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RACING**

 **F1'S COMING HOME**



JENSON vs SILVERSTONE

Why Button now has the car to win the British GP at last

Plus

SECRET SILVERSTONE

'...and this is the broom cupboard' - all the bits you never see on TV

JOHNNY HERBERT

The '95 winner on *that* crash and getting fired by Flavio

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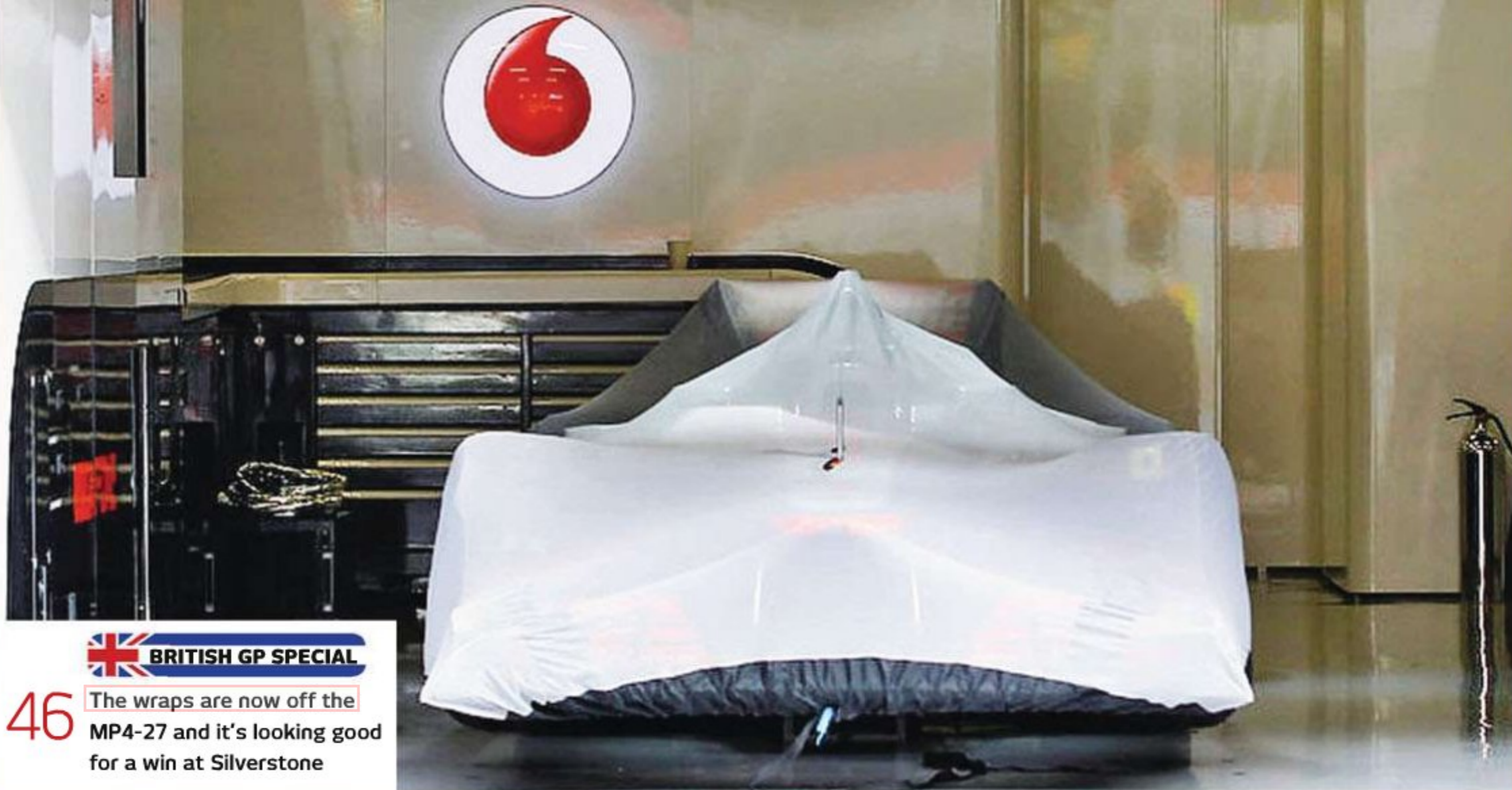
90 Johnny Herbert spills the beans about driving on cushions with a callused toe...



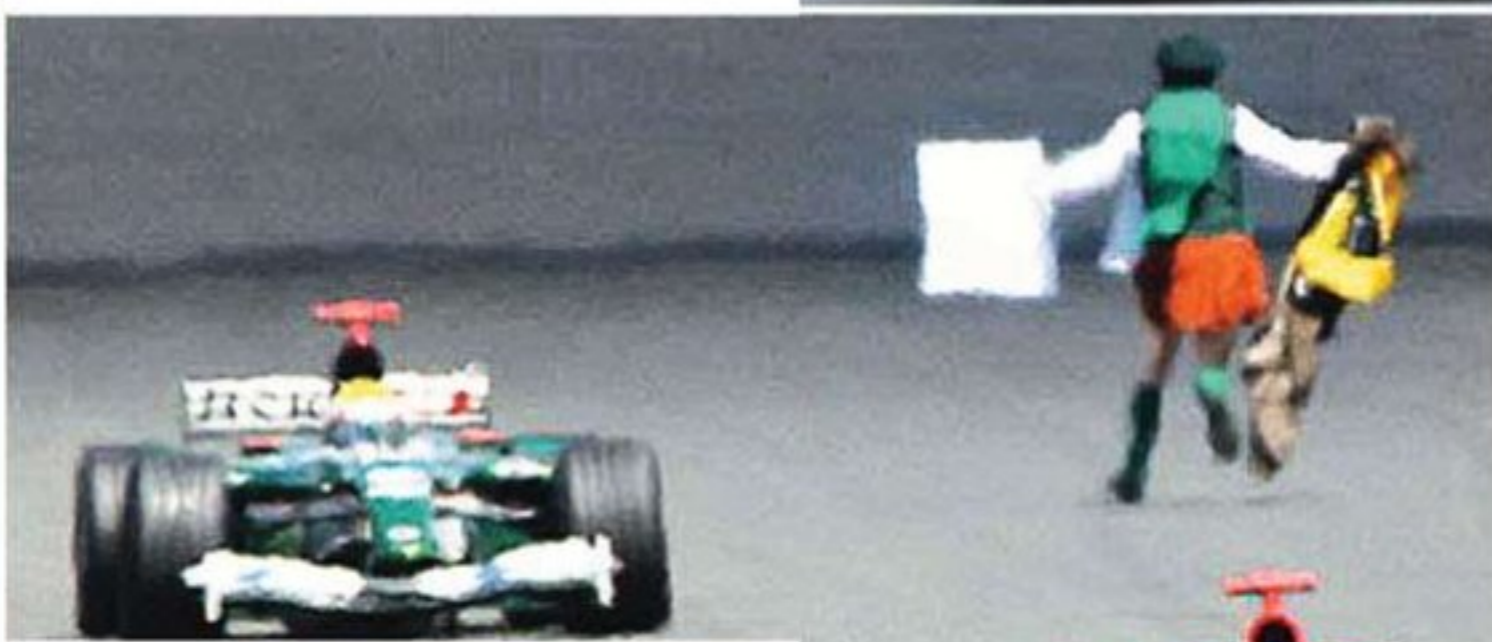
80 The young Mexican's stock has risen significantly after those two podiums



40 You ask the questions and Mercedes boss Norbert Haug sits down to answer them



BRITISH GP SPECIAL
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68 If there wasn't a Fernando Alonso, would there be two Spanish races? Probably not...



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STORES NATIONWIDE



JOHNNIE
WALKER



Parade

Flying the flag A week after the Queen's Diamond Jubilee celebrations, Lewis Hamilton does his bit for British pride with an emphatic win in Canada. His victory comes five years to the day after his debut Formula 1 win and puts him back in the lead for the world championship

Where Circuit Gilles-Villeneuve, Montréal **When** 3.38pm, Sunday 10 June

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 200mm lens, 1/640th at F4.5







Parade

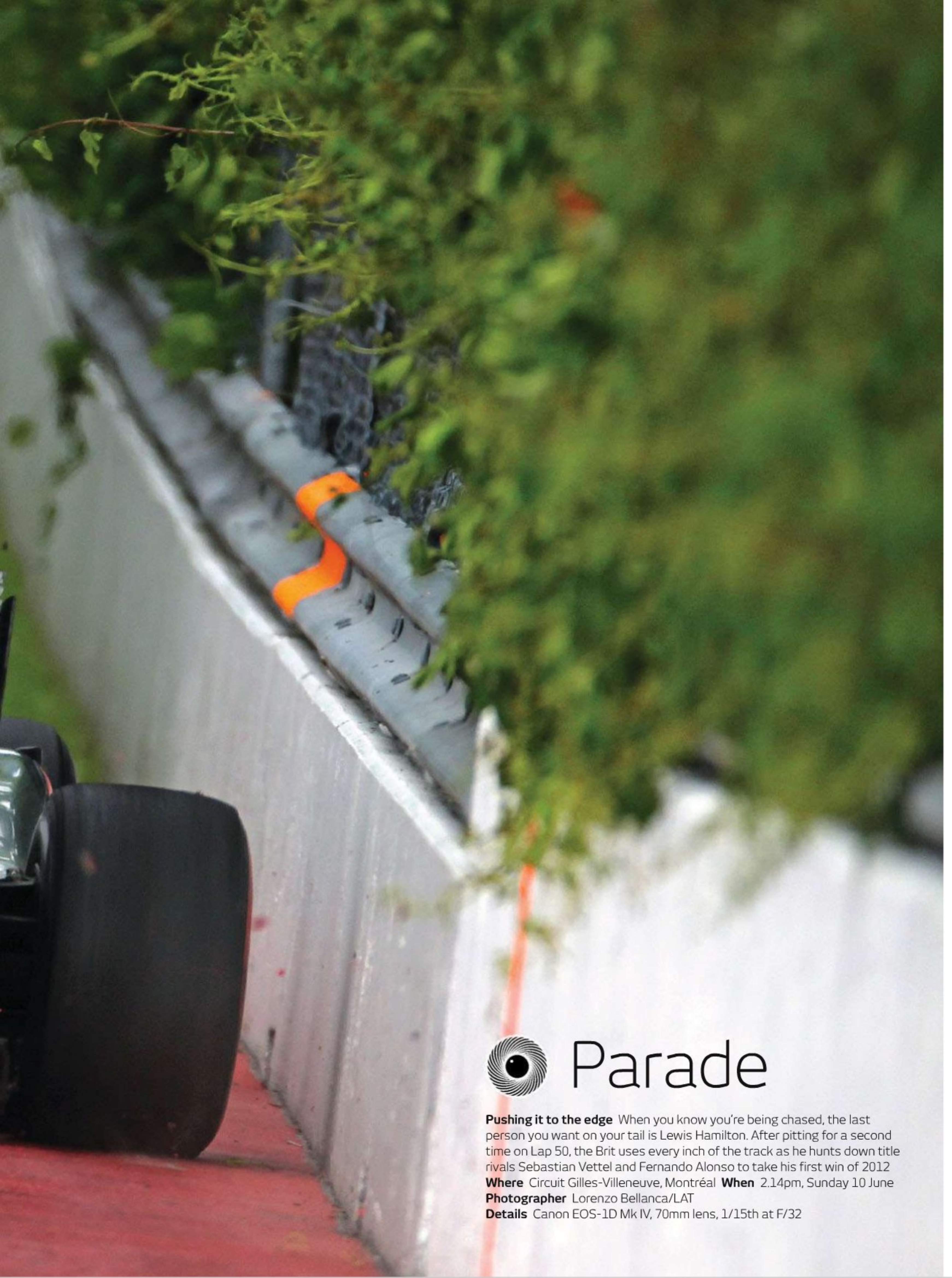
Losing the gamble Fernando Alonso is an avid poker player, and a pretty good one at that, but he played the wrong hand in Canada. Unable to cope with Hamilton's speed, the Spaniard instead opts for track position and one stop fewer than his rival. This time, the gamble doesn't pay off...

Where Circuit Gilles-Villeneuve, Montréal **When** 2.23pm, Sunday 10 June

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 70mm lens, 1/15th at F32





Parade

Pushing it to the edge When you know you're being chased, the last person you want on your tail is Lewis Hamilton. After pitting for a second time on Lap 50, the Brit uses every inch of the track as he hunts down title rivals Sebastian Vettel and Fernando Alonso to take his first win of 2012

Where Circuit Gilles-Villeneuve, Montréal **When** 2.14pm, Sunday 10 June

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D Mk IV, 70mm lens, 1/15th at F/32



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Bring LG to life with BlippAR turn to [p36](#)

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STOP AND GO / Jonathan Reynolds / 07.2012



Welcome to our British Grand Prix special issue...

I still remember the very first time I went to the British Grand Prix. It was 1993, I was ten years old, and it had taken months of hassling my dad to buy tickets until he finally relented. When the big day arrived, we made our way to the banking at Club corner where, with me balancing on a coolbox to get a better view, we watched Alain Prost race his Williams-Renault to victory. Needless to say I loved the experience and I've been back every year since. Of course the track has changed immeasurably since my first visit, but I can honestly say I still feel the same sense of excitement every time I arrive at the circuit, whether it's for a race or for an exclusive look behind the scenes ([page 55](#)).

But one thing I have never seen in all my trips to the British GP is Jenson Button standing on the podium. The 2009 world champion has climbed onto the rostrum at nearly every other track on the calendar, but Silverstone is proving a tough nut to crack. Could this year's McLaren MP4-27 be the car that finally gives him that home win he so badly wants? We speak to the man himself on [page 46](#).

Two men who know what it's like to spray the champagne in front of a home crowd are Sir Stirling Moss and Johnny Herbert, both of whom took debut race wins at Silverstone, in 1955 and 1995 respectively. I went to Aintree to see what remains of the GP circuit where Sir Stirling won twice ([page 62](#)), while Maurice Hamilton discusses Silverstone glory with Herbert on [page 90](#).

But whether you're making the trip to Silverstone or watching the race on TV, we hope this issue gets you suitably revved up ahead of Britain's biggest motor race. Enjoy the grand prix!



Fresh from a second podium in Canada, Sauber's Sergio Pérez opens up to features editor Jimmy about those Ferrari rumours ([p80](#))

News ed Jonny was the only competitor, but let's not dishearten him after this er... incredible podium. See more behind-the-scenes Silverstone on [p55](#)



Maurice Hamilton meets 1995 British Grand Prix winner Johnny Herbert for a big lunch and some big talk about a very big crash ([p90](#))



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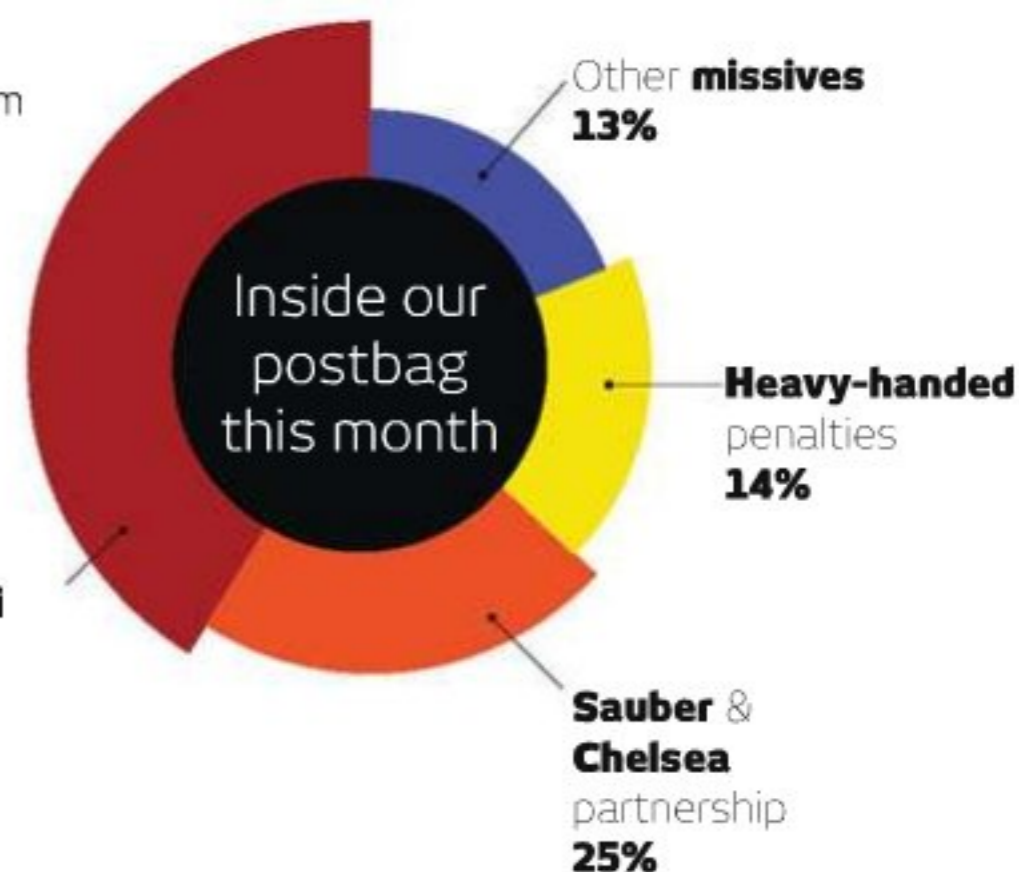
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STAR LETTER

Recognise Vettel's original helmet design, circa 2007?



Where did they get those hats?

Ayrton Senna, Graham Hill, Gilles Villeneuve, Nigel Mansell – all great drivers who have something in common, namely that they all had iconic helmet designs that they stuck with throughout their F1 careers. Yet these days, it seems that the modern Formula 1 driver is unable to keep the same design on his helmet from one race to the next.

Of the current top drivers, only Felipe Massa seems to have kept the same design throughout his career – and even Lewis Hamilton has come up with a few tweaks to his design such as the UK/Grenada theme he races with at the British Grand Prix.

Can anyone remember Sebastian Vettel's original helmet design? I imagine very few can. I don't mind the occasional celebratory helmet design, such as Michael Schumacher's gold helmet for his 20 years in F1, but each helmet should have its own iconic design that fans associate with the driver. We shouldn't have all this experimenting, which makes it feel like we've had 50 different drivers taking part in each season.

Paul Murtagh
Belfast, UK



STAR PRIZE

Paul Murtagh wins a pair of three-day admission tickets to the 2013 British Grand Prix at Silverstone. For more details visit www.silverstone.co.uk Hotline number: 0844 372 8300

One extreme to the other

Is anybody else finding this season is becoming slightly frustrating? I'm all for making overtaking a touch easier but I feel that Pirelli have taken their remit a bit too far.

Races have become a lottery dependent on whose tyres are working from one GP to the next. Vettel wins in Bahrain then three weeks later takes sixth when the McLarens have no pace in what is widely regarded as the quickest car. We want to see the best drivers fighting and pushing to limit, not squabbling over scraps.

Dave Gallagher
By email

Crime and punishment

Sergio Pérez's penalty for chopping across Kimi Räikkönen as he dived into the Monte Carlo pitlane was harsh. The drive-through meant he lost about 20 seconds for what was simply a moment of inexperience.

Instead of awarding race-ruining penalties every time, I'd like time penalties better suited to the offence. A two-second penalty would have been much fairer here.

Adam Berriman
By email

Uneasy bedfellows

Is anyone else uncomfortable about the Sauber/Chelsea partnership? F1 and football have passionate and partisan supporters and if your team pairs up with the wrong counterpart it could lead to grief.

I support McLaren and Liverpool, but if McLaren paired up with Man United I'd be devastated and wouldn't buy any merchandise

with the United badge on it. Let's hope this trend doesn't continue...

Jo Mills
By email

A race to remember

During our recent trip to Monaco we got talking to someone we thought was simply a fellow Formula 1 fan, but it turned out to be Darryl Eales, the chairman of Marussia F1.

Having discovered we were British marshals, he arranged for us to watch FP2 from their garage, armed with headsets. We had the experience of a lifetime and want to thank everyone – especially Darryl and Cheryl.

Mark and Mandy Hollis
Silverstone, UK

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PREDICTION

BIG FOUR SET FOR 2013 SHAKE-UP

Since 2010 there have been stable driver line-ups at Ferrari, McLaren, Red Bull and Mercedes, but as contracts expire, it could be all change at the top

Ferrari

2013 potential driver pairings



Felipe Massa is likely to see out 2012 – it's not Ferrari's style to ditch a driver mid-season – but only a big improvement can save his seat now. Much has been made of Sergio Pérez's place in Ferrari's Driver Academy, but Luca di Montezemolo has dismissed the suggestion, saying: "Pérez is a good driver but to drive a Ferrari you need more experience." If Sergio keeps turning in performances like he did in Canada, that could change...

Lewis Hamilton and Mark Webber are also in contention, and when a driver of Hamilton's calibre is available, his management and Ferrari would naturally make contact – after all, Santander, a major sponsor of the Scuderia, are thought to have remained with McLaren solely due to their admiration for the 2008 champion. But with Alonso likely to have a say, the more likely candidate is his friend Webber... and talks are already thought to be under way between the two parties.

McLaren

2013 potential driver pairings



Over the past few months, Lewis Hamilton's name has been linked with every one of the teams on this page, but it's unclear whether this is genuine interest or simply a case of his XIX Entertainment management team trying to boost his value in contract negotiations with McLaren.

Rumour has it that McLaren are unwilling to offer Lewis more money than team-mate Jenson Button, but that Lewis's team want to maximise what could be the biggest deal of the Brit's career. This season's pitstop and strategy errors have no doubt frustrated Hamilton massively, but he's grown up with the Woking team and the grass isn't necessarily any greener elsewhere. McLaren, for their part, want to retain Hamilton and would hate to lose him to a rival team. But if the contract negotiations between the two parties do not work out, you can expect young British driver Paul Di Resta to be on their radar.



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US GP VENUE STARTS TO TAKE SHAPE

They've done the donkey work and with less than four months to go, the track at Austin is looking quite impressive as our exclusive photos reveal...



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FIRE SPARKS SAFETY SHAKE-UP

Find out how all the teams have pulled together after that post-race blaze in the Williams garage, to improve safety in Formula 1



THE DARK HORSE...

Where F1's newest race-winner fits into the intrigue

Pastor Maldonado's total domination at the Spanish Grand Prix has added a twist to all the 2013 contract wrangling. That victory cemented Pastor's position as a front-running Formula 1 driver, plus that whopping £19.3million dowry from his sponsor PDVSA makes him doubly attractive in these cash-strapped times.

Maldonado's manager Nicolas Todt can expect offers from up and down the pitlane. But there is currently one big stumbling block –



and that's Pastor's current boss, Sir Frank Williams.

Frank is very serious about hanging onto Pastor, but the word in Montréal was that every team – including Ferrari – have made enquiries about the Venezuelan driver. Maldonado has a five-year contract with Williams, so this one could run and run...

Red Bull

2013 potential driver pairings



If Mark Webber does move over to Ferrari then how Red Bull fill their second seat will depend on Sebastian Vettel's long-term plans. The German's contract expires at the end of 2014 but if he doesn't plan to extend it beyond then (and Ferrari are already rumoured to be interested in him), then Red Bull might not want to miss out on the chance to sign Lewis Hamilton while he's still available.

Toro Rosso youngsters Daniel Ricciardo and Jean-Eric Vergne are talented but very inexperienced, and neither looks ready for the step up to the 'big team' yet, which means Red Bull are likely to try very hard to retain Webber. Technical director Adrian Newey rates the Australian very highly and Webber has helped the team to two consecutive constructors' titles. For the past few seasons Webber's been on a one-year rolling contract, but Red Bull may have to improve his terms to fend off Ferrari.

Mercedes

2013 potential driver pairings



This is the final season of Michael Schumacher's three-year 'comeback' deal with Mercedes. Yes, his qualifying performance in Monaco showed that on his day, he still has a tidy turn of speed, but come the start of next season he'll be 44 – an astonishing age for a racer in the modern era.

All the recent noises from Mercedes suggest that they'd like to keep Schuey for at least another year, but if they don't then two men stand out as natural replacements: Paul Di Resta and Nico Hülkenberg. Both are young and talented and, with Nico Rosberg alongside them, neither would have the pressure of leading the team. Di Resta has long-standing Mercedes connections – he won the F3 Euro Series and DTM with them – and is highly regarded by Norbert Haug, while Hülkenberg would fit in well with the 'Team Germany' vibe. Then again, Lewis Hamilton is another driver with a long relationship with the three-pointed star...

PHOTOS: STEVEN TEE/LAT; LORENZO BELLANCA/LAT; CHARLES COATES/LAT; ANDREW FERRARO/LAT; GLENN DUNBAR/LAT; STEVE ETHERINGTON/LAT; ANDY HONE/LAT; VLADIMIR RYS/BONGARTS/GETTY IMAGES; COTA

EXCLUSIVE

Austin circuit takes shape

There's a little less than four months to go until the inaugural GP at the Circuit of The Americas. The workforce are flat-out trying to make the track look more like a track...

Spectators will have somewhere to sit as construction of the main grandstand progresses



Finishing touches are added to the pit building



The track surface has been laid at the high-speed Turn 2 kink



Surface work is also well under way at Turns 8 and 9 as this image shows



STATS

Seven amazing Silverstone facts

With the British GP rapidly approaching, we look at the weekend in numbers



2,500

staff will be working at food stalls, making the British GP temporarily the biggest fast-food operation in the UK



1,169

marshals, scrutineers and stewards will be on hand each day



2,700

helicopter landings will take place at Silverstone over the British GP weekend



26,000

litres of paint will be used to touch up the kerbing and barriers



300,000

people are expected to attend the British GP weekend. That's more than the population of Newcastle



6,000

bottles of champagne will be drunk at the circuit over the weekend



The full-scale Windshear tunnel is world-renowned

TECH

Lotus take on full-scale American windtunnel

The Enstone-based team head Stateside to take advantage of some high-tech facilities

Lotus have upped the ante in their quest to challenge for race wins this season. Alongside the team's day-to-day development of the E20 at Enstone, they're using the Windshear windtunnel in Charlotte, North Carolina for full-scale aero testing.

The team's decision to use Windshear coincided with the in-season test at Mugello, about which Lotus team principal Eric Boullier was outspoken. "The test was a waste of money," he said. "The track is unlike any circuit we race on and I don't think anyone in the pitlane learnt much."

Clearly Boullier believes his team's time and money are better spent at Windshear, but full-scale windtunnel testing comes at a hefty price. FIA regulations permit only 60 per cent scale windtunnel models, so Lotus must sacrifice one of their four permitted in-season straightline



aero tests for each day spent in the 100 per cent tunnel.

The advantage of full-scale windtunnel testing is increased accuracy, and the sophistication of Windshear is world-renowned. It has a stainless steel rolling road and provides constant airspeeds of up to 180mph, giving Lotus the opportunity to test their car through a large speed range. "Through-the-belt" sensors then measure the aerodynamic downforce under each tyre.

As the calendar turns to more high-speed venues like Silverstone and Spa, this testing could help Lotus to come to the fore.

FIVE MINUTES ON THE PHONE WITH...

OLIVIER PANIS

F1 RACE WINNER TURNED DRIVER-MANAGER



We see you in the paddock quite a lot these days – is that because of your work with Charles Pic?

Yes, I'm managing Charles with Didier Coton. I help Charles with the sporting side and life in F1. I'm pleased to be doing it because he's a good kid – he's fast, too.

It's hard for a young driver to come into F1, isn't it?

It's very hard. We don't have a lot of testing these days and that's difficult for a young driver, but it's the same for everyone. What he's doing right now is pretty impressive – he's outqualified Timo Glock a few times already and, for me, Timo is one of the best drivers in the paddock.

Does Charles remind you of yourself at that age?

He's stronger – he's so determined and won't compromise. Physically, he's a monster. He's doing everything he can to be one of the best drivers and I like this attitude.

It's a great time for French drivers at the moment isn't it?

Yes, we have three French drivers on the grid. Romain and Jean-Eric

are both very good and don't forget Jules Bianchi who is third driver at Force India. They're pretty strong drivers for the future.

It looks like they could get to race at a French GP too, doesn't it?

It looks that way. It's important for France to have a race. We have a lot of companies involved in motor racing – Total, Renault, Michelin – and we need a GP. The point is, we need to have a credible face to enable us to deal with Bernie.

Magny-Cours or Paul Ricard: do you have a preference?

Paul Ricard would be best. It's a new circuit with more facilities: it's a chance to do something big. Whichever circuit it is, there's a lot to do. We need determination, credibility and a good plan.

What do you think about the race being held once every two years?

Why not? It would be a gift to have a French Grand Prix. It would be worse not to have anything.

Who else is impressing you?

Kimi Räikkönen – his comeback has been unbelievable. The results he's produced are impressive: you feel like he's never been away.



"Charles is impressive: he's outqualified Timo Glock a few times already"

PHOTOS: ANDY HONE/LAT; DREW GIBSON/LAT; CHARLES COATES/LAT; COTA

F1 Mastermind

Your chosen specialised subject: the world's greatest sport



1. Which driver holds the record for the most podiums without a win?
2. In what year was Toro Rosso's first F1 season under that name?
3. Which current driver hails from the city of Queanbeyan?
4. At which circuit did Nico Rosberg make his F1 race debut?
5. For which team did Jody Scheckter win three GPs in 1977?
6. Who came third in the 2006 drivers' world championship?
7. How many times did Mika Häkkinen win the Monaco GP?
8. Who partnered John Watson in the 1981 McLaren line-up?
9. Which Formula 1 team was based at Easton Neston, Towcester, from 1973 to 1977?
10. I competed in 71 grands prix between 1982 and 1987, scoring two podiums. My younger brother raced in Formula 1 at the same time as me. Who am I?



THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



CONOR DALY

Who is he?

A 20-year-old American driver who is currently competing in the F1-supporting GP3 Series. Recognise the surname? His dad Derek raced in F1 for the likes of Tyrrell and Williams in the 1970s and 1980s.

How good is he?

He's promising, although it's fair to say he's still a little raw. After winning championships in the States he competed in both GP3 and Indy Lights last season, scoring one win. This season he's already won one race in GP3.

Anything else we need to know about him?

Daly hit the headlines across the world back in May following a huge crash in the Monaco GP3 race that saw him hurtling through the air and into the catch fencing. Luckily he was unhurt.

F1 chances

Conor drives for Lotus GP in GP3 but Force India have given him his first taste of F1 in an aero test. A race seat is still some way off, but F1 has been looking for a decent US driver for some time, which could work in his favour.

STATS

Monaco 2012: officially one of the closest ever grands prix

Only four times have the top five finished closer than they did in Monte Carlo this year...



