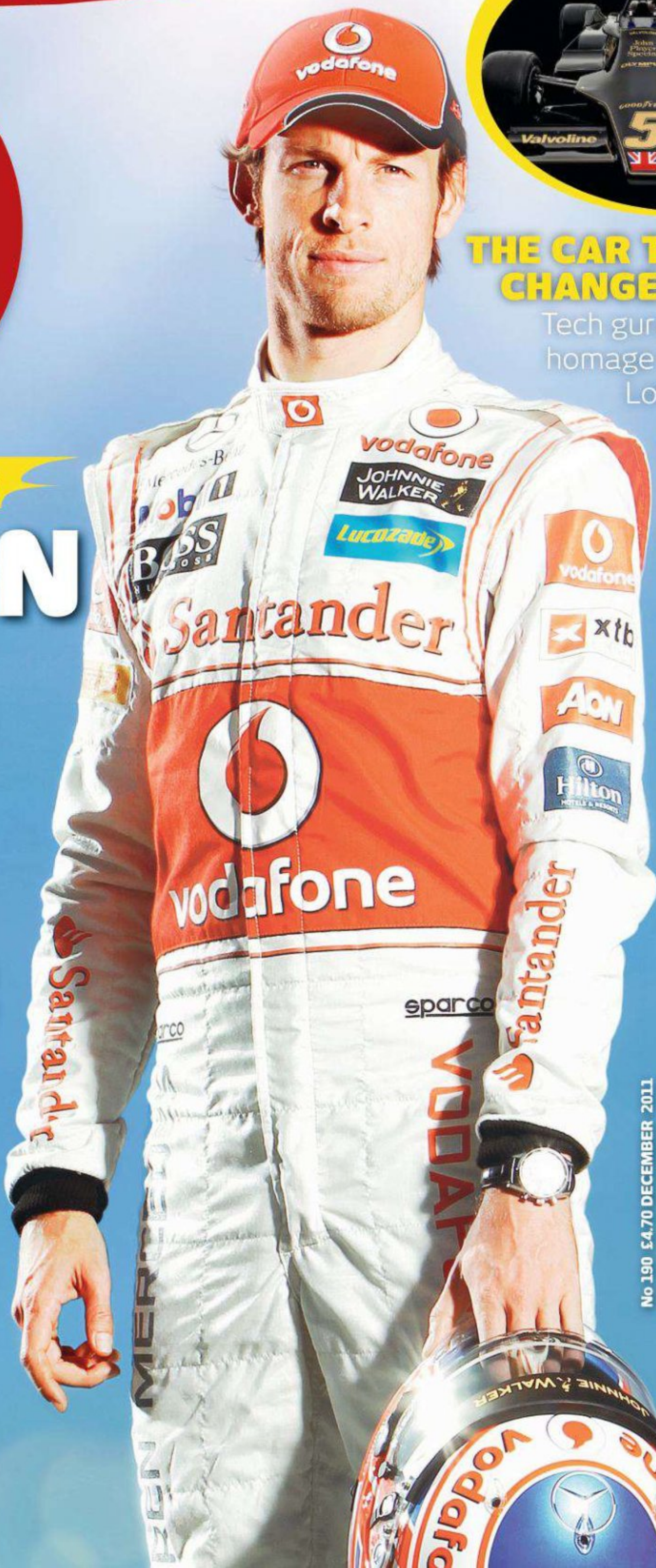


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The BIG interview

JENSON IT'S HIS TEAM NOW

McLaren's No1 on beating Hamilton... and catching Vettel in 2012

Plus

BRUNO SENNA

"Would I like to drive for McLaren? Absolutely"

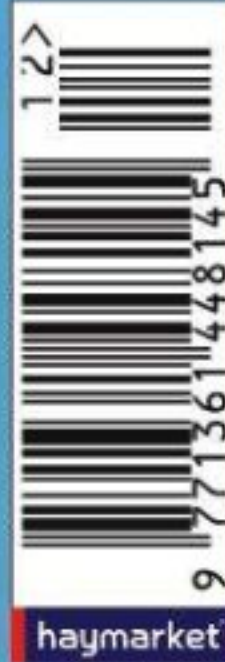
GERHARD BERGER

"Vettel has started to remind me of Ayrton"

TOM PRYCE

David Tremayne on the Welsh F1 legend

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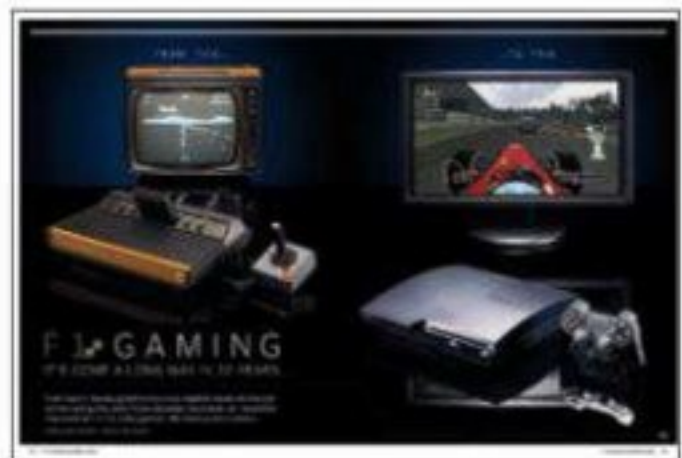
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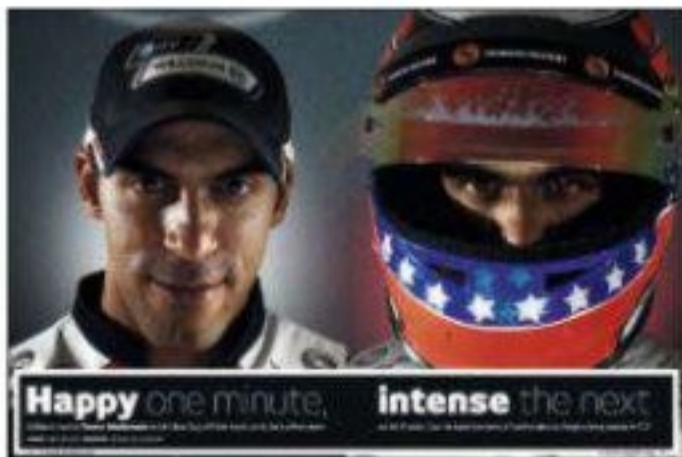
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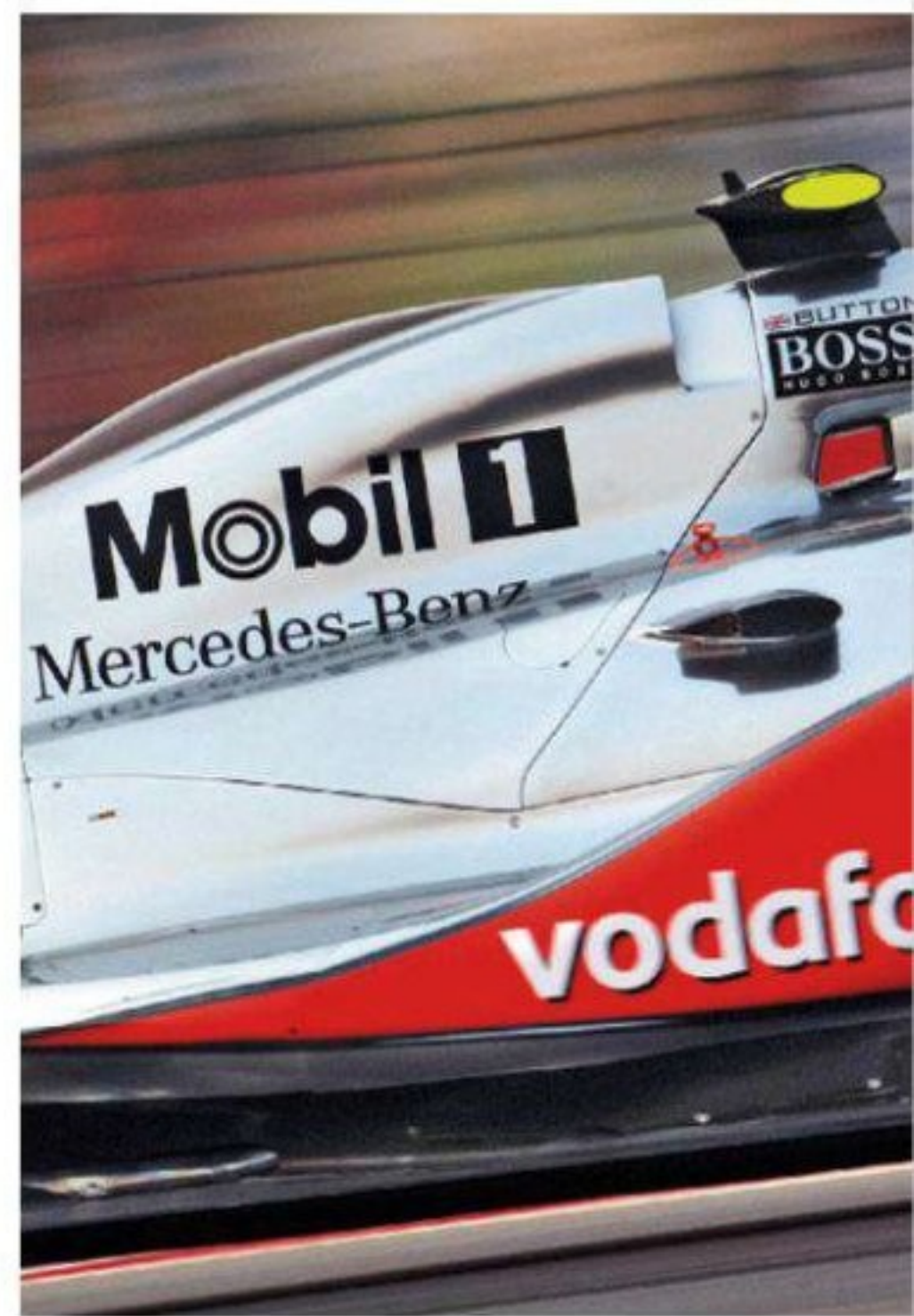
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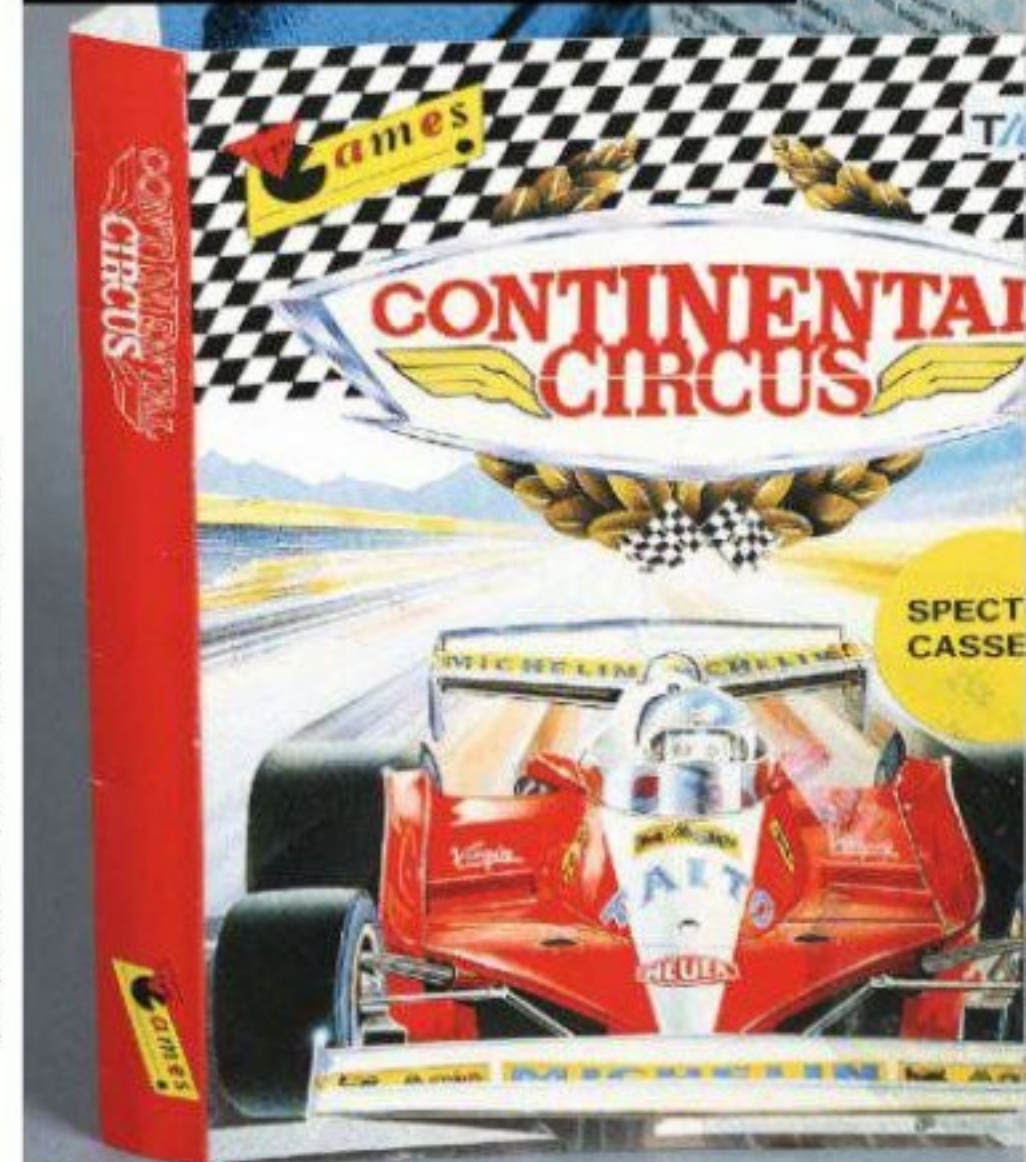
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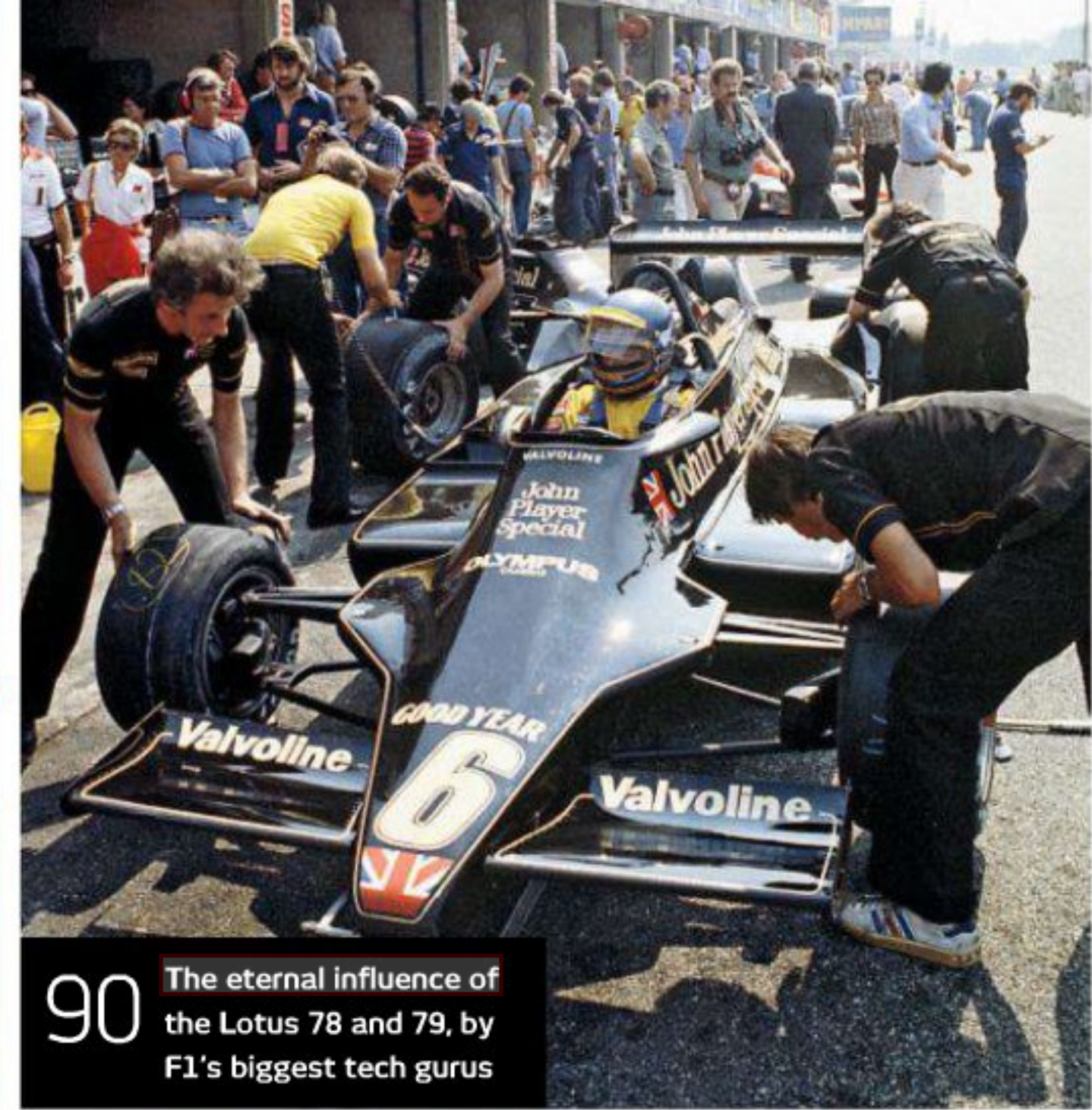
68 Tom Pryce: Welsh F1 legend and one hell of a driver. David Tremayne salutes him



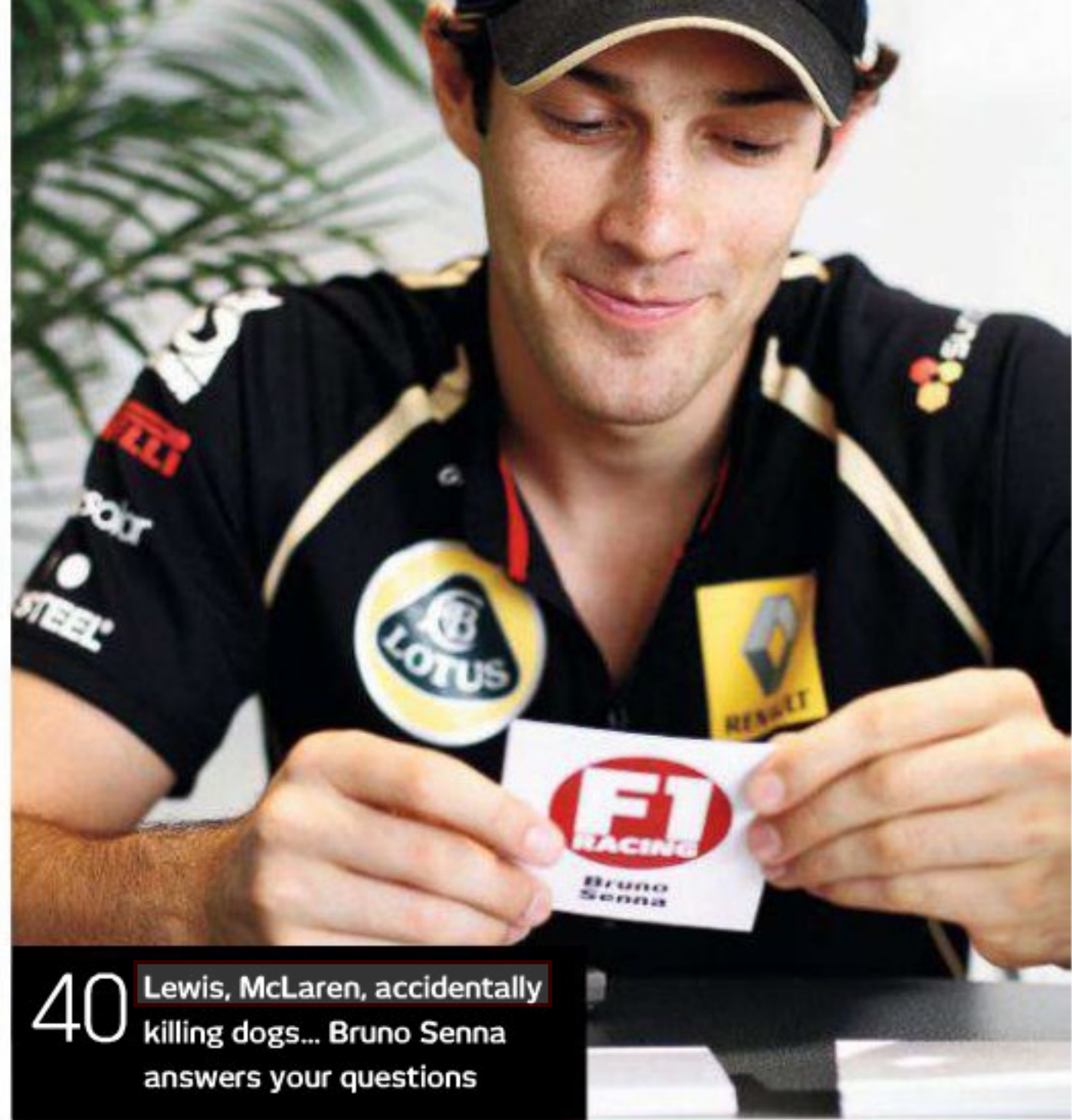
64 One of the many F1 games that have been released over the past three decades



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74 Shunts, Lewis and a point in Spa: a year in the life of F1 rookie Pastor Maldonado



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Parade

Toil and trouble Williams' Pastor Maldonado runs wide at the tricky Turn 10/11 long right-hander during FP2 at the Buddh International Circuit. The venue? A big success. Maldonado? Not one of his better weekends after another engine failure in the race. Read more about his season on [page 74](#)

Where Buddh International, New Delhi **When** 2.15pm, Friday 28 October

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D MkIV, 600mm lens, 1/600th at F6.3







Parade

You win again From F1's oldest circuits, such as Monaco, to its newest one here in India, one man has owned 2011: this was the 11th time this year we'd seen Sebastian Vettel planting a smacker on the winning trophy. If you thought you were fed up with it, imagine what they feel like at McLaren and Ferrari

Where Buddh International, New Delhi **When** 4.33pm, Sunday 30 October

Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D MkIV, 600mm lens, 1/500th at F4



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Parade

Well-oiled machine Their car may have been behind those of the top three teams this season, but in the pitstop stakes Mercedes have been mightily impressive. Over the course of 2011 they've been equal to Red Bull's stops; all they have to do now is work on their 'non stationary' performance...

Where Yas Marina Circuit, Abu Dhabi **When** 5.28pm, Sunday 13 November

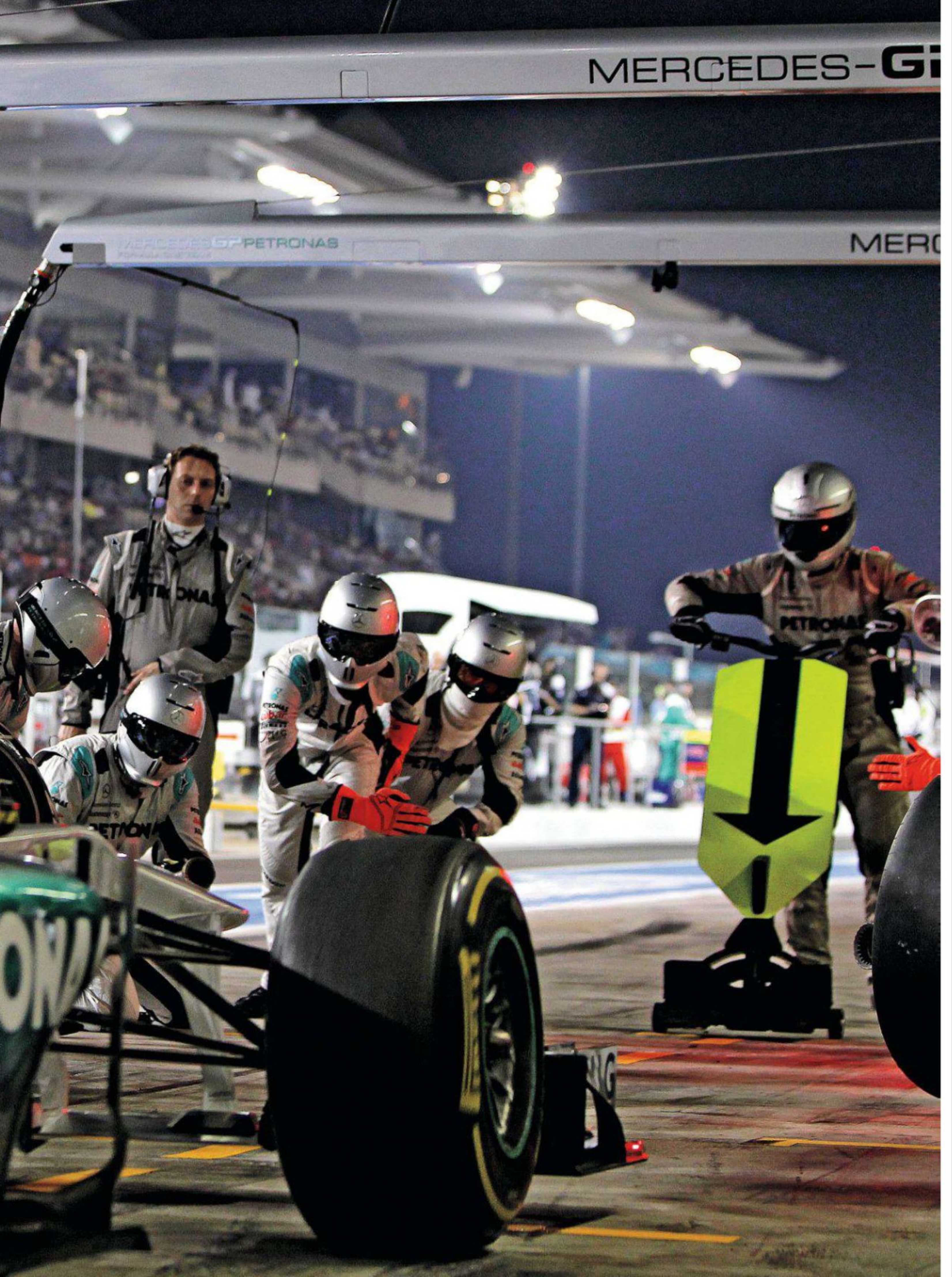
Photographer Lorenzo Bellanca/LAT

Details Canon EOS-1D MkIV, 70mm lens, 1/500th at F3.2

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STOP AND GO / Hans Seeberg / 12.2011

Likeable and fast, Jenson's made McLaren his team



It was the end of the 2009 season. Newly crowned world champion Jenson Button had just signed with McLaren to raised eyebrows all round, and barely anyone – inside or out of the paddock – was giving him a chance against Lewis Hamilton. In these very pages he was pretty much written off by four former world champions in Niki Lauda, Alan Jones, John Surtees and Jody Scheckter. How things have changed in just under two years.

After a first season of putting up a good fight against Lewis in a car he had little hand in developing, Jenson has administered one almighty slap in the face to his doubters. Even Flavio Briatore, for anyone who still cares about his opinion, admitted he had underestimated Jenson. Fast, mature and sensible, with a currently unrivalled talent of making brilliant mid-race decisions in changeable conditions, he has done the previously unthinkable: he's earned the right to be called McLaren's number one driver. As our cover story reveals, even Lewis's mechanics love him.

Not even Martin Whitmarsh could've foreseen it would turn out like this. And yet there's Jenson: Vettel's main challenger, virtually ever-present on the podium since Hungary, easy to work with and a sponsor's dream. They're some of the things they used to say about Lewis Hamilton.

It all gives Martin Whitmarsh plenty to ponder over the winter. One side of the McLaren garage is looking very rosy – all he's got to do now is sort out the other...



"Ooh, is that a Superdry hoodie, Gerhard?" Maurice Hamilton and Berger have a good old natter. You have to read it (p80)



Tom Clarkson challenges Jenson Button to a 'no blinking' contest. Either that or he's interviewing him for this month's cover story on page 54



Team F1 Racing do some, er, 'investigative research' into F1 games on a game that's actually not F1-related at all (see p64)



It's not easy being a rookie – even a very rich Venezuelan one: editor Hans catches up with the likeable Pastor Maldonado in Korea (p74)



Special thanks to Nicola Armstrong, Matt Bishop, Matteo Bonciani, Hanspeter Brack, Annie Bradshaw, Luca Colajanni, Steve Cooper, Aurelie Donzelot, Sophie Eden, Silvia Hoffer Frangipane, Sandrine Gomez, Heike Hientzsch, Will Hings, Sabine Kehm, Pasquale Lattunendu, Bradley Lord, Ben Nichols, Tracy Novak, Anthony Peacock, Ian Phillips, Clare Robertson, Britta Roeske, Stephane Samson, Wolfgang Schattling, Alexandra Schieren, Maria Serrat, Eric Silberman, Andy Stobart, Lynden Swainston, Jason Swales, Katie Tweedle, Fabiana Valenti, Tom Webb, Anna Goodrum, Claire Williams (woe betide those who forget Claire's name from this list), Joao Diniz Sanchez, Clive Chapman, Lynden Swainston, Oliver Kraus, David Wilson, Isabelle Kaufmann, Peter Berger, John Maher No thanks to: Matt James, again. What sort of a quiz series is this?

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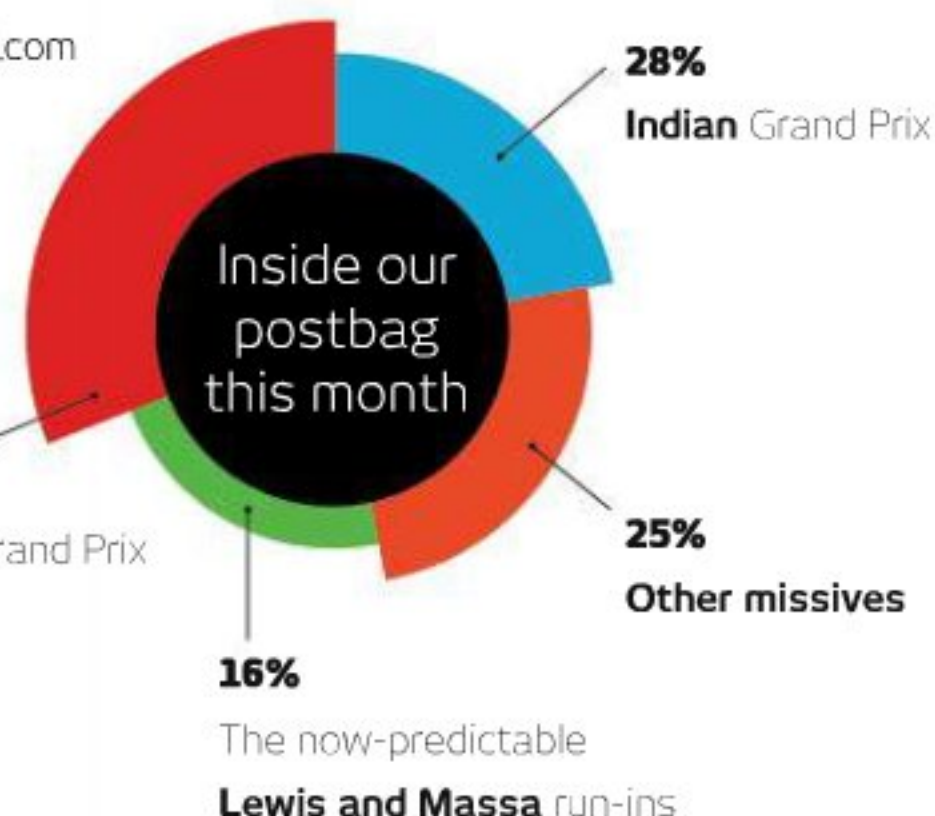
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★ STAR LETTER



The grandstands at Korea. During the race, not after...

If there are no fans, what's the point?

For the first time in a long while, I was free to watch early morning qualifying for a grand prix. Having woken up at 6am to watch qualifying for the Korean Grand Prix, I soon found myself wondering why I had bothered. Aside from the fact that the track still looks lifeless, the stands certainly were – I was picking up absolutely no atmosphere from the coverage whatsoever.

There is much to be gained from Formula 1's globalisation – look at the great reception the sport got in India. But surely after so many identikit Tilke tracks in the middle of nowhere, with no fanbase, no interest, and no atmosphere, it is time for Bernie to start stipulating a 'minimum interest' condition from countries before they are allowed to host a grand prix? If no action is taken, we're in danger of grand prix racing becoming a sport that is watched by hardly any fans at the circuits, and next to no fans at all on television.

Daniel Stafford
Oxford, UK



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Daniel Stafford wins a Super Choice Driving Voucher for Silverstone. For more details visit www.silverstone.co.uk/experiences

F1 weight-watchers

I read with admiration the 'Prost vs Webber article ('Competitive? Us?', *F1 Racing*, October) and realised that at 48 years old, I needed to get fit again. Since Prost's retirement in 1993, I have put on 1kg a year and now stand at an unhealthy 99kg! Yet Prost weighs 1kg less than when he was racing. This made me decide to do something about it. I've now got a personal trainer, I cycle three to four times a week and have gone from four-mile to ten-mile stints.

I've already lost 3.5kg, and set myself the goal of getting back to the weight I was when The Professor retired 18 years ago. I want to do this by mid-January and intend to have a celebration meal in Mark's pub, The Stag, afterwards. Not only is *F1 Racing* a good read, it's a source of inspiration, too!

Nicholas Storrer
Hereford, UK

No need for DRS

I applaud Ross Brawn for proposing the re-evaluation of DRS. The system goes against everything that has ever been said about the moveable aero devices since they first appeared in the late 1960s. Depending on their track position, some drivers may be authorised to use DRS repeatedly during a race, while others cannot take advantage of it at all: that is wrong. Brawn is right when he says the short-life tyres provide plenty of excitement and overtaking already.

Something needed to be done about the lack of overtaking, but DRS is not the answer. Besides, it's nice to watch a driver being able to

defend his position, instead of watching him helplessly yield to a car buzzing by with DRS.

Aleš Norský
Massachusetts, USA

Eastern promise

As F1 headed to India for the first time, I didn't think it would be a great hit because of the Hermann Tilke track and the country's overriding interest in cricket. But when I tuned in on the Friday, I was amazed both by the number of spectators and the great track layout and found myself looking forward to the rest of the weekend. Overall this track is a very encouraging sign for the future.

Robert Burton
York, UK

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OPINION

Is Lewis finally back on track?

Will victory in Abu Dhabi help the 2008 world champion reignite his career? *F1 Racing* investigates the three key areas he's struggled with this season

Prior to his win in Abu Dhabi, Lewis Hamilton had become an easy target in 2011. A number of below-par, race-day performances on track, coupled with a turbulent personal life, had put him in the media firing line. But why has one of F1's brightest talents struggled to get a tune out of the MP4-26 for much of the season?

"You don't suddenly forget how to drive," said Damon Hill. So what has caused Lewis to turn in several pretty average performances this season – and could we finally be set to see the return of the Lewis of old just in time for 2012?

TYRE ISSUES

Lewis hasn't always struggled on the Pirelli tyres. The way he hounded down Vettel in the closing laps of the Spanish GP, crossing the line just 0.6secs adrift of the German, proved he could make the hard compound last an entire stint on one of the most abrasive tracks on the calendar.

But as the McLaren MP4-26 has gained in downforce, it's used its tyres more. An aero update in Singapore made a 0.5sec difference on the stopwatch, but since then Lewis has struggled with tyre wear. He's put the extra

downforce to good use over one lap, as sensational Q3 performances in Suzuka and Korea testify, but he's gone backwards in the races and that's created a fresh set of problems. With the tyres going off, Lewis has slipped into the grasp of slower cars (most notably Felipe Massa's), and sliding around in dirty air has taken even more out of his tyres. It's a vicious circle that he's struggled to break out of.

Outwardly, Lewis seemed to have broken that cycle in Korea, where he finished second, but a look at his lap times in the final stint reveals

20



F1 HEADS TO THE BIG APPLE

Bernie has coveted a race in front of New York's world famous skyline for many years – and now his wish is finally set to come true...

25



AIN'T NO MOUNTAIN HIGH ENOUGH

Red Bull take Formula 1 demos to the next level by driving up a Himalayan mountain. We find out how – and why – they did it



that he was significantly slower than Webber, Button and Alonso, all of whom finished within three seconds of him. If Lewis hadn't held track position after the final pitstops, he would most likely have finished fifth.

At the same time, team-mate Button has used his super-smooth driving style and experience to seek out performance and longevity from his tyres. In Lewis's early days in Formula 1, on more durable Bridgestone tyres, races tended to be flat-out sprints between tyre stops, with little tyre management required. Now you can no longer drive flat-out for an entire race and Lewis has no previous tyre-management experience to fall back on, unlike veterans Button, Alonso and Webber. In Abu Dhabi, Lewis had the luxury of dictating the pace of the race after Vettel retired. Could he have made his tyres last as long had he been chasing a Red Bull? Brazil should give an indication of whether he's finally managed to get on top of the situation.

ERRATIC JUDGMENTS

The chances of getting involved in an accident are much higher in the pack, but that doesn't explain why Lewis has had 12 separate incidents this year. Back in 2009, the MP4-24 was uncompetitive until mid-season, yet Lewis was able to keep his nose clean while racking up a string of points finishes.

Rivals have started to question his driving standards but only Lewis knows why he's made so many rash moves. A sports psychologist involved in F1 told us that the Brit's driving has smacked of desperation. In 2009, less than a year after Lewis took the title, a lack of pace wouldn't have seemed so disheartening. Since then, one title-less season has turned into three...

Lewis's impetuosity used to be one of his biggest strengths, but it now appears to be working against him. He's made do-or-die moves in the pack, when a more circumspect approach would have served him better.

Before Abu Dhabi, the last time Lewis led a race convincingly was in Hungary when he made several errors. At Yas Marina, however, he was unflappable, even when under pressure from Alonso. The real test will come when he is back in the cut-and-thrust of the midfield.

