going?"

as they didn't have the Australian national anthem on tape. They played *Happy Birthday* through the PA system instead...

Send your F1 conundrums to askfiracing@haymarket.com

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PADDDOCK SPY

The proposed ban on refuelling in 2010 should prevent pitstop mishaps like these...



Simone Bruni has a home GP to remember (for all the wrong reasons) thanks to a faulty fuel rig at Monza '04



Nakajima makes the kind of debut you'd definitely want to forget, running over his mechanics in Brazil 2007



Massa makes a clean sweep of his mechanics in Singapore '08, exiting the pits with the fuel hose still attached



When Jarno Trulli's Toyota catches fire in Spain '05, swift action by his team means he still finishes the race



Flames engulf Robert Kubica's BMW during a pitstop at the 2009 Bahrain GP, but are quickly extinguished



Juan Pablo Montoya's mechanic uses his foot to stop the car instead of his lollipop at the '02 Spanish GP. Duch!



Philipe wasn't the first: Christijan Albers retires from the 2007 French GP with his fuel hose still attached



Massa's crew stand well back as he makes a flaming exit from the pits at the 2007 Spanish Grand Prix

LETTERS

A defence of Brawn and the mystery of the missing Turkish GP fans...



Did the stands seem empty in Turkey because fans were: a) bored with Brawn; b) doing their exams; or c) just avoiding the bit with no shelter?

THANKS NIGEL...

I would like to thank *F1 Racing* and Nigel Mansell for the fantastic article in the June issue. With all the problems we have in the sport now, it took me back to the days when drivers like Nigel would put their lives on the line, ignore team orders and just go for it. So I would like to raise a glass to Nigel.

Andrew Taynton
Somerset, UK

CAN'T WIN IF YOU'RE WINNING...

I've been following F1 for years and recently I've read that Bernie Ecclestone thinks Button's dominance is "bad for the sport" and "not great for the spectacle".

I never heard Ecclestone say this when Michael Schumacher was dominating the sport. I find Button's dominance intriguing. Who would have guessed Brawn would be duking it out with Red Bull in 2009?

When Schumacher was winning all the time, Ecclestone would have said something like "the other teams should do better..."

Frank Viau
Ottawa, Canada



It's Button's tenth year in F1, and he's not won a championship. Despite Bernie's fears, it's not Schumi-style dominance just yet

WHERE DID EVERYONE GO?

This year, spectator numbers at the Turkish GP were very low. The question is: why?

One of the main reasons is that there was no advertising before the race. Although I live in the capital, Ankara, I couldn't see any publicity for the race even one week before.

Moreover, the ticket prices are really high for Turkish people. In the first year of the race, there were lots of firms who gave tickets to customers as a promotion but, over the past two years, there has been no promotion.

Finally, the race date clashed with university final exam dates. Most of the F1 fans in Turkey are teenagers and students.

The problem could be solved by an experienced organiser who thinks about ticket prices, advertising and so on. Finding this organisation company is Bernie's duty.

A. Emre Cetiner
Ankara, Turkey

Give a grand prix ticket away with every Pot Noodle – that'll get the students back

WHAT ABOUT US?

Your opinion poll (*F1 Racing*, June) of fans' views showed that a lot of us don't give a damn how big a team is and that if Ferrari leave, 70 per cent of us would still watch F1.

The thing that's obvious to me is that the humble fan rates low on F1's 'to please' list. Unfortunately, the sport has been corrupted by money and it's the fans who suffer.

Andrew Foster
Wiltshire, UK

And what will the other 30 per cent do on Sunday afternoons instead? Mow the lawn?

STAR LETTER

MORE THAN ENOUGH

A study published in 2001 stated that the development of a new therapeutic drug can be costed at roughly £600million. The full cost of operating the F1 circus, for a full year, was estimated as being roughly £1.8billion by *F1 Racing* in 2006.

Do you need me to draw you a picture? Take the £40million and work wonders with it. You're meant to be the best of the best aren't you?

Jorge Moreira da Costa
Porto, Portugal

They could swap the choc ices for Sparkle lollies, the champers for Asti Spumante...



It might be glamorous, but the paddock alone costs millions of pounds to run when the F1 circus is on the road

STAR PRIZE

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



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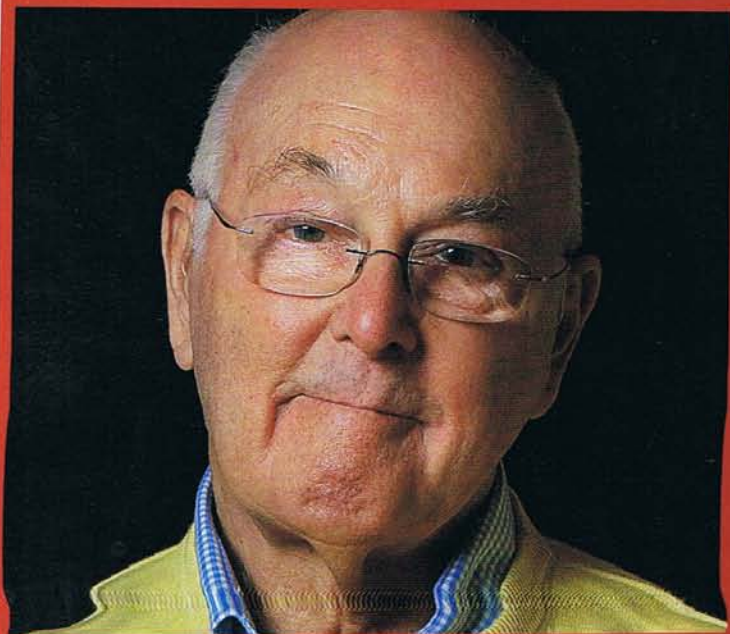
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MURRAY WALKER

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After almost 50 years together, how will Ferrari and F1 survive a break-up?

SHOVE OFF, FERRARI. WHO CARES?

Well, I do for one. I care passionately. In fact, I nearly choked on my muesli during the latest confrontation between the FIA and FOTA when Max Mosley dismissively said that F1 would survive without Ferrari. However, while his airy statement may well just have been a typical Mosley political ploy, I suppose that, strictly speaking, he is right. F1 would survive without Ferrari but it would then be like football without Manchester United, test cricket without Australia, the Indycar series without the Indy 500, sportscar racing without Le Mans or Australian V8 Supercars without Holden or Ford: bereft of a vital constituent and an inferior substitute for the real thing.

Gosh, I've got the bit between my teeth now, so I'll just remind you of a few historical facts about Ferrari's place in the sport. First of all there's seniority and continuity. Ferrari are the only team that have been in F1 continuously since the world championship began in 1950. They have won more titles and races and scored more points than any of their rivals. Legendary pre-war superstars Tazio Nuvolari (for me the greatest driver of all time) and Achille Varzi won for Ferrari in both grands prix and sportscars. Ferrari have made no fewer than nine drivers world champions: Ascari, Fangio, Hawthorn, Phil Hill, Surtees, Lauda, Scheckter, Schumacher and Räikkönen. Just typing their names gives me goose bumps. Then there are other greats from the past, such as Gilles Villeneuve, Carlos Reutemann, Prost and Mansell.

Ferrari have supported F1 through thick and thin, even during their fallow years from 1984 to '98 when they failed to win a single championship. Ferrari aren't just the passion of Italy though. They're a phenomenon around the world. It is the charisma, mystique and towering domination of Enzo Ferrari himself; the cold-blooded efficiency and political ruthlessness of Jean Todt; and the suave, sophisticated and eloquent leadership of Luca di Montezemolo. It is the scarlet and the prancing horse, Maranello and Fiorano – and the passionate support and loyalty of millions of fans worldwide who wear the clothes, carry the flags, sound the horns and idolise their heroes.

I was once humanely reprimanded by McLaren's Martin Whitmarsh for being, in their view, too pro-Ferrari in my commentary

so I'd better make it clear that no one has greater respect for McLaren, Williams, Toyota, Renault, BMW, Red Bull and the rest than me. But none of them can match Ferrari's record in terms of success and worldwide public affection.

In F1, Ferrari tower above the rest – but it doesn't end there. In sportscar and GT racing their achievements are equally impressive. Twelve sportscar constructors' world championships, eight victories at Le Mans and multiple wins at the legendary Mille Miglia and Targa Florio events by stars of the magnitude of Phil Hill, Olivier Gendebien, Jacky Ickx and Nino Vaccarella. Never heard of them? They were amazing.

As I write this column, all is confusion and speculation about who is going to be in F1 next year and who isn't, but if the FIA and FOTA fail to reach a compromise in their bitter battle, Ferrari could, I suppose, return to their glorious past by switching to sportscar racing and other categories. If they did, though, they would be cutting off their nose to spite their face because no category would be able to replace the lure and charisma of Formula 1. While F1 would undoubtedly survive without the glamour and continuity of its leading team, both the sport and Ferrari would lose out. Big time.

The difference between this latest episode in a seemingly never-ending series of confrontations between the FIA and the constructors, and those of the past, is that, as a leading member of the newly formed Formula One Teams Association, Ferrari have been in bed with their rivals rather than the governing body, and this has created negotiating clout through unity for FOTA. As ever there is a lot to be said for both sides of the argument, but there would be no winner if Ferrari upped sticks. The great Winston Churchill once said that "jaw, jaw" was better than "war, war", and I hope that, once more, this will prove to be the case.

So let us now square our shoulders, look resolutely forward and confidently march together into a better future, with new teams joining the old in a larger but leaner F1, firm in their resolve to enthral and delight their fans all over the world. Until something else upsets the apple cart. Which it surely will...

BORED WITH BRAWN ALREADY?

Certainly not me. I've got a video blog (ghastly name!) on the BBC Sport Formula 1 website and, believe it or not, there are self-styled 'fans' posting that they are sick of Brawn's incredible success. "Just like Ferrari when Schumacher was with them," they say. "Foregone conclusion. I just watch the start now and then do something else until the finish. It's too easy for Brawn." Amazing.

Too easy? Whoever they are, they clearly have no understanding of F1 – or of Brawn's superb achievements. Only one other new team in the history of the sport has won four

times in their first five races, let alone six of the first seven. That was Mercedes-Benz in their 1954 debut season with the great Juan Manuel Fangio, so it is fitting that Mercedes-Benz power is propelling Brawn in 2009.

Brilliantly done then, Honda, whose money and support enabled Ross Brawn and Nick Fry, despite seemingly insurmountable problems, to raise Brawn GP phoenix-like from the remains of its former existence, and to enable the loyal and deserving Jenson Button and Rubens Barrichello to show that they're far from past it. Brilliantly done, too,

everyone else at Brackley and all those who contributed but, sadly, are no longer there. You have already made history and could well be going on to make more.

To all those who are 'bored' I say get a grip, rejoice at something new, exciting and dramatic in F1 and stay tuned for what could be two even more astounding achievements: world championships for Brawn and one of its drivers. There's still a long way to go but it really could not happen to a nicer and more deserving bunch of people and it does my heart good. **FO**

"To all those who say they are 'bored' with Brawn, I say get a grip and rejoice"



{ WHATEVER HAPPENED TO... }



Then After a year out, Fittipaldi returned to F1 in 1975 to race in his own team, but with fairly limited success



WILSON FITTIPALDI

CONSTRUCTOR, RACER
AND FAMILY MAN.
NOW WANTS TO SELL
YOU A YACHT

Wilson Fittipaldi has ticked a number of F1 boxes. He's raced against his brother, Emerson; he's founded and raced for his own F1 team (Copersucar-Fittipaldi); and he's produced another F1 racer – his son Christian.

Fittipaldi spent three years in F1, starting out with Brabham in 1972 and 1973 – where his best finish was fifth in the '73 German GP – before taking a sabbatical and returning with his own outfit in '75. His best finish was tenth, so he hung up his helmet and moved into team management, placing his brother in the driver's seat. After that, he managed his son Christian's career. Wilson still races occasionally in Brazil – but since 2004 he's turned his attention from the track to the water...

"A friend of mine from Miami was a yacht architect and I once asked him to design one for me. I liked it so much that I asked for another one – just to sell it! It turned out that I sold them both and so we started to build more. The first one was 110ft, with nine suites – five for guests, four for crew. It cost about £8million. Here in Brazil, people usually buy 40-70ft boats, but the people who buy our yachts are from overseas. We've sold one to someone in France and another to a person in the US. The Brazilian government gives us tax breaks because we export our products.

"The yachts take a year to build, and the Seamaster 110 is approved by the authorities to undertake transatlantic trips. It's a very competitive business and now I have lots of people waiting because it takes a long time to build them. Our price is very good, because the yachts are built with aluminium, which makes them lighter. We also have a queue of people waiting to buy them. Some of them pay an entry fee and then they sell their place in the queue and make twice as much money.

"There are 57 people working at the shipyard – there used to be 104 of them,



Now Wilson makes swanky boats for people with money. It's a bigger job than making cars – but less hassle

but we had to slow the business down to face the financial crisis. Building an F1 car was actually pretty hard because of the competition. It's a little simpler to build a yacht. It's great – all you need is the best staff and the best materials, but the tough bit is the selling..."

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POLE POSITION HOLDERS

They liked it so much up at the front, they kept on going back for more...

1 MICHAEL SCHUMACHER 68 POLES

During Schumacher's final season in F1, he bettered Senna's record – setting his 68th pole in the 2006 French GP, although the comparison is skewed by race-fuel qualifying formats. He was most successful at Suzuka, taking eight poles from 1994 to 04.

2 AYRTON SENNA 65 POLES

During the dominant McLaren years of 1988 and 1989, Senna had the measure of his team-mate Prost in qualifying, recording 13 pole positions in each year and setting the record for the highest number of consecutive poles – eight from Jerez 1988 to Phoenix '89.



Ayrton Senna flies from pole position to be first over the finishing line at the Monaco Grand Prix in 1988

3 JIM CLARK 33 POLES

Despite setting the same number of pole positions as Alain Prost, it is Clark's strike rate that puts him ahead in this list. Over the course of his 73 F1 races (from 1960 to 68), his 33 poles gave him a strike rate of just over 45 per cent.

4 ALAIN PROST 33 POLES

Alain Prost's 33 poles were achieved over a total of 202 grands prix, with a strike rate of around 16 per cent. His best qualifying season came in his final (and title-winning) year in Formula 1, when he achieved 13 pole positions with the Williams team over the course of 1993.

5 NIGEL MANSELL 32 POLES

The British legend currently holds the record for the most number of pole positions in one season, with 14 from his championship year with Williams in 1992. His last pole, in Adelaide 1994, also marks him out as the fifth-oldest man ever to start at the front of a GP, aged 41 years, three months and five days.

6 JUAN MANUEL FANGIO 29 POLES

The great Argentine champion took his first pole position at the second-ever world championship grand prix in Monaco in 1950. He went on to score another 28 poles over the next seven years, which also included five starts from the front of the grid at Monza between '50 and '56.

7 MIKA HÄKKINEN 26 POLES

Prior to his world championship-winning years, Häkkinen had just one pole position to his name, which came at the 1997 Luxembourg Grand Prix. The next two seasons, which culminated in two world titles, brought nine poles the first year and 11 the next. His final five came in 2000.

8 NIKI LAUDA 24 POLES

Lauda's first pole position came in the 1974 South African Grand Prix in his Ferrari 312B3, and all but one of his subsequent 23 poles also came at the wheel of a Ferrari. In 1978, his final pole (again in South Africa) was set in a Brabham.

9 NELSON PIQUET 24 POLES

Early into his second full season with Brabham, Piquet Sr claimed his first pole position at Long Beach in 1980 – and also went on to score his first grand prix victory the same weekend. His last pole came seven years later...the 1987 Spanish Grand Prix in Jerez for Williams.



The grid at Argentina in 1981, with Nelson Piquet on pole for Brabham. He won the race and took the fastest lap

10 DAMON HILL 20 POLES

Hill eclipsed his team-mate Alain Prost at Magny-Cours in 1993 to secure his first pole position at his tenth grand prix. The following 19 poles all came at the wheel of a Williams. In total, he clinched seven poles more than his father, Graham Hill.

"Look no hands!" – it's 2004 and no surprise when Schumacher sets pole at Suzuka for the eighth time...





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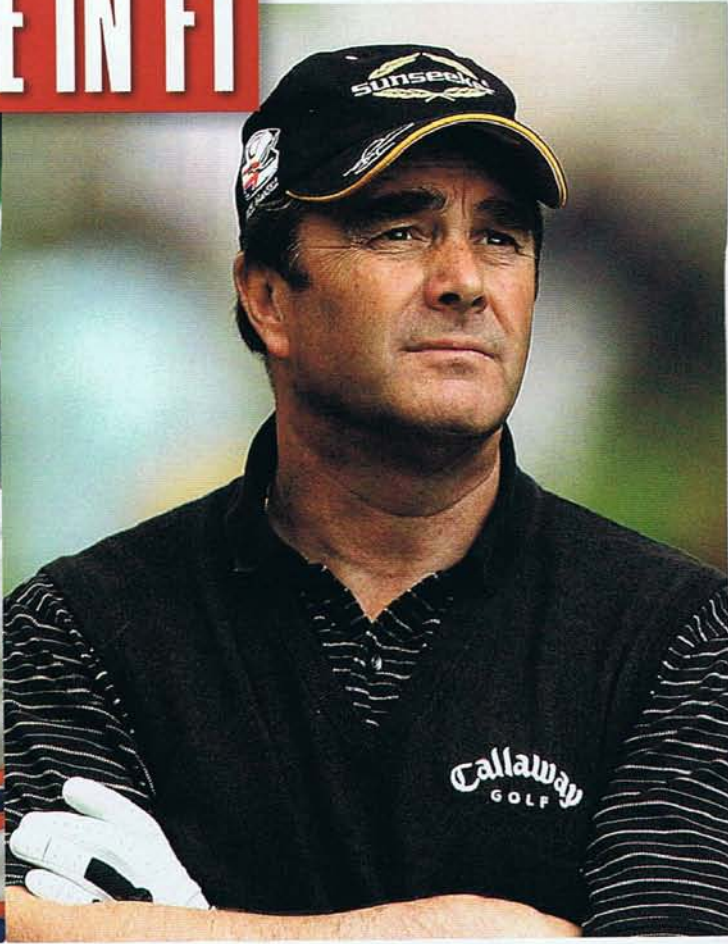
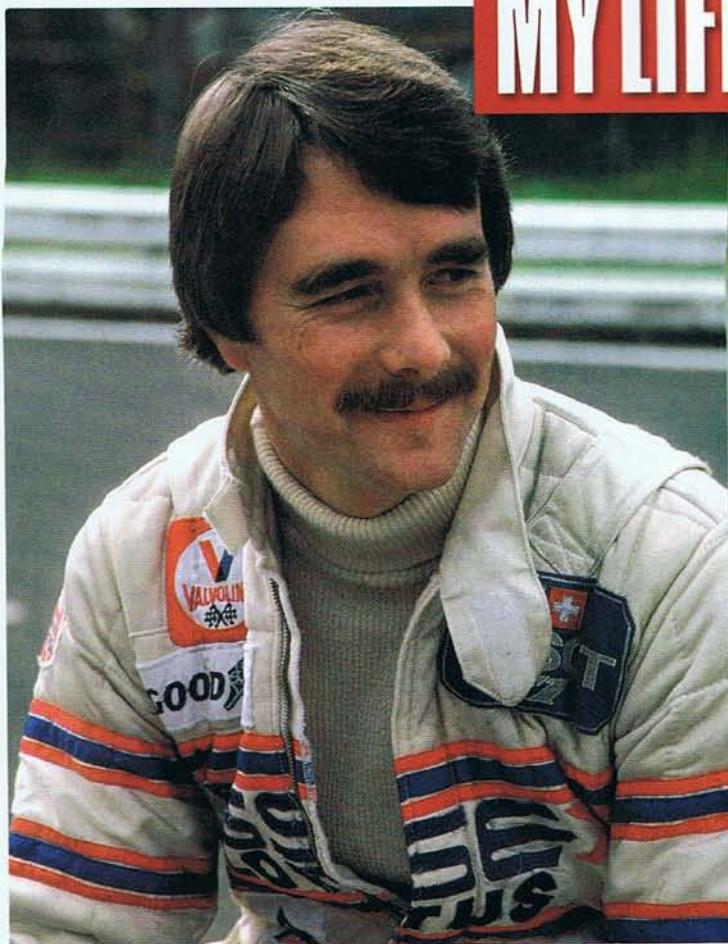
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NIGEL MANSELL

The British champ recalls scaring Gerhard Berger and why he's never late

HE REMORTGAGED HIS house, broke bones in his body, drove for the top teams in Formula 1 and finally won the world drivers' title at the ripe old age of 39.

Drama followed Nigel Mansell every step of the way of his career, but nobody could ever accuse him of being half-hearted. In particular his ballsy approach to driving a racing car caught the attention of the Lotus boss Colin Chapman, who gave the moustachioed West Midlander his big break in Formula 1 back in 1980.

Failed title bids in 1986 and '87 with Williams led to a switch to Ferrari (the last driver Enzo Ferrari signed personally) and he captured the hearts of the Italian fans who dubbed him 'Il Leone' (the lion). He returned to Williams in '91 to take the crown in '92.



FAVOURITE RACE 1986 BRITISH GRAND PRIX

"Whenever you win a grand prix, they are all great races and the victory in Hungary in 1989 with Ferrari was right up there. But actually the British GP in 1986 was incredible special. Jacques Laffite was taken to hospital with broken legs in a first lap crash and I had to step into the Williams T-car that was set up for Nelson [Piquet]. From a technical point of view it was a brilliant drive because there was no time to change the seat, the pedals, the settings or anything. I jumped into his car – and in the race Piquet made one gearshift mistake and that allowed me to pass and beat him. So that was pretty good."

FAVOURITE CAR WILLIAMS FW11

"For sentimental reasons, there are two I like. The Ferrari 640 – you only get one chance to win first time out and we did in Brazil, 1989. New car, new team – doing that for Ferrari was terrific. But I have to say that the FW11, the turbo car I raced in 1986, was my favourite. That was a very special car. The brute force, the engine... you had to be a true man to drive it, with no driver aids and with 1,300bhp in qualifying. They were awesome machines."



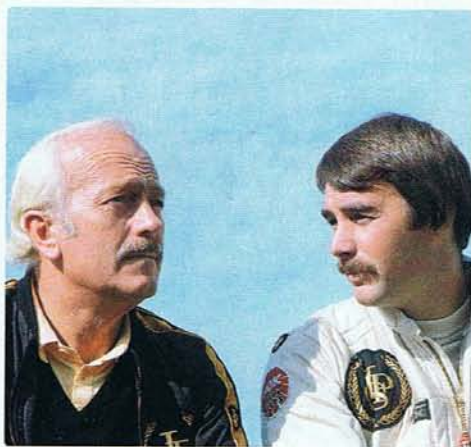
BIGGEST ROW ARGUING WITH JEAN-MARIE BALESTRE

"The former FIA president once told me I'd never race in F1 again. He had pulled me up for some infringement and I told him that he had some rules for one and some for another. I told him where to stick it. I said, 'If you don't like the truth, tough.' It was a great argument, but Jean-Marie respected that I told the truth. The thing was, he was a great character and when you have a big blow-up like that and then kiss and make up, you form a lot of respect for each other."



FAVOURITE TEAM BOSS COLIN CHAPMAN

"He was the best. That's why he took me under his wing: he was used to the best in his team. He'd had numerous world champions before I arrived. But he saw that I was honest, transparent and would drive anything to the nth degree, and we got along fantastically. He gave me many pieces of advice. If you have an important meeting never, ever be late – not even by one minute. And also to be honest. If you're honest with the right people then you'll go a long way."



FAVOURITE OVERTAKING MOVE PASSING GERHARD BERGER, MEXICO 1990

"When I won in New Hampshire (in Indycar) on my 40th birthday, I took Paul Tracy on the outside with four laps to go and everyone said, 'How the shit did you do that?' You don't do it very often because if you get it wrong, you might never race again. It's like going around the outside of Gerhard Berger at Peralta [Mexico 1990]. Even Berger said, 'You're an absolutely mad bastard!' Halfway round, he was so scared he backed out of it. When I came into the pits on the slow-down lap, every team and mechanic was clapping me in. I didn't appreciate it until I stopped but everyone was saying it was one of the most heroic things they'd ever seen."



LEAST FAVOURITE RACE 1981 ARGENTINE GRAND PRIX

"There have been quite a few – but I think that's actually quite easy. There were three races quite close to each other at the start of 1981. The first was at Long Beach and then two more in South America and we had to spend six weeks down in Rio de Janeiro because we couldn't afford to go to and from home to Argentina. I seem to remember a long flight, long trip – all that time and the Cosworth engine on the Lotus blew up after three laps. You put in all that work and effort and you just have to say, 'Oh no.' That's very frustrating, really."

{ YOU ASK THE QUESTIONS }

MARTIN BRUNDLE

All the way from Norfolk, via *that* TV incident with Kimi Räikkönen, the voice of F1 will now regale you with tales of Murray Walker's similarity to Pelé and the "toilet" that is Interlagos...

WORDS TOM CLARKSON PORTRAITS LORENZO BELLANCA/LAT

When he started his first grand prix in Rio in 1984, Martin Brundle might have thought he'd made it – but he'd have been wrong. The same goes for his first podium at the French Grand Prix in 1992. He was a very good Formula 1 driver, but he only became a household name when he swapped the cockpit for the commentary booth at the end of '96.

Dry wit mixed with an ability to make complex race strategies understandable have cemented Martin's reputation alongside Murray Walker, then James Allen and now Jonathan Legard. His

fearless approach to live TV also brought about his now legendary grid walks, with Martin grabbing anyone – from Bernie Ecclestone to Lewis Hamilton's girlfriend – for a chat. He never quite knows what's going to happen, as he found out when Kimi Räikkönen infamously informed him he'd just "had a shit".

As Martin enters McLaren's motorhome in Istanbul Park, you know he's arrived, simply because *everyone* looks round when he walks in. Brundle is A-list these days, and his position as the voice of F1 is well-established. But how

will he fare when confronted with the sort of probing questions that can only come from the readers of *F1 Racing*?

Martin sits down, straightens his collar and begins. "I'm looking forward to this," he smiles. So are we...

If you could choose where to have the British Grand Prix next year, where would you have it and why?

Adam Martin-Lawrence, UK

That's easy: Silverstone. It's a wonderful racetrack and we've improved its facilities, so why dick about with it and ➤



{ YOU ASK THE QUESTIONS }

move it somewhere else? We should just find a solution to whatever the problems are. It's not perfect, but it's a long way from rubbish and I'm really sad to see the British GP dragged through the mud.

Who in F1 history would you most like to talk to on your grid walk, and what would you ask them?

Ian Matthews, UK

That would have to be Juan Manuel Fangio, as I've already interviewed Stirling Moss. I never got to meet Fangio and I'd like to ask him what he thinks of today's racers. I'd also like to get his views on Schumacher and Senna.

You have driven many different types of car. Which was your favourite?

Nigel Randtoul, UK

You're always going to say an F1 car, I suppose, because they are the fastest, nimblest, best-handling cars out there. I drove Red Bull's RB4 at Silverstone last year and it was the best car I've ever driven. I didn't race it, but it was just brilliant because it became an extension of my mind; it did whatever I wanted it to do. The cars I get dewy-eyed about are the Jaguar Le Mans cars. They were exquisite. They had a purpose about them because they were designed for one racetrack. Take them anywhere else and they felt hopeless, but put them on the track at Le Mans and they felt supreme.

What are the things you know now as a commentator that you wish you'd known as a driver?

Steve Popple, USA

I wish that I'd pushed the rules a bit harder and been more aggressive on the racetrack. I only half-jokingly say that the safest place to be at a grand prix is in an F1 car. It's definitely safer than being a corner marshal or one of the pitcrew. Another thing I wish I'd known as a driver was the importance of working your relationships in the paddock. It's very easy, coming from the Fens of Norfolk as I do, to get overawed by apparently high-level people. But

if you engage with them, you find that they like a lot of the same things as you. I respectfully kept my distance from these people when I should have been engaging with them.

Which race do you look back on with the most fondness?

Gavin Stewart, USA

It has to be Silverstone in 1992, when Williams were one-two and I finished third. The crowd invaded the track and just getting the car back to parc fermé was incredible. I'll never forget a guy holding out a baby to get me to stop, so that he could get a photograph. The time that I got out of the car thinking no human being could have done better was in the Zakspeed at Jerez in 1987. I finished 11th.



The Zakspeed definitely lacked speed - so much so that even Brundle was impressed by his 11th place at Jerez in 1987

How would you describe your relationship with F1's big boss, Bernie Ecclestone?

Paul Mullen, UK

It's fine. I think he tolerates me because I've done my bit for F1 as a driver, as a commentator, with Silverstone [Brundle was formerly president of the BRDC, which owns the track] and by managing some of the drivers. You always know exactly where you stand with Bernie, which is absolutely nowhere - unless he needs you. At least he's consistent.

What did you think when Kimi Räikkönen told you he had just "had a shit" in Brazil in 2006?

Peter Huang, Australia

Something along the lines of, 'I've got 9million live viewers - how am I going to handle this?' If you watch the clip again, you'll see me buying myself three or four seconds thinking time before diving back in. Unfortunately, that one will go down in history.

What was your impression when you first met Michael Schumacher?

Raimund Soenning, Germany

We met for the first time at a Silverstone press conference after a sportscar race. He seemed alright, albeit slightly smug. I don't mind Michael; we don't get on that well because of the job I do but, at

the end of the day, my one responsibility in the commentary box is to the fans.

Have you ever criticised a driver on air and then had him confront you about it later on?

Iain Anderson, Canada

Only DC has ever confronted me. Michael Schumacher refused to talk to me for five years after I'd said that it was unacceptable for him to ram his brother into the wall at the start of a grand prix at the Nürburgring. I thought it was a fair comment because Michael was always a terrible starter and his only way of compensating for it was to run everyone off the road. In Malaysia this year, for the first time ever, a driver - Nico Rosberg - came up and thanked me for something I'd said about him. The only other thank you I've had is from Jenson Button's mum.

"Mika said he couldn't work out if I was a car dealer or a racing driver"

Did you ever want to say to Murray Walker: "you're wrong"?

Allan Walsh, Australia

I never wanted to score points off Murray because he's a legend. I got smart for once in my life and just went with the flow. I used to say things like "I think you might find that..." to get it back, and the audience followed me, but learning broadcasting off Murray was a bit like having Pelé teach you to play football. I have so much time and respect for him.