ITALY 1971 - 0.61 SECS



SPAIN 1981 - 1.24 SECS



CANADA 1999 - 2.805 SECS (SC)



EUROPE 1997 - 3.789 SECS



MONACO 2012 - 4.101 SECS



MONACO 2010 - 4.363 SECS



CANADA 1997 - 4.716 SECS



AUSTRALIA 2009 - 4.879 SECS (SC)



ITALY 1970 - 6.41 SECS



BRAZIL 2003 - 8.642 SECS

(SC) = FINISHED UNDER SAFETY CAR

Answers: 1 Nick Heidfeld 2 2006 3 Mark Webber 4 Bahrain 5 Wolf
6 Felipe Massa 7 Once 8 Andrea de Cesaris 9 Hesketh 10 Teo Fabi

PHOTOS: ANDREW FERRARO/LAT; DANIEL KALISZ/GP3; PAUL GILHAM/GETTY IMAGES; LAT ARCHIVE

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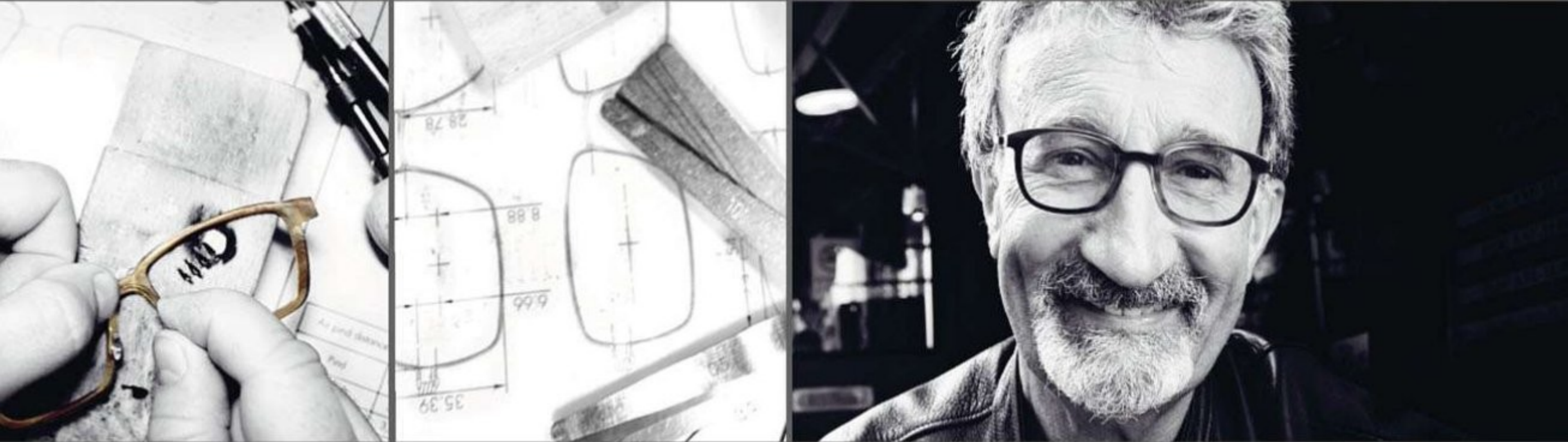
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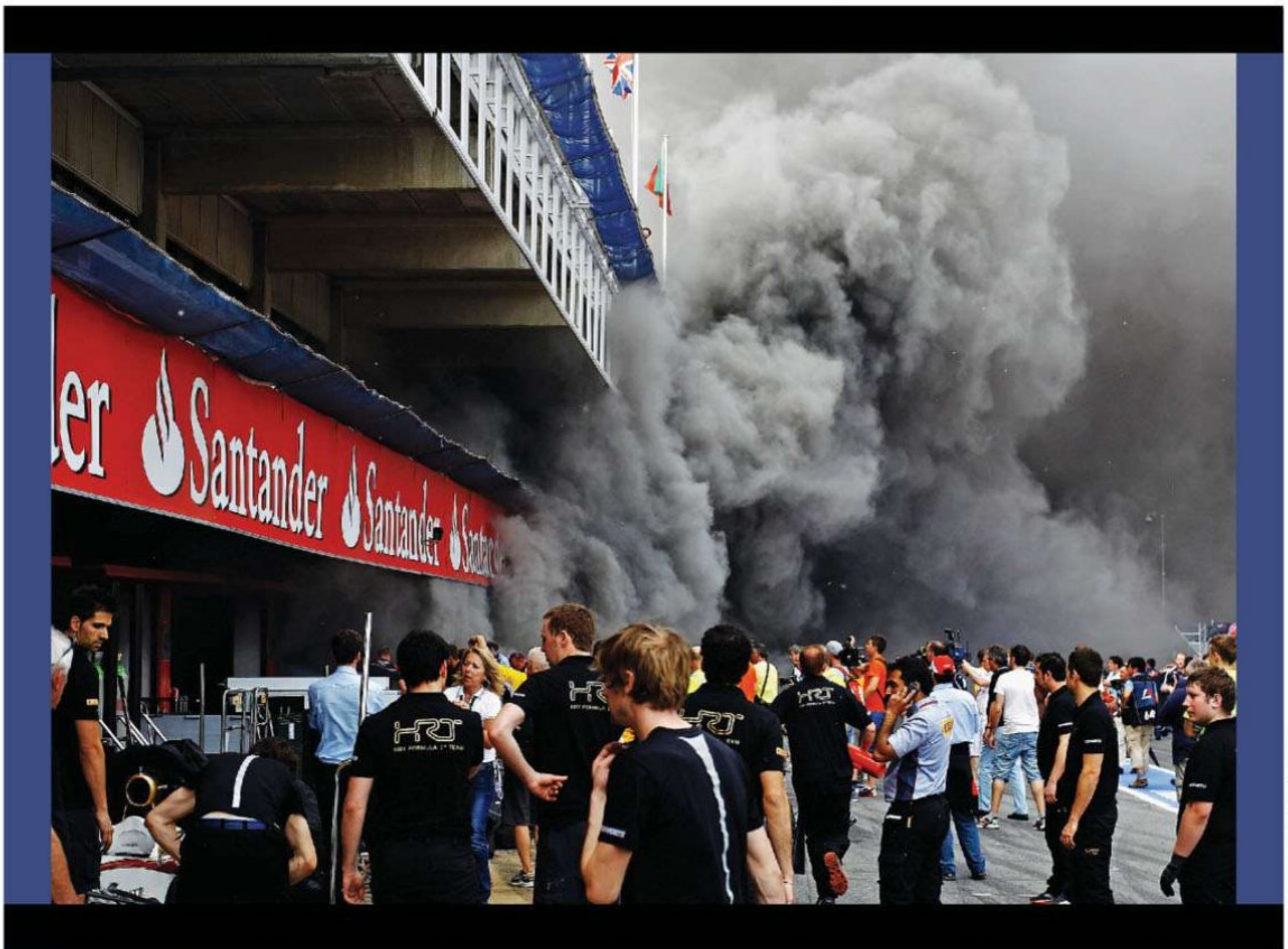
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LINDBERG congratulates Eddie Jordan for his honorary OBE awarded by Her Majesty the Queen. LINDBERG Horn awarded Silmo d'Or, Paris 2011.

AWARD WINNING EXCELLENCE

LINDBERG 



PHOTOS: VLADIMIR RYS/GETTY IMAGES

OPINION

Williams blaze could have struck any of us

So say Red Bull, who are working with the other teams to improve fire safety across the grid

The devastating fire that ripped through the Williams garage following the Spanish GP could have affected any of the teams, according to Red Bull team manager Jonathan Wheatley. "The situation was very tricky," he told *F1 Racing*. "It would be hard for any team to say it couldn't have happened to them."

Ninety per cent of Williams' garage kit was destroyed and 31 F1 personnel required treatment when the blaze occurred as fuel was being handled at the back of the garage. But while the teams are battling each other tooth and nail out on track, Wheatley says that off-track they're working together to ensure such an event is never repeated.

"Williams have been so open about what happened – they've been sending other teams information about the suspected cause of the

fire and the recommendations they are putting in place. We don't share anything on the technical side, but when it comes to safety we all have a very collaborative working relationship."

Although there have been fires in the pitlane before, most notably during pitstops in the refuelling era, this was the most serious F1 blaze since Jos Verstappen's Benetton caught alight at Hockenheim in 1994. As you would expect, the fire has led to all teams immediately reviewing their fire contingency plans.

"Our first job on the Monday after the fire was to review our procedures and equipment,"



Williams lost 90% of their gear in the fire

explained Wheatley. "We've also looked at some automatic fire extinguishers. We're taking extra precautions – the guys now wear fireproof overalls whenever they handle fuel. We haven't had to do much, but we've tightened up."

Teams acted swiftly to get the Williams garage fire under control, although there have been suggestions in some quarters that circuit authorities were slow to

respond. Wheatley has his own views on this:

"We've had a thorough review of our procedures in light of what happened and I think the circuit procedures will probably change, too. What we require from the circuits perhaps needs to be a little more detailed."



Most fans think tyres have too much influence on races

But nearly all agree they've made racing more exciting

Many fans will have been rubbing their hands with glee at the unpredictable nature of racing in 2012, but not everyone is happy with the current state of affairs, including seven-time world champion Michael Schumacher. After the Bahrain GP the German criticised the Pirelli tyres, saying: "I think they have too big an effect because they are so peaky and so special that they don't put our cars – or us – to the limit."

We wanted to know your view, so we put the issue forward in our Global Fan Community survey. Some 8,000 fans responded, with a huge majority (76 per cent) either agreeing or agreeing strongly that the 2012-spec Pirelli tyres have made the racing much more exciting. But when asked if the tyres are having too big an

effect on racing this season, opinion was divided: 31 per cent of you don't think tyres have too big an effect, but 50 per cent of you agree with Schumacher that they do.

These views reflect those expressed recently by four-time world champion Alain Prost. The 57-year-old described racing this season as "perhaps a little too unpredictable" though he stressed that it was better for audiences to see multiple winners than for one driver to dominate.

Tyres may have made the racing too much of a lottery for some people but, as Pirelli boss Paul Hembery told us last month: "By Silverstone, teams will have worked out how to maximise their package and they won't be talking about tyres like they are now."

WIN A CASIO WATCH

To thank you for your support, we've teamed up with Casio to offer exclusive monthly prizes to members of the Global Fan Community.



We'll be giving away a **Casio Edifice** watch to five lucky members each month. All you have to do to be in with a chance of winning one is to take part in our monthly online survey. This month's winners are:

Mihai Albulet, USA

Dave Davies, USA

Tobias Hölscher, Germany

Graham Carr, UK

Ian Collier, UK

To join the Global Fan Community, visit www.flracing.co.uk/global-fan-community or scan in the QR code on p45



Alonso is your favourite for title

Introducing the new **Championship Tracker**, which records who you think will win the title at each stage of the season. Here are the results post-Spain and Monaco...



A third of fans want canopies on cars...

Most of you don't want to see drivers under roofs, but in the light of some very serious accidents, some 29 per cent of you believe safety should come first

In 2009, two incidents within the space of one week prompted the FIA Institute to begin an ongoing investigation into improving driver protection in open-cockpit racing.

First F2 racer Henry Surtees was killed when he was struck by a flying tyre, and a week later Felipe Massa was seriously injured when he was hit by debris from another car.

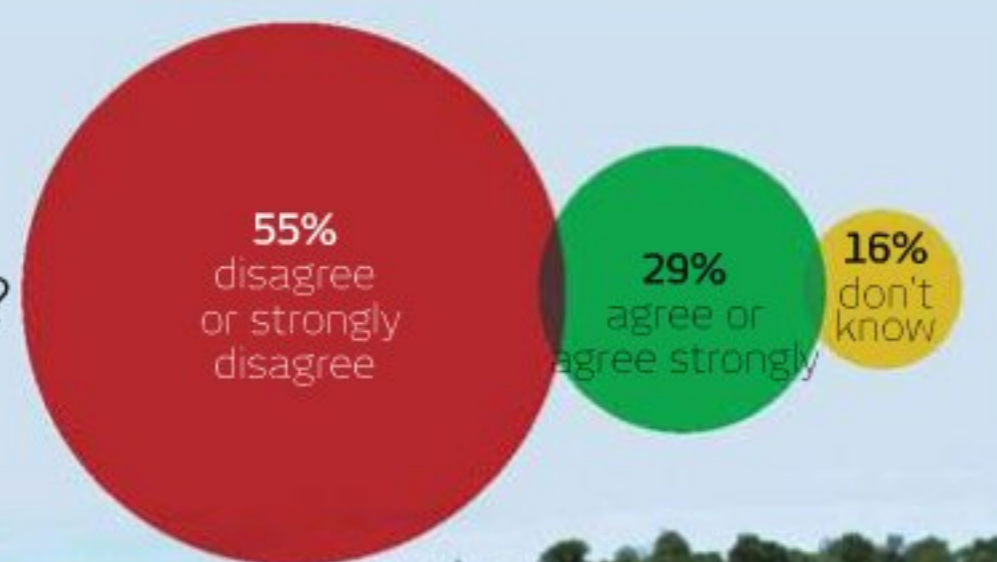


Will F1 start covering cockpits?

One solution that was tested by the Institute was a fighter-jet-style canopy, and we wanted to know if you would support the introduction of such a device if it improved driver safety. Over 8,000 of you responded to our survey, with 55 per cent of you either disagreeing or strongly disagreeing with the concept of Formula 1 cockpits being covered over with roofs or canopies.

While 29 per cent of fans were in favour of canopies for safety reasons, some 16 per cent of you were undecided. The FIA Institute's research continues...

Should canopies be placed on F1 cars?





SHRUBBERY

Williams: excelling at F1 *and* topiary

The former champions follow up Maldonado's win in Spain with gold at the Chelsea Flower Show

Williams have had to rearrange their trophy cabinet lately. First they had to squeeze in the awards they picked up at the Spanish GP and now they've had to make room for another prestigious award: a gold medal from the 2012 RHS Chelsea Flower Show.

It may sound like a strange award for an F1 team to win, but the Grove-based squad have

been displaying a striking topiary F1 car at their HQ for some time. This year they went a step further and teamed up with horticultural experts King & Co to create 'The Williams Story', an exhibit mixing artefacts such as helmets and steering wheels with topiary and plants to tell the 35-year history of the team. The display received full marks in all three of

the judging categories: scale of endeavour, overall impression, and excellence in plants.

It's the second time that Formula 1 has been linked to Chelsea in a month – and both tie-ins have ended in success. At the Spanish GP, Sauber announced a link-up with Chelsea Football Club and the team subsequently went on to lift their first European Cup...

OBITUARY

Roy Salvadori 1922-2012

Tributes paid to fifties F1 racer

Former F1 racer Roy Salvadori passed away at the age of 90 in early June. Although born to Italian parents, Salvadori represented Britain in 47 world championship F1 races throughout the 1950 and early '60s, having his best season in 1958 when he scored two podiums with Cooper and finished a strong fourth in the points.

The following year he won the Le Mans 24 hours with Aston Martin, but his F1 career was blighted by a lack of competitive machinery and he retired from GP racing at the end of 1962 and

from sportscar racing three years later. Despite hanging up his helmet, Salvadori remained heavily involved in the sport and became team manager at Cooper in 1966 where he stayed for two years, working with, among others, a young technician by the name of Ron Dennis.

"I'm saddened to hear of the death of Roy who, although he never won a grand prix, was one of the finest drivers of the 1950s," said Dennis, now executive chairman of McLaren.

"I learned a lot from Roy and would like to pay tribute to him, and send my condolences to his wife Sue, his relations, and his many friends."

Days after Salvadori's death Paul Pietsch – previously the oldest surviving GP driver – died just weeks before his 101st birthday.



Seconds Minutes Hours Days Weeks

"YOU HAVE TO SLOW EVERYTHING DOWN IN YOUR MIND, SO A 1.79-SECOND PIT STOP LASTS FOR FIVE MINUTES"

One point seven nine seconds. In less time than it takes to read those five words, the Red Bull pit crew can change four wheels and send the car on its way, as mechanic **Joe Robinson** explains

1.79 seconds is Red Bull Racing's fastest ever pit stop, and it regularly produces sub-three-second stops while fighting for the lead of races. Such speed and precision is the result of faultless choreography, precision and teamwork.

"Although a pit stop happens very quickly," says Joe Robinson, number one mechanic on Sebastian Vettel's car, "you have to slow everything down in your mind. A two-second pit

stop has to become five minutes to give yourself time to do everything.

"We have about 1.5 seconds from when the car first comes into view in the pit lane to when it's stationary. You have to be ready and positioned correctly. I remove the right rear wheel and it's vitally important that my stance and balance are correct. If I'm off-balance while removing a wheel, I might fall into the wheel gun man."

The crew even works with martial arts instructors, as well as nutritionists and physical trainers, to ensure they are ready to perform.

The transformation of Red Bull Racing's pit crew into the fastest in F1 has taken a huge amount of rehearsal and refinement. "We do 5,000 pit stops a year," Robinson says. "There's no point having the fastest car if you're going to lose vital seconds in the pit lane."

CASIO EDIFICE TECH TIME

The newest member of Casio's Active Racing line-up is the EFR-520SP. It is a dynamic stainless steel chronograph, inspired by the speed and precision of Red Bull Racing, and designed to perform in the fastest environments.

Its 1/20-second stopwatch has a maximum measuring capacity of

11:59'59.95"

and can measure elapsed time, split time and two finishes. The stopwatch's disk indicator spins at high speed on the multi-layered carbon fibre dial.

The EFR-520SP is put through numerous precision and durability tests to ensure that it is always ready to perform.

CASIO EDIFICE EFR-520SP

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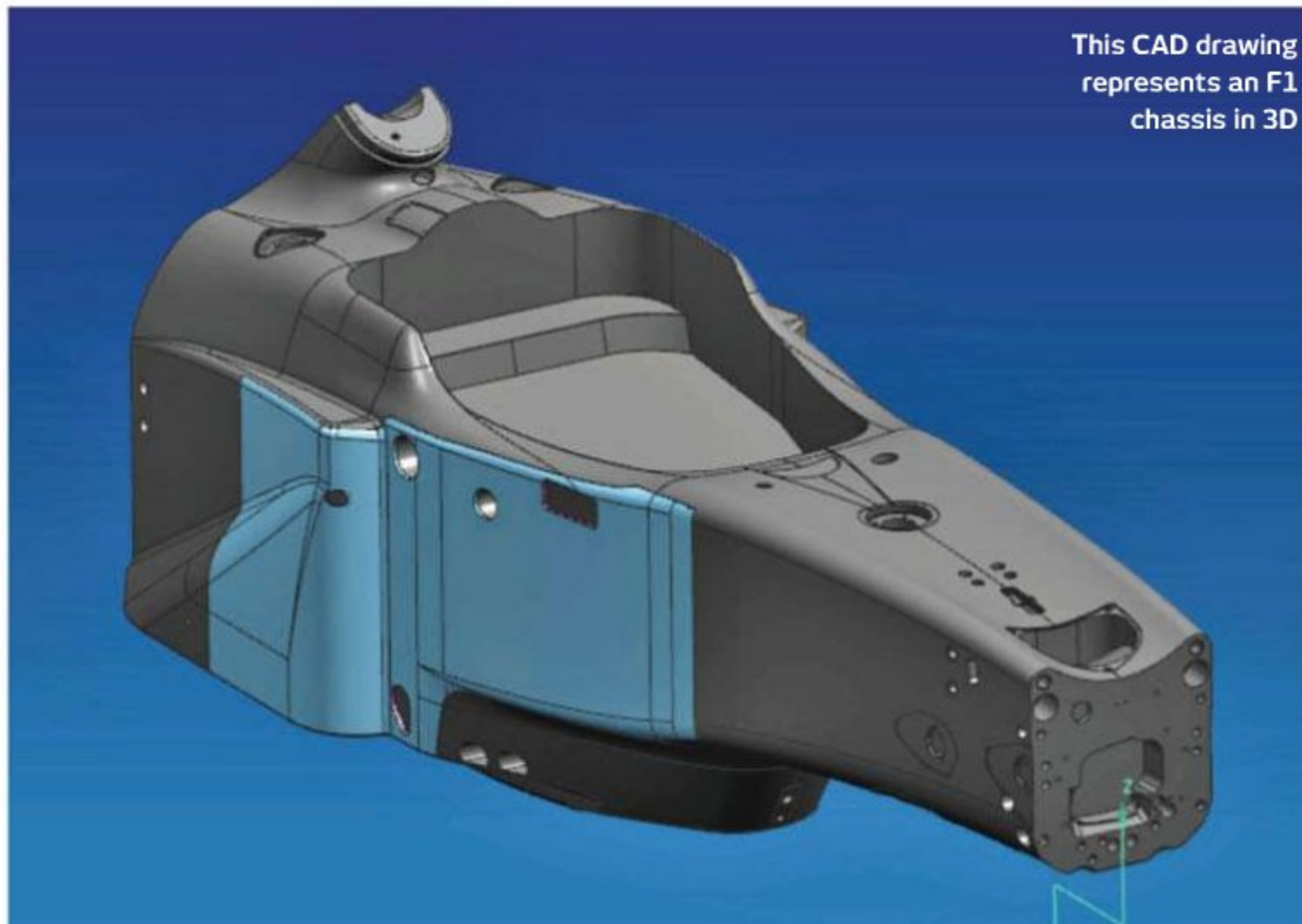
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Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

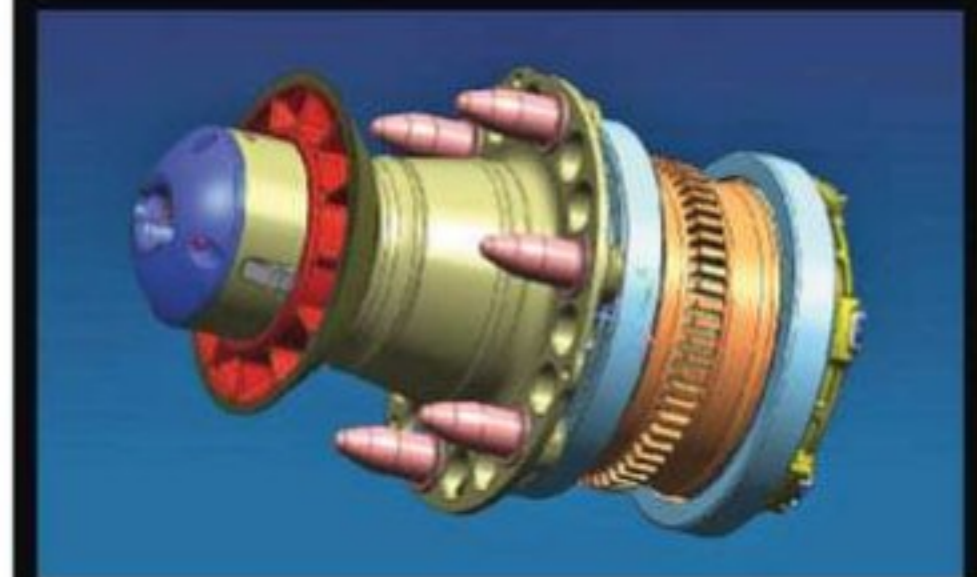
THIS MONTH: CAD



This CAD drawing represents an F1 chassis in 3D



THE THEORY EXPLAINED



CAD lets designers design and view parts in three-dimensions, which is particularly useful when it comes to representing more complex parts: the above image shows a 3D CAD representation of an axle. The programme is also excellent for checking that components fit together properly and it can link directly to other forms of Computer-Aided Engineering.

What does CAD stand for?

CAD is one of those TLAs (Three Letter Acronyms) so loved by engineers. It stands for Computer Aided Design and is the process by which a car is 'drawn' these days.

So it is just an electronic drawing board then?

No, it is much more than that. Traditionally designers drew everything in two dimensions with a front view, a top view and a side view, much as you see in plans for new houses. They may also have added what was termed as an 'isometric view' – basically a representation of what a component looked like in 3D.

Early CAD systems reproduced this process electronically but the breakthrough came when designers began designing in 3D and producing virtual models rather than 2D drawings.

What advantage did that have?

It allowed real integration. Every part could exist in the correct place in space and so virtual assemblies of components could be created and checked to make sure they did not clash with

other parts. It also allowed the models to be exchanged with other software. In the early days, this was done with the computer-controlled machines that made the parts, but now models can be shared with all types of CAE (Computer Aided Engineering) tools, such as stress analysis and computational fluid-dynamic programmes.

When did CAD come into F1 and what was it first used for?

I bought my first CAD system in 1988. It was a huge workstation that lived in a darkened room! By today's standards it was puny; in fact an iPhone has around 60 times the computing power of that machine. It was used mainly for bodywork where the ability to design surfaces in 3D was particularly useful.

How was a car designed in the days before CAD?

On drawing boards with pencils! There was always one huge drawing board on which the car's side view was drawn at full size to show how everything was laid out. Curves were drawn against plastic templates called French Curves.

Is everything designed on CAD now?

Even the smallest washer is drawn on CAD and the complete car is held as a full assembly in CAD. The only parts that aren't always drawn are the wiring looms and pipe runs, but even these will be represented in critical areas.

Is CAD something that has only really helped the designers?

No, it's improved the overall quality of the cars as well. One of the reasons cars are now so reliable is that design data can be checked for problems before parts are made. Pre-CAD, it would take over two weeks to build the first car but now, because you can be confident of parts fitting, the prototype is assembled in less than a week.

Once designed, how are CAD files used in the manufacture of parts?

A CAD file completely describes the geometry of a part and so that information can be passed to a CNC machine where, with a minimal programming, that machine can cut the material. For rapid-prototyped parts, the data can even be sent directly to the machine by the designer.

Turn to pages 104 and 110 for Pat's analysis of the Monaco and Canadian Grands Prix

PHOTOS: MARUSSIA F1 TEAM



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RAW NEUVE

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



Too many race winners devalues F1

Everyone has been raving about how exciting F1 is this year, but I'm not sure that having so many different winners is such a good thing: it's all too random. Track temperature changes by three degrees and there doesn't seem to be anything the drivers or teams can do to adapt and understand – in my mind, that's flawed.

It's fun to get a freak result once in a while, but this has become the norm. F1 should be a sport where the best driver/car combination succeeds, but that's not happening. Things will likely come to an exciting conclusion because maybe four or five guys will be able to win it at the last race, but for the purist, sportsman and professional, it's just too random.

The problem with the tyres is that they don't give any warning. Once they're worn out they just give up and don't give drivers the option to

try to survive. It should be the case that they wear progressively, or you'll find that if you miss the pits by one lap, you drop down the field like a stone. And with the number of gearbox and engine rules, it's ridiculous how many cars finish races. Look at Monaco, which has traditionally always been a race of attrition: so many cars finished that it took some fun out of the GP.

Something else that's happened in 2012 is that Williams have won and Lotus have come close to winning. That's surprising as there's no reason for them to suddenly have good cars. They've had title-winning cars in the past, but I don't feel their drivers have been developing the cars. This underlines what an amazing group of engineers and designers are back at the factory, but you need input from drivers to create good F1 cars and I'm not sure about their current line-ups.

At Lotus, everyone wants Kimi to be fast and no matter what he does he's perceived as being fast. But the truth of the matter is that he's been slower than Grosjean. So what does that say? That Grosjean's great? We know he wasn't great when he was alongside Alonso at Renault, though he has undoubtedly improved since then. In this situation, how can you judge a driver accurately?



"I'm not sure that having so many winners is such a good thing: it's all getting too random"



Canada is crying out for another home hero

There's always a buzz, when the grand prix comes to town. It is the biggest event of the year here in Montréal and everyone has a lot of fun over the Canadian Grand Prix weekend. I know some people complain because of all the noise, but they are the sort of people who will always complain about anything they can anyway.



Every year the GP pulls a big crowd: it all started with my dad, and since then there's always been a big interest in F1 here. It's an important

weekend that puts Montréal on the international stage.

What's unfortunate is that the crowd don't have a local driver to support here now and I can't see any young drivers from Canada coming up through the ranks. There are virtually no junior formulae, which is a shame as the home crowd would love to have a local racer to cheer on.



I was back in action at the Canadian GP

Because I live in Montréal, I was approached by Sky to work with them on this year's Canadian GP. I'd never done any TV work before – I'd only ever been on the receiving end of interviews.

I always end up watching races and discussing the outcome with my friends afterwards, so I thought this time it would be fun to do it live on television. And despite not having been involved in that line of work before, I wasn't too nervous about it. It was good fun, although I'm not planning a future career in broadcasting just yet!

PHOTOS: STEVEN TEE/LAT; CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; ANDREW FERRARO/LAT

THE JV KEY



Silly shunt Driver error Controversy What a car Fantastic drive Good call Bad call

MURRAY WALKER



“Would a road-car manufacturer’s support of Formula 1 motivate you to buy their products?”

Would you, for instance, be more likely to buy a Formula 1-supporting Renault rather than a non-supporting Skoda, or an F1-supporting Mercedes-Benz rather than a non-F1-supporting Lexus? Virtually every manufacturer these days makes eminently worthy cars, but the few who spend huge sums supporting F1 obviously hope that by doing so, their cars’ images among the buying public will be enhanced enough to swing things their way. Be that as it may, for various reasons only one manufacturer in the entire history of Formula 1 has constantly been there year in and year out. So what about those who’ve come and gone? Let’s look at them, in alphabetical order, and see where it leads us.

In grand prix racing before World War II, and immediately after it in Formula 1, the

great Italian Alfa Romeo team were dominant. Think Nuvolari, Varzi, the first ever world champion Giuseppe Farina and five-time world champion Juan Manuel Fangio. The brilliant pre-war P3 single-seater and the all-conquering post-war 158. But with the 158 at the end of its development and following its defeat by the mighty 4.5-litre Ferrari, Alfa withdrew. Nearly 30 years later, with drivers Mario Andretti, Riccardo Patrese and others they were back again but with no great success and, sadly, we haven’t seen them since 1983.

BMW provided the awesome turbocharged engines that helped Brabham’s Nelson Piquet win the 1983 world championship and they also supplied Benetton, Arrows and ATS. Then, after six successful years powering Williams, they

bought the Sauber team in 2006 and became an entrant but, after just one victory, decided to concentrate on that which they had always done so well – touring car racing – climaxing in this year’s DTM series. With their great racing heritage in so many categories we miss them.

With Honda it’s a similar, albeit much more successful, story. A race-winning F1 team in their own right from 1964 to 1968, they withdrew to concentrate their technical expertise on road-car development. From 1983 to 1992, they returned as a tremendously successful engine supplier, winning 69 races with McLaren, Williams and Lotus before once again withdrawing from the sport. They made another comeback in 2000, initially as an engine supplier to BAR, and then taking over the team to run as Honda until their most recent withdrawal in 2008 after just one more win (Button in Hungary 2006). Will we see them return yet again? Racing is part of Honda’s DNA so I’d like to think so and I hope I’m right.

Jaguar were in F1 for five years from 2000 but withdrew with nothing to show for their efforts, before becoming Red Bull Racing, whose success has been immense. Lancia showed great promise in 1954-55 but, shattered by the death of Alberto Ascari and a tough economy, swiftly dropped out. Then there was Team Lotus – one of the greatest names and achievers in the history of Formula 1, with 13 world championships to their name under the charismatic leadership of the great Colin Chapman and with Jim Clark, Graham Hill, Jochen Rindt, Emerson Fittipaldi and Mario Andretti all taking drivers’ titles. After Chapman’s death, Lotus petered out in 1994 until the name was contentiously revived in 2010. But while the current team carry the legendary name with distinction, they do so without being a part of the road-car company.

Maserati were a truly great race team in the 1950s, with Ascari, Fangio and Stirling Moss being three of their most notable drivers, but the team disappeared from F1 in 1960. Which brings me neatly to Mercedes-Benz, most certainly one of the very greatest names in motorsport – what a record they have! As two separate concerns, Daimler and Benz, they were there from the earliest days of motor racing. They won grands prix before World War I and their achievements with the fabled Silver Arrows from 1936 to 1939



“In GP racing before World War II and immediately after it in F1, the great Italian Alfa Romeo concern were dominant”



Forthright chatter from the legend of F1



"Honda's most recent withdrawal from F1 was in 2008. Will they return? Racing is in their DNA, so I'd like to hope so"



"Renault are successful engine suppliers to F1"

are legendary. With Fangio and Moss, Mercedes dominated F1 during 1954 and 55, and since 1994 they have supplied multiple-championship-winning engines to McLaren, Brawn and Force India. In 2010 they returned with their own and now race-winning team but even the historic and successful F1 supporters Mercedes have had a lengthy sabbatical from Formula 1.


Many people do not realise that Porsche have had their time in F1 too – from 1958 to 1964 with their own one-race-winning team (Dan Gurney in France in 1962), and also as designers and constructors of McLaren's championship-winning turbocharged TAG engines – before calling it a day and concentrating with huge success on sportscars and touring cars.

That leaves just two road-car manufacturers who have been in and out of F1, with differing degrees of success. The first is Renault, whose proud record takes some beating. Like Mercedes, they were there in the earliest days of grand prix racing; like BMW, Honda and Mercedes they have been very successful suppliers of engines to F1 teams and like Alfa Romeo, Lotus, Maserati and Mercedes-Benz they have won world championships in their own right. And like all the others, they have come and gone. As have Toyota, who spent money like it was going out of fashion for eight years from 2002 to 2009 only to retire before they could reap their reward.

So which team that has been there through thick and thin, through the good times and the bad, as winners and losers also has the greatest name of them all? Ferrari, of course. They have a truly legendary status and live to race. To get the money to build his first race cars, Enzo Ferrari famously sold road cars at high prices to wealthy enthusiasts who wanted the best – and it's the same situation today.

For understandable business, political or financial reasons, including whether or not they regard success in F1 as a sales motivator,

car manufacturers will or will not support F1, depending on their circumstances. Knowing this, former FIA president Max Mosley emphasised the importance of non-manufacturer teams like Williams, for whom racing was their sole source of income. So where does that leave us?

Hopefully knowing that major road car manufacturers will always be there but not necessarily all of the time – and that those that are, deserve F1 aficionados to put our money where our sporting affiliations lie – where, of course, we can afford it. 



"To get the money to build his first race cars, Enzo Ferrari sold road cars to wealthy enthusiasts who wanted the best"



PHOTOS: LAT ARCHIVE

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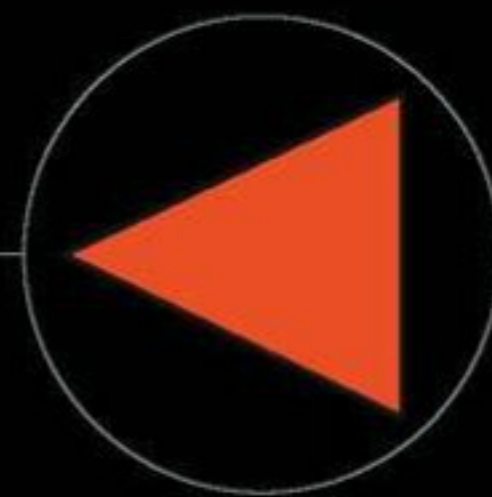


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No5: The McLaren MP4/4

The most dominant car in the history of Formula 1

It took just a handful of test laps for McLaren drivers Alain Prost and Ayrton Senna to realise that, in the MP4/4, they had a world-beater on their hands. Their forecasts would prove to be correct as in 1988 the pair won 15 of the 16 races on the calendar, scoring over three times as many points as runners-up Ferrari. Perhaps unsurprisingly, such domination came from a clean-sheet design. McLaren had signed designer Gordon Murray from Brabham and he brought with him many of the ideas from his ambitious BT55 'skateboard' car, not least the MP4/4's low, sleek appearance.

This design had a longer wheelbase than McLaren's previous cars, and a lower mounted engine, which improved the car's aerodynamics. The lower engine dropped the centre of gravity as well, improving the handling. A more reclined driving position enhanced the laid-back nature of the design and it was lightweight, too. A sophisticated rear suspension made the car stable on the brakes and lightning-quick in traction zones.

But all these advances would have counted for nothing had Honda not pulled out all the stops with their compact, new RA168-E turbo engine. Turbos would be outlawed in 1989 and for their final year they were subjected to extremely harsh performance restrictions: boost was almost halved, fuel allowance was cut by 45 litres, plus normally aspirated cars got a weight advantage. That the MP4/4 was so dominant in spite of such disadvantages underlines just how special it was – and it was bullet-proof in terms of reliability too. Throw in the two best drivers in the world and the rest of the field never really stood a chance.

So is the MP4/4 the best car that McLaren have ever produced? Quite probably: after all they would have had a clean sweep of wins had Senna not tripped over Jean-Louis Schlesser's Williams at Monza. More importantly, the MP4/4 represented everything that has come to define McLaren in the modern era – unrivalled attention to detail and a willingness to do whatever it takes to win.