TROUBLED MINDSET

McLaren team principal Martin Whitmarsh suggested at the Indian Grand Prix that Jenson Button's pace has unsettled Lewis this year. True or not, the comments clearly riled Lewis who responded robustly in Abu Dhabi by dismissing his boss's comments as "rubbish". Conducting these kind of exchanges through the media rather than behind closed doors suggests that all is far from well in the camp. Lewis has

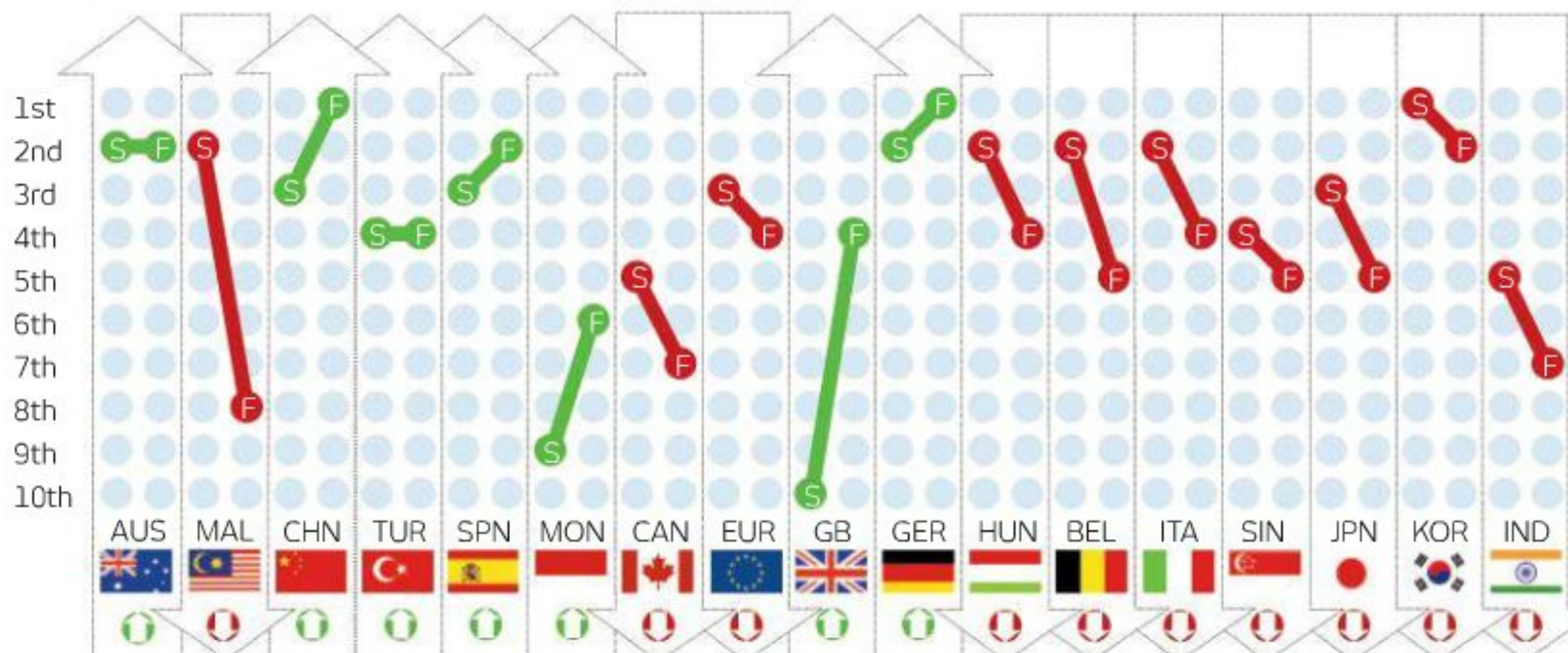
admitted to suffering from issues of a "more personal" nature, but in Abu Dhabi he appeared to put them behind him, saying "I definitely think this weekend I've been clearer in my mind and had less weighing on me."

His father Anthony believes Lewis has lacked the support of his management company XIX and, at Suzuka, they seemed more excited about tennis star Andy Murray reaching the final of the Japan Open than Lewis qualifying third. Lewis's best times in F1 have come when he's had his father's arm around his shoulder – and his mum was a noticeable presence in Abu Dhabi. Let's hope that it's a true return to form.

HAMILTON'S SUNDAY WOES

Since Germany, but pre-Abu Dhabi, Lewis has remained consistently quick on Saturdays, but his race-day form has dipped below his usual high standards

S= starting position F= finishing position



PHOTOS: GLENN DUNBAR/LAT; RED BULL RACING. ILLUSTRATION: ALAN ELDRIE

NEWS



Andretti hails 'special' New Jersey track

It's official: from 2013 the US will host two GPs per season, and its newest track looks very promising indeed



Previous American F1 venues

Out of the previous nine US venues, Watkins Glen was longest running with 19 races. The less said about Dallas, the better...

Circuit	Year	
Sebring	1959	
Riverside	1960	
Watkins Glen	1961-1980	
Long Beach	1976-1983	
Las Vegas	1981-1982	
Detroit	1982-1988	
Dallas	1984	
Phoenix	1989-1991	
Indianapolis	1950-1960 & 2000-2007	

Forget the multitude of slow, right-angled corners that blighted Formula 1 street races in Phoenix, Dallas and Detroit – the planned US street track in New Jersey looks brilliant.

The fast-looking 3.2-mile track will be based in Port Imperial, just across the Hudson River from New York in the township of Weehawken, and it's an area US racing legend Mario Andretti knows well. "I think the layout is really good," he told *F1 Racing* of the Hermann Tilke-designed track. "To have a race with the Manhattan backdrop and that ambience... I'd like to think it's something that Bernie has been dreaming about. The public will totally embrace it, I can assure you of that. With its proximity to New York City, this is something very, very special."

With Austin scheduled to host its first grand prix next year, the addition of the 'Grand Prix of America' (as the event will be known) means that in 2013 the USA will play host to two GPs in a single season for the first time since 1984, when Detroit and Dallas ran back-to-back events.

But unlike Austin, the New Jersey race is being independently financed without public money, leading some to question whether the project will actually come to fruition. Andretti, however, has faith:

"I know the individuals involved (businessman Leo Hindery Jr and famous US race promoter Humpy Wheeler) and I have a lot of confidence that there will be a reality to it. You always cast a bit of doubt about any project like this that's undertaken these days because there is so much investment. You look at investment versus return and you wonder whether the organiser always had a clear picture. But I feel these folks have really done their due diligence. I thought it was very meaningful that the race was announced with the state governor and the mayor there because it shows that political people are on the side of the event."

Formula 1 is desperate to improve its standing in America, and if it can't do it with a race overlooking the world's most famous skyline, you sense it never will.



TECH

Pirelli to continue with aggressive approach in 2012

The tyre firm is to introduce changes to ensure racing stays exciting next season

Pirelli will help keep the standard of racing high next season with the introduction of at least three new softer tyre compounds.

When asked by *F1 Racing* if next year's soft tyre will have characteristics closer to this year's supersoft, Pirelli motorsport chief Paul Hembrey said: "Yes, that's roughly where it is. People will have to recalibrate next year because the soft tyre we used this year won't be the soft tyre you'll see next season. We've seen some data where the performance for next year's hard tyre is not so far off that of this season's soft tyre."

The grippier new compounds, to be introduced on a tyre that is changing in both structure and profile, should help make up for some of the performance lost by the outlawing of blown diffusers. "We're putting more of the tyre onto the ground,

which means you gain more performance but also greater longevity so you can be a little more aggressive with the compound choices," Hembrey explained.

He also confirmed that the Italian firm are working on making the different tyre compound markings clearer for fans, after this year's different coloured P Zero logos proved hard to differentiate on cars. "We're working on all sorts of solutions. At the moment we use a type of sticker, but we want to move towards a paint system because that opens up a whole new world of fluorescent and metallic paints.

"It won't be easy though. We also hope that the TV graphics can be improved next year. You get the starting tyres at the moment but it's not consistent enough and we need to work with FOM to improve that."

FIVE MINUTES ON THE PHONE WITH... **PAUL HEMBREY**

BRISTOL-CITY-SUPPORTING PIRELLI BOSS



Hi Paul, we're near the end of the season - how has it been?

It's been as hard as we expected - F1's demanding - but it's also been more enjoyable than we expected. We're all fans of motorsport and it's been fascinating watching the racing this year.

It's an intense old business though, isn't it? Nineteen races all over the world...

You're right, plus we have winter testing and our own testing programme. Then there's the other series we're involved in - 130 national championships all over the world. They're all part of my responsibility. It's 24/7.

How have you found dealing with the teams?

We've had an outstanding collaboration. I know sometimes their reputation precedes them, but we've found them fantastic. Their engineers are in contact with ours on a constant basis and they've been very helpful to us.

But they have gripes too, surely...

Yeah, but they keep pushing you. F1 is about pushing for perfection and that's why we wanted to be involved. When the teams want changes, there's a chance for us to improve our company.

Do you think you've struck a good compromise between being conservative and pushing the limit of the tyres?

It was a tough call to come in and find that balance. We said at the outset that it was difficult to do - people didn't believe us when we said it would be easier to do a tyre that would last for a whole race when in reality it's much easier. It's a delicate balance when you've got 20 circuits and 12 chassis.

'Prime' and 'option' are still used as descriptive names for tyres. Are you happy with that?

Those terms are actually written into the rules so we need to change them. I don't want to hear those terms next season - we've got to use the compound levels otherwise we'll confuse people.



Pirelli engineers have been in almost constant contact with teams

PITPASS Test your knowledge / Rising stars / Golden oldies

F1 Mastermind

Your chosen specialised subject: the world's greatest sport



- 1 Who was the last Frenchman to win an F1 grand prix, and when and where did he do it?
- 2 Which former grand prix venue has a corner called Orelha?
- 3 Keke Rosberg drove for ATS, Theodore and which other team in the 1978 season?
- 4 Which of these Brazilian drivers started more GPs: Cristiano da Matta or Ricardo Zonta?
- 5 Every car that started the 1961 Dutch GP made it to the finish. But how many cars started the race?
- 6 Who won the 2001 Italian Grand Prix?
- 7 Nino Farina won the very first F1 world championship grand prix at Silverstone in 1950, but what make of tyres was he using?
- 8 When and where did James Hunt record his final F1 victory?
- 9 Which future champion scored points on his F1 debut in 2001?
- 10 Who am I? I started 79 GPs in the 1980s and early 1990s, scoring 12 podiums. The last team I drove for was Footwork.



THIS BOY CAN DRIVE

Keeping an eye out for the Hamiltons of tomorrow



Alexander Sims
Who is he?

A 23-year-old British racer who has spent 2011

racing in the ultra-competitive GP3 series. He has just finished in sixth place, scoring one victory and five podiums.

How good is he?

He's won races in every category he's competed in, but it's his most recent success in the new Henry Surtees Trophy karting event at Buckmore Park that showed his true talent. Up against 37 of his

peers in equal equipment, Sims came away victorious.

Anything else we need to know about him?

Sims is a member of the Gravity Academy, set up by Lotus Renault GP chairman Gerard López. He's also won the prestigious McLaren Autosport BRDC Award.

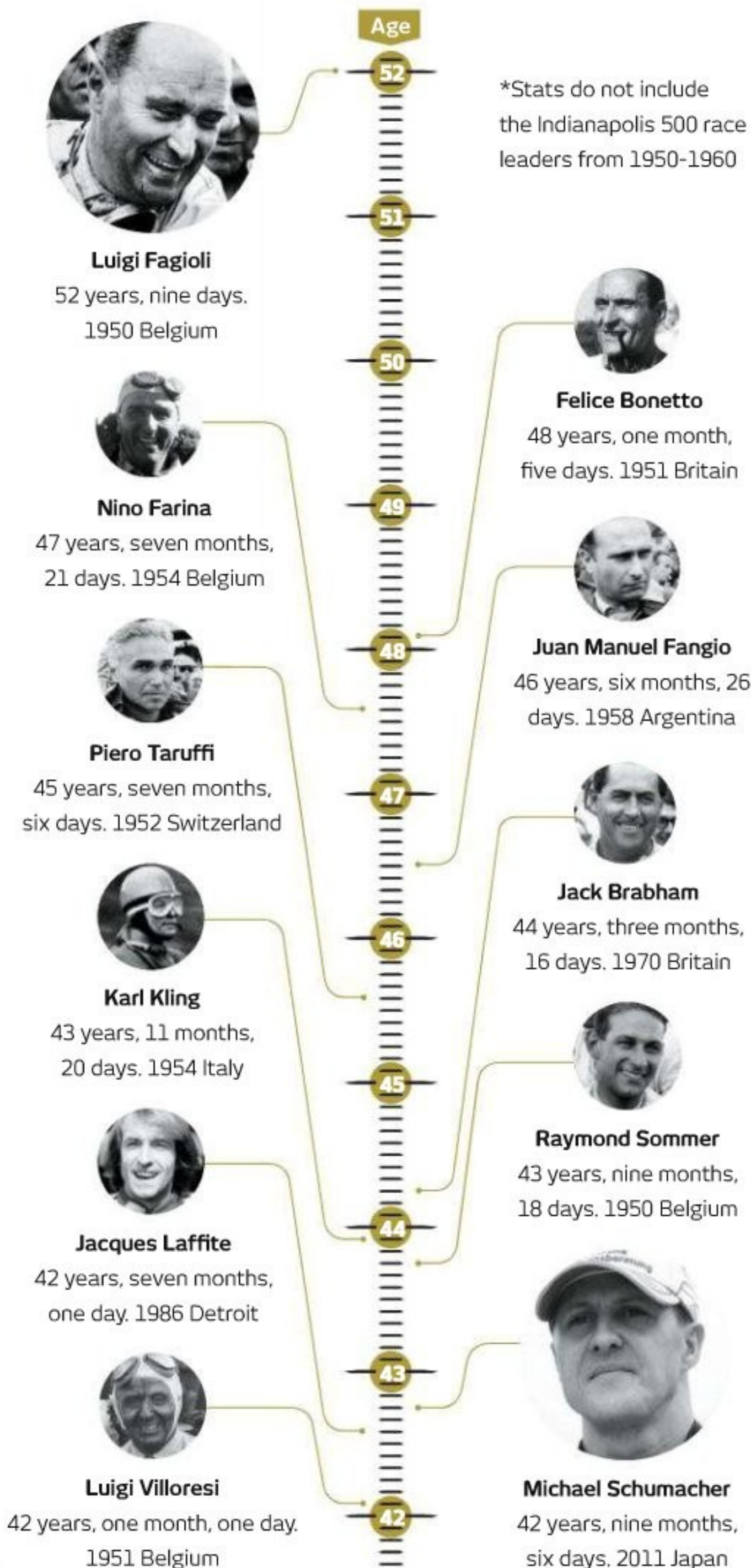
F1 chances

Being with Gravity, who steered Jérôme D'Ambrosio to F1, is a good move. He impressed in his prize-winning test in a McLaren MP4-23 last year, but breaking into F1 is now harder than ever.

STATS

The oldest grand prix race leaders

Michael Schumacher became the, er, most 'mature' person to lead a lap for 25 years in Japan, but he's a nipper compared to this lot



1 Olivier Panis at Monaco, 1996 2 Estoril 3 Wolf 4 Ricardo Zonta (36 to 28) 5 15 6 Juan Pablo Montoya 7 Pirelli 8 1977 Japanese GP in Fuji 9 Kimi Räikkönen 10 Stefan Johansson

PHOTOS: DREW GIBSON/GP3/LAT; LAT ARCHIVE



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F1 cars: even work up mountains

...but Red Bull discovered that running one at 18,000ft is not without its difficulties

PHOTOS: RED BULL

In recent years, Red Bull's show car team have run an F1 car on a beach in the Dominican Republic as well as on a frozen lake in Canada, but for their latest challenge they upped the ante by driving an F1 car on the world's highest road: the Khardung-La pass in Kashmir, India. Neel Jani, a Swiss driver of Indian origin, was at the wheel for a drive that started at an altitude of 11,000 feet and ended on the road's snow-capped peak, some 18,380 feet high.

The incredible challenge was conceived by Red Bull India and resulted in the local army resurfacing much of the road to make it more F1 friendly. But that was just one of the obstacles that had to be overcome – it took the team five days to transport the car, ten people, five tonnes of operating equipment and spares from Delhi to their base camp at 11,000 feet. Then there were the problems of altitude to consider.

"Before we went, the whole team had to be checked by a doctor," explained Red Bull's event and brand manager Anthony Ward.

"We acclimatised for four days before we went up there, but two of the guys still ended up with pretty bad altitude sickness."

Then there was the car to worry about. The team raised the ride height to deal with the bumpy terrain but getting the Cosworth engine to fire in such cold temperatures was problematic. "We couldn't use the heaters we'd normally use to keep the engine warm because you can't get a generator to run at that altitude," said Red Bull support team manager Tony Burrows. "So what we had to do was fire the engine up at the hotel, run it to the maximum temperature and put the covers on, then drive an hour up the road and fire it up again. Then we stopped between 16,000 and 18,000 feet and fired it up again before the temperature dropped below the limits we could start it at."

At the 15,500 feet mark, the team found out that Sebastian Vettel had wrapped up a second title over in Japan and duly celebrated the triumph at the peak. "It was completely fitting that we were on top of



Red Bull: on top of the world. Just in case you didn't get the message, they've said it twice

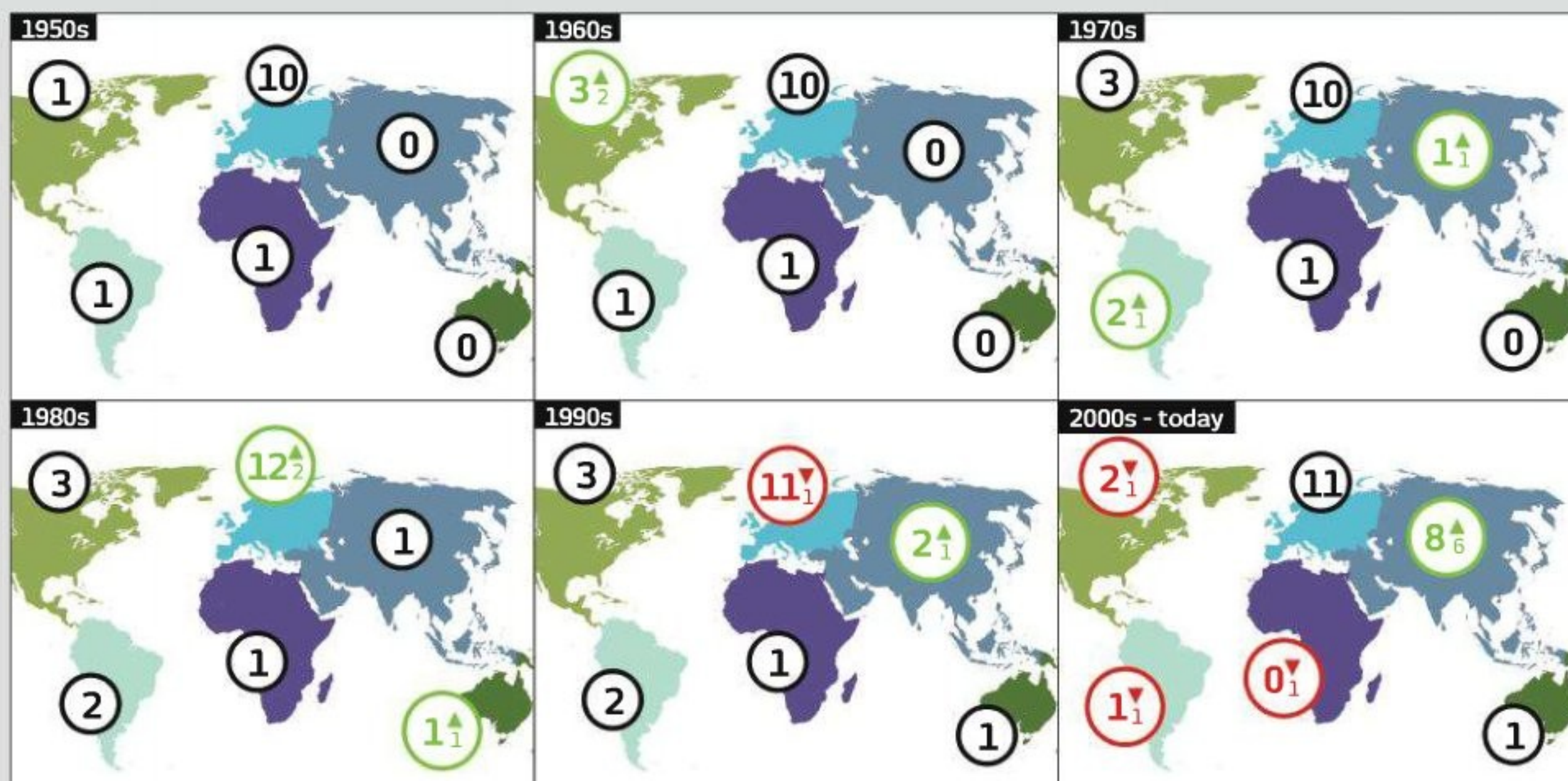
the world at the same time he was," said Ward, who is currently planning for the next challenge. "There's something I've got in the pipeline for a couple of years time... I'm not going to say what it is, but it's even crazier than running at the top of a mountain. But we're always looking for new challenges so if anyone has any mad ideas, let us know!"

STATS

How F1 has moved east

As these maps show, India seemed like an unlikely destination for a grand prix 60 years ago. Here's how many countries from each continent have hosted a world championship GP in each decade

- North America
- South America
- Africa
- Asia
- Australasia
- Europe



NEWS

Williams' worst season in 33 years

The Grove-based team need to bounce back next year after hitting rock bottom in 2011

Barring a miraculous turnaround in form at the season-ending Brazilian Grand Prix, Williams look set to equal their worst ever constructors' championship position of ninth, which they set way back in 1978. They hit a new low in Abu Dhabi, with their cars starting the race from 23rd and 24th – the worst positions in their history.

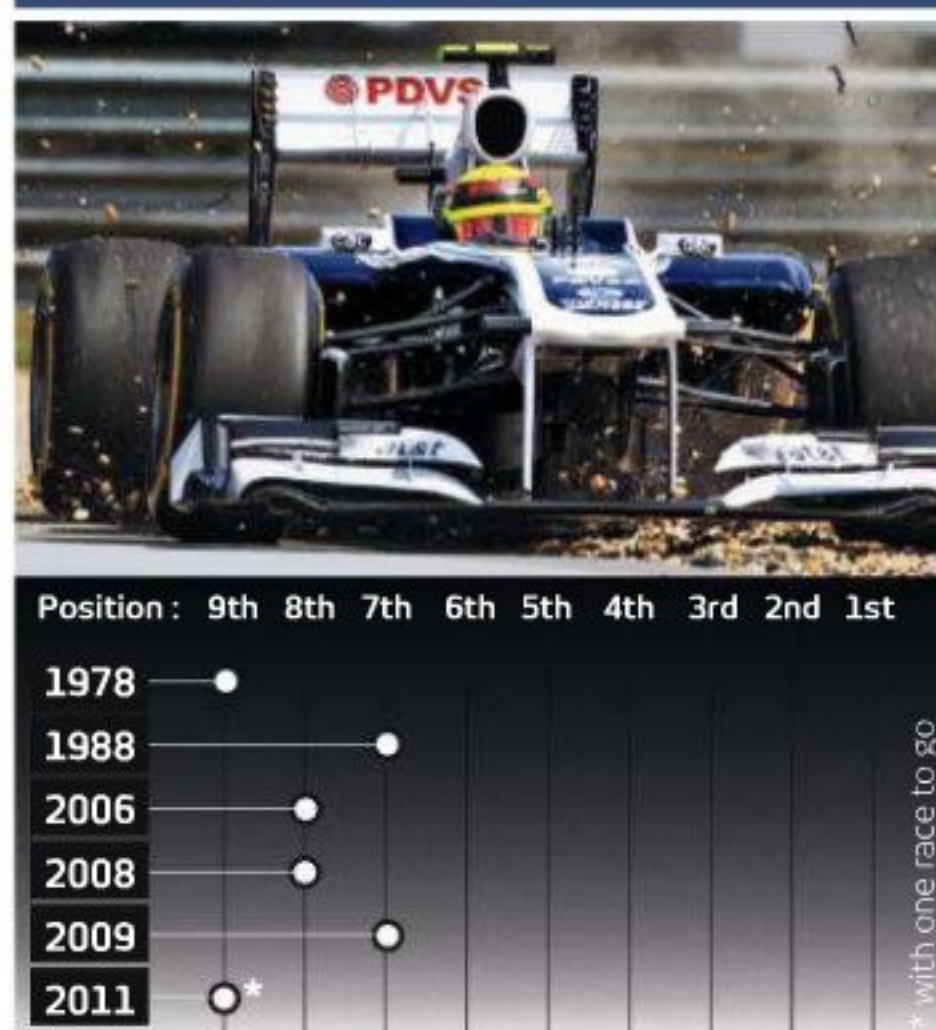
In a bid to improve their fortunes, the Grove-based team have given their technical department a significant shake-up in recent months, with technical director Sam Michael leaving and new men Mark Gillan, Mike Coughlin and Jon Tomlinson coming in. Director of engineering Patrick Head has told *F1 Racing* that he hopes the

new line-up will bring more ingenuity to the nine times constructors' champions:

"I think it's true that in the past Williams has been a very creative environment for new ideas," he said. "Many of these ideas got banned before they were able to see the light of day, quite often because other competitors, hearing what we were doing on the grapevine, didn't want to compete against it – CVT (Constantly Variable Transmission) is just one example. I think we need to get back to that and the people that have taken over the senior technical side will, I think, help to create that environment."

An upturn in form can't come soon enough for the troubled team.

Williams' worst seasons



TECH

F1's new £350 lifesaver

When it comes to safety no expense should be spared, but the latest protective device will hardly break the bank



A protective Zylon panel protects the area where the visor meets the shell

In a sport as ludicrously expensive as F1, it's refreshing to see that the latest device aimed at protecting drivers comes in at under 400 quid. Introduced over the last season with relatively little fanfare, the Zylon visor panel adds a layer of anti-penetration protection to one of the most vulnerable and exposed areas of a drivers' helmet – where the visor meets the main shell.

The 60-gram zylon panel, which is wrapped in carbon fibre, overlaps the top 25mm of the visor (behind the sponsor's sticker) and extends 25mm above the visor opening, protecting the exact area of the helmet that, in Felipe Massa's case, was struck by a flying spring at the 2009 Hungarian GP. Analysis has proved that the impact of the spring was equivalent to Massa being hit on the head by a bag of sugar travelling at 160mph – little wonder then that the FIA Institute decided something had to be done.

"We carried out tests where we found the potential for a hole in the helmet shell is five times smaller when you're wearing the panel than without it," said Stephane Cohen, the chairman of leading F1 helmet supplier Bell.

Visor panels are not yet compulsory, but drivers are strongly recommended to use them and almost all have taken up the opportunity. Seems like a wise decision to us.

NEWS

"A Paralympic medal? It's definitely possible"

So says former F1 driver Alex Zanardi, whose heart is set on hand-cycling victory in London 2012

Former Williams driver Alex Zanardi has his sights firmly set on the London 2012 Paralympic games after storming to victory in the handcycling class at the prestigious New York Marathon. The 45-year-old Italian, who started 41 GPs between 1991 and 1999 before losing both legs below the knee in a horrific Champ Car crash, is now one of the world's best handcyclists and his win in

Zanardi won the handcycling class at the 2011 New York Marathon



New York rounds off a great season in which he also won a silver medal at the world championships.

When asked by *F1 Racing* if he believes he has a realistic shot at a medal in 2012, he said: "If I thought I didn't have a chance, then I wouldn't have started on this path. For me, handcycling is pure passion. I've been lucky enough to have been on the grid for the Monaco GP and to have raced at

Michigan in front of 200,000 fans. I've had my fair share of glory, and competing in London would be a great achievement. But I'm not going there just to take part. It will be a great experience no matter what, but it will be more exciting to perform to my maximum and do the best I can."

As well as handcycling, the ever-popular Zanardi can also be found presenting a prime-time science-based show on Italian television in which he discusses everything from volcanoes to contagious diseases with a panel of experts. Perhaps on a future programme he could be discussing what it's like to win an Olympic medal...

NEWS

First there was FOTA, now there's OTA

We gain membership to F1's most exclusive club. Rumours of a special handshake unconfirmed

While there are growing doubts over the future of the Formula 1 Teams' Association (FOTA), another exclusive F1 club is thriving. There are now around two dozen members of OTA, the 'One Team Association' founded by HRT's Dr Colin Kolles, team principal of the only team that is not a member of FOTA.

OTA chairman Kolles, with a broad smile on his face, pointed out that the club has more members than FOTA and is made up of the sport's race promoters, respected journalists and team CEOs. Crucially there is no fee for membership and anyone involved in Formula 1 can apply, although approval of applications is at the discretion of OTA's democratic Round Table.

OTA has a growing following and *F1 Racing's* features editor James Roberts was thrilled to receive his membership card at the Abu Dhabi Grand Prix weekend, a race at which a planned Formula One Teams' Association meeting to discuss the Resource



Jimmy Roberts' coveted One Team Association membership card; and [inset] Dr Colin Kolles

Restriction Agreement was cancelled due to 'logistical issues'. Asked to comment on OTA, Kolles would only say of the organisation: "I cannot speak personally about OTA because we have a Round Table committee that speaks only with a single voice."

Paddock rumours were circulating in the run-up to Abu Dhabi that a solid gold OTA membership card had been presented to a mysterious honorary chairman, believed to be a Mr. B Ecclestone – although no one at OTA would confirm this.

STATS

McLaren notch up

700 races

The Woking-based team celebrated seven centuries of F1 races in Korea. Here's what they've achieved...

466 podium places

148 fastest laps

174 wins

McLaren cars have spent a whopping 10,153 laps in the lead. That's like leading 169 consecutive 60-lap races from start to finish

8 constructors' championships

12 drivers' championships

147 pole positions



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10 June Canadian Grand Prix, Montreal

24 June European Grand Prix, Valencia

8 July British Grand Prix, Silverstone

22 July German Grand Prix, Hockenheim

29 July Hungarian Grand Prix, Budapest

2 September Belgian Grand Prix, Spa-Francorchamps

9 September Italian Grand Prix, Monza

23 September Singapore Grand Prix, Singapore

7 October Japanese Grand Prix, Suzuka

14 October Korean Grand Prix, Yeongam

28 October Indian Grand Prix, Greater Noida

4 November Abu Dhabi Grand Prix, Abu Dhabi

18 November United States Grand Prix, Austin
TBC

25 November Brazilian Grand Prix, São Paulo

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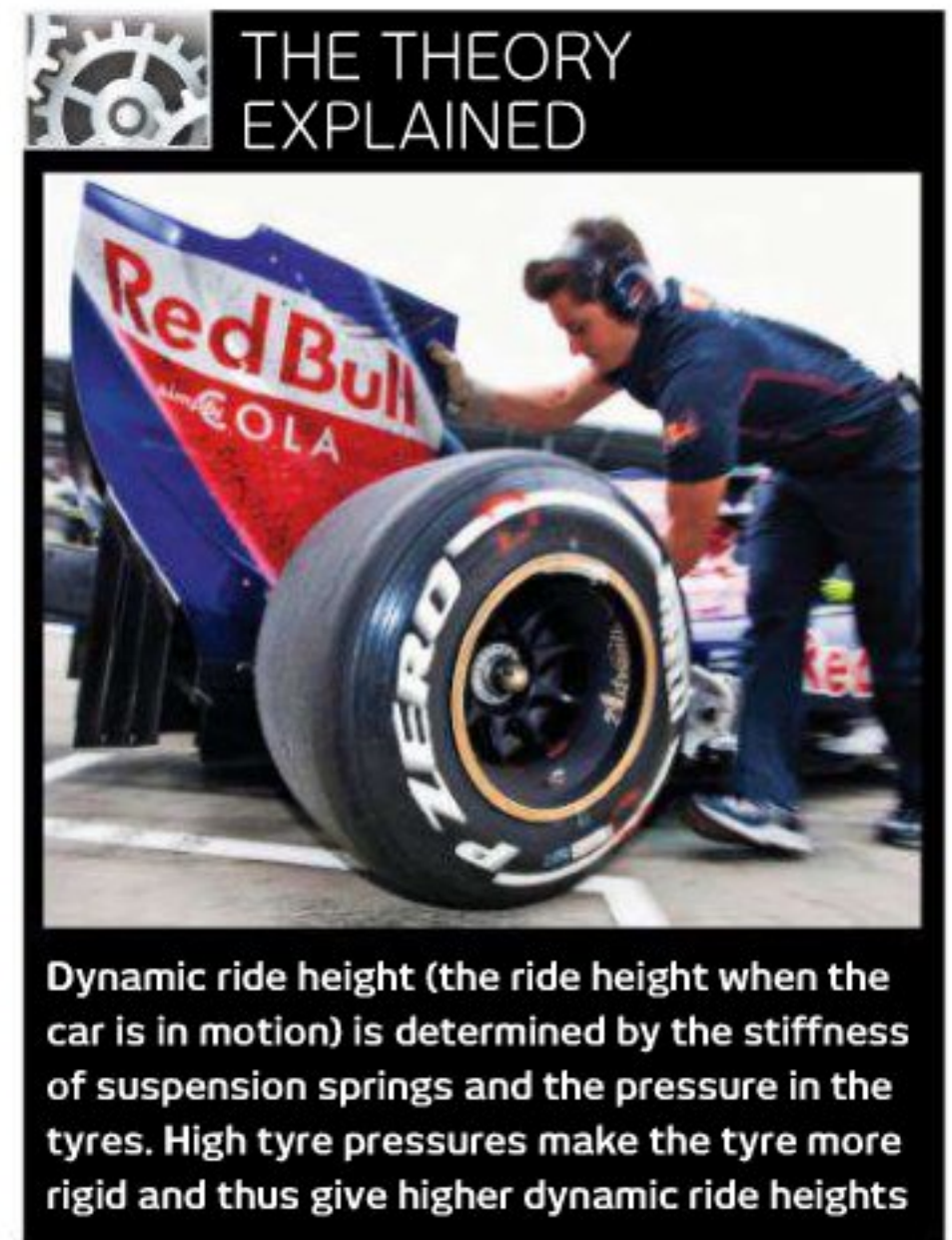
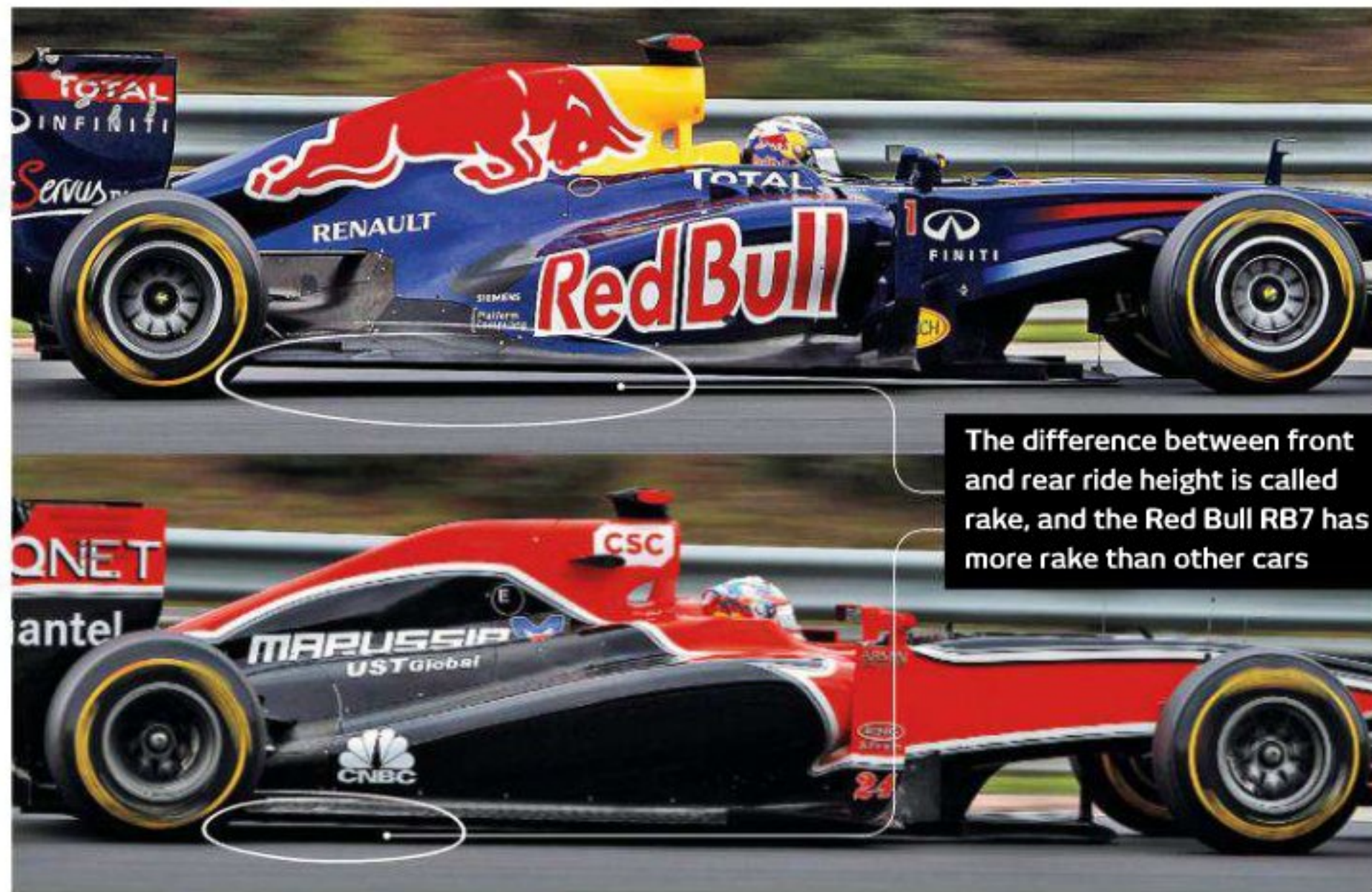
DESIGNED TO BE NOTICED



Pat Symonds' TECHNOLOGY MASTERCLASS

Lifting the cloak of secrecy on F1's complicated parts

THIS MONTH: RIDE HEIGHT



THE THEORY EXPLAINED

Dynamic ride height (the ride height when the car is in motion) is determined by the stiffness of suspension springs and the pressure in the tyres. High tyre pressures make the tyre more rigid and thus give higher dynamic ride heights

What is ride height and why is it so important?

The ride height is the physical measurement between the underside of the chassis (the so-called reference plane) and the ground at the front and rear axle centre lines. On an F1 car, the skid block (or plank) is below the reference plane and so the ride height is not actually the same thing as the ground clearance. Ride height is important in that you don't want the car dragging on the ground, but you do want to keep the centre of gravity low for ideal cornering. But aerodynamic performance, as usual, determines optimum ride height.

Okay, so how do you decide where optimum ride height is?

It is important to realise that on a racing car that has large amounts of downforce, the ride height is constantly changing. As the car goes faster, the enormous aerodynamic loads try to push the car into the ground. The ideal ride height is therefore actually a number of different dynamic ride heights; that is ride heights that vary with speed. Part of the race engineer's skill is to set the car up for near ideal ride heights under all conditions.

What can you change on a car to alter the ride height?

The static ride height is altered by changing the length of the push rods on the suspension by means of spacers (known as shims). It is normally altered in half-millimetre increments and a typical Formula 1 car will run with a static front ride height of 30-35mm and a rear of 75-80mm. The dynamic ride height is determined by the suspension spring stiffness (stiff springs support the car higher for a given downforce) and the tyre pressures because higher tyre pressures will make the tyre more rigid. So, like stiff springs, high tyre pressures give higher dynamic ride heights.