Who is the better driver, Lewis Hamilton or Jenson Button?

Stephen Counsell, UK

Button, because he's got more experience to go with his speed.

Would Formula 1 be a better or worse sport if Ferrari were no longer part of the championship?

Natalie Smith, UK

If Ferrari are not there next year, it would be a) a disaster and b) a disgrace. If they manage to navigate this current drama into an exit for Ferrari and others,

we're going to lose an enormous part of the DNA and the attraction of F1. It would be like taking Man U out of the Premier League and pretending that it didn't matter.

Do you lie awake at night and grind your teeth in frustration that you never won a grand prix?

Mark Hicks, UK

I don't lie awake at night, but it does bug me big time. I had the speed to match Schumacher, Ayrton Senna and Mika Häkkinen; I just didn't do it often enough. Their natural limit was my extreme limit. Something Mika said when we were team-mates hit me hard: he said he could never work out whether I was a car dealer or a racing driver.

Which of the current teams would you most like to drive for, and who would you like as your team-mate?

James Barnard, UK

Ferrari. I tested their 2000 car for this very magazine and I thought it was brilliant. Driving out of the pits at

Donington Park with the scarlet bodywork around me was amazing and very emotional. I would have loved to have raced for Ferrari. I used to write to them every year, asking them to consider me for a drive, and I've got a couple of nice letters at home in which they say "thank you for considering us". The team-mate I'd have liked was whoever was slowest at the time.

Martin, you had quite a few hefty crashes. Which one was your best?

Ian Hillman, UK

Jacques Villeneuve never used to like me very much because I was a journalist, but we had a dinner in Tokyo once and he asked me very much the same question. We started to exchange best crash stories and ever since then we've got on really well. My best one has got to be Melbourne '96, on the first lap of my Jordan grand prix career. I rolled it into a ball. Mind you, Monaco '84 in the Tyrrell was quite good and the one that nearly killed me was Brazil '94, when Verstappen's car hit my head. I once ➤

Williams 1996: A remarkably unscathed Williams regards the big ball of metal that used to be his Jordan-Peugeot...





{ YOU ASK THE QUESTIONS }

had a puncture in a Le Mans car at 210mph, which stuck me in the barriers, but I'll go for Melbourne. That was a good effort.

What separated Senna, Häkkinen and Schumacher from the rest – and which of them was the best?

Adrian King, UK

Senna was emotionally driven and the greatest god-given talent that I have ever seen or raced against. Schumacher was more cerebral, more mentally driven and I think he applied himself better than Senna. Technically Schumacher was superior, but I'm not sure he had Senna's sixth sense of where the grip lay. Häkkinen was simple: he was brave and he just worked at it, although I think he had to build up to it a bit more than the other two. What separated them from the rest was about 0.5secs per lap.

Does Jenson Button have the skill to become champion this year?

Alex Holtom, UK

Absolutely. He's shown he can cope under pressure and he's done a few exceptional qualifying laps this year: Monaco was one. He's got the best car, but so has Rubens. It's a question of when, not if, he becomes champion.

Should the FIA have a team of dedicated race stewards and why?

David Havell, UK

I would say 'independent stewards', and of course the answer's 'yes' so we can have some consistency. And, yes, a driver should be on the panel – they'll never be more out of touch than people who have never driven a racing car! Would I do the job? I'd never be asked because I tend not to be 'on-message'; I'm my own man.

BBC or ITV?

Phil Cambridge, UK

I'm very proud of what we achieved at ITV, but I'd have to say the BBC. There are no adverts and they promote it better than ITV across all of their multi-media platforms. Even the BBC weatherman mentions the grand prix!

“The paddock in Brazil is a toilet, nothing less, but it's got so much atmosphere”



“So Rubens, let's talk about anything other than bowel movements...” Brundle in Bahrain on one of his famous grid walks

Should we lose historic races to countries without racing tradition?

Clive Bariana, UK

You need history and heritage. It's great having all-new facilities, but you can't only go to these new, faceless places that are full of concrete and run-off areas and look like Tesco car parks with white lines. They're fine, but you've got to have Monaco, Monza, Imola and the traditional races. It's not all about the facilities, is it? If it was, we wouldn't go to Brazil because the paddock at Interlagos is a toilet – nothing less. But, for me, it's the best paddock of the year because it's got so much atmosphere.

Who, in your opinion, is the best driver on the grid? And why?

Pablo Fernandez, Spain

What does 'best' mean? Does it mean fastest? Most complete? Best qualifier? Normally I'd say Alonso at the drop of a hat because I think he's got the full deck of cards in terms of set-up, qualifying, race pace and having the capacity to work out exactly what's going on around him. But then you take a look at Jenson this year and we've hardly seen him lock a wheel or miss an apex. So, right now, I'd say either Fernando or Jenson.

As a driver, how did it affect you when journalists stopped you on the grid to ask you questions?

Robert Hyland, UK

I don't think they ever did! I don't remember talking to journalists back then, but I don't think it would have affected me. Most drivers are relatively relaxed on the grid, although some of them do impress me with just how relaxed they are. I door-stepped Häkkinen just before he went on to win the world championship at Suzuka and he did – slightly reluctantly – agree to talk to me.

Martin, why do you never do the commentary in Hungary?

Alan Robertson, UK

Watch this space because I'm going to be in Hungary for the first time this year. The reason I used to miss it was because it was during the school holidays and it was the one chance I had to go on holiday to my villa in Spain with the kids. ITV were happy with that, but the BBC weren't quite so impressed.

What's the strangest thing to happen to you while commentating?

Sandy Johnston, UK

I once got the cable to Murray Walker's headphones caught around my ankle. I couldn't understand why Murray was suddenly coming towards me in the commentary box head first! **F1**

JOIN OUR READER PANEL

Want to put a question to an F1 star? Visit www.f1racing.co.uk and join the Reader Panel. We'll let you know which interviews are coming up



The Renaissance Of Jenson Button

By James Allen

Jenson always saw light at the end of the tunnel. But, as the man who's observed his entire career in close quarters writes for *F1 Racing*, the seeds for Button's astonishing year were sown during his dark days at the back of the grid

"It's easier to enjoy Jenson's success than it was with Lewis." I've heard this a lot while researching this piece. Among the public and in the F1 paddock, the feeling is that Jenson Button deserves his success and wears it in a more attractive way than his countryman did last year. A lot of that is down to maturity. He's been seasoned by his years in a poor car, unable to make an impression, unable to show people that actually he had far more ability than any of them realised.

Lewis is the opposite, but he hasn't won as many friends as a result. Now he is going through that maturing process and, as Jenson's example shows, this is the making of both the driver and the man.

I've covered all of Jenson Button's career, witnessed the arc – with its few ups and many downs – leading to this extraordinary moment. Button is dominating the world championship, just the way he and ►

his dad always intended. Barring some catastrophe, he will be champion in a few months. And he will deserve it. But did you see this coming? Can anyone truly say that they believed that Jenson was *this* good?

My mind goes back to my first proper encounter with him, in Macau in 1999. He was a 19-year-old Formula 3 driver then with a few pimples on his face and fuzzy hair. He hadn't won the British Formula 3 championship and he didn't win Macau either, but he had a lot of momentum and hype behind him.

We found ourselves in the Italian restaurant in the Macau pit building, where all the greats have slurped spaghetti, dreaming of F1 stardom. It was lunchtime on practice day: Jenson was with his dad; his then manager, David Robertson; and his trainer. They wanted to know about F1: how it worked, who did what, the ins and outs. I'm sure they pumped many F1 people for information in the same way in that period; it's a time-honoured tradition.

I'd been working on a book with Michael Schumacher and had spent a fair bit of time with him and Ross Brawn, who was then the technical director of Ferrari. It had been a fascinating process, learning the inner workings of that relationship. To me, the key was being able to maintain consistency at a high level and never giving anything away to the opposition: I told Jenson that. Ross created the right environment for Schumacher to thrive and Schumacher kept it on the limit the whole time. He didn't question Ross's demands; he just did it.

I'm reminded of that today when I see Button shutting out the opposition with a perfectly timed pole lap, making an aggressive pass at the start to set himself up for victory, making things happen.

Because the truth is that for most of his F1 career, Button has not been able to make things happen. In fact, quite the reverse. And that has been a source of great frustration to him and to the man who has always believed in him the most, his father John.

It's now becoming clear that Jenson is a far better driver than anyone, apart from Jenson and John, realised. Even allowing for the car advantage, he's driving like a god and continually surprising people. It helps that he's not up against A-listers like Fernando Alonso every week, but you cannot really do a better job than Button is doing now. Don't take my word for it, read Ross Brawn's statement over the Turkey weekend: "They told me Jenson was good," he said, "but I didn't realise he was this good."

As with Schumacher, Brawn has created an environment that allows Button to get the best out of himself. It is a calm, disciplined space, where everyone works for each other. You can see how much more cohesive the team is. With every win the confidence grows – and confidence breeds confidence. ➤





“I looked at his data after qualifying and realised he had judged every corner to absolute perfection” *Gil de Ferran*

"They told me Jenson was good. I didn't realise he was this good" *Ross Brawn*

"Ross has got it set up right and it gives Jenson confidence," says Mike Gascoyne, who worked with Button in his early days at Renault. "He knows there is someone thinking about things so he doesn't have to. You can see that they've been thinking about the long game since China. Jenson's maturity combined with Ross advising him is the perfect position."

If Ross has been surprised by how good Jenson is, how good exactly is he? When Gil de Ferran was sporting director for Honda in 2005-2006, I would often chat with him on the way back from grands prix and he was evangelical about Button's gifts. This went well beyond the usual team management spiel of blindly sticking up for their driver. Gil went in for the full-blown analysis of his technique and ability. He could see what Jenson was doing and felt that it shouldn't be a secret known only by the team. I rang him up at his new base in Indianapolis to download his thoughts once again.

"It quickly became apparent to me that Jenson's skill was at a very high level looking at his data traces," recalls de Ferran. "There was never any exaggeration in his throttle, brake or steering. Everything was precise; he would never overdo it and pull back."

"It indicated a tremendous amount of feel. I think that a driver who has the level of feel and sensitivity in his hands and feet that Jenson has, is able to drive at a very high limit without ever making mistakes or overstepping the mark."

Pressed for examples, de Ferran recalls, in particular, the 2005 British GP. Button

qualified third but, as is sadly all too common in the sport, the absolute brilliance of what he had achieved was appreciable only by the handful of people inside the team with access to the telemetry.

"I remember looking at his data after qualifying and thinking: 'Jesus Christ!' He had basically judged every corner to absolute perfection. That's something the public doesn't see; the tiny adjustments he made to find a whole new limit were very impressive to me. It was perfect – there was not one correction too many. It was all done with surgical precision; the throttle, brake and steering were all just perfect."

"I can't tell you how hard it is to go that fast and be smooth. The public likes the guy with the tail out but, in my opinion, being on the limit without those moves demonstrates a higher degree of skill."

Around this period from 2005 into 2006, it became apparent that Jenson had matured a lot. That process has continued through the difficult years of 2007 and 2008 to make him the driver and man he is today. And this is the central point of the story. What makes Jenson Button the force that he is this year is largely down to maturity. There are two aspects to it: maturity as a driver and maturity as a man.

What has really struck me this year has been Button's calmness. Andrew Shovlin, Jenson's race engineer, has highlighted it many times and he's the person that has the closest working relationship with Button.

Some examples: in China Jenson realised that he wasn't going to win because the Red Bulls just had far superior grip in the wet, so he settled for third place, thinking of the championship; in Spain and Monaco he was up against it in practice, struggling to get the best from the car, but then he put it all together in the final part of qualifying to take an unlikely pole position on both occasions. In Turkey he could see Sebastian Vettel on a light fuel load, rocketing up behind him. He explained afterwards that he didn't try to sprint away from Vettel because he wanted to look after his tyres, so he calmly held him at arm's length. That takes maturity.

"It's the classic F1 conundrum: in the right car you can look good," says Mike Gascoyne. "Jenson in the past few years has looked awful, but he was obviously the driver he is at the moment and can obviously win races easily. The one thing that's changed with Jenson is his maturity and ability to deal with things. He's always been quick."

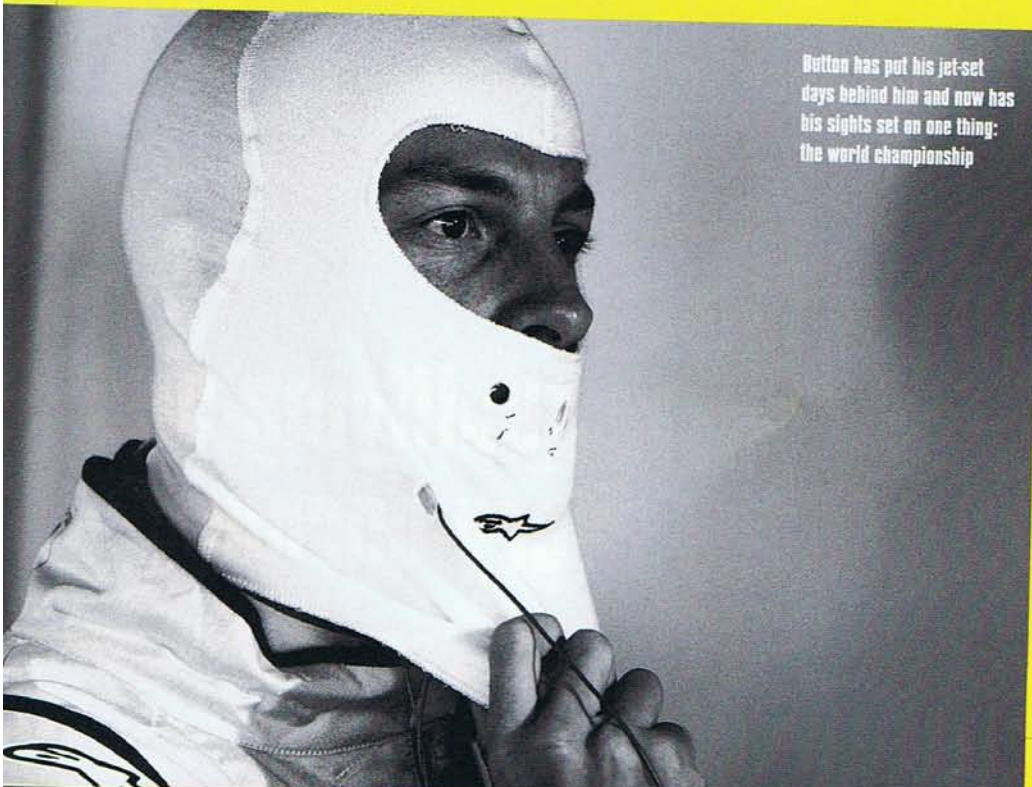
Gascoyne recalls the young Button, fresh from an impressive debut season with Williams in 2000, where he had compared favourably with Ralf Schumacher. In his two years with Benetton (which became Renault in 2002) Button had a rude awakening. In difficult cars he was usually outperformed by Giancarlo Fisichella and then, initially, by Jarno Trulli, who had more experience to draw on. He was all at sea.

"We didn't have a very good car," says Gascoyne. "It wasn't really competitive. Jenson had that golden first year with Williams and he was obviously good. He was smooth, he was very competent, but I think he had management that wasn't advising him very well and his head was full of 'you're going to Ferrari' and all that kind of thing. He struggled to drive a difficult car."

By Jenson's own admission it was a case of too much too young. Button let himself get sucked in by the trappings of F1 stardom, the apartment and boat in Monaco, the parties, and the jet-set lifestyle. I observed this with disappointment, as did many who had high hopes for him. But, like the bad cars he had to drive, these moments were vital in maturing him into who he now is.

"You live and you learn and you make mistakes and I think any honest person will admit they are still learning," says my old sparring partner Martin Brundle.

"I think that's particularly relevant for Jenson's generation of racing drivers, in that he grew up as a karting boy into single-seaters. They've never had a proper job. In F1 he was young and immature and he made a lot of mistakes; it all came too early."



Button has put his jet-set days behind him and now has his sights set on one thing: the world championship



This season is the polar opposite of that. He is enjoying his success and savouring every second. There is no question that he is more relaxed and approachable than he was, even though he's in demand from all sides. Again this comes from maturity and, again, there is a lesson for Lewis Hamilton.

Martin Brundle says he now realises that when Button has been short with him in the past, it was often because he was just so eaten up inside by the thought that he wasn't getting a chance to show his potential.

"He cares if people have been negative about him, he carries it for a long time – he doesn't forget," says Martin. "He gets quite bruised. When you see him in the paddock, he appears a bit cool. But now I think it's an inward thing; he had been struggling to cope with not delivering. Maybe only him and his dad fully understood how much undelivered potential was there. A frustration crept in because he wasn't able to deliver it."

One episode that demonstrated Button's sensitivity and maturity was his reaction to the news, in December 2008, that Honda were withdrawing from F1, potentially spelling the end of a career that had not yet

With new-found maturity and a great car, Jenson's star now shines almost as brightly as that glow-in-the-dark Brawn livery



They have no reference point, no kind of normality to lean on. They are young, fit, fast, good-looking, rich and it all comes before they're ready for it. I see Jenson as one of the first young guys groomed to be a driver since karting days. They didn't do A-levels or go to university. Growing up for them was even more dramatic and traumatic in a way. They grow up under an intense spotlight. Jenson struggled."

Gil de Ferran can identify with that. "More often than not, the events that affect your maturing process are the difficult times rather than good times," he observes.

"In going through the difficult period that Jenson had to go through and keep his resolve, it helped him mature. I know that facing difficulties usually helps if, and when, you come out on the other side."

Jenson moved to BAR in 2003 and had a fantastic year in 2004 with ten podiums and a pole position. More often than not, the only cars ahead of him were the Ferraris; it was their unmatchable year.

Button was happy finally to have success, to show what he could do, but was unsatisfied that there were still cars in front of him.

That season steadied the nerves and helped to get his stock rising again. But behind the scenes there was chaos in his personal life, with management changes, indecision about signing for Williams then changing his mind, and some poor decisions.

Jenson wasn't in a particularly good place during this time, but he put things right by surrounding himself with a team of people who would get his life in order and give him the platform to focus on the racing. He hired Jacques Villeneuve's PA Jules Kulpinski and took on a new manager, Richard Goddard, who had made his fortune in computer chips and whose head was not turned by the bright lights of F1. 'Team Jenson' was formed and his life was restructured.

I remember a conversation with him around this time in an airport lounge where he was saying how fed up he was with the hassle of being an F1 driver, with people staring at him and chasing after him. He was fed up with F1 life in general.

achieved its potential. Button learned the news the evening before it was announced. The following day he visited the factory and went around every department, talking to the staff. His message was simple: "We'll get there, keep your heads up and keep working. Think that we'll be on the grid in Australia."

According to one of his inner circle, "He wanted to show them that he wasn't living the moment by himself, he was with them."

That the team came through those dark days adds to the poignancy of their success this year. It could easily not have happened. The same could be said of Jenson's career. My favourite John Button story is from when he was still with Jenson's mum, and they were driving home from a karting event when Jenson was ten. They pulled into a service station and, thinking Jenson was asleep in the back, John turned to Simone and said, "I don't think the boy's got it."

Jenson heard this, but said nothing. Years later he said to his dad, "I heard you say to Mum you thought I hadn't got it. I thought, 'I'm going to bloody well show him.'"

And now he's bloody well shown us all. **F1**



MUBADALA
ABU DHABI



FELIPE MASSA: DOWN BUT NOT

Twelve months ago he was fighting tooth and nail for the world title. Today he's scrapping for podiums. But Felipe's taking it all in his stride as he leads Ferrari out of the doldrums

OUT

WORDS EDWARD GORMAN

You might think that Felipe Massa would be wandering around the Formula 1 paddock this season like a bear with a sore head. Having come so agonisingly close to being world champion at that thrilling race in Brazil last year when Lewis Hamilton stole the prize from under his nose, and then being handed a rather poor (by Ferrari standards) car this year, you could easily understand if he was a bit down in the mouth.

But nothing could be further from the truth and Massa has shown that, in adversity, all the fighting qualities that drove him so close to glory in 2008 are once again in full play this season. In fact, those around him argue that the popular Brazilian is still getting better both in and out of the car – and he could yet become world champion if given the right machinery, regardless of who he may be paired against next year at Maranello.

Massa can still rightly claim to be the most improved driver on the Formula 1 grid. He may also have come the furthest as a man since his debut with the Sauber team back in 2002. The wild boy with the unvarnished natural talent has grown into a mature individual now happily married, living in Monaco, and looking forward to the birth of his first child later this year. From having

been very much a junior member of the Formula 1 elite, he now tries his best to give a lead to one of the sport's greatest teams, yet remains modest about his achievements and is still grateful for the opportunity he has been given.

In Brazil, Massa has a huge fanbase, easily outstripping the likes of Rubens Barrichello and Nelson Piquet. In a recent survey he was voted the third most popular sportsman the country has produced, after Ayrton Senna and the football legend Pelé, a reflection not just of his skills at the wheel but of the way he handled the cards he was dealt at the end of last season. As Brazilian sports journalist, Rodrigo Franca, put it: "He saw the title go by in one turn but he had a very respectful way of dealing with it. He didn't complain, he said 'Okay, I didn't win this time – we'll see next year.' And he did his part of the job: he won the race."

The setting for the interview is the all-red Ferrari motorhome – a tiny side office just off the main, ground-floor eating area – and Massa appears in his trademark jeans and white trainers, red Ferrari team shirt, sunglasses (perched on his head) and a big watch (he loves those) stuck to his wrist. He takes his seat and looks you straight in the eye. With Massa, what you see is what you

get. He may not be the most sophisticated individual among the current drivers in Formula 1, but there are no hidden agendas, no attempts to avoid questions. He tackles it all head-on – just as he does his driving, which remains the work of a natural speed freak who has learnt to temper a remarkable instinct with a maturing racecraft.

The stats, as always, tell their own story. Last year, Massa started poorly in Australia and Malaysia in the competitive F2008 but then hit his straps in Bahrain. After seven races he had scored two victories, a second place, a third and a fifth place and his championship charge was well under way. This year, he has already fallen victim to various symptoms of poor reliability in the F60 four times, including a bizarre occasion in Spain when his car incorrectly told him it was running out of fuel. He fell foul of a qualifying tactical error by his team in Malaysia and his car has not often come near the pace of the all-conquering Brawns of championship leaders Jenson Button and Rubens Barrichello, or the Red Bulls of Sebastian Vettel and Mark Webber.

Notwithstanding all of the above, Massa has turned in respectable performances, with four finishes in the top ten, and he has beaten his team-mate Kimi Räikkönen

**“I hope one day I will
have the right car, the
right possibilities to
win – and we can do it”**



Massa managed fourth place in Monaco - and a fastest lap. But can his car be improved enough for him to start taking wins?

on four occasions. He also beat Kimi four times in qualifying at the past seven races.

It has been a gritty display in a difficult car against a top-class team-mate, especially for an outfit that has not always had its eye on the ball. No surprise then that Rob Smedley, Massa's British race engineer, is adamant his man is still getting better. "I said in Brazil last year that I still don't think we have seen the best of Felipe yet," asserts Smedley.

"He was very, very good last year but he's improved again; I think he's taken another step and, as time goes on, he just keeps getting better and better." Smedley points to Massa's race pace which has been hot. "To be honest I think people have missed a little bit this year in terms of Felipe's race performances. He's been absolutely spot on."

The man himself is proud of a record that shows both he and Ferrari have improved as the season has gone on. "I think you always learn in life the good things and the bad," he says of what was one of the worst starts to a season in the Scuderia's history. "It was a good experience to start the championship in a completely different way to what we expected, to be honest. But I think it has also been quite good for the team because we have been able to improve the situation. We managed to get away from the very bad results after some races without any points and we have made the car stronger and stronger race by race. That's what we have learned and not everybody can do that."

What has he learnt about fighting in a poor car, something he has not experienced since his last year with Sauber in 2005?

"What I learn is that maybe it is easier to fight at the front. When your car is fast you can control much better the race, especially when you start from pole. When you are behind and your car is not competitive enough, it is completely different because you need to drive more than the car can do, and it is not possible but there is nothing you can do." Yet Massa has never questioned his own ability. He is clear on that. The F60 lacks downforce pure and simple. "I don't ask myself if it is me, not even for one moment, because I know it's not just me. The problems are the same for me and Kimi."

And so we come to the legacy of that title-decider before his home crowd in Brazil and you immediately get the sense that Massa has learnt to roll with even the biggest of punches, not fight them; something, incidentally, he has managed far better than Hamilton. If what happened at Interlagos was bugging him during the off-season, it isn't any more: "I used to think at the end of last season when you are not racing 'why do things happen like this?'" he said. "But as time goes by, it becomes part of your history and I don't think about it any more because you have so many things to think about in the present and the future." But surely his family must still talk of it and remind him,



Massa strikes a catalogue pose. He does everything big: sunglasses, watches, championship near-misses...

even if they don't mean to? "Maybe they do, but, on the other hand, they also think like me. They think he did everything he could, maybe even a better job than everybody last year, but he didn't win for another reason which we don't know – maybe God knows but we don't know." So does Massa himself believe in a divine power? "I think so, yeah." And does God have a plan for him? Another shot at the title perhaps? "I hope," he says, with a self-conscious smile.

Indeed, like his friend and colleague Rob Smedley, Massa has no doubt that he can still go the whole way. Even in the F1 press room, where Massa sceptics were thick on the ground last year, there is more respect for him now, though many believe he will not be able to stand up to the challenge of Fernando Alonso should he be partnered with the Spanish double world champion at Maranello next year, as observers expect. But Smedley unhesitatingly backs the Brazilian against anyone: "Yes absolutely," he says of the prospect of another championship challenge. "If we give Felipe the right material, he can be world champion regardless of who is on the other side of the garage. I mean he's got a team-mate now in Kimi who is excellent. I know he has his detractors and his supporters but, at the end of the day, Kimi

has been in a Formula 1 a long time and has had many wins. He should have got more world championships than he has done. You don't win championships by accident and Felipe is right there."

Massa knows he can succeed and diplomatically reminds us that it was not all his fault last year, in a season when Ferrari made some howlers on his behalf. Remember the re-fuelling disaster under the lights in Singapore? And the car failure in Hungary? "Well, for sure, when you lose the possibility to win the championship and you know you can do that..." he says before pausing for a few seconds. "I did everything I could," he continues. "We lost last year not because of me. We lost because of the circumstances of the championship. This year we do not have the competitive car so it will be difficult, but it doesn't mean I am not a good driver, it doesn't mean I cannot fight any more. I show I can fight for the championship whatever the situation. I believe that a chance will come again. I believe that and I will work very hard for that. I hope one day I am going to have the right car, the right possibilities to win – and we can do it. If I didn't believe that, it is stupid to be here racing."

Finally we come to Massa's relationship with Räikkönen – or lack of it. On this subject the Brazilian is remarkably frank; partly, one suspects, because he does not understand a man who has the honour to drive for Ferrari, as he does, yet who makes so little effort to join in with him as a team member. Where Kimi is cold, detached, proud, even isolated, Massa is warm, friendly and very much a team player. As Marco Evangelisti of the Italian paper *Corriere dello Sport* remarks: "My personal opinion is that Kimi is a little bit more talented but Felipe has a different attitude and is more able than Kimi to keep the team involved around him and working with him – that is a part of Felipe's strength."

Despite Massa's repeated and early attempts to get to know the taciturn Finn, the iceman has shut him out of his world. "I find it strange because it is not my personality," says Massa. "I am a very open guy, I talk to everybody inside the team and I always try to approach Kimi but he never opened the door. Then one time I said to myself: 'it doesn't change anything if I keep trying to get close to Kimi because he will not change' and then I stop. We have a good relationship as colleagues but, in friendly normal life, he completely lives in his own world. It is not just with me, it is with the whole team."

Does he feel that Räikkönen's reluctance to open up has affected the team effort? Once again Massa is candid on a tricky subject. "I think it would have been better if Kimi had been a bit more open. But anyway, it is like that – you cannot change anything." The question for Massa now is whether things are likely to be any better on this front next season, if Räikkönen has to give way to Alonso, a man who knows as much as anyone about putting team-mates in their places. **FO**



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THE SECRET WORLD OF F1

Endless hushed conversations and covert goings-on mean there's no more mysterious sport than Formula 1. It's no surprise that so much happens behind closed doors: millions are spent in the pursuit of fractions of a second, and letting the tiniest piece of information slip to a rival team is not an option. So away from this season's amazing on-track action, *F1 Racing* takes you inside the places, the tests and the meetings that stay secret from the viewing public...