MP4/4 tech spec

Chassis	Carbon-fibre monocoque	Power	900bhp	Notable drivers	Alain Prost, Ayrton Senna
		Transmission	McLaren six-speed		Years raced
Engine	1.5-litre Honda RA168-E V6 turbo	Wheelbase	287.5cm	Wins	15
		Weight	540kg	Poles	15
		Tyres	Goodyear		
		Fuel	Shell		

PICTURES JAMES MANN/McLAREN INTERNATIONAL

"THE BEST RACE I'VE BEEN TO"



Passion, drama and excitement from your greatest grand prix moments

 SILVERSTONE 2010 / AILISH CLARKE / 19 / UK

"The weekend was like an F1 fairytale. What more could I have asked for?"

"The British Grand Prix weekend in 2010 was the best weekend of my life. In January 2010 I attended the Autosport Show where Jenson Button was a guest on the *F1 Racing* stage doing a Q&A session. To get his attention I began jumping up and down and whooping and was lucky enough to get to ask a question. After he answered, Jenson was asked to pick two people to give British GP tickets to, and he picked me!

"I had never experienced anything like being at an F1 circuit for a GP before, so when we got there I was in total awe of my surroundings. Silverstone Radio were hosting a competition to win two passes to the drivers' autograph session after qualifying on the Saturday and I managed to win. It must have been my lucky year!



"At the session I talked to Sebastian Vettel and told him I couldn't wait to see him on the top step of the podium on race day. I clearly jinxed him because he got a puncture in front of where I was sitting. I was devastated but I didn't give up cheering him on. The whole weekend was like an F1 fairytale: fantastic atmosphere, beautiful weather and a brilliant race. What more could I have asked for?"

2010 BRITISH GP

- Mark Webber won from Hamilton and Rosberg
- Button was fourth with Barrichello a strong fifth
- Both Ferraris finished outside the points

 SILVERSTONE 1987 / David Easton / UK

"It was like being part of a 200mph Mexican wave"

"In 1987, when I was eight, my dad took me to my first F1 grand prix at Silverstone. We had front-row seats at Copse and dad got us to stand on our chairs to get a better view.

"Just before the race started, a kind man who was stood behind us gave me a Nigel Mansell flag to wave. Our Nige pitted for



new tyres while running second to Piquet but once he was back out it was like being part of a 200mph Mexican wave around the

track. Our friend took a photo of us as we cheered Nigel on. When Nigel took the lead from Piquet, with just a few laps to go, the crowd went ballistic!

"It's no wonder I've been to every British GP since – and we still stand at the exact same spot!"



"Our friend took a photo of us as we cheered Nigel on"

 BARCELONA 2012 / Jason Sultana / 25 / Malta

"The Spanish GP was my first race and one hell of an experience"



"The recent Spanish GP was my first F1 race and I must say that watching all 24 cars coming down the straight into first corner on race day was one hell of an experience.

Maldonado took his first win and, after the race, I got to watch the Williams team celebrating their victory.

"It was another moment I will never forget but a few minutes later, all hell broke loose in the Williams garage when there was an explosion. It wasn't a pleasant way to end my first Formula 1 experience, but I'm already saving up for the next one."



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YOU ASK THE QUESTIONS

Norbert Haug

Mercedes' formerly moustachioed big cheese spills the beans on what finally brought the Silver Arrows back to F1 and raises a white wine spritzer to what he sees as a pretty decent string of performances from Schuey...

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

While Ross Brawn is in charge of Mercedes' day-to-day operations at his Brackley office, it is from Stuttgart that Norbert Haug manages the racing fortunes of the Three Pointed Star. Haug was at the forefront of Mercedes' decision, after more than a decade of success with McLaren, to re-enter F1 as a works team when they took over world champions Brawn GP in 2009.

So far the comeback has been steady rather than spectacular, but a breakthrough was made at the third race of this season when Nico Rosberg triumphed in China to give the Silver Arrows their first world championship grand prix victory in 57 years. So this seemed like the perfect time to sit down with the vice-president of Mercedes-Benz Motorsport, and discuss the reasons for Mercedes' full-time return to F1, the somewhat lacklustre performances of Michael Schumacher on his return to the sport and Haug's own career highlights...

Why did it take so long for Mercedes to finally re-enter F1 as a works team?

Daniel Brown, Australia

We were very happy with McLaren and would probably be with them still if there had not been

a change in their programme. McLaren wanted to build their own sportscar, which was something that we respected but it just did not fit in our portfolio; that was the background to this move. But I'm quite happy that we can still continue in Formula 1 and that we found an opportunity with Brawn GP. You do not find that sort of opportunity each and every year, so this was a good chance for us. And the value for money was very important.

Did you think that it was the right or the wrong thing for David Coulthard to move over for Mika Häkkinen [both were McLaren-Mercedes drivers at the time] in Australia in 1998?

Matthew Mills, Australia

This is very easy to answer as I think it's common knowledge that we had a different set of rules in 1998. We were very fast and we did not want to take unnecessary risks. Both Mika and David started from the front row; they discussed it and decided that whoever was first into the first corner would not be attacked by the other driver during the race. This is what the drivers decided and David acted accordingly.

What attracted you to Brawn GP when you were looking for a team to get back into Formula 1?

J Higgins, UK

I've known Ross Brawn a very long time and he was a tough competitor in Group C when he was with Jaguar competing against Mercedes, and then later for Ferrari in Formula 1. So we knew that taking over Brawn was a good move for us.

Is it true that you love rock 'n' roll music?

John Upton, USA

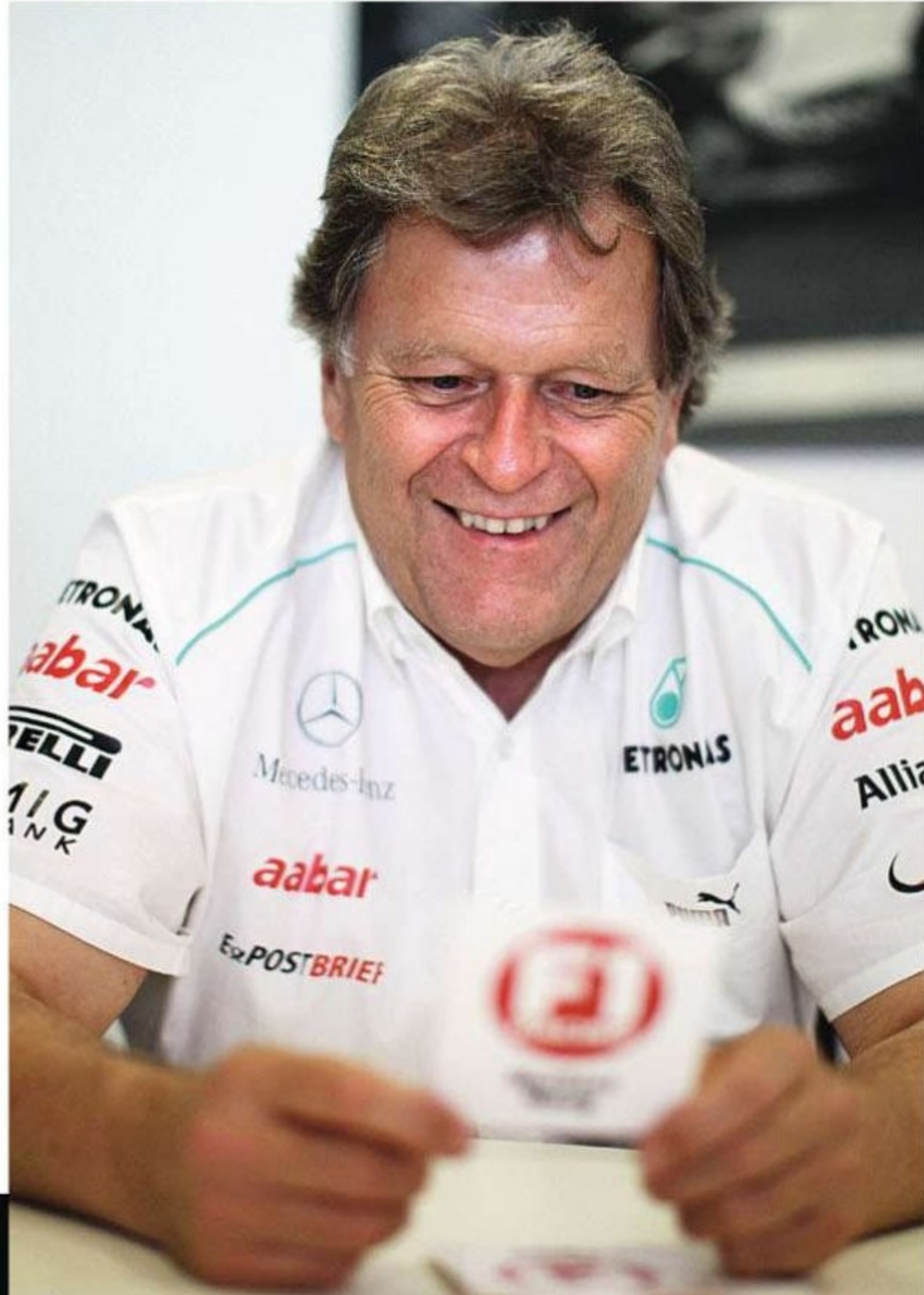
Yes, I do. Absolutely. I still have a dream that maybe one day I can fulfil – to have a rock and roll band. Although maybe it will be a no-ticket tour with no spectators! I used to play drums and a bit of guitar, but I'm not an expert. I'm quite a bad singer, too...

What is your opinion of Paul Di Resta?

Roland Biezo, Hungary

I rate Paul very highly and I've known him for a long time, certainly since his very early Formula 3 days when he was part of our junior programme: he is a very good friend. He's a very impressive race driver and I think he's →





matured a lot. In Bahrain, on the two-stop strategy, he put in a good performance and he has a strong team-mate in Nico Hülkenberg. Gaining the upper hand is not easy for either of them as their performance is so close, but I know Paul is doing a good job and he was remarkable in his DTM days. He was racing in a year-old car yet was in a position to win, fighting for victory in his first race. So he's very good.

Norbert, if Michael Schumacher does decide to retire after this season, would Paul Di Resta be the strongest candidate for the vacant seat given his links and recent form?

Kyle Griffiths, UK

I can't comment on that. We have a good relationship with Paul, but this is all speculation and I won't feed speculation here.

Who or what first got you interested in motorsport?

Simon Cooke, UK

First of all I started out being really crazy about motorbikes. I was a big fan of Phil Read, Bill Ivy, and Giacomo Agostini and I followed bike races in Hockenheim until I was about 15. And then, after that, I switched my passion to four wheels.

Of all the drivers you have worked with, who has been your favourite?

Alex Stopp, UK

Over the course of the 20 years or more that I've worked in motorsport, I think I would say that I have had very good relationships with a lot of drivers – I would say 99 per cent of them have been absolutely fine to work with. I won't mention the one per cent. Equally, I don't want to mention one favourite – I think that would be unfair as well.

Choose a favourite and explain why: Sausages, beer or cigars?

David Herron, UK

Oh my god! I don't think I have any one favourite among sausages, beer or cigars. Beer? Very rarely. Cigars? I think I had my last cigar probably eight years ago... I sometimes had a cigar after a victory and I think some pictures of that must exist somewhere. I'm more likely to have a cigarillo these days – they are much smaller – and I actually prefer a white wine spritzer to a beer. And sausages? Very rarely, during the Champions' League final at the Brands Hatch DTM I had one...

How close did you and McLaren come to signing Michael Schumacher in the '90s?

James Llewellyn, UK

Very close, but not close enough...

What cars do you personally own and what are your favourite cars ever?

James Hall, USA

I have a company car, but I'm not a collector at all. I did used to have a Porsche Speedster and I was a big fan. But the car I'd like more than any other is a gullwing Mercedes 300SL and I know a lot of drivers would like one as well. This is a fantastic car from the 1950s and if I could choose just one, this would certainly be it.

Would you describe yourself as a 'racer'?

Barry James, UK

Yes, a 'pure racer' I would say. A racer isn't necessarily someone who competes on the racetrack; you can be working as an accountant and be a racer – you just need to be competitive and brake late. And to be fair, this is something a racer should be: a tough guy, a funny guy, really late on the brakes and early on the throttle – this is a racer.

Are you happy when McLaren win a GP?

Alessandro Forconi, Italy

When McLaren-Mercedes wins a grand prix you should ask... but yes I am, I still have great friends there. We have a working relationship going back over 15 years and if we are not winning, then my favourite team are McLaren-Mercedes. Ron Dennis and I have a good relationship; we see each other from time to time and I worked with him through thick and thin and we will stay friends for the rest of our lives. The same applies to Martin Whitmarsh, who is doing a brilliant job there. They are great guys, I respect them very much and it was not in our hands to take the decision to split with them.

Can you tell us something interesting about the Alonso-Hamilton relationship in 2007?

Jose Antonio Perez, Spain

I'm sure this won't be very interesting for your readers, but I think the interesting thing is that they walk together through the paddock these days as friends. When Lewis first came in and was quick from the outset I imagine Fernando found it hard to believe he was so fast.

You were deputy editor for *Auto Moto und Sport* and editor of *SportAuto* in Germany. How did these positions help you to get to where you are now?

Aled Hipgrave, UK

Motorsport is part of the communication business and I think to learn from that side of the desk is very good. I wouldn't say it's something you *have* to have on your experience list, but it's certainly not a negative and you learn to be quick and how to formulate your



"I rate Paul Di Resta very highly. He has a strong team-mate in Nico Hülkenberg. Gaining the upper hand is not easy, but I know Paul is doing a good job"



arguments. I look back fondly on those days: I feel like a journalist in my heart still.

Norbert, having started out as a journalist, what do you think of the standard of journalism in the sport today? Too critical? Too partisan?

Beaux Bottomley, UK

I have a lot of respect for how fast things move today. Journalism was very competitive back when I was involved in it and if you hear a rumour these days, often there just isn't enough time to check the story out before someone puts it onto the internet. This is why we offer a service to journalists: if we say 'yes', it means →

INSETS: GLENN DUNBAR/LAT; LAT ARCHIVE



“Michael comes from a different period in Formula 1 when testing was allowed, but if you look at his lap times in the race, he looks equal to Nico and is sometimes even quicker”

‘yes’. If we say ‘no’, it means ‘no’. If we say ‘maybe’ then they can speculate. I never lie and you have to respect these guys because it’s a competitive world in which we’re living and you get some rumours that are just invented. If it’s ‘Driver A’ joining ‘Team B’, then you can make speculation; but if it’s about someone being fired, for example, then that’s not on.

As a former racer, what was the best moment of your racing career?

Sonny John Haigh, Spain

Well, first of all I was not a good racer. I did some racing and rallying, but I would never have employed myself, that’s for sure. I had some phases where I could be quite spectacular, but not that quick. Sometimes I was also quick and I did some races at the Nürburgring Nordschleife

with Smokin’ Jo Winkelhock. He was very quick but he couldn’t understand how I could do six laps around there and then have a cigarillo afterwards. He was quicker, but afterwards he’d be exhausted, while I was slower and would have a sandwich and a laugh afterwards. We came close to winning a couple of times, too.

Nico has outperformed Michael to date. Is this because Michael is over 40 and proof that Formula 1 really is a young man’s game in the modern era?

Robin Bury, Australia

I think that it’s a little bit different in terms of qualifying and race speed. In fairness, if you look at the lap times during the race, Michael often looks equal or is sometimes even quicker. The thing with Michael is that he comes from a different period in Formula 1 when testing was allowed. The whole environment was different back then and I think it’s quite impressive how he’s adapted. We haven’t had a car that can win races in the past couple of seasons and it was only in China that he had a car capable of it. He came second, only a few seconds behind Nico, and his time would have come with the prime tyres. Actually I think he’s in good shape. Nico is a very fast driver and Michael does comparable lap times, so I really don’t think there’s anything to worry about there.

Is it true that you have previously driven an F1 car yourself?

Thomas De Bock, Belgium

Yes, it is. I’ve driven Derek Daly’s Tyrrell, one of Prost’s Renaults, a Zakspeed and Nelson Piquet’s 1987 world championship winning car at Suzuka. It wasn’t a day-long test, just a couple of laps to get some impressions to write about it.

Who is the fastest: you or Ross Brawn?

Bass Johansson, Sweden

Hmm, I’m not sure. Maybe we could arrange something on the Nürburgring Nordschleife. We could find out in a pair of C63 AMG’s – we’ll organise it, and you can come and watch!

What is your fastest time around the Nordschleife?

Thomas Giles, UK

I’m not sure, but my last race there was back in the summer of 1990 in a BMW M3 – this was before I joined Mercedes in the October of that year. I sometimes go around there in a C63, which is great fun.

What could Formula 1 learn from the DTM series and vice versa?

Raimund Soenning, Germany

I think they can learn from each other. Not everything that we do in the DTM can be done in Formula 1, like an open paddock and so on, but I think that first of all, most of the F1 drivers have respect for DTM racing. I don’t hear people saying it is a silly form of racing. Formula 1 is the pinnacle of motorsport, but DTM has good foundations with three manufacturers, and it’s not easy – it’s very tough. You have 16 cars, all within half a second in qualifying.

Do you ever regret letting Mark Webber go from your driver programme? Would you have him back?

Karen Lovatt, Australia

I rate Mark very highly and I have fond memories of him when he was a Formula 3 driver. We supported him at that stage and I was approached by him at the Grand Prix Ball in Australia. He introduced himself and we went on

Rumour has it that Mercedes were planning to enter F1 as a works team in the early '90s. Were you in any way involved with that project? Can you shed any light on why it didn't happen?

At the very beginning, we were involved with Sauber in sportscars and the next natural step was Formula 1. This was the basic plan, but it wasn't

confirmed with the board at that time and this is why we need to take that sidestep – 'Concept by Mercedes' in 1993 – and that's how it all started.



From top: Lewis's win in Germany '08; Schuey's sportscar success in '90; Haug with moustache and Ron Dennis; the Merc-powered Sauber in 1993



to have a very good time together in sportscars and GTs in '98 and '99 and then he went onto F3000 and F1. He's a great guy, a good friend and very close to some of our people still.

Why hasn't your moustache made a comeback yet?

Richard Ginn, UK

I don't think it will. It came about after a skiing accident when I hurt myself – I was flat-out, then fell onto my nose. Later I realised I wasn't that badly scarred so I took off the moustache. I've not told anyone that before – there's an exclusive for *F1 Racing* magazine!

You've been lucky enough to have worked with two of Formula 1's greatest. In your honest opinion, who's the best: Häkkinen or Schumacher?

Nick Warner, UK

It was always a dream for me to work together with Michael in Formula 1 and it has come full circle now. He started his professional career as a junior with Mercedes and now he's back with us again. Michael won more titles, but Mika is one of the all-time greats. As human beings, I rate them both highly. They are both good guys and good friends.

You have dealt with a lot of drivers over the course of your career, so how would you rate Stefan Bellof? I believe he could have been the first German Formula 1 champion. Would you agree?

Gus Cameron, UK

He could have been. You need to have the right car at the right time and you need to be a fantastic driver. Stefan was certainly very impressive and in F2 he was very quick as well as in that Monaco race in 1984. But don't forget – and I'm not just saying this because he was a close friend of mine – that Manfred Winkelhock was running seventh in the ATS, and catching cars in front, when he crashed out... 🚗

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Jenson vs Silverstone

In 12 British GPs, Jenson Button hasn't even made it onto the podium. Could McLaren's 2012 machine be the car to change that?

WORDS TOM CLARKSON PICTURES STEVEN TEE/LAT

This year's McLaren is clearly very good. But what separates the MP4-27 from its predecessors is that it's so far been quick out of the box. Jenson Button dominated the season-opening grand prix and if the team maintain their customary rate of in-season development, the car will improve at least as quickly as its closest rivals. Button will be hoping that he finally has the car to break his Silverstone duck.

No team that truly cares about aesthetics is going to design a car with a stepped nose. The performance gains under the 2012 regulations are relatively small and the end result looks awful. For that reason, McLaren's MP4-27 stands out. The car's smooth curves are easy on the eye, which comes as no surprise: McLaren don't do ugly. Everything they build, whether it's for F1 or the open road, has to look good while also being fast and effective. A stepped nose for a 0.1 second per lap performance gain? No chance.

"It's not that the MP4-27 doesn't have a high nose," says Sam Michael, McLaren's sporting director. "It has a high nose and a high chassis; we're only talking about the last 20-25mm where it's different and you're on a very shallow curve of gain by that point."

The MP4-27 is the only front-running car to follow the stepless design ethos, and it's proved very quick. Lewis Hamilton started from pole position in the opening couple of races and in Barcelona he set the fastest Q3 time by a whopping 0.5secs, until he was sent to the back of the grid for a refuelling irregularity.

"The pace of the car in the early races vindicated the design decisions we took over the winter," says team principal Martin

Whitmarsh. "The design of any car is a team effort, but we did things slightly differently with this one. Our design meetings were thorough and the message was clear: evolution, not revolution."

The tight constraints of the technical regulations force evolution onto the teams to a degree, but McLaren has already managed to find big gains in several key aerodynamic areas. Take the airflow underneath the chassis: when the MP4-27 was launched at the beginning of February, it had a horizontal fin behind the front wing to speed up airflow under the car. By the final pre-season test at Barcelona, two vertical turning vanes had replaced the fin, and the nose was then raised by two inches for race five, the start of the European season, to allow for even taller turning vanes. Each of these alterations has been worth an estimated 0.1-0.2secs around Barcelona, and that rate of improvement is set to continue.

"This team has incredible engineering resources," says Sam Michael, who switched from Williams to McLaren at the end of last season. "But what's really impressed me in the few months that I've been with the team is the focus on understanding. Ninety per cent of the team's energy goes towards correlation and understanding, which is why they have an amazing ability to develop a car. We're time-limited, not ideas-limited and that makes it's pretty exciting for everyone involved."

In terms of performance, the changes beneath the MP4-27 are relatively minor when compared to the potential gains at the rear of the car. Changes to the technical regulations have demanded a rethink on how to maximise airflow over the diffuser because →

exhaust-blown diffusers are a thing of the past. Exhausts have to exit through a specified area of bodywork and they must slope upwards at an angle of ten degrees, reducing downforce at the rear of the car by 25 per cent.

The way teams have stabilised the rear of their cars has had a direct impact on their competitiveness. Ferrari transformed their fortunes by introducing a new exhaust layout in Barcelona, and McLaren have also worked hard in this area, coming up with a different solution on the MP4-27. They're pushing the exhaust gases towards the rear wheels and the rear wing endplates, and they're then exploiting what's called the 'Coandă Effect' to pull the airflow down towards the diffuser and generate extra downforce.

Other cars, such as the Williams and the Ferrari, push their exhaust gases towards the centre of the rear wing and so there's no obvious answer to the problem. But watch the MP4-27 through Barcelona's fifth gear Turn 3 and you'll see a car that's absolutely planted at the rear. Lewis Hamilton and Jenson Button can get on the gas early and, more importantly, they're able to stay on the gas right the way through the corner.

"It's a pretty benign car to drive," says Button. "It responds well to set-up changes and it's predictable to drive – as long as you have the tyres switched on. That's the key."

Tyres have been one of the biggest talking points of this year. Michael Schumacher detests the new breed of Pirellis, while Sebastian Vettel likes them, and Jenson and Lewis see them as technical hurdles that need to be overcome if they're to win.

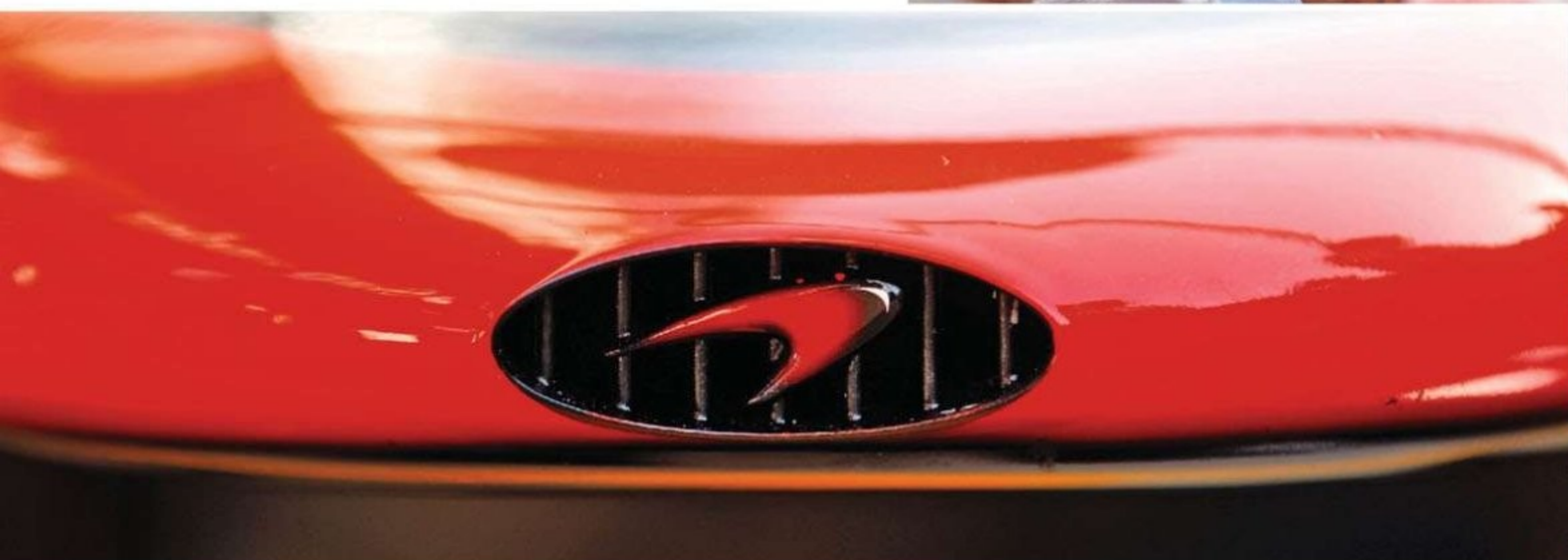
What's undeniable is that Pirelli have done a brilliant job at maintaining public interest in their product. They've redeveloped three of their four dry compounds this year, making them slightly softer and a tad faster-wearing, and tyre management has become absolutely crucial. Again, this is another area in which the MP4-27 excels, as Hamilton proved at the Spanish Grand Prix.

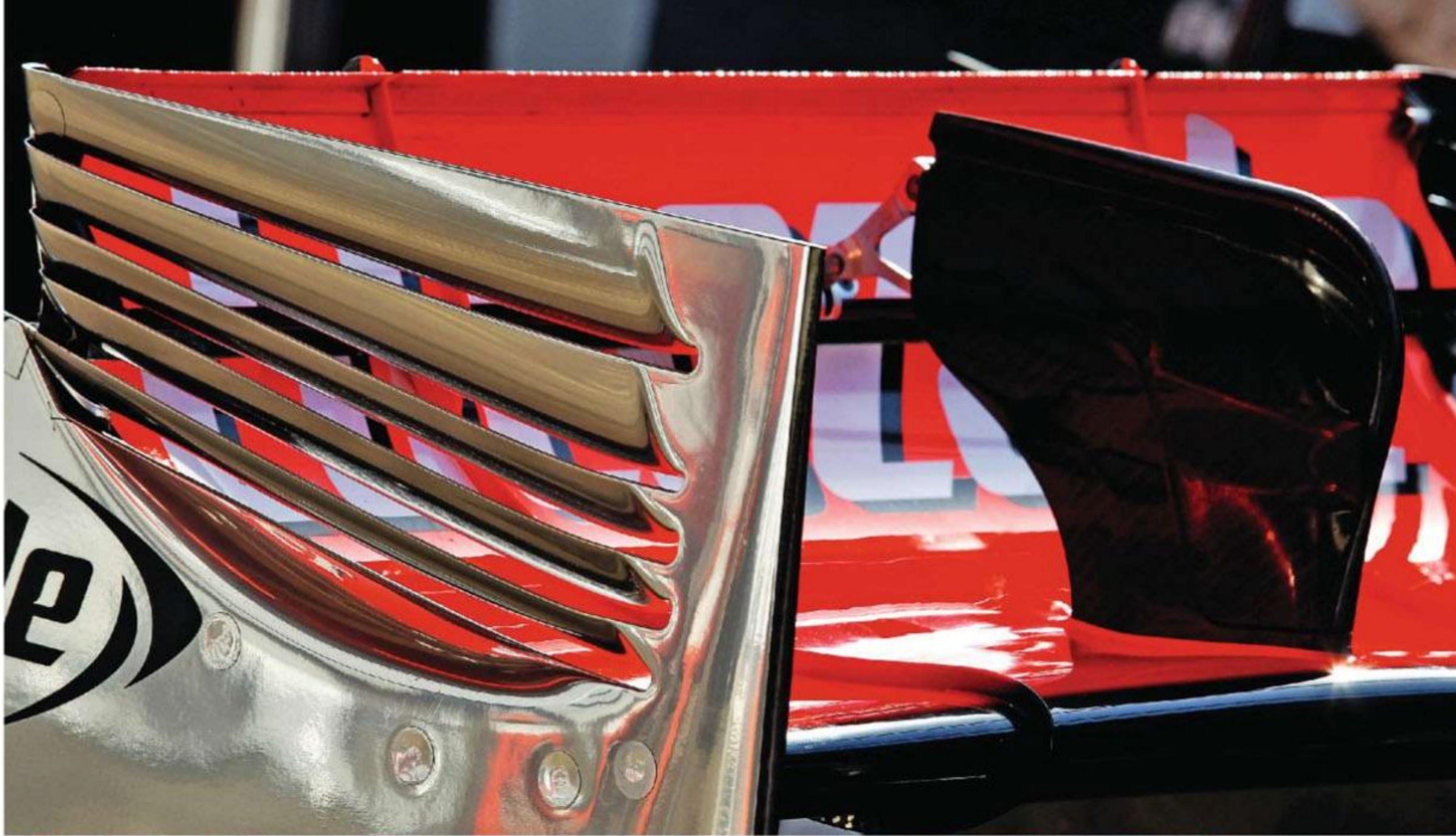
Not only did Lewis set a scintillating, albeit provisional, pole lap on the soft compound rubber on Saturday afternoon, he was also able to execute a two-stop strategy in the race when everyone

else made a minimum of three. He did an impressive 31 laps on the hard tyre in his final stint, proving that the car is capable of looking after its tyres, while maximising one-lap performance in qualifying. Lotus are the only other team with similar consistency.

"Even when you include Bahrain," says Sam Michael, "our average pace has probably been the fastest of all the cars on the grid. It correlates well with the simulations in the factory, which means it doesn't throw up any unpleasant surprises on track and that helps massively when it comes to setting up the car and getting the maximum out of the four contact patches [the tyres]. What we see on the circuit is basically what we see in the maths back at the Technology Centre in Woking."

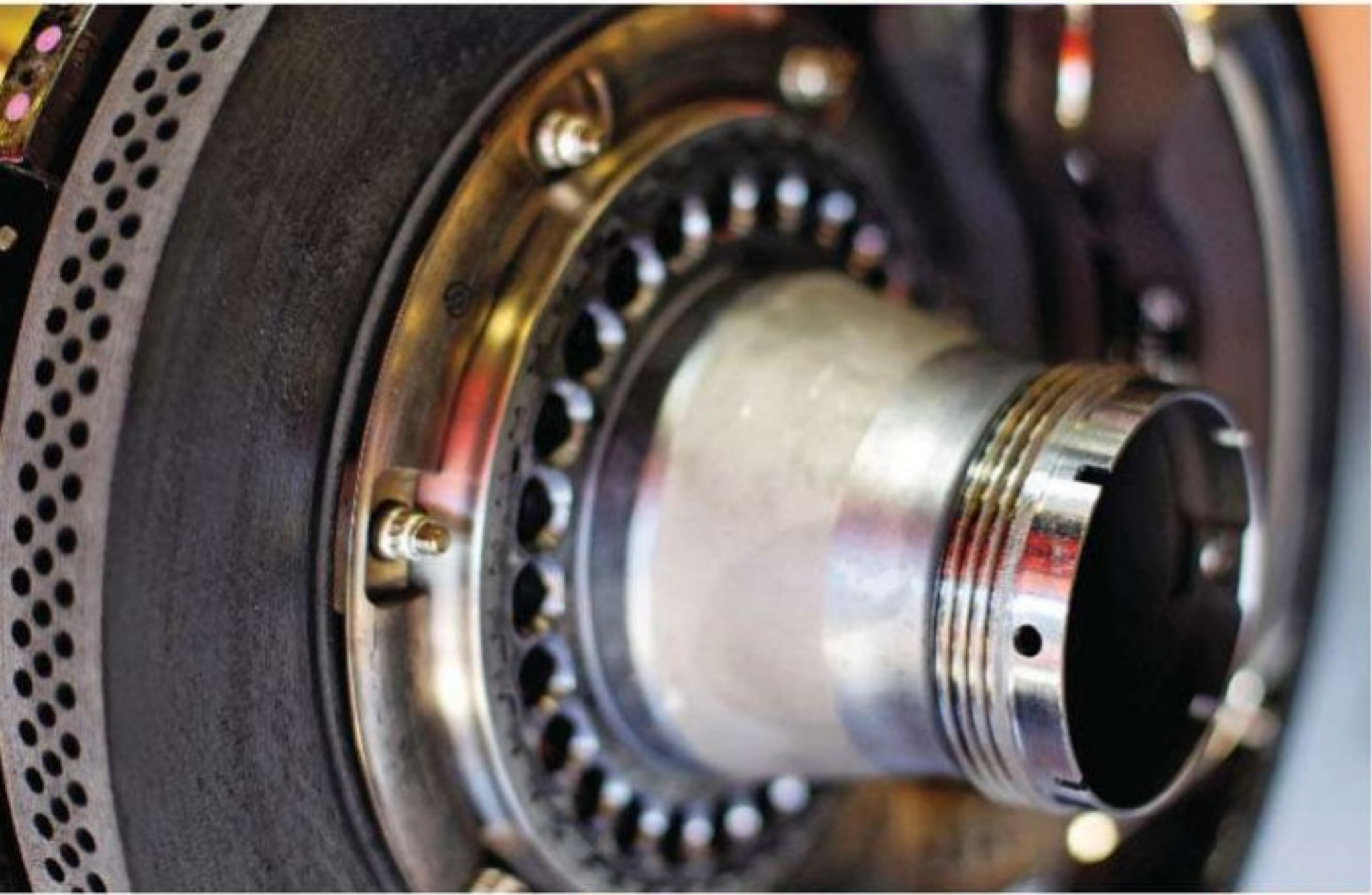
There are other areas of the MP4-27 where the maths manifests itself in the form of improved lap time. Every area of the car has →





"An F1 driver wants to win the championship, win at Monaco and win his home race. I've achieved two of those three"

Jenson Button



been honed and improved since last year. Take KERS. The system is fairly standard up and down the grid, with the exception of Red Bull's RB8, which continues to house the batteries outside the car's survival cell, but McLaren have managed to repackage and reset the performance parameters of their KERS.