Should you always try to run the car as low as possible to the ground?

Not necessarily so. It is true that the front normally works best when it is very close to the ground as this makes the front wing more effective, but the rear ride height is generally higher than ground clearance dictates because this enables the underbody aerodynamics to function better. The difference between the front and rear ride height is generally known as the 'rake' of the car.

If the ride height is wrong, will the car handle incorrectly or will the aerodynamics not work properly?

The relationship between ride height and aerodynamics is complex. Race engineers use an aerodynamic contour map that shows them the downforce and aerodynamic balance front to rear at any combination of ride heights. They then set everything up so the car operates in the best part of that map. If it is not in the maximum downforce region it will lose performance and, importantly, if it transitions across the contours in a bad way, the aerodynamic balance will alter – making the car hard to drive.

Active ride was banned from F1 some time ago – why was that system so advantageous?

Active ride simply kept the ride height more or less constant at all speeds and under all loads, while still allowing the suspension to absorb bumps in the road. If it saw a load coming in from the body (such as an aerodynamic load) it supported it by mimicking a very stiff suspension, but if it saw a disturbance coming in from the wheel (such as a bump) it mimicked a very soft suspension, thus giving the best of both worlds.

Turn to pages 108 and 112 for Pat's analysis of the Indian and Abu Dhabi Grands Prix >

PHOTOS: ANDREW FERRARO/LAT; PETER FOX/LAT



OFFICIAL TEAM PARTNER



RISING A NEW ERA

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RAW NEUVE

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



More races in F1? It's up to the fans

I've heard talk in F1 recently about the number of races on the calendar reaching breaking point, with the suggestion of alternate pit crews being used. If you look at NASCAR, there are 36 races with two or three that don't offer championship points. Those involved in the sport love it and do it weekend after weekend, and though it's hard on families the people involved are passionate racers.

The thing is, the more races you have the more income you can get from sponsors – and everybody wants more money. You won't generate more income from fewer races. In NASCAR, they can have different sponsors on different cars, rather than having to have the same names on both cars as they do in F1. I think doing it the NASCAR way would make sponsorship easier to sell to companies.



NASCAR has 36 races and the fans don't get bored

There was a time in F1 when there were fewer races, but then there were three days of testing between every race. Driving and racing are fun, but we were driving every week. From a driver's perspective, it's nice to have a mid-season break and another one over the winter.

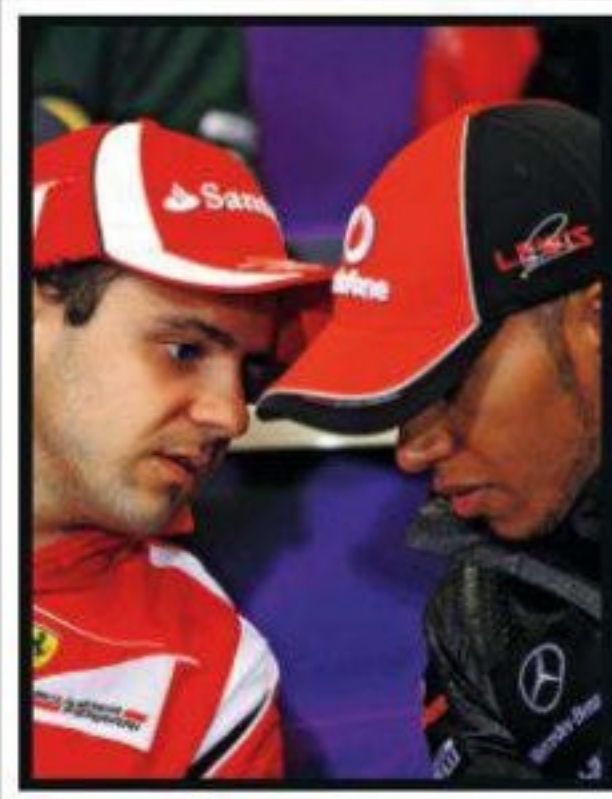
There's a lot of travelling in NASCAR, but it all happens in the US. What makes the F1 season so gruelling is all the fly-away races. When I won the championship in 1997, five out of the 17 races were long haul. This year, it's ten out of 19. If the season were mainly in Europe, I don't think it

would be too bad, but fly-aways make it tough on everyone. But don't forget there was also a time when we had qualifying engines and race engines and mechanics just never went to bed. Race weekends used to be much tougher – at least now there's a curfew.

The issue is more about whether more than 20 races would be acceptable to the fans. Would they get bored if the season went on too long? The weird thing is that the NASCAR season doesn't seem to drag on for American fans – it's just part of the culture.



Lewis vs Massa: keep it going!



These guys just can't stop driving into each other this season and I've no idea why. Since Lewis and Massa had their shunt in Monaco, and people made way too big a deal out of it, it's just carried on.

Having bad blood with another driver isn't necessarily distracting, but it can make you react differently with each

other on the track next time you race. Will Lewis think twice about overtaking Felipe next time? It's important to try not to change your driving style, but it's difficult to avoid.

Some people think they should resolve things, but I don't. You can't force people to be friends. You need this kind of thing or F1 becomes dull.



Who cares about a few name changes?

So Renault are becoming Lotus, Lotus are becoming Caterham and Virgin are becoming Marussia. I laughed when I first heard this, but if teams want to change their names, why not?

I doubt that the fans will care. If Ferrari were changing their name, that would be a story. But if it's Virgin – so what? There's nothing wrong with changing names – change is good for Formula 1.

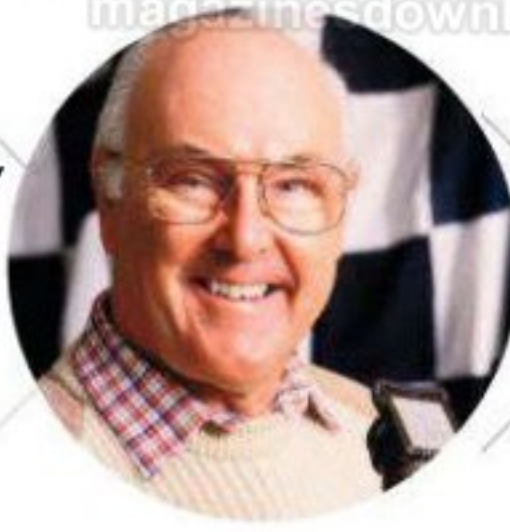


PHOTOS: BRIAN CZOBAT/AUTOSTOCK/LAT; CHARLES COATES/LAT; ANDREW FERRARO/LAT

THE JV KEY



MURRAY WALKER



"I'm not a betting man, but I'd be first in line to back Vettel for championship number three"

I've been lucky enough to see all the motor racing greats in action, right the way from 1950 when Formula 1 began: Fangio, Moss, Clark, Stewart, Prost, Senna, Schumacher and the rest. I've talked about each and every one of them in my career – and there's not a shadow of doubt in my mind that Sebastian Vettel already ranks among the best of the best.

For what it's worth, I don't think it could have happened to a nicer bloke. Sebastian is not only a brilliant driver – he's also friendly, personable, cheerful, great fun and impressively eloquent. At the tender age of 24, he holds just about every record for the youngest achiever, with potentially at least another 16 years of racing ahead of him in which to achieve even more – assuming he

doesn't get worn out or bored by it all. Records are made to be broken and there was a time when we thought that Ayrton Senna's would stand for ever, but then along came the Red Baron to destroy them. Now, it seems, Vettel could go on to become the greatest of all time – eclipsing even the great Michael Schumacher's mind-boggling statistics.

Or could he? Because Sebastian has got a long road to travel and things won't always go his way. He is one of a golden age of truly outstanding drivers but, so far, he has been in what is undoubtedly the best car. No constructor holds the whip hand indefinitely and Red Bull will falter at some time – or even withdraw, their marketing goals having been met. Will Sebastian

then have a winning car? Not necessarily. Fangio was canny enough to make sure he always did but Senna didn't when he went to Williams – and it took Schumacher four years of unremitting effort to win his first championship with Ferrari after he'd left Benetton.

Sebastian's next target has to be to win three titles in succession but that's really upping the ante because only the two numerically greatest champions have done that – Michael Schumacher and Juan Manuel Fangio. Unless I'm very much mistaken (and I'm sure you'll tell me if I am!), 11 other Formula 1 superstars could have done it if things had gone their way and it's interesting to see why they didn't.

Ferrari went off the boil in 1954, which spoiled Alberto Ascari's chances, and so did Cooper in 1961, which ruined Jack Brabham's hopes. Five car failures blew it for Jim Clark in 1964 while Jackie Stewart lost out twice, in 1970 when he failed to finish in no less than eight of the 13 races and in 1972 when another four DNFs, plus Emerson Fittipaldi in the mighty Lotus 72, got in his way (although ironically, it was Stewart's 1973 championship that torpedoed Fittipaldi's own possible triple). We've got used to virtually all the cars finishing virtually all the races these days, but it wasn't always like that.

It wasn't Ferrari's lack of reliability that ruined things for Niki Lauda in 1976, though. It was his horrific crash at the Nürburgring. Yet despite missing three races in one of the most exciting seasons ever, he lost the championship to his friend James Hunt by just a single point. Nelson Piquet was top gun in 1981 and '83 but in 1982 the advent of the self-destructing BMW 1,200bhp turbo engine caused too many failures until the men from Munich triumphantly got it right in 1983. The great Alain Prost never managed three in a row either: he came second to team-mate Niki Lauda in 1984 by F1's closest-ever margin of only half a point, and was steamrollered by the all-conquering Williams-Hondas of Piquet and Mansell in 1987.

So who does that leave? Answer: Ayrton Senna, Mika Häkkinen and Fernando Alonso. Three of the greatest, but none of them a back-to-back triple winner. If Senna had been champion in 1989 he would have succeeded, but his notorious coming-together in Japan with team-mate Alain Prost's McLaren put a stop to



"Vettel's next target has to be to win three championships in succession – but that's really upping the ante"



Forthright chatter from the legend of F1

"Only the two numerically greatest champions have won three titles in succession – Juan Manuel Fangio and Michael Schumacher"



that. As did Our Nige's dominant 1992 season in the superb Williams-Renault. Mika Häkkinen nearly got there with championship victories in 1998 and '99, only to find himself up against Michael Schumacher at the start of his incredible record of five titles on the trot. And at the end of his seemingly never-ending winning streak, Michael fell foul of new boy Fernando Alonso, who brilliantly did the double in 2005/06, but lost out to Kimi Räikkönen in 2007.

So Sebastian Vettel, now riding the crest of a very large wave, with the world at his feet, has

got a mountain to climb as the odds lengthen. For in 2012, he'll yet again have to overcome the same ferociously talented and even hungrier rivals to do the triple. Team-mate Mark Webber, who may have lost out this year but who I believe has still got it in him to succeed, world champions Jenson Button and Lewis Hamilton who, like their McLaren team, never give up. Not to mention the formidable Fernando Alonso – thought by many, including me, to be the best of them all, who will surely win again if Ferrari finally give him a car worthy of his talent.

Just as any one of his top rivals could undoubtedly win the title in a Red Bull car so again, for the third time, can Sebastian – assuming that next year's Red Bull turns out to be as good as those of 2010 and 2011. But will that be the case? You'd think so, but who knows?

People say that with few rule changes next year and with the same design team in place at Milton Keynes, there's no reason why they shouldn't produce yet another winner – but I'm not so sure. Right from the start, the current Red Bull car was built and designed around the blown diffuser, dreamt up by the legendary Adrian Newey and his colleagues, but now that blown diffusers have been outlawed for 2012, it's back to the drawing board. McLaren are smarting. So are Ferrari and Mercedes and, with this year's championships decided so early, they've all got several months to concentrate on getting next year's car right for race one in Australia. So there's everything to play for.

However, while I'm not a betting man, I'd still be the first in line to back Vettel for championship number three. It would be my gesture of faith that Seb, allied to Red Bull, will once again be the man to beat. Michael and Ferrari managed to do it for five fabulous years in a row, so why shouldn't the equally talented but even younger Sebastian Vettel, still learning as he gains experience, do the same – and with even more to come? **F1**



"Seb will have to overcome the same talented and even hungrier rivals next year, including the formidable Fernando Alonso"



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WHATEVER HAPPENED TO...

BOB EVANS

Used to race F1 cars... now prints posters of other people doing it



Then

Piloted the seriously underpowered BRM in eight grands prix back in 1975

As was the case with many British drivers in the 1970s, Bob Evans never really got a chance to show what he could do in the top echelon of the sport. The fact that he made it to F1 at all is a miracle – just four years before he made his first start with BRM at the 1975 South African GP, Evans broke his neck in a Formula 3 crash at Castle Combe. Undeterred he got back into the cockpit, initially with a neck brace, and continued racing.

His perseverance paid dividends in 1974 when the Lincolnshire-born racer won the European Formula 5000 title and got a shot at F1 with BRM for 1975. Sadly, the car was woefully underpowered and Evans was unable to demonstrate his ability. In 1976 he was given two GP starts with Lotus while they waited for Mario Andretti to become available, but his F1 career was wavering at this point and later in the year he made his final F1 start for RAM at the British GP.

“I was probably in the wrong place at the wrong time,” says Evans today. “I wasn’t ever in a position to prove what I could do. In those days you needed momentum. I’d won the



Now

Owens his own poster company, creating prints of memorable sporting moments

Formula 5000 championship and the momentum was with me, then it all disappeared with BRM. But you can’t whinge about it – that’s just the way it goes. Looking back I should have gone to America and raced in Formula 5000, but instead I drove in the Aurora F1 championship and then got into sportscar racing. I competed at Le Mans and in the Daytona 24 hours several times.

“After winning my class at Daytona in 1984 I pretty much called it a day. I’d met this Californian guy called Riley Hopkins who wanted to set up a T-shirt printing business in the UK – so I fell into that. The business grew

and I ran it for many years. We did a lot of racewear for Formula 1 teams, but by the time the 1990s came around, the industry was going through some big changes so I set up another business in 1999.

“Total Poster is an internet-based company that prints bespoke sports posters. My son designed our website and is also a 50 per cent shareholder, so it’s a proper family business. It doesn’t compare to driving an F1 car, but it’s an exciting and fun way to earn a living. All our posters are printed in-house and we pride ourselves on having up-to-the-minute images from major sports events within a couple of days of the action taking place. At the moment we’re working on several exciting things that will help the business grow further.

“At my age I don’t miss the buzz of racing, but I do have nostalgia for what it was. I still watch Formula 1 races, although I do have to keep an eye on them from a business point of view. But I thoroughly enjoyed my time in F1 and I’m thankful that I came through it and am still alive. I’ve lived a bit of a charmed life really.”



1975: makes his F1 debut

Finishes 15th and two laps down in the South African GP at Kyalami



1975: F1 career high

Drives the sluggish BRM to ninth in the Belgian Grand Prix at Zolder



Now...

The 64-year-old owns and runs Total Poster, a bespoke poster business based in Cheltenham

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 BARCELONA 2001 / Fidel Buendía / 33 / SPAIN

"It was an incredible feeling to hear F1 cars live for the first time"



"I've always loved F1, and my father is to blame for that as he's another racing nut. But neither he nor I had ever attended a grand prix when, thanks to a competition run by the Spanish edition of *F1 Racing*, I won a ticket to the 2001 Spanish GP. Without a second thought, I told my father we were going to Barcelona!

"It was an incredible feeling when we heard the F1 cars live for the first time and I'll never forget the emotion my father and I felt when we saw Panis's BAR-Honda. That



race was Pedro de la Rosa's debut with Jaguar and it was also Fernando Alonso's first Spanish GP with Minardi. I remember that on the final lap of the race, Mika Häkkinen had a problem with his car and suddenly handed victory to Michael Schumacher.

"I've been to a couple of races since, but nothing has compared to my first GP with my father."

2001 SPANISH GP:

- Schumacher won for Ferrari from Montoya
- Leader Häkkinen's clutch failed at the end
- Alonso finished 13th and de la Rosa retired

 SINGAPORE 2011 / RACHEL PIKE / 36 / AUSTRALIA

"The atmosphere of the night race was amazing"

"I've been an F1 fan since the early '90s and have been going to the Australian GP since its first year in Melbourne. I'd always wanted to go to an overseas race and this year we were lucky enough to get corporate tickets through a friend for Singapore. For Friday practice and the race on



Sunday we were in a suite at the first corner, and on the Saturday we were in the Sky Suite on the pit straight, with a great view from the rooftop bar straight down to the pits.

"The atmosphere of the night race was amazing, and although the Ferraris didn't come through with a win I enjoyed every second of it. It was also a very special race for me as it was my 19-month-old daughter's first ever grand prix. I'm hoping that she'll enjoy it as much as I do as she gets older."



"It was my 19-month-old daughter's first ever grand prix"

 SILVERSTONE 2011 / Lauren Shand / 15 / AUSTRALIA

"I queued for hours to get Webber to sign a cardboard cut-out!"



"Ever since I was young, I have always attended the Australian GP. This year I queued for two hours in the rain just to get Mark Webber to sign a cardboard cut-out of himself, then just as I got close he had to leave!

"Later this year, we organised our holiday to coincide with Silverstone. Dad and I went to the race and had a great time watching Mark make it onto the podium.



The next day we went to Red Bull HQ to see the trophies, and while we were there Mark came running through reception. I was so shocked! It was my dream to meet him and it finally came true."

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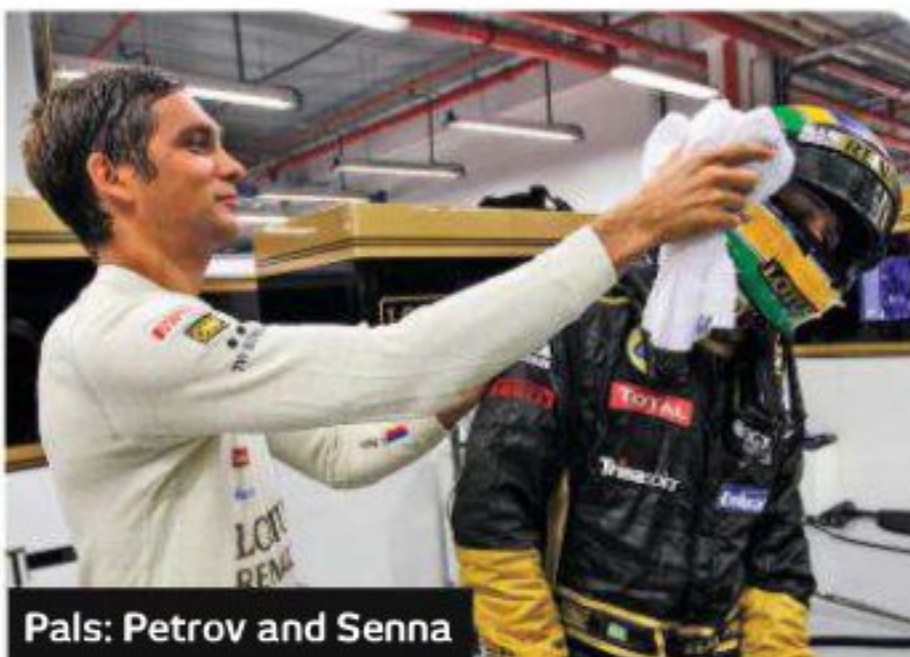
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Bruno Senna

He'd 'absolutely' love to join McLaren one day but thinks Lewis has an 'aggressive attitude'... Ayrton's nephew is nothing if not straight-talking. One thing's for certain, though: he definitely didn't mean to murder that dog

WORDS HANS SEEBERG PORTRAITS ANDREW FERRARO/LAT

Bruno Senna is halfway through answering your questions in Renault's Korean motorhome when someone walks past, marches up to the Dictaphone and gives a loud and prolonged cough to interrupt his answer. It's that cheeky Russian scamp Vitaly Petrov, who just grins and walks off. Bruno laughs and gives him a V-sign.



Pals: Petrov and Senna

The timing couldn't be better: the next question Senna reads is, 'Are you better than Petrov?'

Drivers always want to beat their team-mates, and Bruno Senna is no exception. Having been given an opportunity with Renault via Robert Kubica's injury and Nick Heidfeld's devastating averageness, he now finds himself pitting his talents against a man who is team leader by default in only his second season. It's a chance Senna is determined to make the most of.

The Petrov banter highlights the odd situation of the F1 driver: beat your team-mate if it's the only thing you do, but make sure you have a good working relationship to avoid unhelpful distractions (see Mark Webber). The thing is, you get the feeling that the sunnily dispositioned Bruno Senna gets on with everyone. The only question that comes to mind after half an hour

in his very amiable company is whether he's *too* nice for the cut-throat, sell-your-own-granny-on-eBay-for-a-tenth-of-a-second world of F1.

For the sake of seeing the good guys getting what they want in life, you hope not.

Now that you live in Monaco, is there anything you miss about living in the UK?

Madeleine Dalrymple, UK

[Laughs] That's a bit of a loaded question, isn't it? Yeah, I miss London a lot, because it's a great city. I used to live in South Kensington, and the options you have there are fantastic; being so close to Heathrow is obviously a bonus for the job we do as well. I definitely don't miss the weather though. Overall I'd say the pros outweigh the cons, but Monaco is great for training, which makes a big difference in my job. →

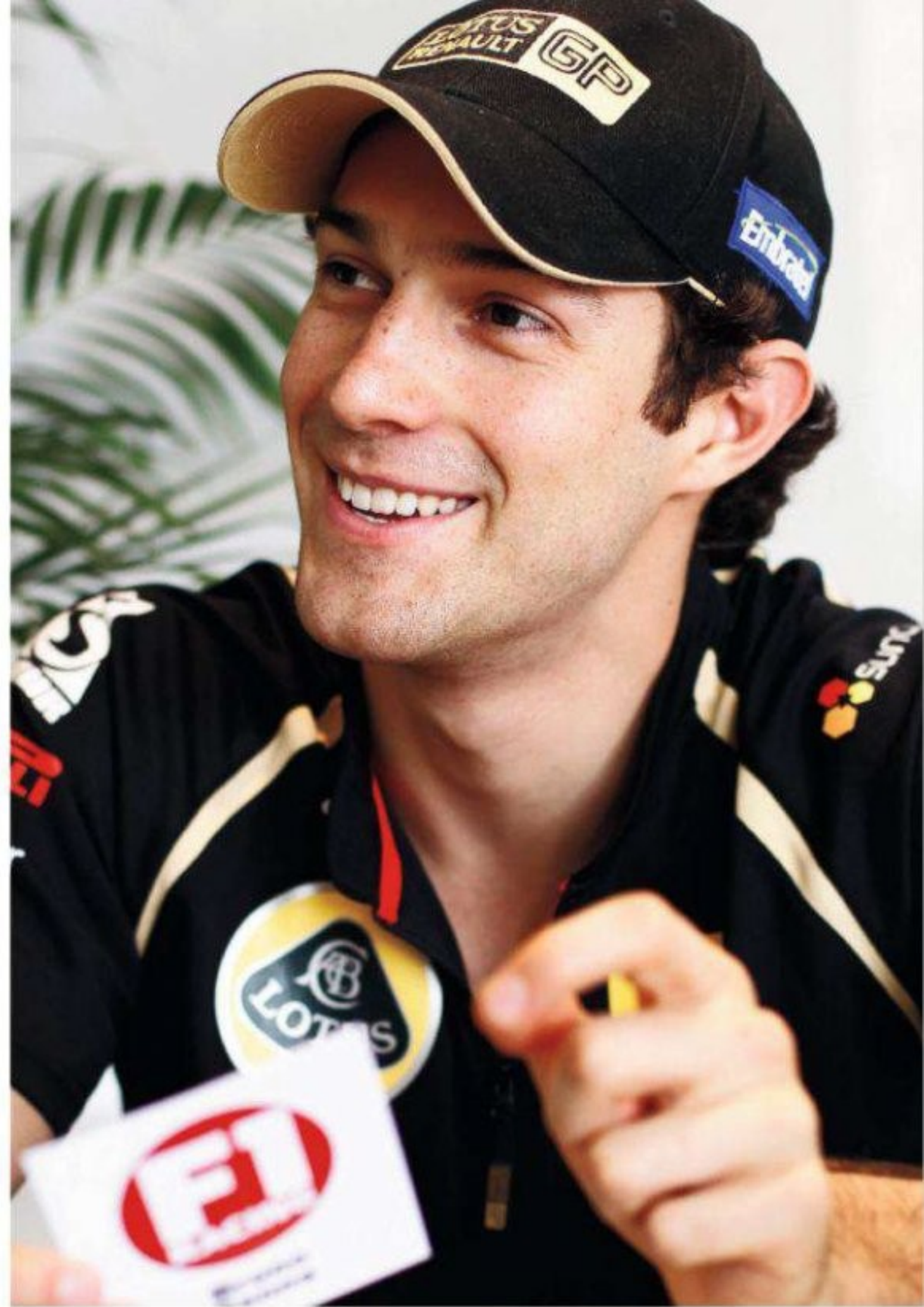


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How did you convince your mother, Viviane, to let you go racing again?*Benjamin Vinel, France*

It was unintentional, really. She didn't think I was actually that serious about it – she just thought it was a boy-racer phase or something. But when I started karting I injured my ribs a lot, and the fact that I carried on doing it convinced her it was something I really wanted to do. No one breaks their ribs for fun, do they?

How would you describe the difference between driving the Renault R31 and the HRT F110?*Flavio Rojas, Poland*

Well, I guess there are two ways of looking at it. Firstly, the R31 is a developed car: it's been looked at, thought about, and every flaw has had attention in order to correct it. The HRT was a good car to begin with but didn't have the development it needed, so by the time I got to drive it there were many shortcomings that couldn't be fixed until the end of the season. That's the major difference, and it made the HRT a very difficult car to drive. The R31 inspires so much confidence – I got in it and thought, 'Oh, so *this* is what a Formula 1 car feels like!' Actually, the best F1 car I've ever driven was the Honda in 2008, when I tested it in Barcelona for the first time.

Who's the better team principal: Colin Kolles or Eric Boullier?*Kamil Golab, UK*

[Answers immediately] Eric Boullier.

How did you feel in that 2008 GP2 race in Istanbul when you hit that dog?*Austen Waite, UK*

It was a very mixed feeling, because at first I was very upset about the race; it was a very difficult weekend and I was very concerned about the championship at that point. Initially I felt really angry, just because of the fact that there was a dog at the track and it damaged my race. At the same time, I was sad for the dog as well. My press officer was talking to me about it afterwards and at the end he was saying, "Poor doggie, Bruno!" It wasn't a nice experience.

Are you a future world champion?*Ben Moody, UK*

That's the intention, Ben. I'm working very hard on it. The fact that I've had very competitive results in a very short space of time in racing, compared to the other guys, is great.

Are you better than Vitaly Petrov?*Arkadiusz Wzorek, Poland*

I have to believe I am, because if I don't I might as well just go home and do something else. We'll have to wait until the end of the season to

see the results, but I'm already competitive against him which is a good achievement – and one I'm hoping to improve on.

What would your reaction be if Formula 1 returned to Imola?*Matthew Gordon, UK*

I'd *love* to race in Imola. It's one of the few circuits that hasn't changed too much; they've kept the high-speed nature of the track and the fact of the matter is that the cars are much safer now. Racing there would take away any sour feeling that's associated with the track.

What do you think about Lewis Hamilton's performances this season? Is he still the best driver in Formula 1?*Dominika Bojar, Poland*

Well, I don't know if he's the best driver in Formula 1 – that's debatable. I think Lewis has let his aggression out this season and sometimes it's hindered him. It's up to him to decide if that's a good path to follow or not. We know that Lewis is capable of being a world champion and that he's a really, really good driver who's very fast, but being a driver is not just about speed – it's about your attitude on the track as well. Right now, that's hurting him a little bit.

What did Eric Boullier say to you before your first race for Renault in Belgium?*Zuzanna Oskiera, Poland*

"Good luck!" I think he was surprised about how well I qualified but he was very supportive of me throughout the whole weekend. He just told me to enjoy it and to try to finish the race. Obviously the first corner when I crashed was not the best example of trying to do that...

Eau Rouge or 130R?*Cliona Wilmott, Ireland*

Eau Rouge, definitely. Yes, 130R is an awesome corner, but Eau Rouge is one of those parts of a circuit that gives you so many feelings at the same time. In the wet it's really dangerous, but it's also very rewarding, too.

Your uncle vetoed Derek Warwick as a team-mate, some say because he saw him as a threat. Which driver in F1 would you veto from being your team-mate?*Stuart Burton, UK*

I wouldn't veto anyone from being my team-mate. The fact is that Ayrton saw Derek as a competitive driver who would share the resources of the team with him, and he thought that the team would therefore only be able to give less to both drivers. He just wanted to make sure he got 100 per cent from the team, and if you look at his performances in qualifying and the races that year, it shows that he had something in his mind.



"The **R31** inspires so much confidence – I got in it and thought, 'Oh, so *this* is what a Formula 1 car feels like...'"



INSETS: STEVE ETHERINGTON/LAT

Would you ever like to drive for McLaren, like your uncle did?*Denise Caffrey, Ireland*

Obviously McLaren is a very special team for me. My thing is to drive for teams that are winning, so if they're winning and I get the chance to drive for them, then absolutely.

What was it like driving Ayrton's old McLaren at Goodwood this year?*Graham Dalley, UK*

It was awesome – absolutely crazy. It felt like a modern car, actually, but it really gives you an insight into what racing was like in the past.

There have been a few controversial moves going on in F1 this season. What's your take on this?*Andy Morris, UK*

Well, this sort of thing happens a lot in motorsport – and sport in general for that →



"I think Boullier was surprised about how well I qualified in **Spa**. He was very supportive of me throughout the whole weekend"



Senna qualified an impressive seventh in his first race with Renault at Spa. But he finished 13th after colliding with Alguersuari at the first corner, for which the Brazilian received a drive-through penalty

matter. Drivers will always push the limits; eventually something happens and a new rule is brought in. We've been trying during the drivers briefings to stop the bad moves and we're moving in the right direction on that.

Is having the Senna name in Formula 1 a burden or a motivation?

Eric Stevem Heriyanto, Indonesia

For sure, it motivates me massively. I'm very proud to be related to Ayrton and to have had the opportunity to talk to him and learn from him. There's loads of pressure because I haven't had many opportunities in Formula 1 and this is the first real one I've had, but I really believe that if another driver had come into a team in the middle of the season and qualified as well as

his team-mate without even testing the car before, as I did, people would be impressed. But you need to keep doing it in Formula 1. There are no limits to what people expect when you have the Senna name, I suppose. It's not easy.

Which F1 team do you most aspire to drive for?

Elizabeth Jones, UK

I've been asked this question many times, but I'll only answer it if I ever get to drive for that team. So let's hope I get the chance...

How come Brazilians are so good at driving in the wet, when all traffic in Brazil grinds to a halt when it rains?

Carl Wheeler, UK

[Laughs] Well Carl, the traffic also grinds to a halt in the UK when it rains, I have to tell you. I think it's because Brazilian racing drivers spend quite a lot of time in England early in their careers, so they get a lot of practice in the wet.

Rubens always said that Ayrton was his mentor. Has Rubens returned the favour and given you advice?

Emma Kennedy, UK

Yeah, he's given me some really good advice and always been forthcoming when I've needed help. We always get together on the drivers' parade and talk a bit about the cars and what they're doing; Massa's given me some great advice as well. Hopefully I'll be able to do the same to up and coming Brazilian talent in the future.

Have you missed out on anything by starting your racing career so late?

Carl Wittkopp, Australia

Probably, but it's impossible to know. Maybe I would've been successful by now, maybe the lack of life experience would've taken me in a different direction. In terms of racing, it probably would've been much easier for me to have started earlier, but we'll never know. I just have to work with what I have and do my best.

What are your chances of being at Renault for the 2012 season?

Tom McDermid, UK

I think they're very high. The team is committed to seeing what will happen with Robert, and I respect that. But I hope that my performance here this year will give me a real chance with them for 2012, and if it's not possible here then maybe in another competitive seat.

Is winning the Brazilian Grand Prix the most important dream for you in F1?

Josh Cowley, UK

Well, winning the championship is more important than winning the Brazilian Grand

Prix. Winning at Interlagos would be very emotional because not many Brazilians win there. Last year with HRT was the first time I'd ever raced there; it was the first time I'd experienced the crowd – and what an amazing feeling that home factor gives you. It's an extra boost. This year will be incredible. If I ever win there, I think it's something that I'll only be able to explain afterwards.

Do Formula 1 drivers ever drink alcohol and if so, how often? Tell the truth!

David Herron, UK

Ha ha! Maybe you should ask... no, I'm not getting in trouble on that one! Um, I think everybody lets go a little bit sometimes, you know – you need to unwind from work occasionally. I think that during holidays or Christmas or New Year's Eve you can let go a little bit and enjoy good times with your friends and family. Alcohol during the season is not a very good idea, though: you damage your training and your reflexes if it's too close to a race, and very few drivers can deal with that.

We've seen Nicolas Prost in the Renault garage a few times. How about some Senna vs Prost F1 action, round two?

Martin Wellbelove, UK

I don't know. It would be great, but the most important thing is to be competing against the best drivers; if Nicolas is competitive enough to get to F1 then great. I'm not bothered about the surnames of the drivers I compete against, though. I mean, I race against a Rosberg and Ayrton raced against a Rosberg as well, but that doesn't really change anything for me. As long as I'm driving against the best, I'm happy.

Where was your brain when you went into Turn 1 at this year's Belgian GP?

Ales Horvat, Croatia

[Laughs] That's a bit rude! If you actually see it, I just didn't brake hard enough because I'd never been into that corner at an F1 start before. In fairness, if my car didn't have a really large front wing I wouldn't have had any damage at all; it wasn't a massive hit on Jaime Alguersuari's car, he had big damage because he had contact with Alonso on the other side. It's the first time in my career that I've ever had first-corner contact, and hopefully it'll be the last.

Have you been in touch with Robert Kubica since his accident?

Guillaume Navarro, France

No, I've been in touch with his doctor though. He said Robert's recovering well and that he's pushing very hard to get back into Formula 1, but that his injuries are very large. I wish him all the best – let's hope he comes back. I suppose

You've had experience of driving for a 'new' team and an established team. What is it that's holding the new teams back? Is it a lack of mileage, a lack of knowledge or a lack of money?

Ian Bushnell, UK

It's all of that. The lack of mileage doesn't help develop the car and the lack of money means you work within massive limitations, but I also

think the lack of people and resources hinders everything. With big teams, everybody has experience, which helps a lot.



Above: Making his debut with HRT at the 2010 Bahrain GP. Below: finishing ninth at Monza, and scoring his first points in his second race for Renault



it's a strange one for me: I really feel very sad and very sorry for what's happened to him, because he's a great driver and everybody likes him. At the same time, this sport is a competition; there are no personal feelings involved. It's natural. It's the same thing I had before with Rubens when we were both going for the Honda seat: he got it, but nothing changed between us. That's Formula 1: if one driver goes out, another one comes in. That's the way it is.

What do you do to get away from the stress of Formula 1?

Jonathan Schutte, South Africa

Right now, there's not much getting away from the stress of it! Fitness training is a great way to do it though, especially swimming and cycling. You forget about Formula 1 when you're doing it. But I think the stress is very high until you're safe and settled in a proper seat, because there's always the chance you could lose the chance you've been given.

Do you regret being involved with HRT?

Adrian King, UK

No, not at all. I learned a lot last year. I did pretty much a full season of F1, and it still gave me the chance to learn the tracks and the format of the weekends. It's taken some of the learning curve away from the opportunity I've had this season, actually. Of course, not being in a competitive car was very difficult, but at the end of the day you are where you are and you have to make the most of any opportunity you get in life.

What's the strangest present you've ever had from a fan?

Andrea Tajthi, Hungary

It was this game a fan gave me in China, and I just can't work out how to play it. It's got dice and all sorts of things attached to it. I tried to make sense of it but the task was just too daunting. It was very nice though... I just need to learn Mandarin before I can use it 🎲

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"That's how we're RACING now is it?"

So said Jenson Button after he'd been pushed onto the grass at the start of the race in Suzuka – just one of many controversial driving manoeuvres this season. *F1 Racing* analyses the thorny issue of driving standards in 2011

WORDS JAMES ROBERTS PICTURE MARK
THOMPSON/GETTY IMAGES





“If you no longer go for a gap, then you are no longer a racing driver.”

That was Ayrton Senna’s reaction when criticised by Jackie Stewart for making more contact on the race track than all the previous F1 champions put together. The discussion took place after Senna’s blatant move to take out Alain Prost at the first corner of the Japanese GP in 1990.

The act of deliberately and intentionally running someone off the road – and the school of thought that says the driver in front must decide whether you are going to have an accident or not – fundamentally changed the sport forever. As JYS explained, past champions such as Fangio, Clark and Lauda didn’t clash with other drivers, but since Senna’s time driving styles have changed; there are more incidents and drivers are increasingly paying the price for their actions. →

ARTICLE 20.2: “MANOEUVRES LIABLE TO HINDER OTHER DRIVERS...”

Article 20.2 of the 2011 Formula 1 Sporting Regulations states: "Manoeuvres liable to hinder other drivers, such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted."

Over the course of 2011, the 'one move' rule has been in the spotlight more than ever due to the introduction of DRS, the use of KERS and the overtaking possibilities offered by the Pirelli tyres. The huge speed differential, particularly when DRS is activated, has changed the way drivers position their cars and has also resulted in the FIA investigating every on-track incident.

The sight of Mark Webber flipping his Red Bull over the back of Heikki Kovalainen in Valencia last year is still fresh in the memory and the authorities are keen not to see it repeated. Yet some drivers still push the 'one move' regulation to the limit. Think of Schuey at Monza, the penalties Lewis has received over the year – even the move on the previous page by Vettel off the Suzuka startline that forced Jenson onto the grass and prompted his, "That's how we're racing now, is it?" response to Sebastian.

The overreliance on aerodynamics and the immense stopping power of an F1 car has made overtaking a much riskier proposition but, this year, attacking and defending has changed completely thanks to the adjustable rear wing. So has DRS changed F1 for better or for worse?

"A defining moment for me was in Malaysia this year when Rosberg was racing Di Resta," says former F1 racer Anthony Davidson. "As they

This year, what we've seen in Formula 1 is 'motor passing' not 'motor racing' – and that's down to the artificial aids

came into the last corner, Rosberg deliberately backed off so he was behind Di Resta for the DRS detection zone and, as a result, he was able to pass him on the following straight by activating the DRS. He backed off in a straight line and that move, for me, signified that we've lost a lot of the cut-throat racing in F1."

Former GP winner John Watson agrees. "This year, what we've seen in F1 is 'motor passing' not 'motor racing' – and that's down to the artificial aids. Added to the Tilke-designed circuits, which have huge run-off areas, the current generation



Button and Vettel after that incident in Suzuka (we think they're just messing about here though...)



In Malaysia, Rosberg backed off so he was behind Di Resta for the DRS detection zone, then by activating the DRS, passed him on the following straight. DRS has changed the nature of overtaking

PHOTOS: ANDY HONE/LAT; STEVE ETHERINGTON/LAT

of cars are very safe and although current drivers are conscious that motor racing is dangerous, that danger has been softened substantially."