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054



066



THE SECRET TEST THAT CAN MAKE OR BREAK A SEASON

What happens when a multi-million pound Formula 1 car meets a humble drag racing strip in the mid

WORDS JON AXWORTHY
PICTURES LORENZO BELLANCA

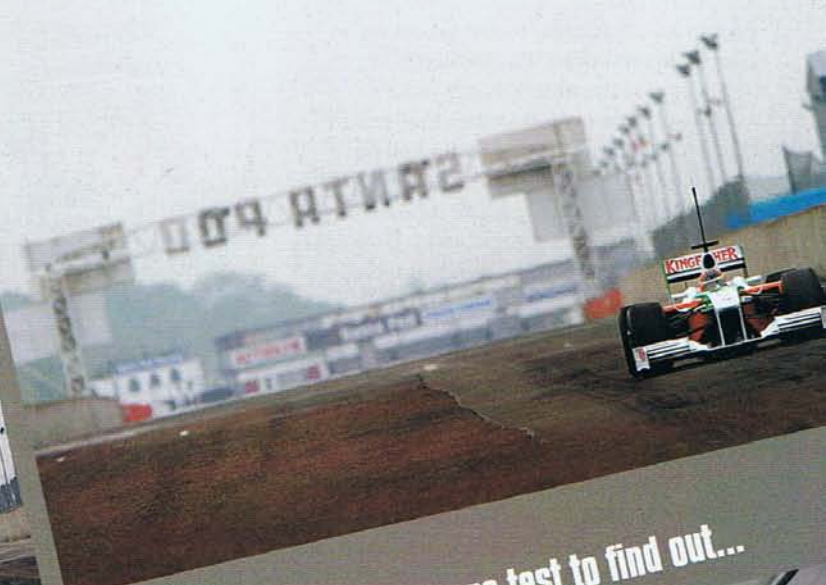
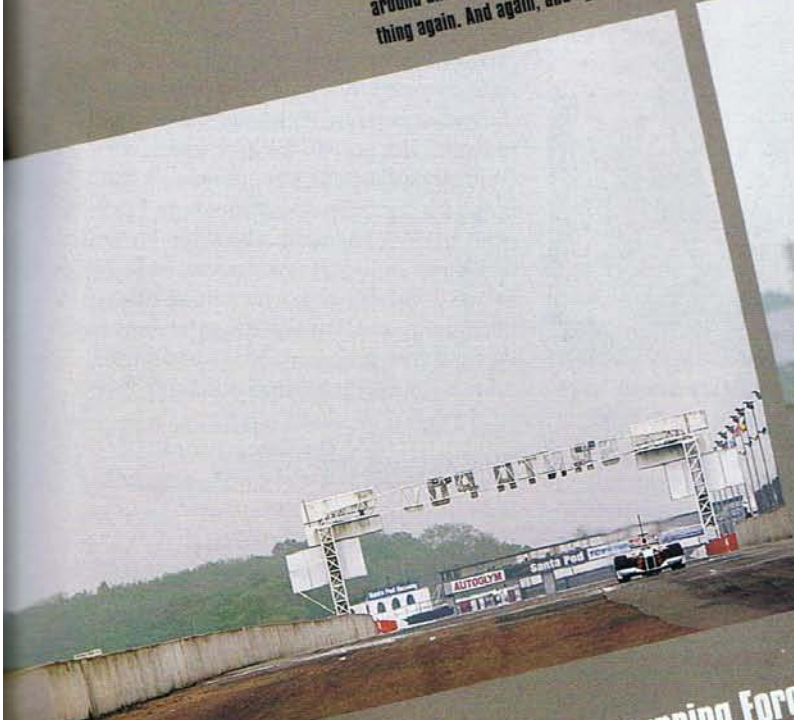
Santa Pod Raceway is not the sort of place where you would expect to find a Formula 1 team. The Northamptonshire track, which is more at home hosting drag races and public days entitled "Run What Ya Brung," is today being used for a straight-line aero test... and Force India have "brung" their 2009 test car.

There are few sounds in sport that elicit the burst of adrenaline you get upon hearing the shriek of an F1 engine. There's nothing louder on race day. Not even a stand loaded with fanatical *tifosi* or Flavio Briatore's latest slippers. In unison with the other engines it almost becomes normal. However, when you hear it shatter the silence of the

TOYO TIRES



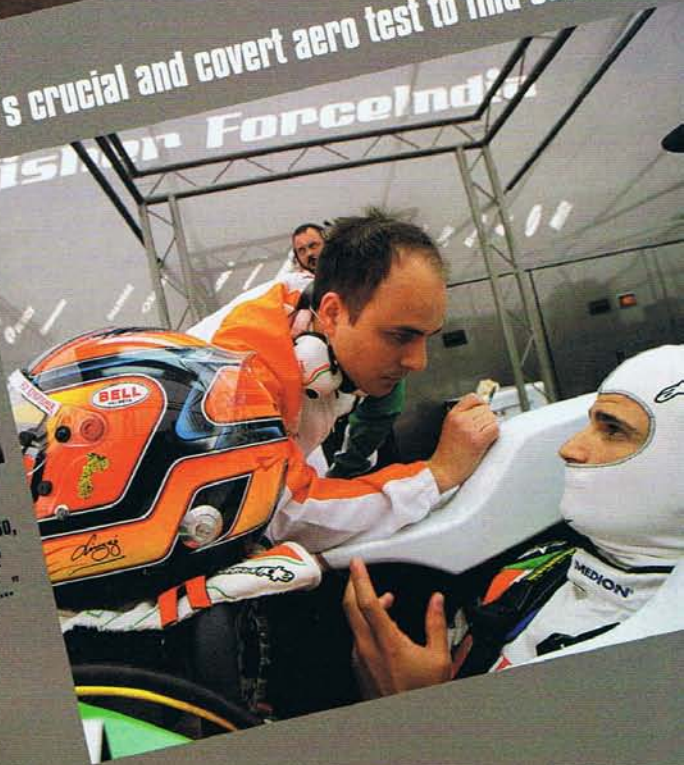
At the end of each straight run, the Force India mechanics turn the car around and it does exactly the same thing again. And again, and again...



nowhere? We spent the day with the team running Force India's crucial and covert aero test to find out...



The driver plays a vital role in interpreting the feel of the car. So, what did you think of that Tonié? "Mn mm Mmmph Mmmph Mmmph..."



Northamptonshire countryside, it is totally abnormal. Suddenly, the idyllic sounds of England's pasturelands are drowned out by Force India's car screaming down the racetrack. Then, in an instant, the sound cuts out and in its place again are sheep, birds, spluttering tractors and the sound of someone pushing a wheelbarrow. At

least that's what it sounds like as the driver cuts the car's engine and three mechanics manhandle the car back into the large canvas marquee that's doubling as a garage at the far end of the drag strip.

Inside the erected enclosure is a mixture of personnel from Force India's Silverstone factory and windtunnel, ranging from

aerodynamicists to engineers. They are all either looking at computer screens or at the car itself, which has just completed its first couple of runs down a stretch of asphalt three-quarters of a mile long. It's a peculiar sight to witness one of the pedigree machines of motorsport race to vanishing point down a track that is usually reserved

SANTA

for top fuel dragsters, rocket bikes and jet cars with names like 'Fireforce 3.'

Today it is the turn of Force India's VJM02 chassis 02 and at the other end of the track, underneath the Santa Pod finish line scaffold, three mechanics are waiting to receive it and manually wheel it into a three-point turn and send it back again. They will repeat the exercise 30 to 40 times today.

This first test is all about getting some numbers on the car. "After exiting the garage, it'll coast down the track for a while so that all the load and pressure sensors can be zeroed in and we can check the ride height," explains James Key, Force India's 37-year-old technical director. "It then accelerates up to a constant speed over one run, which, typically for an aerodynamic test, will be between 125mph and 150mph."

This is the first track-based aero test of the year for the team and is one of the eight permitted by the FIA during the season. Force India have only scheduled another three because of their budget. "The priority for this first test is to validate the readings we've got from the windtunnel," continues Key, "to ensure that the car on the track is generating the downforce and all of the characteristics that we think it should be."

The test, which allows the team to be as controlled as they can be in measuring



This chap looks like he's furtively logging onto Facebook, but it's actually a long day of hardcore data analysis for the boffins...

the aerodynamics of the full-scale car, is taking place just over a week before what is arguably the most glamorous race on the F1 calendar: Monaco. The constant threat of rain, the eerily deserted Santa Pod setting and a very British burger van that provides for driver, engineers and data crunchers alike, is a world away from the sun-drenched streets of Monte Carlo. Santa Pod, for all its curious charm, is not one of the best venues to perform an aero test, according to most opinions you'll hear in the garage. The track is a bit bumpy for the boffins' liking and traction is clearly an issue for the engineers.

In fairness, Santa Pod wasn't designed with F1 in mind. The famous drag strip is actually based on the old runway from which the American Air Force's 92nd Bomber

Group flew almost 300 missions over Nazi-occupied Europe in World War II. In 1966 it was converted for drag racing and earned the somewhat harsh nickname of the "redneck runway". Not exactly the best setting for faultless aero testing but options are limited in the UK, explains Key. "There used to be a great track at Elvington Airfield in Yorkshire, which was so long it was designated by NASA as one of the runways where its shuttle could potentially land, but noise restrictions mean we can't test there now. So it's really just down to Duxford, Kemble and Santa Pod."

The recipe for the perfect aero test is an incredibly long, smooth track with banks on either side to protect the car from crosswinds. The reason the driver spends the day doing boomerang runs is because if there is a slight head, tail or cross wind, it enables the team to take an average of the two runs.

The other important factor for a successful test is the British weather, which threatened to undermine weeks of preparation as FIA safety regulations state that cars can't be run in the wet. So with the overcast sky above doing its best to keep the pressure on, inside the garage the car is readied for another run.

"Each run will give us about five to ten seconds of data," shouts Oliver Knighton, the race support and strategy engineer, who's straining to be heard over the deafening



APPEND

sound of the car as it sets out on its 20th run of the day. And it's not even lunchtime yet. "We need to ensure that the readings from the windtunnel correlate with the data the car is throwing up on the track."

The day is all about the data, and the car is brimming with over 150 sensors that feed back to the analysts in front of the computers. "The sensors will tell us things that the windtunnel can't," says Knighton, "such as what the tyres are like under high speed, and how air is flowing over the car."

But one sensor in the car is more important than all the others. And that's the guy sitting in the cockpit, Force India's test driver Tonio Liuzzi. "It gets a little boring after a while," sighs Tonio, after he's released from duty by the engineers, "but it's an important job with repercussions for our season, so you have to stay focused. It's just great to get back in the car and sharpen up."

This familiarisation is essential as Tonio is not just the test driver but also the reserve driver. Should anything prevent Giancarlo Fisichella and Adrian Sutil from racing, Tonio is the next man up. It doesn't seem to worry him: his deal to race in A1GP and the Speedcar Series this season was approved by the team so that he remains as ready as possible.

"A1GP means that I stay in good shape. It's competitive and includes pitstops, which is good for me," says Liuzzi, who's hopeful of a

race seat next season as at least one of them could be up for grabs in 2010. "It's good to have a technically minded guy on a day like this," says Key. "Someone who'll jump out and look at the data and tell you what they can feel with the different downforce levels. That's what you need."

The fact that Liuzzi is both test and reserve driver highlights a disadvantage of being a small team in modern day F1. But the in-season testing ban that has made it difficult for Liuzzi to get the track time he needs has actually benefited his team, as the more advantaged constructors are now unable to bring in pre-tested upgrades to the races. Instead, they have to rely on aero tests and, of course, Friday practice sessions.

There is another upside to having limited resources, according to Key: "We are very efficient and we can get things to the track very quickly, which is essential this season because the pace of development is so intense." New parts being tested at Santa Pod include updates to the front wing, areas of the diffuser, spinners and brake ducts. "We haven't got a lot of R&D capacity," continues Key, "and we don't have the facilities to go and prove lots of ideas. There are certain things you can only ever do on the track. So, to be politically correct, the tests are a good cost-saving measure."

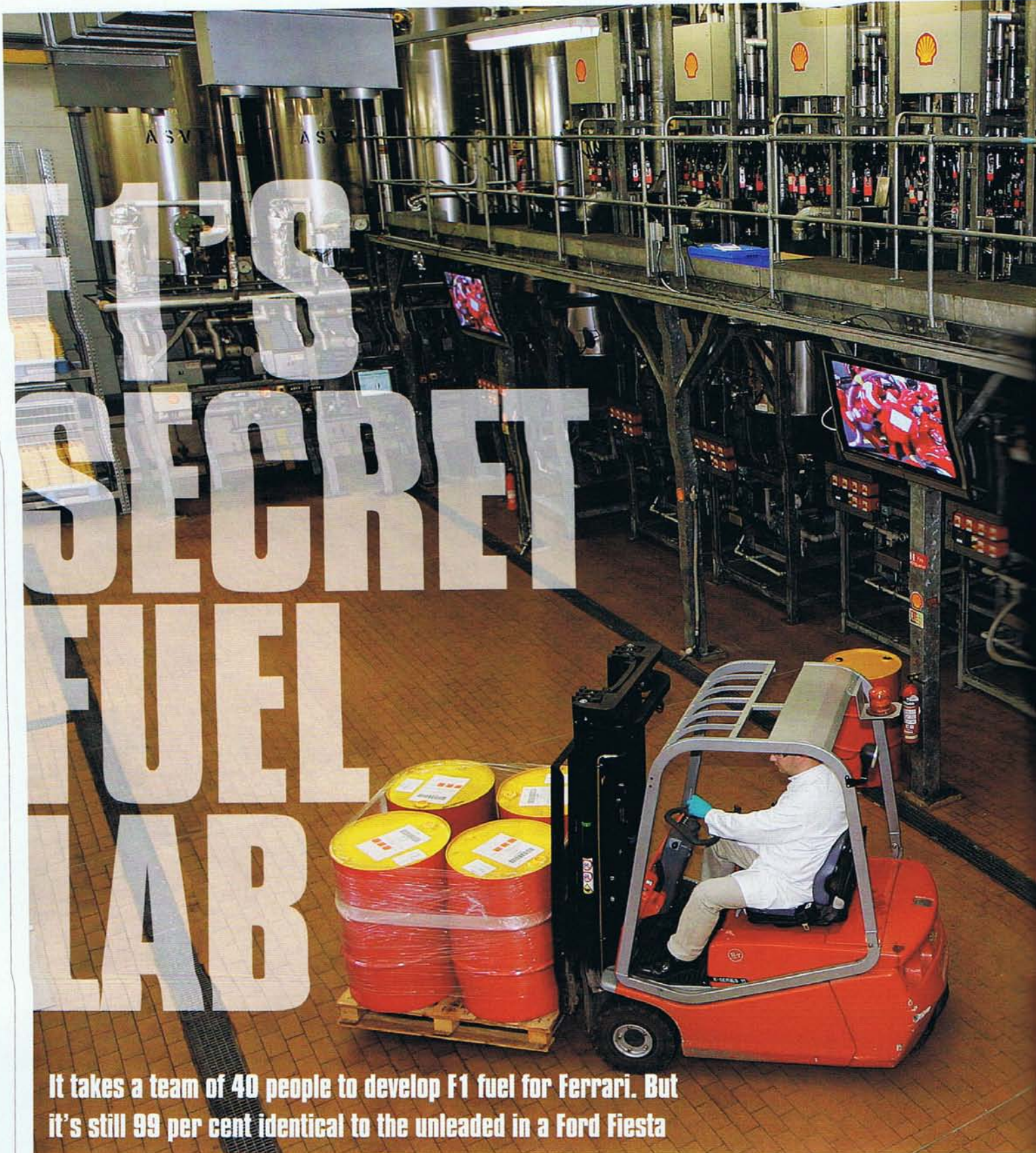


Great British grub on the go: "I'll have two cheesy pigs and an onion salad. That's not going to affect my aero package is it?"

The efficiency of the team is clear to see as the day rolls on and the rain somehow holds off. There is no excess. Everyone involved knows exactly what their job is, and every one of them executes it flawlessly. There are rarely any raised voices in the garage, unless it's the necessity to be heard above the din of another run. But the tests aren't just about the day at the track.

"There's been massive preparation just to get here today and get the new parts in time," reveals Key. "Bespoke parts have been built that have had to go through R&D first, not to mention defining the programme and working out how we're going to get the data we need. Every last detail has been prepared for weeks in advance." Presumably, that includes booking the burger van too. **F1**

"The car is brimming with 150 sensors that feed back to the analysts"



THIS SECRET FUEL LAB

It takes a team of 40 people to develop F1 fuel for Ferrari. But it's still 99 per cent identical to the unleaded in a Ford Fiesta

WORDS BRADLEY LORD

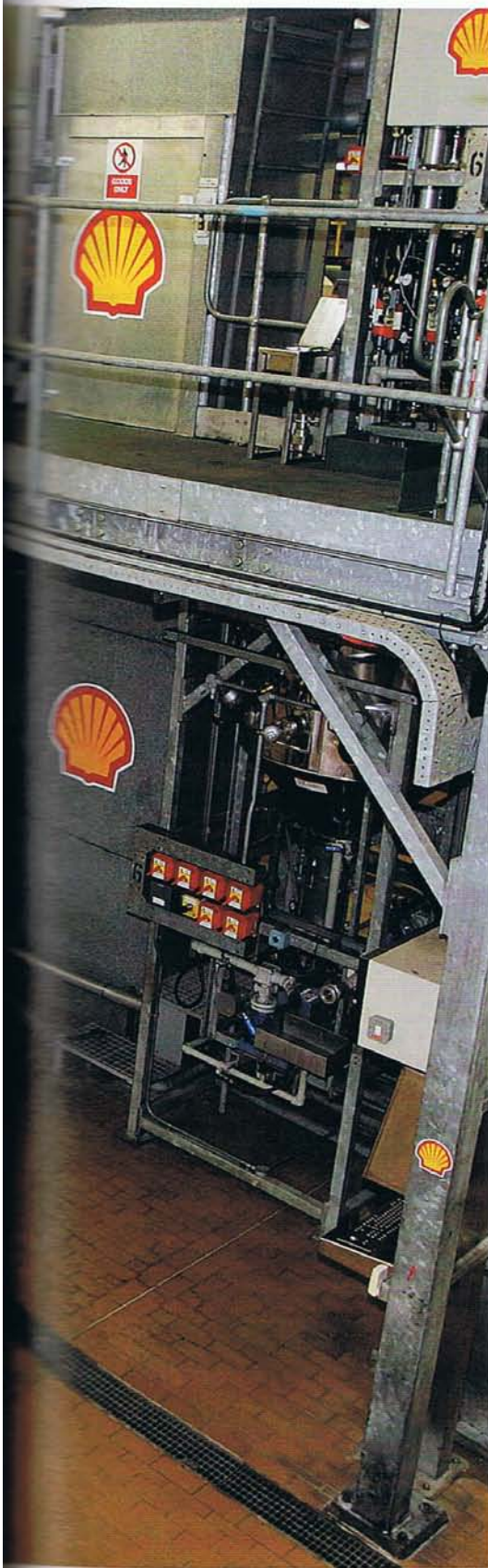
The Thornton refinery in Cheshire doesn't exactly scream 'F1'. We're used to seeing laboratory-style garages where thousands of minute components are assembled and fine-tuned. There are men in white coats crawling over the cars back at the factory. It's very precise, very neat and very ordered. And it's not at all like this place. This is serious heavy industry – like a school chemistry experiment on a gargantuan scale.

But this is where Shell develop their F1 fuels and lubricants – the lifeblood pumping through the veins of every Ferrari. Around 40 people work on the development of everything from fuel to bearing grease, all the time searching for tiny gains that will contribute to the Scuderia's on-track success.

In total, around 200 different chemical compounds make up an F1 fuel but, in spite of this apparent complexity, the brew in Felipe's Ferrari is 99 per cent identical to the

sort of high-end pump fuel that can be bought on pretty much any forecourt in Europe. In fact, the two are so similar that Ferrari have actually run their F1 car on the standard stuff just to prove the point.

"Article 19 of the technical regulations is pretty prescriptive," explains Mike Evans, Shell's motorsport product manager for fuel. "The fuel specification is based around a standard called EN288, which is the norm pump gasoline in Europe. We then have



freedom to change the fuel within the normal limits to optimise it for the F1 engine." Fuel composition can be altered to suit a specific design of combustion chamber, for example, to ensure optimum detonation so that the maximum amount of power is generated.

The rules prohibit the addition of 'specific chemical compounds' that can dramatically increase power – in the past, new fuel specifications could bring a gain of 50 or 60bhp while, during the turbo era, toluene was added to massively boost the fuel's octane rating. Today, though, the chemists are only finding single-figure horsepower gains with new fuel mixtures.

It's primarily a result of the freeze on engine development that means the engine's

“We work hard on fuel economy. Teams want lighter fuel loads for a competitive first stint”
Mike Evans

characteristics remain stable. “We only introduce two or three new versions of the fuel per season at the moment,” explains Evans. “The gains are quite small – and hard to introduce because of the ban on track testing.” The primary focus of work last winter was on helping the engines achieve the required mileage under the ‘pool of eight’ rules that are in force for the 2009 season.

One area that has seen significant development in recent years is gravimetric fuel economy – in other words, developing ‘lighter’ fuel. “People often don’t realise how hard we work on fuel economy,” continues Evans. “F1 teams want to qualify with a lighter fuel load on board and still do a competitive first stint, so this is a big area of development. It will become more important in 2010 if, as seems likely, in-race refuelling is banned and the cars start the race with their full complement of race fuel on board.”

However, in spite of increasing restrictions and standardisation in nearly every area of F1 development, the fuel regulations will actually be opened up for 2010. Currently, F1 fuels must contain a minimum of 5.75 per cent of biological compounds – but these must be what are called ‘oxygenates’ like ethanol. These are ‘first-generation’ biofuels, developed from foodstuffs. However, they pose ethical problems when used on a large scale, and have now been superseded by research into second-generation biofuels that are synthesised from waste biomass.

For 2010, the fuel companies will therefore be permitted to use ‘bio-hydrocarbons’ – subject to agreeing



The experts blend the F1 lubricants to create their special F1 home-brew...



Marigolds at the ready as fuel components are prepared to add to the mix

an appropriate analytical technique to monitor their use. “These are products that are currently under development but are not yet on the market,” continues Evans. “There’s a lot of work going into this area because these products can be refined like normal crude oil, but without the side-effect problems. In F1 terms, there’s certainly performance to be found there.”

If this happens, it will be another small contribution to the FIA’s aim of making F1 a ‘development accelerator’ for energy-efficient technologies that can be applied to road cars. “I’m a big believer that F1 can help technology evolve,” concludes Evans. “Our learning is applied to our pump fuels.”

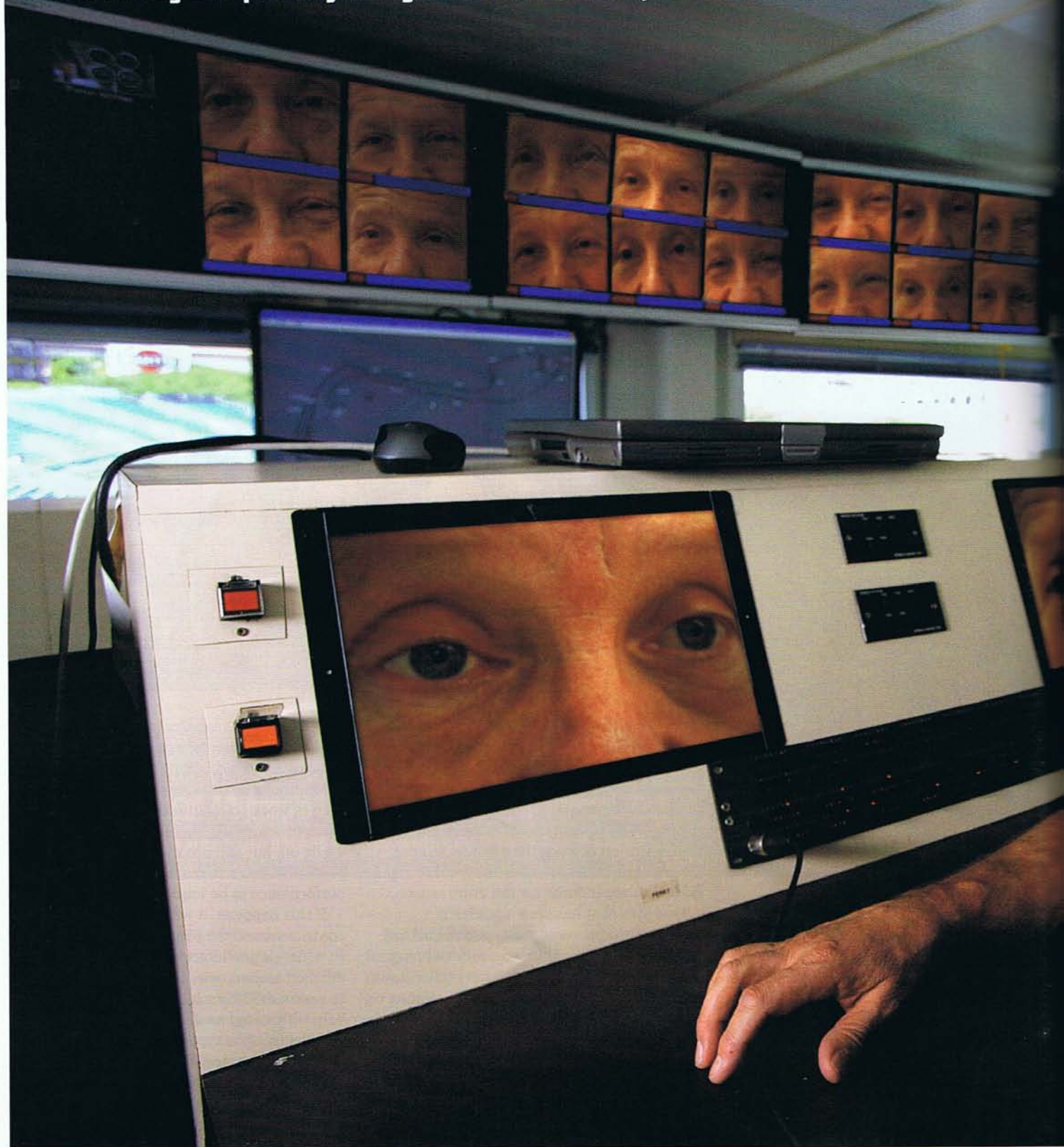
Usually, the spiel about technology transfer from F1 to road cars is more marketing spin than engineering reality. In this case, though, the work that happens is relevant to all of us. **FO**



This chap isn't making snail porridge, honest – he's decanting the fuel for analysis

THE MAN WHO SEES EV

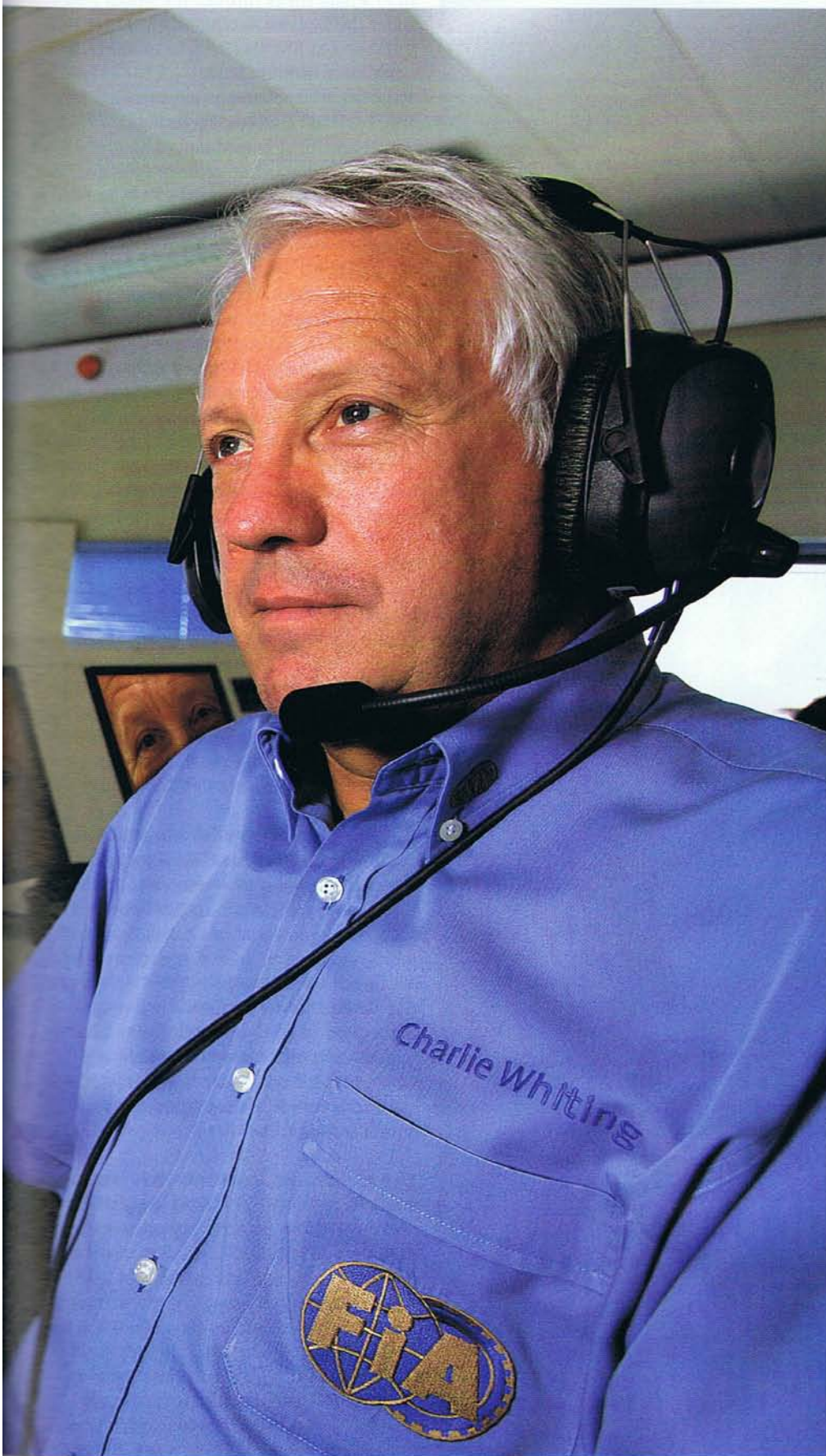
He used to work for Bernie... now Max Mosley is his boss. And as F1's rule writer, Charlie Whiting will spot *every* infringement. Just ask Lewis, Fernando and co...



EVERYTHING IN F1

THE SECRET
WORLD OF F1

WORDS ADAM COOPER
PORTRAITS LORENZO BELLANCA/LAT



Charlie Whiting not only operates the Formula 1 rule book, he also writes it. One of the busiest people in the sport, he's the spy in the sky, the man up in Race Control watching every move made by every driver on a bank of screens, as well as listening in to their radio conversations.

The thing about Charlie is that people only hear his name when something goes wrong. He's usually the guy squarely in the teams' firing line, be it at the FIA International Court of Appeal when it comes to debating the ins and outs of double diffusers, or in Race Control after a controversial manoeuvre has been referred to the stewards for their verdict. All the time, he has to keep his cool and remain impartial. It's no easy task.

What's more, those squabbles form only a small part of Whiting's responsibilities – he's also head of the FIA's technical department and the governing body's safety delegate. In concrete terms, this means the buck stops with him when it comes to the circuits F1 races on, the rules it races to and, to a large extent, how those rules are applied. It's lucky, really, that he's a self-confessed workaholic: nobody else would cope.