The main difference is the way that it charges around a lap. The system used to unsettle the car under braking, but it now charges without disturbing the driver. On new tyres that doesn't make much difference, but over a race stint it takes less out of the rubber and lets the drivers brake deeper into the corners. You could argue that Lewis's two-stop strategy in Spain owed something to the Mercedes-derived and McLaren-revised KERS system.

"At the moment, the McLaren is the quickest car out there in terms of lap time," says BBC analyst and former designer Gary Anderson. "They've done a good job with the car, but its qualifying pace hasn't always translated through to the race and going forward it will be interesting to see if they compromise qualifying in order to have the fastest possible car for the race."

The team's improved one-lap pace owes something to a new and improved DRS. The MP4-27's straightline speed is more competitive compared to last year, yet the car is still very driveable and the wing is still capable of generating lots of downforce when it's engaged.

"Normally, the bigger the gain you go for, the harder it is to get the wing to reattach," says Sam Michael. "We have made big gains from last year to this year, but we've managed to keep the wing working effectively. You have to compromise on what your optimum wing surfaces are; we could make a better DRS system,

but we would lose maximum downforce at the rear of the car. It's about picking the optimum solution."

Striking the right balance between what's quickest and what's practical owes much to McLaren's inherent understanding of their car and its correlation to the windtunnel and simulator. But the drivers also play a crucial role in steering the engineers in a development direction. "I love visiting the factory," says Lewis. "I've known the people there for a long time, so it feels like home. I'm interested in everything that goes on with the car; I want to know what developments people are working on, and why. I give feedback where necessary because I want to help improve the car."

The test drivers also play a vital role in developing the car. Gary Paffett and Oliver Turvey pick up the baton when Jenson and

Lewis aren't around, which is why McLaren used them at the in-season Mugello test in May. The team wanted them to get real life experience of the MP4-27, to help them with their development work in the simulator.

While Mark Webber said it was a no-brainer for Red Bull's race drivers to do that test, McLaren will argue it was a no-brainer to put their test drivers in the car. They are the ones developing the car back at the factory when the race drivers are travelling, so why would you not want to increase their knowledge of the car?

There comes a time when racing has to supersede learning, and McLaren can lean

on Hamilton and Button, safe in the knowledge that every ounce of performance is being extracted from the car.

"We have the strongest driver pairing in F1," says McLaren Racing managing director Jonathan Neale. "When they get in the car, we know they'll get the maximum from it, which is invaluable. →

"We have the strongest driver pairing in F1: we know they'll get the maximum from the car"

Jonathan Neale





JENSON BUTTON'S SILVERSTONE RECORD

Year	Grid	Race	Team
2000	6	5	Williams-BMW
2001	18	15	Benetton-Renault
2002	12	12	Renault
2003	20	8	BAR-Honda
2004	3	4	BAR-Honda
2005	2	5	BAR-Honda
2006	19	DNF	Honda
2007	17	10	Honda
2008	17	DNF	Honda
2009	6	6	Brawn-Mercedes
2010	14	4	McLaren-Mercedes
2011	5	DNF	McLaren-Mercedes



LEWIS HAMILTON'S SILVERSTONE RECORD

Year	Grid	Race	Team
2007	1	3	McLaren-Mercedes
2008	4	1	McLaren-Mercedes
2009	18	16	McLaren-Mercedes
2010	4	2	McLaren-Mercedes
2011	10	4	McLaren-Mercedes



They extract lap time in different ways, but the end result in terms of speed is very similar. There's very little between them, and they even have very similar attitudes. They both have enquiring minds and they both want to know why the car reacts in a certain way."

The emphasis is on the drivers more than ever this year, due to the cars being so close together in performance terms. It's vital that the drivers don't make any mistakes, otherwise they could end up missing out, as Sebastian Vettel did in China, starting 11th when ten cars were separated by just one second in Q2.

Jonathan Neale points out that McLaren can rest easy in the driving department. Lewis has regained his mojo and Jenson is usually Mr Consistent. He finished on the podium in eight of the last nine races of 2011 and if he can maintain this turn of speed, it could help the team to their first constructors' title since 1998.

"The constructors' title doesn't weigh on our minds in terms of changing our approach, or the way we do things," says Neale. "But there's no doubt that there are a lot of people in this team who want to bring the constructors' title home, which only increases our determination to work hard and continue doing a good job."

Every development part and every race result is vital in the team's quest for championship success. Errors, such as those made in the pits in Bahrain and Spain, have to be excluded and emotion

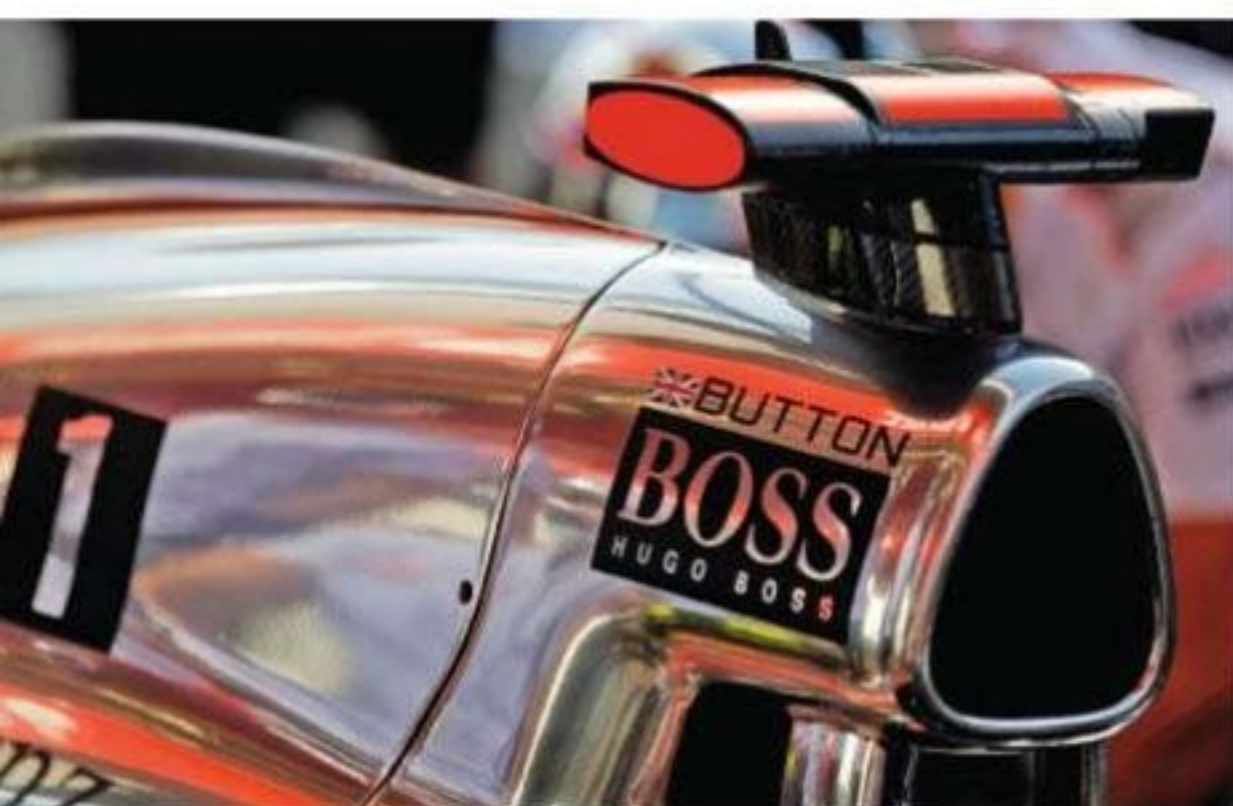
has to be ignored. A cool head is vital, and never more than at Silverstone, the team's home race.

Lewis won the British GP in 2008, but Jenson has never even finished on the podium here. It's a stat that he's desperate to correct this year. "There are three things that an F1 driver wants to achieve in his career," says Jenson. "He wants to win the world championship; he wants to win at Monaco and he wants to win his home race. I've achieved two of those three objectives and I'd absolutely love to win my home race.

"Silverstone is a very quick track, so you need good aero efficiency and a good car balance in order to be fast. Lewis got the car going well in Barcelona, which is also a very aero-sensitive track, so I hope I'll have the car underneath me this year."

There will be new aero parts on the MP4-27 at Silverstone, and Mobil 1 are set to introduce a new, more powerful and efficient fuel. The car will be in the region of one second per lap faster at Silverstone than it was at the start of the year and the others will need to have found a magic formula to be much quicker.

A home victory would be popular with the fans and the style police alike because it would prove that a beautiful car is capable of winning at one of the toughest tracks on the calendar. No steps required – unless it's the top step. 🏆



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Martin Whitmarsh

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FANVISION®
Welcome to the Inside.

SILVERSTONE

THROUGH THE KEYHOLE

Ever wondered what Charlie Whiting's office looks like? Well, wonder no more as we unlock the doors to Silverstone's most off-limit areas

WORDS

JONATHAN REYNOLDS

PICTURES

ANDY TIPPING



There's a strict hierarchy when it comes to F1 passes. A journalist's pass will get you into the paddock, the pitlane, the media centre and other areas that most fans can only dream of going, but many areas remain strictly off-limits over

a grand prix weekend. With that in mind, *F1 Racing* headed down to Silverstone a few weeks before the British Grand Prix with special permission to have a good snoop around the iconic Silverstone Wing. And here's what we discovered...



Race Control

This special room is the hub of every grand prix meeting. From here, FIA race director Charlie Whiting and his team, along with Silverstone's chief marshal and safety representatives, monitor and supervise every session on track over the weekend to keep everything safe and on schedule.

The bank of TV monitors pictured here at the front of the room display images from the track's Closed Circuit Television (CCTV) cameras. These cover every part of the circuit and can be controlled from this very room. At the back of the room, behind a glass panel, is what's known as 'Race Telephones'. This is a vital communications



point between Race Control and the marshals' posts dotted around the circuit. The room looks a bit sparse here, but that's because the FIA bring almost all their own kit to every race.

Podium room

You might recognise this room from TV. It's the room the top three drivers come to after parc fermé. Meeting them will be Alex Molina who, post-weigh-in and pre-podium, hands them a Pirelli cap and watch. Last year, Prince Harry watched the final laps of the GP from in here before making the podium presentation.



Charlie's office

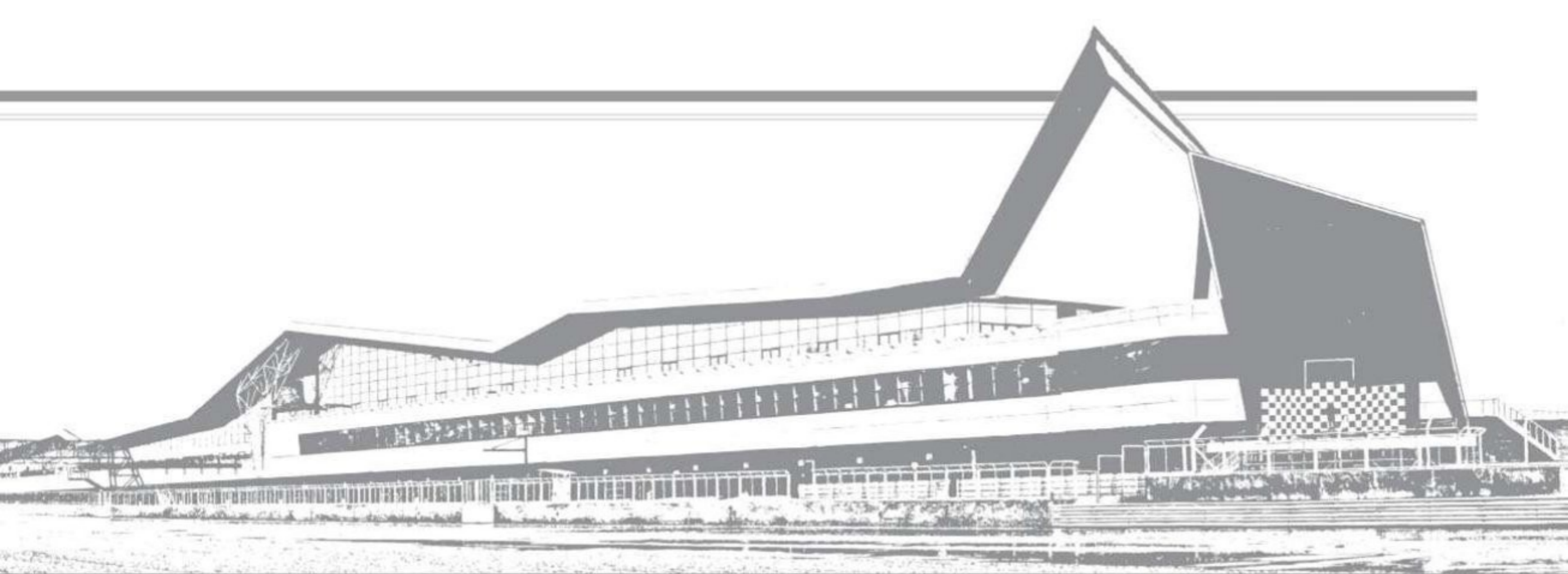
When he's not in Race Control, Charlie Whiting is in his ground floor office, situated at the end of the Wing, under the podium. He gets a great view of the pitlane from his window...



Podium

You probably already know that Silverstone's podium is angled towards the final corner, Club. What you won't know is that there is a hidden door on the right-hand side of the podium leading to a narrow corridor behind it. This is where the man who hoists the flags during the podium ceremony has to go to attach the flags and operate the pulley. There are three of every flag so if an all-Brit podium materialises, there'll be enough Union Jacks to go round.





Time-keepers' room

This room houses the people responsible for the multitude of timing and scoring data that is delivered in real time to Race Control, the teams, and TV viewers. It is situated on the first floor of the Wing, directly in line with the finish line (which, as is the case at most Formula 1 venues, is different to the start line) and overlooking the pit entrance – this is mandated by the regulations to allow lap charts to be taken by hand.



Stewards room

It might look like a bland meeting room now, but come the British GP race weekend it will be partitioned and transformed into two stewards' offices. If a driver is summoned to the stewards, this is where he'll come – tail between legs.



Press conference room

This auditorium is where the drivers and team bosses come for official FIA press conferences for the written media. The room directly adjoins the unilateral TV room and seats around 100 journalists with space for 30 or so photographers at the back. As with most other rooms, the FIA kit this room out with everything from branded backdrops to jugs of orange squash.



Unilateral TV room

Believe it or not, this rather poky, nondescript room is where the post-qualifying and post-race interviews are held. With the camera, interviewer and other equipment already squeezed in, there's just enough room for the drivers to take a seat in their sponsor-liveried race suits. →



The Silverstone Wing has 41 garages covering an area of 6,200 metres, 270 flat-screen TVs, an auditorium with space for 100 journalists and a, er... shed

Commentary boxes

This is the inside of commentary box 16, from which Martin Brundle and David Coulthard did their BBC commentary last year. You'll notice a rather crude wooden step has been built for commentators to stand on: this is because the Beeb wanted Brundle and Coulthard to see into the pitlane below – something that would otherwise have required them to stand on tiptoe all race. Each TV company brings their own kit so, for now, these rooms are empty shells.



Garages

The Silverstone wing

has 41 garages covering an area of 6,200 square metres. And as this picture shows, most of them are completely open until the F1 teams come along and partition them up. In the picture to the right, the floor is still covered in Jaime Alguersuari branding, indicating where the Toro Rosso driver's garage was in 2011. The FIA sets up its scrutineering bay and weighbridge in one of these garages at the other end of the pitlane.



Starting gantry

He's under a lot of pressure, but there's no doubt that F1 race starter Charlie Whiting gets the best view in the house



at every GP.



The FIA brings a starting box to each race, and a start-light gantry, too. Below the gantry is 'Jim's Shed'. This quirky building was hastily built to house a cameraman during a MotoGP event, but has remained in the pits as a handy storage shed.

BRDC presidential suite

The British Racing Drivers' Club owns Silverstone and, as such, their president, Derek Warwick will get to watch the British GP from this rather swanky suite on the second floor of the Wing. Last year, outgoing president Damon Hill and Prince Harry watched the race from here. As befits a presidential suite, it has its own private bar and a balcony overlooking the start line and pitlane. You'll notice there's a TV on the wall – in fact there are a staggering 270 flat-screen TVs located within the Wing in total. 📺





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Torrential downpours, disqualifications, disputed victories, track invaders – we've seen them all over the years. Here's our pick of the most

BIZARRE

BRITISH GRAND PRIX MOMENTS

WORDS
JONATHAN
REYNOLDS

1954 Fangio has a rare off-day

Two weeks before the 1954 British GP, Juan Manuel Fangio and teammate Karl Kling had obliterated the opposition in France with their new Mercedes-Benz W196s. At Silverstone, Fangio duly took another pole but could manage only fourth in the race after uncharacteristically striking several of the oil drums that marked out the course. The W196's unusual wheel-covering bodywork was blamed, reportedly making it difficult for the Argentine legend to judge cornering lines accurately.



1975 Chaos at Club

Anyone who has been to Silverstone will know that the weather can change incredibly quickly and never was this more apparent than at the 1975 British GP. One lap would be dry and, by the next, showers would sweep across the circuit only to disappear again a lap later. The drivers probably thought they'd survived the worst of the weather when, 11 laps from the scheduled finish, a torrential downpour arrived. A staggering 12 cars went off on lap 56, eight of them at Club Corner. Unsurprisingly, the race was called off with Emerson Fittipaldi, still running, declared winner.

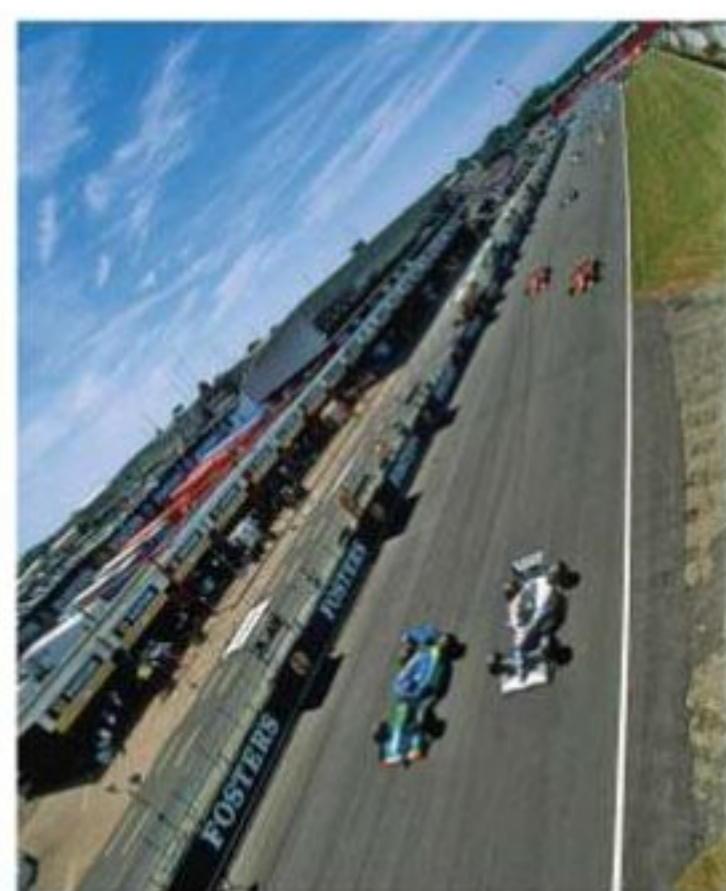
1976 Stewards risk the wrath of the locals

Upsetting 77,000 people is rarely advisable, particularly when they've been sat in the sun sipping beer all day. But that's precisely what the stewards at Brands Hatch did in 1976 when they decided to prevent home favourite James Hunt from restarting the race after a first-lap



red flag. Hunt had damaged his McLaren at Paddock Hill bend, following a clash with Clay Regazzoni's Ferrari, but the stewards ruled that no car would be allowed to restart the race if it hadn't completed the first lap.

Following a deluge of beer cans and boos, the stewards reversed their decision and in the restarted race Hunt duly beat rival Niki Lauda to victory. But the controversy didn't stop there as Lauda's Ferrari team protested Hunt's reinstatement in the race. Two months later, Hunt was disqualified from the results.



1994 Schuey's British GP controversy part one

Michael Schumacher arrived at Silverstone in 1994 as runaway championship leader, only to sabotage his own title charge in truly bizarre circumstances. As the cars took off on the parade lap, the German inexplicably overtook pole-sitter Damon Hill – a clear breach of regulations. Just in case the stewards hadn't noticed that faux pas he then did it again after the

initial start was aborted. When the race eventually started Schumacher ignored calls for a five-second stop-

go penalty until he was eventually black-flagged. A two-race ban followed that bizarre behaviour.



1998 Schuey's British GP controversy part two

He might hold more F1 records than most people have had hot dinners, but one of Michael Schumacher's is particularly



strange: he's the only driver to win a GP from the pitlane. He achieved this at Silverstone in 1998 after a spot of controversial stewarding.

McLaren's Mika Häkkinen had led much of the race before a spin handed Schumacher the lead. But the German had earlier overtaken under yellow flags – normally a stop-go penalty. After much


dithering, the stewards issued the penalty very late in the race. Ferrari then brought Michael in at the end of the final lap and thus he won while stationary in the pitlane.

With the race over, the penalty couldn't be served and McLaren's protests were thwarted as the stewards were at fault, not Ferrari. Confused? You're not alone...



2003 An idiot runs amok

Sadly for Rubens Barrichello, his sensational victory in the 2003 British GP will forever be overshadowed by the outlandish antics of a defrocked Catholic priest. It was lap 11 when Cornelius 'Neil' Horan, cleared the barriers on Silverstone's 200mph Hanger Straight and headed off in a mad dash towards oncoming traffic.

Carrying a placard that stated: "Read the Bible. The Bible is always right", Horan narrowly avoided being struck by the dozen or so cars that streaked past, before being furiously tackled to the ground by a marshal. He subsequently pleaded guilty to aggravated trespass and was sentenced to two months in prison. Quite right, too. 

HORSEPOWER OF A DIFFERENT KIND

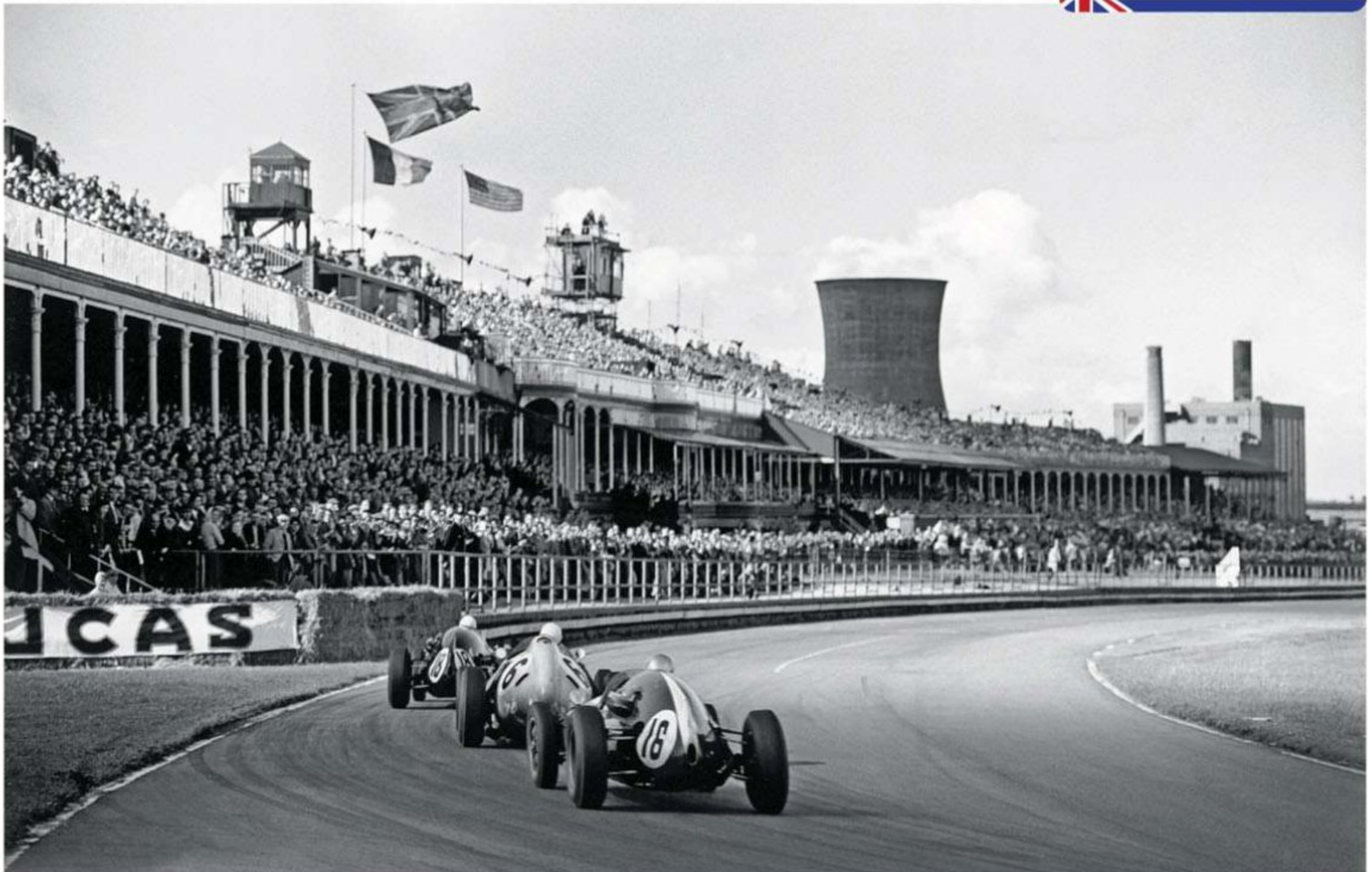
Aintree is best known as the venue of the Grand National, but it used to host Britain's premier motor race. We investigate what's left of the old track today, 50 years after it held its final race

WORDS

JONATHAN
REYNOLDS

PICTURES

ANDY TIPPING



Silverstone may have hosted Britain's first world championship grand prix back in 1950, but it was the Aintree Circuit, on the outskirts of Liverpool, that hosted the first British GP to be run on a purpose-built motor racing circuit in 1955.

Skirting the world famous Grand National horse racing course, the three-mile track was the brainchild of the formidable former owner of Aintree, Mirabel Topham, as a way of bringing in more revenue. These days it costs hundreds of millions of pounds to build a facility fit for F1, but back in 1954 it cost just £100,000 to lay the track in a quick-smart three months.

A non-championship race was held later that year, with cars

running anti-clockwise – the same direction in which the horses ran. A deal had been done to alternate the British GP between Aintree and Silverstone, but by the time of the

first world championship race in 1955, the course was being run clockwise after complaints from continental drivers who were not used to so many left-hand bends.

These pictures were taken at Tatt's Corner with the one above showing Maurice Trintignant, Stirling Moss and Bruce McLaren dicing at the 1959 British GP. →



PHOTOS: LAT ARCHIVE; PA PHOTOS



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The above photos show the start/finish straight as it was in 1955 (left) and the same piece of track today (right).

The pits were constructed from breeze blocks and scaffolding and

had a corrugated iron roof, but were not solidly built as they had to be disassembled after each motor-racing meeting so they wouldn't block the view at horse-racing events. Even the timing tower was

built on wheels so it could be moved away. The paddock, meanwhile, was situated in the middle of the course, which meant duckboards had to be laid across the course so as not to damage the grass.

Each team would commandeer a local garage over a GP weekend and rather than using a transporter, drivers would often drive their cars to their temporary homes along the public roads.



"Some 150,000 people watched Moss's victory at Aintree in 1955"

Standing on the pit straight now, it's hard to imagine the likes of Stirling Moss (12) and Juan Manuel Fangio (10) roaring off the starting line in their Mercedes-Benz W196s as they did in 1955 (above).

The original retaining wall still exists today, as does the County Stand, but modern buildings have replaced the other grandstands. As you can see, GPs at Aintree used to attract a lot of spectators. An estimated 150,000 spectators were

Memorabilia from that first GP at Aintree back in 1955



on hand to witness Moss score his first world championship win in 1955 – a massive attendance by today's standards. →



INSETS: LAT ARCHIVE

F1 at Aintree

The world championship visited Aintree five times. Here are the drivers who emerged victorious on each occasion:

1955

Stirling Moss (Mercedes)





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The full GP circuit has not been used since 1964, but the track is still mostly intact, and much of it, like Anchor Crossing (below), retains the original road surface.

As you can see, aside from the fencing on the inside of the corner, very little has changed since Jim Clark (pictured) won the final world championship race here in 1962 in a Lotus 25. Anchor

Crossing was the second corner of the track, coming after the high-speed Waterway Bend and leading onto the Sefton Straight.

The full circuit was closed in 1964 as the Tophams put Aintree

up for sale. In the end a sale did not materialise and recently unearthed documents suggest the owners wanted to resurrect the British GP here in 1966. Sadly, those plans never came to fruition.



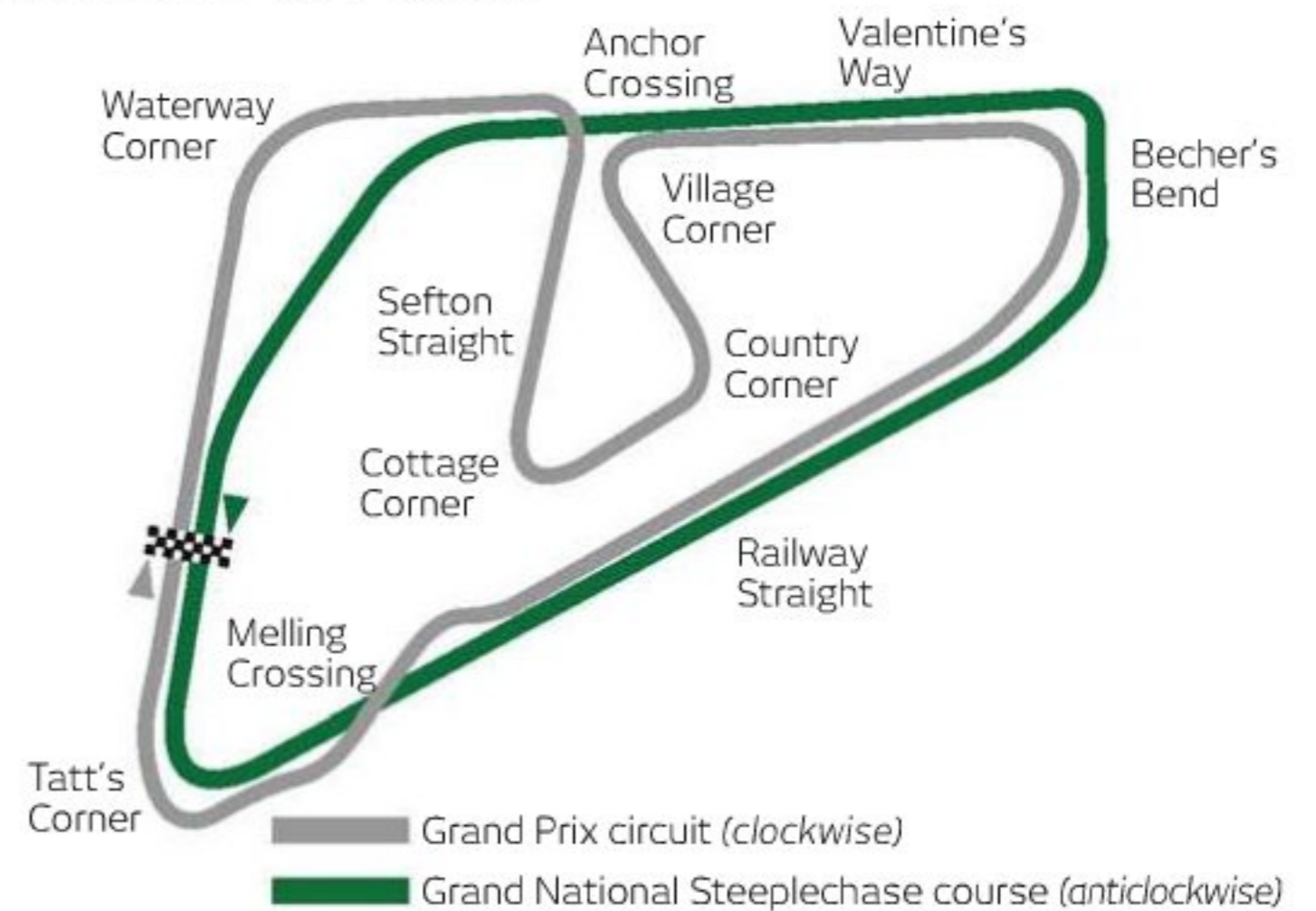
Fewer obstacles litter the outside of Cottage Corner than Stirling Moss encountered in his Ferguson P99 in 1961 (below). Gone is the marshals' post and the Aintree Automobile Racing Club pavilion, although the cottage that gives the corner its name still exists (albeit with a new roof and paint job).