As a result, modern racers attempt moves that would previously have been considered lethal – but that shouldn't give them licence to commit a manoeuvre that puts anyone at risk: one error can have catastrophic consequences. Plus, as youngsters come up through the junior formulae they must look to F1 to set the right example.

When Jean Todt was installed as FIA president, one of his first acts was to install a former driver to join the regular stewards of the meeting to help make a judgement call on an incident based on their experience.

"I think Jean Todt, the FIA and [race director] Charlie Whiting must be congratulated," says Nigel Mansell, the driver steward at this year's British GP. "Our insight means we can give an inside view on whether something was a racing incident or whether it was avoidable. Plus, with the technology we have to hand, there is nowhere for the driver to hide: there are cameras on every car, at every corner, up in the air. I find it frustrating that we still get collisions at the first corner. I've been there and I know you can't win a race at the first corner."

Just as Jenson Button found at Suzuka when he had two wheels on the grass after Vettel made his one move to the right hand side of the track. Vettel wasn't penalised that day, but

other drivers have been given drive-through penalties for arguably less serious offences. As with all sports, no matter how good the expert, or the technology, getting consistency from the stewards is sometimes difficult to achieve.

"Look at the incident between Hamilton and Massa in Singapore," says John Watson, who was at the race commentating for the BBC. "Lewis clipped the back of the Ferrari, gave Massa a puncture and effectively ruined any chance he had of getting a good finish, for which Lewis was given a drive-through penalty."

"In a similar incident at the following corner, Schumacher launched off the back of Pérez and wasn't penalised. Was it because he was out of the race? Was it because Pérez continued? What would have happened if Pérez had retired? Was it because Sergio was deemed to have moved slightly to the right to defend the corner? There is an inconsistency there and I know the drivers are concerned about it. I imagine that Lewis has felt that he has been singled out this year."

Hamilton excels at overtaking. But the changes this year have taken the art of racing and defending out of the hands of the drivers. Where is the wheel-to-wheel instinct when pressing a button on the steering wheel opens up the rear wing to let you to sail past an opponent? Lewis's growing frustration has led to more incidents, but has he been dealt with fairly? With more and more buttons for drivers to cope with →

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on their steering wheels, plus the lower seating position and high-sided cockpit sides, one driver criticised a driver steward after a GP this year, claiming that when they raced over 20 years ago, they had none of the problems a modern driver has now, so couldn't accurately pass judgement on the incident the racer was penalised for.

"I wonder if the concept of stewards should change," adds Watson. "I think you need the same steward to go to every race, thereby eliminating the inconsistency, and you need someone with recent knowledge of racing in modern cars – someone who appreciates forward and lateral visibility, like David Coulthard."

The Grand Prix Drivers' Association (GPDA) have been concerned about the overtaking issue and have drafted a rewording of the 'one move' rule for the F1 Sporting Regulations next year. It will state that a driver must leave a space of one car's width once he has returned to take

I don't think it's sensible to add a **driving style** into the **regulations** – it's not a good idea

his line. It's a move that could lead to further punishments being dished out.

"I don't think it's sensible to add a driving style into the regulations," says Anthony Davidson. "When you're lapping cars in traffic, dicing with rivals, racing and overtaking are instinctive – you can't worry about the wording of a rule. There is so much, with DRS and KERS now, that makes the driving more contrived."

Arguably, more of an issue is intentional contact when one driver uses his car as a weapon above anything else. When Pastor Maldonado swerved at Lewis Hamilton in qualifying at Spa, that was worthy of a penalty, although some suggested he should have been disqualified.

"You must take a strong line with intentional contact," says Davidson. "You can't do it on a racetrack because of safety implications: it's not just about the safety of the drivers, it's about setting an example for young drivers watching,"

That is the most important thing. It's unfortunate that Senna, an idol to so many, didn't just go for the gap: he took out his nearest rival for the world title. It was a win-at-all-costs move that should never be repeated. **F1**

Watch out Felipe, it's Lewis!

Hamilton vs Massa – it's been the coming-together of 2011...



Act 1 Monaco

On lap 34, Hamilton came up behind Felipe Massa's Ferrari and the McLaren driver made an attempt to dive on the inside of the Brazilian at Fairmont Hairpin. The pair made contact, which damaged Massa's car and caused him to crash on the exit of the tunnel.

Stewards' verdict: Drive-through penalty for Hamilton

Act 2 Singapore

After Massa appeared to delay Hamilton in qualifying, the pair made contact in the race when Lewis attempted to pass the Ferrari at Turn 7. He backed out of the move but rolled into the back of Massa's tyre, which caused a puncture.

Stewards' verdict: Drive-through penalty for Hamilton



Act 3 Suzuka

On the straight out of 130R towards the chicane, Lewis slightly moved over to take his line for the hairpin. Massa was on the outside of the track, so the pair made contact – although both were able to continue the race.

Stewards' verdict: No further action taken



Act 4 India

On lap 24, while battling for fifth position, Lewis dived down the inside of Felipe at Turn 5 at the Indian Grand Prix. The Ferrari turned into the corner and broke Lewis's wing in the process. Hamilton pitted, while Massa continued to race.

Stewards' verdict: Drive-through penalty for Massa





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2012 CALENDAR

Australian GP	(Melbourne)	18 March
Malaysian GP	(Kuala Lumpur)	25 March
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Bahrain GP	(Sakhir)	22 April
Spanish GP	(Barcelona)	13 May
Monaco GP	(Monte Carlo)	27 May
Canadian GP	(Montreal)	10 June
Le Mans	24 Hours	16/17 June
European GP	(Valencia)	24 June
British GP	(Silverstone)	8 July
German GP	(Hockenheim)	22 July
Hungarian GP	(Budapest)	29 July
Belgian GP	(Spa)	2 September
Italian GP	(Monza)	9 September
Singapore GP	(Singapore)	23 September
Japanese GP	(Suzuka)	7 October
Korean GP	(Yeongam)	14 October
Indian GP	(New Delhi)	28 October
Abu Dhabi GP	(Yas Marina)	4 November
United States GP	(Austin)	18 November
Brazilian GP	(Sao Paulo)	25 November

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The power behind Ferrari

We trace the rise in horsepower over the history of F1, from the 1950 Ferrari 375 to this year's 150° Italia



1950 Ferrari 375 4.5 litre V12 350bhp

1951 Ferrari 375 4.5 litre V12 350bhp

1952 Ferrari 500 2 litre inline 4 (F2 regs) 185bhp

1953 Ferrari 500 2 litre inline 4 (F2 regs) 185bhp

1954 Ferrari 553 F1 2.5 litre inline 4 260bhp

1955 Ferrari 555 F1 2.5 litre inline 4 260bhp

1956 Ferrari D50 2.5 litre V8 265bhp

1957 Ferrari 801 F1 2.5 litre V8 275bhp

1958 Ferrari 246 2.5 litre V6 280bhp

1959 Ferrari 256 2.5 litre V6 280bhp

1960 Ferrari 246P 2.5 litre V6 263bhp

1961 Ferrari 156 1.5 litre V6 190bhp

1962 Ferrari 156 1.5 litre V6 190bhp

1963 Ferrari 156 F1-63 1.5 litre V6 205bhp

1964 Ferrari 158 1.5 litre V8 210bhp

1965 Ferrari 512 1.5 litre flat 12 220bhp

1966 Ferrari 312 F1-66 3 litre V12 360bhp

1967 Ferrari 312 F1-67 3 litre V12 390bhp

1968 Ferrari 312 F1-68 3 litre V12 410bhp

1969 Ferrari 312 F1-69 3 litre V12 436bhp

1970 Ferrari 312 B 3 litre flat 12 450bhp

1971 Ferrari 312 B2 3 litre flat 12 470bhp

1972 Ferrari 312 B2 3 litre flat 12 470bhp

1973 Ferrari 312 B3-73 3 litre flat 12 485bhp

1974 Ferrari 312 B3-74 3 litre flat 12 490bhp

1975 Ferrari 312 T 3 litre flat 12 495bhp

1976 Ferrari 312 T2 3 litre flat 12 500bhp

1977 Ferrari 312 T2 3 litre flat 12 500bhp

1978 Ferrari 312 T3 3 litre flat 12 510bhp



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2004 Ferrari F2004 Ferrari dominated the championship with Michael Schumacher taking 13 wins



1979 Ferrari 312 T4 3 litre flat 12 **515bhp**

1980 Ferrari 312 T5 3 litre flat 12 **515bhp**

1981 Ferrari 126 CK 1.5 litre V6 turbo **540bhp**

1982 Ferrari 126 C2 1.5 litre V6 turbo **580bhp**

1983 Ferrari 126 C3 1.5 litre V6 turbo **600bhp**

1984 Ferrari 126 C4 1.5 litre V6 turbo **660bhp**

1985 Ferrari 156-85 1.5 litre V6 turbo **780bhp**

1986 Ferrari F1-86 1.5 litre V6 turbo **850bhp**

1987 Ferrari F1-87 1.5 litre V6 turbo **880bhp**

1988 Ferrari F1-87/88C 1.5 litre V6 turbo **620bhp**

1989 Ferrari F1-89 3.5 litre V12 **600bhp**

1990 Ferrari F1-90 3.5 litre V12 **680bhp**

1991 Ferrari F1-91 3.5 litre V12 **725bhp**

1992 Ferrari F92 A 3.5 litre V12 **735bhp**

1993 Ferrari F93 A 3.5 litre V12 **745bhp**

1994 Ferrari 412 T1 3.5 litre V12 **750bhp**

1995 Ferrari 412 T2 3 litre V12 **690bhp**

1996 Ferrari F310 3 litre V10 **715bhp**

1997 Ferrari F310 B 3 litre V10 **730bhp**

1998 Ferrari F300 3 litre V10 **805bhp**

1999 Ferrari F399 3 litre V10 **790bhp**

2000 Ferrari F1-2000 3 litre V10 **805bhp**

2001 Ferrari F2001 3 litre V10 **825bhp**

2002 Ferrari F2002 3 litre V10 **835bhp**

2003 Ferrari F2003-GA 3 litre V10 **845bhp**

2004 Ferrari F2004 3 litre V10 **865bhp**

2005 Ferrari F2005 3 litre V10 **865bhp**

2006 Ferrari 248 F1 2.4 litre V8 **725bhp**

2007 Ferrari F2007 2.4 litre V8 **730bhp**

2008 Ferrari F2008 2.4 litre V8 **740bhp**

2009 Ferrari F60 2.4 litre V8 **750bhp**

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**NATURAL
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Formula 1 eyebrows were raised when **Jenson Button** decided to go up against Lewis Hamilton at McLaren. But despite more than matching him, Jenson won't be happy until he's world champion again

WORDS TOM CLARKSON
PORTRAITS SAM BARKER

It's teatime at

the Buddh International Circuit. The McLaren mechanics are having a cuppa between shifts and Jenson Button joins them. He wanders between the tables, mug of tea (milk, no sugar) in his hand, and they chat about the intricacies of India.

There are a lot of laughs and if it wasn't for the Vodafone cap and constant paparazzi flash bulbs, Jenson would just be one of the boys. He knows everyone's nicknames and he doesn't only talk to his own mechanics; he spends time with Lewis Hamilton's guys as well.

The scene gives credence to the belief that McLaren is Jenson's team now. In just two years, he's usurped Hamilton as McLaren's golden boy and he's been rewarded with a new 'multi-year' contract. His interest in the people around him has an empowering effect and you sense these guys would walk over hot coals for their new – *shhh, say it quietly* – number one.

Lewis is more aloof when he enters the room and you sense the tension. Memories of the Korean GP, when he failed to thank the team after taking pole position, are still fresh. Mechanics worked round the clock to get his car turned around between Suzuka and Yeongam, and it touched many a tired nerve when Lewis didn't acknowledge that over the radio.

Even if Jenson still lacks Lewis's ultimate one-lap pace, he's outwitting his team-mate in every other department. Success in F1 is about so much more than raw pace and, as a result, Jenson has won grands prix that many others wouldn't. His ability to calculate a race is peerless.

In Canada he demonstrated his steely edge by putting Lewis in the wall, before snatching victory from Seb Vettel on the last lap; in Hungary he capitalised on other people's mistakes; at Suzuka he demonstrated Prost-like qualities to nurse his car and tyres home.

"Signing Jenson at the end of 2009 was one of the best decisions I ever made," says McLaren boss Martin Whitmarsh. "I'm delighted that he's committed his long-term future to the team."

Button won this year's Canadian GP, but denies he can only beat his team-mate in wet conditions. While Lewis has the edge in terms of raw speed, Jenson is more capable of making mature decisions based on experience



"I don't just want to drive; I want the team to listen to me SO We can move forward together"

Have you ever been happier in your career?

Crossing the finish line in Brazil to win the world championship in 2009 was the best place I've been in, and until I start fighting for a world title again I won't be happy.

What does your new deal with McLaren mean?

It's a very exciting future for me. It's nice for both sides to have a contract signed. I think it's fair for both parties and it has to be fair for both parties, otherwise you lose respect. I think we're both happy. I feel that I still have more to give in terms of development; I feel that next year's car will again be a step in a direction that I like and I feel that I'm still growing as a driver.

Was it an easy decision to commit to McLaren?

The last two years have been a lot of fun and I've really enjoyed working with this team. Initially it took us a bit of time to bond, but I've really enjoyed my time since then. The second half of this year has been fantastic. I feel that I have a very good bond with my engineers and I feel like I've known the mechanics for years.

How has your second season at McLaren differed from your first?

I arrived at the team early last year – it seems a lot longer than 18 months ago. I didn't have a lot of input in terms of development, or the way that the car handled. That's been very different this year; I've had a lot more input into this car and it shows in the way we've developed it.

Do you think that next season's car is going to be another step forward for you?

We're working on a direction for next year's car. The team needs time to learn how I drive and what I like from the car. The great thing is that I feel I have a lot of input into this team and they listen to what I have to say. That makes a big difference to me. I don't just want to drive the car; I want the team to listen to what I have to say so that we can move forward together.



What will you have to do to beat Sebastian Vettel in 2012?

Sebastian has done a great job and he couldn't have done that job without Red Bull. F1 is a team effort. As I keep saying, you win together and you lose together. They are doing an awful lot of winning at the moment, but we're not far behind. It's no good saying we'll catch up 0.4secs over the winter; we still want to build on this car because I think it would be a mistake to suddenly change our theories over the winter. We've done that before and it hasn't really worked for us. We'll be improving the base that we have here.

What are your thoughts on Sam Michael joining the team as sporting director?

I've only been here for 18 months and it seems this team doesn't employ people from outside very often, particularly in high-up positions. That shows the team has belief in what Sam can achieve and what he can bring to the team.

Did you work with Sam at Williams?

No. It'll be interesting to work with Sam in his new job. It's an exciting new role for him; it's different to what he's used to, but I think he'll grow to really like it.

How does Lewis Hamilton compare to your previous team-mates in Formula 1?

Lewis is the fastest team-mate I've been up against. Rubens could sometimes pull it out of the bag in qualifying and be phenomenally quick over one lap, but Lewis does that pretty much every qualifying session and he's also very competitive during the race. A lot of drivers would say that Lewis is the worst possible team-mate to have because he's so fast, but I find that exciting. It pushes me forwards.

What would it mean to beat Lewis in the championship this year?

For me, it doesn't matter what happens over a championship season. It's what happens race →

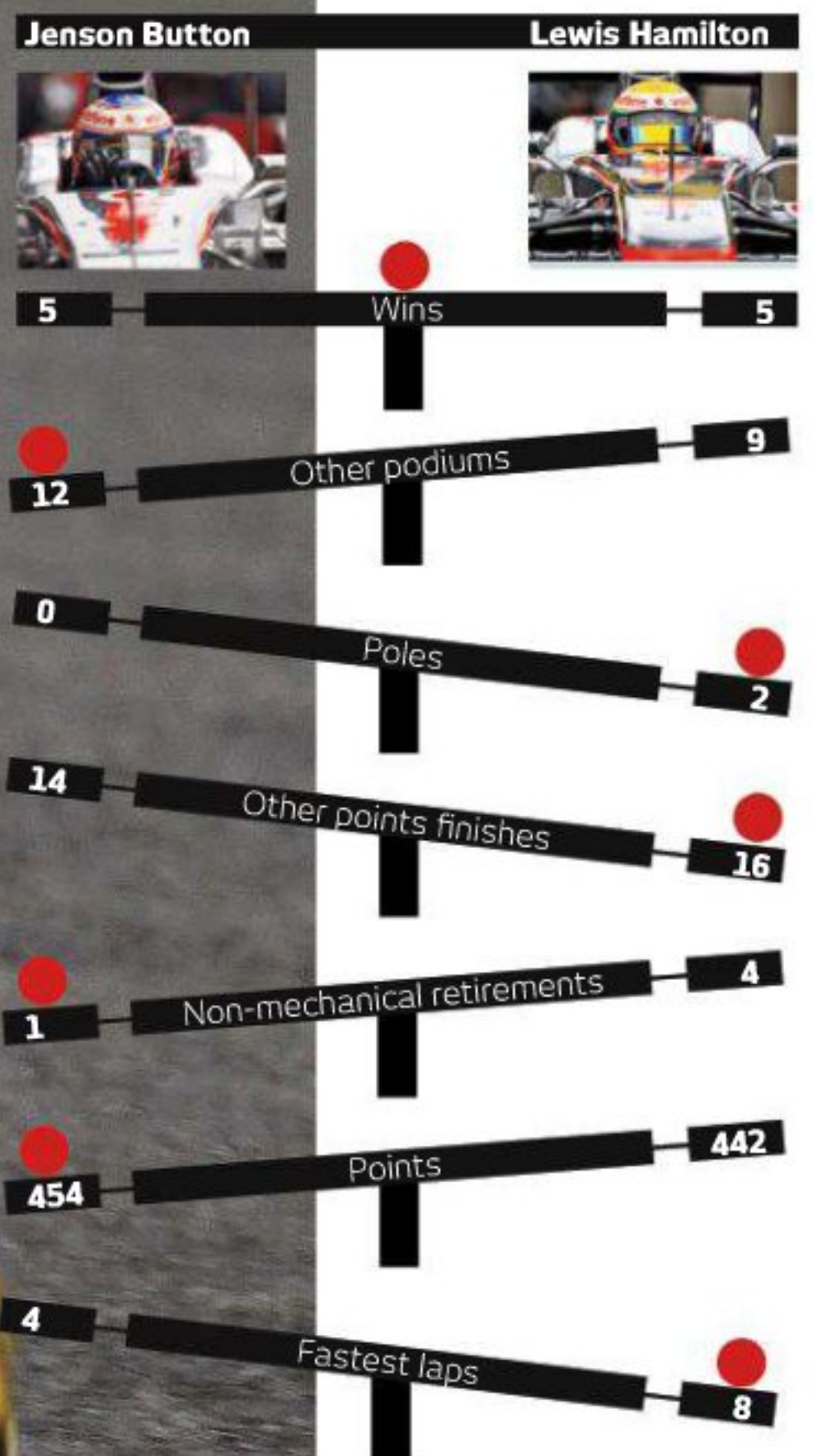


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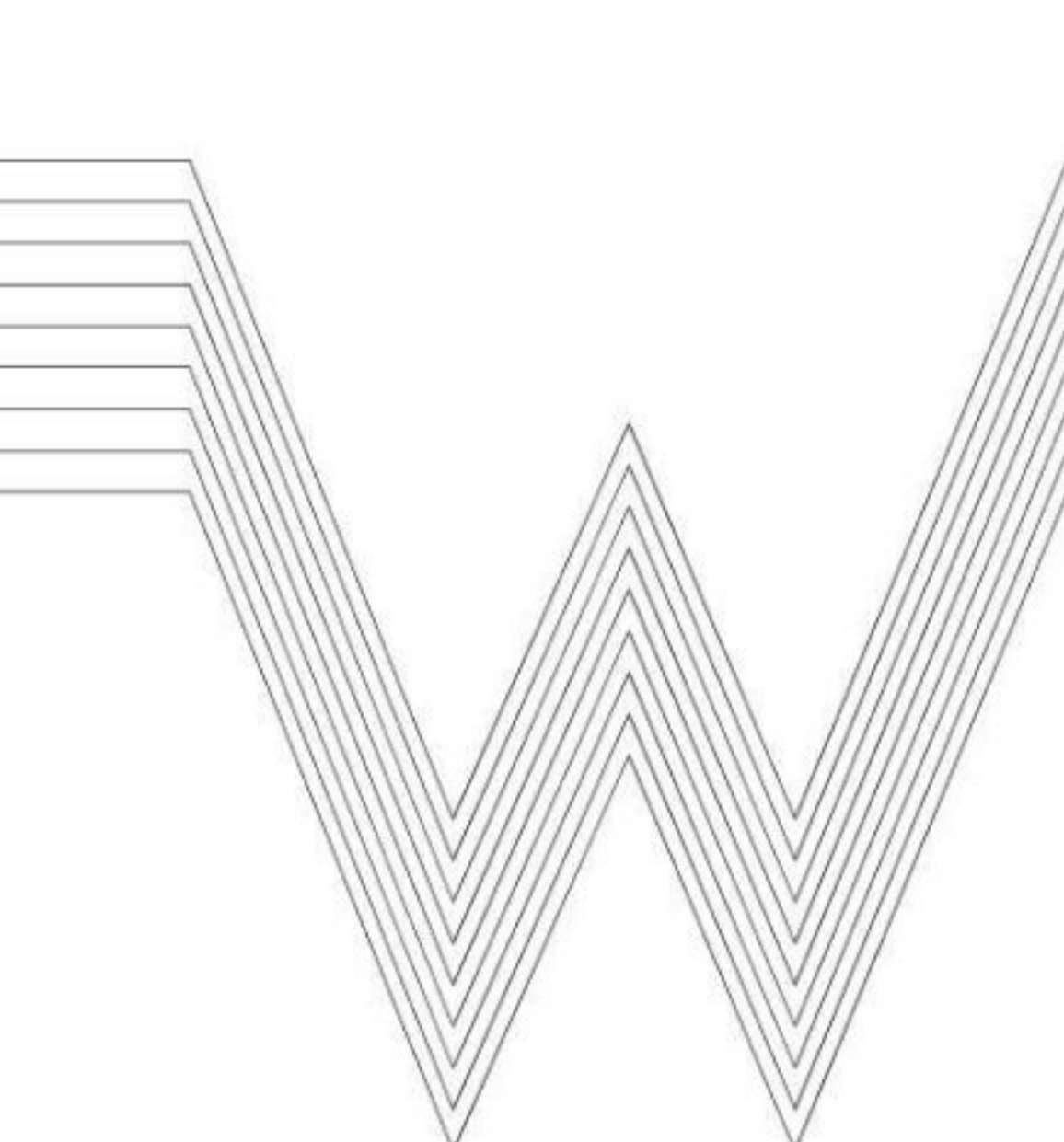
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JOHNNIE WALKER

McLaren's number one? It's close...

When Jenson joined Lewis at McLaren last year, many assumed Hamilton would comfortably get the upper hand. But over their past 36 races as team-mates, that's not been the case...



Data correct up to and including the Indian GP



“Lewis is the fastest team-mate I’ve been up against, but that excites me”

by race that matters. Every race I do, I want to do the best job I can and that means beating not only Lewis, but everyone else on the grid.

Surely, though, you’d get some satisfaction beating him...

To beat Lewis over a race weekend is more exciting and means more. Over a whole season anything can happen: you can have failures and you can be unlucky with incidents that aren’t your fault. Unless I was fighting him for the championship, I wouldn’t want to compare the two. If you look at this year, he’s had incidents and I’ve had reliability issues. But having said all that, I’m very happy with the way I’ve been driving this year.

Lewis says you’ve done a better job than him this year. Why is that?

That’s not for me to answer really; that’s for him to answer.

Has 2011 been your best year in F1?

No, the year I won the championship was my best year in F1. Clinching the title has to be better than anything else in your career.

Are you driving better than you were in 2009?

That’s a very different question. I think that I drove very well during my championship-winning year, especially at the start of the season. We won a lot of races. Mentally though, it was tough at the end of that year, but I came through and I did a good job.

Would you be better able to deal with the pressure you felt at the end of 2009 now?

I’m a more experienced driver now and more confident. The pressure would be a lot easier for me to deal with, partly due to having already won the title and partly due to being more experienced. When you win the title, you achieve what you set out to achieve initially, and you’re more relaxed as a result.

You seem to be very good at making the right decisions in difficult circumstances...

The last few races haven’t been difficult decisions though, have they? The wet races this year aren’t the only ones where I finished in front of Lewis. Some races have been wet and I’ve done well in them, but I’ve done well in dry ones as well. And I don’t think of Hungary as a wet race. The start was wet, but the end of the race was dry, so I don’t feel that my tyre choice won me the race. A lot of people made the same choice as me.

But you make the right decision every time...

I just do what I think is right at the time.

You’ve made more overtaking manoeuvres than anyone else this year. Have you got DRS to thank for that?

We probably have the best DRS on the grid, but most of the passing I’ve done this year hasn’t been with DRS. If you use KERS to your advantage and the tyres to your advantage, it’s a much more thrilling overtaking move. Mark Webber’s move on Alonso in Singapore wasn’t DRS; it was a great move, and it’s those moves that we really enjoy.

Do you like DRS?

I don’t like DRS, but we need it. Lewis wouldn’t have been able to come back through the field in Singapore without it and at places like Monaco you definitely wouldn’t be able to overtake without it. DRS has a place, but the point I want to make is that a lot of the good moves this year haven’t come about through the DRS.

A lot of drivers came to your 200th GP celebrations in Hungary...

But did they mean it?

Is that why you didn’t turn up to Schumacher’s 20th anniversary party at Spa?

I had a prior engagement at that time. I was going back to the hotel – and that was it! I

thought I’d try to get out of there early because the traffic would be better as everyone was going to be at Michael’s party. Michael has achieved a lot in his 20 years, but I had something else I needed to do...

Do you rate Fernando Alonso?

I get on well with Fernando. He’s a very fast and intelligent driver. He’s definitely a great racer and probably one of the best ever. He’s quick and he’s calculated and I see that as a positive, not a negative.

How good would you say you are?

I couldn’t say. Every driver would say he’s among the best, but as a driver you’re never going to say in the media “I’m the best” because so much negativity can come from a comment like that. People would say you’re stuck up. But every driver in Formula 1 has to believe that he’s the best driver in the world, otherwise what’s the point of being here? I’m happy with my level of ability and I’m happy with how hard I work to achieve my goals.

Do you respect every driver on the grid?

I respect every one of them. They all know how to overtake because they’ve all got here for a reason. They’re all very talented in their own different ways and most of the time, if there’s someone much quicker than you in your mirrors, they’re going to overtake you, no matter what you do.

How much does off-track happiness at races affect your driving?

I like to have people around me at race weekends to have fun with and to enjoy the whole experience with. Formula 1 isn’t just a job; you don’t arrive on the Thursday, do the work and then go home. You have private time over a race weekend. This is part of your life and you’ve got to spend it with the people you really want to spend time with. →



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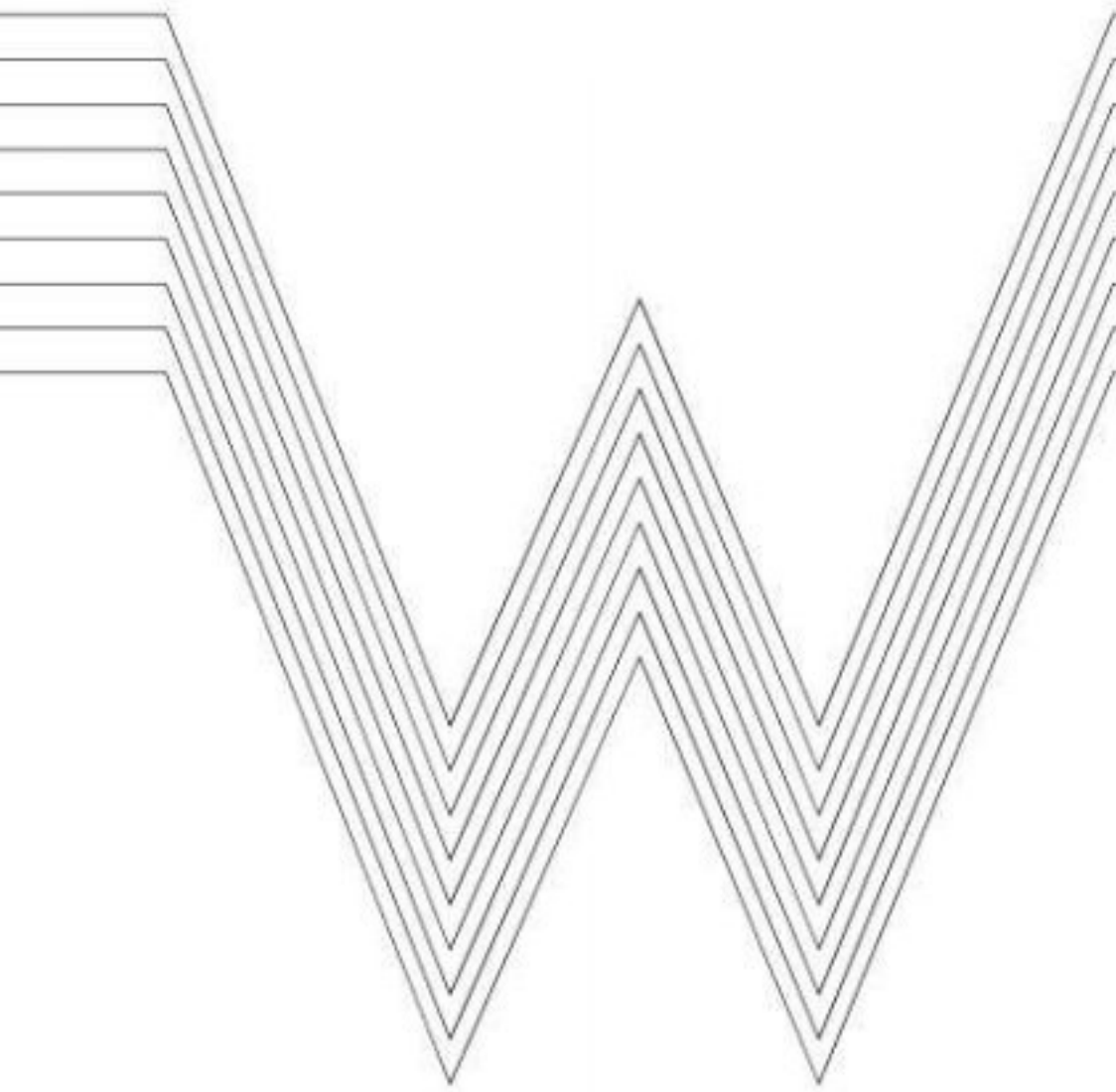
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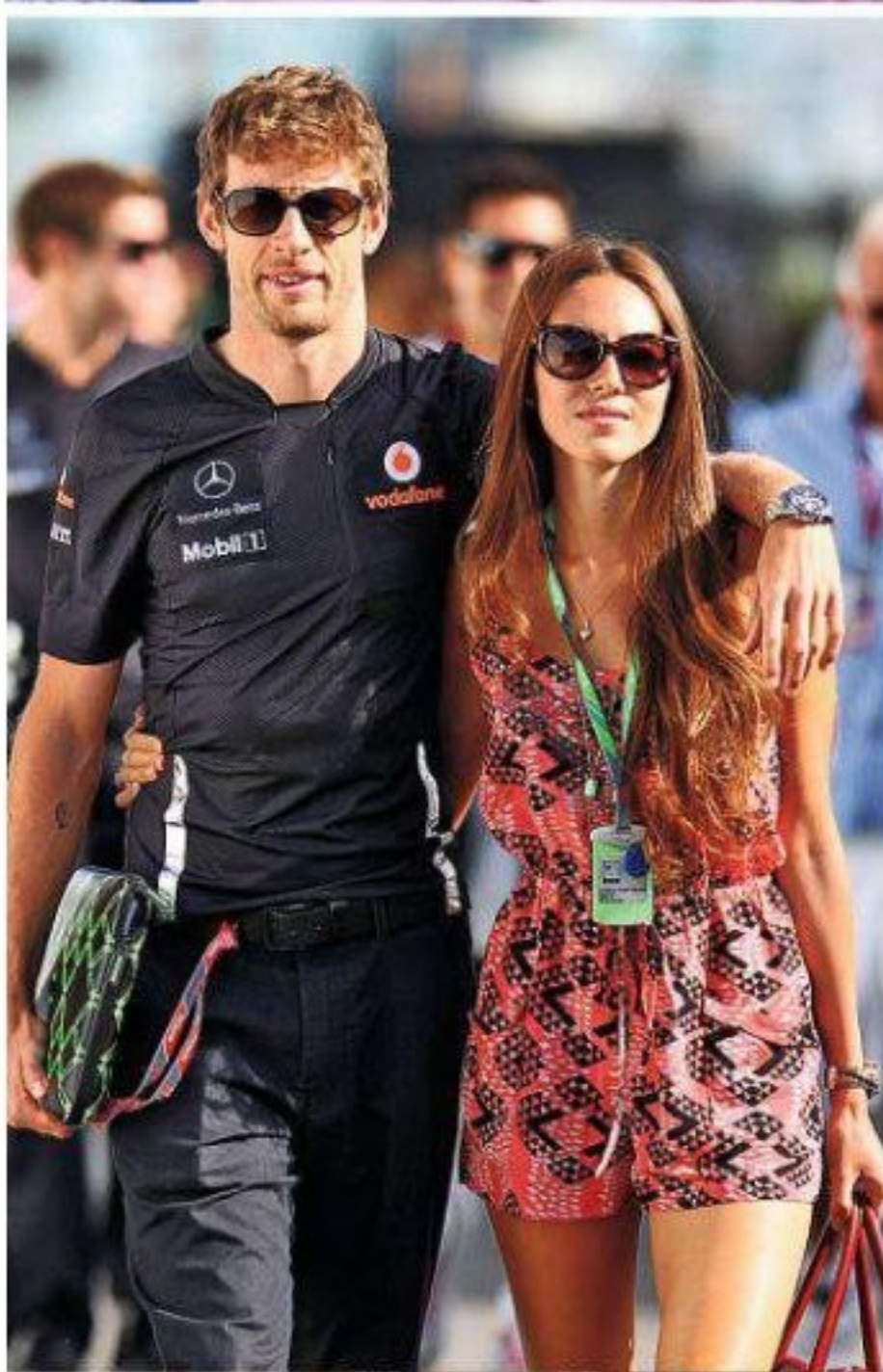
Button keeps a tight group of friends and family around him at race weekends, which often includes girlfriend Jessica Michibata (below) and father John (left). This is in contrast to Lewis, whose issues with his father, Anthony, and on-off relationship with Nicole Scherzinger are believed by some to have undermined his performance

Who do you bring to races?

Jessy [Michibata, Button's girlfriend] comes to as many races as she can, as do a bunch of friends. I spend a lot of time with Mikey 'Muscles' [Collier, Jenson's physio]. We train together, we have the same sense of humour and we like the same things. The old man's around as well and I can't really help that because he's flesh and blood. I didn't choose him!

At that moment, Jenson looks up and makes eye contact with his father. John is sitting in the corner enjoying a glass of wine, basking in his son's status. It's easy to forget John's input into Jenson's career: he played an integral part in his karting success, which laid the foundations for today's fame.


The mechanics begin to drift back to the pit garage to continue preparations for tomorrow's first practice session at Buddh. It's a new track



for everyone, so there's more prep work to be done than is normal for the engineers. Almost on cue, Jenson's race engineer Dave Robson appears in search of his driver.

'Comedy Dave', as Jenson affectionately refers to him, greets Jenson with some setup numbers that mean nothing to the uninitiated. Jenson nods, taking his engineer's advice unquestioningly. These two have grown together after Jenson requested Dave be promoted from data engineer in 2010 to race engineer in 2011.

Now it's down to the whole team to grow with Jenson. He's a leader off-track and a winner on it, and there's no reason why 2012 can't be their year. McLaren have closed the gap to Red Bull in the late races of 2011 and rule stability over the winter should close things up further.

To win races next year, drivers won't just be able to rely on a car advantage. They'll need to have speed and cunning: two things that Jenson knows all about. Just ask Lewis. 



PHOTOS: LORENZO BELLANCA/LAT

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FROM THIS...



F1 GAMING

IT'S COME A LONG WAY IN 30 YEARS...

From basic, blocky graphics to ultra-realistic state-of-the-art online racing, the past three decades have seen an incredible improvement in F1 video games. We load up ten classics

WORDS JAMES ROBERTS PHOTO KURT KEINRATH

...TO THIS



1982

Pole Position



NAMCO, 1982

On every summer holiday, you'd ask your parents for a handful of change and head to the corner of the arcade where *Pole Position* was based. To your delight the upright Namco coin-op cabinet was still there and, better still, no one was playing it. 'Prepare to qualify' would burble out of the machine and you were instantly on a hot lap around the snow-capped Mount Fuji, keeping it flat on the first turn but slamming the gear shift into 'low' for the next left-hander. Dangers included puddles, oil slicks and – worst of all – the barriers on the outside of the corner. Hit one and you were an instant fireball. Home versions appeared for the Atari 2600, Commodore 64 and ZX Spectrum, while later versions included *Pole Position II* and *Final Lap* – the latter allowing the linking of eight cabinets so you could race against your mates. F1 gaming was off to a great start.

1984

Formula One Simulator

The earliest game with a steering wheel and pedals was the 1974 Atari arcade game *Gran Trak 10*, in which a dot was piloted around a course from overhead. By the mid-'80s home computers were offering similarly basic racing, and *Formula One Simulator* was akin to playing a game on teletext. Blocky, slow and unresponsive, after waiting ten minutes for it to load up from a cassette, it was frustrating when you could barely get around the first corner. It was pricey too – £8.95 was a lot of money in 1984. Developed by Mastertronic for the ZX Spectrum, *Formula*



MASTERTRONIC, 1984

One Simulator offered up a choice of ten circuits – each featuring an identical wide grey track.

1990

F1 Race

After games moved from the arcades into the home, the next step was to play them in the car, on the school bus or under your duvet. The Nintendo Game Boy took gaming to a whole new level as one of the first portable devices to use cartridges for instant loading. *F1 Race* was similar to *Pole Position*, but the advantage this time was a circuit map indicator that displayed your position around the lap. The game was an early inspiration for the future *Mario Kart* games as after each victory you would be cheered on by a Nintendo character such as Mario or Luigi. The other great feature of *F1 Race* was that you could link two Game Boys together to play head-to-head – or even use a four-player adapter. Now



NINTENDO, 1990

you could race against your friends in real time, without the need for a split screen.