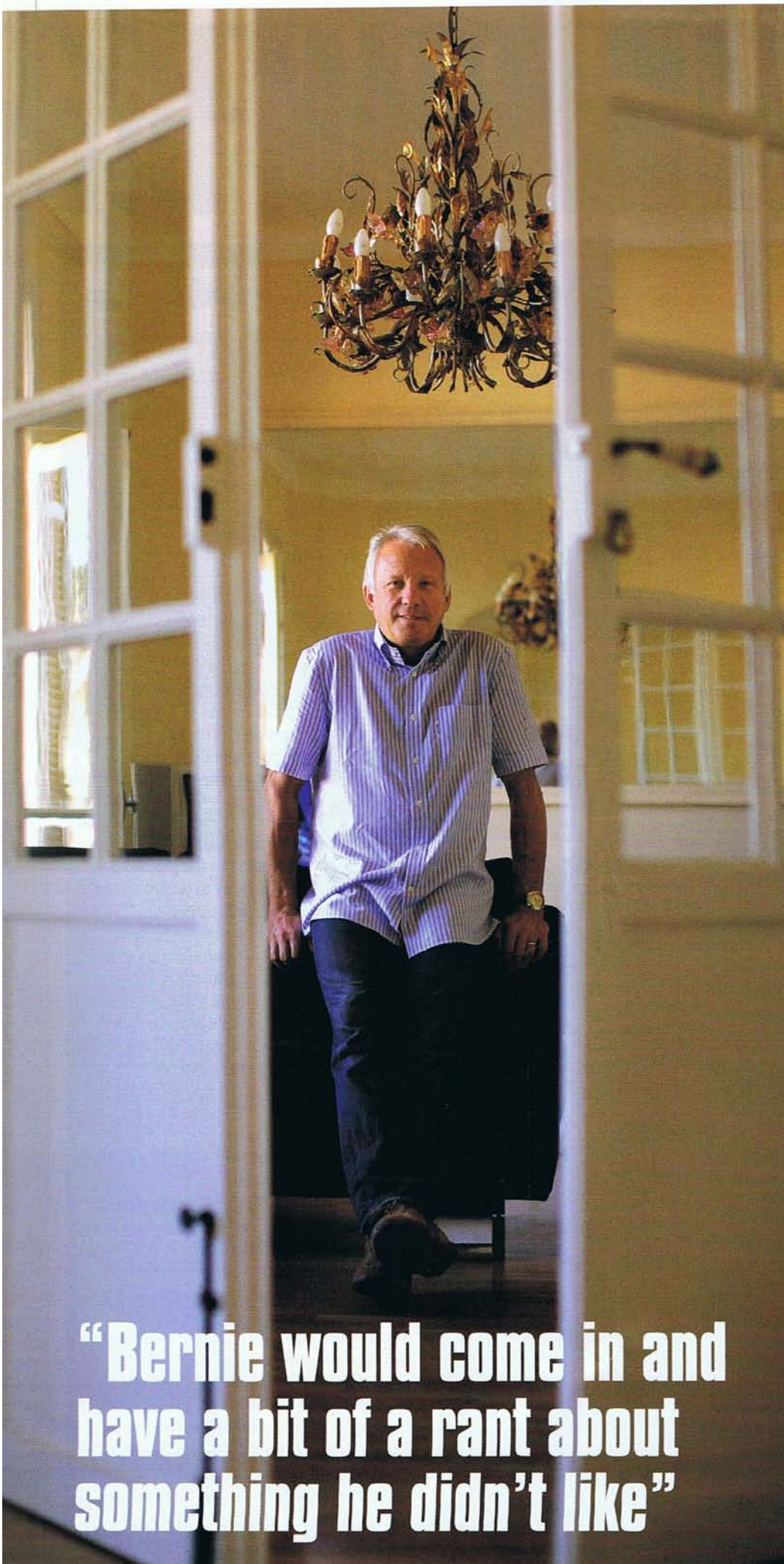
Amid this frantic schedule, it's not often that Whiting can find time to be interviewed. And it's rarer still that he'll talk candidly about his bosses and the more controversial episodes in 20 years at the FIA...

Your job's a bit like being a football referee, isn't it? It's impossible to keep everybody happy all the time...

I accept from the outset that I'm not going to keep everybody happy. But I try my best to do unpleasant work politely and, obviously, fairly. I try to be even-handed. I think that's the best I can do.

What does your job actually involve?

As safety delegate, I inspect the circuits beforehand and make recommendations after every race about improvements. Writing the rules is another part of my job, because I'm in charge of the F1 technical department. Jo Bauer is the technical delegate and does the work on the ground, but all technical enquiries come through me. I chair all the Technical Working Groups, and have done since 1994, as well as the Sporting Working



“Bernie would come in and have a bit of a rant about something he didn’t like”

Group. I volunteered to become starter for 1996 and that year, in Monza, Max said he wasn't particularly happy with the way things were going and would I like to become race director? I jumped at the chance.

How did you first get involved in racing?

We lived about a mile from Brands Hatch, and I would sneak through the woods and under the fence to watch. I saw the very first grand prix at Brands Hatch in 1964 when I would have been 12. Later on, I used to come home from school and go to work for my brother, Nick, in his garage at night. When he went racing, I helped him prepare the cars. He started in autocross in 1968 and, in 1971, he started circuit racing. He won a few championships in Special Saloons, when his biggest rival was Gerry Marshall. Good days!

You worked for Hesketh for a while until the team closed. How did you end up at Brabham?

I don't remember who suggested I approach Brabham. I went for an interview with Herbie [Blash], and got a job on the test team. I did one test in Austria, then someone left and I was co-opted onto the race team from Paul Ricard onwards. That year I was working on the T-car, then in 1979 I was working on Niki Lauda's car and, in 1980, Nelson's. I became chief mechanic in 1981.

What was it like working for Bernie?

It was always good. Obviously Bernie had a reputation in those days for getting quite cross from time to time, and he'd come into the factory and have a bit of a rant about something he didn't like. At the end of the day he's a perfectionist, and he wanted everything to be exactly right.

Brabham came up with innovations such as refuelling and tyre warmers...

The refuelling started in Brands Hatch in 1982, and it was clear that, if we were to change tyres on a systematic basis and make refuelling work, we were going to have to go out on hot tyres. So we had these very crude tyre-heating devices. Effectively it was a thing that looked like a wardrobe and held two sets of tyres, with a hole at the back where you shoved a space heater. It worked, but after a couple of hours the wood would have distorted somewhat!

The team didn't race in 1988, and you went to work for the FIA. How did it feel to go from poacher to gamekeeper?

Very strange indeed. I couldn't get my head around it at the beginning, but I got used to it. Quite a lot of teams were rather sceptical, and thought I was gathering information for Bernie to make a comeback. Brabham did come back in 1989, and any time I was in the garage – sealing an engine for example – people assumed I had gone back to do a little bit of work for them part time!

You seem to be a very calm person. Do you need to be calm to do the job?

People tell me I'm quite calm, and I do try not to get excited about things, because it's counterproductive. I've had a couple of drivers kicking things in the office when they've been angry, but it definitely hasn't done them any good. So I'm not going to start doing it myself.

Do you generally get on well with the drivers?

I think I get on with most of them. You can't please all the people all the time. I'm sure some of them think I'm an idiot but, hey, I can't help that.

Which of them impressed you most?

I think Michael, Fernando and Lewis – and not only because of their speed and results. I'm in the privileged position of listening to what they say, not only to their teams on the radio, but also in discussions I have with them. Michael was streets ahead in terms of communication and the things he did during a race to find more performance.

Imola 1994 was obviously the major event of the last two decades. How much did you learn from that?

To be absolutely honest, some rather odd things happened after Imola 1994. The temporary chicanes in Barcelona and Canada are two that spring to mind. Although Imola was a very black weekend for the sport, when you looked at everything in isolation there was not one element you could put your finger on and say, "Ah, this is what's gone wrong with F1." Everything was different. I don't know what, if any, political pressure there was to make lots of changes, but it just seemed to be that some unnecessary things were done. In my personal opinion, that chicane in Barcelona was potentially dangerous. Hence, if you remember, at Indianapolis in 2005 I refused to have a chicane, mainly because it would have unfairly advantaged the Michelin runners. But I was also concerned about the dangers: I don't believe tyre chicanes are the way to go in F1. I think we've learned a lot since 1994.

Since you've been race director, there have been two marshal fatalities – one in Melbourne and one in Monza. Were these the most stressful events in which you've been involved?

Definitely. Monza was so desperately unfortunate. The poor marshal was standing alone and the wheel hit him bang on – it was just incredibly bad luck. Nowadays we have more and more debris fences, and in Melbourne the place was lined with them. The openings were positioned after every ten

fence panels, and they weren't actually big enough to fit a rear wheel through. The car was catapulted at the fence and forced the wheel through the hole – again, unbelievably unlucky. What was worst at Melbourne was that the investigation carried out by the coroner became such a big thing. If ever there was a need for a death by misadventure verdict, it was then. It was so unfortunate – nobody did anything wrong. Obviously things have to be investigated properly, but it just seemed to me to be a little over the top.



"I declare this piece of Tarmac safe" – Charlie in safety delegate mode at Fuji (top) and with Bernie in the Brabham days (below)



F1 is well known as a sport with plenty of technical controversies. What memories do you have of the Ferrari bargeboard saga in Malaysia in 1999?

I wasn't actually involved in the appeal. It was an open-and-shut case. The cars were excluded because they were illegal, and I think Ferrari were fortunate to be able to exploit quite a tenuous loophole. But they did, and that's that. It's history now.

What's it like having Max Mosley as your boss?

When Max became president in 1991, he asked me to take a more formal role because prior to that I was mixing it between the FIA and Bernie, and he wanted me to be 100 per cent FIA. I hope he doesn't contradict me on this, but I would say I've got an excellent relationship with him. I've never found

him difficult to deal with, and the best thing about Max is you can go to him and ask a question, he'll give you an answer, and that's that. There are no ifs or buts. You know exactly where you are.

Do you get frustrated when teams try to exploit loopholes in the rules?

I've written 99.9 per cent of the rules for the past 15 years or more. We discuss them in Technical Working Group and Sporting Working Group meetings and they get refined, so it's not just me writing a rule and publishing it. By and large, teams don't try to pull the wool over our eyes because they know that if it emerges that a rule is not as robust as it could have been, then we'll change it. The fact is, there is one FIA and ten teams, each of which have got an average of 100 engineers doing their utmost to get their best out of the rules. The double diffuser thing was a perfect example of that.

How long do you see yourself keeping up this sort of work rate?

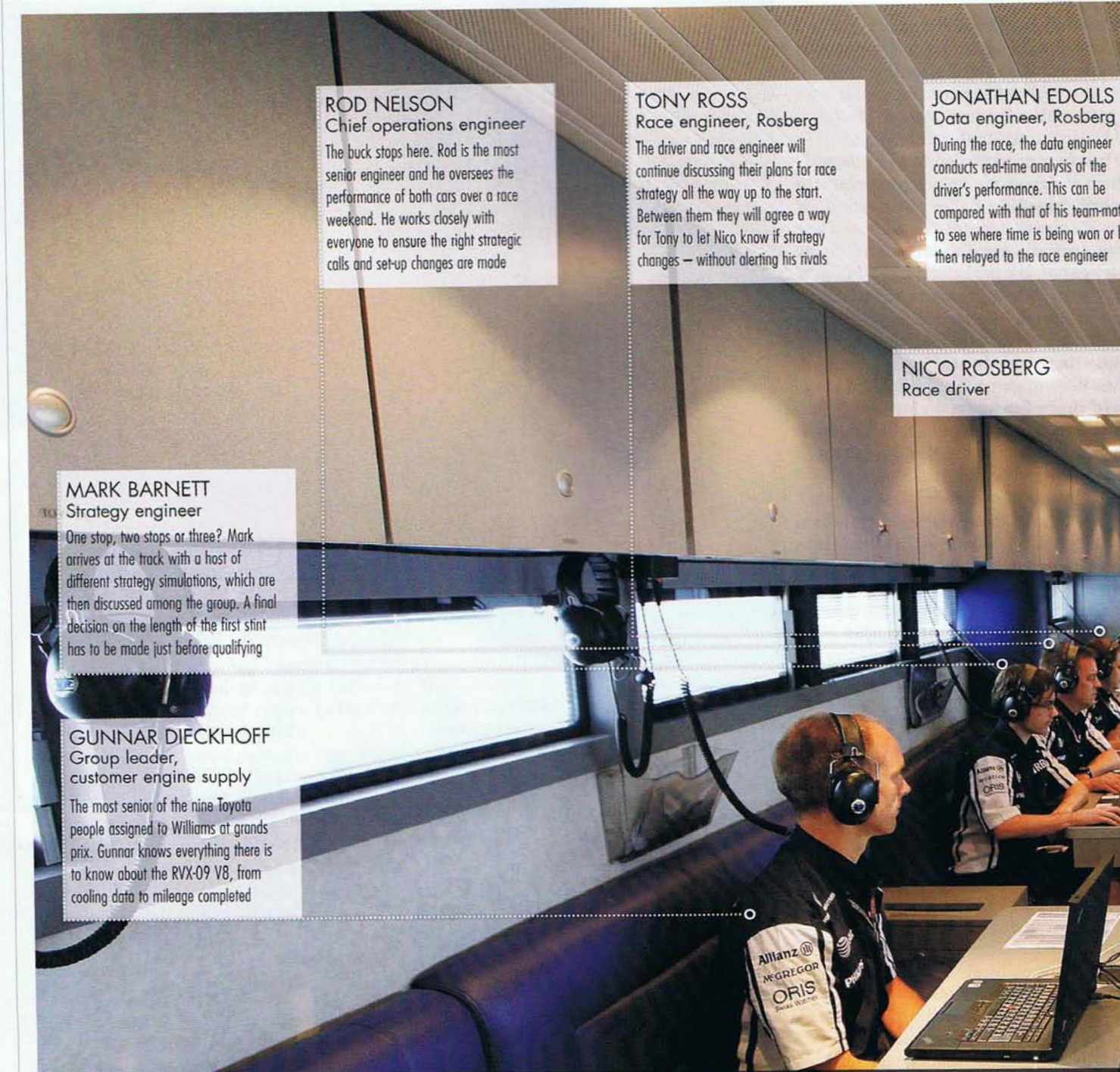
Fifty-six sounds old, but I don't feel any different to how I did 20 years ago. I think probably I'll carry on until... until I get told to go, I suppose! I would have thought you wouldn't want to be doing all this stuff beyond 65, really. Apart from anything else all the drivers are so young, and although I don't feel old, they probably look at me now and say, "Silly old fool, he doesn't know what he's talking about, he's out of touch." I've seen people holding senior positions and I've thought they've been a little bit past their sell-by date. I hope I never get thought of like that.

In many ways, being Charlie is like being a world-class juggler – he simply can't afford to let any of the balls drop. When – if ever – he finally stops, the FIA might realise that it's going to take two

or three people to properly fill his shoes. But that's simply the way F1 used to be when Charlie first arrived: one man could, and would, turn his hands to lots of different jobs to keep the cars running.

He's come a long way since his days as an autocross mechanic 40 years ago. He's lived in Monaco since the FIA opened an office there, and has just moved into a new apartment – halving his rent bill in the process, in the spirit of cost cutting. Every time he walks out of his new front door, though, he gets a reminder of earlier times. Just across the street is the humble little hotel used by the Brabham team in the days when it was winning world championships.

When Charlie recently had a couple of builders over to sort out his new place, he put them up there. They rebelled and moved out. It wasn't quite up to their standards... **FO**



ROD NELSON
Chief operations engineer

The buck stops here. Rod is the most senior engineer and he oversees the performance of both cars over a race weekend. He works closely with everyone to ensure the right strategic calls and set-up changes are made

TONY ROSS
Race engineer, Rosberg

The driver and race engineer will continue discussing their plans for race strategy all the way up to the start. Between them they will agree a way for Tony to let Nico know if strategy changes – without alerting his rivals

JONATHAN EDOLLS
Data engineer, Rosberg

During the race, the data engineer conducts real-time analysis of the driver's performance. This can be compared with that of his team-mate, to see where time is being won or lost, then relayed to the race engineer

MARK BARNETT
Strategy engineer

One stop, two stops or three? Mark arrives at the track with a host of different strategy simulations, which are then discussed among the group. A final decision on the length of the first stint has to be made just before qualifying

GUNNAR DIECKHOFF
Group leader,
customer engine supply

The most senior of the nine Toyota people assigned to Williams at grands prix. Gunnar knows everything there is to know about the RVX-09 V8, from cooling data to mileage completed

NICO ROSBERG
Race driver

THE CRITICAL MEETING YOU NEVER SEE

It's the Sunday morning of the Turkish Grand Prix and the Williams team are locked in a pre-race strategy briefing. But why does it take so many people? And what on earth are they discussing?

WORDS TOM CLARKSON PICTURE GLENN DUNBAR/LAT

ANDREW MURDOCH

Data engineer, Nakajima
There are more than 100 sensors on an F1 car, each of which sends data back to the pits in real time. Andrew analyses the reams of information and picks out the relevant bits for the race engineer, who discusses it with the driver

XEVI PUJOLAR

Race engineer, Nakajima
The link between Kazuki and the engineering department. Xevi notes down everything that happens to Nakajima's car during the weekend and, after discussion with his driver, decides upon the most effective set-up changes

PAUL JEPSON

Control engineer
The IT guru on the race team, whose job is to change the codes on the car's electronically controlled parts when required. Primarily works with engine partners Toyota and McLaren, the suppliers of the electronic control unit

KAZUKI NAKAJIMA

Race driver

JOHN RUSSELL

Systems engineer

The liaison between the production department, the design team and the engineers. If there's a problem with a part, for example, John identifies it and communicates it to the relevant department at the factory to ensure that subsequent parts are updated

ENRICO BALBO

Trackside aerodynamicist

Keeps the trackside engineers up to speed with progress in the windtunnel. The FW31s are using new front wings at Istanbul Park, so Enrico has travelled to Turkey to ensure their performance is in line with predictions

TIM NEWTON

Team manager

Referred to as the team's 'service provider', Tim looks after all of the logistics, from getting personnel and equipment to each of the races, to ensuring that all of the engineers attend the right meetings. "It's even my job to make sure the lights work," he jokes



Half scientist and half psychologist, there's one person in Formula 1 who couldn't require two more different skills. F1 Racing goes to the Toyota garage to gain an insight into the trickiest job in the pitlane

THE WEEKEND OF A RACE ENGINEER



WORDS HANS SEEBERG PICTURES STEVE ETHERINGTON

'What on earth just happened?'

That's what all the looks seem to be saying in the Toyota garage in Monaco, after a frankly disastrous qualifying session. The silence is somehow more deafening than the urgent revving that can be heard in the neighbouring pits as Toyota's rivals get ready for Q2. Toyota themselves must face up to the flighty unpredictability of F1: front row of the grid at the Bahrain Grand Prix, back row of the grid two races later.

With a greatly improved car and renowned speed over a single qualifying lap, Jarno Trulli was considered by many to be a dark horse for Monaco. Now there will be guffaws from the owners of betting shops the world over.

Trulli out-qualified all 19 cars on the grid in Bahrain. Here, that same car sits 19th on the grid, totally outclassed by every other constructor – including Force India.

The irony won't be lost on Gianluca Pisanello, the man responsible for Trulli's car. In his job, the machine he oversees can be fast one race, slow the next.

In both cases, he might not truly know why.

And that's only *half* of his job.

Who'd be a race engineer? ➤



"Act like it's qualifying and just go faster. Got that?"
Race engineer Gianluca talks race strategy with Jarno



Being race engineer puts you in charge of a team of 15 - and they all have to look impressed when you show them your new moves...

Friday May 22, 11.30am, the Toyota motorhome in Monaco. Gianluca Pisanello, a smiley and relaxed 37-year-old Italian, is discussing his curious role. To the casual F1 fan, a race engineer is the chap who's often heard shouting "Push! Push!" over the pit-to-car radio in a bid to eke out another two tenths of a second from the driver (more of that later). To the hardcore F1 fan, he's the man analysing reams of data in the search for the technical precision required for success. A race engineer is part scientist, part psychologist, making split-second decisions on aerodynamics one minute and tip-toeing through the delicate art of managing the modern F1 driver the next. The 'scientific' side of the job alone is complicated enough...

"My job is to coordinate a group of about 15 mechanics and engineers who look after the car," says Gianluca. "The race engineer is just one part of the group: there's also an electronics engineer, an engine engineer plus a performance engineer - he's my right-hand man as he's the guy who's analysing all the data. There are also aerodynamic engineers and strategy engineers. I have to coordinate all these people, as well as the mechanics, to ensure we make the car quicker."

Pretty straightforward so far. But to reach this seemingly simple-sounding technical nirvana, a lot of meetings are involved. "Normally at a European race we'll arrive on the Wednesday and the mechanics will start finalising work on the car based on the information we've given them," explains Gianluca. "Then we'll gather the data for the things we can't forecast beforehand, like the weather. On the Friday morning we'll get to the track at 8am and, an hour before the first practice session, we'll have a technical briefing so everyone who works on the car can meet and give an overview of the car. Finally, about half an hour before practice, we get our headsets on and get in the zone!" Gianluca chuckles. "That's when the more 'public' part of the job starts."

From the point when Gianluca is sitting on the pitwall, headphones on, transfixed by a bank of TV screens showing numbers, graphs, sector times and track positions, another aspect of the job kicks in: quick thinking. "I get a lot of information," he smiles. "Half of it comes from the team, half of it comes from the driver. The tricky thing is that you have to be able to deal with a lot of information coming from lots of different sources at once and select, discard or combine it to make one quick decision... which, hopefully, is the right one."

"It's funny, but you get to know what a driver means by the way he says things"

Every part of a race weekend has to be rigidly structured. "Normally the preparation for a race starts at the end of the previous one," says Gianluca. "Then, when we arrive at the race, my first official meeting with Jarno will be at 2pm on the first day we're there, and we'll discuss the baseline setup that we're going to start with. Over the weekend we'll have some official debriefs that last about an hour and a half - but it varies. It depends how the car is. Sometimes we'll just lock ourselves in the motorhome until we're happy with it." In Monaco, they may have spent quite a while in there.

For a sport so unavoidably wedded to technical perfection, the role of the race engineer requires a large amount of something that no amount of aerodynamic data can help with: the human art of man-



environment and many of the discussions have to be short – so the better you understand each other, the more efficient you are. A good personal relationship can only boost things. Also, at the track a driver and a race engineer are the two people who have to work most closely together. If you have a bad relationship, it won't succeed."

Inevitably, such close contact means a race engineer gets to know a driver's individual traits. "It's funny, but you get to know what a driver means because of the way he says things, or because of the words he uses," says Gianluca. "A lot of the time the messages are coded. Jarno might say, 'The car is light on the rear' or 'the car is on the nose' – well, many drivers use these same phrases but the job of a race engineer is to work out exactly what he's trying to say. There isn't a book that tells you what 'the car is light on the rear' means, and it means something different for every driver on the grid."

Then there's the question of the driver himself. Jarno Trulli for example, in his 13th year in F1, is renowned for the fragility of his performance; he's a man who can be blisteringly quick over one lap, but for whom the altering of a single circumstance can signal a similarly speedy downward spiral. Mike Gascoyne, who previously worked with Trulli at Jordan, Renault and Toyota, explains: "I always said Jarno was a tenth quicker than Alonso. Over one lap, Jarno is the quickest guy I've seen, but when he can't feel the car under him he drops off the pace – far more than he should."

For Gianluca, the key to the relationship is trust. "A fundamental rule is, never lie to the

It's all a question of knowing the driver's idiosyncrasies and respecting them. "A lot of race engineers walk the track with their drivers at a race weekend," explains Gianluca, "but Jarno likes to do this on his own. I'll then do it separately. Maybe if it's a new track we might do it together. The thing is, Jarno's been in Formula 1 for 13 years. He knows the routines he likes."

There's no more complicated sport on the planet than Formula 1, and within it, there's little doubt that the role of race engineer involves some of its most complex thinking. But it requires a constant bridging of contrasting philosophies: of precision and gut feel, engineering and human understanding – 'science and art,' as Gianluca likes to call it. "One of the things I enjoy most about this job is that you have to deal with very different people, but drivers, mechanics, engineers and truckies can't all be approached in the same way," he ponders. "You need to understand what they're like, what they expect and what motivates them. The job of a race engineer is to be technical, organisational and psychological too – that's why I always compare it to a battlefield."

It's also refreshing to realise that for all F1's technical trickery and unfathomably complicated double diffusers, the most vital skills a race engineer can possess are human ones. Witness Rob Smedley's role in Felipe Massa's meteoric rise last season: was it the car that nearly made Massa world champion, or the motivation of a brilliant man manager?



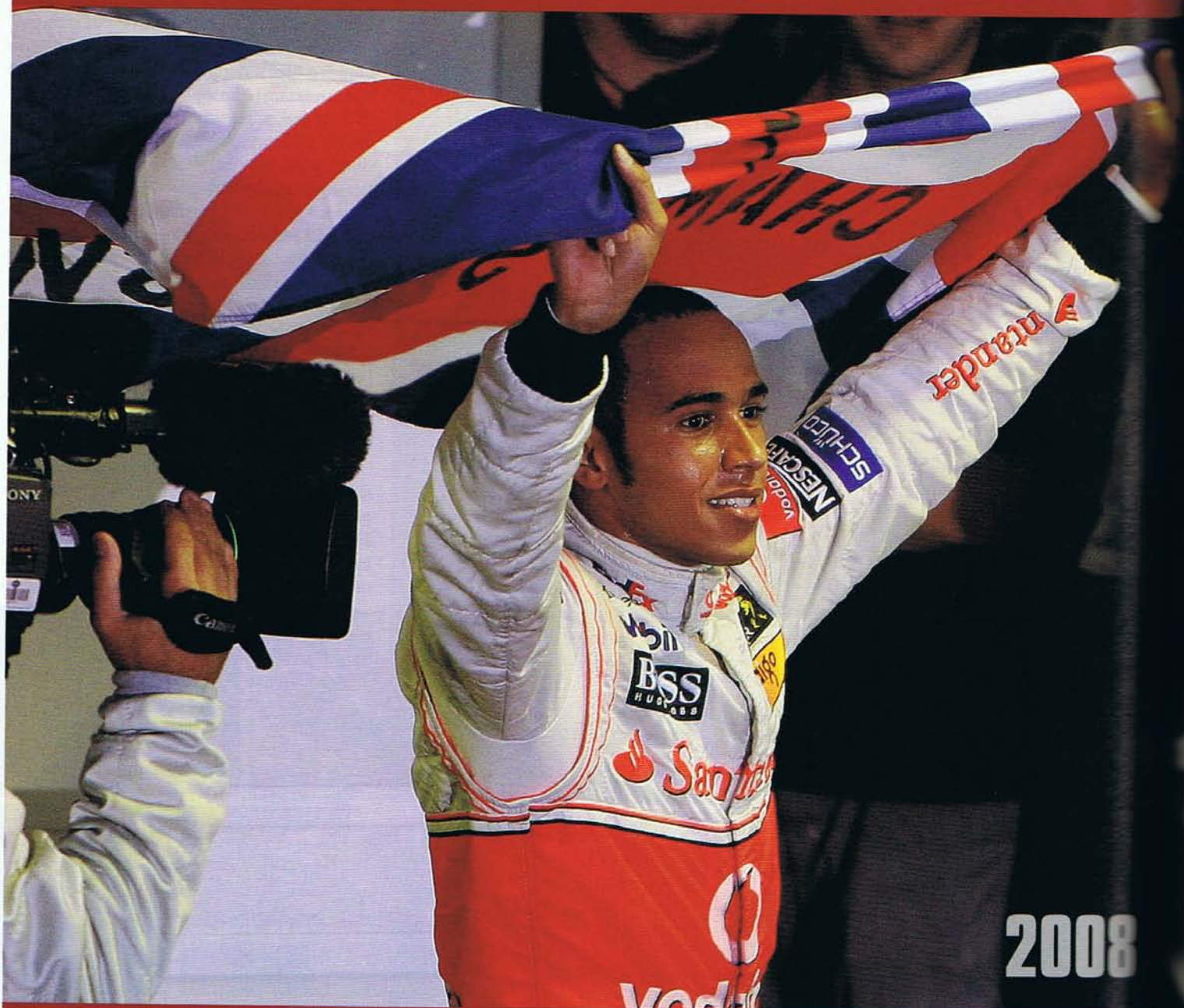
management. It can't be underestimated in modern sport at any level. And just as Gaus Hiddink's transformation of the same group of Chelsea players who'd performed so woefully under Phil Scolari cannot be explained solely by tactical acumen, so it falls on the race engineer in Formula 1 to help a driver shave further tenths off lap times without the aid of any technology whatsoever. A close relationship between the two is absolutely vital.

"It's true that it is very important," agrees Gianluca. "Formula 1 is a very high-pressure

driver," he says, smile momentarily dropping for the first time. "They hear us say 'Push! Push!' to them on the radio all the time – it's the most repeated phrase in a race engineer's vocabulary. But at a place like Monaco, he's driving at crazy speeds around a tight circuit – and I prepared the car for him. Trust between a driver and race engineer is fundamental. But do I ever use tricks to push him a bit harder? Of course! I need to extract the maximum from Jarno, but I would never do things that would affect the trust between us. That just couldn't happen."

"My job is to be the optimiser of the package of car and driver," says Gianluca. "I believe that in tuning the car you can get tenths of a second, but by tuning the driver you can get a second." In a sport where the car sometimes works and sometimes doesn't, like it didn't for Toyota in Monaco, it's a brilliantly simple philosophy: for all the millions of pounds spent in these financially sensitive times on designing clever new parts to gain fractions of a second, nothing is as effective as good old-fashioned human motivation. And it's free. **FO**

SO YOU THOUGHT THE WORLD TIT



TRY DEFEN

Lewis Hamilton isn't the only one. History shows that even F1 greats like Ascari, Stewart and Jim Clark struggled to keep the momentum going after bagging the biggest prize in motorsport

WHAT WINNING LE WAS HARD?



2009

DING IT

WORDS PAUL FEARNLEY

Keeep smiling, Lewis. You're in good company. Alberto Ascari, Jack Brabham and Jim Clark between them won seven titles — and suffered horrendous slumps as reigning world champions. Then there's Damon Hill, Mario Andretti and Jody Scheckter, each of whom endured sinew-stiffening defences of their crowns. And let's not forget the season-after stumblings of champions Phil Hill, Jacques Villeneuve, serial falterer Nelson Piquet, Jackie Stewart, Niki Lauda and even Michael Schumacher. >



1996

In '96, Hill won eight GPs including France (left). But he retired on the parade lap of his first GP in '97



JACK BRABHAM

1960

Brabham won the French Grand Prix in 1960, but was back of the pack in the same race in '61



1961

Hey, nobody said it would be easy being world champion – especially if your term straddles a major rewrite of the technical regulations. That's what caught out Ascari, Brabham and Clark.