Despite the objects around the outside of the track, Aintree was a comparatively safe track by the standards of the day, surrounded as it was by large expanses of grassy racecourse. There were

around three meetings a year between 1954 and 1964 and no fatalities. Organisers came up with some ingenious solutions to keep competitors safe – the doors of the large greenhouses on the exit of the Melling Crossing chicane were kept open during races so that if a competitor did go off, he could simply drive through the greenhouse to rejoin the track.

Cottage Corner leads to Country Corner, one of four parts of the full GP track that make up the Club Circuit, which Aintree Circuit Club still uses for track days. 🏁

Horse vs Car



INSETS: LAT ARCHIVE

1957

Stirling Moss/
Tony Brooks
(Vanwall)



1959

Jack Brabham
(Cooper)



1961

Wolfgang Von Trips
(Ferrari)



1962

Jim Clark
(Lotus)







THE PEOPLE'S CHAMPION

With two home races in two months, the Spanish crowd gets a double opportunity to worship Fernando Alonso. We discover how his continuing success is crucial to the continuation of F1 in his homeland

WORDS MATT MAJENDIE PICTURES LORENZO BELLANCA/LAT

S

pain is a nation awash with sporting superstars at the very top of their game. As we go to press, Rafael Nadal is joint fifth in tennis's all-time list of grand-slam winners with ten victories and counting; Jorge Lorenzo is vying for a second MotoGP world title; while the all-conquering Spanish football team are the current world and European champions.

Sitting happily alongside his countrymen is Fernando Alonso. As things stand, the odds of him gaining a third world title this season are long, despite his lofty position in the championship standings but, winning or not, the 30-year-old is the subject of astonishing adulation in his homeland.

Spain's economy is on its knees, something that was highlighted at this year's Spanish GP. In 2007, as many as 140,000 spectators attended on race day but, with the cheapest ticket costing €120 (£95), only 80,000 attended this year's grand prix at the Circuit de Catalunya.

This is a reflection of the state of people's finances, rather than of Alonso's popularity, but despite Spain's faltering economy, stalls selling Ferrari merchandise were still doing a roaring

trade throughout the grand prix weekend. Expect a repeat on the streets of Valencia at his second home race in as many months.

But while Alonso's performances behind the wheel remain every bit as brilliant as ever, with his Malaysian win and his challenge for Barcelona supremacy giving him a head start in the championship race, it's now been six long years since he last won the world title. So has this changed the perceptions of him back in his homeland?

Fellow Spanish driver Pedro de la Rosa likens Alonso to Nadal, initially a clay-court specialist in tennis who adapted his style to win grand slams on every kind of surface. Alonso is among the few on the grid who have mastered three different types of rubber.

"He can drive on whatever tyre – Bridgestone, Michelin or Pirelli – and he doesn't seem to have a problem with any of them," says de la Rosa. "He's very good at adapting."

It is Alonso's aggression, verging on ruthlessness, that his peers always reference

when discussing his ability at the wheel, but another Spanish racer, Jaime Alguersuari, sees a different side to his compatriot: "Fernando is aggressive – a bit like Lewis Hamilton – but he also knows how to be smooth with that aggression, so he's careful on the tyres.

"I like to watch the on-board footage of him in the car. Just look at his hands. He has a more of a karting style of driving, which is nothing bad, it's just different to that of most drivers. But he's always working the steering wheel and seems able to adapt to any situation. He's a fantastic driver. He's very experienced and talented – one of the most complete drivers on the grid."

De la Rosa is currently the only other Spaniard on the grid – and in a Spanish team, as well – while Alguersuari is now Pirelli's test driver and an F1 commentator on BBC Radio 5Live. But for the fans, their hearts belong to one man.

Before Alonso broke into F1 with Minardi in 2001, Spanish motorsport was all about motorcycles, thanks to a roll-call of racers ranging from Ricardo Tormo to the aforementioned Jorge Lorenzo – with rallying getting a look-in by way of Carlos Sainz.





Alonso's debut at the Australian GP 11 years ago was met with a low-key reception from the mainstream media. Now his every move, on and off the track, is scrutinised by an ever-increasing Spanish media presence at race weekends.

In Valencia, he can expect to be mobbed as he repeatedly was in Barcelona. His autograph session with fans at the Circuit de Catalunya was chaotic as they waited with bated breath for their hero. It was telling that a group of 100 schoolchildren gathered above the Ferrari motorhome chanting "Fernando, Fernando!" during the first practice session of the weekend, and waited there for an hour just to get a glimpse of their man. They were perfectly content with a trademark thumbs-up, smile, nod and a wave from the two-time world champion.

Luis Garcia Abad, has been Alonso's agent since 1998. He admits that at this year's European Grand Prix, he's expecting things to be even crazier than usual: "There's so much more Spanish media attention and when Fernando goes out to restaurants there are always people around him. But that doesn't seem to affect him. He just shuts the door to his hotel room and

relaxes, but the most relaxed he is all weekend is when the helmet's on and the visor's down. Then I'd say he is even more relaxed than all the other guys out there.

"He's still the same person I met in 1998. He's a good guy and, for me, it's difficult almost to talk about him. What do you say about one of your best friends? How do you define a man you know so well? He takes care of everyone in his life: me, his family and his friends.

"As a driver, nothing he does surprises me now. He takes responsibility for his team. If there is a problem with the car, he shares the blame. Also if there is a victory, he shares the victory. He's very intelligent and has a very good

memory. But he's also a man and he worries about the future of Formula 1. He wants F1 to survive in Spain after his career is over."

The sport has the potential to thrive in Spain even after Alonso finally hangs up his racing overalls. Alguersuari is hopeful of a return to the grid, there are high expectations of upcoming racer Carlos Sainz Jr, and Spain now has its own team in the shape of HRT.

Luis Pérez-Sala, team principal of HRT, says his squad owe their existence almost entirely to Alonso: "Without him, a Spanish Formula 1 racing team would be impossible. It was because of him that most people started to think about Formula 1 in Spain. Before, F1 was a small sport. →

"Here, football is always king, but Fernando has made F1 the number two sport in Spain" *Luis Pérez-Sala, HRT team principal*





Football is always king, but he has made F1 the number two sport in this country.”

Pérez-Sala first met a 15-year-old Alonso at the Circuit de Catalunya and recalls a quiet and shy teenager. But he adds: “His eyes struck me. He was so focused on what he wanted even then”.

The Spanish public lap up talk of their hero’s determined nature. The perception in Alonso’s homeland is that he will win races when given even a glimmer of a chance – Malaysia being a case in point.

Spanish F1 journalist Valentí Fradera explains: “Rightly or wrongly, Spanish people have very set ideas. If Fernando doesn’t win, it’s because of the car. He has a reputation for bringing everything out of the car. So he tends not to be criticised for a poor result because people are convinced he has surely wrung everything out of the car and that there can’t have been anything left in it.”

The stands in Valencia will be awash with the red of Ferrari at the weekend but it will be Alonso more than the team that they are cheering on. And sprinkled through that red will be the blue and yellow of his former Renault team. Fans still wear the colours of his previous employers, not because of any affinity to the French marque, but because blue and yellow are also the colours of the flag of Asturias, the region Alonso hails from.

F1 fan Alessandro Arpa was among those in the stands at this year’s Spanish Grand Prix. Of

Why Alonso is Spain’s only grand prix winner

Motorbikes and rallying got the lion’s share of the attention in this part of the world... until Fernando arrived

Given how Alonso mania has gripped Spain, you’d be forgiven for assuming the country had never produced any other F1 racers. But there’ve actually been several, although they’ve mainly been gentlemen drivers like Alfonso De Portago, Paco Godia and Alex Soler-Roig.

As Spanish journalist Valentí Fradera explains: “Spanish drivers had to go abroad to try to pursue a career in car racing and that is hard without sponsors and support. Things started to change in the late 1980s and then Alonso arrived – a truly talented guy who was destined for F1, no matter what his passport said.”

Alonso has done for F1 in Spain what Carlos Sainz did for rallying. But Alonso and Sainz are very much the exceptions in a country where two wheels have traditionally taken precedence over four. Spain had a thriving post-war motorcycle industry with works teams in the world championships, which obviously made motorcycle racing increasingly popular.

While Spain has had a strong following in motorbikes because of its long record of success, Alonso has single-handedly turned the tables.

Alonso’s popularity, he says, “The biggest thing about Fernando is that he’s from Spain – but it helps that he is fast and a winner. At Renault, he had a car that could sometimes win. At Ferrari he does not have a good car. Here in Spain, the popularity of Formula 1 is growing. There are more and more fans. Maybe you don’t have to be a fan of Ferrari in Spain but you do have to be a fan of Fernando. He’s a two-time champion.”

Jaime Alguersuari argues that the fans’ attention dwindles in Spain when Alonso is not winning. “When he’s not on top of the podium, people switch off in Spain and that’s a sad situation,” he says. “F1 is very popular when Fernando is winning, but less so when he’s not, particularly with the current economic situation as it’s an expensive sport to follow.


“When he moved to Ferrari, everyone expected him to be winning all the time, but that hasn’t been happening regularly. Yet he’s the sort of person who can turn that around.”

For his part, Alonso relishes competing on home soil. At last year’s Spanish Grand Prix, he produced a scintillating move off the grid, from fifth, passing both the Red Bulls and Lewis Hamilton into the first corner and this year he was similarly aggressive, forcing his way past Pastor Maldonado and into the lead at Turn 1.

Off the track, he appears to relish the home attention. In Barcelona, he said: “It’s nice to be back racing in front of my home crowd. From the moment I got here on Wednesday evening, I could already feel the warmth of the fans, who are now also Ferrari fans. A home weekend is a special weekend.”

Pérez-Sala suspects the attention is too much for the Ferrari driver. “I think maybe Fernando would like to be world champion in a sport that isn’t quite so popular in Spain, that’s maybe not so crazy,” he says. “I think he wants to be kind to every fan but that’s not possible.”

Such an outlook is backed by Alguersuari: “Fernando’s from the north of Spain and people from the north are very different to people in the south,” he explains. “That’s not a bad thing, but in the south, maybe they’re more open.”

Alonso has no choice but to be open to a certain degree given the demands that are made on his time and attention. Throughout the European GP weekend, the spotlight will be on him more than ever and wherever he is on the grid, the Spanish public will be willing him to a home win. Spain loves born winners, and that’s exactly what Alonso is. 



Alonso pushes past Maldonado and into the lead at Turn 1 of this year’s Spanish GP

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“Pastor, I think we need to talk...”

Watching every move trackside, experienced racer **Alex Wurz** is coaching both Williams drivers this year to help them eliminate errors. For Bruno Senna and Pastor Maldonado, that extra assistance is paying off

WORDS TOM CLARKSON

PICTURES GLENN DUNBAR/LAT





You can't fault the logic.

Williams cut Rubens Barrichello loose over the winter and draft in a driver coach to bolster their inexperienced line-up of Bruno Senna and Pastor Maldonado. Goodbye Rubens, hello Alexander Wurz, a veteran of 69 grands prix and countless thousands of miles of testing for McLaren and Williams.

Based on the evidence provided by the season so far, Wurz has had an immediate impact. In a matter of months, Maldonado has been transformed from a quick, but ragged rookie into a quick and consistent safe pair of hands. Look at the way in which he fended off Fernando Alonso to win his first grand prix in Spain. He was masterful and mistake-free, and deserved the credit he received.

Maldonado's drive in Barcelona had all the hallmarks of Wurz's calming influence. Avuncular Alex, as he's known inside the team, is super-chilled, yet razor-sharp in his observations and feedback. He's the perfect mentor for Pastor who, until now, has never had someone to bounce ideas off.

Senna already has a trusted lieutenant in Chris Goodwin, a former racer who understands F1 inside out, but the Brazilian can still benefit from Wurz's extra tuition.

Alex can continue thinking about a car long after the race drivers have been pulled away for a sponsor function. Unofficially, he's doing something akin to the third driver role that Pedro de la Rosa did so effectively for McLaren.

Wurz doesn't attend every race because his paymasters, Austrian TV, sometimes require him to broadcast from Vienna. He wasn't in China or Bahrain, for example, but when he's trackside, he helps wherever he can.

"When you're making big decisions," says Alex, "it's useful to have someone on your wavelength to help you make them. It doesn't matter whether you're a racing driver or the CEO of a big business: everyone benefits from advice. The drivers are under a lot of pressure over a race weekend and don't always have time to analyse everything, which is where I can help. We discuss many things: setup, driving style and even logistics."

Driver coaching isn't new to F1, but it's traditionally been met with some resistance. Jackie Stewart was always a big advocate of helping young drivers, but F1 drivers have never →

"I base most things I say on the laws of physics"



“It doesn't matter if you're a racing driver or a CEO: everyone benefits from advice”

been great listeners – even when being offered help by a three-time world champion.

“The fundamentals of driving are the same,” says Stewart, “and it doesn't matter whether you're driving a road car or an F1 car. Everyone can learn something new, or hone their style, and I've never understood how the best in the world in other sports, like golf and tennis, have coaches and yet F1 drivers don't. Teams spend millions of pounds developing their cars, yet they tend to overlook the guys doing the driving.”

Not any more, and there's something ironic about it being Williams – infamous for the harsh manner in which they treat their drivers – who are paving the way. They asked renowned driver coach Rob Wilson to evaluate Senna over the winter prior to offering him a race drive, and Wurz now brings a blend of experience and insight to help the drivers at race weekends.

Alex retired from F1 at the end of 2007, but he still races Le Mans prototypes for Toyota and drives their F1 simulator in Cologne. He understands the effects of DRS and KERS; he knows how to cure mid-corner understeer and he understands the pressures on a driver. He knows what to say and when to say it.

“There are hundreds of thousands of layers to each human being,” says Alex. “Racing drivers are particularly complex and competitive animals because they will never share exactly what they're thinking with their team-mates. Sometimes that leaves them feeling alone, so if the Williams drivers want to bounce ideas off me, I'll tell them what I think. But I have to remember that it's sometimes better to say nothing at all...”

It's worth remembering that Wurz's feedback is supplementary to the information the drivers get from their race and performance engineers. His job isn't to tell them where to use KERS for maximum effect, or to provide telemetry overlays; his role is much less formal. He watches from the

Wurz had his first tangible success with Maldonado's win in Spain; his next job is to get Senna onto the podium



trackside and then listens over a cappuccino in the motorhome to whatever problems the drivers might be experiencing.

A lot of people assumed it was Christian 'Toto' Wolff who brought his compatriot into the team, but nepotism never came into it. Wurz's contact at the team is chief operations engineer Mark Gillan; they worked together at McLaren in the early 2000s and formed a mutual bond of respect. Gillan even tried to take Alex with him to Jaguar Racing in '03, but McLaren were struggling, with their MP4-18A at the time and refused to release Wurz from his test-driving contract.

They stayed in touch and casual paddock chats about the engineering side of the business at the end of last year have now moved into the motorhome. A more formal environment, yes, but still conducted on an informal basis. The team have to be careful not to overstep the mark, otherwise the FIA will consider him one of the 47 members allowed in the pit garage.


"I'm doing this on a very informal basis," says Alex. "Other drivers do the same for their friends in other teams. I base most of the things I say on the laws of physics and vehicle dynamics, and I think that helps the drivers."

The biggest flaw in Wurz's understanding is that he's never driven Pirelli's F1 tyres. He's done hundreds of thousands of miles of tyre testing during his career, and he still does so with Michelin in sportscars, but this year's breed of Pirelli rubber is unique. At the time of writing, we're seven races into the season yet you sense the teams are still struggling to understand how to switch on the tyres.

"Having no experience of the Pirellis makes it more difficult," says Alex, "but I've learnt a lot about them by watching trackside and listening to the drivers – and not only Bruno and Pastor. I know all the drivers on the grid very well, so I talk to them about the tyres, too."

"When I put together what I'm told, what I see with my own eyes and what I know from my own experiences of tyre testing, I can still give constructive feedback. I've always believed tyres to be the most important aspect for a driver because every instruction you give the car from the cockpit goes through the contact patch."

With Maldonado already a winner, the success of Wurz's driver coaching is not in doubt. He's starting to get recognition elsewhere in the pitlane as well: "I haven't seen anyone give you any credit on your driver-coach role," tweeted Martin Brundle after the race in Barcelona. "It's clearly working – well done."

Now it's time for Wurz to turn his attention to Bruno Senna. Compared to Maldonado, he's struggled during the early races of 2012; if he can be transformed into a winner as well, Wurz will have proved once and for all the benefit of driver coaches in Formula 1. 

When coaching really **works**

Coaching is widespread in nearly every other sport, and there have been a number of occasions when the results following the appointment of a new coach have been nothing short of amazing.

David Leadbetter *and* **Nick Faldo**

Although a reasonably successful golfer in the mid-1980s, Faldo had failed in major championships and linked up with coach Leadbetter to try to rectify this. Over a couple of years the pair remodelled Faldo's swing completely, during which time he failed to win a single tournament. Once the work was complete Faldo went on to win his first major title, the British Open, in 1987 and another five in his career, making him the most successful British golfer in history.



Brad Gilbert *and* **Andy Roddick**

Former player Gilbert is credited with turning young Roddick into a grand slam winner while he was the American's coach. Roddick won his only grand slam tournament, the 2003 US Open, during their time together and also reached the number one spot in the world rankings later that year. After the pair split in late 2004, Roddick made two Wimbledon finals but never won another grand slam.



Roberto di Matteo *and* **Chelsea**

Out of the race for the Premier League and facing an early exit from the Champions League, Chelsea decided to sack manager André Villas-Boas and replace him with assistant manager Roberto di Matteo. With the same squad of players, di Matteo won the FA Cup and took the team to an unexpected Champions League crown, losing just three games since taking over in March.



Stewart Williams

How do you fit 40 tonnes of equipment into a Monaco pit garage?

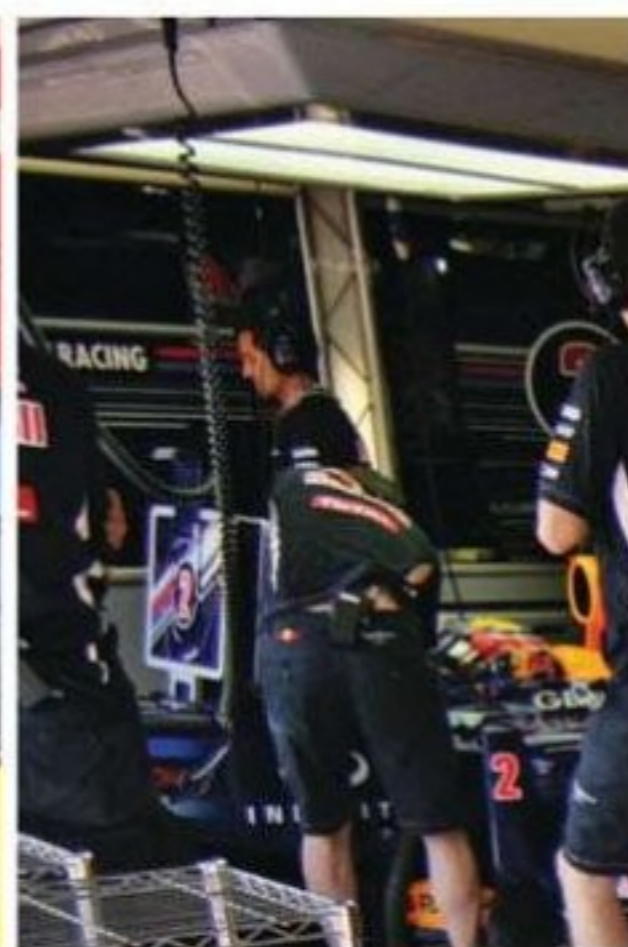
Red Bull's team manager Jonathan Wheatley has the answer...

WORDS

JONATHAN REYNOLDS

PICTURES

LORENZO BELLANCA/LAT



Everyone knows Monaco presents drivers with unique challenges but, with space at a premium, racing here is just as much of a challenge for the mechanics and engineers. Along with Valencia, the garages in Monaco are the smallest of any track in F1.

“If you include the cars, engines, gearboxes and the rest of the garage equipment, we bring something in the region of 40 tonnes of kit with us to a race,” explains Red Bull team manager

Jonathan Wheatley. The garages can't cope, so several items, including tyres and spares, must be kept in the gap between the back of the garage and the pit wall. “During a race weekend you have to hand tyres back and every time we do that here, we're a bit happier because there's a bit more space,” he admits.

The rest of the garage unit is divided up by panels to create several distinct areas. So what's behind the panels at the back of the garage?

“On the left as you look at the garage we have the telemetry room,” says Wheatley. “Behind it is the engine room. Then, on the right-hand side, we have a general equipment room where we keep the fuel bowsers, although not the fuel itself. We also put our own flooring down so the guys don't have to kneel on Tarmac all the time.”

Another problem for the teams is the fact that their trucks are several hundred metres along the harbour from the pitlane. At European




races these are not only a handy storage spaces, but they also double up as engineering rooms. Luckily, although the pit garages in Monaco are small, they are at least two-tiered.

“What we started to do here about four years ago is to build our own engineering office upstairs,” explains Wheatley. “We take this idea up a level each year to the point where we’ve now got an air-conditioned, sound-proofed office. Other teams keep their engineering

offices in their trucks but we found we wasted a lot of time walking up and down the harbour.”

While racing in Monaco may be trickier than at other circuits, Wheatley has a lot of affection for the venue: “The garage is a bit small and it’s taken us a while to adapt, but we’re comfortable now. It’s a million times better now than when we used to come here in the ’90s. Back then the pitlane was at the front, just outside the garage door. If you were on the outside of the

car during tyre changes your legs were in the pitlane. It was extraordinary.

“When I first started coming here there was no pitlane speed limit either which made things interesting. The pits were just tiny cabins – some of them with a spectator area above. You could store some kit up there, but the rest had to be pushed up and down from the harbour. It really is a fantastic facility now: they did an extraordinary job here.” 

WORDS JAMES ROBERTS PORTRAITS ANDREW FERRARO/LAT

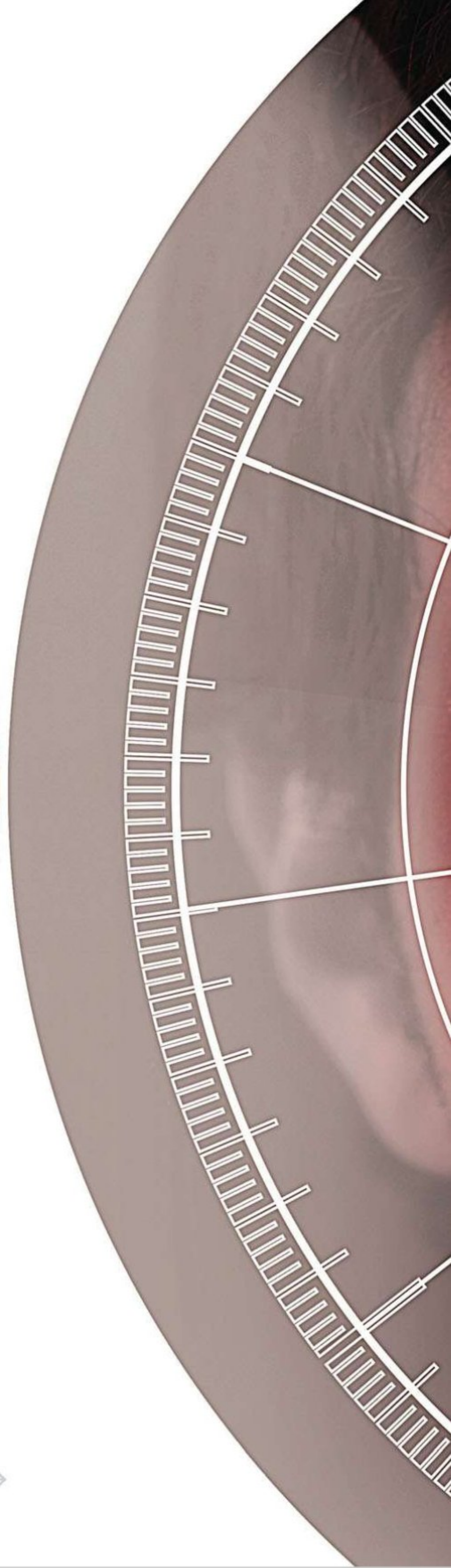
On Ferrari's radar

The Scuderia have their eye on Sauber's **Sergio Pérez**. He's a member of their Driver Academy and has spent time in Maranello. The question now is when will their call come through?

Ten years ago there was a *very* quick young driver from Latin America who made his Formula 1 debut with Sauber. Remember him? In only his second race he scored world championship points and identified himself as a rising star. He had the speed but just needed time to mature.

Ferrari earmarked him as a future driver and, through the help of Sauber, who at that time ran Ferrari gearboxes and an engine from the Scuderia (although it was badged as a 'Petronas'), he was given time in the midfield, away from the spotlight, to hone his race craft. Under the tutelage of Peter Sauber, this burgeoning talent was allowed to blossom and, when the time was right, Felipe Massa was given the prize seat at Maranello...

They say history doesn't repeat itself, but the current story at Sauber is of a young driver from Latin America who is being touted for the top job at Ferrari. If you hadn't realised, Sergio Pérez →





is being groomed for a future Ferrari seat. The only question is, when will he get his hands on that prized drive?

In the closing laps of this year's Malaysian Grand Prix, those of a cynical disposition were muttering about that radio call to Pérez to ensure he didn't throw away a brilliant second place position. Yes, the Ferrari customer team were catching the works entry, but the question remains: if Pérez had not made a mistake, could he actually have passed Fernando Alonso to take the win? Surely there was no way Alonso was going to let the Sauber past, even if that meant closing the door on an overtaking attempt...

"I don't know about that," says Sergio with a smile, "but in those wet conditions there was only one racing line so it was quite difficult to overtake. And you saw that I was pushing so hard that as soon as I touched the white line I

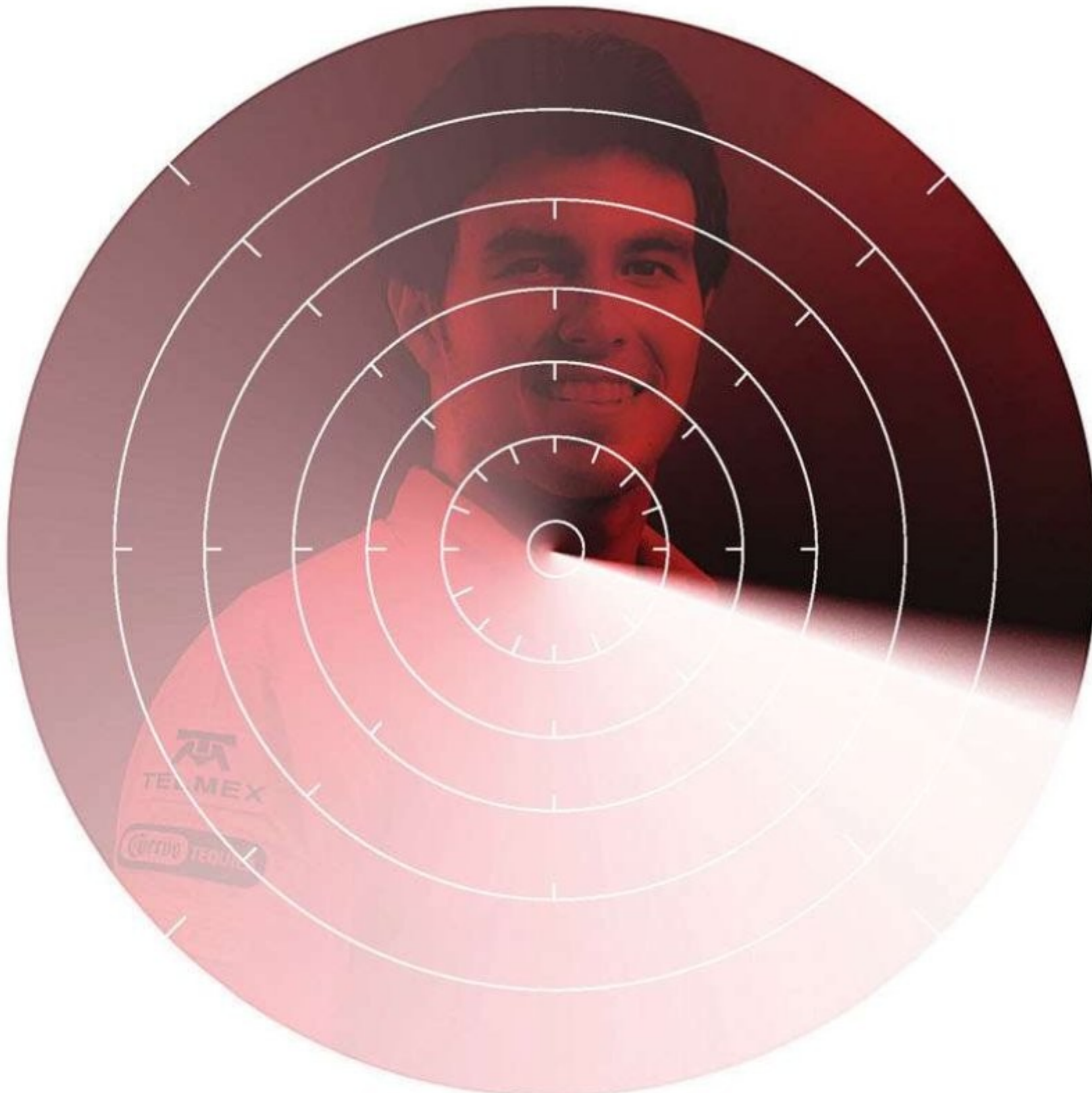
suffered snap oversteer and then hit the wet kerb. That forced me to go straight on and then I lost quite a lot of time."

The chance to seize victory had passed, and despite pushing all race in changeable conditions, Pérez had to settle for second. It didn't matter, as he'd proved his point. It was a remarkable drive for the 22-year-old in only his second season of F1 and it underlined his credentials to comfortably challenge the likes of Alonso for outright race wins. The question now is whether he could eventually be doing so as the Spaniard's team-mate.

As a member of the Ferrari Driver Academy, Pérez spent a considerable amount of time last year using the team's simulator in Maranello to help him learn the circuits he would be racing on. This year he's been busier with Sauber, but remains part of the Ferrari programme and has regular contact with the team. And don't forget, that he tested a 2009-spec Ferrari, last September at Fiorano. Quite unsurprisingly,

"I spent a lot of time on Ferrari's simulator in Maranello last year... the place is amazing. The whole town has this racing spirit and the team is like a family"

PHOTOS: STEVE ETHERINGTON/LAT; ANDREW FERRARO/LAT



when you speak to Sergio about his role with the Italian marque, he is cautious.

“My work is to do with the academy, not with the racing team and I haven’t been to Maranello at all this year,” he says. “I did spend a lot of time on the simulator last year and I have to say the place is amazing. When you are there you see the whole town has this racing spirit and the team is like a family, which is really nice.”

His second season at Sauber is a continuation of the evaluation of his driving prowess, and some of his performances have been impressive. With the tyres so hard to manage this year, given their narrow operating temperature window, Pérez has proved adept at handling tyre wear in differing conditions. Last year the Sauber wasn’t particularly hard on its rubber, but this year it seemingly is. It’s less about having a particular style, and more to do with being able to adapt to the circumstances and the grip levels.

“I don’t think there is a secret to driving this tyre,” he says. “It is difficult to understand and

it’s always changing, so the people who get on top of it can get a big advantage.

“The window between not having enough temperature and the tyre overheating is very small, so you have to focus a lot on your out-laps or the way you push when you do your qualifying lap as the first sector is very important to ensure you have enough traction for the final sector of the lap. It’s a hard combination to get right and you have to concentrate as much as possible.

“If I’m honest, in qualifying I suffer quite a lot of degradation because I’m quite aggressive, but then I try to change my approach for the race. Sometimes it works, sometimes it doesn’t...

“I think it would be arrogant of me to say I am very good at adapting to the conditions but it’s always something I try to improve because since I came to F1 I realised it was all about adapting yourself to winning in any condition.”

One of Sergio’s former engineers also reiterates his belief in Pérez’s guile behind the wheel, insisting the Mexican has a skill for

delivering no matter what the conditions, and isn’t flustered when things aren’t going his way. Indeed, look back at Pérez’s junior career and it’s when he’s up against it that he really delivers the results. Put this to Sergio and he is surprisingly candid about how tough he found his first season last year, which he felt was detrimental to both himself and his driving.

“To be honest, when I first came into the sport I had a lot of pressure from a lot of people to deliver quickly and I think that’s probably normal when you come into F1. But it got to a point where I stopped enjoying my profession. I had so much pressure and I could not do what I wanted to do. But then I realised I had to do what was best for myself; I started listening to the people with experience and they explained what was best for me as a person and as a driver. Then I started to enjoy myself again.”

The turning point was Q3 in Monaco last year. Sergio had impressed along the streets of the Principality, but lost control at the exit →



Pérez battles to pass Massa at the 2012 Spanish GP. The next move he makes on the Brazilian could be to take his Ferrari seat



After that devastating crash in Monaco in 2011, it took four or five races before Pérez felt 100 per cent

of the tunnel, hit the chicane wall at sickening speed and ended up in hospital.

“After my accident in Monaco, the pressure worsened because we had no reserve driver. There was pressure to return to the cockpit quickly but I wasn’t ready and it took a while before I was 100 per cent; it was at least four or

five races until I was ready. In Canada, it felt as if, under braking, my brain was moving inside my head. It was a really bad feeling.