1989

Continental Circus



VIRGIN MASTERTRONIC, 1989

Five years after *Formula One Simulator* there was a step up to *Continental Circus*, for the 128K ZX Spectrum (rumour has it that the game would have been called 'Continental Circuit' but for a translation error). As hardware improved, so did the visuals – note the little cross on the hillside as you race around Rio and the grid girl in the swimsuit who holds a five-second board in front of your car just before the start of the race. Gameplay was more involved, too: now if you hit another car your race wasn't completely over, but you had to return your flaming wreck to the pits where some mechanics doused the flames. All very nice – but did we mention it was mostly black and white?

1992

Formula 1 Grand Prix



MICROPROSE, 1992

Computer programmer Geoff Crammond originally developed an F3 simulator game for the BBC Micro called *REVS*, which was unique in offering changeable wing settings and differing levels of Artificial Intelligence (AI) for the other competitors – Max Throttle was always at the front and there was a backmarker known as Miles Behind. The seminal *Formula 1 Grand Prix* was released in 1992 for the Commodore Amiga, featuring 3D graphics, all the tracks, teams and drivers from the 1991 season and full-distance races. By now, you could load games from a floppy disk and save your progress. Tracks were accurately modelled, driver aids were available (including traction control) and there was now enough memory to show instant replays from a TV outside the cockpit view. Crammond's sequels ended with the memorable *Grand Prix 4* for the PC in 2001.

1996

Formula 1 96

As home computers gave way to consoles, so floppy disks were replaced by CDs and waiting for games to load became a thing of the past. In the old days, controls used to be keys (usually 'O' and 'P' for left and right and 'A' and 'Z' for throttle and brake, but now there were joysticks – move down to brake, push forward to accelerate. And with the emergence of the PlayStation 1 came the bespoke steering wheel and pedals. The newest-generation consoles meant graphics had improved massively: the frame rate was faster and gameplay



PSYGNOSIS, 1996

more realistic. Suddenly, it was the arcade machines that were starting to look dated.

2001-2004 → 2005

Formula 1

Sony's PlayStation 2 became the home console of choice in the early 2000s and every year a new F1 game was released. Early on, EA Sports and Sony released games until an official deal was established with the Sony team at Studio Liverpool. *Formula 1* featured animated podium ceremonies, proper pitstops, in-game commentary from Martin Brundle and Murray Walker and force feedback through the steering wheel. It was also much more involved and included a career mode where you could work through a five-year target from the back to the front of the grid and unlock legendary cars from time trials. Dynamic weather effects were introduced, with heavy rain making handling and visibility harder to deal with, plus



damage wasn't automatically game-ending: it could be cosmetic – enabling you to keep racing.

rFactor



IMAGE SPACE, 2005

While the PS2 F1 games were fun and looked spectacular, some gamers criticised their lack of realistic handling and cited *rFactor* as the best simulator game of all time. It was based on *F1 Challenge*, and the arrival of the internet meant that enthusiasts could now develop their own versions of circuits and cars from any F1 era to share with other players. If you'd ever wanted to drive a 2005 Renault R26 F1 car around the old Monza banking, now you could.

The AI could be adjusted, as could the time of day, and the engineering in the car had reached a level never seen before with impressive tyre modelling and complex aerodynamics. No other game had managed to attain this level of detail or such realism – the only drawback was that it was all a bit 'unofficial'. Even so, a benchmark for simulator gaming had been set, and it can now be experienced in places such as the Race Centre in Hampshire, where eight pods have been fitted with steering wheels and pedals and the action is displayed on big screens using overhead projectors.



Remember the ear-splitting screech of a ZX cassette loading? Ah, those were the days...

1998

Grand Prix Legends



SIERRA, 1998

As PCs became more sophisticated, the level of detail increased and *Grand Prix Legends* was widely felt to be one of the best simulators of its time. The game was based on the 1967 Formula 1 season and featured some of the best-looking cars (including the Lotus 49 and the Ferrari 312) racing on some of the greatest tracks in the world – the Nürburgring Nordschleife, Rouen and Mosport being just three. The handling was ultra-sensitive, but the ability to tweak the setup to establish the right ride height and cambers, along with the joy of controlling four-wheel drifting '60s GP cars, meant that the game quickly established a cult following among F1 sim aficionados.



CODEMASTERS, 2011

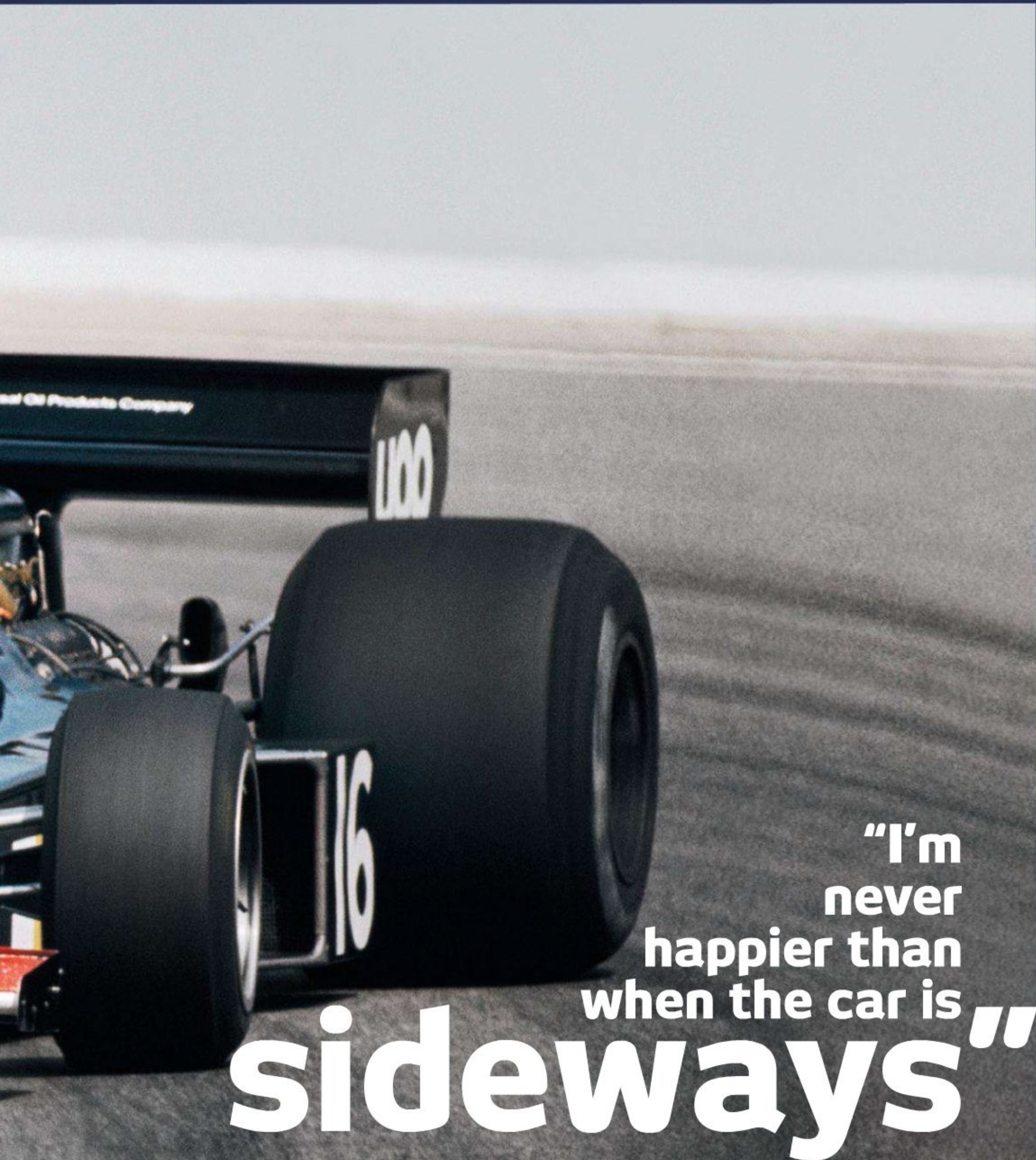
Sleek, ultra-realistic graphics – with *F1 2011* you could almost be watching the real thing

2011

F1 2011

Codemasters took over the licence to produce the official F1 game for 2009 and developed their first version for the Nintendo Wii, with PS3 and Xbox versions following. Their latest, *F1 2011*, has just been released and is a huge step ahead of its predecessor in looks, presentation, gameplay and handling. F1 has changed a lot over the past 20 years and that's been reflected in the level of detail in the games: now you have to manage tyre wear, KERS usage and fuel mapping and wait for the DRS to kick in when you're a second behind a rival. There's even a Safety Car. Best of all, you can go online and race up to ten of your friends over a full-length race distance. From the very early, blocky, unplayable Spectrum efforts to the slick presentation of online, multi-play, immersive racing, F1 video games have become almost as advanced as the sport itself. **F1**





"I'm
never
happier than
when the car is
sideways"

It's a quote that perfectly sums up **Tom Pryce**, a Welshman who could mix it with Fittipaldi, Peterson and Scheckter in the '70s. Nearly 35 years after Pryce's death, David Tremayne remembers a truly gifted racer

When it came

to sensational car control, four men stood out in the 1970s: Jochen Rindt, Ronnie Peterson, Gilles Villeneuve – and Tom Pryce. Alan Rees raced alongside Jochen at Winkelmann Racing, ran Ronnie at March and Tom at Shadow. He had little doubt that the quiet Welshman, so often forgotten among the names of the greats, had what it took to match their achievements. But Tom's sideways style was at odds with the era of slicks and wings, and drove Reesie to distraction.

He still remembers Dijon in 1974, where Tom made a sensational second appearance for Shadow by planting his DN3 third on the grid for the French GP after being fastest on the Friday. "Tom was new, so perhaps got a freer hand to drive the way he liked. He put on a tremendous display in practice but couldn't keep any tyres on his car, and that's not the way to go grand prix racing. If he could have modified his style without compromising it, just not been quite so sideways, he would have been quicker still."

Rees noted early on that Tom had done a lot of good things and could be compared with Ronnie, who was in his sixth season. He was a simple, straightforward soul who just wanted to race and avoid the bullshit. Tom's late father, Jack, who always called him by his second Christian name, Maldwyn, remembered an occasion when Tom was sleeping in the Shadow truck and a woman

poked her head in. "She asked if she could speak with Tom Pryce. Mald told her that he wasn't around... It wasn't nastiness, he would just rather avoid all the fuss of fame."

Tom was an inherently shy boy from Ruthin in North Wales. Like Jimmy Clark, he had a fundamental grace and gentleness, but put him in a race car and he became a tiger. In 1970 he won a *Daily Express* competition and the prize was a Formula Ford Lola T200 – a tricky car. He bent it a lot, but graduated to F3 after winning the F100 two-seater sportscar championship for Royale. Bob King put him in his sleek RP11, and Tom sensationally won the F3 race supporting

the 1972 Race of Champions. He went on to win in Formula Atlantic and to impress in Formula 2 with Ron Dennis's Rondel team. But it was victory at the 1974 Monaco F3 race in Tony Vlassopoulos's Ippokampos March that launched him far beyond the shipping magnate's little Token (in which he had just made his F1 debut) and into the Shadow. Then, in March 1975, three years after that initial success, he won the Race of Champions itself, becoming the only Welshman ever to win an F1 race.

Tom's true talent shone through as he beat drivers of the calibre of Jacky Ickx, Ronnie Peterson, John Watson, Mark Donohue and

A shy and private person, Pryce let his talent do the talking

Pryce's breakthrough came with his 1975 Race of Champions win

His star shone brighter after a spell leading the 1975 British GP



reigning world champion Emerson Fittipaldi in the non-championship event at Brands Hatch. He took pole position ahead of Jody Scheckter – who had just won the South African GP for Tyrrell – fluffed the start, then hunted down the South African with a blistering series of laps and swept ahead when the Tyrrell's engine broke.

“Tom was possessed of a very natural and huge talent,” Watson says. “I first spotted him at Brands Hatch, when he was racing in Formula Atlantic.

Mike Earle and I were watching and Tom's ability stood out by a country mile. The guy had huge amounts of natural ability.”

Two months later, at Monaco, only Niki Lauda's Ferrari 312T was ahead of him on the grid, and he was outstanding as he threw the black Shadow DN5 around like an F3 car. After another poor start he moved up to chase Lauda and Peterson, revelling in broad powerslides on the wet surface until his inexperience caught him out, but his performance once again confirmed his world class.

“I really love throwing the car about. I'm never happier than when it's nicely sideways and I've got plenty of opposite lock on,” Tom told *F1 Racing* columnist Alan Henry at the time.

“I feel really exhilarated, but Alan [Rees] keeps on telling me that I must drive smoothly. I feel so frustrated, but although it feels so slow I find myself recording faster times.”

“Tom was possessed of a natural talent. He had huge amounts of ability”

At the British Grand Prix at Silverstone, Pryce exploited his newfound smoothness to become the only Welshman ever to take a grand prix pole position. And he moved into the lead at the end of the 19th lap and stayed there on the 20th, too. But the race was ruined by the capricious British weather and ironically, given his fabulous wet-weather skills, he was the first to encounter a pool of rainwater at Becketts on the 21st and slithered into the catch fencing.

“Actually,” he told Alan Henry later, “leading the race wasn't difficult. I could see Niki behind me and could also see that Jody was pressing the Ferrari. I was driving pretty quickly, but I'd got a little in hand.” It was a sad end to a wonderful drive – the only time a Welshman had ever led

a world championship grand prix – but many bigger names also crashed on that occasion.

He followed up with a ballsy drive at the Nürburgring – where only Carlos Reutemann

was ahead of him – when he was forced to drop back to fourth while suffering severe discomfort from leaking fuel. “That was typical Tom,” mechanic Trevor Foster recalled. “His skin was burnt and blistered. But he just wouldn't let anybody down.”

Tom made no fuss, and his courage earned him the Prix Rouge et Blanc Jo Siffert award for grit and determination. In Austria, in the rain, he was catching eventual winner Vittorio Brambilla and a misfiring James Hunt when the race was stopped, thus securing the first F1 podium finish for a Welshman.

At the end of the year, Shadow's sponsor UOP was taken over. The first casualty was their F1 programme and for the rest of his career Tom would find himself in a poorly funded team as compared to one whose budget had been second only to Ferrari's. He struggled in 1976, with best results of third in Brazil and fourth in Holland and Great Britain in the new DN8. But his prospects improved early on in 1977. He was running second in Brazil when the engine failed,

Despite warnings, Pryce was unable to resist throwing his car around



then took an updated DN8 to Kyalami for the South African GP. Shadow were euphoric when he dominated practice on Wednesday, destroying everybody else with his skill and prompting Brabham mechanic Herbie Blash to comment: "I reckon Tom is as good as James Hunt."

In the dry, Tom qualified 15th. He made another bad start and charged through from 22nd to 13th – setting what would be the fifth fastest lap, until Hans Stuck's March was in his sights. On the 21st lap, his team-mate Renzo Zorzi stopped opposite the pits, just over the brow before the bridge spanning the main straight. As Zorzi climbed out, smoke rose from the hot engine and he struggled to disconnect his air-line. Two eager volunteer marshals decided the emergency required action – and ran across the track. One was a 25-year-old panel beater only ever identified as Bill. The other was a 19-year-old ticket sales clerk from Jan Smuts Airport called Jansen van Vuuren.

Bill just made it. Van Vuuren, carrying his 40lb fire extinguisher, did not. Approaching the brow that concealed them, the Shadow was right in Stuck's slipstream, ready to overtake before Crowthorne Corner at the end of the straight.

Stuck sensed rather than saw van Vuuren and somehow jinked round him. Tom was on the left-hand side of the track, so close behind the March that his view of van Vuuren was completely obscured. He missed Bill by millimetres, but had absolutely no chance of avoiding van Vuuren. He struck him head-on at 170mph and as the marshal was tossed into the air like a rag doll, his fire extinguisher hit Tom full in the face.

In the cockpit of the Shadow poor Tom was already far beyond help, but his foot was still jammed on the throttle. Chillingly, the now driverless car continued down the main straight at unabated speed until it collided with Jacques Laffite's Ligier, then hit the bank at Crowthorne.

"I was very lucky," Stuck recalled. "I just reacted on pure instinct. I made a big move to

"Fe
gurodd
y
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gynefin"



{ "He beat the best without ever turning his back on his roots" }

the right, and missed the guy by this much." He indicated a tiny gap between forefinger and thumb. "I saw the state of Tom's cockpit... I knew he was already dead. That was one of the saddest moments of my life."

"Tom was a really nice guy who loved racing," said Laffite. "I'm sure he would have become a very big driver. He was clever; a natural talent." A tragic victory fell to Lauda, his first since his fiery accident the previous season. "I had no idea Tom had been killed," he remembered. "I was feeling really pleased with myself, with what I'd done. It wasn't until I got on to the podium that they told me... Tom was an upcoming star and I respected him. There was no joy after that."

David Richards, a close friend who had done the 1976 Tour of Epynt with Tom in a Lancia Stratos, left a party in Kuwait with his wife Karen when they heard the news. He would keep in touch with Jack Pryce long after Tom's death, and was instrumental in having a memorial erected to Ruthin's famous son in 2009.

"My lasting recollection of Tom is someone of extraordinary talent who had been totally unaffected by the situation he found himself in," he says. "True to his roots in Wales and very appreciative of all the support he had from his many fans. What a contrast to today's F1 driver."

Tom's mother, Gwyneth Pryce, learned the news from a colleague. Jack found out in the cruellest way. "I turned on the television, to see if they had a bit of news from Kyalami..."

Jack did not live to see the memorial in Ruthin's Clwyd Street, but Gwyneth was there shortly before she succumbed to cancer. It was unveiled on what would have been Tom's 60th birthday, by Richards and Tom's widow Nella.

The bronze relief set in granite has a simple Welsh inscription: "*Fe gurodd y goreuon heb gefna ar ei gynefin.*"

'He beat the best without ever turning his back on his roots.'

Nothing more needed to be said. **F1**

WELSH F1 DRIVERS All in all, there haven't been many

Jack Lewis

Lewis drove an F1 Cooper-Climax entered by his father's H&L Motors in 1961. Coming fourth at Monza, he attracted BRM works support for 1962 for his new Ecurie Galloise, but mid-season he decided to quit racing, marry and retire to the family farm in Rhandirmwyn.



Alan Rees

Newport-born Rees moved up to F2 with Roy Winkelmann in 1964, where he was driver, manager and team-mate to Jochen Rindt. His sole F1 outing was at Silverstone in 1967, in a Cooper. He went on to run F1 teams such as Shadow and March and was a co-founder of Arrows.



Shane Summers

Summers came from Rossett and raced in non-championship F1 events with a Cooper in 1961. After some inconclusive outings, he finished fourth in the London Trophy at Crystal Palace, but crashed fatally at Brands Hatch while practicing for the Silver City Trophy. He was just 24.





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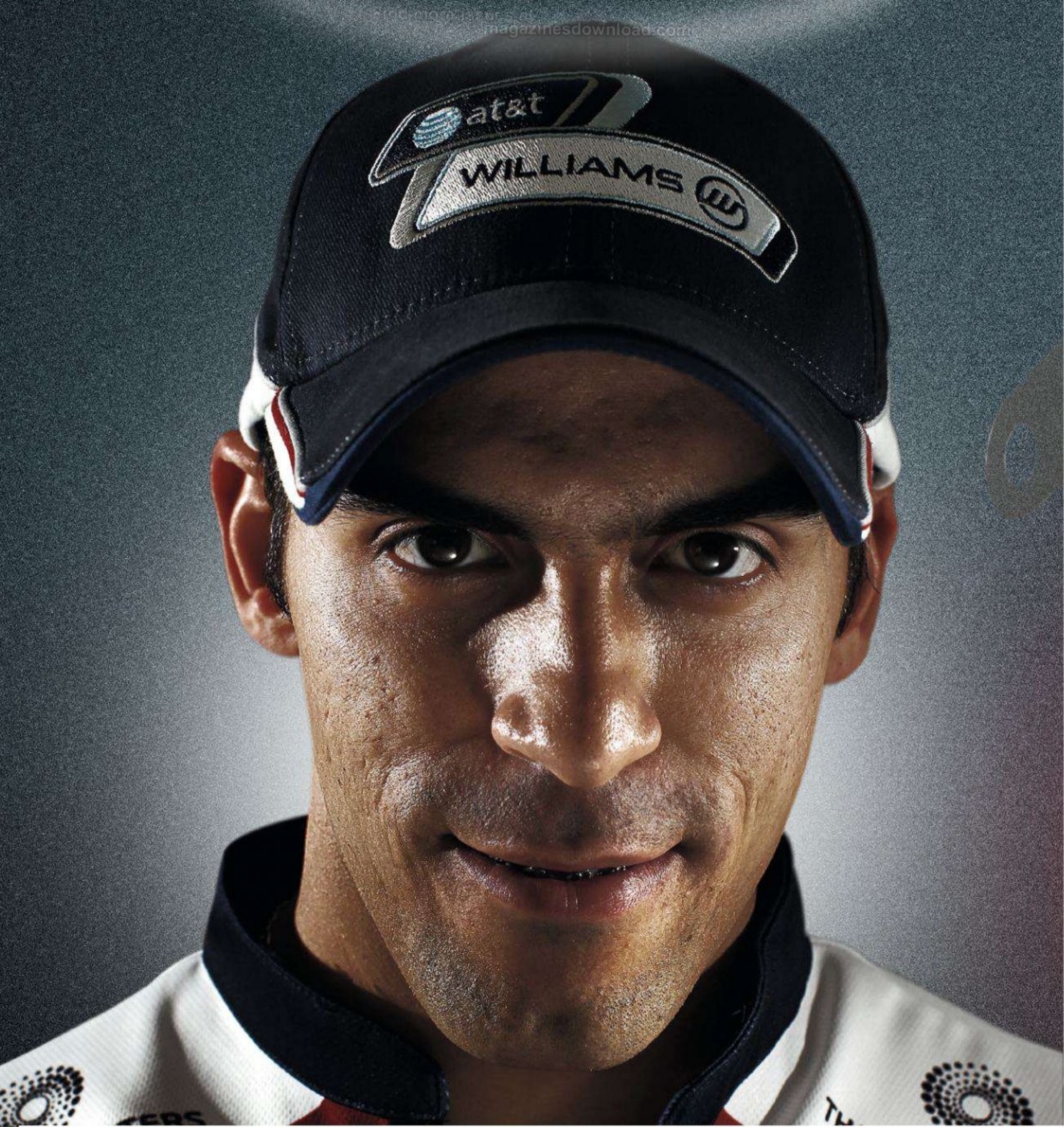
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Happy one minute,

Williams rookie **Pastor Maldonado** is Mr Nice Guy off the track; on it, he's often seen

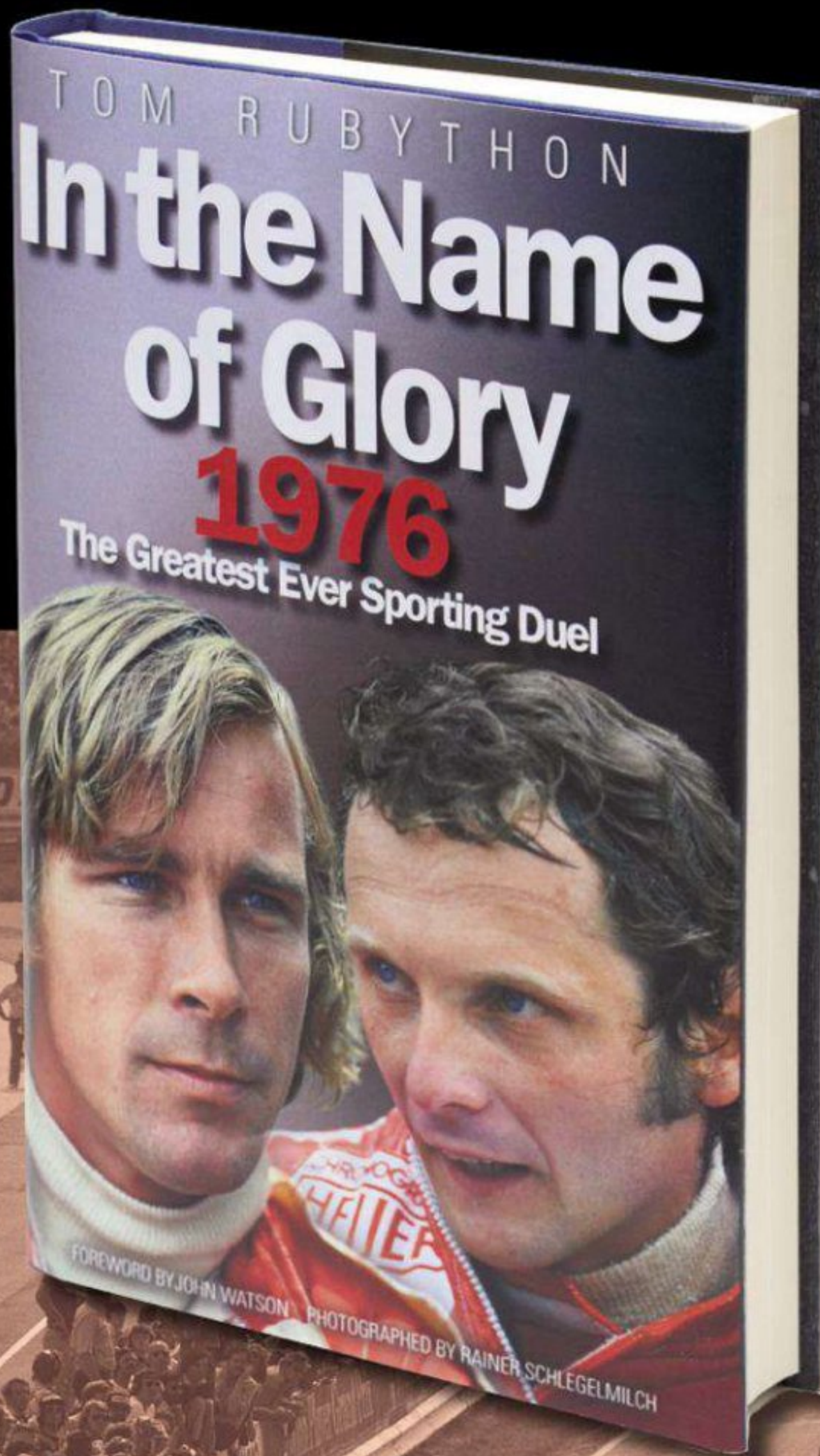
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S

ometimes it can be

rather hard to stand out in Formula 1, even if you're its only brace-wearing Venezuelan. So if you're unfamiliar with the Pastor Maldonado story so far, here's a recap:

In 2009, he was thrashed by team-mate Nico Hülkenberg in GP2. In 2010, he won six races in a row en route to the title. In 2011, he cheerily turned up at the Williams factory with a massive lorryload of cash (reportedly securing everyone's salary for the next five years if rumours are to be believed), and embarked on an F1 career that's shown him to be the equal of team-mate Rubens Barrichello. Brilliant drives in classic venues Monaco and Spa – both involving controversy with Lewis Hamilton – have been offset by forgettable performances elsewhere, although thankfully without the sort of flashes of madness that saw him receive a nine-race ban in the 2005 World Series by Renault, when he failed to take heed of yellow flags at Monaco, hitting a marshal and breaking the man's back in the process. Unpredictable results, struggling to prove your talent, multiple incidents involving Lewis: Pastor must feel like Felipe Massa sometimes.

Still, it takes a lot more than that to knock this cheery rookie off his stride. Out of the car he is smiley, helpful and polite to the point where if he didn't have a burning desire to be F1 world champion, it would be no surprise to find him spending his Sunday afternoons helping old ladies across the road and rescuing kittens from trees. But like all drivers, that burning desire



Maldonado leads Petrov, Schuey, and Hamilton in Monaco 2011, before Lewis puts him out of the race...

trumps everything else. And just like everyone, from Nico Rosberg to Timo Glock, Pastor Maldonado is convinced that being F1 world champion is his destiny.

"For sure I believe it," he says without blinking. "I'm not really focused on that at the moment, but it's something I definitely want. In the past I've won every category I've raced in, so this is one more. It's my mission." It's always an interesting psychological point for drivers because with 24 of them on the grid, most of them will never realise this ambition – and with Vettel and Red Bull around, even Alonso and Hamilton are struggling to add to their haul. So would an F1 career without a world title be a waste of time? "To be honest I never think about it," replies Pastor. "I just think about winning. It's my character, I suppose. Just try and try and try. It's going to be difficult, I know that, but I have confidence in my talent."

And talent there definitely is. Maldonado's debut season has been punctuated by two stand-out performances at Monaco and Spa, hardly bad places to demonstrate your ability. The former saw him qualify eighth on the grid and drive a blinding race – certainly better than the

depressingly average Williams FW33 deserved. Get Pastor talking about this and you can barely stop him:

"Before Monaco I was thinking, 'Hmmm, the car is not so good, this is gonna be difficult – but we have a chance.' I didn't feel under pressure but I just thought it was a good opportunity to... explore my talent, you know? You dream about driving an F1 car in Monaco, and all through the weekend I'd been quick; I'd enjoyed every single lap there – even the installation laps! I'd got into Q3 again and was eighth,

and I even got up to fifth at one point in the race. I was behind Webber and he couldn't get rid of me. To be racing a Red Bull – what an experience! All my lap times were so consistent and with five laps to go I was in sixth..."

Ah yes, and then it happened: Pastor became a casualty of the 2011-spec Lewis Hamilton (shortly before Lewis decided it would be much

"It's my character.

I just think about winning.

Just try and try and try.

It's going to be difficult,

I know that, but I have

confidence in my talent"

more fun if he collided with Felipe Massa at every available opportunity thereafter). It knocked the stuffing out of him. "I was just completely disappointed," says Pastor quietly. "I mean, I was a few laps from my first race scoring points. It was... *frustrating*. I accept it's part of racing and anything can happen..."

Come on, Pastor. If you didn't have sponsors to upset, surely it would've been tempting to march straight down to McLaren and given Lewis a fist-related talking-to? You must have been furious. "Well, it was like that in the heat of the moment," he shrugs. "I was so angry. It was worse because there were only five laps left. But after half an hour I thought, 'There are still lots of races to go. Move on.'"

Nevertheless, Pastor had announced that there was something about him other than money – perhaps surprising given that it was at a venue considered to be one of F1's toughest challenges. "I do love Monaco," he admits. "It's one of those circuits where you →





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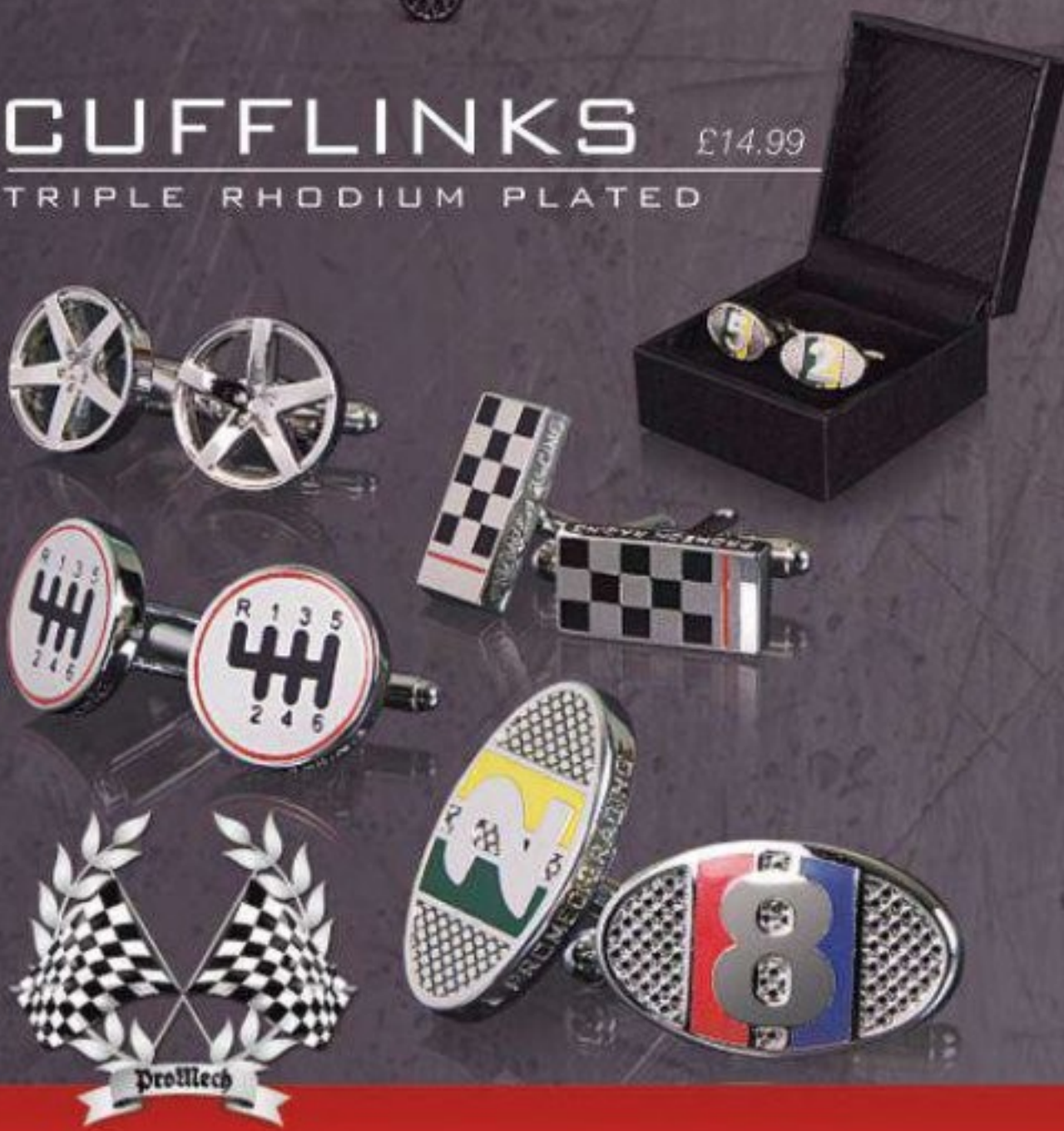
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can do something more than just drive the car. The design of the track is pretty much how it was in 1950. A lot of new circuits are the same... I prefer old tracks. I think the driver can make more of a difference on the old circuits."

A

nother old

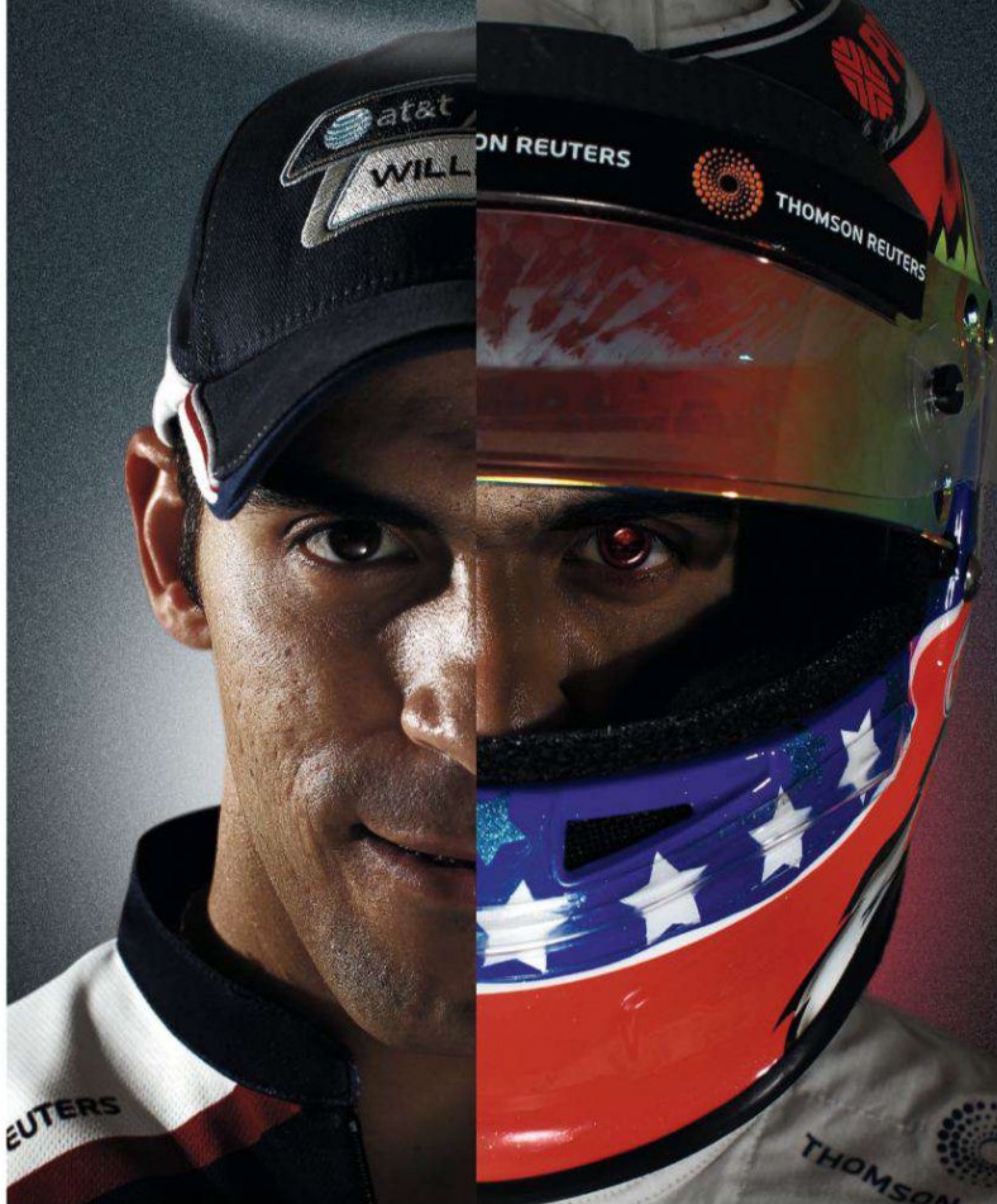
track saw him make a difference again – only this time, at Spa, he had the bonus of scoring his first F1 point. But it wasn't without controversy, and Lewis was involved again; this time, though, it appeared that Pastor deliberately barged the 2008 champion during Q2. The stewards agreed and handed him a five-place grid penalty.

"I accepted it because I definitely made a mistake," he says diplomatically, before the mask slips. "The thing is, I think that Lewis made a mistake as well, and he got nothing and I got a five-place grid penalty. It's a bit frustrating when you're fighting with a driver and you both make a mistake, but only one of you gets penalised. Like I say, I accepted my mistake and the penalty, and I just thought, 'Tomorrow's another day, let's see what I can do in the race.'

Despite that first point – one of only five Williams had scored up until Abu Dhabi – the incident with Lewis overshadowed the result. Did he see Lewis afterwards? Pastor gives a wry smile and a flash of those braces. "Well, he came to see me. I've known him well for a few years; we're friends. But when you have problems on the track it's just a part of our lives, you know? I think it was a mistake from both sides... We just agreed to respect each other, that's it. We're all just trying to do the best for our teams, and even if he's Lewis Hamilton and I'm a rookie, I still need to fight for my team and for myself."