Feeling undervalued by Enzo and acutely aware of the Scuderia's impending train wreck, Ascari allowed himself to be wooed by Lancia for 1954, the inaugural season of 2.5-litre F1. However, the technologically ambitious D50 suffered serial delays, leaving Ascari twiddling his thumbs. The Italian was still quick, as proved by his interim outings with Maserati and Ferrari, as well as his pole and fastest lap on the D50's debut at the final round. But his season raised just 1.14 points: one point for that fastest lap in Barcelona, 0.14 points for sharing the fastest lap at Silverstone with six others.

Ascari's slump from first to 25th, from one season to the next, is the most precipitous of any reigning champion. His claim to this 'honour' is skewed, however, because he contested only four of the nine

rounds whereas Brabham's and Clark's plunges consumed entire campaigns.

In 1960, Brabham, once he'd made major revisions to his Cooper, won five consecutive GPs. But in 1961, stymied by a reduction in engine capacity to 1500cc, he scored just four points – a 90.7 per cent year-on-year fall – and dropped ten places in F1's pecking order.

This change of formula had been announced in late 1958, but the British teams first buried their heads, then made noises about organising a heretical 3-litre formula. Races were run to these intercontinental rules, but the venture collapsed because Ferrari withdrew its support – FOTA take note.

Enzo had double-dealt the *garagistes* because he knew his F1 cars would have an engine advantage in 1961, their V6s sufficiently powerful to overcome the failings of an agricultural chassis. Phil Hill was the chief beneficiary, becoming world champion. But the departure of eight disaffected key personnel from Ferrari, allied to the bhp

boost and improved reliability of the new British V8s, saw the 'Yankee Champion' slide five places down the order in 1962. He'd set five poles in 1961; now, on average, he was starting from tenth. Desperate, he allowed himself to be wooed by the Ferrari renegades and joined their ATS team for 1963. His F1 career was effectively over.

In contrast, Clark's was blossoming. Lotus boss Colin Chapman had moulded his 1962 monocoque around the Scot's snaky hips, focused his team on its resident genius, and reaped the benefits. This combo was dominant in the 1.5-litre era. In 1965 it won every race it finished: six. But it hit the wall in 1966 with the introduction of the 3-litre formula. Clark, a brilliant qualifier, clung to the outside of the (usually three-two-three) front row, but flogging his 2-litre over a race distance left it breathless. He scored 16 points – a 70.4 per cent fall – nine from his late-season victory in the US Grand Prix where he coaxed the complicated BRM H16 3-litre to its only win. This engine was not the answer to his prayers; Cosworth's DFV was.

From 1968 to 1982, the pre-eminence and widespread availability of the DFV, along with the less proscriptive technical regulations of this era, made being in the right seat at the right time a more hit-and-miss affair than today as teams boomed then slumped. "The teams were smaller then," says Jody Scheckter, who, in 1980, suffered a vertiginous slide while his Ferrari bore number one. "If your team was going for the world title, they gave all their attention to that and nothing towards their future, whereas today's teams are big enough to have a separate team working on next year's car. Although clearly this season's big rule changes have caused them problems."

In an effort to smooth out this ride, sponsorship hunting became increasingly extensive and intensive: more money, more staff, more R&D, less fluctuation. Over a 30-year period this led to the 1000-strong F1 armies and culminated in five consecutive titles for Schumacher at Ferrari. History, however, proves that even impregnable empires will topple eventually.

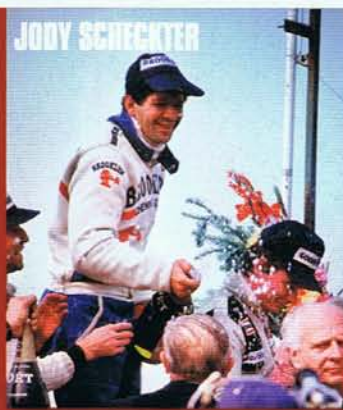
In 2005, a ban on tyre changes after qualifying and during the race caused Bridgestone and Schumacher to lose their grip: 62 points, one win (in a race where no

THE CHAMPIONS' SLIDE

Defending the world championship has always been tough, as our table demonstrates. Ascari, Scheckter and Hill have all had it much worse than Lewis Hamilton in 2009

Driver	The championship year		The season after		% drop
	Season	Points	Season	Points	
Alberto Ascari	1953	34.5	1954	1.14	97.55% (gross)
Jack Brabham	1960	43	1961	4	90.7%
Phil Hill	1961	34 (38)	1962	14	63.16% (gross)
Jim Clark	1965	54	1966	16	70.37%
Jackie Stewart	1969	63	1970	25	60.32%
Mario Andretti	1978	64	1979	14	78.13%
Jody Scheckter	1979	51 (60)	1980	2	96.67% (gross)
Nelson Piquet	1981	50	1982	20	60%
Nelson Piquet	1983	59	1984	29	50.85%
Niki Lauda	1984	72	1985	14	80.56%
Nelson Piquet	1987	73 (76)	1988	22	71.05% (gross)
Damon Hill	1996	97	1997	7	92.78%
Jacques Villeneuve	1997	81	1998	21	74.07%
Michael Schumacher	2004	148	2005	62	58.11%

(Totals in brackets indicate total number of points scored in seasons when scores were dropped for final championship totals)



1979: CHAMP



1980: JODY WHO?



1969

Stewart won six races in 1969, but his season was characterised by retirements the following year



1970



2004

Schumacher was unstoppable in 2004, but won just once in '05 at the controversial US Grand Prix



2005

Michelin runners started), one pole and three fastest laps sound fine until you recall the 148 points, 13 wins, eight poles and fastest laps of Michael's 2004 title win.

A tyre (dis)advantage is nothing new but the number of pieces in teams' super-structures has increased over time, which requires them to be buttressed by and beholden to outside forces, each with their own aspirations and agendas. Jackie Stewart, the proto modern-day driver, was the first champion to suffer in this way. When Matra was bought by Chrysler-owned Simca he was told he'd be using Matra's V12 in 1970 rather than the Ford-badged DFV. Unwilling to break his bond with the Blue Oval, JYS had to dump his beloved MS80 for fledgling March's dashed-off 701; it brought him just one win compared to the six of 1969.

"It was very disappointing. It was my first experience of being world champion," says Stewart. "There are always people around you, pushing and shoving. It's an experience that's difficult to adjust to when everything is going well; extremely difficult when it's not. That's what Lewis is going through."

Twenty-seven years after Stewart's disappointment, newly privatised Renault's decision to withdraw its engine supply after helping Williams to its fifth constructors' title in six years, forced world champion Jacques Villeneuve to struggle with a customer V10 in 1998, a power shift that cost him five spots on the grid and 60 points.

But teams can also trip themselves up. In 1978, innovative Lotus triggered another paradigm shift – this time their ground-effect 79, in which Andretti hoovered up five wins, seven poles and a consummate world title. It was a firm foundation to build upon, but Chapman tried to use it as a trampoline. The (originally) wingless 80 proved a leap too far, and was dropped after four mid-season appearances in 1979. Even so, it ironically gave Mario his best result, third in Spain, in a season that brought him just 14 points and ten retirements – six more than in 1979.

Unless you're Nick Heidfeld,

reliability tends to suffer and mistakes rack up when you're striving to escape the midfield mire. Drivers will tell you that often their wins are the easier races. Scheckter is no different. There have been few tougher competitors than this brawny South African.

His 1979 title was a triumph of will and opportunism over a faster team-mate, Gilles Villeneuve, yet in 1980 he mustered a meagre two points to Villeneuve's six in the outclassed T5 and registered his only F1 DNQ. He walked away one race later.

"People said I wasn't trying because I was close to my retirement [announced mid-season]," says Scheckter. "Yet I'd bumped wheels with another car – the same thing that killed Gilles [in 1982]— during practice in Canada because I was so desperate to qualify. I was massively upset afterwards."

"I don't think my attitude changed. At a racetrack, in testing, practice or a race, I felt I was pushing as hard as ever. But I had stopped waking up thinking about oversteer or understeer. So maybe my attitude changed subconsciously. Perhaps when you have won the title you are a bit more relaxed about such things. That said, winning the title was something I only really felt 10-15 years later."

As now, there was a lot of political flak flying in 1980 – Max and Bernie were

"Lewis is a young lad, don't forget that. But he'll be back."

Jackie Stewart

battering, not barricading, the establishment's door – and Scheckter, chairman of the Grand Prix Drivers' Association, was in its midst.

"Yeah, but it wasn't aimed at me directly," he says. "I couldn't have put up with the injustices Lewis has had to. I can understand why he might feel negative about it all: he's a brilliant driver, exciting to watch, good for F1, yet 'they' are 'killing' him. He crossed a line in Australia, but otherwise he's been a real gentleman. I would have said a lot worse things than Lewis has."

Lauda and Piquet (three times) were the other 1980s champions to suffer the slings – but not Damon Hill's Arrows – of outrageous F1 fortune during this tempestuous time of FISA-FOCA fallout and turbo transition. It wasn't until Piquet

swapped Williams for Lotus (still viewed as a top team, although actually in terminal decline) in 1988 that he copped it for 'not trying'. Better for your reputation to have a 'laughable' slump in an obviously duff car than fall a bit short in an okay car.

Hill's surprise choice of Arrows-Yamaha-Bridgestone for 1997 brought its moments: witness that pass on Schumacher and last-lap loss of victory in Hungary. But coasting to a halt on the parade lap of the season-opening GP had forewarned both him and an expectant public of what lay in wait for the champion cast aside by Williams. That season cost Damon 90 points, 11 places on the grid (he'd never been off the front row in 1996) and in the championship. His reputation, however, remained intact.

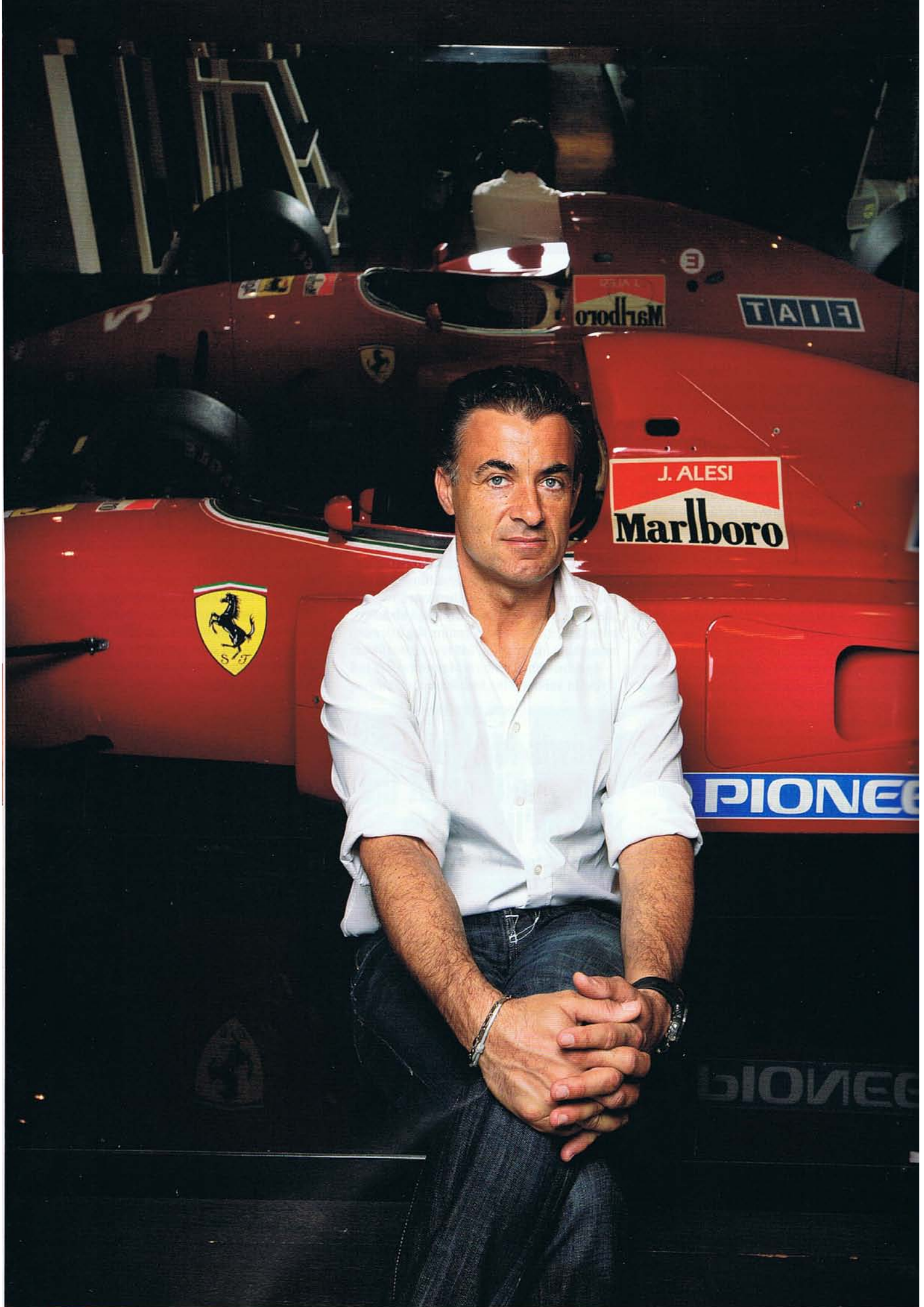
So where does this leave Lewis? Compared to this time last year, after seven races, he is nine places further back on the grid and his points have taken a 76.3 per cent tumble. That places him between Andretti and Phil Hill in this 'slumper party'. Forecasts indicate he will score approx 30 points this season and finish eighth in the overall standings.

But more important than these extremely speculative statistical noodlings are those untruths, the damned untruths of Australia. Hamilton has the talent to overcome, is pushing as hard as ever, but, as it was for Scheckter and Hill, for Clark and Stewart, the respect of your peers is the keystone to any required rebuilding, on and off the track, now and in the future.

"When I was world champion for the first time I was in my sixth year of F1, so I had more experience than Lewis," says Stewart. "Like him, I'd had a good first year [1965], but my second and third were a real struggle, so I'd had big letdowns. It's not easy, but you must keep pushing, keep the team's spirit up, spend even more time with your mechanics, not use the 'royal we' too much, take it on the chin. That profile, your reputation, your behaviour, your manners – they're all vital."

"This is the most important season of Lewis's F1 career. I have a philosophy: first you need experience; through experience comes knowledge; out of knowledge stems wisdom. This is not meant to be derogatory in any sense, but this is something you can't do in five minutes. Lewis is a young lad, don't forget that. But he'll be back."

Scheckter: "Yeah, bad seasons toughen you up. Look at Jenson Button..." **FO**



Marlboro

FIAT

J. Alesi
Marlboro



PIONEER

BIONICO

“We were the last generation to properly enjoy ourselves.

Today, I see F1 drivers playing poker and I just want to kick the table over.

That’s not called having fun”

Age hasn't mellowed Jean Alesi - he still loves F1 just as much as he ever did. But although he only ever won one grand prix, his unpredictable genius brought the sport a whole lot more...

WORDS BRADLEY LORD PORTRAITS BEN WRIGHT

Jean Alesi is in full tour-guide mode as he steers the car across the Rhône and towards his home in Avignon. “Did you know this used to be the border between France and Italy?” he asks eagerly. The city, you see, belonged to the Pope from the early 14th Century until just after the French Revolution – the kind of split Franco-Italian personality that Alesi is all too familiar with.

It's 20 years this summer since Jean Alesi burst meteor-like onto the F1 scene with Tyrrell, all dazzling speed and dizzying car control. He was propelled, in typically brash fashion, by his F3000 team boss Eddie Jordan, who even wagered Ken Tyrrell that his protégé would get the better of his experienced team-mate Jonathan Palmer. Alesi was mortified, but his drive at Paul Ricard proved Jordan right.

Yet, somehow, the French-Sicilian never managed to hone his raw talent into the measured ability to win races. In part, it was down to the equipment at his disposal. But there was also something about him that suggested he'd prefer to lose gloriously than win cynically. His attitude appealed to the romantics but, seven years after leaving the sport, has this made for a frustrated former F1 driver?

Your F1 career began in spectacular fashion with Tyrrell at the 1989 French Grand Prix...

The first time I started the engine was on Friday morning at the grand prix. The most beautiful moment was in the queue, waiting for the green light. I could see Senna, Mansell, Prost, Berger, Piquet... a week earlier, I'd been watching them on TV! ➤

Could a rookie do that today?

It would never happen. I was replacing Alboreto and they said to me, "Just try to qualify." I was pretty shocked: they'd given me their car to drive but they thought I wouldn't even qualify. It pissed me off. I was seventh at the end of the first day. I didn't qualify as well, because I got traffic on my lap with new tyres, so I started 16th and managed to finish fourth. It was fantastic.

How did the other drivers treat you?

Nelson Piquet came up to me straight away and invited my brother and I to go eat with him. I was just amazed. But, in those first two years, I spent all my time with him and we travelled everywhere together.

What about that day in 1990, in Phoenix, when you finished second to Senna and led the race?

The first thing I remember is arriving at the hotel, The Phoenician, in an Alfa Spider with my brother José. Ron Dennis and Gerhard Berger overtook and squirted the washers all over us. Then, at the hotel, they'd blocked off this golf buggy that had a huge crate of ice in the back. So they took the ice and just emptied it in our car. Can you imagine? It was the first race of my first full season in F1, and I just thought they were all crazy.

What was it like racing wheel-to-wheel with Senna? Were you completely in the zone, or was part of you thinking, "Oh my God, I'm racing Ayrton Senna"?

No, because the circuit layout meant I was always running on my own. I had my pitboard but I didn't give a shit about the pitboard; I was just pushing. At one point, I saw this red speck in my mirrors. When he got up to me, I started laughing and said to myself, "Come on then, I'll show you." I was braking later and later, and I could feel him behind me but he couldn't pass. Then, at one point, he got really close and I knew he'd try something. I braked so late, but still he went past; I knew he couldn't make it so I went back inside him. I was so excited and I just enjoyed it.

What did Senna say afterwards?

He was very direct. He asked, "How come you're so quick?" Then he said we could be a threat in Monaco. I was excited and telling all the journalists I was going to win in Monaco. Ken Tyrrell got scared and said, "Jean, I don't want to visit you in hospital. If Monaco goes well, that's all well and good, but don't go there thinking you're going to win the race." I said, "I don't care Ken, I want to win, I want to win!"

So how come you were so quick in a Tyrrell?

It was an era when you had V8s, V10s and V12s and there was no refuelling. There were points in the race when you had a big advantage over the other cars and, at the start, I had easily the best car – it was between 25 and 30kg lighter than the others. But as soon as the fuel loads come down, the others start coming back at you.

In 1990, you had three contracts for the following year with Williams, Tyrrell and Ferrari...

The first time Ferrari approached me, I said no because I had an option with Frank Williams. When I signed it, though, I thought it was a cast-iron contract. Frank said, "We've got to put an option in the contract but it's not a real option. I want you, you'll drive for me." The contract said he had to announce it by the French Grand Prix but, by then, he was chasing Senna as well. My contract said I would be number one driver, so he knew there would be problems. He put me on standby and said we'd wait until September. But I didn't want to wait that long because if he didn't take up the option in September,



Everyone loves a fighter, but Alesi spent most of his time at Ferrari battling his car – like this unweildy 1993 model

I couldn't go to a top team. I forced the issue and said that if he didn't announce the deal at the next race, I'd go to another team. He said, "Ferrari want you." I said that it didn't matter who, just announce it. And he said no.

So you signed for Ferrari?

By the next race, I had a Ferrari contract but I hadn't signed it. I went to see Frank in his motorhome and said, "Frank, look at this. If I sign, it's over." He said, "No, you've got a contract with me." I pleaded with him, he said no, so I signed it in front of him and went to Ferrari. But what nobody knows is that Flavio and Nelson worked out my Ferrari contract because I wasn't brave enough to ask for money or things like a company car. I'd have driven for free, but Nelson told me to ask for an F40 and, when I gave the contract to Ferrari, they said, "Not bad for a new boy!"

You missed out on Williams' greatest era. Do you regret the decision?

No! Because why did he do it? I've no regrets, even though I would have had more success.

How did your life change when you became a Ferrari driver?

Nothing changed really. When I was in Avignon, I lived with my parents; I didn't change my way of life at all. But everything else around me was very different.

You had a special relationship with the tifosi: they once had a banner at Monza saying: "One Alesi is worth 100 Schumachers"...

I was always very close to the fans. One time, I got out of the car during testing in Imola and a fan shouted, "Go home Alesi!" I jumped over the wall, went to the fence and shouted, "Who said that?" Lots of fans were pointing at this one guy, so we had a talk about it. That kind of relationship doesn't exist any more – and we miss it.

What do you think when you hear today's drivers thanking their sponsors?

It's not their fault; it's the system. At Monza, we used to have people hanging off the fences looking in the paddock then, one year, they put a sheet over the fences so they couldn't see in. I went to see Pasquale [Lattuneddu, who runs the paddock] and said, "Are you stupid or something? What are you doing?" I don't think it's the drivers' fault: they don't want to get kicked out, so they do as they're told.

Could you cope in that kind of system?

I'd try and do what people said but at some point, your nature takes over. You try and control yourself then, at some point, you explode...

Your first team-mate at Ferrari in 1991 was Alain Prost, France's greatest F1 driver. How did it feel to join his team?

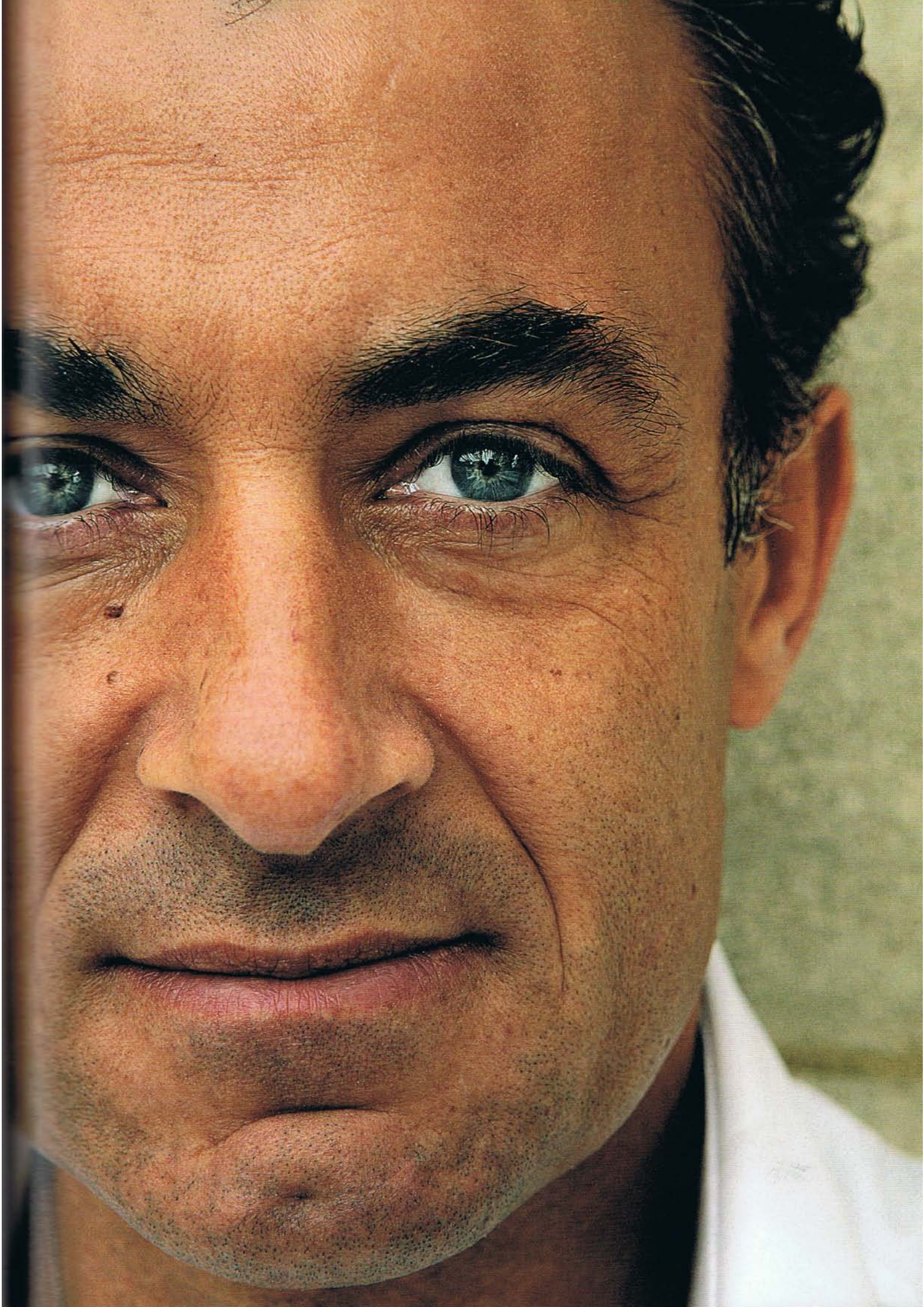
I was lucky to have him as my team-mate, but we didn't have a working relationship. It was a year when Ferrari weren't good, so I tried hard to understand what we needed to do to make things better.

After a disastrous year in 1992, Gerhard Berger joined the team for 1993. When you found out he was number one, you phoned team boss Niki Lauda in tears, didn't you?

Even when the car didn't work, I gave it everything I had. So when they made Gerhard number one I was annoyed because I knew deep down that I was better. It took me a little while to get equality, but the advantage I had was that I spoke Italian and he didn't.

Gerhard was Austrian, though, and so was the boss...

Exactly. The thing about Gerhard was that he was very political, but >



“I saw P1 on the
pitboard and
started crying...
three laps to go,
two laps and,
finally, victory”



never disloyal. He had a very clever way of doing things but it taught me something, and that's why we're still friends. He wasn't a snake. I was very open with him, I didn't hide anything, and he was the same.

Berger won a race for Ferrari in 1994 but it took you until 1995 to take your only victory, in Montreal, on your birthday. Can you describe that day?

I was running second and then, with about ten laps to go, I saw a lot of movement in the grandstands. But I'd already passed the pits, so I didn't know what was going on. Then my engineer said, "Michael's stopped." I saw P1 on the pitboard and I had this moment when I started crying. I had tears in my eyes, and, because I always drove with my visor a little bit open, there was a breeze in the helmet, too. It was a bit on the limit, so I told myself just to concentrate and I took the final laps really gently. We were tight on fuel, so I was asking all the time if it was OK and they said yes. Three laps to go, two laps and, finally, victory.

After so long, was it an accomplishment in itself – or just a box to be ticked?

I just thought: "I've won, I've done it!" It wasn't that I gave up after that, but I'd finished second five times, I'd retired from winning positions and so, deep inside, I already felt I'd won several times. But I hadn't won on paper and then, finally, I did it.

By that point, Schumacher had already signed for Ferrari for 1996, hadn't he?

After I won in Canada, the Italian press started writing that Ferrari were preparing to sign Michael. I phoned Jean Todt and asked: "Is Michael coming?" He said no, talk to Montezemolo. I called Flavio and he said: "I promise you, he's not coming, I'm preparing a letter to the Italian press to tell them to stop." After that, I called Michael and asked, "Can you do me a favour? Is Michael looking to move to Ferrari?" And he said, "Absolutely, the contract's done." Michael signed after the British GP on Gianni Agnelli's yacht. I'd been in Tokyo so, when I came back, I said to Todt: "Why haven't I heard anything about my contract?" He said that I had to speak to Montezemolo. But Flavio was telling me what was going on. As soon as Michael had signed the contract, Briatore wanted me at Benetton.

Benetton was a small team compared to Ferrari. What was it like after Maranello?

I felt very good there and my first engineer, Pat Symonds, was fantastic with me. But the trouble was that Benetton had completely given up. They won the world championship then Michael left, and that was a big shock. Then Ross (Brawn) started arguing with Flavio, so he left, and Rory (Byrne) did too. And the trouble with Flavio is that he doesn't admit when something's wrong. He wanted to show that, even though they didn't have the people left to develop the car, they could do it anyway.

There was also the famous incident at Melbourne in 1997, when you ran out of fuel although the team was calling you to the pits...

I can remember every second of it because I was so ashamed. But it annoys me, too, because how could somebody be stupid enough to think they could drive on without fuel? I was behind Häkkinen but couldn't pass, so I thought I'd attack when he pitted. As soon as he did, they put 'BOX' on the pitboard but I didn't see it because we were changing into seventh gear there so I was looking at the instruments and the track. Plus the radio wasn't working: I could only hear static. On the second lap, they were waving the board at me, and I understood, but I never came back round. When the car stopped, I switched the radio on and off, and then it worked...

What did Flavio say afterwards?

He simply asked what had happened and I told him that the radio wasn't working and I only saw the board when they waved it at me. But on TV, he said he couldn't understand because I had a fuel gauge

in the car like on a road car – which I didn't – so I could see I was out of fuel. He made me look like a fool and my race engineer spoke to me like I was the biggest idiot in the world. That really shocked me, and I understood that there was no respect in the team. My engineer didn't respect me. From that point on, I could have driven anything; I didn't want to drive for them.

In spite of that, though, you and Gerhard were famous for your pranks and stunts...

We got up to quite a lot of stuff at Benetton. At his last race, at Jerez in 1997, Gerhard was having a party at Bernie's motorhome on Saturday night. I had my passport in my pocket and when he saw it, he swiped it from my pocket and ripped it up. I was furious, but I had a drink and left. Then I waited for him in my car, at the top of the car park, with the lights off. Gerhard came out about an hour later. As he was backing out of the space, I started the engine and gunned it. Then I turned the lights on and rammed the door of his car, flat out. Bam! He nearly rolled and had no idea what was going on. So he raced off with me chasing but he took a wrong turn and came to a gate: he did a handbrake turn and I tapped the back of his car again – bam! That was when he finally realised it was me. He took off for the hotel and I chased him there too. The next morning, we went to the circuit and we felt so embarrassed because both cars were totally destroyed. We didn't say a word.

Was your generation the last one to have fun in F1?