“Maybe I came back too early, but then we had the summer break and that’s when I sat down and thought about my health, my life and how I need to enjoy what I’m doing and worry less about pressure. I had lots of help and advice from experienced people like Jo Ramírez, and I also listened to Peter Sauber who said I was not racing to the best of my ability because I was not well. He and the team really supported me and Monisha [Kaltenborn] told me not to worry about anything, she would take the full responsibility. She said to go back to Mexico and recover and that helped a lot.”

You sense that Felipe Massa benefited from similar conversations with Peter Sauber in the past. The Swiss team has a long history of taking on young talent – even in their sportscar days with the likes of Michael Schumacher – and nurturing raw speed, taking away the pressure and letting them develop into race-winning stars. In the aftermath of the Malaysian GP, there was talk of whether Pérez would replace Massa this year. That’s unlikely, but the suspicion is that the Ferrari bosses are giving serious consideration to their driver line-up for next year.

“To be honest, I’m not really thinking about next year,” says Sergio. “As I always say, I look at myself in the near future fighting for victories at every race – not just points. I’m not sure what is the best thing for me to do, whether to go to Ferrari or somewhere else in the future. What I really want is to achieve a lot in Formula 1. At the moment I have to keep my feet on the ground as I haven’t really achieved anything yet. This season I want a win – that would be great. It will be tough, but there are still a number of races to go, so who knows... I might be lucky and win one of them.”

And it’s at that point the call from Maranello might come through to Hinwil...

Riding the Mexican wave

Former F1 race engineer Jo Ramírez reveals the influence Sergio Pérez is having on the Mexican motorsport scene

“After 41 years without an F1 podium in Mexico, Sergio’s performance at Sepang was a success for a country that’s always had a soft spot for motor racing and was eager to get involved with the sport’s premier category again. But we had to wait until Escudería Telmex started their project with the aim of taking a Mexican into F1.

“Last year Sergio proved he had reached F1 on merit, and wasn’t here just because of Telmex’s money. This year, Sauber have given him a good car: they’ve developed it well and their race strategy has been great – Sergio has made good use of all that.

“Sergio is very young and even if his career has mostly taken place far from Mexico he’s maintained a good image and is becoming more popular every day because of his F1 success. He’s coped well.

“Of course, after having a successful F1 driver the next step is a GP in Mexico. That notion is now being discussed among the entities with the power to bring such a big and costly event to a relatively poor country. I’m not sure where it would take place, but Mexico City would be the most suitable location.”

PHOTOS: ANDREW FERRARO/LAT; GLENN DUNBAR/LAT; CHARLES COATES/LAT; STEVEN TEE/LAT; JO RAMÍREZ INTERVIEW: VALENTI FRADERA

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The third man

Ever wondered what a team's third driver does? **James Roberts** was given exclusive access to the Force India garage to understand the role of a test driver at the first practice session of the weekend

PICTURES LORENZO BELLANCA/LAT

**Circuit de Catalunya,
Barcelona, Spain,
Friday, 11 May 2012**

09.54

Bianchi settles into down into the cockpit of Paul Di Resta's VJM05/02 as it's topped up with fuel. In front of him, the steering wheel flashes a series of red LED numbers. All around him is a flurry of activity, with mechanics swarming around the car like flies. After a final weight check, the inside of the rear wing is coated in fluorescent UV flow-vis paint and a stack of four tyres are wheeled into the garage, toasty in their blankets. At four minutes past the hour, his Mercedes V8 roars into life and Bianchi takes to the pitlane for an installation lap.

Afterwards, he explains exactly what happened: "On that first lap, I checked all the systems were working in the car. First, I got the oil temperature up and ensured the steering was working as it should, as well as the clutch, all the gears and the brakes and I deployed KERS, too. I also did an aero test so I ran at a constant

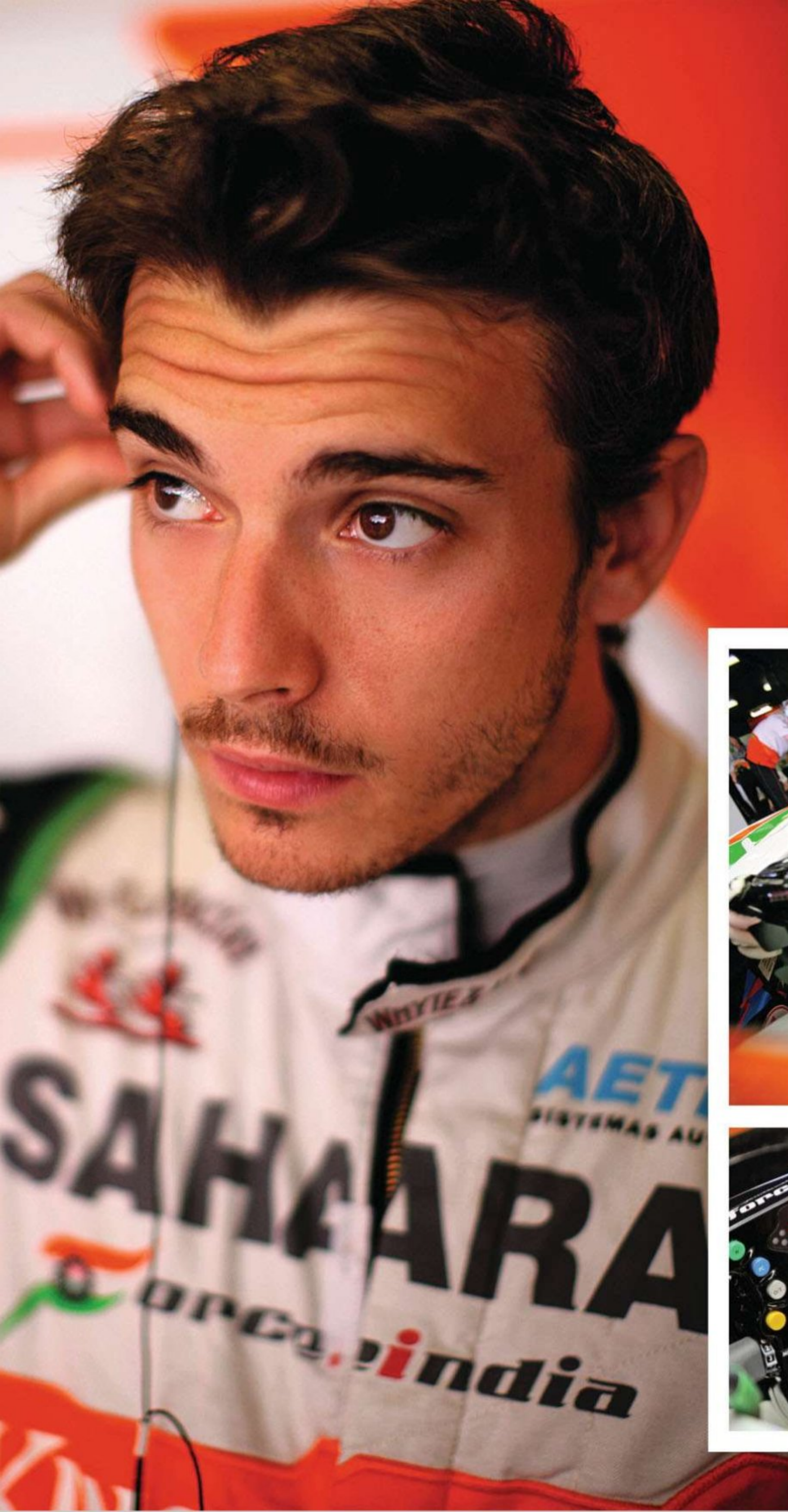
speed in a straight line with the rear wing open and then closed and the team checked everything against our simulations to make sure everything was operating as expected."

10.07

Bianchi returns to the pitlane, switches his engine off and is wheeled into his garage by the Force India mechanics. Once his steering wheel is disconnected, he hops out of the car, takes off his helmet and heads to the back of the garage for a chat with his manager Nicolas Todt. It's 20 minutes before he returns to the track...

"The limitation of tyres means we're only allowed one set of tyres for this period," Bianchi explains. "Even though I'll only drive in this session, it's frustrating to be out of the car for so long. But the track is always dirty initially, so to get any meaningful data we have to wait for the track to clean up as more cars go out." →





LEDs on the steering wheel flash red as Bianchi prepares for his installation lap



10.36

Back in the car again, Bianchi prepares to head back out onto the circuit for a seven-lap run. This will establish a baseline setup for the weekend and he will test parts for cooling both brakes and the engine.

Jakob Andreasen, chief engineer, explains: "It's important to establish a setup that works, not only for the weekend, but for that session, too. You need a well-balanced car and Jules reported some oversteer in that initial run, which we dialled out of the car. If you're testing a component that helps rear grip and you have an oversteering car, it will always favour that component, whereas an understeering car won't. So it's important to establish a stable balance."

10.44

Bianchi's mechanics stand in the pitlane to welcome the number 11 Force India back into the pits and carry out a practice pitstop. As the car is switched off, there is already some wear on his rear Pirellis and his brakes emit an acrid smell. A sheet of telemetry is passed over to him, which records his braking and acceleration points around the lap on his fastest run and this is overlaid with his team-mate Nico Hülkenberg's best lap.

Bianchi studies the sheet carefully. "I can see on the telemetry the parts of the track where I was slower compared to Nico," he notes. "It was primarily the mid-corner minimum speed in the slower corners – but that was mainly because of the tyres losing performance."

10.52

After a quick tyre pressure check, Bianchi is back out on track. Andreasen explains what he's doing: "We're not looking for lap time as this is a *test* role. We will brief the third driver very clearly about what we want. We coach them to be disciplined and consistent on the track, whereas quite often the race drivers will use FP1 to change their lines and get the most out of the track, so sometimes it's quite a luxury to be able to use the third driver for testing purposes. In these runs we will assess changes for ride quality, change of direction response, tyre temperatures and inside front wheel traction.

"Generally, a third driver will focus more on long-term development work, backed up by work in the simulator. They will concentrate on development associated with the next three to six months and while you could call it the donkey work, it's good as they'll set the direction of new components or new aero characteristics. It's the theory and concept work."

11.04

Following another seven-lap run, Bianchi returns to the pits. On the timing screens he's

sitting 18th with a 1m 26.630sec lap. After increasing the front stiffness of the chassis for that run, his final outing will have increased total roll stiffness and a setup with a more forward mechanical balance.

"Quite often we'll do tests that are A-B-A," Andreasen says, "and that's because of the evolution of the track. To explain that, we'll do a first seven-lap run with a baseline. Then we'll attach the test item for the middle run and then go back to the baseline for the final seven laps. So we test the item in the middle because the track evolution will be so large, it's difficult to establish whether the performance has come from the test item, or the track evolution. So by going back to the original setup, we deduct the performance from that run, thereby helping us determine the performance of the test item. If that means we test only one item, it's better to be clear on that, rather than having three clouded test items."

11.15

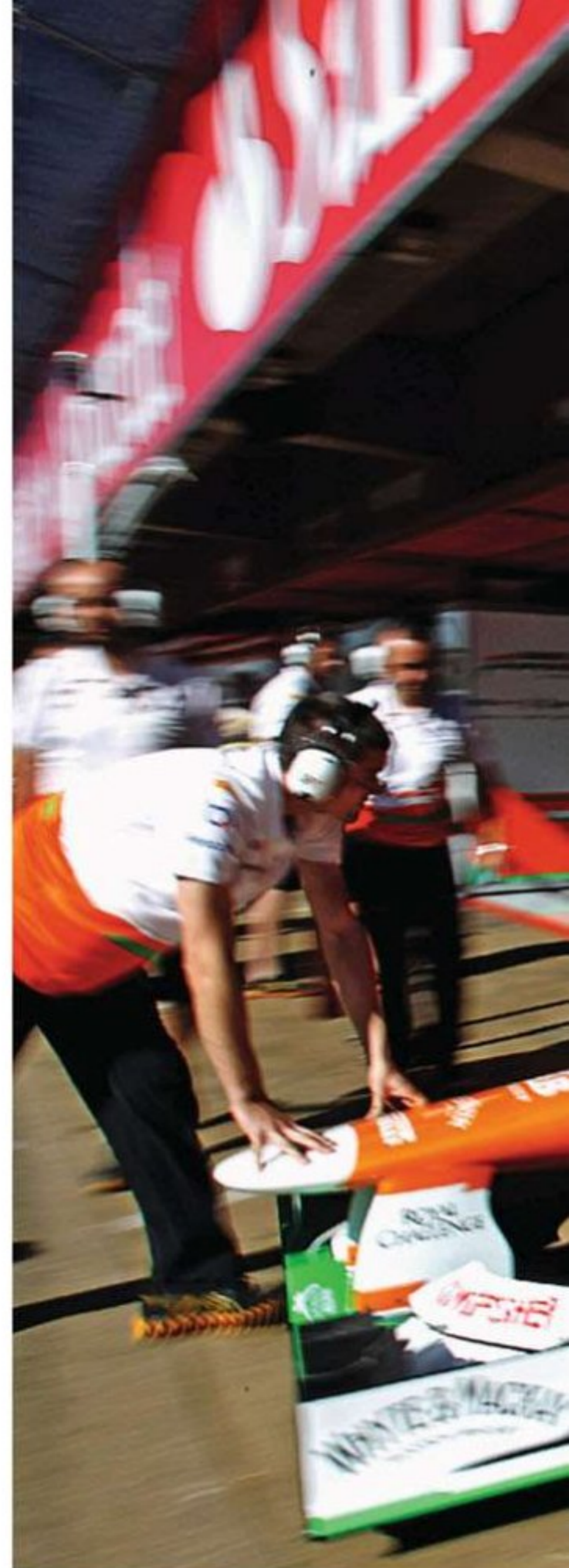
Bianchi heads out, returning to the baseline setup to complete his last seven laps of the session. Afterwards, he notes that "towards the end you can feel the rears losing grip. It's then really hard to push, because there isn't the traction out of the corners so you can lose a lot of time quite quickly. And particularly because I run on Michelins when I race in World Series – there is quite a difference in characteristics between those and the Pirellis."

11.27

After the final run, Bianchi practises one more pitstop, then lights up the rears as he pulls away from his pit box. That's his final run for a few races, so he's keen to enjoy one last blast of power. The engine is shut off, the gloves are off and Bianchi brings FP1 to an end.

"Having a young driver on hand during the weekend is extremely useful, Andreasen explains. "They tend to be more relaxed than the race drivers and are free of all the driver meetings, press conferences, sponsor appearances. They are a useful extra pair of eyes and ears in the debriefs and engineering meetings. Also F1 is such a massive learning curve and items such as the steering wheel are such a huge leap from GP2 it's a great chance for young drivers to learn all of the technical aspects and infrastructure around the team.

"A young test driver tends to be more relaxed, than the race drivers"



"And Jules is fitting in well. He's measured with his comments, calm, not emotional and he's growing within the team. We've offered that role to both our current drivers, Paul Di Resta and Nico Hülkenberg in the past and you can see how useful spending some time in the testing role can be."

11.30

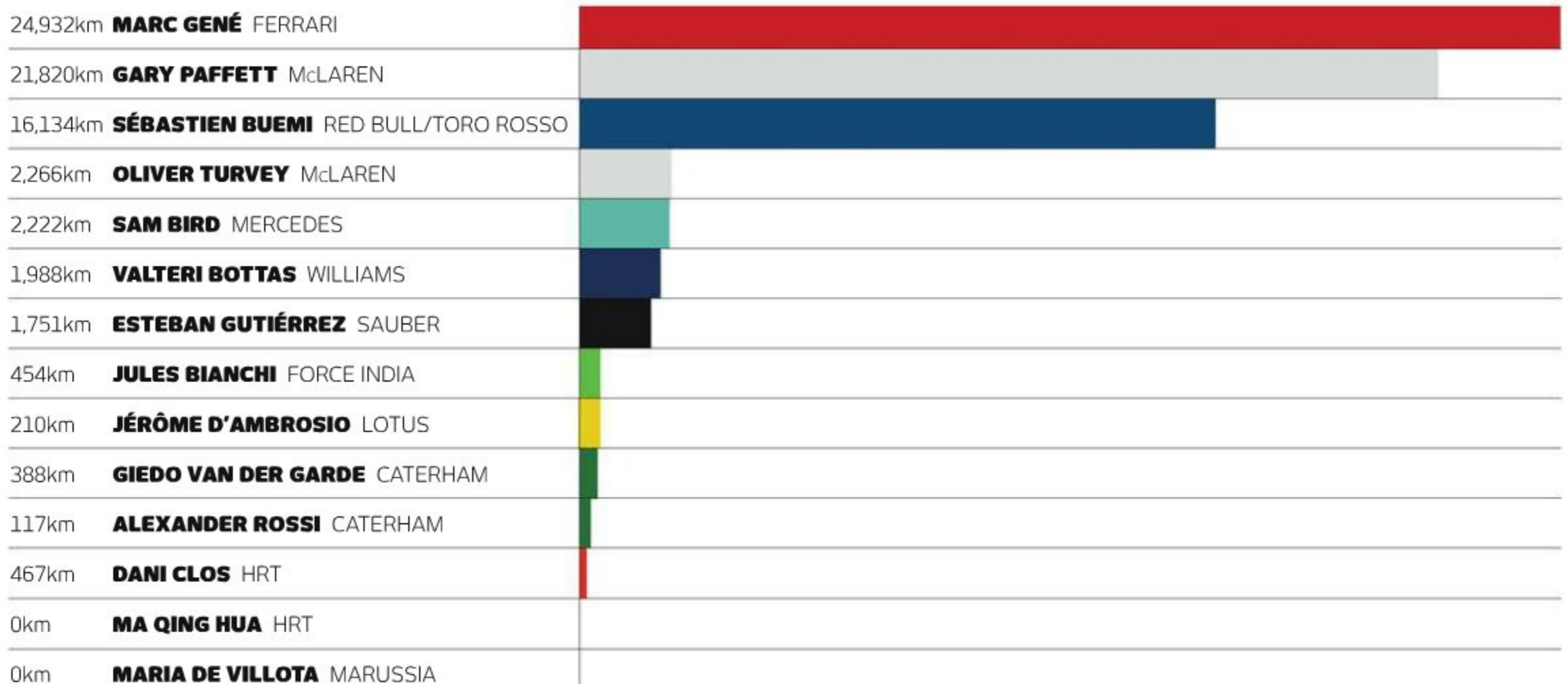
The session ends. Experience is the main thing – not the time. Even so, Bianchi finishes 18th: 1min 26.630 secs, 2.2secs off the quickest time set by Fernando Alonso.



The session ends and Bianchi is only 2.2secs behind Alonso. But what really matters here is the experience

F1'S CURRENT ROSTER OF RESERVE DRIVERS...

And the distance they've completed over the years in testing and on Fridays





THE MAURICE HAMILTON INTERVIEW

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

“After I won at Silverstone, Flavio asked for my winner’s cap. I wish I hadn’t given it to him. It wasn’t a problem when I won at Monza – by the time I made it back to the garage, he’d gone”

Following his crippling F3000 crash, **Johnny Herbert** managed to break into F1 just months later with Benetton, thanks to the support of long-term mentor Peter Collins. Here he recalls his slow and painful recovery, his subsequent sacking by Briatore, and his resurgence with Stewart GP

PORTRAITS ANDY TIPPING

Johnny Herbert is the one racing driver people tend to forget when recalling past winners of the British Grand Prix. Never one to push himself forward, Herbert just got on with the job – which was an achievement in itself. At the end of an August Bank Holiday afternoon at Brands Hatch in 1988, it seemed that the little lad from Essex was destined never to walk properly again – let alone drive an F1 car. With his feet and ankles close to being torn off in a double-impact shunt during an F3000 race, Herbert showed incredible

bravery and resolve when, less than six months later, he finished fourth on his F1 debut. That was to be the start of yet another personal battle as he fought to retain his confidence and reputation before eventually winning at Silverstone on that emotional July afternoon.

Throughout his extraordinary career, Herbert has remained one of the most cheerful and popular characters in motorsport, an image brought to a wider audience in recent months thanks to his appearances as a well-informed pundit on Sky Sports F1. Lunch in Stratford-

upon-Avon, where he now lives, was never going to be anything less than entertaining...

Maurice Hamilton: You’re a bit of a superstar again, now that you’re on the telly... you look like you’re really enjoying it.

Johnny Herbert: I am enjoying it. I’ve always wanted to do it, but I’ve never been in that clique. I’m not one of these drivers who’s got an agenda. I’ve never had an agenda.

MH: Well, it never was your way. Have you been following F1 races closely in recent years? →





THE MAURICE HAMILTON INTERVIEW

JH: Oh yes. And I've kept in touch with certain people. The guys at Sauber – I get on really well with. And Charlie Whiting. People like that.

MH: So, you'll be aware of the various comments from drivers, such as Schumacher's remarks post-Bahrain about tyres?

JH: I thought that was classic Michael. If it's not working out for him, then it's wrong. You don't have to race with him to know how he is. I can understand it in one way because I've always said F1 should be the ultimate. Grooved tyres, for instance, didn't make the raw, ultimate cars F1 ought to have. But they're not bad now with everything that's gone on with the technology and aerodynamics and everything else.

So, I can see what Michael is saying, but dealing with tyres is part of the game. D'you remember a guy called Alain Prost? He wasn't called "The Professor" for nothing. It's not just about doing qualifying every single damn lap. You've got to go the distance. That's one of – or, should be one of – the many aspects of F1.

MH: It's interesting you say that because having read back through some of your old interviews, you talk a lot about the 'feel' you get in a car. You were very much that sort of driver.

JH: Exactly. I got it very early on in my F1 career with the Goodyears. But then that sort of went away because it became a big, big push. The feel element went because it was just about going

fast. I probably would've excelled with the tyre format we've got now.

MH: I wonder if Michael now realises he actually had it really good when Bridgestone were making tyres for him.

JH: If it went the way he's talking, it would go back to the tyres that he wants. So yes, he did have it good but that was because he saw the situation and went for it. That's what he does. Surprisingly, I don't know of anyone among this current crop of drivers that has tried to follow his example. Even Alonso – who I like because of his edginess – didn't show that when he went from Renault to McLaren in 2007. His attitude was: 'I'm a double world champion. This young whippersnapper Lewis Hamilton will be no problem.' Michael wouldn't have done that; he would have sorted it out before he got there, otherwise he wouldn't have gone. Saying that, Fernando is a lot better now, when you see the way he works at Ferrari. But, going back to Michael: considering where he's at for his age, he's still doing a brilliant job.

MH: This issue of *F1 Racing* is coming out before the British Grand Prix. You're a Romford boy and your dad got you karting at an early age. Did you go with him to the British GP when it was reasonably nearby at Brands Hatch?

JH: I was there when James Hunt won in 1976. But the thing I remember most was the sound of

the flat-12 Alfa engine in the back of the Martini-Brabham. I remember hearing it going down the dip and up towards Hawthorn. It just screamed its nuts off and sounded so much better than the Cosworth V8. Brilliant! It was, you know... goose pimples and hair standing up on end! That was when I realised I wanted to be a racing driver; an F1 driver. Unfortunately, at the time, I didn't realise what would be involved in getting there.

MH: You say that, but you actually got there quite quickly. One minute you're racing karts, and four years later you're through the junior formulae and into F1. I mean, that's bloody quick by any standard.

JH: Yeah, it is. But when you're in your late teens, it doesn't seem that way.

MH: I know Eddie Jordan played a big part, particularly in F3. How did you get to meet EJ? Do you remember your first meeting, because he's... er... unforgettable, isn't he?

JH: You beat me to it – unforgettable: that's the word. I know that the first proper discussion I had with him – and this is typical EJ – was at the Cellnet Awards [predecessor of the *Autosport* Awards] at the end of 1986. I'd done a couple of F3 races but didn't have anything in place

"I drove the Benetton test with cushions propping me up"



Herbert heads the field at Brands Hatch in F3000 in 1988, before shattering both legs – an injury that left him cycling around the F1 paddock (top right)



for 1987. EJ was sitting at the table behind me and he was giving it all his usual talk. Then he asked if I have a contract for 1987. By the end of the night – and on the back of a napkin – we’d done a deal! He saw a chance, got the answer he wanted and then went for it, which is how his whole life has been.

MH: Typical, as you say. But a good move for both of you, as you won the F3 championship.

JH: It worked out brilliantly because he hadn’t had a British F3 champion and he did some really good wheeling and dealing on engines, tyres, chassis – you name it. There were times when he’d scrimp and save but his priorities were always right, in that you’d have a fresh engine or whatever just when you needed it.

MH: This contributed to you being the golden boy coming through, particularly when you went into F3000 with EJ in 1988. By the time of that ill-fated meeting at Brands Hatch, you had half the F1 paddock after you. You’d already had a test drive in a Benetton – is it true they propped you up with cushions from the motorhome?

JH: The Benetton drivers were Teo Fabi and Thierry Boutsen. Fabi was smaller than me and I just couldn’t get my hips in the seat. So we used Thierry’s seat and took the cushions out of the Ford motorhome. I drove my first test – quite successfully – with cushions propping me up.

MH: All of which added to the growing attraction. I know Frank Williams was interested, and Peter Warr from Lotus. →





THE MAURICE HAMILTON INTERVIEW

JH: And I also had a message saying: "The *Commendatore* wants to meet you."

MH: Ferrari? Did you get to meet him?

JH: No, he died soon after and I never got to see Frank either because I crashed at Brands Hatch.

MH: Talking about that race weekend, EJ introduced me to you, but you were obviously busy and my initial impression – forgive me for saying this – was that you were a cocky little...

JH: Mmm... I knew you'd say that!

MH: Not arrogant, but you gave the impression of being aware that you were pretty good. There was no reason why you should engage me in conversation, but... that was my impression.

JH: It's interesting you say that because I was actually very shy. People thought I was arrogant – and that was working in my favour. The shyness was actually coming across as arrogance, and that's what a driver needed to have. So, your impression was sort of right

in one regard. I looked completely relaxed. If anything, I was too bloody relaxed that day.

MH: Well, you were so quick – everything was going your way. You were on pole and leading easily when the race was stopped – and then came the restart.

JH: Yeah, a mega job – then I did a stupid thing by parking it wrong on the grid for the restart.

MH: We're talking about the infamous Brands Hatch pole position slope?

JH: That's it. The back end always slides but the first start had been okay. God knows why I changed it for the restart. I think I was trying to be too clever by pointing the nose more to the right. But then the back came round as usual but with more momentum. Once it starts, it's very hard to stop. I was third going into Paddock.

MH: Meanwhile, your team-mate Martin Donnelly was off in the lead...

JH: Yes, but I wasn't too worried because I had a 12-second lead and the result was going to be decided on aggregate. Of course I wanted to win, but I wasn't too flustered. I knew I was quick. Even if I finished second and close to the leader, that was all I needed to do.

MH: And along comes Gregor Foitek. I saw a video of the pair of you banging wheels as you went side-by-side through Surtees.

JH: Exactly. Which was just typical – don't forget, the race was stopped in the first place because he had collided with someone else. I remember him trying to pass, two wheels on the grass, at about 150mph. His right-front hit my left-rear and turned me sideways.

MH: And the buttress of the bridge was waiting.

JH: I hit it head-on. The trouble then was that the carbon fibre was high modular; it was just like glass and the nose of the car shattered, all the way back to my knees. Even that might have been alright had I not spun across the other way. The serious damage was done on the second impact on the other side of the track. My legs were hanging out when I got there.

MH: I want to take it on a couple of months. Peter Collins had shown fantastic faith in you...

JH: Oh, absolutely. Without Peter, I wouldn't have got into F1 after that accident.

MH: So you've got the Benetton-Ford drive thanks to Peter. In December of that year, Ford – through a wonderful PR man called Harry Calton – invited a bunch of us to a clay pigeon shoot in Essex. You were there, and they gave you a quad bike because you were having great difficulty getting around. I remember looking at you and thinking: 'there's no way this kid will be racing an F1 car in a couple of months...'

JH: You were one of many.

MH: I remember talking to you about it, and noting two things: one was that you were a



Herbert makes his Benetton debut at Rio in '89 (main) and wins the 1995 British GP (inset), with Coulthard and Alesi helping him take the weight off that sore foot on the podium afterwards





“When I won at Silverstone I was screaming – really screaming – in the car to relieve the pain”

different Johnny Herbert to the one I met in the paddock at Brands Hatch; you were much more circumspect. And second, I thought you were putting on a very brave face – as you would, and I didn’t blame you for that – but I was thinking I’d love to know what’s going on in your head, knowing you’d had your left foot close to amputation and the ankles in both smashed to bits. It had to be so difficult to have Fleet Street’s finest turn up to take look at you at a time when you must still have been in great pain.

JH: I was. I had to keep smiling but I knew I could only do about three steps because it would hurt like hell and then the swelling would start.

MH: I don’t know how you did it, but you kept a really cheerful demeanour throughout.

JH: Again, it’s interesting you say that. My humour’s changed. From what I remember, I didn’t really have a sense of humour to the degree that I’ve got now. That’s because I had to laugh and joke about things because of the problem I had. It was my way of dealing it; of trying to overcome the pain. I used to think: ‘It will get better tomorrow. It will get better tomorrow.’ That went on for about ten years!

I remember using this humour during the first test I had after the accident. It was at Silverstone and this was going to answer a lot of questions. I was a couple of seconds off of Alessandro Nannini. I came into the pits, Peter stuck his head into the cockpit and asked how I felt. I said: “I don’t think I can do this. I’m struggling like hell. I’m not sure; I’m not sure.” I gave him the big spiel about how worried I was. Then I said: “I’ll give it one more go.” You can imagine what he must have really felt. He looked white as

a sheet. I went back out and was half a second or something behind Sandro. I was laughing when I came back in. “Just a joke!” I thought he was going to throttle me! From around that point, I think that’s when my character changed, and I don’t know if it was for the good or for not.

MH: Oh, definitely for the good.

JH: Well, in some ways no, because people like Ron Dennis thought I wasn’t serious.

MH: Because you were too flippant?

JH: I had to be: it was the only way I could deal with it. And that continued for some time. Even when I came back to F1 at the end of 1990 after racing in Japan, I still wasn’t right. My toes always used to hurt ten laps from the end of the race. My right big toe was always bloody sore because I’ve got a big callus thing on the bottom of it. Laughing and joking was just my way of getting through it. If I thought about it, it would probably hurt more, and I wouldn’t get over it because then I’d get depressed. So I had to be bubbly, funny and everything else.

And I never said anything. I didn’t even tell Becky [his wife] I’d been through this until ten years ago. I just didn’t want anyone to know, otherwise I might be out; finished.

MH: I know what you’re saying, but I would venture to suggest now, in the year 2012, that – it may sound a strange thing to say – in some ways this did you a favour by making you the person you are now, which is a very likeable guy. You’re probably too modest to agree with me...

JH: Yeah. I am! But certain people did think I wasn’t serious because I joked around too much.

MH: Your first race, Brazil 1989, wasn’t funny. Yet you qualified ahead of Nannini to finish

fourth. Parc fermé was an open area and I stood by the fence watching you climb out and thought: ‘I don’t know how you did that.’

JH: Yes, I remember that parc fermé very well. And there was another guy in a red car that didn’t get out as fast as me...

MH: Ah yes, that would be Nigel Mansell having just won his first race for Ferrari. He was overcome, Johnny...

JH: Exactly. And he cut his finger on the trophy on the podium!

MH: I can’t begin to imagine what Our Nige would have been like if he’d had to endure your injuries. I mean, you had to ride a bike around the paddock because you still couldn’t walk far.

JH: Tell me about it. Even getting to Brazil was a major test. I checked in at Heathrow, and they said: “Gate 95” or something. I don’t think they had buggies in those days, so I had to hobble all the way the gate. If I remember correctly we had a connection in Phoenix. “Gate 110 for the flight to Rio.” Another long walk. Get to Rio and it was the furthest gate in the terminal. Checked in at the hotel, and they said “It’s room 105,” which was miles away. Everywhere I went, it seemed to be the longest bloody journey in the world.

People, including Flavio Briatore and one or two members of the Benetton family, kept asking if I could race. I was saying: “Yes, no problem,” but I knew they had Emanuele Pirro waiting on standby at an airport in Italy. And yep, when I eventually got back to the garage after the race, they’d all gone. Peter and everyone else were there – but not Flav or the Benettons.

MH: But once Flavio was in charge, he had his way and got rid of you after Canada? →



THE MAURICE HAMILTON INTERVIEW

Herbert savours a third and final win at the 1999 European GP at the Nürburgring with Stewart GP: "It was really nice for Jackie"

JH: I didn't qualify. His secretary phoned me up to tell me I was going to be 'rested'. I was upset at the time – but I had been struggling.

MH: I was writing for *The Guardian* at the time, and Peter called to tell me about this. He said: "Here's a number you might need." It was Flavio's direct line. I called him and he more or less said: "Why have a driver who is sick?" That was the word he used: 'sick'.

JH: He was right. Looking back I did get worse because braking was always my issue and Montréal calls for some of the hardest braking of all. I used to brake with my heel because that was the only way I could get pressure on the pedal. In those days the cars were quite big and there was room for me to lift my foot high enough to get the heel on the pedal.

MH: Bloody hell, that can't have been easy.

JH: It wasn't brilliant, but it sort of worked – until I got the phone call. I went to Japan after that where I could race away from the limelight and build myself up.

MH: So, returning to the British Grand Prix, you get back to F1 and after time with Peter Collins again at Lotus, you find yourself in a Benetton winning at Silverstone. How were you feeling? Was it still difficult for you?

JH: My left foot was okay at that point. But, with the right, by the last ten laps or so, my toes were sore... I mean really sore. I could never left-foot brake properly because although I've got maybe

70-80 per cent movement on the right foot, I've only got about 10-15 per cent movement on the left one. It just never worked.

When I won at Silverstone, I had to do the last ten laps doing two laps normal braking and then one lap somehow getting my left foot across and onto the brake pedal because the callus thing I was telling you about on my right big toe was hurting so much I was screaming – I mean, *really* screaming – in the car. It's the only thing I could do to relieve the pain. But, as I said, I couldn't tell anyone – not even the wife.