It has, of course, been an 'interesting' season for Lewis, and it's well known that certain other drivers have got it in for him; you would not be surprised to discover that Felipe Massa had personally written to Santa asking for a special Lewis Hamilton dartboard for Christmas. So thank heavens Lewis has an ally in Pastor. What has he made of the McLaren driver this year?

"Well, anything can happen in F1, and when you make a mistake it's big news," he states. "But Lewis has been quite aggressive this year for sure... maybe he's lost a bit of concentration



during the races. He's made a lot of errors and it's disappointing, because he's an incredible talent and he's one of my favourite drivers in terms of style and approach. Maybe he needs to back off a bit and just start again." Well, they do say that being able to tell it straight is an important part of friendship.

At 26, Pastor accepts that criticism comes with the territory, and it's something he's been putting up with ever since he got the Williams drive – thanks, people say, to the money he brings from Venezuela's state-owned oil company, PDVSA. "I don't really care what people say about me, because I believe in my

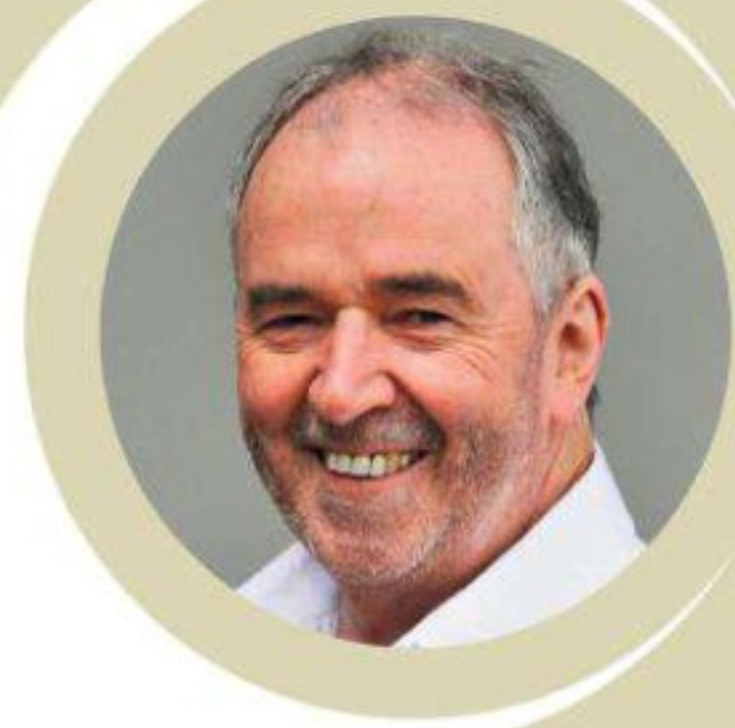
talent," he says defiantly, like a man who's heard all this a thousand times before. "I've won in every category I've raced in so far in my career, you know? I'm a fighter."

It's a fighting spirit that's seen him give a good account of himself against Barrichello. Although Rubens had outqualified him 9-8 with two races to go, three of Pastor's Saturday efforts had seen him get into Q3 – a feat Rubens had yet to achieve pre-Abu Dhabi. "Like I said," Pastor confirms, "I'm a fighter."

Will that fighting spirit be enough to help him realise his dream? Who knows. There's certainly talent there... and then, just as this feature is being written in the Korean GP press room, erratic Pastor returns as he gets a drive-through penalty for missing the bollard into the pitlane. "Sometimes you take risks when you're trying to win," he'd said the day before. "That's my style as a driver. I know a lot of people have said things about me... not quite that I'm crazy, but that I've made a lot of mistakes in my career. But all I've ever tried to do is be P1. That's it."

Being P1? Braces or not, that'll really make Pastor Maldonado stand out. **F1**

"I was so angry.
But after half an hour
I just thought, 'Oh well,
there are still lots of
races to go. **Move on!**"



THE MAURICE HAMILTON INTERVIEW

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

“Ayrton and I walked to the wall at Tamburello; we discussed how we could move it, at the exact place he died. I think about it a lot”

Looking back over a long career in F1, **Gerhard Berger** talks about his close friendship with Ayrton, the raw talent of Sebastian Vettel... and the uselessness of Scott Speed

PORTRAITS ALASTAIR STALEY/LAT

When I mentioned the idea of lunch and a chat, Gerhard Berger was full of enthusiasm: “I’ll be in touch when I’m next in London,” he told me. A couple of months went by, but he hadn’t forgotten. He came over to race in the Goodwood Revival, which provided us with a nice opportunity for lunch in London’s Soho Hotel on the following Monday. The only problem would be deciding what to leave out when rewinding through a career spanning 210 races, five teams (including Ferrari and McLaren), ten wins – and a lot of laughs in between...

Maurice Hamilton: Good to see you. I thought this might be called off when I heard about the big shunt you’d had at Goodwood in the Cobra Daytona.

Gerhard Berger: I just lost it, braking at the end of the back straight. I’d been driving the Jaguar E-type [which he shared with Adrian Newey] and I’d had a good lap, so I tried to do the same with the Cobra – but it doesn’t brake like the Jaguar. The rear axle is quite tricky; it doesn’t take to weight transfer as well as the Jaguar. I lost it, put two wheels on the grass and couldn’t bring it back. It was head-on into the wall.

MH: But you’re okay? →







THE MAURICE HAMILTON INTERVIEW

GB: I'm okay, but the car was a bit hurt. I have no problem with accidents: that's racing. I was just disappointed for the team because everybody puts a lot of love into the car and you don't like to destroy it.

MH: You haven't had that many accidents, have you? There was the big one at Imola in 1989, but what I'm trying to say is that you had a pretty spectacular style of driving, particularly in the early days, and you got away with it.

GB: My attitude changed a lot after that accident with the Ferrari at Tamburello. After that, I would say I never could do what I did before. It slowed me down a bit.

MH: Can't say I ever noticed you being slow...

GB: I was never able to take the kind of risk that had been okay before. If I go back to when I was with Arrows in 1985, Benetton in '86 and then with Ferrari for the first time, everything I did was on the limit. It had to be, otherwise I'd have been bored. I was always looking for

an extra kick. I remember at Hockenheim, the long straights on the old circuit where you were doing over 200mph. The track was narrow and in traffic you either lifted off or, to overtake, I found putting two wheels on the grass worked fine. I'd be flat-out, just steering it and the car would come back in. That was the kick.

MH: I'll take your word for that...

GB: I remember on one occasion – I think it was Tambay and Cheever who were ahead of me – I thought: 'let's try all four wheels.' I was maybe going at just over 200mph and I start to pass them on the grass – but it didn't work and I started spinning between these two cars. I didn't touch anybody, but they came to me afterwards and went mad. But I felt great!

The thing was, after Imola in '89 I thought: 'Wait a moment; if it was 200mph and you kissed the wall, you could be dead. So, forget all this bullshit. You want to kill yourself? Then it's just a question of time.' That's when I realised

how much it hurts going into a wall. Okay, I would still drive at a risky level when I had to, but I stopped all the nonsense.

MH: Imola 1989 was the first race I did as a summariser, working with Simon Taylor for BBC radio. So I was really nervous and then, bang! You've gone into the wall and your Ferrari catches fire. I'm thinking: 'What the hell am I going to say now?' Because there was no movement, no sign of you emerging from the flames. And it was a big fire. You had to be dead.

GB: Yeah, from the outside it looked like there was no way someone could get out of there.

MH: The fuel tank was sort of U-shaped, coming from behind the driver and alongside. You only had burns on your hands and minor injuries compared to what could have happened. Yet, saying that, it made you aware of the danger of having the wall there and you later went to look at it with Ayrton. I think you have regrets about what happened – or didn't happen – after that.

"After that accident at Tamburello, I could never do what I did before. It slowed me down"



GB: Yes, that was a sad story. A really sad story. I remember Ayrton called me in hospital at the time and asked how I was. I said: "I'm okay but, Ayrton, I think if you have a technical problem at this corner, you're in the shit. The wall is much too close." We agreed that the next time we were at Imola, we would take a look to see how we could move this wall.

We had a test there and Ayrton and I walked to Tamburello. We looked at the wall and said: "Look, we cannot remove the wall because there is the river behind it." Instead of looking at the bigger picture and thinking about adding

a chicane, we were just thinking how we could move the wall. We talked about it at the exact place where Ayrton died. I think about this a lot.

MH: You were clearly very close to Ayrton, even though he was obviously very quick and gave you a hard time on the track.

GB: In my career, I faced a number of good drivers like Michele Alboreto, Nigel Mansell and Thierry Boutsen. I never really had a problem with the speed, you know; not even with Mansell. Okay, my heavy accident put me back but, until then, I was always there in qualifying. With Nigel, the race was different because the

Ferrari was so heavy to steer and he had so much power in his arms. I was complaining about the steering and he kept saying it was not a problem. Of course it wasn't for him because he had so much power in his arms and he had the advantage. But I never faced anybody that worried me from the point of view of speed.

I went to McLaren in 1990 and thought: 'Ayrton's just another driver; no problem.' At the race in Phoenix, I was quicker and started from pole. So I thought: 'Okay, another one, no problem.' In the race, I was ahead of him but after nine laps I hit the brake too hard, my foot caught the throttle and I hit the barrier. Ayrton went home and thought about it.

MH: And he was quicker from then on. What in particular did he do to beat you?

GB: Ayrton played the game in a perfect way. I began to realise he was so much more experienced than me. I had started racing very late but he had been karting and doing all these things as a kid. He was able to understand details quicker than me. He had seen it all before, whereas I still was in a learning period even though we were the same age. I could see from the telemetry that my disadvantage was not the speed; I was losing out to him because of all things he could put together. →



Berger at Monaco in '89 (left), hands bandaged from his fiery Imola crash. He wouldn't finish another race until Monza, five months later (below)





THE MAURICE HAMILTON INTERVIEW

MH: Are we talking politics here?

GB: Everything: setting up the car, politics, concentration, physical condition. As a package, he was always ahead. But I had no reason to complain to him or to the team. I had to do my homework. I learned about discipline and the capacity for concentration he had – the attention to detail that made him the way he was. Of course, he had unbelievable natural speed. But then I think we all did. The difference was he could put it all together. He would get 98 per cent of everything just right.

MH: I know you've been asked this question before, but you helped him to relax, didn't you? He'd never thought about that before – certainly not in relation to going motor racing. How did that work?

GB: He enjoyed my way of life and he took something from it. But at the end of the day, he just played a game because day and night he was thinking about how he could fuck your racing.

MH: So he applied everything to that as well?

GB: Look, I really liked him a lot. But Ayrton was extremely selfish. He'd be a bastard – but in a sympathetic way. That's how it should be. You're not going to be world champion and win races by being the nice guy. But people did not criticise him. They did not realise it because he'd been such a nice guy at the same time. Very clever. He was the same as Michael Schumacher in this sense, but he did it in a much better way.

MH: But is it true you did a lot of crazy things that he didn't expect – such as throwing his briefcase from a helicopter?

GB: Yeah, it's true. Flying into Monza, I just opened the door of the helicopter and threw the briefcase out, hoping it would fall into the trees at Lesmo. But I missed it by just a moment and it fell where there were some marshals, so he got it back in the end.



MH: I still can't believe you did that. What's the story about throwing away his car keys when you were both driving through the middle of Milan?

GB: Ha! Ayrton was driving. We were in terrible traffic and people realised it was us. Suddenly there were hundreds of people around us. The light went green and I reached over, took the key out and threw it out of the window. Ayrton was underneath the car looking for the key and people were surrounding him and dancing around him. So then there was a big, big traffic jam and the police arrived. They were going mad. Then they saw it was Ayrton and started helping him to find the key. There was a big guy in a uniform looking everywhere on the ground.

We had a lot of fun together and I really liked being with him. He was a great team-mate. The only problem was, he was too fast...

MH: When Ayrton died in 1994, you were a pallbearer at the funeral. I've only seen the pictures and film clips, but it looked like a highly charged occasion. I understand that when you went back to Brazil for the first race of 1995, you went up to the grave at six o'clock in the morning and had a quiet moment of reflection.

GB: I did. I'm not someone who goes to church all the time but I was taught that when somebody dies, you should take a certain approach to it. For example, whenever I am in Austria, I go to the grave of my parents and make sure there are fresh flowers and place a candle there. It's my way to do this and I do it best when I am alone. I can use the time to think a little bit and remember. When you're younger, you don't think about these things. But I'm coming to the age when I see things differently. Now, for me, it's a very nice place to be for a moment because it calms me down in a big way.

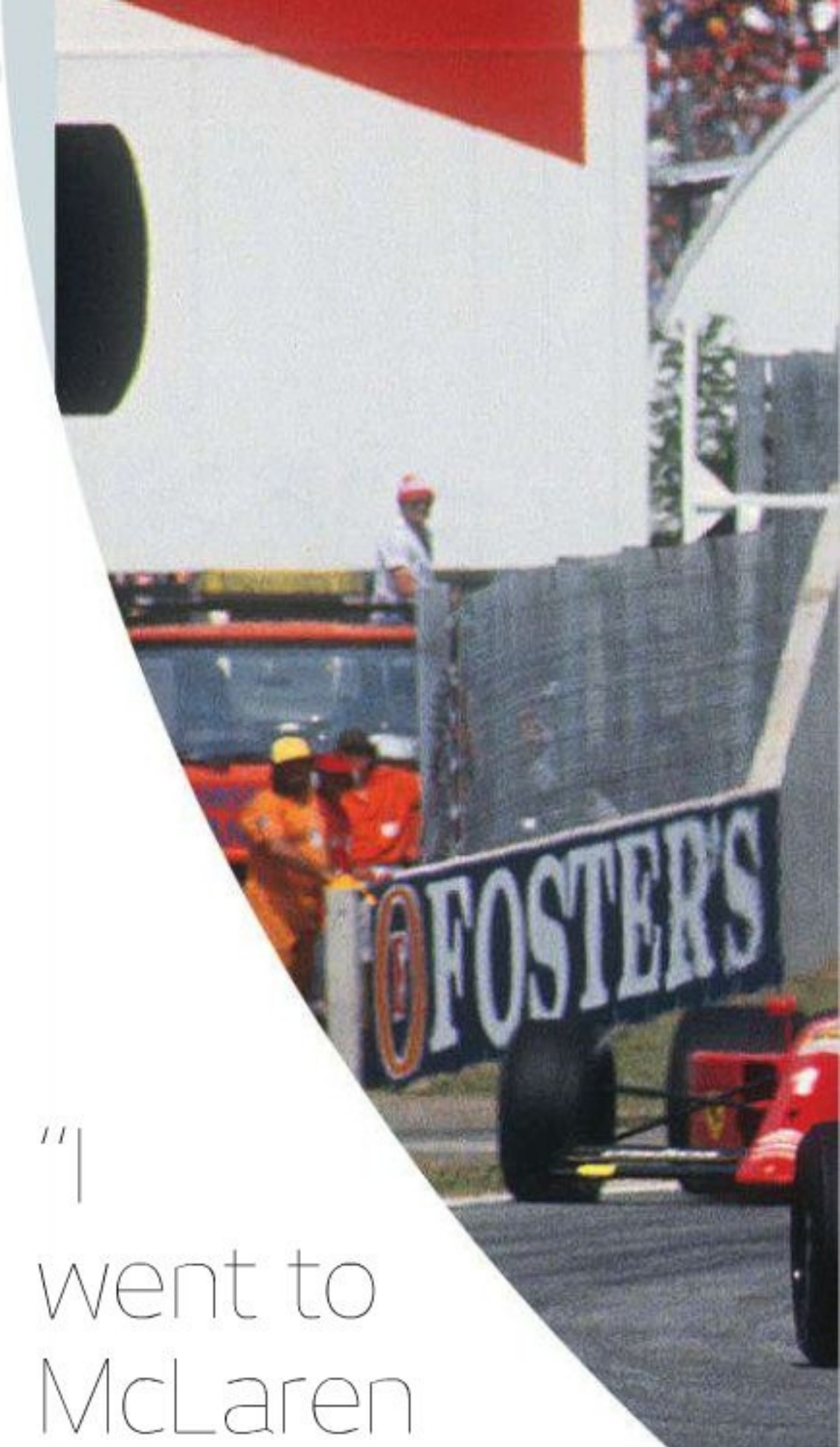
MH: The thing that surprised me about Ayrton's grave is how simple it is. Because of who he was, I expected there to be something elaborate, yet there's just a little plaque in the ground. There are no tombstones anywhere in the cemetery. It's like a park; very peaceful, really beautiful. Did you feel that?

GB: I agree. Absolutely. It's very interesting, the way they do this in Brazil.

MH: When you look back on your Formula 1 career, you've had a lot of team-mates. Was Ayrton the best you had – and I'm talking overall, not just as a driver?

GB: As I said, I liked Ayrton a lot but my favourite team-mate was Jean Alesi. Jean is such a lovely person; he has such a big heart. He's outstanding.

MH: Ah, I was going to ask you about Jean because I had a wonderful lunch with him in Avignon recently. What a character.

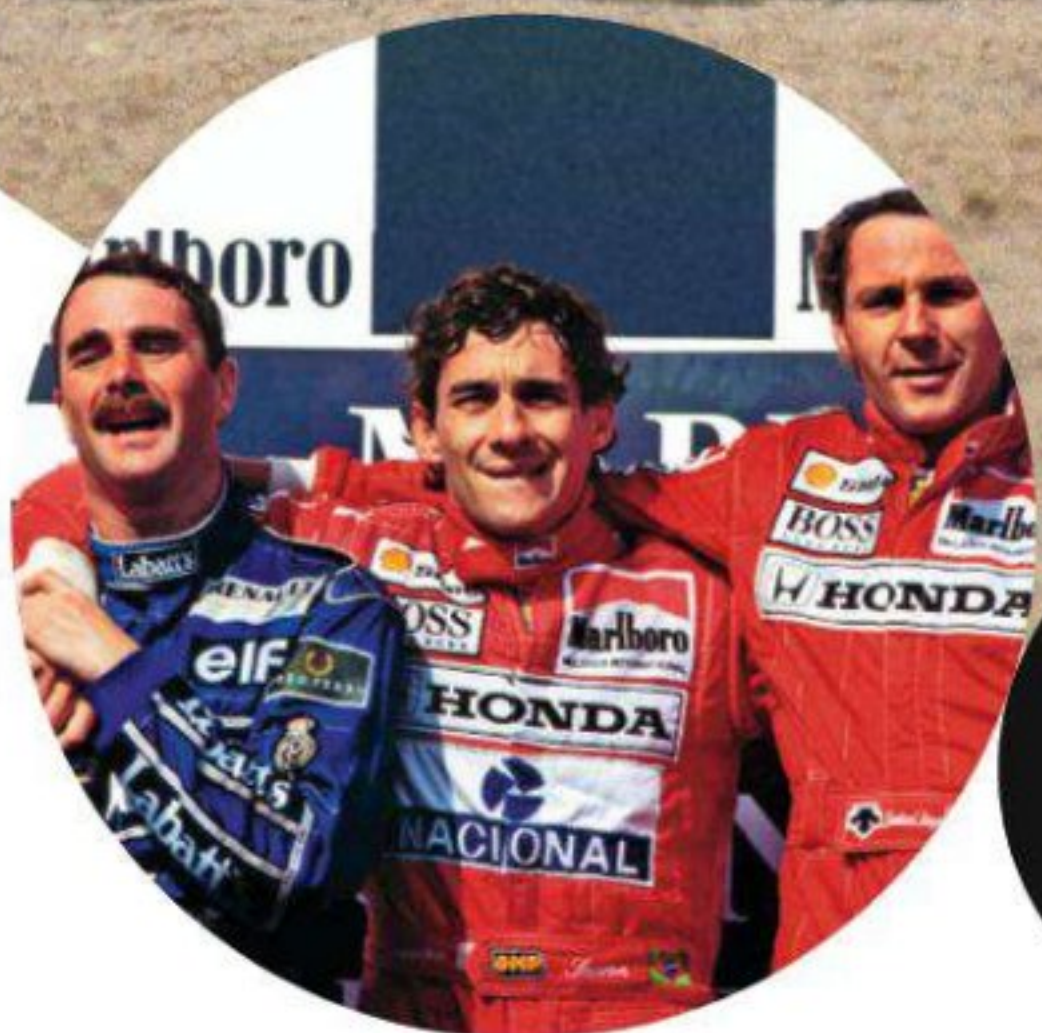


"I went to McLaren in 1990 and thought 'Ayrton's just another driver; no problem.' I started off ahead of him..."

GB: Yeah, he's an interesting combination because he can seem very naive but, at the same time, he's very switched on. When you think you can use his naivety, you get caught out. And when you think he's being very switched on, you think: 'Shit! What were you thinking, Jean?' He is so unpredictable.

MH: He told me about you catching him out during testing at Silverstone by coming in, saying the track was dry when it was really wet out the back.

GB: That was typical Jean. He never warmed up anything. His quickest lap was usually the first lap of the day. It was unbelievable; I don't know how he did it. So I knew what would happen when he went straight out on slicks. We



Berger and Senna battle at Imola in 1990 (above). The Austrian was team-mate to both Senna and Mansell (left)

waited to hear the big spin! Did he tell you about Estoril, because that was even better?

MH: Funnily enough, no.

GB: It was the Portuguese Grand Prix and we were driving our balls off in second and third places. He was just ahead of me and I couldn't go any quicker. I had to somehow think of a way to get by him. I radioed the Ferrari pit and told Jean Todt that I could go a second quicker but I couldn't pass Alesi and they had to tell him to let me through. So one lap later, going down the straight, I can see that Jean's head is shaking from side to side! I know they're telling him to let me through and he's going mad. He was so pissed off, he slowed down to show everyone that it was a team order.

I didn't say anything and, a couple of races later, I did exactly the same thing. Again, he was so pissed off. After the race he said to me: "These bastards in the team: they always help you." Then he looked at me for a moment and said: "You didn't ask them – did you?" I replied: "Of course I did!" He went mad – it was so funny. But what a super guy. And he's got such a nice family. Jean is still one of my best friends.

MH: Talking about family, tell me what happened to the Berger haulage business. Do you still run it?

GB: Yes. I have the logistic business; it's now a 50 per cent partnership with Red Bull. I have a trailer production company and I have a truck service station as well.

MH: How do you spend your time these days?

GB: Roughly 25 per cent of my time is spent on business. Twenty-five per cent I spend wheeling and dealing, like I always have done. The other 50 per cent is spent taking care of myself and having fun: motor bikes, helicopters, skiing. I'm very lucky to have the privilege to enjoy 50 per cent of my life this way. It's a very nice balance.

MH: You've always seemed quite balanced in your approach to racing – in fact, in terms of everything you do.

GB: Yeah, but don't underestimate the daily pressure you're under when you're racing. You have to deliver, and it doesn't matter which side of the pitwall you are. It's a highly, highly competitive sport in a pool of sharks. I enjoyed it very much – but it wears you out.

MH: When did you feel the most pressure?

GB: In 1997 at the end of my career when I was with Benetton. I knew my time was over. The team was collapsing because Ross Brawn →

PHOTOS: LAT ARCHIVE



THE MAURICE HAMILTON INTERVIEW

was going to Ferrari, Rory Byrne – a brilliant guy – was gone and Flavio Briatore was into the political scene. I was worn out. Then I lost my father. And then I was sick and missed three races. I knew that would be it for me at the end of the season. It was a high-pressure situation.

MH: And yet you had your last win – an incredible drive – at Hockenheim.

GB: I'll never forget that. I said to myself: 'I have to show my capability once more and then I can forget it.' That showed me how much of this is in the head because I really shouldn't have done this race. I had just come out of hospital; Flavio didn't want me in the race and tried everything to stop me. People were very nice, but with a kind of smile that said: 'What you are doing back here again?' The Benetton wasn't a winning car, but I knew I had to prove myself. That win came because I somehow put all my forces together. I was full of antibiotics from a sinus operation; I was physically not fit at all. To win that race was an incredible feeling.

MH: You then moved into management with BMW and Williams; how did you enjoy that?

GB: Very much. I'd grown up in a family business and I've been always involved in running things. That's why I did all my contracts myself; I never had a manager. So I was very happy when BMW asked if I would like to run their motorsport department. It was a great experience to understand how a big manufacturer works and, on the other side, to deal with Williams. I've always had great respect for Patrick Head and Frank Williams.

MH: Did you get to realise there's a lot more to this business than just driving the car?

GB: Yes, you get a much bigger picture; you see so many more tools you could work with as a driver to achieve success. You

learn it's not just about braking late. You could sort out your game before

you even get into the car. That's what some people understand at a very early stage. That's what Ayrton understood.

MH: How different was the period you spent with Toro Rosso?

GB: That was another great experience. More of an entrepreneur exercise compared to BMW-Williams. A killer responsibility at Toro Rosso was finding budgets. If you're BMW Motorsport, you have all the responsibilities and all the pressure. But once the budgets are agreed, you go to sleep and you don't think about that. At Toro Rosso, it was very different. But it was nice to take over Minardi and try to put together a new team and find success. Obviously, to win a race with Toro Rosso [Monza, 2008], was a big moment.

MH: So, you saw Sebastian Vettel coming through; you saw what the kid could do.

GB: Sebastian was brilliant straight away. We could see this guy was really special. We had difficult times with Scott Speed and Tonio Liuzzi. Franz Tost and I were criticised for being too hard on the drivers; for wanting too much from them. I didn't agree. When a driver cannot deliver, you get all the excuses. And when, like me, you've been a driver for a long time, you know all the excuses; all the bullshit. But you start to think that maybe things are different; maybe the young guys need more these days. And then Sebastian arrived.

Immediately, Franz and I realised this was what we had always hoped for. Sebastian asked questions

all day long. Scott Speed would never ask you anything. He thought he knew everything but he was the most stupid driver I have ever seen. He was not talented. So, here is a guy like Vettel; very intelligent, very fast, and yet still asking lots of questions, wanting to know everything. Franz and I could not understand why BMW had let this guy go. We knew we could do something with Vettel and it worked out fantastically well.

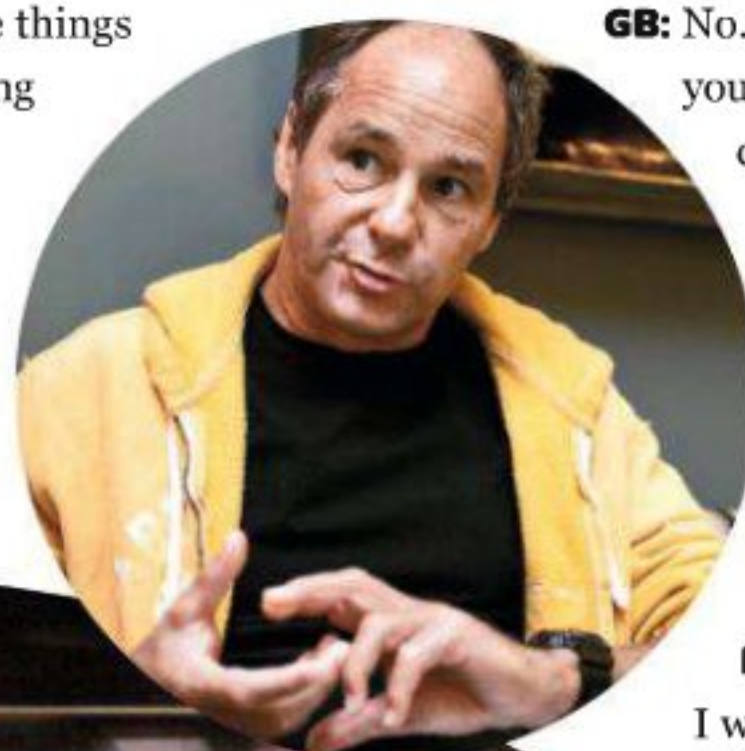
The only weakness Sebastian had was putting himself under so much pressure because he was so hungry. It was clear that, when he won the world championship, he was going to make another big step because this pressure would be released. And that's exactly what's happened in 2011. That's why Webber has struggled against Vettel because Mark cannot make the same big step forward by releasing the pressure of the world championship.

Sebastian has started to remind me a little bit of Ayrton. You can see it in his starts; you can see it in qualifying when the maximum pressure comes. You have to put your forces in a very narrow window and you have to deliver. Sebastian has the special capacity to do this. Just like Ayrton had.

MH: Do you think that Sebastian has changed much as a person as a result?

GB: No. He's a lovely guy. But when you work with him, you find he's a complete killer. He's a guy who you think couldn't do anything to anybody, but when it comes to competition he has the killer instinct. He doesn't show it; that's the great thing about him. That's why we all like him so much.

MH: Talking about liking people, I want to backtrack for a moment to 1988 or 1989. You were having dinner on your own in Budapest when you saw me and two of my colleagues →



Recovering from a sinus operation, Berger managed to drag the Benetton B197 to victory at Hockenheim in 1997 as he approached the end of his career

PHOTOS: LAT ARCHIVE



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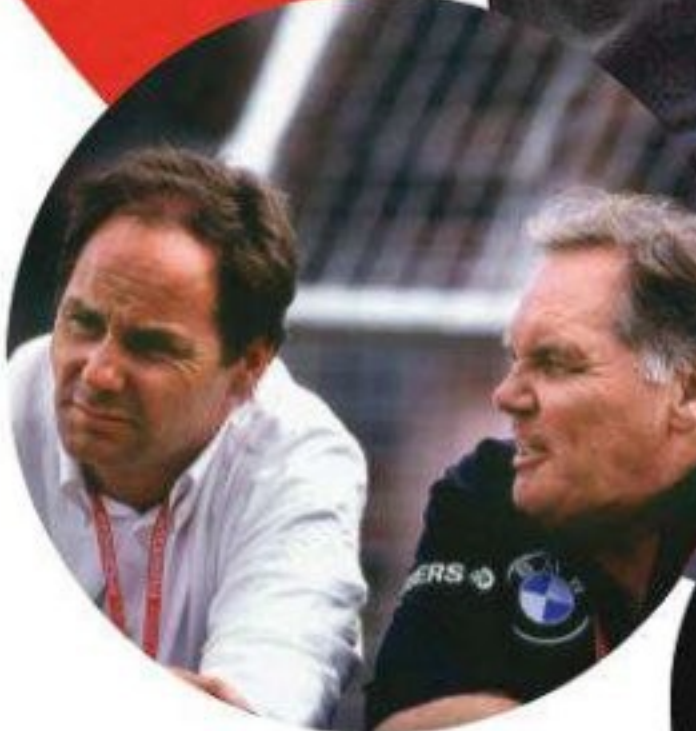
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THE MAURICE HAMILTON INTERVIEW



Berger as BMW Motorsport director, with Patrick Head (left); as co-owner of Toro Rosso (above); and skiing in his spare time (right)



come into the hotel restaurant – you kindly invited us to sit down and join you.

GB: The British mafia!

MH: Right! That's what you called us. It was such a brilliant evening. You made us all laugh with the stories about your childhood; the things you were doing behind cars, on skis, in the snow...

GB: Not on skis – we were just on our shoes. We used to get really heavy snow in the winter and the walk home was quite long. So, we'd put one guy lying on the road like he'd had an accident. A car would come along and then stop, so our guy would stand up and say he was okay – that he'd just fallen over. But the rest of us would be hiding at the side of the road and, when the driver got back in his car again, we'd be hanging onto the back. Volkswagens were the best because they had such big bumpers, but the Fords were bloody dangerous because the bumper was very narrow.

We would be wearing gloves, of course, and we'd just hang on at the back. That was okay until you got to a bridge going over a canal, and there was suddenly no snow because it had melted. We'd be doing maybe 50mph, with just our shoes on the snow. It would be tough when we caught a bridge because, with the Ford, you could lose your fingers when you came off. These Ford drivers must have wondered what on earth was going on when they'd find these gloves frozen onto their back bumper. The other problem with this was that you didn't want to be

the guy who got onto the bumper and found he was by the exhaust.

MH: I remember you also told us about your road accident around the time you entered F1 in 1984. You were so, so lucky, weren't you? It was a massive shunt and, if I remember rightly, the first guys who came along happened to be doctors.

GB: I broke my first and second vertebrae. I was lying in a river, half in the water, half out. There was never any traffic on this particular road at night, but these guys had been on the motorway, coming back from a holiday. They just happened to be passing through Austria when they started feeling hungry, so they decided to come off the motorway to see if they could find somewhere to eat.

They came along just as I was having my crash. They jumped down into the river to save me. I was half-conscious and I complained about my neck. They realised immediately they could not touch me. The ambulance came and wanted to put me onto the stretcher but this guy said: "Listen, he's going to die if you put him onto the bed in a normal ambulance. It looks like he has a neck injury. You need an airbed."

The other thing was, these guys were helicopter emergency doctors and they had infusions and everything in the back of their car. So, when the ambulance arrived, I was already on infusions. Without these two guys, I'm sure I would be dead.

MH: Do you ever see them now?

GB: Not for a while. They came to a race once.

MH: So they knew you went on to do okay in Formula 1? They must have been delighted. But just how lucky was that?

GB: It really makes you think about circumstances; about the things that can happen to you in life. When you look at this accident, here were doctors just coming off the motorway because they were hungry. They came at the exact moment I had my crash, they knew I had a neck injury and they had infusions in their car. You think about Tamburello and my accident there: big crash, big fire and I'm okay. And then you think about Ayrton; same place and he hits the wall in exactly the same way. He has no broken bones but the front wheel comes off, a bit of suspension hits him at that critical place on his head – and he's dead.

MH: If it's going to happen, it's going to happen. Is that what you're saying?

GB: That's it, yes. You just have to enjoy life while you can.

MH: You've certainly done your fair share of that, Gerhard. Thanks for sharing it with us.

GB: It's been nice. Good to catch up with the British mafia again! **F1**

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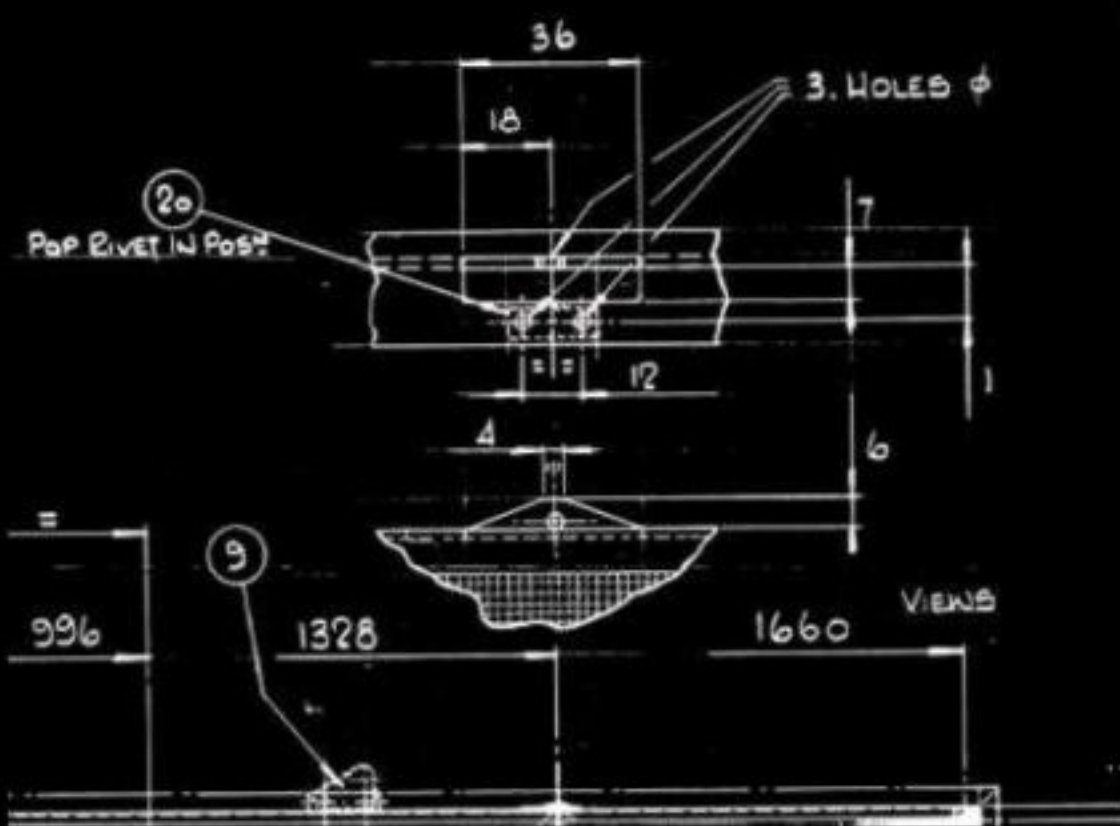
THE CAR THAT CHANGED F1

“What’s the most influential F1 car ever made?” we asked the sport’s leading technical brains. They all came back with the same answer: the Lotus 78 and its successor, the Lotus 79. **F1 Racing** marvels at an engineering phenomenon

WORDS JONATHAN REYNOLDS PICTURES JAMES MANN

We’ve got a confession to make: this is not actually the feature we had intended to print. Our original idea was to ask some of the greatest technical

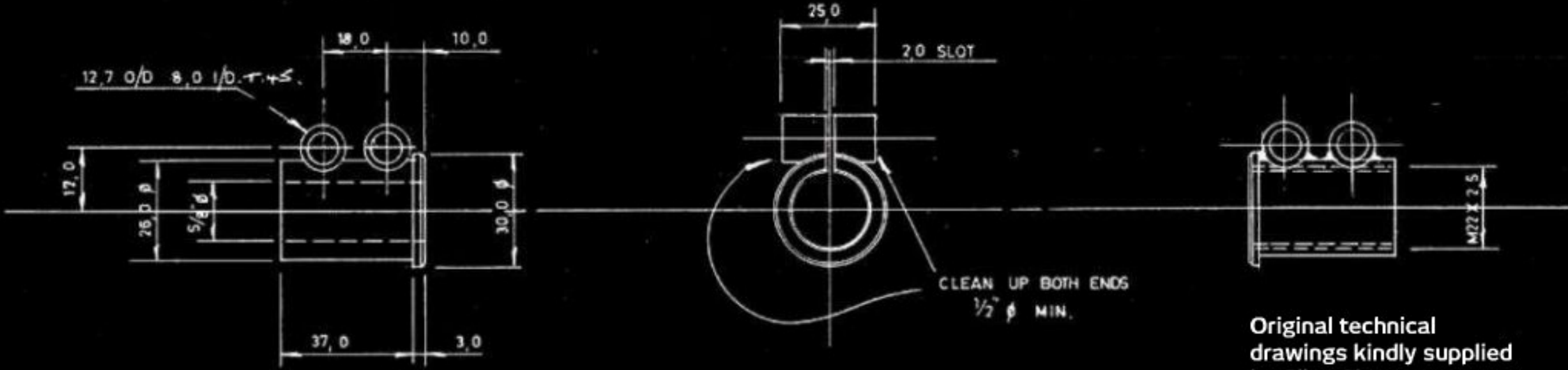
brains from Formula 1 past and present which car they believed to be the most influential of all time. But as we carried out our interviews, rather than receiving a variety of responses, two cars were repeatedly cited as having ‘changed F1 forever’: the Lotus 78 and its successor, the Lotus 79. These revolutionary cars, with their specially shaped floors and skirted sidepods, harnessed the airflow underneath the car to generate previously unheard of levels of downforce. Frank Dernie, Mike Gascoyne, James Key, Sergio Rinland, Gary Anderson and Pat Symonds explain how after these cars, Formula 1 would never be the same again. →



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Original technical drawings kindly supplied by Clive Chapman



INSET: LAT ARCHIVE



FRANK DERNIE
FORMER WILLIAMS AND
TOYOTA ENGINEER

“The 78 was the biggest step forward in race-car performance that happened in my career. It showed for the first time the importance of getting a large amount of downforce beneath the car. The principle is that if you get air under the car and speed it up, you get downforce. But that wasn’t the original plan...