I think so – I mean, we were the last generation to properly enjoy ourselves. Today, I see the drivers playing poker and I just want to kick the table over. That's not called having fun.

Throughout your career, you seemed to enjoy proving people wrong, too...

It's true. Deep down inside, I believe something and I always believe it. So if somebody says something different that bothers me, or surprises me, I think "why did they say that?" or "why do they have that attitude?" And I try to respond.

What do you say to the people who believe that, if you'd only controlled a little more of your emotion in the car, you could have been a far better driver?

The way I attacked the races wasn't an advantage when I started out. The cars were fragile and experience counted for a lot. If I was in F1 now, I think I'd do a better job because it's just sprint racing. But what I enjoyed was pushing to the limit and being in control. If I made the car slide, I controlled it; if I got on the throttle too early, I could control it. It's just not like that any more.

The purity of Alesi's attitude towards F1 continues to shine brightly. It may sound naïve, but it's a philosophy to which he remained true. "I retired from the lead at Monza and, when I left the track, people were waiting for me in tears," he smiles nostalgically. As he does so, you realise that communion with the public meant almost as much to him as the winning itself.

Formula 1 has changed almost beyond recognition in the two decades since Jean Alesi's debut, but the sport's fans are still captivated by the same thing: heroes who wear their hearts on their sleeves and let their driving do the talking. There is still more to the sport than mere statistics. Here was an unreconstructed racing driver who cared little for the trappings of his vocation; heir to a tradition of sportsmanship that had long since gone out of fashion.

Above all, Alesi brought a touch of artistry and inspiration to the science of Formula 1 – it was the kind of unpredictability that meant he either lit up a grand prix or retired in a disappointing drizzle of gravel. "My approach was all about passion," he concludes. Fans knew the man at the wheel of the number 27 Ferrari was a kindred spirit and it is telling that, in his study, he has a silver-plated telegram from Bernie Ecclestone. On it, Bernie calls himself Alesi's "number one supporter". That's high praise indeed. **FO**



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F1 AND ANTI-DOPING THE FULL STORY

World sport spends millions on the fight against drugs. So why is F1, one of the most advanced sports on the planet, still playing catch up?

WORDS BRADLEY LORD

Received wisdom can be a dangerous thing. The commonly held view is that doping issues simply don't apply to F1. Yes, Achille Varzi was famously a morphine addict in the late 1930s; stories circulate about drivers in long-distance rallies and road races using 'wakey-wakey' pills; and there were even suggestions that the great Fangio would resort to a little pharmaceutical assistance in hot conditions. But the last positive dope tests in F1 were back in 1995 – and they only came about because Rubens Barrichello and Max Papis had inadvertently taken cold remedies containing banned substances. ➤

However, not everybody subscribes to the prevailing opinion that there's no reason to be concerned. "There is doping in all sports, and there's doping in motorsport," states FIA Institute deputy president Professeur Gérard Saillant. "People might say that testosterone doesn't help in motorsport but it's not true. Everything can help. If people say there's no doping in motorsport, it's because they're not looking for it."

When it comes to the new rules for 2009, all the talk has been about the package of technical regulations aimed at improving the racing. However, on January 1 another significant document came into force: a brand new version of Appendix A to the International Sporting Code, based on the guidelines of the World Anti-Doping Agency (WADA). It's a comprehensive, new anti-doping code that, over 56 hyper-detailed

The fight against drugs in world sport is said to cost £300million annually

pages, spells out the new requirements for in-competition and out-of-competition testing in motorsport. It all reflects the growing importance of the anti-doping movement in world sport: the fight against drugs is said to cost £300million annually, while over 200,000 doping tests are conducted every year. Indeed, some national sporting federations had warned the FIA that funding from their national governments was under threat unless the FIA fell in line with WADA. All in all, it's hard to imagine that FIA president Max Mosley could dismiss doping violations as a mere "storm in a teacup" like he did back in 1995.

Until now, F1's anti-doping efforts have been on a relatively small scale. During 2008, doping tests were carried out at only two of the 18 races – Silverstone and Spa. Of the 22 drivers who took part in F1 last year, only 12 were tested, while just nine out-of-competition tests took place. There were no failures.

"Things need to evolve," stresses Saillant. "We can't simply say it costs too much money. Look at cycling – they have 800 tests during a race. We need more frequent testing." The frequency is determined by a confidential test distribution plan for each discipline, which establishes the number of tests required for effective deterrence.

In the context of what preceded it, the new anti-doping code marks a brave new world for F1. The main reason is that it includes the infamous 'whereabouts' clause, requiring



Steroids won't boost racing performance and neither will Nurofen Plus - but both could land you in bother with WADA

athletes to be available during a one-hour window, every day of the year, for out-of-competition testing. Should they miss three tests within an 18-month period, the transgression is treated as an anti-doping violation. This provision has been the subject of controversy in other sports – particularly in football, where the governing bodies FIFA and UEFA have jointly lobbied WADA for its relaxation. It's a culture shock for F1, too.

"The world of F1 is generally affected by a serious lack of medical culture," explains the boss of Formula Medicine, Dr Riccardo Ceccarelli, who recently marked his 300th grand prix and is Toyota's team doctor. "A football team has a physiotherapist, a doctor and the trainers: everyone has a different role. This triangle doesn't exist in F1. The car is the real protagonist and 99 per cent of the human energy and the money goes into it. This is a critical moment because F1 is not ready yet for such strict and deep views on doping."

The new code calls for a 'Registered Testing Pool' of drivers who are available for out-of-competition testing. This pool includes all F1 drivers. While the FIA believes the risk of doping in F1 is very low, it recognises the drivers' importance as standard-bearers and role models for all levels of motorsport. Drivers must declare their whereabouts to the FIA, either directly or through their team, and can specify the 60-minute window in which they are available for testing.

"Normally the driver gives a time like six or seven in the morning because they're sleeping," explains Ceccarelli. Red Bull's Mark Webber, who is a director of the Grand Prix Drivers' Association, adds: "It's a nightmare for our staff, really. Our schedules are very fluid and it's hard to manage the diary. Personally, I don't think we should be treated like cyclists but I'm very keen for the subject to be taken seriously. As drivers, we would actually like more testing at the race weekends."

Ceccarelli echoes Webber's suggestion that the new system is a necessary, if inconvenient, evil. "Something serious needs to be done. Not because there is a problem but because we consider this as a sport, so we must start treating F1 as a real sport."

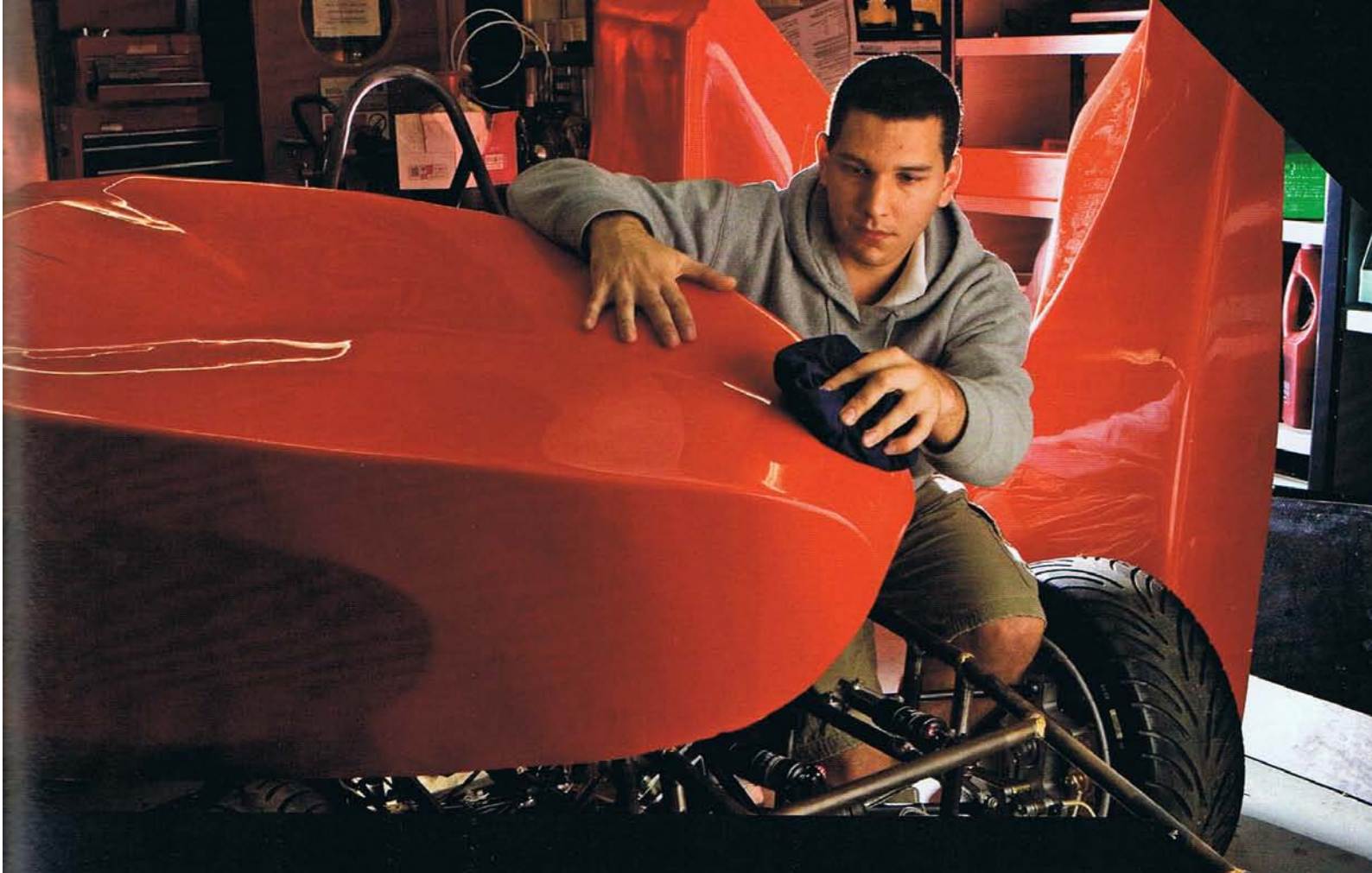
So far in 2009, out-of-competition tests have been conducted at the pre-season test in Portimão, while one driver has also been tested at home. In light of Saillant's statements, it seems reasonable to expect an increased frequency of in-competition testing during this season, too. But it's less clear what the potential benefits of doping might be and whether there are genuine risks that a driver might attempt this kind of performance enhancement.

Dr Gary Wadler chairs WADA's Prohibited List and Methods Sub-Committee and is well placed to provide an insight into what substances could be used. "Anabolic steroids would not seem to be of interest in terms of strength and bulk, but one facet might be improved recovery while another could be the mental effects of increased aggression and assertiveness," he explains. Weight loss, critical this year to some drivers in order to run KERS, could also be assisted by doping. "Diuretics have frequently been used to try to control weight," says Wadler.

There is testing for steroids and diuretics both in and out of competition but, in Ceccarelli's view, the risk of this kind of abuse is low. "The muscle you need to drive a car is easy to gain in the gym," he explains. "And putting on more muscle is negative – extra weight costs performance. The drug EPO could increase the amount of oxygen in the blood and this could improve performance a little bit by getting more oxygen to the brain. But it wouldn't change much."

The real risk of intentional anti-doping violations comes from stimulants and, most specifically, amphetamines, as Wadler explains: "They can mask fatigue and pain; increase your arousal, which is what sportsmen call 'being in the zone'; increase your attention and concentration; and enhance your reaction time. And they particularly do all these things when you're in a fatigued state."

The potential benefits towards the end of a mentally and physically draining race, when drivers are often in a state of severe fatigue and dehydration, are obvious. But the



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SHARPENS YOUR THINKING



Drugs testing has existed in various forms for a while. Here, it's 2002 and Allan McNish isn't too shocked to discover smoking is banned at the anti-doping centre...

Anti-doping

use of stimulants is a double-edged sword. "Some of the negative effects are impaired judgement, restlessness in a tight space and irritability," continues Wadler. "Heat illness and stimulants don't go well together. They can theoretically give you heatstroke and you suffer from impaired sweating, which, in the extreme, can even result in convulsions."

Yet Ceccarelli believes the probability of any driver using stimulants is extremely low and that, ironically, this is a direct consequence of the sport's lack of medical culture. "You would need a very sophisticated procedure to hide the amphetamine from a doping control. This requires a very big, and very expert, medical team. A physiotherapist couldn't do this kind of job and, if a driver was working with that kind of doctor, everybody would know. Perhaps not the FIA but, as a doctor, I would know."

Indeed, the biggest risk of a doping violation seems to be the kind of blunder that caught out Papis and Barrichello in 1995. "I'm scared that our world will wake up only when somebody tests positive for stupid reasons," concurs Ceccarelli. "Not because they meant to do something criminal, but because they took the wrong flu medicine and underestimated that even medicine at home can be classed as doping."

The need for driver vigilance is constant. Even commonplace remedies could see a driver fall foul of anti-doping rules. Nurofen Plus is one, because it contains codeine which, when it is broken down by the liver, can produce the banned narcotic morphine in a urine sample. Everyday substances such

as alcohol are also included on the Prohibited List and, while drink-driving is an obvious no-no in motorsport, the alcohol limit for an F1 driver is 10mg per 100ml of blood – compared to the legal UK drink-driving limit of 80mg per 100ml (roughly two pints of ordinary-strength beer). For 2009, WADA has even included caffeine in its monitoring programme "to detect patterns of misuse in sport", which could result in its addition to the Prohibited List in the future.

Given the apparently minimal risk, this may seem like overkill. But the element of danger in F1 means the rules must be strictly enforced. "Unlike other sports, you've got to remember this is a sport with the potential for death," emphasises Wadler. "It's not just about the side effects that could happen to the user; it's about what could also happen to the competitor who's not using. It's about having a safe and level playing field."

The paradox of the fight against drugs in sport is that the more money you spend trying to eradicate doping, the more violations are found. In the past, the FIA has acted swiftly to punish doping violations: in 2002, Tomáš Enge was stripped of the FIA F3000 title and handed a 12-month suspended sentence after testing positive for cannabis; in 2007, FIA GT driver Luca Moro had his competition licence suspended for two years after a metabolite of cocaine was found in his urine sample. However, as Ceccarelli implies, an anti-doping system may only prove itself effective by catching

The more you spend trying to eradicate doping, the more violations are found

people. But Wadler rejects the idea that violations need to be found to legitimise a system: "It's not about finding somebody; it's more important to know what the code is." Indeed, in comparison to other motorsport disciplines, the FIA is one step ahead in the area of anti-doping. While NASCAR has recently suspended driver Jeremy Mayfield for a doping violation, Wadler emphasises that NASCAR doesn't even have a list of prohibited substances.

Less well-publicised amid the recent revelations about NASCAR doping violations was the fact that their code also applies to team members. Indeed, given the integral role of pitstops in F1, there's a strong argument to suggest that team members could also be tested since they have an influence on the race result. But it's not part of the FIA's current plans. While all team members are subject to the provisions of Appendix A, the governing body sees "no reason to focus on team members other than the drivers themselves". F1 mechanics will no doubt be delighted to hear that, for now at least, they can still enjoy a well-earned beer or three on a Saturday night. **FO**



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This is the new timepiece bearing the name of the world champion – and he actually gets involved in the design. “Lewis knows what he likes and what he doesn't like,” says TAG Heuer president and CEO Jean-Christophe Babin. “His product knowledge is very sharp.” www.tagheuer.com or 0800 037 9658



JACQUES LEMANS F-5028 £345

For the absolute hardcore fans out there, this has to be the only way to tell the time: it's one in Jacques Lemans' range of official F1 watches. This is the only brand allowed to carry the F1 logo, and the watches are very cool too: good value for money but not at all embarrassed by some of their more expensive rivals. www.jacques-lemans.com



PANERAI SCUDERIA CHRONOGRAPH £5,400

If you're a watch-mad Ferrari fan with a sizeable amount of cash burning a hole in your well-tailored pocket, this could be right up your street. Made by renowned Swiss company Panerai, it's got a host of smart details – notably the chronographs, which are designed like those on a Ferrari dashboard. Nice.
www.panerai.com or 0207 312 6894



TAG HEUER MONACO GULF VINTAGE £3,800

The Monaco is a classic motorsport-related watch thanks to Steve McQueen and '70s flick *Le Mans* (more of that over the page), but this limited edition takes it a step further. Sporting the legendary Gulf logo, it's a nod to the Porsche 917 Gulf-K – the machine that won Le Mans in 1970 and '71. Only 4,000 have been made.
www.tagheuer.com or 0800 037 9658



CERTINA DS PODIUM BIG SIZE £390

Certina have been tied to BMW for five years, and the DS Podium Big Size is one of their flagship models. Available in Europe and beyond, but curiously not the UK, this will mark you out from the crowd if you're prepared to hunt one down. All that stainless steel and sapphire crystal make it a damn good buy for under £400.
www.certina.com



CASIO EDIFICE EQW-M1000BB £250

Casio's tie-in with Red Bull means this is the watch Vettel and Webber wear. It uses 'Wave Ceptor' technology to pick up signals from international transmitters and adjust its time six times a day. It also automatically resets its time in 29 cities worldwide. This atomic time technology is used by NASA for its space shuttles.
www.casioatcarnaby.co.uk



ORIS WILLIAMS F1 CHRONOGRAPH £1,400

This will be Oris's sixth year as an F1 sponsor: the Williams team have been donning their fancy Swiss timepieces since 2003, and this is one of the models many of the team wear. Kazuki Nakajima is an exception: he's got his very own Nakajima Limited Edition model. Which, quite frankly, is just showing off.
www.oris.ch

F1'S COOLEST WATCH COLLECTION

Enzo Ferrari liked one of these watches so much he ordered 15. Further tales of Senna, Fangio and even Steve McQueen can be found inside the motorsport-mad TAG Heuer watch museum in Switzerland...

WORDS HANS SEEBERG PICTURES ADRIAN MYERS



THE WATCH THAT WAS AYRTON SENNA'S FAVOURITE

S/EL, 1991

Senna became a TAG Heuer ambassador after he joined McLaren in 1988. The S/EL was a special edition with only 1,991 models made to celebrate the year Senna won his third title. The gold, double-S links on the strap were a nod to the bends of Interlagos.



THE WATCH INSPIRED BY JUAN MANUEL FANGIO

Targa Florio, Juan Manuel Fangio Limited Edition, 2002

When Fangio won the Targa Florio in 1955, he did so wearing a watch like this – the same model he wore in most of the races he competed in. He had no contract with Heuer – he simply did it as a favour; a form of sports sponsorship decades before the term was invented.



THE WATCH THAT ENZO FERRARI ORDERED

Chronosplit LCD-LED, 1975

Enzo Ferrari requested 15 of these watches, which carry the prancing horse logo. "After we signed the contract with Ferrari in 1971, we all went to lunch," recalls Jack Heuer, designer of some of the brand's most iconic watches. "Enzo told some very juicy jokes..."



THE WATCH NAMED AFTER JACKY ICKX

Jacky Ickx 'Easy Rider', 1972

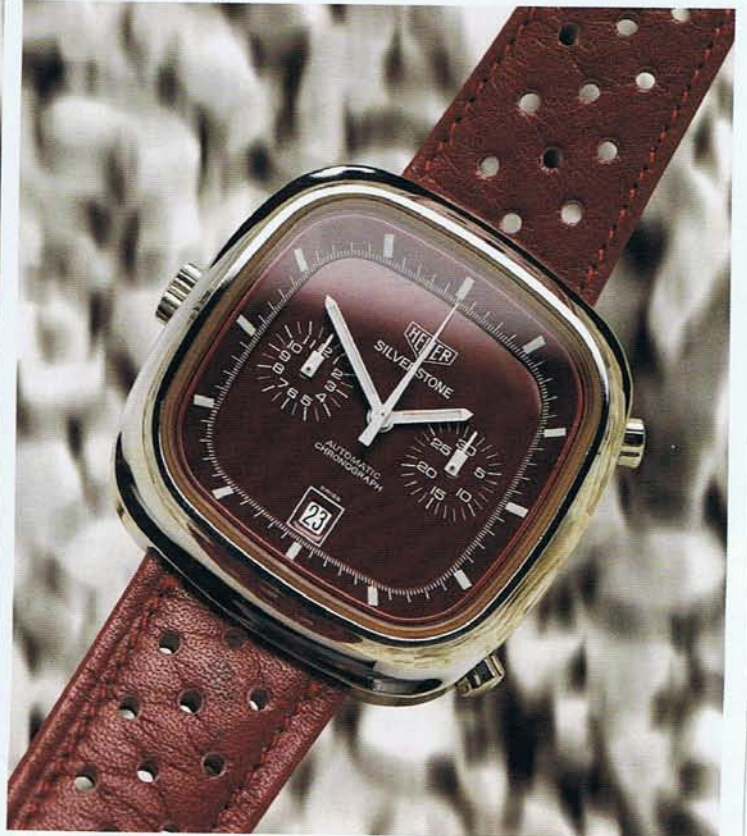
This strange watch was created during Heuer's sponsorship of Ferrari from 1971 to 1979. Ickx wasn't the only driver Jack Heuer targeted: he persuaded Swiss Jo Siffert to become their F1 ambassador, and later struck deals with Gilles Villeneuve, Clay Regazzoni and Niki Lauda.



THE ACTUAL WATCH THAT STEVE MCQUEEN WORE IN *LE MANS*

Monaco, 1970

Jack Heuer kept trying to get his watches a presence in Hollywood, but to no avail... until the film *Le Mans* was made. Jack knew the costume designer and sent four Monacos to the set – three blue, one grey. Steve McQueen loved the blue ones and the rest is history.



THE WATCH INSPIRED BY SILVERSTONE

Silverstone Automatic Chronograph, 1974

Jack Heuer was a big F1 fan, and many of the ranges over the years, such as the Monza and the Monaco, have name-checked the sport's most illustrious circuits. Unlike those watches, which are still available today, the Silverstone was only made between 1974 and 1977.

HOW F1 USED TO BE

Amazing shots from
the days of yore

CHAOTIC START FOR THE NÜRBURGRING

Niki Lauda's near-fatal crash at the 1976 German Grand Prix consigned the old Nürburgring Nordschleife to history. But eight years later, F1 machinery returned to the Eifel region of Germany to race on a new, shorter, safer – and sadly more bland – autodrome. Contemporary reports lambasted the place for not using parts of the old track, as the new, revamped Spa had done. So it was left to a number of drivers to part with a dozen *deutschmarks* to thrash round the old 14-mile track in their road cars instead.

According to *Motoring News*, the new Nürburgring was: "Safe, splendidly equipped with excellent pit and paddock facilities... but a bland, featureless and boring track with the spectators miles away from the cars. It made the spectacle about as stimulating as watching the weather forecast."

Funnily enough, that was worth keeping an eye on back in October 1984. The inclement weather in the Eifel region at that time of the year led to a forecast of snow for race day. Thankfully for Alain Prost, it never materialised and he took an easy win (despite a scare in the warm-up when he crashed into a safety vehicle).

Victory at the European GP was Prost's sixth of the season and it ensured the drivers' championship would go down to the wire at Estoril. His nearest rival was his McLaren team-mate Niki Lauda and despite the Austrian only qualifying 15th at the Nürburgring, he avoided the first corner melee to take fourth, and held a 4.5 point lead into the season finale.

1 AYRTON SENNA

In his first F1 season, racing for Toleman, Senna was caught in a pincer between Keke Rosberg on his left and Eddie Cheever's Alfa on his right. His race ended when he vaulted over the top of Rosberg's Williams, which eliminated them both

2 PIERCARLO GHINZANI

In a separate incident to the Senna/Rosberg shunt, Ghinzani, who started 20th, somehow managed to hit Teo Fabi, who had started tenth. Fabi's Brabham spun and was given a push start, while Ghinzani's Osella FA1F03 was out on the spot

3 JACQUES LAFFITE

The original first corner of the new Nürburgring was a tight right-left sequence where shunts were common place. Laffite, in the Williams, sensibly took to the grass to avoid any contact, but he ultimately retired on lap 28 with a broken knee



4 NIGEL MANSELL

The Lotus driver was another who took the decision to drive across the grass to avoid the mayhem. He had managed to haul himself up to sixth place when he rounded the last corner on lap 52 and his Renault engine exploded in a plume of smoke

5 MARC SURER

Incredibly, there weren't just one or two, but three separate incidents at the opening turn. Marc Surer's Arrows was tapped from behind when Gerhard Berger's ATS went sideways. The damage to the Arrows' rear was too severe for Surer to continue

6 GERHARD BERGER

Like Senna, the Austrian was competing in his first season in F1 and the Nürburgring race was his third start. He qualified 18th with his BMW-powered ATS before his lurid moment under braking at turn one brought about his retirement

7 ELIO DE ANGELIS

Mansell's team-mate de Angelis started 15 places further back on the grid from Nigel (in 23rd). Being so far back, he stayed out of trouble at the first turn... but his luck didn't last the whole race. His Renault engine also failed on lap 26



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FINISHING STRAIGHT

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HANDS UP IF YOU'VE WON AT SILVERSTONE

Sebastian Vettel demolishes the opposition in his uprated Red Bull



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Pole again for Vettel – but this time he didn't put a foot wrong all weekend



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The track will be dusty and the temperatures high – but at least the shops are decent



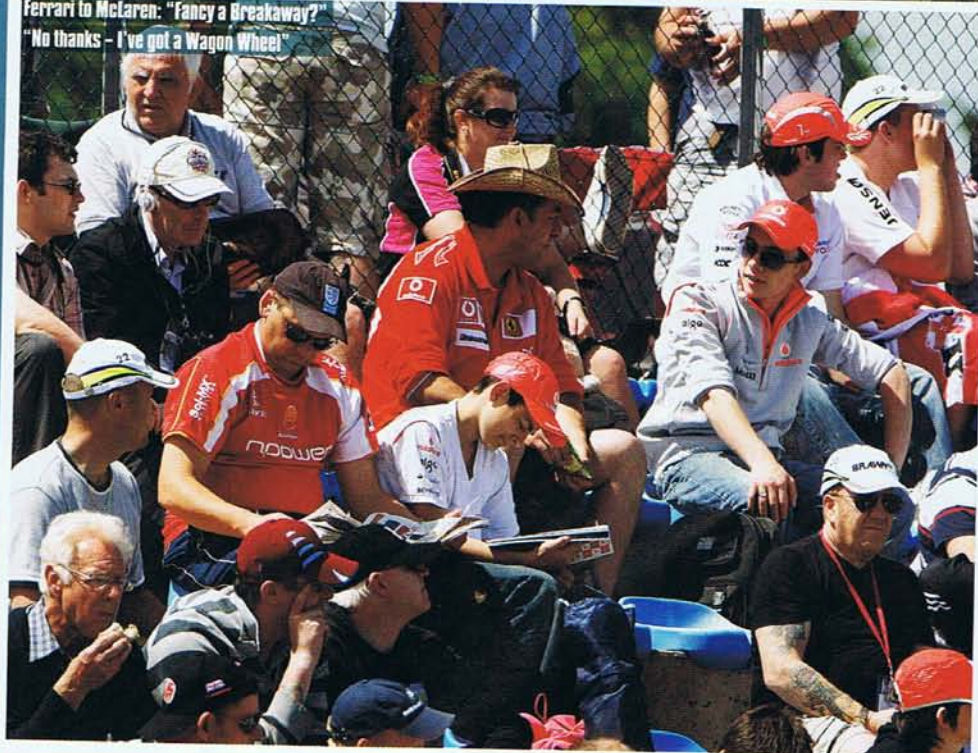
IMAGES LAT

POSTCARDS FROM BRITAIN



Glastonbury starts a few days early. I hear Jenson Button are playing this year...

Ferrari to McLaren: "Fancy a Breakaway?"
"No thanks - I've got a Wagon Wheel"



Hamilton meets his own mini Ant and Dec



"Everyone's left F1? No - haven't heard anything about it. Storm in a teacup"



Bring out the glamorous ladies... all dressed up for a night out in Newcastle

"Argggghhhh - there's a sodding flag stuck to my foot!"



A bit of a Brawn the others only usually see when they're being lapped



There's nothing like a spot of DIY at the weekend



[insert cheap helmet gag of own choosing here]



Fabio Capello eyes up the latest English talent



Look at that strange glowing orb, suspended above the British paddock. Could it be... the sun?



A hose so big it takes two of these chaps to handle it



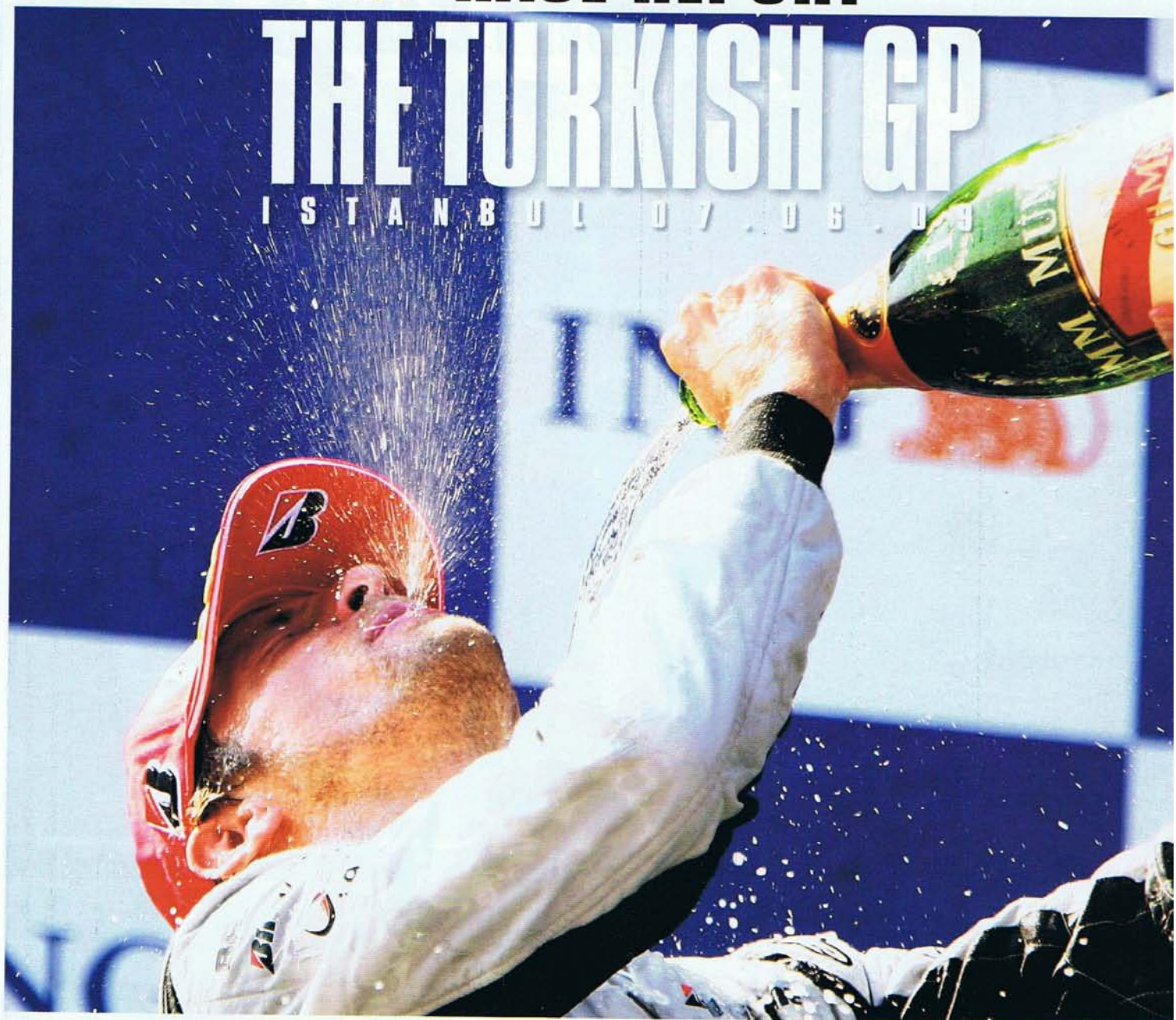
The local police take a dim view of speeding...