MH: Blimey, that callus must be dreadful. Did it become raw?

JH: It felt like it did but I don't think that was the problem. It goes ultra sensitive and hurts like shit. But it's not really the pressure.

MH: So the British Grand Prix; you win it. What are your memories of that? Were you relieved just to have finished the race and to have won your first grand prix? Were you able to savour the feeling of winning at home?

JH: It was the feeling of finally winning a race after all the problems I'd had. For the last few laps, it wasn't about winning at Silverstone, or the fans waving our flags, or anything like that. It was all about keeping going; keeping going. I had got myself in a position to win a race and that was it. I had to finish.

Then, afterwards, you have time for it all to sink in. I began to feel emotional. I nearly

cried when I was doing the press thing; the last few words of my final sentence, I just started to break up. I think it was Steve Rider asking the questions and, whether or not he saw what was happening I don't know, but he didn't ask another question. Because, if he had, then it would have been a bit embarrassing. So it was all about overcoming my problems, then winning a grand prix, then doing it at Silverstone – and then enjoying the moment.

MH: It must have been a fantastic feeling to be on top of the podium at Silverstone.

JH: It was. It's nice looking back when DC and Jean Alesi lifted me up. There's one thing I wish I hadn't done, though. Flavio asked for my winner's cap. Apparently he always did that. I gave him mine but wish now that I hadn't.

When I won at Monza, that wasn't a problem because by the time I'd made it back to the garage, he'd gone! I didn't see him at all. It summed up the relationship within the team because Flavio was focused on just one guy – Michael Schumacher.

MH: Did you have a problem with that?

JH: Not really, no. You knew that was the way it was at Benetton when Michael was there.

MH: So, would you say you were well rounded enough mentally to deal with this sort of thing?

JH: I would. Saying that, there was one thing that always bothered me a little – and still does, if I'm honest. Before the accident, I had

always felt I could beat anybody, anywhere, in any car, on any track, in any conditions. After the accident, that disappeared. I never had that feeling of invincibility again. That was one thing that probably made me weaker.

The other thing I remember is to do with braking. Whenever I braked, it was connected with the speed into the corner; the corner coming to you. That's how I seemed to know where to brake. After the shunt, I'd lost that; I could never do that again. My braking had to be based on markers by the side of the track. It wasn't instinctive any more.

MH: So did winning a grand prix not help to restore that faculty?

JH: I can remember one race where it all came back in a very similar manner, where everything flowed exactly as it should. And that was Malaysia 1999.

MH: The year you won your third GP in the Stewart in Germany?

JH: Exactly. It was actually the race after the Nürburgring. That's the only time I can remember it coming naturally. But it didn't stick

with me. I don't know why. I didn't do anything any different, I ate the same stuff, I did the same things, but it was... different.

So, that's the only thing that frustrates me now; the way I have to work at it whereas I didn't have to in the past. And, as I said, I could have beaten anybody. Jumping in an F1 car was easy during my first tests. No problem at all.

MH: How does the Nürburgring win stack up? How do you reflect on that now? It was good to see, I must admit.

JH: Yeah, it was nice. I remember – and this was how I took note of what was going on around me – I remember the wind was blowing directly up the straight. And of course downwind is Spa. I know the rain always hits Spa before it hits the Nürburgring because I can recall guys racing at both circuits and the guys at the 'Ring calling Spa to see if it was raining because, if it was, you knew for sure it was coming your way.

My race was going okay and then I saw this big black cloud – it was shaped like a teardrop or a raindrop – and it was coming dead straight. It was wider than the track. And it was coming

from the direction of Spa. I just kept watching it and the fortunate part was when they told me to pit, I'd just got down to the bottom end of the track and there were spots of rain. The sky was as black as the ace of spades and I thought: 'Right, I've got to go to wets.' By the time I got back to the pits and rejoined on wets, it was starting to throw it down. Rubens Barrichello was in the other Stewart and stopped at the end of the next lap; he stayed on slicks.

That was a good win and it was really nice for Jackie Stewart because of all the romantic connections with his victory in the wet on the old Nürburgring, then his last win in F1 at the same circuit, and this being the one millionth win or something for the Ford engine in F1!

MH: Listen, now that you're a TV megastar, you've got to get these facts correct!

JH: Nah, I'll just talk...

MH: You're good at that. This has been fun, Johnny. Thanks, I've learnt a great deal. And just make sure you keep smiling.

JH: No problem. It's become a nice habit. And it's no longer hurting so much when I do! 🍷

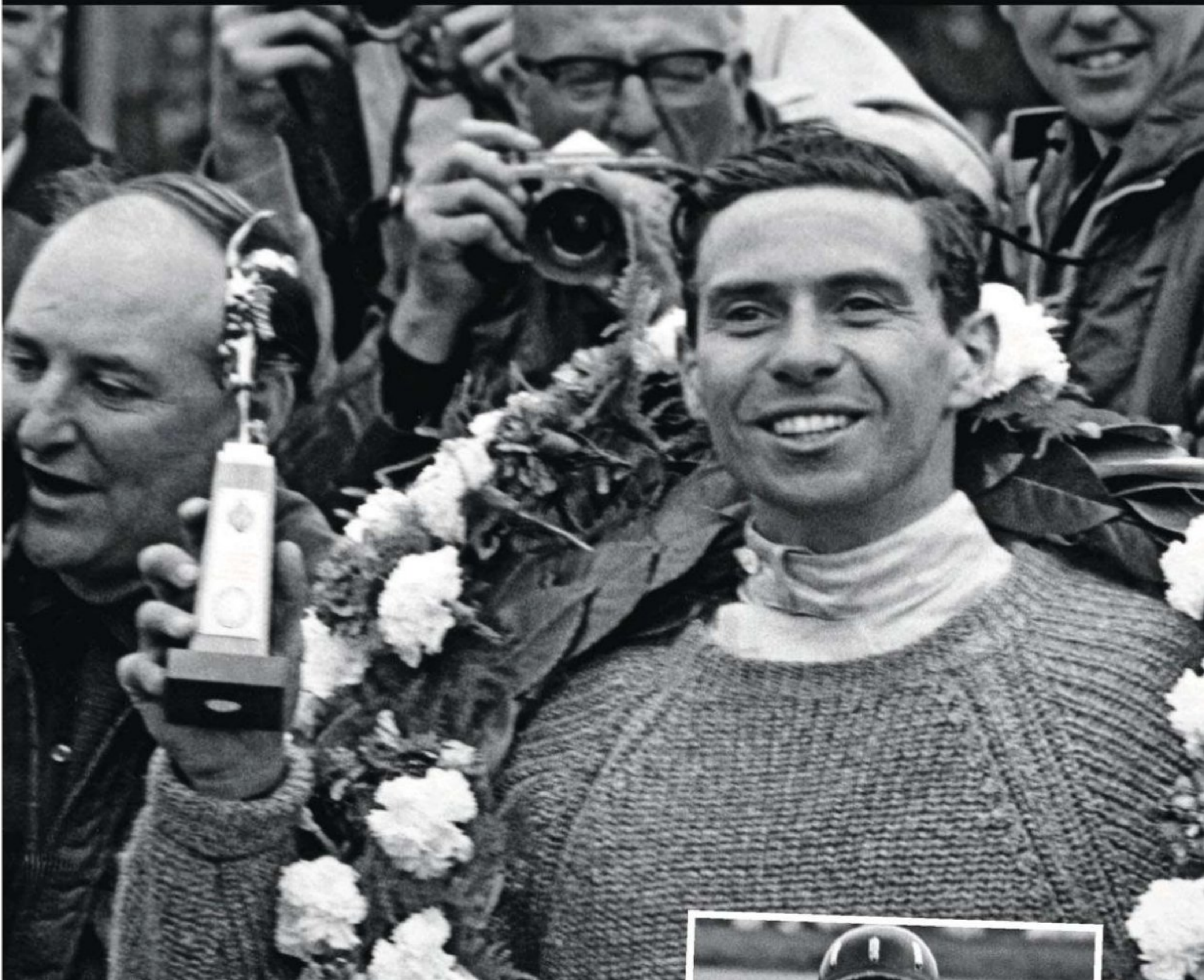
PHOTOS: LAT ARCHIVE; GETTY IMAGES

"Comments post-Bahrain about tyres were classic Michael. If it's not working out for him, then it's wrong"



Way back when

British Grand Prix Formula 1 occurrences from the month of July, many moons ago...



THIS
MONTH
47
YEARS
AGO

When Britain ruled F1

British drivers undoubtedly had their F1 heyday in the 1960s and the 1965 British Grand Prix at Silverstone on 10 July was easily the high point. Jim Clark (above) was on pole and although Richie Ginther took an early lead, Clark moved ahead on lap 2 and held on to take his fourth consecutive British GP victory, despite a late-race misfire. Clark finished three seconds ahead of Englishmen Graham Hill (right), John Surtees and Mike Spence, with fellow Scot Jackie Stewart fifth in an amazing British 1-2-3-4-5, a feat that hadn't been achieved before and has never been matched since.





THIS
MONTH
36
YEARS
AGO

Bye-bye to Brands

Silverstone is well known as the home of the British GP but that wasn't always the case. After alternating with Aintree for a while in the '50s and early '60s, Silverstone had to share the spoils with Brands Hatch until the Kent circuit hosted its last GP on 13 July 1986. Rather aptly, the spoils went to a British hero, Nigel Mansell (seen here exiting Paddock Hill Bend) in his famous 'Red 5' Williams, less than a year after he'd won the European Grand Prix there.



THIS
MONTH
57
YEARS
AGO

Home is where the heart is

Give an F1 driver a list of races, and the one they'll most want to win is always going to be their home race. There have been 22 home-grown winners of the British Grand Prix, and the first of these was Stirling Moss on 16 July 1955. The race was initially scheduled for Silverstone but later switched to Aintree, and Stirling Moss and Juan Manuel Fangio vied for the lead for all 90 laps in their Mercedes W196s, a see-saw battle that saw Fangio lead for a few laps and then Moss. At the flag Moss was triumphant, and Fangio always denied letting the Briton win on home soil...

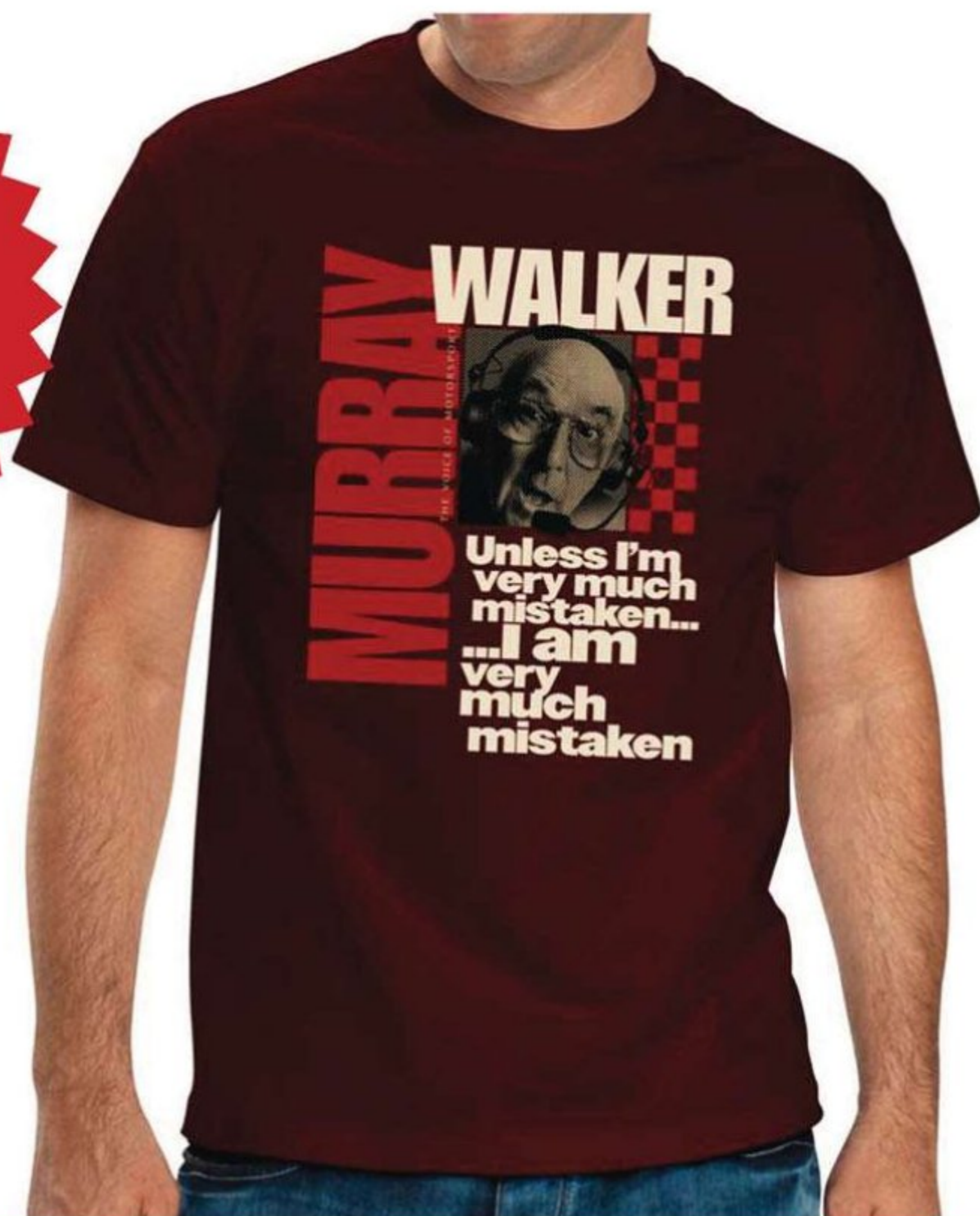
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Lewis's Great British victory

As Jubilee celebrations continue back in the UK, Hamilton adds to the party in Montréal

MONACO GP

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RACE DEBRIEF by Pat Symonds

Monaco Grand Prix

27.05.2012 / Monte Carlo

Six different winners in first six races is F1 record... Maldonado goes from hero to zero



Monaco has a new master

Webber takes the obligatory dive into the swimming pool to celebrate his second win at the Principality in three years

The jewel in the crown of F1, as Monaco is so often described, may well be zirconia rather than diamond in these days of austerity but, nevertheless, it shines just as brightly. As the teams assembled in the Principality and parked their multi-million-pound motorhomes next to the flotilla of yet more multi-million-

pound yachts, talk was of cost reductions and the financial struggle that most teams faced. It seemed that the irony of holding a meeting to discuss cost-control measures at the Hotel de Paris was lost on most of those involved.

That aside, Monaco will always play a vital role in the glamour of F1. The circuit may be an anachronism that would, under any other

circumstances, not withstand the scrutiny of modern society, but it is this uniqueness that makes it such an important part of the calendar. For the teams, Monaco is difficult. They work in conditions that are noisy and cramped. The cars, meanwhile, which are designed and developed to achieve unbelievable performance in wide, sweeping corners, will never feel at home negotiating tight hairpins in first gear at 30mph. In spite of this, most teams regard this race as just another challenge that has to be met.

With tyres being the enigma of 2012, there was some trepidation as to how the supersoft compound, making its debut appearance this season, would hold out. This is the one compound that has not changed since 2011, although the construction of the tyre has. These two elements, which are fundamental to tyre design, can never be separated. The 2012 tyres need to run at very high bulk temperatures and this temperature comes from working the tyre, thereby putting energy into the rubber and structural elements of the tyre. The problem is that to put that energy into the tyre to generate the heat, grip is needed. And to get grip, you need to have high tyre temperatures. That is the conundrum of the 2012 tyre.

In Monaco, this was likely to be an even bigger problem as the super-smooth surface relies very much on the tyres providing adhesive grip rather than the grip that comes from the tread deforming around the aggregate on the surface of the Tarmac. This made Thursday's second practice all the more important, as this is usually when the teams run on high-fuel loads and explore the limits of the tyre degradation in race simulations. Unfortunately, second practice was interrupted by rain showers and while this may have given the strategists plenty of headaches, it did bode well for yet another unpredictable race.

In the eyes of many, Lotus came here with the ability to win. Their car has shown good performance in the first five races and seems to have strong traction. It was a surprise, therefore, that Räikkönen stopped after a lap complaining of power-steering problems. Monaco is a circuit where the best performance comes from actually being out on the circuit as this lets the driver grow accustomed once again to the presence of the barriers and the location of the bumps.

The distinctive nature of the circuit, while always rewarding a good car, does give those

lower down the field the feeling that they can over perform. With aero efficiency not playing the all-important role it does at other circuits and with engines only at full-throttle for 65 per cent of the lap, the mid- and lower-order teams always hope that they can pick up points here. While the general reliability of the modern F1 car is amazing, Monaco can always be counted on to highlight weak spots. Inevitable brushes with the barriers add up to make this the race that has the highest attrition rate of the year.

It seems strange to include Ferrari among those who were perhaps hoping to overachieve but, despite Alonso's talent for giving his team results beyond the normal capabilities of the car, they still aren't finding the performance expected of them. True to form, Alonso was quickest in first practice in a session that saw five different chassis filling the first five places. With second practice having more to do with how teams dealt with variable weather conditions, a lot was left until Saturday morning.

Perhaps the most significant incident of third practice was Maldonado showing how easy it is to go from hero to zero after an incident that saw him clip Pérez. It was to cost the Monaco specialist dearly as he was hit with a ten-place grid penalty for causing an avoidable accident.

Qualifying, even in these tyre-dominated days, is still of supreme importance in Monaco. First qualifying was almost a formality as Pérez hit the barriers before recording a time to enrol himself to join the regular six. While the result →

View from the paddock

Reversal of fortune

You always thought that Pastor Maldonado's weekend would go one of two ways in Monaco: either he would ride the wave of confidence that came from winning his first grand prix, or he would crash back to reality.

Unfortunately for the Venezuelan it was – quite literally – the latter. After posting the fifth quickest time in each of the first two practice sessions, things went downhill rapidly in FP3 when he showed little of the poise that had brought him victory in Spain. First, he clashed with Pérez then stuffed it into the Casino Square barriers. So it was no surprise when, after two penalties dropped him to the back of the grid, he hit the back of de la Rosa's HRT on the first lap of the race.

Maldonado is a considerable talent who, on his day, is capable of running at the very front, but this evidence suggests he needs to add a considerable dose of composure before he can join F1's elite.

Jonathan Reynolds

The story of the race

Webber makes a great start from pole, but further back Grosjean spins his Lotus causing chaos...



...which results in several drivers making contact, including Kobayashi whose Sauber launches



MONACO



The Safety Car is deployed while debris and cars from the first-corner incident are removed



A long first stint allows Vettel and Alonso to get ahead of Hamilton after the round of pitstops

With everyone else having pitted, Webber leads Rosberg and a train of cars to the flag



MAIN PHOTO: ANDY HONE/LAT. ILLUSTRATION: ALAN ELDRIDGE. INSETS: ANDREW FERRARO/LAT; GLENN DUNBAR/LAT; STEVE ETHERINGTON/LAT; ANDY HONE/LAT; PAUL GILHAM/GETTY IMAGES; CLIVE MASON/GETTY IMAGES



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of Q1 may have looked normal, the battle in the last few minutes was anything but, as both Vettel and Räikkönen used the supersoft tyre to ensure that Kovalainen did not upset the formbook.

In Q2 it was a surprise to see Massa quickest while Räikkönen only just scraped into the top ten. Out at this stage was the man who'd been fastest on Thursday afternoon, Jenson Button, who couldn't find the grip he'd enjoyed earlier.

In the top-ten shoot-out, Vettel abandoned his run to settle for tenth thereby allowing him to choose the harder tyre for Sunday. At the front it looked like a fight between Webber and Rosberg until the old master of Monaco, Michael Schumacher, put in a lap that beat Webber by just 0.08secs. Rosberg, crossing the line just five seconds after his team-mate, could not match either of them. Unfortunately, Schumacher's indiscretion in the Spanish GP saw him take a five-place drop to spoil what would have been the 69th pole for this 43-year-old master.

The race start saw Webber leap into the lead from his inherited pole with Rosberg tucking in behind. Schumacher made a lightning start from sixth, but as Alonso moved to pass Hamilton, he forced Grosjean to the left and into the German. Grosjean spun in the middle of the pack, causing a short Safety Car period.

With no experience of the cars on high fuel loads and supersoft tyres, the strategists had to assess the situation in real time. Added to their complications was a threat of rain coming in from over the mountains toward the circuit. Without exception, they stretched their first stints as far as they could in case an early stop had to be followed by a stop for wets. First to break the pattern was Rosberg, who stopped on lap 27, trying desperately to undercut Webber who was just under two seconds in front. Webber stayed out hoping that Rosberg would take time to warm his harder tyres but had to stop two laps later to protect his position. Looking good at this stage was Vettel who had started on the harder tyre and was quite happy running long.

The rain never materialised to a significant extent, but the long first stint meant that only a one-stop race made sense. Webber held the train back as he nursed his tyres up to temperature, giving Vettel the chance to move up. Hamilton lost a position to Alonso when they both stopped and he was to lose another to Vettel when the Red Bull eventually stopped on lap 46.



Monaco specialist Maldonado took a ten-place grid penalty for a collision in practice, then crashed out on the first race lap

The close pack made the race look exciting, but no one was ready or able to take a risk up front. Further back, it was easier to throw caution to the wind and Kovalainen was in the centre of the action as first Button spun into retirement trying to pass him (yes, Button racing Kovalainen!), closely followed by Pérez hitting him during a risky manoeuvre into Turn 1.

But nothing could stop Webber from taking his second Monaco win and giving us, for the first time ever, six different winners in the first six races. There is no reason to believe we won't get a seventh in Canada – a track that is the complete opposite of Monaco. 🏁

The GP you didn't see on TV

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



Ready, steady, burn! Button and Grosjean don bizarre hats to take part in an F1 cook-off



Maldonado messed up, but Williams' Valtteri Bottas won a special event for F1 test drivers



Ron Howard on a break from his Niki Lauda film meets actual Niki Lauda



Will Smith swung by – and presumably got the chance to catch up with *Men in Black 3* colleague Nicole Scherzinger

PHOTOS: LORENZO BELLANCA/LAT; GLENN DUNBAR/LAT; MARK THOMPSON/GETTY IMAGES; RUSSELL BATCHELOR/XBP



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TO ENTER

Answer this question online at
www.f1racing.co.uk

**WHICH DRIVER WAS ON POLE
POSITION AT THE BRITISH
GRAND PRIX IN 2011?**

A JENSON BUTTON

B LEWIS HAMILTON























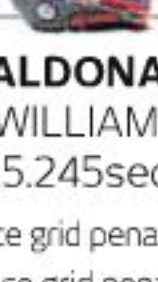
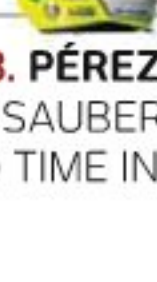
C MARK WEBBER

*Competition closes on
Wednesday 18 July*

Monaco Grand Prix stats

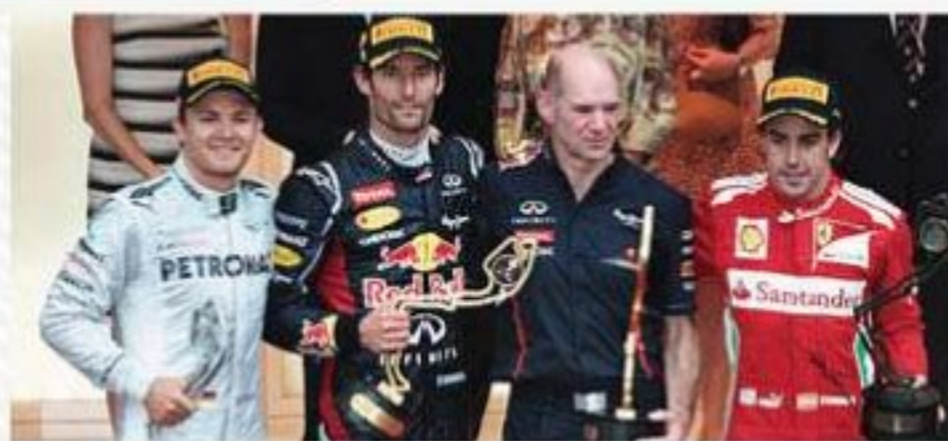
The lowdown on everything you need to know from the weekend at Monte Carlo...

THE GRID

	2. ROSBERG MERCEDES 1m14.448secs Q3		1. WEBBER RED BULL 1m14.381secs Q3
	4. GROSJEAN LOTUS 1m14.639secs Q3		3. HAMILTON McLAREN 1m14.583secs Q3
	6. SCHUMACHER* MERCEDES 1m14.301secs Q3		5. ALONSO FERRARI 1m14.948secs Q3
	8. RÄIKKÖNEN LOTUS 1m15.199secs Q3		7. MASSA FERRARI 1m15.049secs Q3
	10. HÜLKENBERG FORCE INDIA 1m15.421secs Q2		9. VETTEL RED BULL NO TIME IN Q3
	12. BUTTON McLAREN 1m15.536secs Q2		11. KOBAYASHI SAUBER 1m15.508secs Q2
	14. DI RESTA FORCE INDIA 1m15.718secs Q2		13. SENNA WILLIAMS 1m15.709secs Q2
	16. VERGNE TORO ROSSO 1m16.885secs Q2		15. RICCIARDO TORO ROSSO 1m15.878secs Q2
	18. PETROV CATERHAM 1m17.404secs Q1		17. KOVALAINEN CATERHAM 1m16.538secs Q1
	20. DE LA ROSA HRT 1m18.096secs Q1		19. GLOCK MARUSSIA 1m17.947secs Q1
	22. KARTHIKEYAN HRT 1m19.310secs Q1		21. PIC MARUSSIA 1m18.496secs Q1
	24. MALDONADO*** WILLIAMS 1m15.245secs Q3		23. PÉREZ** SAUBER NO TIME IN Q1

*Five-place grid penalty for causing a collision at the Spanish GP
 **Five place grid penalty for replacement gearbox but permitted to start
 ***Ten-place grid penalty for causing a collision and five-place grid penalty for replacement gearbox

THE RACE



THE RESULTS (78 LAPS)

1st	Mark Webber	Red Bull	1h46m06.557s
2nd	Nico Rosberg	Mercedes	+0.643s
3rd	Fernando Alonso	Ferrari	+0.947s
4th	Sebastian Vettel	Red Bull	+1.343s
5th	Lewis Hamilton	McLaren	+4.101s
6th	Felipe Massa	Ferrari	+6.195s
7th	Paul Di Resta	Force India	+41.537s
8th	Nico Hülkenberg	Force India	+42.562s
9th	Kimi Räikkönen	Lotus	+44.036s
10th	Bruno Senna	Williams	+44.516s
11th	Sergio Pérez	Sauber	+1 lap
12th	Jean-Eric Vergne	Toro Rosso	+1 lap
13th	Heikki Kovalainen	Caterham	+1 lap
14th	Timo Glock	Marussia	+1 lap
15th	Narain Karthikeyan	HRT	+2 laps
16th	Jenson Button	McLaren	+8 laps - accident

Retirements

Daniel Ricciardo	Toro Rosso	65 laps - steering
Charles Pic	Marussia	64 laps - electrics
Michael Schumacher	Mercedes	63 laps - fuel pressure
Vitaly Petrov	Caterham	15 laps - electrics
Kamui Kobayashi	Sauber	5 laps - suspension
Romain Grosjean	Lotus	0 laps - driveshaft
Pedro de la Rosa	HRT	0 laps - accident
Pastor Maldonado	Williams	0 laps - accident

THROUGH SPEED TRAP



Fastest: Nico Rosberg, 177.13mph
Slowest: Pedro de la Rosa, 128.73mph

TYRE COMPOUNDS USED



Supersoft **Soft** **Intermediate** **Wet**

CLIMATE

Overcast 21°C

TRACK TEMP

35°C



FASTEST LAP

Sergio Pérez, lap 49, 1min 17.296secs



FASTEST PITSTOP

Nico Rosberg, 24.874secs (entry to exit)

DRIVERS' STANDINGS

1st	Fernando Alonso	Ferrari	76pts
2nd	Sebastian Vettel	Red Bull	73pts
3rd	Mark Webber	Red Bull	73pts
4th	Lewis Hamilton	McLaren	63pts
5th	Nico Rosberg	Mercedes	59pts
6th	Kimi Räikkönen	Lotus	51pts
7th	Jenson Button	McLaren	45pts
8th	Romain Grosjean	Lotus	35pts
9th	Pastor Maldonado	Williams	29pts
10th	Sergio Pérez	Sauber	22pts
11th	Paul Di Resta	Force India	21pts
12th	Kamui Kobayashi	Sauber	19pts
13th	Bruno Senna	Williams	15pts
14th	Felipe Massa	Ferrari	10pts
15th	Nico Hülkenberg	Force India	7pts
16th	Jean-Eric Vergne	Toro Rosso	4pts
17th	Daniel Ricciardo	Toro Rosso	2pts
18th	Michael Schumacher	Mercedes	2pts
19th	Heikki Kovalainen	Caterham	0pts
20th	Timo Glock	Marussia	0pts
21st	Charles Pic	Marussia	0pts
22nd	Narain Karthikeyan	HRT	0pts
23rd	Vitaly Petrov	Caterham	0pts
24th	Pedro de la Rosa	HRT	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	146pts	10	Caterham	0pts
2	McLaren	108pts	11	Marussia	0pts
3	Ferrari	86pts	12	HRT	0pts
4	Lotus	86pts			
5	Mercedes	61pts			
6	Williams	44pts			
7	Sauber	41pts			
8	Force India	28pts			
9	Toro Rosso	6pts			



For comprehensive F1 statistics visit www.forix.com

RACE DEBRIEF by Pat Symonds

Canadian Grand Prix

10.06.2012 / Montréal

Seven different winners in first seven races: another F1 record... Jenson trails Lewis by 43 points



A landmark win for Lewis

Five years to the day since his first Formula 1 race victory, Lewis Hamilton does it again in Canada with a storming drive

Montréal is a welcome early-summer visit for F1 in every respect. Teams enjoy the friendly carnival atmosphere of a city that strikes a perfect balance between all that is good about the North American continent and the subtle sophistication of European cultures. And from the point of view of sponsors and commercial

managers, it's the first foray of the year into the important markets of North America.

Montréal presents big challenges to the technical team. It's not a true street circuit, being used but once a year and that – combined with the ultra-smooth Tarmac – means FP1 is spent trying to get grip from the supersoft tyres deemed most suitable for this event.

On top of all this, the circuit is the first low-drag venue of the year. In general, the corners are slow hairpins or chicanes. These features are separated by long straights dictating that low drag is of more benefit for a quick lap time than ultimate downforce. For the first time we see the teams unleashing smaller chord rear wings, which are combined with finely sculpted front wing flaps to achieve the correct compromise between straightline speed and grip.

As with Monaco, tyre worry here concerns the reliance on the adhesive grip potential of the tyres and the consequent difficulty of generating bulk temperature, although high-speed straights in Montréal do aid generation of internal heat while keeping surface temperatures in check.

Montréal is also the benchmark for braking systems. The stop-go nature of the circuit with very little distance between braking events puts brake-cooling at a premium. Perversely, this very high energy, absorbed by the brakes and dissipated in the form of heat, is also useful in getting tyre temperatures up to the correct working range. As the car slows for the hairpin, it loses around 145mph in just over 2.5 seconds. This equates to around 840kW of power heating the area around the tyres – equivalent to over 400 typical electric room heaters.

With bad weather looming on Friday, several teams chose to try the supersoft tyre in first practice, although Hamilton still set the fastest time on the harder tyre. In truth, there was less performance differential than usual between tyres. Lewis held his advantage on Friday afternoon but Ferrari, sporting a new exhaust layout, put both their cars right behind him. Victims of the close walls on the first day were Kovalainen and Senna, who both suffered damage from contact while Button lost time with a leak that required a gearbox change.

On Saturday morning, Vettel stamped his authority – but by the narrowest of margins from Alonso – while Rosberg completed no laps after his car cut out on the first lap.

The first part of qualifying was not going to be a foregone conclusion, with just one second covering the top 16 in free practice but, ultimately, there were no surprises as Vergne joined those taking no further part for the third time this year. For the remaining runners passing through to Q2, the similarity of the tyres threw it wide open. Ultimately the unexpected exits at this stage were Räikkönen, who never

seemed to get his car hooked up, and Maldonado who was on his way to a top ten placing when an enormous tank slapper at the final chicane saw him clout the infamous 'wall of champions' before spinning relatively harmlessly down the start/finish straight to a disappointing 17th.

The race for pole was equal between Hamilton, Alonso and Vettel, but it was the latter who prevailed by 0.3secs – a big margin under the circumstances. Hamilton edged Alonso for the remaining front-row position with Webber, Rosberg and Massa behind. It was a worthy pole for Red Bull, who had had to make two modifications to the aerodynamics of their car prior to the weekend at the behest of the FIA – and no doubt a number of their competitors.

Race day was significantly warmer than the practice days had been and strategists up and down the pitlane were reconsidering the data they had obtained on Friday. The consensus was that in the cooler temperatures, a one-stop race was perfectly feasible but not necessarily the strategy with the best outcome. As always, taking the tyres into uncharted territory of either distance or temperature was a risky business and the higher race-day track temperatures suggested that two stops would be prudent.

As the lights went out, Vettel used the short run to Turn 1 to keep Hamilton and Alonso behind him and pushed to break out of the DRS detection time in the first laps. Massa passed Rosberg for fifth on the run to the final corner on lap 2. But his moment of semi-glory was →

The story of the race

V Vettel leads Hamilton and Alonso into Turn 1 at the start. This sequence remains until the pitstops...