“There was no intention to invent what became known as **‘ground effect’** – it was just a clever engineer who observed an anomaly in his data”

“Peter Wright, the aerodynamicist on the Lotus 78, told me the original plan was for the car to be pencil thin with the widest track that was legal and the longest realistic wheelbase. This was because their previous car – the 77 – was poor and, after making an adjustable version of it, they concluded that the best car was the longest, widest one.

“So the 78 was designed as a long, wide car and Wright took a cardboard model of it into the windtunnel. Colin Chapman’s instructions were: “Measure the car without radiators then put them back on and target zero increase in drag.” So Wright took a traditional aircraft-style radiator duct and tried to heat and accelerate the air using the radiator with the idea of getting thrust out of it that was equivalent to the radiator’s drag. But Wright noticed that when the windtunnel was running, downforce increased. He looked into it and found that the sidepods housing the radiators were sagging, getting closer to the ground and generating more downforce.

“So there was no plan to invent ‘ground effect’ – it was just a clever engineer who observed an anomaly in his data. As a car I don’t think the 78 was very good, but it had treble the downforce of any other car, which made it virtually unbeatable. It was a breathtakingly revolutionary concept.”



MIKE GASCOYNE
CHIEF TECHNICAL OFFICER,
TEAM LOTUS

“The Lotus 78 and 79 were the first cars to utilise under-body aerodynamics and they’ve shaped every racing car made since.

“In broad terms, with a racing car a third of the drag comes from the wheels, a third of the drag comes from the front and rear wings and the final third comes from the body. The more downforce you generate from that final third of drag, the quicker you go. And that’s the fundamental principle of all racing cars ever since the 78 and 79.

“Lotus had so many firsts: they were the first to go into a rolling-road windtunnel. People stuck wings on their cars, which was sensible and obvious, but no one had taken the next step and gone into the windtunnel. From that humble beginning to Toyota’s two full-scale windtunnels at £43million apiece, that was the natural extension and it all started with Peter Wright on that car.

“Colin Chapman sat down and thought to himself, ‘How can we improve downforce?’ It’s simple aero: Bernoulli’s Principle tells us that if you increase velocity (i.e. the flow of air over the car’s surface is quicker), the pressure has to decrease. And if you decrease pressure on the body, you suck the car down. It’s very straightforward. Peter Wright and Colin Chapman applied that to a racing car and it worked.

“In engineering, the best ideas are always the simplest ones. And then when someone does it, it’s so obvious that you can’t believe you haven’t been doing it all along. Yet someone has to think of it for that first time – the philosophy behind the Lotus 78 has shaped every Formula 1 car ever since.”



JAMES KEY
TECHNICAL DIRECTOR,
SAUBER

“Several cars in the modern era – like the Red Bull RB7 and the Brawn BGP001 – have strongly influenced what we do but historically, the Lotus 78 and the Lotus 79, with their pioneering ground effect, were very influential because they defined everything we’ve done in F1 since then.

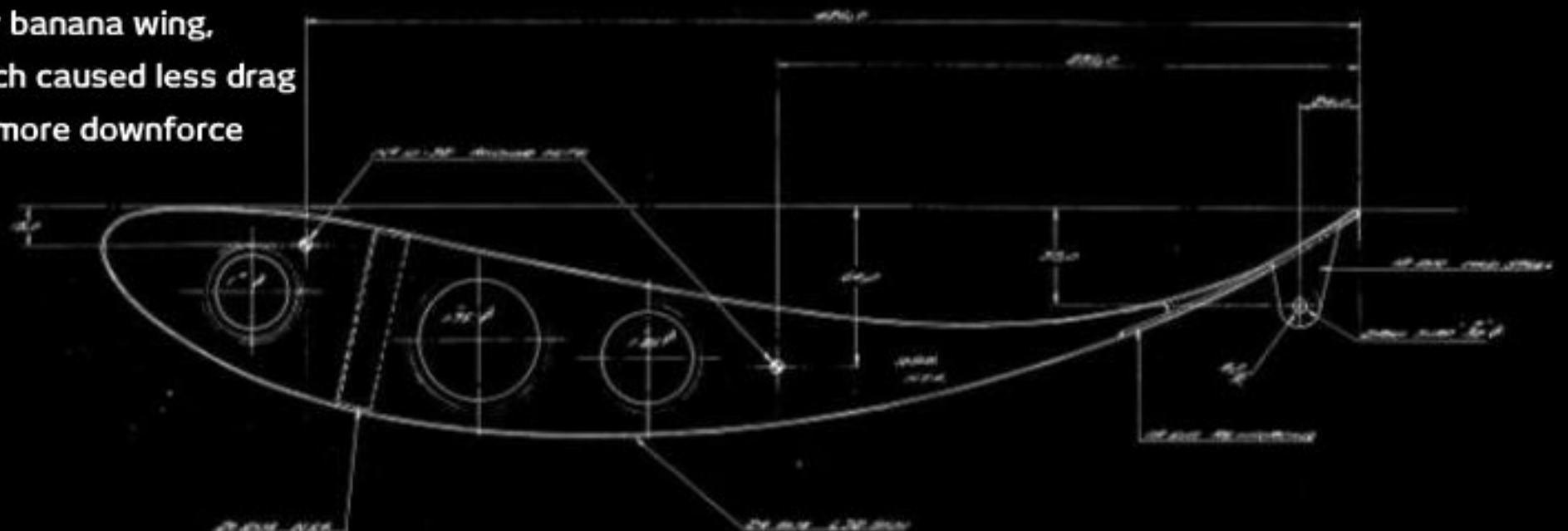
“I think there had been several attempts at ground effect prior to this, but the 78 really began to exploit the concept and define the way sidepods should look and how they need to work. It also showed how the floor needs to work and how the setup of the car is critical for aerodynamics – all factors we still look at over 30 years later.

“The floor is an efficient way of generating downforce. Look at the complexity of today’s front wings; it’s all to do with getting the most out of your floor. All the furniture around the front is there to encourage as much healthy flow around the floor as possible. In fact, much of the bodywork is designed to make the diffuser and the front of the floor work better.”



“All the furniture around the front is there to encourage healthy flow around the floor”

The ground-effect Lotus had a 20-inch rear banana wing, which caused less drag for more downforce



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This is the frankly astonishing lead the two Lotus 79 cars built up within a few seconds of starting the 1978 Dutch GP

From a driver's perspective



Mario Andretti won five races in the Lotus 78 and a further five, plus the championship, driving the Lotus 79. He tells *F1 Racing* about the experience



"Right at the end of 1976, Colin Chapman said, 'Okay Mario, what qualities would you like in the next car?' I said the usual: 'More downforce with no penalty' and chuckled to myself about it. But I also mentioned the characteristics of a March I'd driven back in 1972 that had sidepods in the shape of an aerofoil. We were testing in South Africa and thought these aerofoils were causing too much drag and not really doing very much, so we removed them. Then I noticed a loss of front-end grip. I mentioned this to Colin and he showed me their suggestion, which was sidepods with a fence on them to keep the airflow directed.

"I remember testing the Lotus 78 at Hockenheim. I was going round the Ostkurve – a really fast corner where we used to get a lot of body roll – and in the middle of the corner I realised I was getting a lot of grip from the left side. Colin sent someone off to buy some

strips of plastic, and we extended the side fences all the way to the ground. The next time we went out, I knew we were onto something.

"But every time we tested the car, it would be good for two or three laps, then it would start to feel cross-weighted. Colin wouldn't believe it, but I proved to him that the car was twisting because it didn't have enough torsional stiffness. When the Williams came out with ground effect in 1979 they did it much better than Lotus did because they addressed those very issues.

"The 79 was better than the 78 because it was much cleaner aerodynamically, although it wasn't stiffer and there were big issues with the brakes. But the car had advantages almost everywhere else. I was fortunate to drive it and to be at Lotus at a time of such innovation: I always said if you were lucky enough to be with Colin Chapman, you had the best chance of being world champion." →



SERGIO RINLAND

FORMER ARROWS, BRABHAM AND SAUBER DESIGNER



GARY ANDERSON

FORMER JORDAN DESIGNER



PAT SYMONDS

F1 RACING'S TECH EXPERT & MARUSSIA VIRGIN CONSULTANT

"The Lotus 79 initiated big changes in the sport – it led to a new way of thinking about design. We knew about wings, drag and aerodynamics, but that car opened a can of worms. Yet the funny thing with the Lotus was that although it showed us the way, the chassis wasn't that good. It needed a guy like Patrick Head to look at it and see what was wrong with it. The FW07 had the aerodynamics of the Lotus 79 but with proper engineering. Patrick understood the forces and introduced a very rigid chassis to produce downforce.

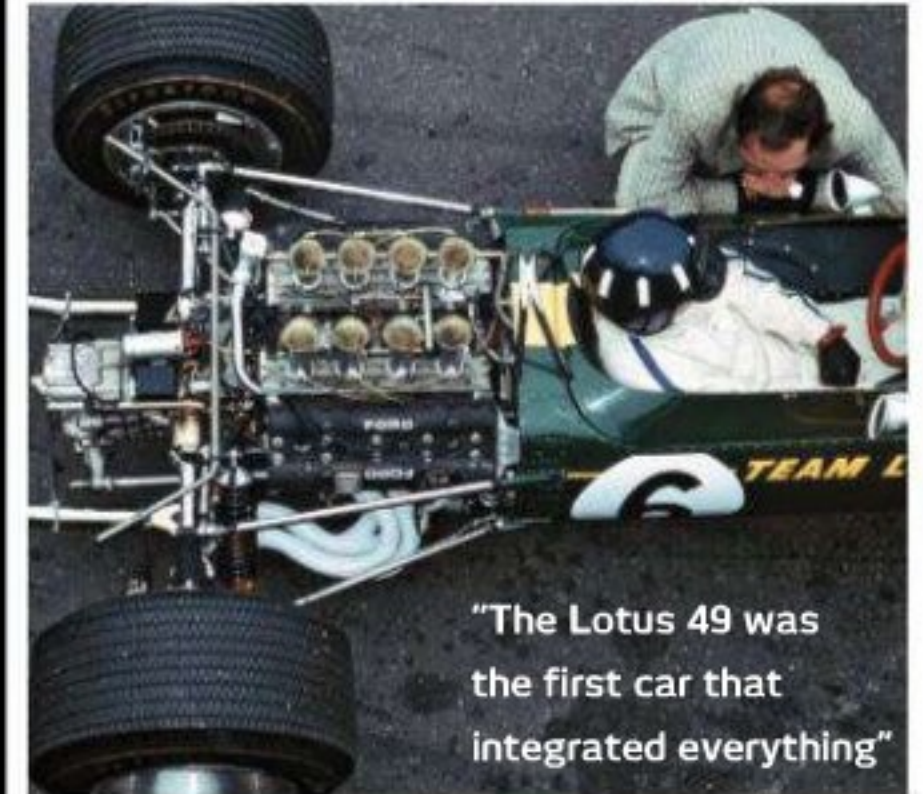
"At the end of 1978, Lotus took the 79 to Argentina for testing and I travelled from Patagonia to Buenos Aires to see it run. The team returned to the UK, but the car stayed in Argentina over Christmas, as the GP was in January. A friend of mine got the job of painting the car from black to green and he called and said, "You won't believe what I've got in my workshop!" So I made another trip and took 160 photos of all the car's parts.

"I couldn't have told that story at the time as my friend would have lost his job. But I do remember that I had a box containing photographs of every single piece of the car – that's why I went back to the drawing board and drew that car. I understood what they were doing."

"Ever since the Lotus 78 and 79, everyone in every formula has been searching for this mythical underfloor low-pressure area to keep the car on the ground. Before the 78, the thinking was still mainly mechanical. There were wings, but the amount of downforce was down to the wing area and efficiency. With the 78, the whole car was effectively one big wing.

"Of course after the Lotus 79, a lot of teams tried the concept, but not many stood back and looked at the consequences of overdoing it with airflow separation and stalling and what have you. I was working at McLaren at the time and we had a car that generated lots of downforce from the tunnels beneath the car, but it was so hard to drive because it was so pitch-sensitive.

'Porpoising' [a back-and-forth rocking motion caused by uncontrolled ground effect] was the big problem. I remember I was watching a Ligier go past the pits at Monza and it was porpoising so much because of the tunnels under the car. As people did it more and more, they just became lost and the cars got too hard to drive. Then when people got a better understanding, they realised there actually is a limit. The Lotus 79 wasn't far from that limit – it was a pretty good package. It had good downforce and wasn't too sensitive."



"The Lotus 49 was the first car that integrated everything"

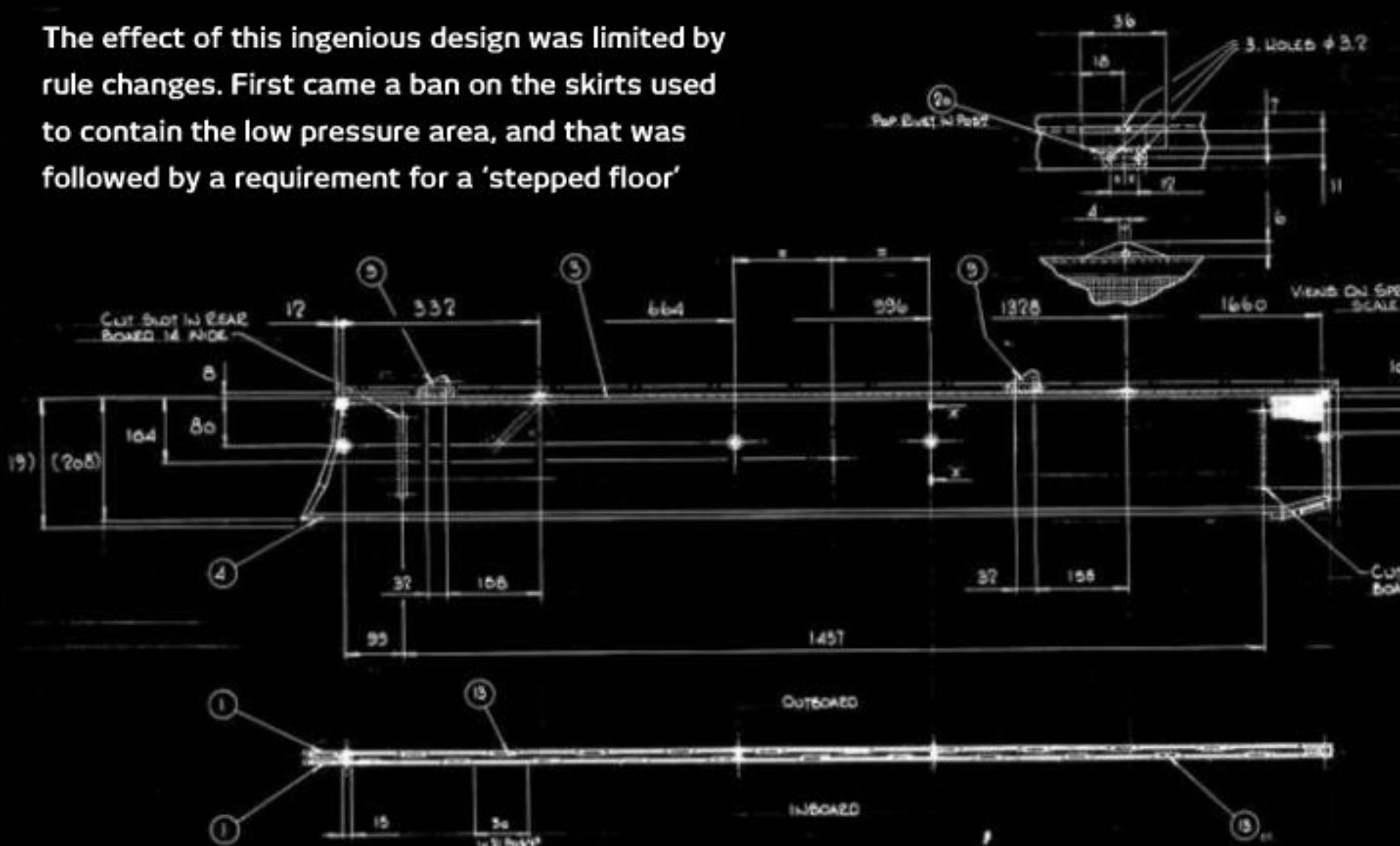
"When you're asked what was the most influential Formula 1 car of all time, the Lotus 78 is the obvious answer because it woke everyone up to aerodynamics. But Lotus had designed a similarly influential car before that – the Lotus 49. That was the first car where they really integrated everything: the engine was bolted onto the back of the monocoque, the gearbox was bolted onto the back of the engine and everything worked together. The oil tank became a wing mount! I think that definitely influenced the way things are done in the sport even today.

But as I said, the Lotus 78 was the car that really changed everything because of its use of ground effect. Everyone suddenly started looking more closely at aerodynamics after that. Before ground

"Even when ground effect was banned, people still valued **windtunnel testing**. Nowadays, it's a fundamental part of F1"

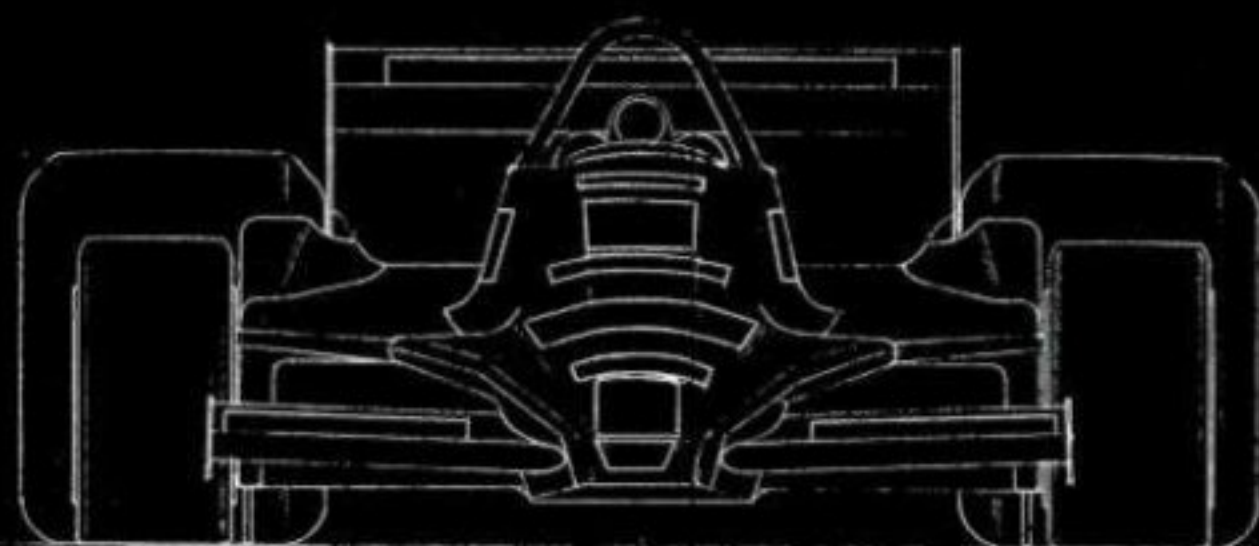
effect, people used to put cars in the windtunnel maybe once a year, if that. Once people started to realise that ground effect was the way to make the cars go quicker they started putting cars in the windtunnel, and the most significant result that brought about was that even when ground effect was banned, people still really valued windtunnel testing. Nowadays, it's a fundamental part of F1." **F1**

The effect of this ingenious design was limited by rule changes. First came a ban on the skirts used to contain the low pressure area, and that was followed by a requirement for a 'stepped floor'



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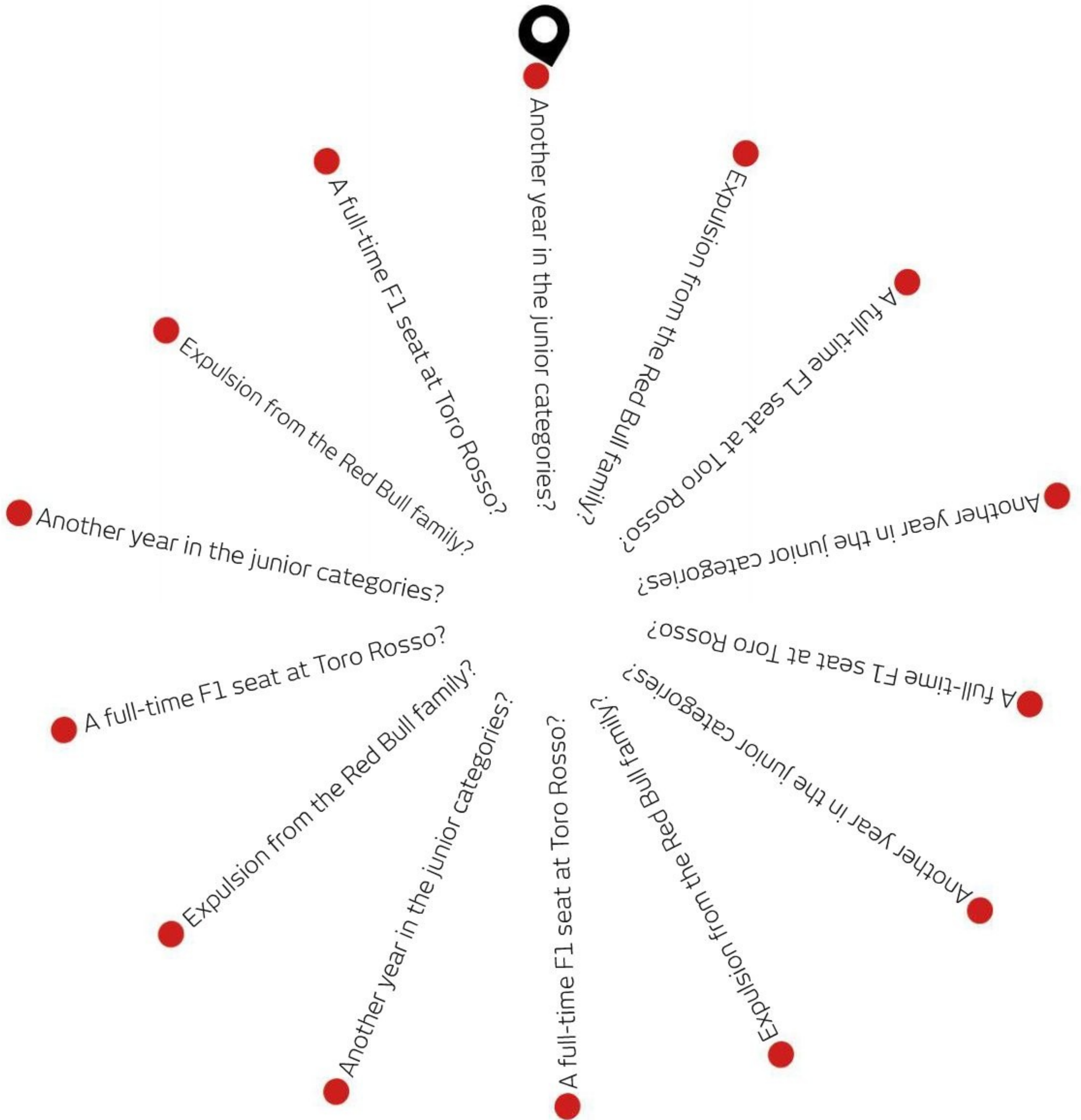
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TECHNICAL SPECIFICATIONS

	LOTUS 78	LOTUS 79
Chassis	Aluminium monocoque	Aluminium monocoque
Engine	Cosworth DFV V8	Cosworth DFV V8
Gearbox	Hewland FG400 5 speed	Hewland FG400 5 speed
Front Suspension	Upper rocking arms, lower wishbones	Upper rocking arms, lower wishbones
Rear Suspension	Lower wishbones, parallel upper links, twin radius rods	Lower wishbones, upper rocking arms
Weight	594kg	575kg
Wheelbase	272.8cm	274.3cm

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Jean-Eric Vergne's Wheel of fortune



Jean-Eric Vergne is supposed to be France's next world champion – and the new Sebastian Vettel. But when you're on Red Bull's young driver programme, failure is just as likely as success...

WORDS JAMES ROBERTS



WINGS

Jey

Red Bull

Vergne

SCHROTH

Red Bull

BRIDGESTONE

Money Service Group



Friday running with Toro Rosso is helping Vergne learn the ropes, under the watchful gaze of Dr Helmut Marko



PHOTOS: CHARLES COATES/LAT; PETER FOX/GETTY IMAGES; ANDREW HONE/GETTY IMAGES

Look, it's a bit like *X Factor*. Perform well for the judges and you get a safe passage into the next round of the competition. Fail to impress and you're unceremoniously dropped and consigned to history. Like it or not, that's how Red Bull's young driver programme works. The real stars – such as Sebastian Vettel – reach the number one spot. Those less fortunate and, let's face it, less talented, disappear. Anyone seen Michael Ammermüller, Adrian Zaugg or Mikhail Aleshin recently?

The process is not a charity, it's a highly pressured arena in which you progress through the junior categories in the constant fear of someone else emerging and knocking you off your perch. And it doesn't just happen in Formula 3 or GP2 – both Toro Rosso drivers are

looking over their shoulders as the next wave of talent rises to the top. Sébastien Buemi and Jaime Alguersuari have competition for their seats; indeed Alguersuari was to be replaced by Daniel Ricciardo at mid-season, but by coming eighth at Valencia he opened a performance clause in his contract that meant he kept his seat and Ricciardo went to HRT instead.

Behind Ricciardo is another youngster eager to stake his claim, and the 21-year-old Frenchman Jean-Eric Vergne has already started to gain the necessary mileage to get up to speed. Last November he completed over 150 laps for Toro Rosso at the end-of-season young driver test, did three days for Red Bull in the gap between Abu Dhabi and Brazil this year and will have three Friday GP runs under his belt. He's been offered

the stage; now it's up to him to perform – and head judge Dr Helmut Marko is watching.

"It's very easy. We'll have a discussion and an evaluation after Brazil and then we'll see what we do," says Marko. "When we have more information on his performances it will be easier to make a judgment." And that could be an extra year in the junior categories with more Friday running, a full-time F1 seat, or complete expulsion from the Red Bull family...

"You have to perform," concedes Vergne. "If you want to succeed in F1, you have to deliver *all* the time. Dr Marko says we have to perform and win. That's it. Strict? Yes, of course he is, but he has the best Formula 1 team and a world champion driver. What else would he expect?"

"He's incredible. He's out for himself, he's ruthless. Last year, he has a certain arrogance, but he also has this great tenacity as he never, ever gives up"

Last year, Jean-Eric Vergne became the first Frenchman to win the prestigious British F3 title, taking a dominant 13 wins en route to the crown. This year he narrowly missed out on victory in the World Series by Renault after a nail-biting showdown ended with opening lap contact with his nearest challenger – and team-mate – Robert Wickens. →

LET'S DANCE



POWER IS NOTHING WITHOUT CONTROL



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A few wet laps in a Toro Rosso in Korea were Vergne's first taste of F1 in nearly a year – yet he still managed to impress



CV

Name Jean-Eric Vergne

Born Paris, France

24 April 1990

Lives Milton Keynes, UK

Career highlights

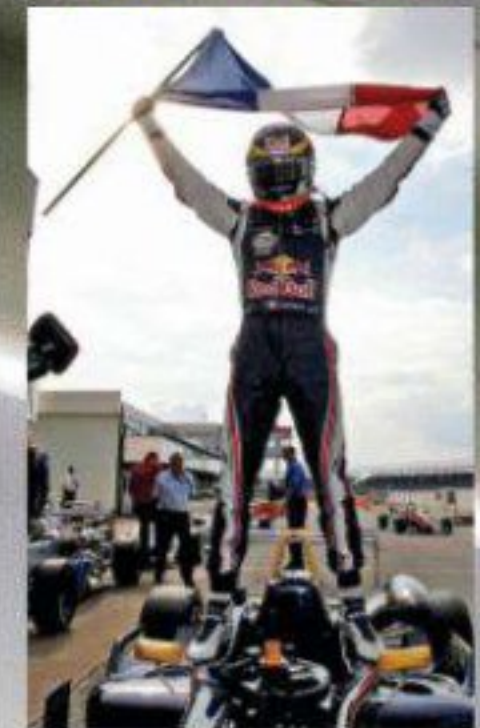
2011 World Series by Renault: second, (four wins, nine podiums)

2010 British F3: champion, (13 wins, 19 podiums)

2009 Formula Renault Eurocup: second, (four wins, nine podiums)

2008 Formula Renault Eurocup: sixth, (one podium)

2007 Formula Campus France: first, (six wins, ten podiums)



PHOTOS: ANDREW HONE/LAT; ARCHIVE: ANDREW HONE/GETTY IMAGES

“He’s very switched on and incredibly competitive. When he doesn’t win a race, you’re better off not talking to him for an hour...”

Still, he won five times and often had the measure of fellow Red Bull youngster Ricciardo.

His F3 and World Series team boss, Trevor Carlin, who also ran the likes of Vettel and Kubica prior to F1, is convinced of Vergne’s talent. “He’s incredible. He’s got all the necessary qualities to be a decent F1 driver: he’s out for himself, he’s ruthless, he has this Gallic flair about him and a certain arrogance, but he also has great tenacity as he never, ever gives up.”

On many occasions in World Series, JEV has qualified on the third or fourth row, but with his late-braking, dicing-through-the-traffic driving – so reminiscent of Lewis Hamilton in the junior formulae – the young Frenchman would always haul his car onto the podium. Anyone who’s seen him race would point to his aggression, but it’s controlled; there’s maturity in his performances.

“I remember his first race for us in British F3, he was leading and the Safety Car was out,” says Carlin. “As it came in, he was weaving to warm his tyres and looking at the car in second place in his mirrors. As they rounded the final corner he waited until the car behind was on the wrong

Watch out Ricciardo: Vergne’s right behind you. Both are products of the Red Bull young driver programme, with Ricciardo (left) now at HRT

part of the track, floored the throttle and got ten car lengths over him before the finish line.

“He’s switched on and incredibly competitive. When he doesn’t win a race, you’re better off not talking to him for an hour. And when he lost the championship at the final race this year, we didn’t see him for two hours. But by the evening he was over it, gave a speech, thanked the team and in the morning he was on a flight to Korea. He was already focused on the next thing.”

As JEV drew back the curtains on the Friday morning of Korea, his heart sank when he saw the pouring rain. That first run in a 2011-spec car was limited to a few laps, but he didn’t put a foot wrong and he followed that with 11th in FP1 in Abu Dhabi, only 0.3secs behind Jaime Alguersuari. Toro Rosso team principal Franz Tost was pleased. “He gave good feedback to the



engineers, was well-prepared with a prior run in the simulator and although it was nearly a year since he’d last driven an F1 car, he did a good job,” says Tost. “Our programme is clear. On Friday mornings we get him to do as many laps as possible as the aim is to get him used to the car and the tyres. We want him to improve his lap times and, so far, his speed has been good.”

But with just a few Friday outings and the young driver test, how does Marko know if he has a new Ayrton Senna or a new, er... Scott Speed? Toro Rosso’s chief engineer Laurent Mekies oversaw Vergne’s run in Abu Dhabi last year and believes that even over a few laps you soon pick up whether someone is special or not.

“You might say he’s the next big thing, but equally you can see if he’s not ready to absorb all of the procedures necessary for driving an F1 car today, so it’s a valid test,” says Mekies. “Also you have to respect people who win with such a big margin then jump into another series and are able to perform so well – if someone goes quick in two different cars in such a short amount of time, it shows there is something decent there.”

Until Marko makes his decision, Vergne’s short-term future is unclear, but Tost believes it is too soon for a full-time F1 race seat. “Maybe he should do another year in Renault, as next year with new regulations they will have faster cars. Parallel to this, he should run every Friday with us. This is what I would like, but we’ll have to see. He has a good future, but it’s in his hands: we can give him the tools to do the job, but it’s up to him to get the most out of them.”

Only then will he find out whether he’s good enough to stay in the competition, or if he’ll be cast onto the scrap heap... **F1**

PREDICTOR TURNS UP THE HEAT IN ABU DHABI

Computer's red-hot streak continues in the desert



The Predictor continued its strong end to the season with a 35-point haul from the Abu Dhabi Grand Prix, the fifth consecutive week it has passed the 30-point mark.

That score came despite the fact it backed Sebastian Vettel for victory, Lewis Hamilton for fourth and Fernando Alonso for fifth – all three drivers returning zero points as a consequence.

The Predictor salvaged a strong score however by taking five-point hauls for backing Jenson Button and Mark Webber for second and third respectively and for tipping Adrian Sutil for seventh.

That was then boosted by two maximum hauls – Nico Rosberg for sixth and Paul di Resta for ninth proving perfect tips to take the Predictor's total to 35.

MAXIMUM SCORES

Three-time grand prix winner Johnny Herbert topped the Expert panel with 49 points. Herbert returned four maximum scores, including an inspired selection of Lewis Hamilton for victory, Jenson Button for third and Mark Webber for fourth.

Overall leader, triple WTCC champion Andy Priaulx, also had the trio in that order and finished with 44 points, helping him edge clear of sportscar ace Darren Turner at the top of the table.

CLEAR WINNER

'F1 McLaren' was the clear winner of the weekend with a remarkable nine correct predictions – Bruno Senna for ninth the only mistake in an otherwise flawless score of 120 points.

Heading into the final grand prix of 2011, 'FireHawk' remain top of the overall leaderboard, although a strong weekend by 'FlyingCastrol' narrowed the gap to 12 points. For the Predictor's picks, visit: <http://predictor.castroledgerankings.com>

"WITH A REMARKABLE NINE
CORRECT PREDICTIONS, TEAM
'F1 McLAREN' WAS THE CLEAR
WINNER OF THE WEEKEND"




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Way back when

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



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Toyota's grand entrance

They had initially planned to enter Formula 1 in 2001 but Toyota chose to delay their appearance until 2002, forfeiting a \$11million deposit as a result. When their grand launch of the TF102 finally happened, it took place at the team's Cologne headquarters on 17 December 2001, with drivers Allan McNish and Mika Salo (pictured right, either side of team principal Tsutomu Tomita). Ironically, the pair had spent most of the year testing the team's first chassis, the TF101, in preparation for 2002. After an unsuccessful first year for the team, both drivers were dropped for 2003.



THIS
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To the young the spoils

Getting a kiss from Miss Sebring GP 1959 is Cooper driver Bruce McLaren who, by winning the 1959 US GP at Sebring on 12 December, became the youngest winner of a GP, aged 22 years and 104 days. He pulled out from behind reigning world champion teammate Jack Brabham with just a few hundred metres to go, as Maurice Trintignant closed in on them. Aside from the \$6,000 winner's purse, McLaren apparently won several acres of land adjoining Sebring Lake.



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Coulthard for Benetton?

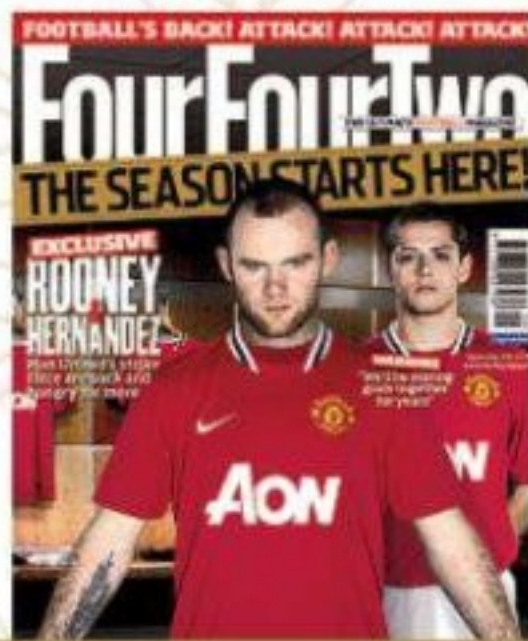
Although he spent his time in F1 as a Williams, McLaren and Red Bull driver, David Coulthard's career in the sport could have taken a very different path as his first serious test in an F1 car was actually in a Benetton. After a brief run in a McLaren in 1989, his prize for winning the McLaren/Autosport/BRDC Young Driver of the Year award, DC tested the Benetton B192 at a wet Silverstone on 1 December 1992. He impressed over 40 laps and was an outside bet for the 1993 seat that eventually went to Riccardo Patrese. Coulthard instead returned to F3000 for the following season.



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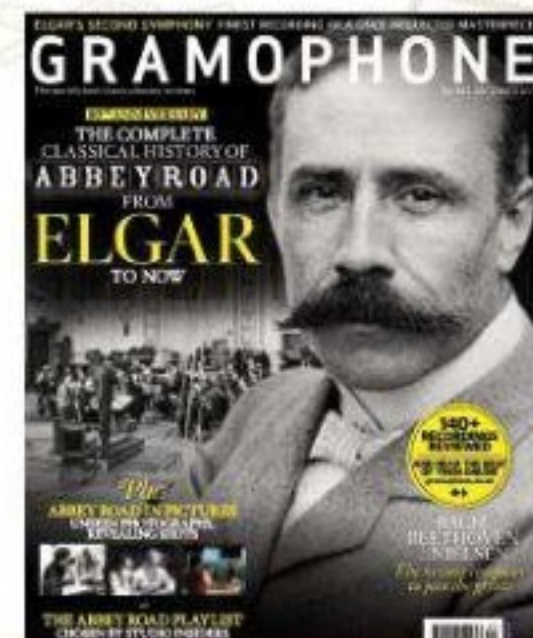
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Happy bubbles back for Lewis

It's not champagne but it
doesn't matter, as Hamilton's
mum inspires him to victory





INDIAN GP

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Despite another Seb victory, it was all about the mindset of Lewis Hamilton

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Vettel turns mechanic while Mark Webber becomes Red Bull's DJ

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Elevation changes, blind corners and an intense atmosphere: Heikki loves it



RACE DEBRIEF by Pat Symonds

The Indian Grand Prix

30.10.2011 / Buddh International

Vettel claims win number 11 with ease... yet more strife between Hamilton and Massa



Come on now Seb, don't be so greedy

India makes a successful debut on the F1 stage as Vettel adds leading every lap to his usual win, pole and fastest lap spoils

Dust. If there was one word that was on everyone's lips during the first Indian GP it was this. It was unfortunate that Hermann Tilke's eighth complete circuit design, and undoubtedly his best yet, was dominated by such a simple piece of nature.