PETER WINDSOR'S RACE REPORT

THE TURKISH GP

I S T A N B U L 0 1 0 7 . 0 6 . 0 9



JENSON KNOCKS THEM FOR SIX IN TURKEY

Button leaves the rest standing as he takes his win tally to half a dozen for the year

Turkey was going to be the race where we'd really find out where we stood, looking at a proper race track, in other words, rather than the street circus that is Monaco. We got our answer at around 2.30pm on D-Day Saturday, when the sun was shining and the sky was as blue as the mood in the McLaren garage. Not only were the MP4/24s slower through Istanbul's infamous Turn 8 than in 2007 (when Lewis

suffered a punctured tyre) and 2008, but also they were nearly 5mph slower through Turn 8 than this year's Force India – a car that, you may recall, is benefiting from 2009 'McLaren technology'...

In other words, since Melbourne, nothing has changed, despite the passage of time, the legality of double diffusers, and the technical might of what the Indian contingent in Turkey called 'the Big Boys'. McLaren are still

suffering from downforce stall – a condition that suddenly robs their car of serious grip on anything above third-gear corners. BMW were trying their double diffusers for the first time in Turkey and were all over the place in terms of set-up. Ferrari were better but still miles away from where they have been at Turkey and where they should have been this year. Renault, according to Fernando Alonso, have already decided not to spend any more



Nico Rosberg finally turned his blistering practice pace into a decent race result by taking fifth ahead of Felipe Massa's Ferrari



Barrichello spun after contact with Kovalainen – he notched up Brawn's first retirement of the season when the gearbox broke



Despite some fantastic battles along the way, Hamilton and Piquet didn't finish so well, ending up 13th and 16th respectively

time or money on this car and are already thinking about an unclear future in 2010 and beyond. Meanwhile, at the sharp end of the grid, we still have Brawn-Mercedes setting the pace, Red Bull-Renault almost there, Toyota a distant third and Williams-Toyota not too far away in fourth place.

Nothing, as I say, has changed. Which is astonishing when you think about it, because you'd have imagined, back in March, that at least one top team was going to get it more or less right. A breakthrough in a BMW windtunnel here, an Aldo Costa Ferrari gizmo there. Not a bit of it. All that stuff about "this isn't going to happen overnight" and "we're going to have to completely rebuild the back end of the car" turns out to have been true. Even for teams employing thousands of people and spending millions of pounds.

Their cause hasn't been helped, of course, by the relentless pace of development set by



Vettel made the perfect getaway but a first lap mistake at Turn 9 gave Button a lead he would never relinquish

"You marvel at how Red Bull have expanded into double-diffuser mode without problems"

Ross Brawn and Red Bull's Adrian Newey. Their cars – and here we must remember that the Red Bull-Renault team started the year without a double diffuser and Red Bull were actually one of the teams that protested the contentious design – were so far ahead of their opposition in Turkey that they could have given themselves a good half-lap penalty and still beaten them with ease. On the same Bridgestone tyres. With the same engines and transmissions.

The situation is, I think, unprecedented. And while Ross Brawn, Jenson Button, Andrew Shovlin and the boys at what used to be Honda deserve all the credit you can heap upon them, you have to sit back and gasp at the way Adrian Newey, Geoff Willis and the Red Bull team have expanded into double-diffuser mode without problems. No handling imbalances. No issues with unreliability. And Red Bull, with their pull-rod suspension, were always going to be the team who were facing the biggest conversion issues. Yet they've done it. They've kept all their good points and made the car faster with the advent of a double diffuser.

In Turkey, Red Bull began Friday practice believing that they might even have a high-speed corner advantage over Brawn. On the slower stuff, they felt, it would be dead; through Turn 8, maybe, they could gain a few tenths.

The car was good there: no doubt about that. Sebastian Vettel and Mark Webber

were both flat in sixth through Turn 8 at various points of the weekend, and Seb was so in tune with the surface of the road that he breezed to a dominating pole. It was dominating in the sense that he became the first driver this season to be fastest in all three qualifying rounds. Jenson, for his part, was a super-efficient second. The margin to Seb in Q3 was the usual tenth or so but, by then, with race fuel, Seb was 6kg lighter. In Q2, virtually empty, Seb was nonetheless 0.2secs quicker than Jenson. It looked close.

But understand that Jenson Button is your wind man – the driver who appears to be more sensitive to the effects of crosswind than any other fast racing driver since Bernd Rosemeyer – and you will understand how Jenson Button's Brawn-Mercedes, on race day in Turkey, demonstrated that qualifying had merely been a sideshow.

Seb led from the pole, and looked pretty handy as he gunned the RB5 out of the tight stuff and up into Turn 8, Jenson and the field already single-filing behind him.

Turn 8: apex one, apex two, apex three – in about the time it took you to read that. Down the hill into Turn 9. Some tailwind. Seb feels the revs climb a little, then brakes, downshifts, moves the steering... and loses the rear. Snap. Just like that. He's off sideways, and then he's back the other way, holding the thing on opposite lock and just keeping it together. Jenson, head down and scarcely believing his luck, had just won the Turkish Grand Prix. ➤

DID YOU KNOW?

■ If full points had been awarded in Malaysia, then Jenson Button would have equalled Michael Schumacher's 1994 record of 66 points after seven races

■ Only James Hunt in 1976 and Kimi Räikkönen in 2007 have overcome a deficit of 26 points or more on a championship leader to claim the title

■ Robert Kubica has ended his longest run of races without scoring a point and Red Bull has scored more points in 2009 than in 2007 and 2008 combined

■ This was the first time since the Spanish, Monaco and European GPs in 2004 that McLaren has failed to score a point in three consecutive races

FINISHING STRAIGHT

The following lap, with Jenson now a second ahead, Seb almost lost it again at Turn 9. It was the crosswind. The crosswind was flicking the rear as he turned in. Those huge rear wing end plates...

Jenson? Jenson, Mr Wind-Sensitive, felt nothing at all at Turn 9. That's how good the Brawn was this day in Turkey. That was the measure of its overall aero efficiency – or 'grip'. Were the Red Bulls faster through Turn 8 in Turkey than they would have been through similar corners some six (or even two) races ago? Yes. Were the Brawns faster still? Yes. And that, for Red Bull, was a shock.

And that was it, basically, apart from Rubens losing his clutch at the start and



Mark Webber's two-stop strategy enabled him to jump team-mate Sebastian Vettel and make it to an impressive second place



Turkish delight: Jenson Button celebrates yet another flawless performance after taking the chequered flag for the sixth time in 2009

eventually stopping with a broken gearbox. Red Bull threw one more dart at Jenson – a three-stop Vettel strategy that allowed Seb to fill Jenson's mirrors at the beginning of Jenson's second stint, when obviously he was much heavier – but Jenson brushed that aside, too. "We even have great mirrors on this car," said Jenson later, "so I was able to clock him whenever he jinked a little. It was a lot of fun..."

Seb, who raced in Turkey with a coin laced inside his left Puma boot and what looked like a St Christopher medal in his right boot (now that the new lightweight Puma race suits no longer have pockets) eventually finished third, beaten by good old Mark

Webber and a two-stop strategy. I asked Seb afterwards how he decided into which boot he would lace each coin or medal and he replied, cryptically I thought, that it depended on what he needed each foot to do at each circuit. Make of that what you will.

Afterwards, eyes a little red, Jenson said that this was maybe the best race car he'd driven since he didn't know when. "It suited my style perfectly," he said, referring to its slight understeer and total grip at the rear. "It was outrageous. Just fantastic."

Elsewhere in the F1 paddock, racing drivers and mere drivers of racing cars packed their bags and looked for fast exits. This, clearly, was not their world. **FO**

TURKEY RACE RESULTS

RESULT	DRIVER	TOTAL RACE TIME	GRID POSITION
1st	Jenson Button Brawn	1h26m24.848s	2nd
2nd	Mark Webber Red Bull Racing	+6.714s	4th
3rd	Sebastian Vettel Red Bull Racing	+7.461s	1st
4th	Jarno Trulli Toyota	+27.843s	5th
5th	Nico Rosberg Williams	+31.539s	9th
6th	Felipe Massa Ferrari	+39.996s	7th
7th	Robert Kubica BMW Sauber	+46.247s	10th
8th	Timo Glock Toyota	+46.959s	13th
9th	Kimi Räikkönen Ferrari	+50.246s	6th
10th	Fernando Alonso Renault	+62.240s	8th
11th	Nick Heidfeld BMW Sauber	+64.327s	11th
12th	Kazuki Nakajima Williams	+66.376s	12th
13th	Lewis Hamilton McLaren-Mercedes	+80.454s	16th
14th	Heikki Kovalainen McLaren-Mercedes	+1 lap	14th
15th	Sébastien Buemi Toro Rosso	+1 lap	18th
16th	Nelson Piquet Renault	+1 lap	17th
17th	Adrian Sutil Force India	+1 lap	15th
18th	Sébastien Bourdais Toro Rosso	+1 lap	20th
Retired	Rubens Barrichello Brawn	47 laps – gearbox	3rd
Retired	Giancarlo Fisichella Force India	4 laps – brakes	19th

DRIVERS' STANDINGS

POSITION	DRIVER	ROUNDS																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1st	Jenson Button Brawn	10	5	6	10	10	10	10	-	-	-	-	-	-	-	-	-	-
2nd	Rubens Barrichello Brawn	8	2	5	4	8	8	0	-	-	-	-	-	-	-	-	-	-
3rd	Sebastian Vettel Red Bull Racing	0	0	10	8	5	0	6	-	-	-	-	-	-	-	-	-	-
4th	Mark Webber Red Bull Racing	0	1.5	8	0	6	4	8	-	-	-	-	-	-	-	-	-	-
5th	Jarno Trulli Toyota	6	2.5	0	6	0	0	5	-	-	-	-	-	-	-	-	-	-
6th	Timo Glock Toyota	5	3	2	2	0	0	1	-	-	-	-	-	-	-	-	-	-
7th	Nico Rosberg Williams	3	0.5	0	0	1	3	4	-	-	-	-	-	-	-	-	-	-
8th	Felipe Massa Ferrari	0	0	0	0	3	5	3	-	-	-	-	-	-	-	-	-	-
9th	Fernando Alonso Renault	4	0	0	1	4	2	0	-	-	-	-	-	-	-	-	-	-
10th	Kimi Räikkönen Ferrari	0	0	0	3	0	6	0	-	-	-	-	-	-	-	-	-	-
11th	Lewis Hamilton McLaren-Mercedes	DQ	1	3	5	0	0	0	-	-	-	-	-	-	-	-	-	-
12th	Nick Heidfeld BMW Sauber	0	4	0	0	2	0	0	-	-	-	-	-	-	-	-	-	-
13th	Heikki Kovalainen McLaren-Mercedes	0	0	4	0	0	0	0	-	-	-	-	-	-	-	-	-	-
14th	Sébastien Buemi Toro Rosso	2	0	1	0	0	0	0	-	-	-	-	-	-	-	-	-	-
15th	Robert Kubica BMW Sauber	0	0	0	0	0	0	2	-	-	-	-	-	-	-	-	-	-
16th	Sébastien Bourdais Toro Rosso	1	0	0	0	0	1	0	-	-	-	-	-	-	-	-	-	-
17th	Giancarlo Fisichella Force India	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
18th	Adrian Sutil Force India	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
19th	Nelson Piquet Renault	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-
20th	Kazuki Nakajima Williams	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

CONSTRUCTORS' STANDINGS

1	Brawn 96pts	6	Williams 11.5pts
2	Red Bull Racing 56.5pts	7	Renault 11pts
3	Toyota 32.5pts	8	BMW Sauber 8pts
4	Ferrari 20pts	9	Toro Rosso 5pts
5	McLaren-Mercedes 13pts	10	Force India 0pts



It was his third podium of the year, but Vettel was disappointed to have been overtaken by Button and also team-mate Webber

Jenson set the fastest lap in Turkey at 1m 27.579secs (lap 40)



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PETER WINDSOR'S RACE REPORT

THE BRITISH GP

SILVERSTONE 21.06.09



VETTEL FIRES UP HIS CHARGE FOR THE TITLE

Red Bull take a dominant 1-2 at Silverstone to send Brawn a message: it ain't over yet

The blustery and cool British Grand Prix was a tyre-temperature race – as in the Red Bulls had it and the others struggled. “It was the ambient temperatures,” said the Brawn drivers. “If you look at Shanghai, where it was cold as well, the Red Bulls also had an advantage. We like it hotter.”

Yes, yes – we know that. The question is: why? Why were the Red Bull drivers at

Silverstone the only guys who could take Cope absolutely flat and still be super-quick on the slow stuff? Why? Why?

Nobody knows why: that's the truth. They'd fix it if they did. And so I asked Rubens Barrichello afterwards whether he thought this was a downforce-related thing or a suspension geometry thing. Rubens could only say that the difference in tyre

temperatures over the weekend was something to do with “the configuration of the two cars”, by which I think he means that there are some inherent differences between the Red Bulls and Brawns. Of course there are – but then again, the Brawn is a pretty good baseline car from which to operate. You'd think, in other words, that they would have mastered the temperature issue by now

They haven't – and so it was a walk in the old airfield for young Sebastian Vettel and his Adrian Newey projectile. This was Michael stuff when Michael had a major advantage. This was dominance.

The hardest part for Seb, actually, was pacing his race when there was no one else anywhere near him. No one in front of him, no one behind him. "It was a strange feeling," he said after his second win of the season. "I had to keep talking on the radio to ask what the gaps were. Early in the race I was pushing really hard, so occasionally I braked a fraction late and maybe ran a little wide; that was my focus. As the race developed, though, it became harder. Everything was magnified. I saw a drop of rain on my visor as I braked for Stowe and suddenly I thought about rain and all the things that would come with it. Then, with about ten laps to go, I started to count the laps. That was a mistake. I've never known a race go on for so long..."

It didn't rain, of course, and it didn't end in tears. Seb stood happily on the podium, looking as though he'd just been down to the corner shop to buy the morning papers. There was no sweat. No protruding veins. Four-and-a-half-g he may have been pulling, left-right in quick succession through Becketts; something like that he may have been generating for 90 minutes through Copse. This day, though, had been staggeringly straightforward.

Mark Webber, by contrast, was nowhere – not in the ten-point sense of 'somewhere' at any rate. He started a tad lighter than his team-mate and from P3 on the grid, so from the start his day was always going to be about as useful as a barbie without a fire. P3? Mark Webber? At Silverstone?

Blame Kimi, because Mark had been on a flyer with a few Q3 seconds to go. Flat through Copse. Perfect through Becketts. What's that ahead? A stray Ferrari on an in-lap? Kimi moved one way and then the next. Mark had no idea about which side he should pass him on. The speed differential was huge. Mark, sensing danger, backed off. The lap, and his chance of pole, were gone.

Afterwards, Ferrari team principal Stefano Domenicali apologised for the incident, explaining that they had radioed Kimi and had assumed that Kimi would respond. Maybe there had been a problem with the radio. In any event, Mark asked Kimi about it on the flat-top driver parade lap on Sunday morning. Räikkönen said he felt he had done nothing untoward. Mark told Kimi that he was talking through an orifice that, for sure, was not his mouth.



Vettel is already out of sight as the Ferrari drivers employ a few rallycross tricks to make up positions through Copse on lap one

What of those arbitrators of 'impediment', the stewards? Red Bull were politely told this wasn't a good time to talk about a protest.

Besides, it was pretty obvious that Mark was going to be P2 on Sunday, especially from the clean side of the grid. The opening lap didn't quite go as planned – Rubens won the drag race – but Mark also drove well (a) to conserve fuel for a while and (b) to be able to jump Rubens at the first round of pitstops. Thereafter Mark was about as far ahead of Rubens as Sebastian was from Mark. ➤



Blood, sweat and tears – Lewis Hamilton gave all that and more but could still only muster P16 in the ill-at-ease McLaren MP4-24



"I didn't win, mate, but I bet I can spray my champagne further than you." Webber beat top Brawn man Rubens (below) to P2

"Mark told Kimi he was talking out of an orifice that, for sure, was not his mouth"



DID YOU KNOW?

■ This was the first time that a McLaren hadn't been in the top ten of the grid at the British GP since Niki Lauda and John Watson fell short in 1983

■ The last seven British GPs have been won by different drivers: Barrichello, Michael Schumacher, Juan Pablo Montoya, Alonso, Räikkönen, Hamilton and Vettel

■ Jarno Trulli equalled Toyota's best finish in Britain with seventh place. He matched Cristiano da Matta's performance in 2003 and his own in 2008

■ This was the first time in three attempts that Adrian Sutil managed to finish a British GP. His engine failed in 2006 and he spun out last year

FINISHING STRAIGHT

It was one of those days when you longed for something like a Safety Car just to break the monotony. Sébastien Bourdais caused a stir mid-race by clouting the back of Heikki Kovalainen's McLaren, creating a debris field of carbon shards and other clag – and so, for a while, there was some movement in the massive British crowd and a sense that the pattern could change.

It didn't. The Safety Car stayed in the pits. Vettel continued to make everyone look stupid – and forced them to look elsewhere for some excitement. Rubens knows how to energise the rear end of a racing car around Silverstone – he used to beat Michael in the Ferrari days as often as Michael beat him,



Sometimes you have to lose a battle to win the war: Button tried all he could at Silverstone but his Brawn was only capable of P6



Uh-oh: Bourdais realises his front wing is turning right as he prepares to go left after tagging the back of Kovalainen's McLaren

particularly through sector one – so, for the first time this season (with the possible exception of Barcelona), Rubens beat Jenson. It was a tyre temperature thing, of course, (Rubens' numbers were better than Jenson's) but neither driver could make the Brawn work on the harder of the two Bridgestones. Fearful of the softer tyre's faster degradation, Brawn ran their heavy middle stint on the hard – hoping, I guess, that race-day grip and the fuel weight might at last give them some grunt. It didn't. Jenson, who likes driving in the Northamptonshire crosswinds about as much as he does driving on ice, only found reasonable grip in the last (soft-tyre) phase of the race, when he was able to close on Felipe

Massa and Nico Rosberg for fourth. The crowd stirred, and blew their klaxons, but it was all to no avail. Jenson, at this of all races would be but a minor finisher in the points.

Felipe was that, too, but his was a personal victory. For once, he maximised his car at Silverstone. He beat Kimi and he beat all the others except the Red Bull guys and Rubens. Not bad for a guy who spun five times here in the wet twelve months ago.

It wasn't good, though. Not Red Bull good, or Sebastian Vettel good. These are the levels of performance that will live up there with the best of them in the annals of the grand old dame they call Silverstone; in the history of the world championship's oldest race. **FO**

BRITAIN RACE RESULTS

RESULT	DRIVER	TOTAL RACE TIME	GRID POSITION
1st	Sebastian Vettel Red Bull Racing	1h22m49.328s	1st
2nd	Mark Webber Red Bull Racing	+15.188s	3rd
3rd	Rubens Barrichello Brawn	+41.175s	2nd
4th	Felipe Massa Ferrari	+45.043s	11th
5th	Nico Rosberg Williams	+45.915s	7th
6th	Jenson Button Brawn	+46.285s	6th
7th	Jarno Trulli Toyota	+68.307s	4th
8th	Kimi Räikkönen Ferrari	+69.622s	9th
9th	Timo Glock Toyota	+69.823s	8th
10th	Giancarlo Fisichella Force India	+71.522s	16th
11th	Kazuki Nakajima Williams	+74.023s	5th
12th	Nelson Piquet Renault	+1 lap	14th
13th	Robert Kubica BMW Sauber	+1 lap	12th
14th	Fernando Alonso Renault	+1 lap	10th
15th	Nick Heidfeld BMW Sauber	+1 lap	15th
16th	Lewis Hamilton McLaren-Mercedes	+1 lap	18th
17th	Adrian Sutil Force India	+1 lap	20th*
18th	Sébastien Buemi Toro Rosso	+1 lap	19th
Retired	Sébastien Bourdais Toro Rosso	25 laps – accident	17th
Retired	Heikki Kovalainen McLaren-Mercedes	24 laps – accident	13th

*started from pitlane

DRIVERS' STANDINGS

POSITION	DRIVER	ROUNDS																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1st	Jenson Button Brawn	10	5	6	10	10	10	10	3	-	-	-	-	-	-	-	-	-
2nd	Rubens Barrichello Brawn	8	2	5	4	8	8	0	6	-	-	-	-	-	-	-	-	-
3rd	Sebastian Vettel Red Bull Racing	0	0	10	8	5	0	6	10	-	-	-	-	-	-	-	-	-
4th	Mark Webber Red Bull Racing	0	1.5	8	0	6	4	8	8	-	-	-	-	-	-	-	-	-
5th	Jarno Trulli Toyota	6	2.5	0	6	0	0	5	2	-	-	-	-	-	-	-	-	-
6th	Felipe Massa Ferrari	0	0	0	0	3	5	3	5	-	-	-	-	-	-	-	-	-
7th	Nico Rosberg Williams	3	0.5	0	0	1	3	4	4	-	-	-	-	-	-	-	-	-
8th	Timo Glock Toyota	5	3	2	2	0	0	1	0	-	-	-	-	-	-	-	-	-
9th	Fernando Alonso Renault	4	0	0	1	4	2	0	0	-	-	-	-	-	-	-	-	-
10th	Kimi Räikkönen Ferrari	0	0	0	3	0	6	0	1	-	-	-	-	-	-	-	-	-
11th	Lewis Hamilton McLaren-Mercedes	DQ	1	3	5	0	0	0	0	-	-	-	-	-	-	-	-	-
12th	Nick Heidfeld BMW Sauber	0	4	0	0	2	0	0	0	-	-	-	-	-	-	-	-	-
13th	Heikki Kovalainen McLaren-Mercedes	0	0	4	0	0	0	0	0	-	-	-	-	-	-	-	-	-
14th	Sébastien Buemi Toro Rosso	2	0	1	0	0	0	0	0	-	-	-	-	-	-	-	-	-
15th	Robert Kubica BMW Sauber	0	0	0	0	0	0	2	0	-	-	-	-	-	-	-	-	-
16th	Sébastien Bourdais Toro Rosso	1	0	0	0	0	1	0	0	-	-	-	-	-	-	-	-	-
17th	Giancarlo Fisichella Force India	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
18th	Adrian Sutil Force India	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
19th	Nelson Piquet Renault	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
20th	Kazuki Nakajima Williams	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-

CONSTRUCTORS' STANDINGS

1	Brawn 105pts	6	McLaren-Mercedes 13pts
2	Red Bull Racing 74.5pts	7	Renault 11pts
3	Toyota 34.5pts	8	BMW Sauber 8pts
4	Ferrari 26pts	9	Toro Rosso 5pts
5	Williams 15.5pts	10	Force India 0pts



No matter which way they looked, the boys on the podium couldn't see any sign of Jenson after the grand prix

Vettel took pole, victory and fastest lap [1m 20.735secs on lap 18]



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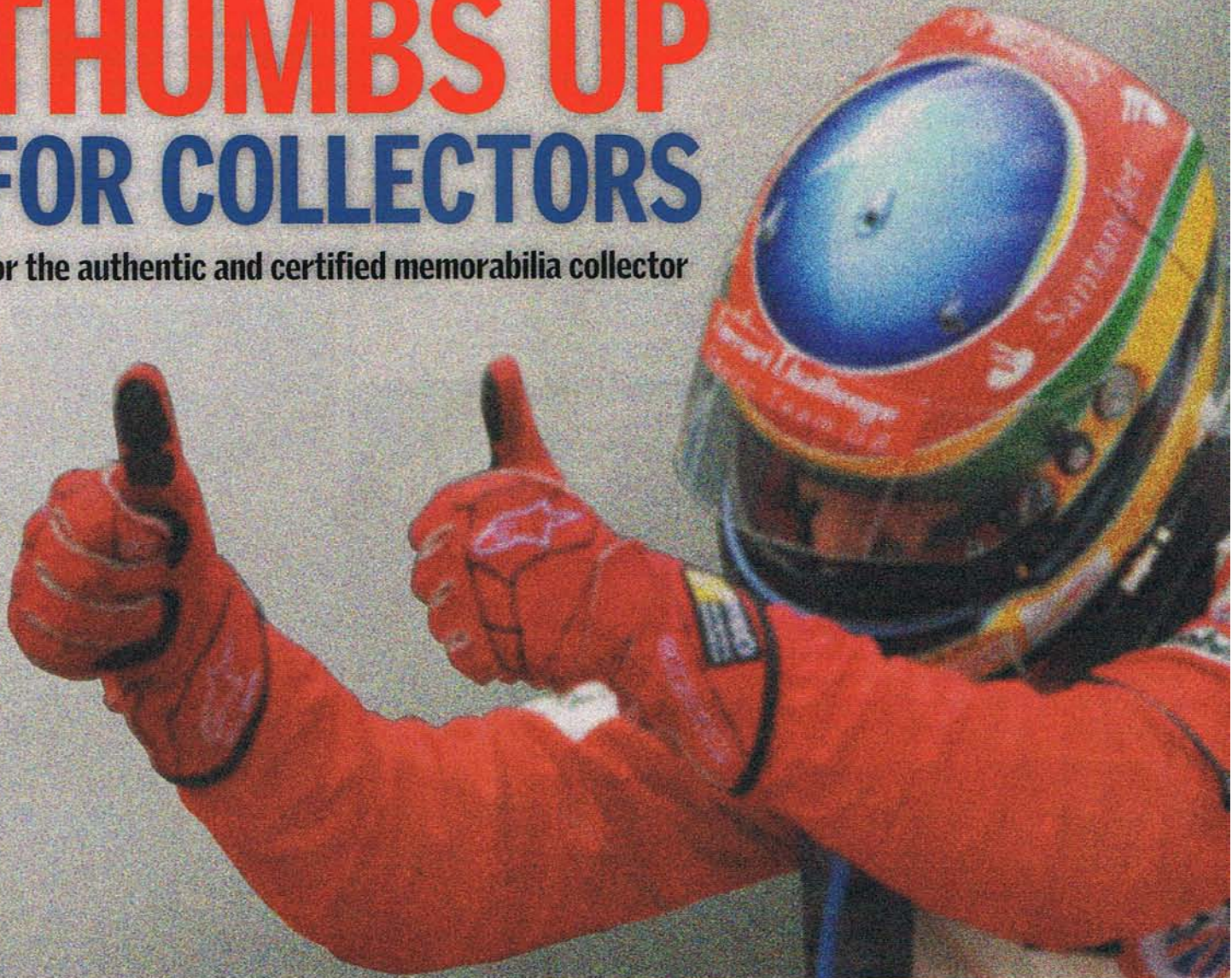
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PETER WINDSOR

Forthright views from our man inside the F1 paddock

Rob Wilson has been in business for a while now – but at last they are beginning to accept him. It’s been a hard slog. First there was telemetry: so long as you had ‘telemetry’, the engineer could solve all problems. Then, with telemetry

perhaps lacking in some areas (“I’m later on the brakes, I’m on the power sooner... yet still my team-mate’s quicker...”), along came ‘simulators’. Now, with simulators on the wane, it’s time for Rob to step back into the limelight and to continue to do what he does.

Which is, to summarise the most complex job in motorsport, to continue to increase his understanding of the management of dynamic weight and to make that knowledge available to the racing drivers of the world. Or, more precisely, the racing drivers of the world who are intelligent enough to know that they can never stop learning and are therefore going to benefit from a ‘coach’ in the way that Tiger Woods or Rafael Nadal benefit from a coach.

“The truest test of a perfectly-manipulated lap,” says Rob, deflating the ego of virtually every young driver who books time with him, “is whether or not your fastest lap time can be repeated within a tenth or so when you are off the racing line.” I am now pleased to report



Even the professionals need professional help: Rafael Nadal is the world’s best tennis player, but still benefits from coaching

that Rob’s feel for the surface of the road will in future not only be available as plug-in software but will also be used in the upcoming Grand Prix Shoot-Out to identify the young drivers deserving of the next big step up.

The criteria of judgement? The same criteria Rob used when asked to evaluate

“The intelligent racing drivers of the world know they can never stop learning”

a young driver programme for an F1 team a few years ago. The names included Heikki Kovalainen, Nico Rosberg, Nelson Piquet, Alan van der Merwe, Adam Carroll, James Rossiter and Danilo Dirani. Looking back, the comments made by Rob after half a day with each of them mirrored exactly how those drivers would perform in the ensuing years

So complain not about the lack of testing: work hard with Rob, or his software, or with both. And then, if Rob thinks you are up there with the best of them and if you still don’t have a ride (which would be unlikely) you are entitled to email a complaint to motorsportetc@googlemail.com or send an email to me at peter@peterwindsor.com.