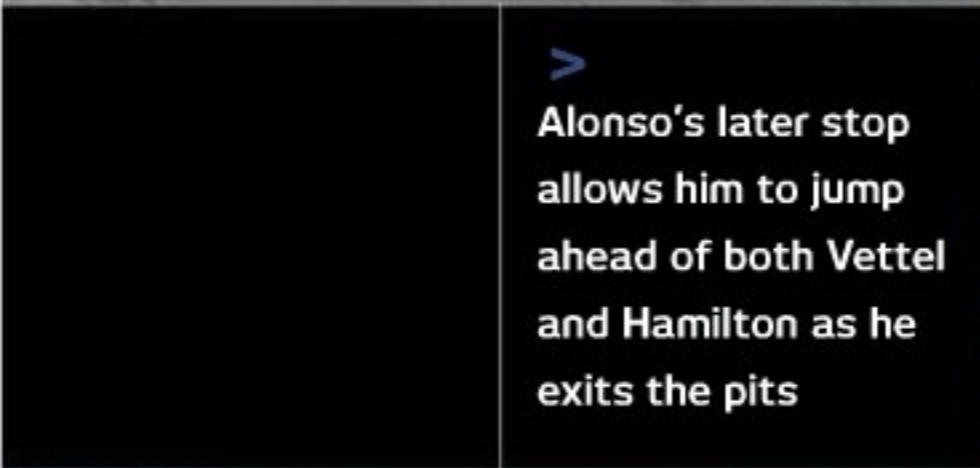
MONTRÉAL



> Alonso's later stop allows him to jump ahead of both Vettel and Hamilton as he exits the pits



< Hamilton regains the lead but loses it when he pits again. Alonso and Vettel remain out...



View from the paddock

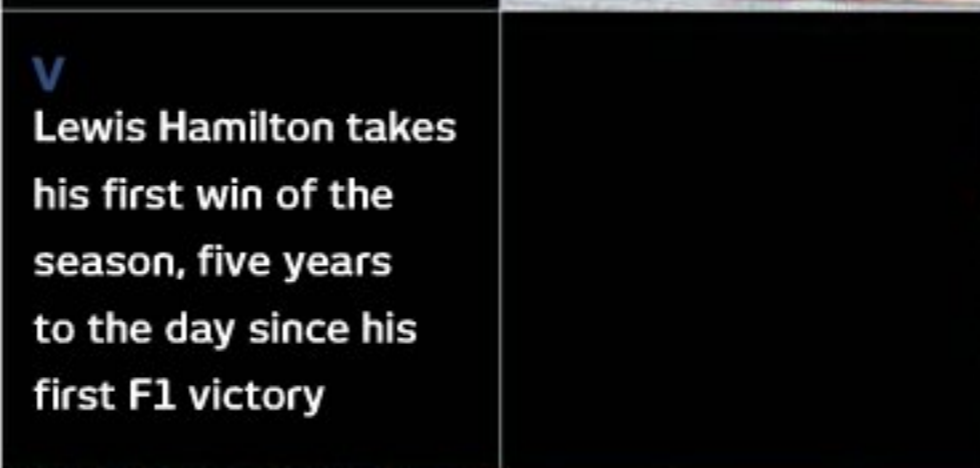
Montréal goes sport mad

Despite the race being the most important event in town, everywhere you looked during the weekend of the Canadian Grand Prix, one sporting event or another was going on.

For ice-hockey-mad locals, it was the Stanley Cup final that dominated the bars in town. Then, at Ferrari's hospitality unit on race day, all eyes were on the final of the French Open and, despite our trip across the Atlantic, everyone was glued to the Euro 2012 football championship.

At the post-qualifying press conference, Sebastian Vettel kept his answers brief, being at pains to point out that Germany vs Portugal was about to begin, while for Fernando Alonso there was significance in the Spain vs Italy match. Asked if he was getting much stick from his Ferrari mechanics about the fixture, he replied: "Not yet, but if Spain wins, there might not be many people to help me with my pitstop..."

James Roberts



MAIN PHOTO: PAUL GILHAM/GETTY IMAGES; ILLUSTRATION: ALAN ELDRIDGE; INSETS: GLENN DUNBAR/LAT; STEVE ETHERINGTON/LAT; CHARLES COATES/LAT; STEVEN TEE/LAT; LORENZO BELLANCA/LAT



Grosjean and Pérez celebrate their second podiums of the season after their one-stop strategies pay off

short-lived as he spun out of Turn 1 on lap 6, thereby increasing pressure on this troubled driver who had at least qualified respectably.

Vettel held his lead comfortably as the race moved past the ten-lap mark. By this stage, the majority who had started on the softer tyre were starting to feel the effect of the high fuel loads and elevated asphalt temperatures on their rear tyres. They were also eyeing the performance of those who elected to start on the harder tyre, notably Räikkönen, Pérez and Button.

First to pit were Di Resta and Schumacher, Di Resta for fresh softer tyres while Schumacher went for the harder ones. It was a measure of the prevailing uncertainty and this was further compounded when Räikkönen breezed past Button, who promptly pitted for the softer tyre.

Vettel dived for the pits on lap 16, changing to the harder tyre, and was followed a lap later by Hamilton who made the same choice. During this time Alonso took the lead but, more significantly, Lewis used a swift stop and a couple of aggressive laps to pass Vettel during the stops. A further lap and it was Alonso pitting, just managing to exit in front of Hamilton by the smallest of margins. Lewis showed no mercy as Alonso brought his tyres up to temperature and dispatched him on the


straight with the aid of DRS. It was a luxury that was not available to Vettel. He hung on to Alonso down the straight, but the Red Bull philosophy of not setting up the car for straightline speed hurt since even with the DRS active he could not match the raw speed of the Ferrari.

Behind the leading trio, Räikkönen and Pérez hung on to their tyres well, with the Lotus driver stopping after 40 laps and the Mexican visiting the pits one lap later. This dropped them behind Rosberg who had already made his second stop.

As the leaders approached the 50-lap mark, Hamilton's rear tyres were again on their limit. He pitted and a less-than-perfect stop left him close to being passed by Webber at the pit exit. He squeezed through and set a string of fastest laps to ensure Alonso didn't get too far away. As the laps mounted up, it began to dawn on McLaren that Alonso and Vettel were not planning a further stop. It was just the sort of challenge that Lewis relishes and he set off in pursuit with gusto. By lap 60 he was just two seconds off Vettel and 4.3secs from Alonso and on the next lap reduced both gaps by two

seconds. On lap 62 he swept past Vettel who then pitted in a damage-limitation exercise. Two laps later he was past Alonso and on his way.

In retrospect, Ferrari and Red Bull got it wrong by trying a one-stop strategy, but then the other two podium places were taken by drivers on one-stop strategies. It was surprising Ferrari didn't react earlier and they must be questioning their decision, but it all comes down to tyre management. Grosjean and Pérez showed that a cautious approach can pay dividends.

It was a fitting result for the 300th race of the McLaren/Mercedes partnership, while Red Bull continue to find Montréal is their nemesis. 

The GP you didn't see on TV

Taking you behind the scenes at Montréal as the weekend unfolded



Never mind the GP, this local spectator is more entranced by the action in the undergrowth



So if that F1 racing driver business doesn't quite work out, Jean-Eric Vergne can always run away and join the circus



He's missed out on 26 grands prix now, but fans still hold out hope of a Robert Kubica return...


























The formerly luxuriantly bequipped Jason Priestly drops in on Red Bull

Canadian Grand Prix stats

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

THE GRID

 1. VETTEL RED BULL 1m13.784secs Q3	 2. HAMILTON McLAREN 1m14.087secs Q3
 3. ALONSO FERRARI 1m14.151secs Q3	 4. WEBBER RED BULL 1m14.346secs Q3
 5. ROSBERG MERCEDES 1m14.411secs Q3	 6. MASSA FERRARI 1m14.465secs Q3
 7. GROSJEAN LOTUS 1m14.645secs Q3	 8. DI RESTA FORCE INDIA 1m14.705secs Q3
 9. SCHUMACHER MERCEDES 1m14.812secs Q3	 10. BUTTON McLAREN 1m15.182secs Q3
 11. KOBAYASHI SAUBER 1m14.688secs Q2	 12. RÄIKKÖNEN LOTUS 1m14.734secs Q2
 13. HÜLKENBERG FORCE INDIA 1m14.748secs Q2	 14. RICCIARDO TORO ROSSO 1m15.078secs Q2
 15. PÉREZ SAUBER 1m15.156secs Q2	 16. SENNA WILLIAMS 1m15.170secs Q2
 17. KOVALAINEN CATERHAM 1m16.263secs Q1	 18. PETROV CATERHAM 1m16.482secs Q1
 19. VERGNE TORO ROSSO 1m16.602secs Q1	 20. DE LA ROSA HRT 1m17.492secs Q1
 21. GLOCK MARUSSIA 1m17.901secs Q1	 22. MALDONADO* WILLIAMS 1m15.231secs Q2
 23. PIC MARUSSIA 1m18.255secs Q1	 24. KARTHIKEYAN HRT 1m18.330secs Q1

*Five-place grid penalty for replacement gearbox

THE RACE



THE RESULTS (70 LAPS)

1st	Lewis Hamilton	McLaren	1h32m29.586s
2nd	Romain Grosjean	Lotus	+2.513s
3rd	Sergio Pérez	Sauber	+5.260s
4th	Sebastian Vettel	Red Bull	+7.295s
5th	Fernando Alonso	Ferrari	+13.411s
6th	Nico Rosberg	Mercedes	+13.842s
7th	Mark Webber	Red Bull	+15.085s
8th	Kimi Räikkönen	Lotus	+15.567s
9th	Kamui Kobayashi	Sauber	+24.432s
10th	Felipe Massa	Ferrari	+25.272s
11th	Paul Di Resta	Force India	+37.693s
12th	Nico Hülkenberg	Force India	+46.236s
13th	Pastor Maldonado	Williams	+47.052s
14th	Daniel Ricciardo	Toro Rosso	+64.475s
15th	Jean-Eric Vergne	Toro Rosso	+1 lap
16th	Jenson Button	McLaren	+1 lap
17th	Bruno Senna	Williams	+1 lap
18th	Heikki Kovalainen	Caterham	+1 lap
19th	Vitaly Petrov	Caterham	+1 lap
20th	Charles Pic	Marussia	+3 laps

Retirements

Timo Glock	Marussia	56 laps - engine
Michael Schumacher	Mercedes	43 laps - hydraulics
Pedro de la Rosa	HRT	24 laps - brakes
Narain Karthikeyan	HRT	22 laps - brakes

THROUGH SPEED TRAP



Fastest: Sergio Pérez, 177.13mph

Slowest: Timo Glock, 196.58mph

TYRE COMPOUNDS USED



Supersoft Soft Intermediate Wet

CLIMATE

Sunny 27°C

TRACK TEMP

43°C



FASTEST LAP

Sebastian Vettel, lap 70, 1min 15.752secs



FASTEST PITSTOP

Felipe Massa, 21.115secs (entry to exit)

DRIVERS' STANDINGS

1st	Lewis Hamilton	McLaren	88pts
2nd	Fernando Alonso	Ferrari	86pts
3rd	Sebastian Vettel	Red Bull	85pts
4th	Mark Webber	Red Bull	79pts
5th	Nico Rosberg	Mercedes	67pts
6th	Kimi Räikkönen	Lotus	55pts
7th	Romain Grosjean	Lotus	53pts
8th	Jenson Button	McLaren	45pts
9th	Sergio Pérez	Sauber	37pts
10th	Pastor Maldonado	Williams	29pts
11th	Kamui Kobayashi	Sauber	21pts
12th	Paul Di Resta	Force India	21pts
13th	Bruno Senna	Williams	15pts
14th	Felipe Massa	Ferrari	11pts
15th	Nico Hülkenberg	Force India	7pts
16th	Jean-Eric Vergne	Toro Rosso	4pts
17th	Daniel Ricciardo	Toro Rosso	2pts
18th	Michael Schumacher	Mercedes	2pts
19th	Heikki Kovalainen	Caterham	0pts
20th	Timo Glock	Marussia	0pts
21st	Charles Pic	Marussia	0pts
22nd	Narain Karthikeyan	HRT	0pts
23rd	Vitaly Petrov	Caterham	0pts
24th	Pedro de la Rosa	HRT	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	164pts	10	Caterham	0pts
2	McLaren	133pts	11	Marussia	0pts
3	Lotus	108pts	12	HRT	0pts
4	Ferrari	97pts			
5	Mercedes	69pts			
6	Sauber	58pts			
7	Williams	44pts			
8	Force India	28pts			
9	Toro Rosso	6pts			



For comprehensive F1 statistics visit www.forix.com

The European GP preview

24.06.2012 / Valencia Street Circuit



by Bruno Senna

Despite its great atmosphere, the lack of overtaking on this stop-start hybrid street circuit makes it one of the less exciting grands prix on the calendar

Valencia has a really nice environment, much like Monaco. It's another racing town where you are always surrounded by people. All the race fans love going there and the city transforms itself for the weekend. There's also a bit of chaos when you are getting around town, which again reminds me of Monaco: it's an interesting place.

Valencia is quite unusual for a street circuit. It's more of a hybrid circuit than an out-and-out proper street track. You have some street circuit characteristics like the walls near the track and parts without much in the way of run-off area. But then it's also a very wide track with a very smooth surface and you do get some very big run-off areas in certain places, so it's really one of those tracks that defies classification: it has a bit of everything.

On previous visits to Valencia, I've stayed in a number of different areas. I've stayed at a place close to the Valencia City of Arts and Science,

which has a great aquarium with dolphins in it, but I'll have to wait and see what the team are reserving for me this year. Hopefully we'll be able to stay on the beach!

Valencia's a very cool city with very different characteristics to many of the other venues that we visit. The new part of the city surrounds the old town, while the old town itself is really tiny and looks very different to the rest of the city.



"There's nowhere really to overtake in Valencia – it would be better if the straights were longer"

It's a beautiful place to visit, especially the dried-out riverbed that cuts through the city – I find it really interesting.

In terms of the track itself, there are a lot of hairpins and a lot of semi-straight sections, but towards the back of the circuit it is quite quick. That part of the track is good fun to drive and there are some challenging corners.

This section is definitely the highlight of the circuit for me, since most of the rest of the track is kind of featureless. It's a race where it can sometimes be difficult to know exactly where you are. It's all twisty and there are no real straights, so you come away from a corner and it's a bit blind. It's probably not my favourite track on the calendar. It doesn't really allow for proper racing because there are too many corners, which means there's nowhere really to overtake. It would be much better if the straights were a little longer.



All you need to know about Valencia

CIRCUIT STATS

Round 8/20
F1 debut 2008
Track length 3.367 miles
Race distance 191.919 miles
Laps 57
Direction Clockwise
Lap record 1min 38.683secs, Timo Glock, 2009
Full throttle 69%
Gear changes per lap 64
Safety Car probability 33%
Winners from pole 3
Tyre compounds Soft/medium

LAST YEAR

Winner Sebastian Vettel
Runners-up Fernando Alonso, Mark Webber
Pole Sebastian Vettel 1min 36.975secs
Fastest lap Sebastian Vettel 1min 41.852secs
Retirements 0
Pitstops 65
Overtaking moves 27
DRS overtakes 22
Weather Sunny, 28°C

PREVIOUS WINNERS

Sebastian Vettel 2
Rubens Barrichello 1
Felipe Massa 1

TIMETABLE

Friday 22 June
 Practice 1 09.00 – 10.30
 Practice 2 13.00 – 14.30
Saturday 23 June
 Practice 3 10.00 – 11.00
 Qualifying 13.00
Sunday 24 June
 Race 13.00



Valencia Street Circuit

EUROPEAN GP SET-UP NOTES

Bumpiness Low
Engine severity High
Gearbox severity High
Brake wear severity High
Aero settings Medium/High
Overtaking opportunities Very low
Track evolution Very high



TOP OVERTAKING SPOTS

It's notoriously difficult to overtake on street circuits, and Valencia is no exception – although it's considerably smoother than the circuit in Monaco. Last year there were two DRS zones but the race was still one of the duller GPs of the year. If the FIA keeps the same DRS zones this season then the current tyres should ensure more overtaking, with Turn 12 and Turn 17 being the best places to pass.

CIRCUIT HIGHLIGHT

This circuit isn't great for TV viewers and there are few places where the spectators in the grandstand really get to see an F1 car at its best. Having said that, the last

sector of the lap, from Turn 20 to Turn 24, is a flat-out blast where the drivers run close to the walls on several occasions before standing hard on the brakes at Turn 25.

ILLUSTRATION: ALAN ELDRIDGE PHOTOS: CHARLES COATES/LAT; STEVEN TEE/LAT; ANDY HONE/LAT; ANDREW FERRARO/LAT; CLIVE ROSE/GETTY IMAGES; PAUL GILHAM/GETTY IMAGES; MARK THOMPSON/GETTY IMAGES

The British GP preview

08.07.2012 / Silverstone



by Bruno Senna

A traditional track steeped in history and atmosphere, Silverstone boasts the most thrilling section on the calendar: the high-speed Becketts and Maggotts

Silverstone feels like a bit of a home race for me: I've spent most of my career racing in my England, usually for British teams. But another reason is that it's a track that I love. I really enjoy competing at Silverstone, although I haven't actually raced on the new layout yet because I didn't drive here in 2010 or 2011. In GP2 in 2007 I didn't have a particularly good year, but I won in the wet here in 2008 and have won Formula 3 races here as well, so I've always had a pretty good feeling about Silverstone.

Obviously a lot of changes have been made since I last raced here, so I hope it's as good as it was before: it's always been one of those tracks you can really attack. Copse, especially as a first corner on the old layout, is awesome. They've resurfaced it now, but when I was driving there, I knew the secret of the corner... you just had to get the car turned early and then let it run, slide on the camber of the track in the middle of the

corner and then really hit the gas. This meant you could carry lots of speed and still put the power down early. In Formula 3 I was one of the first to take it flat-out. So it was an awesome corner and I knew I could do it consistently because I knew it so well. I don't know if it's the same with the new surface – it's a corner you just have to attack and then you'll find out. Once you get the hang of it though, it's great.



"I won in the wet here in 2008 in GP2, so I've always had a good feeling about Silverstone"

When you get onto the next section, Becketts and Maggotts, it's such a thrill. With a GP2 car it was flat-out until the second part and then you had to scrub off some speed. The amount of speed you can carry around those changes of direction with a high-downforce car is amazing. But even with a Ferrari Challenge Car it was great. I did a Ferrari Challenge race there and it was fantastic – I was cutting the corners as much as possible, like with touring cars.

Silverstone as a track is always so rewarding regardless of the car you are driving, and the atmosphere there is fantastic. Together with Monaco and probably Interlagos, I think Silverstone is probably the busiest race. You have a huge following from the British crowd and they are all really enthusiastic. It's such a traditional sport in England and everybody seems to follow it. And because I've been racing here for so long, it does feel like home.



All you need to know about Silverstone



Round 9/20
F1 debut 1950
Track length 3.66 miles
Race distance 190.28 miles
Laps 52
Lap record 1min 34.908secs, Fernando Alonso, 2011
Full throttle 69%
Gear changes per lap 43
Safety Car probability 50%
Winners from pole 16
Tyre compounds Soft, hard

LAST YEAR

Winner Fernando Alonso
Runners-up Sebastian Vettel, Mark Webber
Pole Mark Webber, 1min 30.399secs
Fastest lap Fernando Alonso, 1min 34.908secs
Retirements 5
Pitstops 54
Overtaking moves 22
DRS overtakes 6
Weather Overcast, 20°C

PREVIOUS WINNERS

Michael Schumacher	3
Fernando Alonso	2
Kimi Räikkönen	1
Lewis Hamilton	1
Sebastian Vettel	1
Mark Webber	1

TIMETABLE

Thursday 06 July
 Practice 1 10.00 – 11.30
 Practice 2 14.00 – 15.30
Saturday 07 July
 Practice 3 10.00 – 11.00
 Qualifying 13.00
Sunday 08 July
 Race 13.00

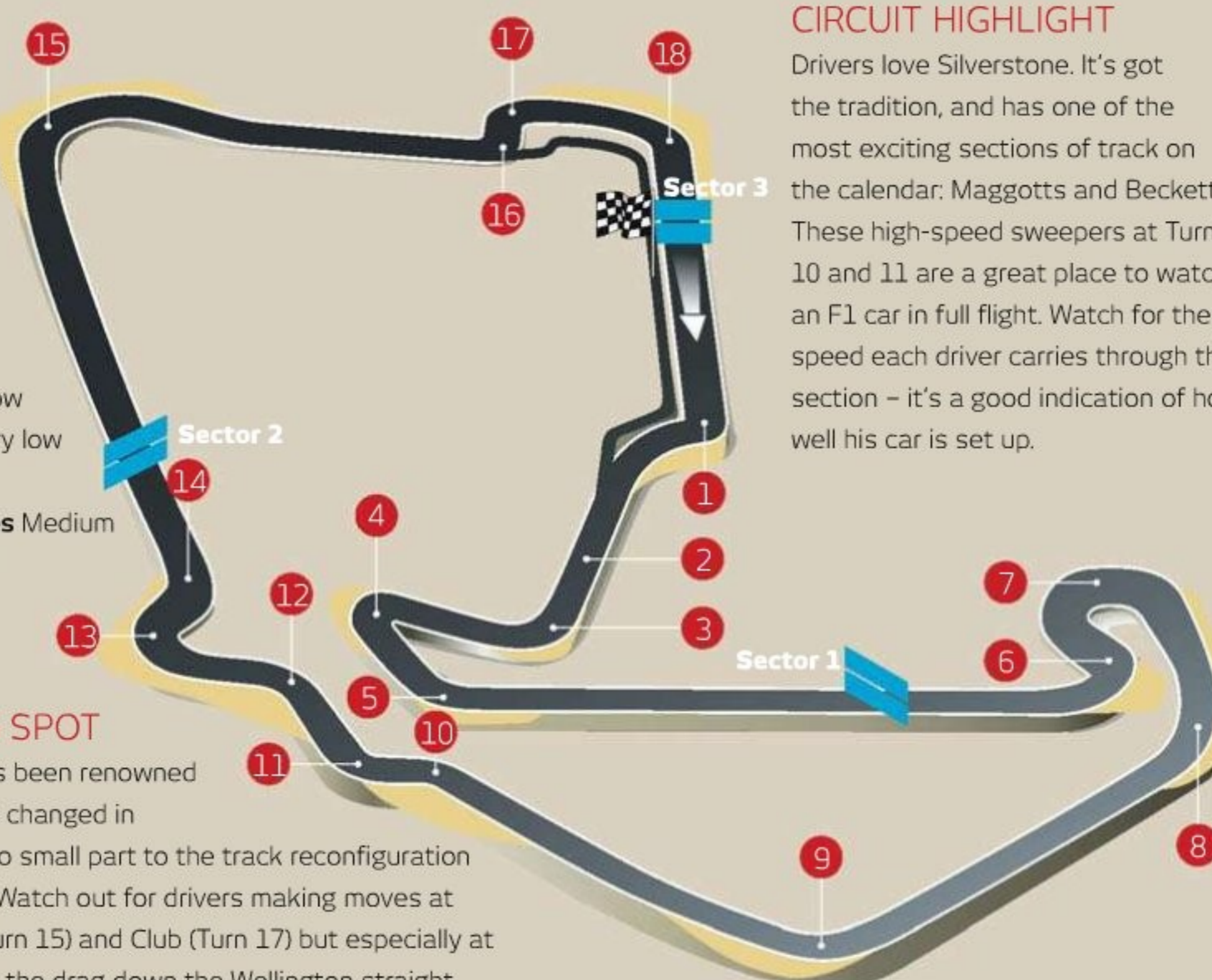
Silverstone

BRITISH GP SETUP NOTES

Bumpiness Medium
Engine severity Low
Gearbox severity Very low
Brake-wear severity Very low
Aero settings Medium
Overtaking opportunities Medium
Track evolution Medium

TOP OVERTAKING SPOT

Silverstone hasn't always been renowned for overtaking, but that's changed in recent years, thanks in no small part to the track reconfiguration ahead of the 2010 race. Watch out for drivers making moves at Copse (Turn 9), Stowe (Turn 15) and Club (Turn 17) but especially at Brooklands (Turn 6) after the drag down the Wellington straight.



CIRCUIT HIGHLIGHT

Drivers love Silverstone. It's got the tradition, and has one of the most exciting sections of track on the calendar: Maggotts and Becketts. These high-speed sweepers at Turns 10 and 11 are a great place to watch an F1 car in full flight. Watch for the speed each driver carries through this section – it's a good indication of how well his car is set up.

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My month in F1

FRANK WILLIAMS

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A DIP IN PERFORMANCE

Pastor Maldonado did a wonderful job in winning the Spanish Grand Prix for us, but I have to admit that Monaco didn't go quite so well for him. He has a good record at the track and certainly a lot of people told him he'd do well, but it was never going to be easy. Monaco is a very different circuit to Barcelona.

There's no doubt that Pastor is a very skilful, driver, so the thought has crossed my mind that other teams might come seeking his services for next year. All I have to say to any potential suitors is: hands off!



WE DO HAVE TWO DRIVERS

There's been so much to say about Pastor recently that I want to add a few words about Bruno. He's a very thoughtful and clever individual, and he hasn't had much of a chance to show what he can do this year. But he will: he races very well and if we can get him qualifying higher up, he'll get some good results.



"Pastor did a wonderful job in Spain, but Monaco didn't go so well for him"

STAFF ON THE MOVE

I read the other day that one of our former aerodynamicists, Loïc Bigois, is making the move to Ferrari. He has his strengths and he'll no doubt make a real contribution, but I'm not worried about him leaving us as this just goes to remind me once again how great our aerodynamicists are. Working with our windtunnels at the factory, the team have managed to produce a race-winning machine in an incredibly short amount of time.



AFTERMATH OF THE FIRE

The fire in Barcelona destroyed a considerable amount of the equipment in our pit garage, yet we were still able to go racing in Monaco two weeks later. It was a pretty incredible effort by everyone here and it meant a lot that so many of the teams in the pitlane offered us help.

I was in the garage at the moment when the fire broke out: plumes of smoke suddenly started to pour from the back of the garage but thanks to some very quick reactions we were all out of there in no time at all.

Barney, one of our mechanics, suffered second-degree burns. He's been in pain but he's been well looked after. He's with his family and should return to work in due course.



FORMULA TOPIARY

Ginny, my lovely wife, bought a topiary for the Williams F1 Conference Centre some while ago. It features a life-size Formula 1 car complete with a pit crew and it really does look absolutely brilliant. It was entered into the Chelsea Royal Flower Show as part of an exhibition called 'The Williams Story', and we donated a helmet, steering wheel, bodywork and tyres, to help to bring the scenes to life. As you can imagine, we were all over the moon when the display won a gold medal!

I went along to the Chelsea Flower Show when it was unveiled to speak to the media about it and, I have to say, I was so thrilled that I've

already commissioned a second topiary for my house. And yes, it goes without saying that it's of a Formula 1 car again!



CELEBRATING THE JUBILEE

I love Her Majesty, may God bless her! She's everything that you would want England to be: she is calm, balanced, discreet at all times, kind, caring and gentle.

I'm a royalist to the core and I'm certainly not ashamed to tell anyone that. I love everything about the pageantry surrounding our queen – long may her reign continue.

On my mind this month...

"Bruno is a thoughtful and clever individual, and he hasn't had much of a chance to show what he can do"



"The Williams Story' topiary won a gold medal at the Chelsea Flower Show"



"I was in the garage at Barcelona when the fire broke out. Plumes of smoke were pouring out"



"I'm a royalist to the core – long may Her Majesty's reign continue"



For more information on Williams and what they're up to, visit www.williamsf1.com

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ALAN HENRY

Forty years and counting on the frontline of Formula 1

Funny what it takes to get drivers into cars now

It's 19 years since Ayrton Senna demanded to be paid \$1million per race by McLaren, an amount of money that, even then, seemed eye-wateringly over-the-top. Of course Ayrton was prepared to go right to the edge to get his way – in this instance by not turning up for the 1993 San Marino GP at Imola until a few minutes before the start of first practice on Friday morning.

His demands were largely prompted by his annoyance that McLaren had lost their Honda-engine supply-deal at the end of 1992 and he was now being forced to race with a Ford Cosworth V8 in the back of the new MP4/8. And with Michael Andretti proving particularly useless in the other car, Ayrton knew he had everyone over a barrel.

To make the point that he *always* got his own way, Ayrton wasn't stringing out his late arrival at the end of a quick private-jet hop from the Côte d'Azur, either. Oh no. He was coming from Brazil. Angry that some of McLaren's sponsors were bridling against his commercial demands, Senna started off by partying in a São Paulo nightclub on the Wednesday evening, caught Thursday's overnight Alitalia flight to Rome, took a private jet to Bologna, a helicopter to the circuit and then rode pillion on a motorcycle to the F1 paddock. It was the sort of behaviour that added lustre to Senna's unpredictable reputation, but is also the kind of stunt that if pulled by the likes of Hamilton or Alonso



To make a point to McLaren, Senna showed up for the 1993 San Marino GP minutes before first practice

today would see them collecting their P45s.

Fast forward to this year's Monaco GP and speculation was rife that Lewis Hamilton's management team were in the process of negotiating a new contract of '60million' for the 2008 world champion. Life goes by in such a blur when discussing such figures that I can hardly remember whether they were dollars, pounds or euros. And the word was that the 'deal-breaker' – was how much 'downtime' could be factored into the deal to give him plenty of time off over the course of a season.

"Speculation is rife that Lewis's team are negotiating a new 60million contract"

Some scribes suggested Lewis would have to be convinced that McLaren could sharpen up their pitstops, but Martin Brundle shrewdly pointed out that clipping the odd tyre while accelerating back into the race was a minor consideration compared with Lewis not having enough time to himself.

Back in 1973, after he'd tricked his way into the cockpit of a BRM with false promises of sponsorship, Niki Lauda was so obsessive about testing that team manager Tim Parnell struggled to drag him out of the car at the end of the day. These days, you'd think persuading drivers into the car in the first place was the biggest challenge facing teams.

A BIT OF A MISUNDERSTANDING

A few weeks ago I met up with Dutch driver Jan Lammers who was enjoying a get-together with his old 1988 Jaguar Le Mans-winning team-mates Andy Wallace and Johnny Dumfries. It made me remember that I'd first met Lammers in the paddock at Buenos Aires in 1979 prior to the Argentine GP. He was driving a Shadow DN9, which carried the tantalising legend 'Samson Shag' down the sides of its bodywork.

Needless to say, I was much relieved when it was explained to me that this was a brand of pipe tobacco. Not an Amsterdam bordello!



HATS OFF TO NICO



I was particularly impressed by the confident assurance displayed by Nico Rosberg in the closing stages of the Monaco GP as he relentlessly harried Mark Webber's winning Red Bull with just the right blend of precision and restraint. His victory in China really has taken him through that key psychological barrier and, if anything, his second place through the streets of the Principality could be said to be his best-ever race. At no point did he allow himself to come undone in a high-pressure situation.



"Rosberg harried Webber with precision and restraint"

The last time I..

Lost my temper on the racetrack

Toro Rosso's **Daniel Ricciardo** on the joys of cereal-mixing... and an irksome error in Bahrain

When did you last read a book?

One without pictures? It was probably Lance Armstrong's autobiography back in 2007. I read *It's Not About the Bike* and his second one, too. I couldn't tell you the last novel I read...

When was the last time you watched a punk gig?

I saw New Found Glory in March at the O2 Academy in Birmingham. They're the first punk band I got to know and like. It was really good.

When was the last time you spoke to Bernie Ecclestone?

It was when I wished him a happy birthday in India last year. I've never really had a proper conversation with him; there's been no chance to sit and have a cup of tea yet.

When was the last time you watched *One Tree Hill*?

Last week. We're onto the ninth and final season, so I'm watching that at the moment. I'm staying true to it. It's been a great nine seasons.

When did you last go to the gym?

This morning – just for a bit of a pedal on the bike. I vary what I do depending on what time of the year it is and how much travelling I've done. I'll do two sessions a day, five or six days a week. Cardio, strength and power, core stability

and a bit of gymnastics, too. Not the splits, but trampolines and beams.

When was the last time you got angry on a racetrack?

It was in Bahrain. I started sixth and by the end of the first lap was well outside the top ten. I was angry at myself and the situation. It was a poor start, I got a lot of wheelspin and I was three positions down by the first corner. Then I braked too early, a few more people went past me and I broke the front wing – so it all added up. Probably inexperience, but I've learnt my lesson.

When did you last play table tennis?

I played an intense game four days ago. I did yell some abuse a few times during the 21 points of action. There was sweat as well. I was playing GP3 racer, Kevin Ceccon, while I was in Italy for a few days. I lost 21-18, so it was very close.

When did you last play on a PS3?

I haven't played for a while – I go through phases. The main game I play is FIFA with [former Red Bull junior driver] Brendon Hartley – we're quite competitive. The best battles are when I play as Real Madrid and he's Barcelona.

When did you last go to a disco?

Over Christmas, back home in Perth, but I was much keener when I was about 18.



When was the last time you watched a football game?

I went home after the Malaysian Grand Prix and watched an Australian football match. I saw the West Coast Eagles versus Melbourne. The only game I watched in England was Man United vs Everton at Wembley in 2009.

When did you last go to Tesco?

I went to the one in Milton Keynes for cereals. I love cereals, I like to mix a lot of them in one bowl – probably five different ones for breakfast. Apple cinnamon muesli, stuff like that.

When did you last speak Italian?

Ten minutes ago. I was doing an interview for an Italian TV station and I had to say three new words I'd learnt. They were Italian for 'to swerve', 'a nap' and 'sardines'. They're helping me improve my Italian so I can become a man of the world!

IN THE AUGUST ISSUE OF F1 RACING:

- > Why 2012 is the best F1 season ever
- > You ask Pastor Maldonado what it's like to be a GP winner
- > Celebrate 20 year's since Mansell's title victory (Contents may change due to the way of the world..)



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