FORWARD AND ONWARD FOR NEW TEAM USF1

NOW THAT our new American F1 team has been officially accepted into the world championship, many friends, colleagues and fans of the sport have asked me how it feels. All I can say is that it actually makes me feel very small.



Ken Anderson (left) and Peter Windsor would like to thank their friends, their families, their colleagues, their stylists...

I say this in the context of all the people who have helped me over the years and the people who have inspired me since I was a kid. My hope is that we can do some good with our new team; that we can remember always to be grateful; and that, above all, we can open a few doors for those who might otherwise have found them shut.

A GREAT READ... AND A GREAT FLICK

I ENJOYED Malcolm Folley’s new book, *Senna Versus Prost*, all the more so because Malcolm filled none of his tome with pictures. This is a book. To be read and to be enjoyed, now that the tragedy has had time to

evolve into legend. It also precedes what I know will be one of the great F1 films of the decade – Universal’s new documentary on Ayrton. It’s one thing to tackle a subject as huge as this; it’s something else again to do



Senna Versus Prost has no pictures – so here’s a classic from Suzuka 1990

so with the approval of Formula One Management, The Ayrton Senna Institute and the Senna family. This will be the first great F1 movie since Al Pacino drove for Brabham in *Bobby Deerfield* in 1977.



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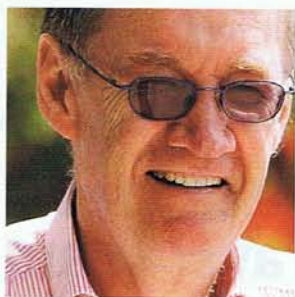
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ALAN HENRY

It's all doom and gloom for McLaren right now – but they'll be back

After Lewis Hamilton struggled home 13th in the Turkish Grand Prix at Istanbul Park, I was amused to hear some people in the paddock describing the McLaren MP4-24 as the worst car the team had ever produced. Well, it might look

like that from the touchlines, but for the benefit of those in the workforce at Woking who might have been dejected to hear such a verdict voiced so publicly, I can assure them that this is just not the case at all.

"It was ghastly, a disaster. It was ludicrous, quite diabolical. I'm afraid we ignored all the crucial design precepts that a car should be as light, agile and compact as possible." So who said this then? No, it wasn't team principal Martin Whitmarsh uttering the obituary for this year's car. It was one of his predecessors, Teddy Mayer, assessing the McLaren M28, which almost destroyed the company during the 1979 season.

McLaren designer Gordon Coppuck had quite logically concluded that the best way to develop and evolve the radical ground-effect theme pioneered by the Lotus 79, was to build a car with a larger plan area to produce more downforce. The result was as large as the QE2 and suffered a variety of structural shortcomings. It was bog slow on the straights and weighed a ton – almost literally.

After only four races, the McLaren management called time on this wretched machine and rushed through the superior

M29 in time for the mid-season British GP at Silverstone. But it was too little too late. Title sponsors Marlboro insisted the team amalgamate with Ron Dennis's Project Four organisation or lose their backing.



If you think the MP4-24 is the worst car ever, cast your mind back to the hulking great M28 (above), which nearly ruined McLaren

Around this time, McLaren really began to consolidate their reputation as a team at the cutting edge, pioneering the use of carbon-fibre-composite chassis technology. And they repeatedly demonstrated that the real strength of an F1 team is not sustaining success while riding high, but how well they bounce back after a spell in the doldrums.

Having dominated the 1980s with their TAG turbo and Honda-engined cars, McLaren slumped first with their Peugeot-engine in 1994, then with the first McLaren-Mercedes MP4-10 in '95. This car had no front-end grip, its throttle response was about as subtle as a hand grenade – and it drove Nigel Mansell into retirement after only a couple of races. Yet by the end of the year, the uprated MP4-10C was starting the long march back to the front of the grid.

"McLaren are close to switching their focus to their 2010 challenger"

Of course, the fightback has been made harder in 2009 by the current rules ban on in-season testing. There may be upgrades to come, but the sad fact of the matter is that McLaren are close to switching their technical focus onto their 2010 challenger.

Yet although Lewis Hamilton and Heikki Kovalainen may well be exasperated at the present time, they should console themselves with the underlying quality of their team. The history books prove it.

DOES A DIVIDED FOTA STAND A CHANCE?



WHEN WILLIAMS, followed by Force India, broke with the Formula One Teams' Association and lodged their entries for the

2010 world championship, it looked as if their decision had caused a seismic rift between the supposed band of brothers.

Williams and Force India might have broken away, but FOTA must keep on presenting a united front

FOTA had, up until then, looked to be completely united in their attempt to force FIA president Max Mosley to do their bidding.

But there is no doubt that the sport needs FOTA, and a strong one at that, in order to counterbalance the sometimes high-handed demeanour of our sport's rulers. If FOTA ends up being effectively neutered, it will be a bad day indeed.

ALONSO A SHOO-IN

I REALLY CAN'T work out how it will be engineered, but the more this season unfolds, the more I am convinced that Fernando Alonso will join Felipe Massa at Ferrari in 2010.

Yes, I know Kimi Räikkönen did an excellent job in scoring the team's first podium at Monaco after starting from the front row of the grid. But the Finn seems to have a curiously semi-detached relationship with Maranello which makes his intentions difficult to read.

But not theirs, perhaps.


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It's the turn of the Nürburgring to host the German Grand Prix this year. Both Timo Glock and his Toyota team will be looking for plenty of support from the knowledgeable fans at their home race...

"The German GP was at Hockenheim last year, so I've never actually driven a Formula 1 car around the Nürburgring. I did a lot of racing there in the junior formulae, though, so I know the layout well and can't wait to perform in front of my home crowd.

The Nürburgring has a better flow to it than Hockenheim, which is very stop-start, and you can get into a good rhythm. The track has lots of medium-speed corners, as well as some fast changes of direction.

To set a good lap time, you need a car that's good under braking because there are three heavy braking points on the lap; it also needs to have good traction through the slow first sector and has to be stable through the fast corners. The Nürburgring is also a track where the KERS boost could be an advantage for the likes of Ferrari because there are some long straights on the lap.

I live closer to Hockenheim than the Nürburgring, but a driver's home race is special, wherever it's taking place. The German fans are quite knowledgeable about the sport as well and I hope they have forgiven me for what happened in Brazil, when Lewis Hamilton passed me at the last corner, because I got quite a few strongly worded letters after the race!

This is also the first of two home races for Toyota, who are based in Cologne, which is only 40 minutes from the track. A lot of the guys from the factory will come to the race with their families, so I hope Jarno and I can put on a good show for them. Rest assured of one thing: we will be trying our hardest!"



TIMO GLOCK'S RACE PREVIEW

THE GERMAN GRAND PRIX

NÜRBURGRING 12 07 09

LAPS 60 CIRCUIT LENGTH 3.199 MILES START TIME (UK) 13.00

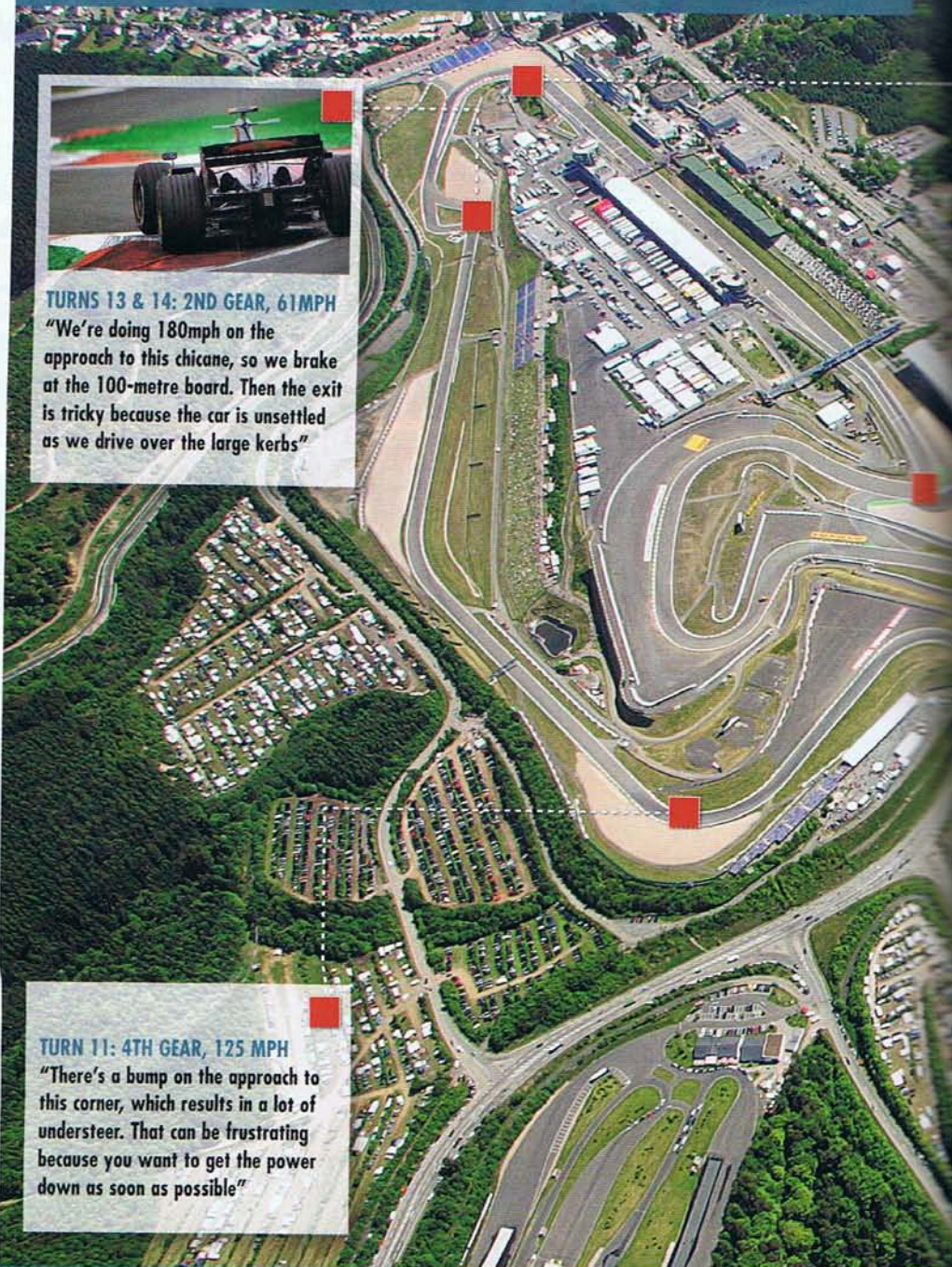


URNS 13 & 14: 2ND GEAR, 61MPH

"We're doing 180mph on the approach to this chicane, so we brake at the 100-metre board. Then the exit is tricky because the car is unsettled as we drive over the large kerbs"

TURN 11: 4TH GEAR, 125 MPH

"There's a bump on the approach to this corner, which results in a lot of understeer. That can be frustrating because you want to get the power down as soon as possible"



TURN 15: 5TH GEAR, 136MPH

"The entry's a bit tricky because there's a little bump. It's a long corner, but after two laps you know where to put the power down. You have to let the car go at the exit"



TURN 1: 2ND GEAR, 49MPH

"The best overtaking point on the lap. You brake downhill and the track falls away on the inside as you turn in. It's easy to lock an inside wheel, making it difficult to get the power down"



TURN 7: 3RD GEAR, 64MPH

"It's quite fast, so I view this as a 180-degree corner rather than a hairpin. It's tricky under braking and it's easy to lock the fronts. You often get a bit of oversteer on the exit"

TURNS 8 & 9: 6TH-7TH GEAR, 162MPH

"You take this quick chicane without moving your right foot, or at least you should... The car still feels very stable through here because it's generating a lot of downforce"



The dust and heat make the Hungarian Grand Prix a demanding circuit for drivers, and while there's nowhere to overtake, Budapest does at least have some good shops...

"I have a lot of good memories of Hungary, even though I'm not a massive fan of the racetrack. In GP2 I was pretty quick here, and last year I scored my first F1 podium when I came home in second place.

The track is quite fun to drive, but the asphalt provides the teams and drivers with a few headaches because the grip level is always changing. The first problem you face is dust: the track isn't used much during the year and it's very slippery during Friday morning practice. Once some rubber has gone down there's a bit more grip, but the next problem is track temperature. It's usually very hot in the middle of the day and the asphalt is often in excess of 50°C, which affects the balance of the car a lot.

The heat also makes it physically tough because the race is usually quite long – close to the two-hour time limit – and it gets pretty stifling in the cockpit. It's not as bad as in Malaysia because you don't get the humidity in Hungary, but you certainly feel as though you've had a workout in a sauna by the end of the race.

From an overtaking point of view, there are no real possibilities to pass because the track is too twisty. In many ways it's like Monaco, but with more run-off. Turn 1 is the best opportunity, but you need the driver in front to make a mistake exiting the last corner to get a proper run on him. Really, to have lots of overtaking, we need rain and that's very unlikely.

Away from the racetrack, the event is good fun because Budapest is a great city. The architecture is lovely, the Danube provides a good backdrop for many of the bars and restaurants, plus the shopping's not bad..."

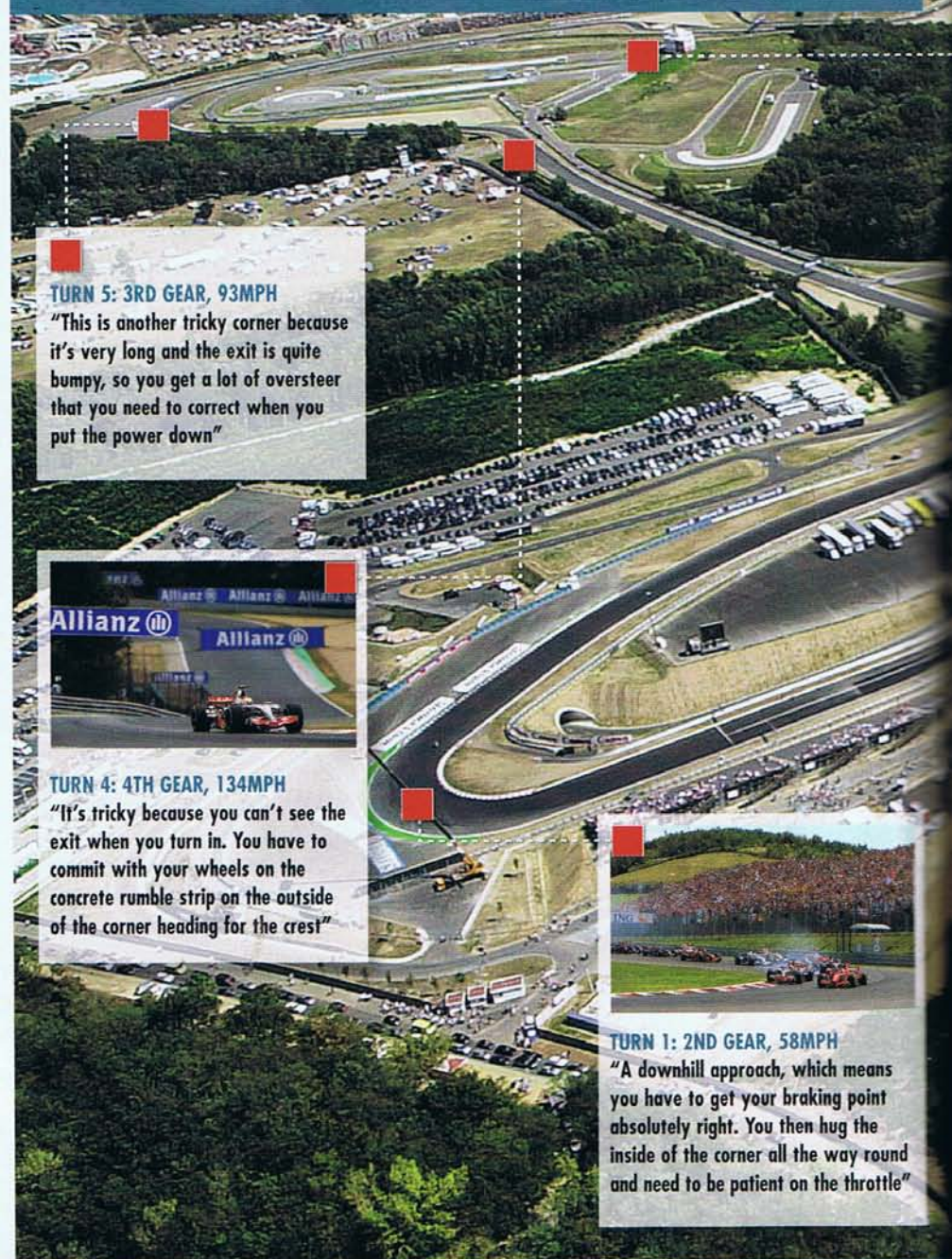


TIMO GLOCK'S RACE PREVIEW

THE HUNGARIAN GRAND PRIX

HUNGARORING 26 07 09

LAPS 70 CIRCUIT LENGTH 2.722 MILES START TIME (UK) 13.00



TURN 5: 3RD GEAR, 93MPH

"This is another tricky corner because it's very long and the exit is quite bumpy, so you get a lot of oversteer that you need to correct when you put the power down"



TURN 4: 4TH GEAR, 134MPH

"It's tricky because you can't see the exit when you turn in. You have to commit with your wheels on the concrete rumble strip on the outside of the corner heading for the crest"



TURN 1: 2ND GEAR, 58MPH

"A downhill approach, which means you have to get your braking point absolutely right. You then hug the inside of the corner all the way round and need to be patient on the throttle"



TURNS 6 & 7: 2ND GEAR, 63MPH

"They modified the kerbs at this chicane last year and now they're quite high. You can't jump across them like in the past, so you have to be very smooth with the car"



TURN 13: 3RD GEAR, 64MPH

"Like all 180-degree corners, this is quite a frustrating bend because you get mid-corner understeer, but you can make the track a bit wider at the exit by using the pitlane entry"

TURN 11: 6TH GEAR, 168MPH

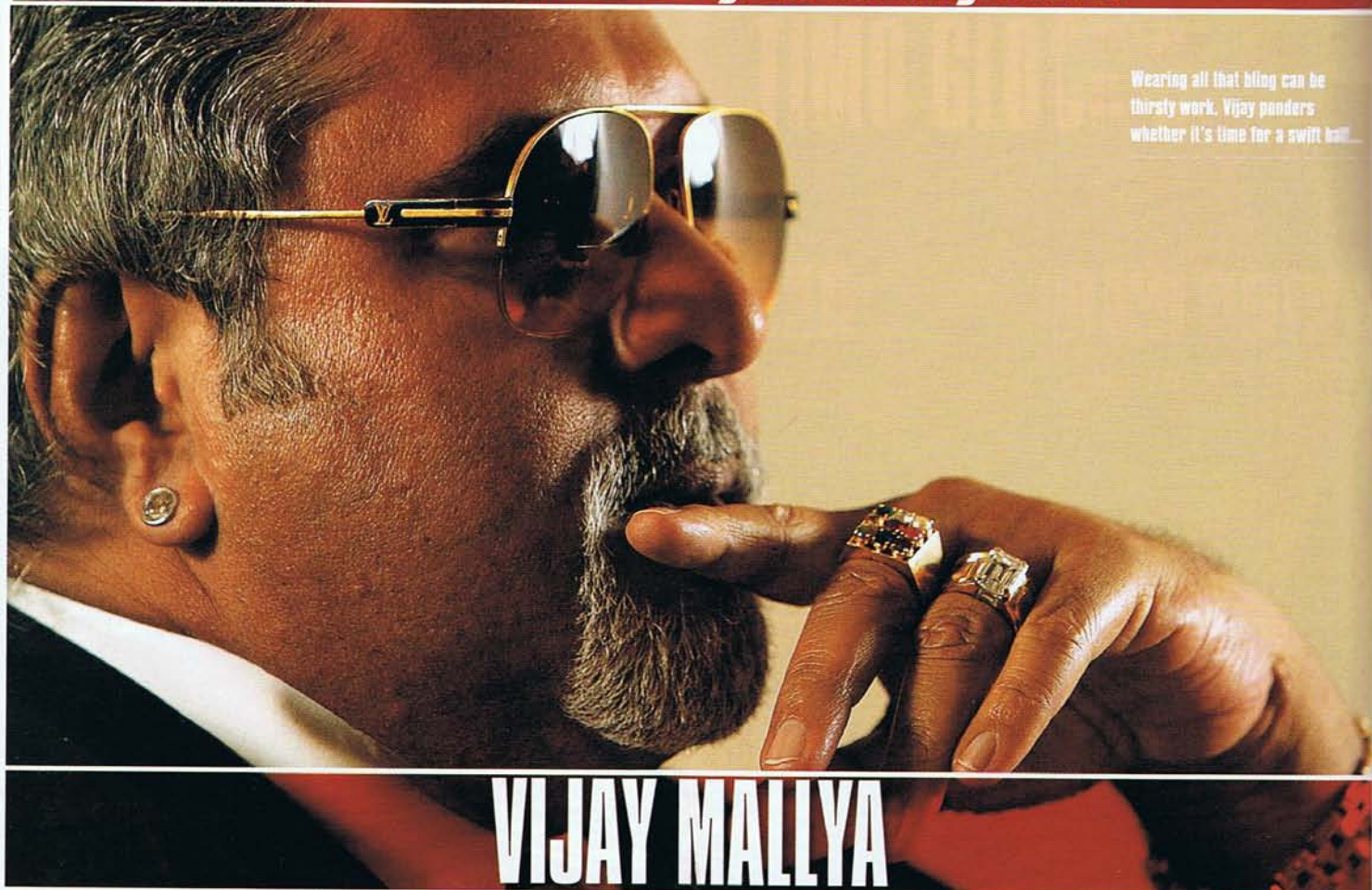
"One of the quickest corners on the lap, but the downhill approach means you get understeer on every lap. You have to wait for the front end to bite before re-applying the throttle"



MY ADVICE TO YOU...

Personal wisdom from the great and the good of F1

Wearing all that bling can be thirsty work. Vijay ponders whether it's time for a swift cool...



VIJAY MALLYA

BOOZE MAGNATE, SPORTS OBSESSIVE AND MR FORCE INDIA, 53

1 KEEP DRIVERS HUNGRY

Motivation is a big part of getting the best out of any sportsman. In F1, you need your drivers to be hungry to have an edge. It's about getting them into the right state of mind before a race. I don't shout at them though – it's not like a cricket match.

2 SET YOUR CLOCK TO BEAT JET LAG

My way of dealing with jet lag is to set my clock to the time of my destination as soon as I get on the plane. I then follow that time zone for the duration of the flight. When I'm travelling to San Francisco, for example, the air hostesses are sometimes a bit shocked when I order a Scotch at 9am, but it's still only 10pm on the west coast of America.

3 LEARN HOW TO BLEND WHISKY

Blending whisky is an art form. It takes a lot of skill as well as an exceptionally good nose and an outstandingly good palate. You almost need to feel it. I have been reading a book about it, written by Richard Paterson, one of the finest master blenders in Scotland.

4 GET THE MUSIC RIGHT

Music is a crucial ingredient at a party. What you play depends on what the mood is supposed to be. When you order your first cocktail, you'll be content with some chilled music; as you get stuck in, you'll want some serious rock 'n' roll.

5 DON'T ASK FOR AN UPGRADE

Getting an upgrade is one of the most difficult things to do at Kingfisher Airlines. I'm very firm with my airline: those who pay extra to travel in front must be respected.

6 GIVE YOUR MEAT A GOOD SOAKING

I'm not a good cook, but I enjoy cooking on a barbecue and I have two secrets. First, you should never use a gas barbecue. Second, marinate the meat before you cook it – I use my drinks products to do this. Chicken wings in beer or lamb chops in whisky are delicious!

7 ALWAYS CHECK THE FORM GUIDE

I'm passionate about horse racing. I've won the Indian Derby four times. I enjoy winning

and I like to study the form because it tells me whether a horse stands a chance of winning a race. You also need to find out how the horse is feeling on the day, because some get nervous while others are more relaxed.

8 KEEP A STRAIGHT BAT

I love cricket and I like to bat. The techniques are all variations on a theme: move your feet, make sure there isn't a gap between bat and pad, watch the ball and give it a whack. Do that and it's bound to go for a four or a six.

9 BE CAREFUL FIRING MANAGERS

I own two of India's biggest football teams. One of them is Mohun Bagan in Calcutta, the other is East Bengal. One of the things about football in India is that the managers are difficult to hire and fire. They're as popular as the players and you have to respect that.

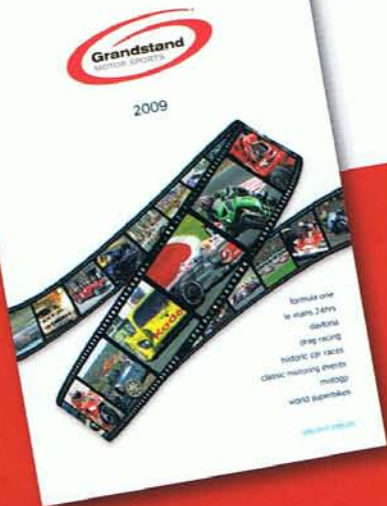
10 ENJOY A COLD BEER

There are a lot of politics in F1. The way to survive is to sit back, watch, listen... and then have a cold beer.

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Italy – 13 September

The last race in Europe and one of the fastest tracks. Ferrari have to pull out all the stops here – it is required by the local fans. Our hotels are on idyllic Lake Como – the perfect antidote to a day at Monza Park.



Hungary – 26 July

Budapest has it all – history, culture, great restaurants and always a surprise result at the Hungaroring.



Singapore – 27 September

A Grand Prix with a difference – the only night race on the F1 calendar! East meets West in Singapore which is a colourful blend of races, cuisines, cultures and traditions.



Europe – 23 August

Stay in the beautiful city of Valencia with the Grand Prix circuit on the doorstep – a great way to enjoy a race. Easy access, excellent grandstand viewing and plenty of bars and restaurants to choose from.



Abu Dhabi – 1 November

New for this year, Abu Dhabi promises to enthral. Capital of the UAE, the city is an Arabian jewel where Bedouin traditions mix with the thriving modern city. We've reason to believe this is a race not to be missed – so book your place now!



Belgium – 30 August

Not just for the purists and diehard fans – this race should be on everyone's to do list. The location is stunning, the viewing is incredible and it's easy to get there. Travel by air from regional airports, by Eurostar or cross the channel and drive. Call us to discuss your plans. It's Bank Holiday weekend too.



Italy



Singapore



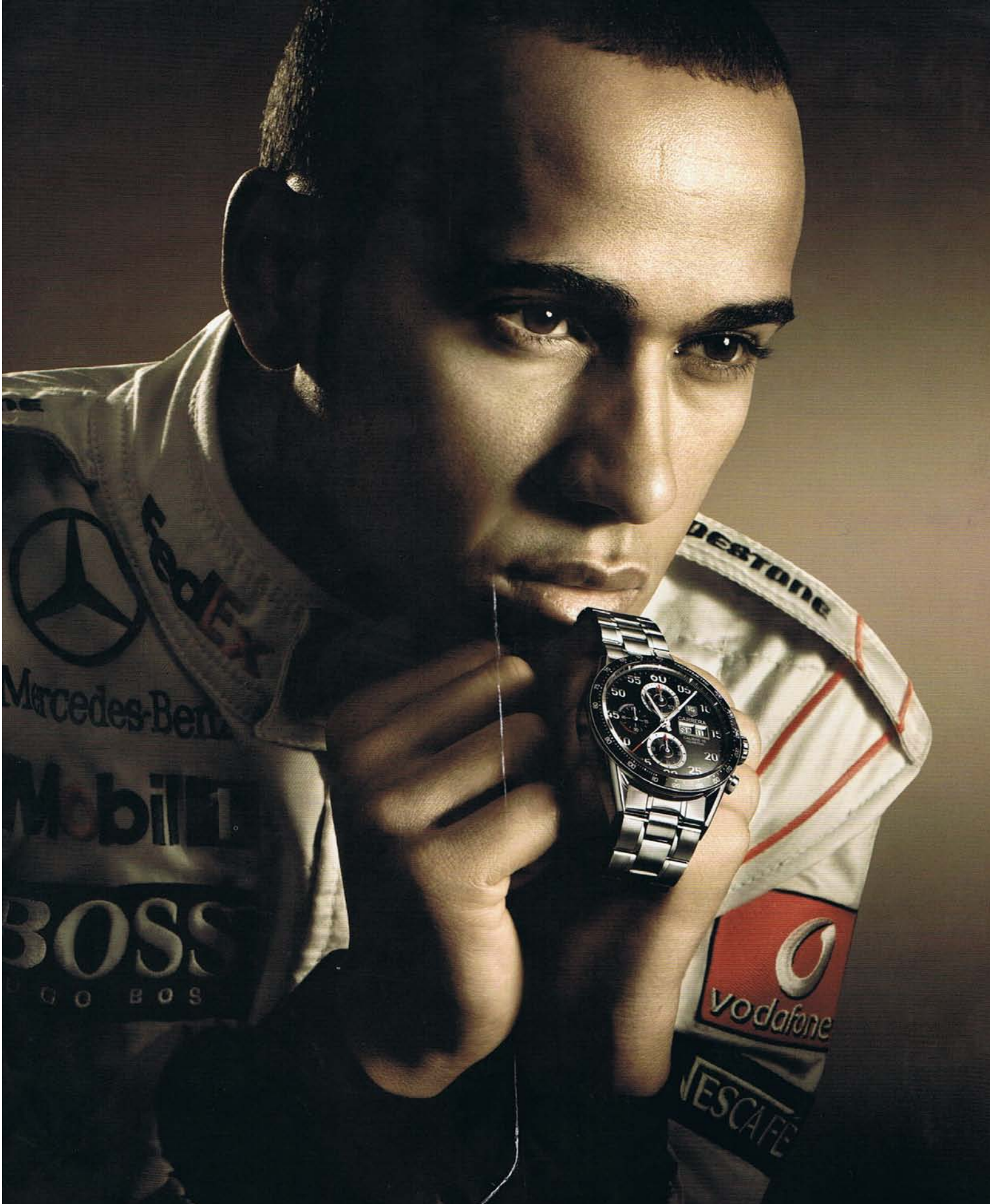
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