Perversely, the ban on in-season testing has made visiting new tracks less of a novelty for the teams and particularly for their drivers. No longer able to spend days thrashing their cars around circuits, they have invested heavily in simulator technology to the point where it is not just driver familiarisation that they are used for, but also the initial setup of the cars.

The level of sophistication in these simulators increases year on year with the geography of the circuits often mapped by LIDAR (Light Detection And Ranging), a sophisticated optical mapping technique carried out by flying over the circuit and scanning it in 3D. For the Buddh International Circuit, this had not been possible and so the teams relied on the surveyors' maps. These, while accurate, do not encompass all the nuances of kerb height or the elevation changes that add character to this circuit.

Also unique to Buddh were the very wide entries to some of the slower corners. These open entries had been a well thought out means

of encouraging overtaking, but unfortunately the dust had dictated that grip was only to be found on one distinct line.

For practice, Pirelli had supplied extra sets of tyres to the teams to allow them to explore the circuit. They also provided more soft tyres than usual, which was fortunate. To a man, the drivers found the hard tyre almost impossible to 'turn on' while even the soft tyre was taking three laps to warm up and, with very low wear, was improving with every lap.

By far the most significant event of first practice was nothing to do with the new circuit. With six minutes left, Maldonado stopped at Turn 16 with a terminal engine failure. Double yellow flags were waved at the scene indicating drivers should be prepared to stop. Pérez and Hamilton both set fast times through this sector, thereby incurring the wrath of the stewards and a subsequent three-place grid penalty.

As the cars and drivers started to flex their muscles on Friday afternoon it became clear that this was a circuit they could enjoy. True, the first sector was little more than two straights with a couple of tight corners but, even here, the entry to the tight turn before the long straight was on a rising incline. Approached at 150mph in fifth gear the drivers had to sight their braking point well before they could see the apex so as to bring the speed down to just 45mph in first gear.

The middle section was more challenging, with Turns 5 through to 15 providing a series of fast curves and chicanes and Turns 10 and 11 combining to hold high cornering forces on the drivers for around eight seconds, somewhat reminiscent of the infamous Turn 8 in Istanbul. Without exception, the drivers were voluble in their praise, most describing it as by far the best of the Tilke generation of tracks.

The sector splits determined by the timing system separated the first mainly straight part of the circuit from other sectors that were more focused on cornering. This provided some insight into how the teams approached their setup for the new circuit. In gaining

"Tilke's eighth complete circuit design is his best yet"

pole position, Vettel was a full quarter second down on Hamilton in the first sector, which was reliant on straightline speed. However, he made up over half a second through the corner-dominated later sectors. Neither car had been set up for particularly high top speeds, though. Hamilton passed through the speed trap at just 2.3mph faster than Vettel (who only outpaced the two Norfolk Lotus cars), but even he was a full 5mph slower than the fastest cars.

So despite the millions spent on simulations there were still different approaches as to how best to race. While the quickest lap may be set with a combination of high downforce and low top speed, the better race solution is often lower downforce and a top speed that assists overtaking, even in these days of DRS.

Once these vagaries had been determined, it was business as usual in qualifying as Vettel secured pole position (that's 16 poles in one season for Red Bull – the most ever set by a team over a year). In terms of pure speed Hamilton was just behind him, but it was Webber who claimed the next grid position once penalties had been applied. Toro Rosso were of note, this being the first time they had got both of their cars into the top ten.

As the lights went out, Vettel made a perfect start with Button moving up past Webber and Alonso into second place by Turn 3. Vettel was concentrating only on getting onto the long straight cleanly. This he did and, to the

View from the paddock

First time for everything

The Indian Grand Prix was an event of firsts. The first international motor race for the country and the first time many Formula 1 personnel had visited India. On Friday morning, Karun Chandhok was the first driver to set a lap time around the new Buddh International Circuit, while Narain Karthikeyan was the first of his countrymen to start and finish the race on Sunday. Everyone seemed to enjoy the organised chaos surrounding the event; on race-day morning it was the first time I'd heard music – a local sitar-based sound – blasting from the Paddock Club, drowning the whole area in a cacophony of noise. But that evening was also the first time I'd seen a sewerage pipe break, causing a massive hole outside McLaren's hospitality unit.

Chandhok correctly predicted in last month's *F1 Racing* that Formula 1 was going to get a complete culture shock. We did and, for the first time, we enjoyed it.

James Roberts

The story of the race

▼ Vettel leads Webber at the start, while Alonso slides wide at Turn 1 and is passed by Jenson Button



BUDDH INTERNATIONAL CIRCUIT



► Further back, Barrichello misjudges his braking point and tags Pastor Maldonado who, in turn, collects Kobayashi



► By lap 25 Vettel is streaking away. Lewis and Massa inevitably collide, causing Lewis to pit for a new nose



◀ Massa gets a drive-through penalty and later has an off-track excursion that breaks his suspension

▼ Fernando Alonso jumps into third place ahead of Mark Webber after his final pitstop of the race



► After 60 uneventful laps, Sebastian Vettel takes the flag, making it victory number 11 this year



disappointment of many, was never challenged again. The only person to keep him in sight was Button with some impressive laps around the pitstops. Button, in turn, had to deal with an early challenge from Webber but this time the Red Bull needed fresh rubber too early

and the contest faded. Webber's excessive tyre consumption was costing him time, not just to Button, but also to the fast approaching Alonso. With his tyres fading once again, Webber made his final stop on lap 37, hoping to switch on the hard tyres quickly on the ever-improving track →

and so use the undercut to hold off Alonso. It wasn't to be and Alonso made a mighty push for two more laps before pitting himself, exiting the pits just a second ahead of Webber to go on to claim the final podium position.

All of this was overshadowed by yet more antics between Hamilton and Massa. Lewis, in a better frame of mind, had been quick to confess to his mistake in practice and accepted his penalty with good grace. It does not excuse the fact that it was an unnecessary error that affected his entire weekend. In the race he was disputing fifth place with Massa. The Ferrari had the speed on the straight and Hamilton appeared to be getting more and more frustrated in his attempts to pass. On lap 22 a mistake by Massa at Turn 3 gave Hamilton a chance and the pair fought side-by-side through Turns 4 and 5. It was not enough for the pass but two laps later Hamilton used his KERS to his advantage out of Turn 4, on the assumption that Massa would have used all his KERS on the straight. It was an intelligent guess and allowed Hamilton to take the inside line into Turn 5. Massa moved right to take his line, glanced in his mirrors, and then turned in, straight into the ill-fated Brit. It was clearly Massa at fault, an opinion the stewards agreed with by giving him a drive-through, but

this did nothing to improve their relationship or the dreadful year Hamilton is having.

Hamilton is proving to be an enigma. A champion with style just three years ago (ironically by one point over Massa) he is now a magnet for trouble. On his day his driving is a joy to behold, but as a team boss, you would be extremely conscious of his current inability to provide the consistency needed to win a title. McLaren is his spiritual home but you get the feeling that it is not his team in the same way it was when Ron Dennis was his mentor. I had to deal with this type of problem many times in my career, even with world champions. Normally it's only for short periods when a driver just gets in a 'bad place' for a couple of races. It is necessary to provide immense support but critical honesty.



This iffy moment aside, Schuey drove a steady race to finish fifth

A sportsman has an ego that is as big as it is frail and when he loses the self-esteem that drives him to do things other mortals only dream of, rebuilding that confidence takes time and single mindedness. Lewis is a great driver with skill and intelligence who now needs to look deeply within himself, and his team and advisors need to give him support that may have to be cruel to be kind. If ever there was an argument for F1 drivers needing professional coaches rather than sycophantic managers, this is it.

And so the first Indian Grand Prix will be remembered not just for another dominant performance by Vettel, nor for the cultural changes or superb track layout it gave the teams, but also as another marker in Lewis Hamilton's ever more difficult season. **F1**

The GP you didn't see on TV

Taking you behind the scenes at the Buddh International Circuit



No, it's not the 2011 Lotus – but it does share the same colour scheme



After all of the anticipation, Bernie just can't wait to get the first Indian show on the road



Alguersuari has competition as Webber shows off his DJing skills to his team-mates...



...while Vettel gets to business taking on Pirelli's Paul Hembrey in a tyre-fitting competition



As befits any new development, there's always a few things left to finish off on the snag list

Indian Grand Prix stats

The lowdown on everything you need to know from the weekend in New Delhi...

THE GRID

 1. VETTEL RED BULL 1m24.178secs Q3	 2. WEBBER RED BULL 1m24.508secs Q3
 3. ALONSO FERRARI 1m25.519secs Q3	 4. BUTTON McLAREN 1m24.950secs Q3
 5. HAMILTON* McLAREN 1m24.474secs Q3	 6. MASSA FERRARI 1m25.122secs Q3
 7. ROSBERG MERCEDES 1m25.541secs Q3	 8. SUTIL FORCE INDIA NO TIME IN Q3
 9. BUEMI TORO ROSSO NO TIME IN Q3	 10. ALGUERSUARI TORO ROSSO NO TIME IN Q3
 11. SCHUMACHER MERCEDES 1m26.337secs Q2	 12. DI RESTA FORCE INDIA 1m26.503secs Q2
 13. MALDONADO WILLIAMS 1m26.537secs Q2	 14. SENNA RENAULT 1m26.651secs Q2
 15. BARRICHELLO WILLIAMS 1m27.247secs Q2	 16. PETROV** RENAULT 1m26.319secs Q2
 17. KOBAYASHI SAUBER 1m27.876secs Q1	 18. KOVALAINEN LOTUS 1m28.565secs Q1
 19. TRULLI LOTUS 1m28.752secs Q1	 20. PÉREZ* SAUBER 1m27.562secs Q2
 21. D'AMBROSIO VIRGIN 1m30.866secs Q1	 22. GLOCK ∞ VIRGIN NO TIME IN Q1
 23. RICCIARDO*** HISPANIA 1m30.216secs Q1	 24. KARTHIKEYAN‡ HISPANIA 1m30.238secs Q1

* Three-place penalty for ignoring double waved yellows ** Five-place penalty for causing collision in Korean GP *** Five-place penalty for replacement gearbox ‡ Five-place penalty for impeding another driver ∞ Allowed to start by stewards

THE RACE



THE RESULTS (60 LAPS)

1st	Sebastian Vettel	Red Bull	1h30.35.002s
2nd	Jenson Button	McLaren	+8.433s
3rd	Fernando Alonso	Ferrari	+24.301s
4th	Mark Webber	Red Bull	+25.529s
5th	Michael Schumacher	Mercedes	+65.421s
6th	Nico Rosberg	Mercedes	+66.851s
7th	Lewis Hamilton	McLaren	+84.183s
8th	Jaime Alguersuari	Toro Rosso	+1 lap
9th	Adrian Sutil	Force India	+1 lap
10th	Sergio Pérez	Sauber	+1 lap
11th	Vitaly Petrov	Renault	+1 lap
12th	Bruno Senna	Renault	+1 lap
13th	Paul Di Resta	Force India	+1 lap
14th	Heikki Kovalainen	Lotus	+2 laps
15th	Rubens Barrichello	Williams	+2 laps
16th	Jérôme D'Ambrosio	Virgin	+3 laps
17th	Narain Karthikeyan	Hispania	+3 laps
18th	Daniel Ricciardo	Hispania	+3 laps
19th	Jarno Trulli	Lotus	+5 laps

Retirements

Felipe Massa	Ferrari	32 laps - damage
Sébastien Buemi	Toro Rosso	24 laps - engine
Pastor Maldonado	Williams	12 laps - gearbox
Timo Glock	Virgin	2 laps - collision
Kamui Kobayashi	Sauber	0 laps - collision

THROUGH SPEED TRAP



Fastest: Sergio Pérez, 201.11mph

Slowest: Timo Glock, 176.82mph

TYRE COMPOUNDS USED



CLIMATE

Sunny 31°C

TRACK TEMP

36°C



FASTEST LAP

Sebastian Vettel, lap 60, 1min 27.249secs



FASTEST PITSTOP

Michael Schumacher, 20.893secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	374pts
2nd	Jenson Button	McLaren	240pts
3rd	Fernando Alonso	Ferrari	227pts
4th	Mark Webber	Red Bull	221pts
5th	Lewis Hamilton	McLaren	202pts
6th	Felipe Massa	Ferrari	98pts
7th	Nico Rosberg	Mercedes	75pts
8th	Michael Schumacher	Mercedes	70pts
9th	Vitaly Petrov	Renault	36pts
10th	Nick Heidfeld	Renault	34pts
11th	Adrian Sutil	Force India	30pts
12th	Kamui Kobayashi	Sauber	27pts
13th	Jaime Alguersuari	Toro Rosso	26pts
14th	Paul Di Resta	Force India	21pts
15th	Sébastien Buemi	Toro Rosso	15pts
16th	Sergio Pérez	Sauber	14pts
17th	Rubens Barrichello	Williams	4pts
18th	Bruno Senna	Renault	2pts
19th	Pastor Maldonado	Williams	1pt
20th	Pedro de la Rosa	Sauber	0pts
21st	Jarno Trulli	Lotus	0pts
22nd	Heikki Kovalainen	Lotus	0pts
23rd	Vitantonio Liuzzi	Hispania	0pts
24th	Jérôme D'Ambrosio	Virgin	0pts
25th	Timo Glock	Virgin	0pts
26th	Narain Karthikeyan	Hispania	0pts
27th	Daniel Ricciardo	Hispania	0pts
28th	Karun Chandhok	Lotus	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	595pts	9	Williams	5pts
2	McLaren	442pts	10	Lotus	0pts
3	Ferrari	325pts	11	Hispania	0pts
4	Mercedes	145pts	12	Virgin	0pts
5	Renault	72pts			
6	Force India	51pts			
7	Sauber	41pts			
8	Toro Rosso	41pts			



For comprehensive F1 statistics visit www.forix.com

RACE DEBRIEF by Pat Symonds

The Abu Dhabi Grand Prix

13.11.2011 / Yas Marina Circuit

Vettel equals Mansell's pole record... Lewis takes win three of 2012... and manages to avoid Massa



Lewis returns to the family fold

After a troubled season, Lewis wins big smiles from his mum and his team as he answers his critics with victory at Abu Dhabi

With both the constructors' and drivers' titles won, you might have thought that there would be an end-of-term feeling to the penultimate race of the season. Not a bit of it. There was still everything to play for with Jenson Button fighting for second place in the drivers' standings, and with a four-way fight for fifth place in the constructors' championship,

competition was as fierce as ever. Runner-up spot for the drivers is a matter of honour, but the difference between fifth place and eighth place in the constructors' championship is about £6million in income from broadcasting rights.

Other than the unusual sight of Alonso and Vettel in the barriers during second practice, it was business as usual. In Abu Dhabi, the teams have to get their heads around the most

unusual feature of this track. At most circuits, morning practice starts somewhat cool, but by the time the race starts the track has warmed up and the tyres are behaving differently. In Abu Dhabi, with its evening start to proceedings, the opposite happens. As the day wears on, the later sessions are held in twilight with a drop in track temperature and a reversal of the normal change in tyre behaviour. With the tyres for this particular race being slightly conservative

“Lewis deserved this win and he carried it through in style”

relative to many of this year's events, teams were contemplating how best they could be used. In qualifying it was a question of whether a single lap or a slightly longer run to warm the tyres would yield the best grip. In the race, the fear was that the harder tyre, which was between 1.6 and 1.8 seconds slower than the softer option, might be much too hard to use towards the end of the race on a cool track.

The other concern was over the track layout, which last year produced a poor race with little overtaking. Ferrari, of course, lost out most from this characteristic as they saw their title hopes disappear through what, at any other track, would be a minor tactical error. For 2011, of course, the DRS has all but eliminated this sort of problem but, even so, the FIA decided to allow use of the system twice per lap in an attempt to improve the racing. Nevertheless, the drivers still weren't happy in practice, so the first zone was extended by 75 metres for the race.

Ferrari were talking down their chances for any sort of result, lacking optimism about getting the harder tyre to work. In first practice, both cars were sliding around and both drivers suffered harmless spins. By second practice, the track had dropped from over 42°C to 29°C and, even on the soft tyres, they needed some laps to get the tyres working properly.

Their pessimism was shared by Renault who, like Ferrari, also feel they suffer on low-speed tracks. Yas Marina, despite its long straights is not actually a very fast track and, with an average corner speed of around 75mph, it is

similar to Canada and the fifth slowest of the season. Low-speed grip and traction are at a premium, especially as any top speed advantage that can be found on the long straights will be unusable if traction out of the slow corners leading onto the straights is lacking.

Joining the usual cars not making it through Q1 was Barrichello; Williams are experiencing a lot of engine problems of late. Maldonado was already starting with a grid penalty for using his ninth engine of the season and, on Friday morning, Barrichello had to change his engine after an oil system problem. The engine he fitted was one he'd used previously, so it attracted no penalty. His final fresh engine was fitted for Saturday morning, but after just five laps it also suffered problems, which could not be fixed in time for qualifying. He also had to take a ninth engine for the race but, having not set a time, his mandatory ten-place grid penalty was academic.

The second part of qualifying saw both cars from the five most competitive teams get through, but it was Lewis's time of 1min 38.4secs that impressed. It was only a tenth quicker than Vettel's time – but quicker it was.

In the final qualifying session Hamilton could not match his previous time, while Vettel dug deep to almost equal it and steal pole by just over a tenth from Lewis who, in turn, squeezed ahead of Button by just 0.01sec. The young German's 14th pole of the season equalled a record held since 1992 by Nigel Mansell. It is not

View from the paddock

F1 looks to the east

It's not every day you get introduced to the Crown Prince of Bahrain. On Saturday afternoon, Bernie Ecclestone entered the Abu Dhabi media centre accompanied by Shaikh Salman bin Hamad bin Isa Al-Khalifa, who spoke about plans for the sport to return to Bahrain next April.

The unrest in the tiny Gulf state led to the cancellation of this year's race, but Bernie wants to get Bahrain back on the schedule. Although fans criticise the sport's move away from tracks in Europe, for F1 to be truly global, it must visit all corners of the world – and that includes the Middle East.

Abu Dhabi has set a standard for world-class facilities and the Yas Marina circuit is a showcase for F1. Like it or not, the Middle East has invested heavily in the sport so F1 mustn't turn its back on the region. But the spotlight is now on Bahrain to reform and solve its political and civil problems if it wants a future in which F1 will play a part.

James Roberts

The story of the race

Starting from pole for the 14th time this season, Vettel gets a great start and leads Lewis into Turn 1...

YAS MARINA CIRCUIT



...but as he rounds Turn 2, a puncture tips him into a spin. He limps back to the pits and into retirement



Meanwhile, Alonso has muscled his way past Button and is gamely keeping in touch with leader Lewis Hamilton



Red Bull put Webber on an aggressive three-stop strategy, but it's not enough to jump Button for third



Despite suffering from major KERS issues throughout the race, Button comes through to take third place



Lewis puts a troubled few weeks behind him by taking a well-deserved third victory of the season



a coincidence that Mansell's record was also set in an Adrian-Newey-designed car.

As the desert sun sank towards the horizon on race day, the lights went out and Vettel leapt into the lead. This was short lived – as he entered Turn 2, the car flicked sideways and

slid off the track as the right rear tyre suddenly deflated. Vettel made it back to the pits but the flailing tyre carcass had taken its toll and he was unable to rejoin the race.

With Vettel out, Lewis pressed on, but despite the Ferrari rhetoric, it was Alonso who, →

having disposed of Button on the first lap, was mounting a spirited challenge. After five laps, Lewis had pulled out 2.6secs and was balancing his lead against what he was asking of his tyres.

Behind them, Webber and Button were racing wheel to wheel. In so doing, they were being dropped by the leaders. Button's problems were compounded by a KERS fault, which was not only sapping him of power at crucial stages but also compromising his braking ability and making it difficult for him to fend off Webber.

Massa was the first of the top ten to pit on lap 15. Lewis came in next time round, followed by Alonso and Button. Webber held out for one more lap before he too stopped, but a slow right rear change dropped him behind Massa.

The ensuing laps saw a great battle between Button, Massa and Webber, but paradoxically the double DRS zone made it difficult to make a pass stick. Even when Webber eventually got past Massa when the Brazilian made a mistake going onto the first straight, he was immediately overtaken at the end of the second straight as Massa hit the speed trap before Turn 11 at 190mph, a full 8mph faster than Webber.

At the end of lap 35, Webber showed his intention for a three-stop race by stopping for



Rosberg battled wheel-to-wheel with team-mate Schumacher early in the race to come home in sixth

the softer tyre again. Button followed the next lap but chose the harder tyres to go to the end. With Hamilton making his final stop on lap 40, Alonso threw everything into it, staying out until lap 43 and slowly closing the gap. It wasn't enough and Hamilton was never threatened.

Interestingly, Webber had to drive a series of qualifying laps to make his strategy work. Leading up to his final very late stop he set nine of the ten fastest laps. But his Herculean effort was not enough to reclaim the 21 seconds lost in the extra stop, even with an in-lap time nearly two seconds quicker than that of anyone else.

The race was run and Hamilton was able to control the gap to Alonso to take a well deserved win. You have to hope it will exorcise the demons he's carried with him of late. Lewis deserved this win and he carried it through in style. It will have an important psychological effect over the winter and I think we'll see a refocused and determined Hamilton in 2012.

It was at this race last year that Vettel first won the title, but everyone's luck comes to an end at some point. Even without him we saw a display of excellence from his rivals that bodes well for the season finale in Brazil. **F1**

The GP you didn't see on TV

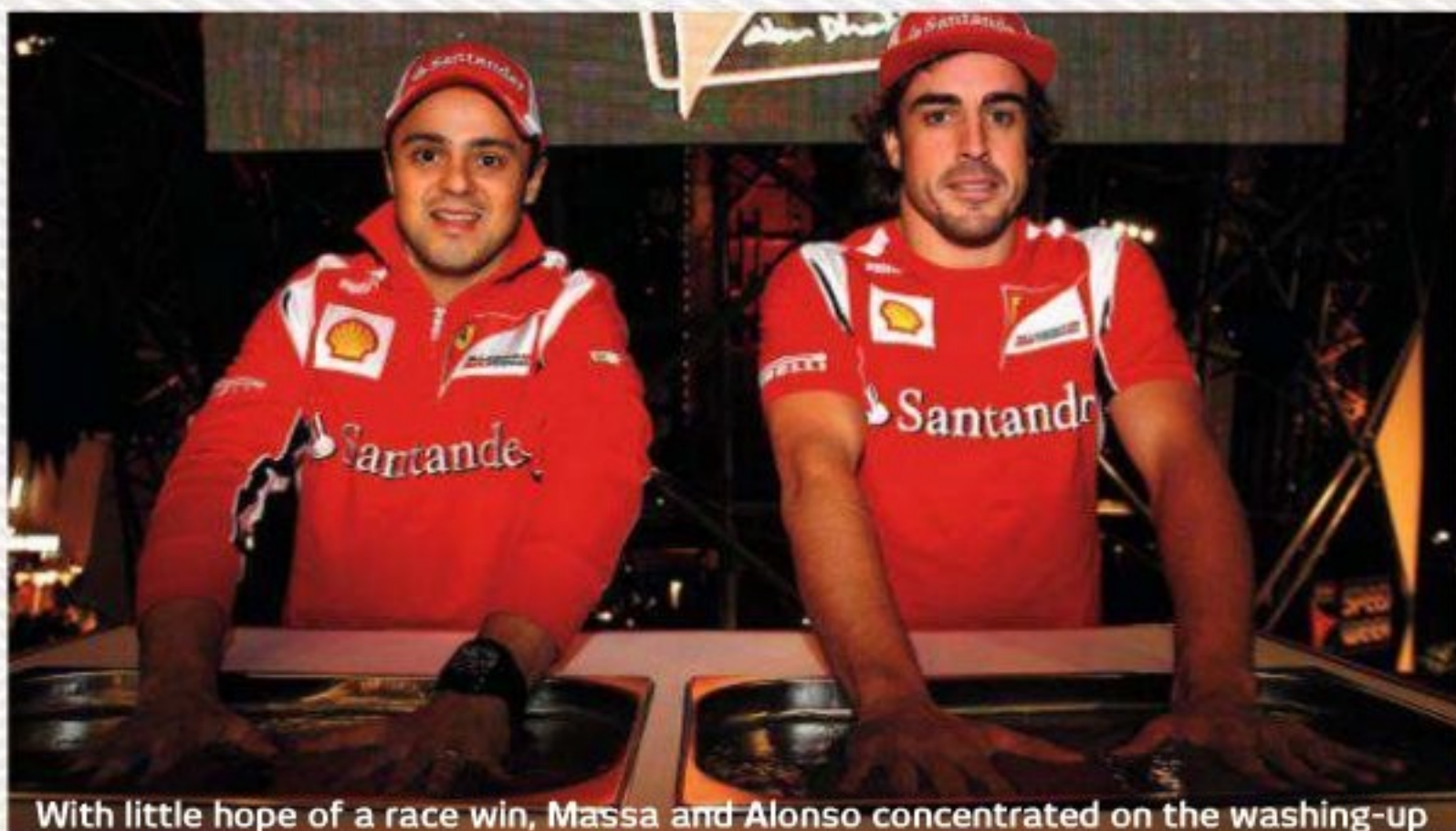
Taking you behind the scenes at Yas Marina



F1 Racing's very own 'spot the ball' competition. Except it's not really. Please don't write in.



Lewis looks happy, Martin Whitmarsh looks happy - have McLaren won a race or something?



With little hope of a race win, Massa and Alonso concentrated on the washing-up



Petrov and Senna proudly show off their signed Ronaldo shirts. Ronaldo waits awkwardly for his signed Petrov and Senna shirt...

Abu Dhabi Grand Prix stats

The lowdown on everything you need to know from the weekend in Abu Dhabi...

THE GRID

 2. HAMILTON McLAREN 1m38.622secs Q3	 1. VETTEL RED BULL 1m38.481secs Q3
 4. WEBBER RED BULL 1m38.858secs Q3	 3. BUTTON McLAREN 1m38.631secs Q3
 6. MASSA FERRARI 1m39.695secs Q3	 5. ALONSO FERRARI 1m39.058secs Q3
 8. SCHUMACHER MERCEDES 1m40.662secs Q2	 7. ROSBERG MERCEDES 1m39.773secs Q3
 10. DI RESTA FORCE INDIA NO TIME IN Q3	 9. SUTIL FORCE INDIA 1m40.768secs Q3
 12. PETROV RENAULT 1m40.919secs Q2	 11. PÉREZ SAUBER 1m40.874secs Q2
 14. SENNA RENAULT 1m41.079secs Q2	 13. BUEMI TORO ROSSO 1m41.009secs Q2
 16. KOBAYASHI SAUBER 1m41.240secs Q2	 15. ALGUERSUARI TORO ROSSO 1m41.162secs Q2
 18. TRULLI LOTUS 1m43.884secs Q1	 17. KOVALAINEN LOTUS 1m42.979secs Q1
 20. RICCIARDO HISPANIA 1m44.641secs Q1	 19. GLOCK VIRGIN 1m44.515secs Q1
 22. LIUZZI HISPANIA 1m45.519secs Q1	 21. D'AMBROSIO VIRGIN 1m44.699secs Q1
 24. MALDONADO* WILLIAMS 1m41.760secs Q2	 23. BARRICHELLO** WILLIAMS NO TIME IN Q1

* Ten-place grid penalty for a replacement engine;
** Allowed to start by stewards

THE RACE



THE RESULTS (55 LAPS)

1st	Lewis Hamilton	McLaren	1h37.11.886s
2nd	Fernando Alonso	Ferrari	+8.457s
3rd	Jenson Button	McLaren	+25.881s
4th	Mark Webber	Red Bull	+35.784s
5th	Felipe Massa	Ferrari	+50.578s
6th	Nico Rosberg	Mercedes	+52.317s
7th	Michael Schumacher	Mercedes	+75.964s
8th	Adrian Sutil	Force India	+77.122s
9th	Paul Di Resta	Force India	+101.087s
10th	Kamui Kobayashi	Sauber	+1 lap
11th	Sergio Pérez	Sauber	+1 lap
12th	Rubens Barrichello	Williams	+1 lap
13th	Vitaly Petrov	Renault	+1 lap
14th	Pastor Maldonado	Williams†	+1 lap
15th	Jaime Alguersuari	Toro Rosso††	+1 lap
16th	Bruno Senna	Renault	+1 lap
17th	Heikki Kovalainen	Lotus	+1 lap
18th	Jarno Trulli	Lotus	+2 laps
19th	Timo Glock	Virgin	+2 laps
20th	Vitantonio Liuzzi	Hispania	+2 laps

Retirements

Daniel Ricciardo	Hispania	48 laps - electrics
Sébastien Buemi	Toro Rosso	19 laps - hydraulics
Jérôme D'Ambrosio	Virgin	18 laps - brakes
Sebastian Vettel	Red Bull	1 laps - puncture/damage

† 30-second and †† 20-second penalty for ignoring waved blue flags

THROUGH SPEED TRAP



Fastest: Sergio Pérez, 200.49mph

Slowest: Sebastian Vettel, 100.41mph

TYRE COMPOUNDS USED



Soft Medium Intermediate Wet

CLIMATE

Sun/clear 26°C

TRACK TEMP

31°C



FASTEST LAP

Mark Webber, lap 51, 1min 42.612secs



FASTEST PITSTOP

Lewis Hamilton, 19.350secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	374pts
2nd	Jenson Button	McLaren	255pts
3rd	Fernando Alonso	Ferrari	245pts
4th	Mark Webber	Red Bull	233pts
5th	Lewis Hamilton	McLaren	227pts
6th	Felipe Massa	Ferrari	108pts
7th	Nico Rosberg	Mercedes	83pts
8th	Michael Schumacher	Mercedes	76pts
9th	Vitaly Petrov	Renault	36pts
10th	Nick Heidfeld	Renault	34pts
11th	Adrian Sutil	Force India	34pts
12th	Kamui Kobayashi	Sauber	28pts
13th	Jaime Alguersuari	Toro Rosso	26pts
14th	Paul Di Resta	Force India	23pts
15th	Sébastien Buemi	Toro Rosso	15pts
16th	Sergio Pérez	Sauber	14pts
17th	Rubens Barrichello	Williams	4pts
18th	Bruno Senna	Renault	2pts
19th	Pastor Maldonado	Williams	1pt
20th	Pedro de la Rosa	Sauber	0pts
21st	Jarno Trulli	Lotus	0pts
22nd	Heikki Kovalainen	Lotus	0pts
23rd	Vitantonio Liuzzi	Hispania	0pts
24th	Jérôme D'Ambrosio	Virgin	0pts
25th	Timo Glock	Virgin	0pts
26th	Narain Karthikeyan	Hispania	0pts
27th	Daniel Ricciardo	Hispania	0pts
28th	Karun Chandhok	Lotus	0pts

CONSTRUCTORS' STANDINGS

1	Red Bull	607pts	9	Williams	5pts
2	McLaren	482pts	10	Lotus	0pts
3	Ferrari	353pts	11	Hispania	0pts
4	Mercedes	159pts	12	Virgin	0pts
5	Renault	72pts			
6	Force India	57pts			
7	Sauber	42pts			
8	Toro Rosso	41pts			



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My month in F1

FRANK WILLIAMS

Every issue. Only in *F1 Racing*

KEEPING SHTUM...

I still can't make any comment about our driver line-up for next year. We're talking to a number of people and we're a long way from focusing in on any one of them – the business of choosing a driver takes time. There have been moments in the past when I've said to myself, "I hope we haven't made a cock-up here," but then that person has gone on to win the title. What we won't do is let this drag on until after Christmas. We need to have it sorted by then so that we can start the New Year knowing what we're doing.

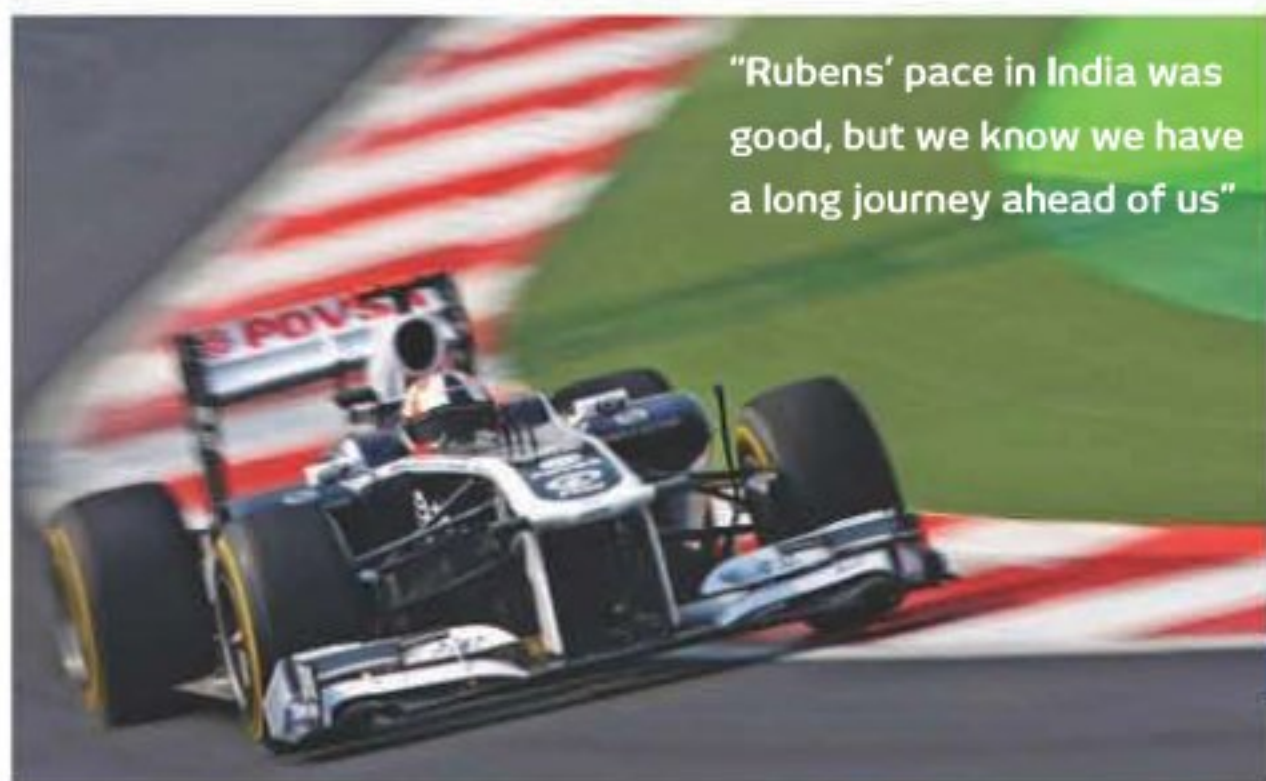
MARATHON MAN

Wasn't Alex Zanardi's victory in the handcycle class of the New York Marathon fabulous? I've known Alex for many years and his performance was evidence that his mind has not been held back by his physical limitations. He's a great example of mind over matter and I hope he continues to inspire people for years to come.

RETURN FROM THE EAST

I've just come back to the UK after 50 days in Qatar. It was a long business trip, but a very worthwhile one and I'm not the sort of person who gets homesick. A number of years ago we recognised that Qatar had no motorsport presence and they have since created a space for us. The more we give them by helping educate their engineers at the Williams Technology Centre, the more they give us. The relationship is working and there are opportunities ahead.

"Rubens' pace in India was good, but we know we have a long journey ahead of us"



BACK TO THE FUTURE

The main difference between my recent foray into the Middle East now, compared to the late 1970s when I brought in the Fly Saudia money, is that back then it was do or die. There was no money left and the lights were about to go out. Our business today is much more commercially stable and it's much more recognised because we've won races and titles.

A GROWTH AREA FOR F1

It became evident while I was in Qatar that motorsport is becoming really popular in the Middle East. Races are reported extensively, both in print and on television, and there are now a lot of circuits. There's one in Bahrain, another in Abu Dhabi, another in Qatar, another in Saudi Arabia – you keep tripping over them!

DAN WHELDON

I was truly saddened to hear of Dan Wheldon's death at the Texas IndyCar race. When I saw a picture of his car, I shuddered, but you can never be sure that a crash like that won't happen from time to time. Lessons can always be learnt and, gradually, the sporting authorities are squeezing out the chances of death. Sadly, it's not something that you can ever eliminate from motorsport though, especially when you consider how many laps are driven every year.

WE'RE STARTING TO MOVE FORWARDS...

As for our recent on-track performance, we've managed to improve the pace and consistency of the car. Rubens' pace in India was encouraging, although his finishing position was compromised by his crash at the first corner. But we know we have a long journey ahead of us.

BERNIE'S BIRTHDAY

I wasn't in India, but I watched the GP with interest on television while I was in Qatar. The track looked fantastic and I want to congratulate everyone involved in staging the race – particularly Bernie. It was his birthday that weekend and yes, I sent him a card. He's a remarkable man and he's still very sharp. I don't think his brain cell count has reduced in any way at all. Put another way, he easily has enough brain cells to keep comfortably in control of what he does. You never listen to Bernie and think he's just repeating himself, or that he's forgotten about something.

On my mind this month...

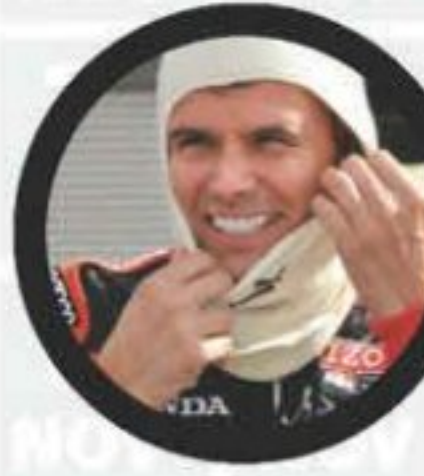
"Wasn't Alex Zanardi's victory in the New York Marathon fabulous?"



"Back in the 1970s when I brought in the Fly Saudia money, it was do or die"



"Qatar used to have no motorsport presence, but have since created a space for us"



"I was truly saddened to hear of Dan Wheldon's death at the Texas IndyCar race"

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



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ALAN HENRY

Forty years and counting on the frontline of Formula 1

Name changes are nothing new in Formula 1

So what's in a name? Not much, you might be forgiven for thinking after the FIA morphed Lotus into Caterham, Virgin into Marussia and Renault into Lotus at the respective teams' requests this month. In fact the Enstone-based operation's CV now looks positively schizophrenic, having started out in life as Toleman in 1981 before being sold on to Benetton in 1985, thence to Renault and finally on to its current owners, Genii Capital, who have now gained the rights to use the Lotus name.

Quite what F1 historians will make of all this in the years to come remains to be seen. Yet upon closer examination of the long-established operations on the grid today,

"Even dear old Sauber enjoyed an interlude as BMW"

argue that that makes Mercedes one of the most British teams on the grid.

Red Bull Racing rose from the wreckage of Jaguar, which, in turn, started life as Stewart-Ford; Force India began as Jordan and did spells as Midland and Spyker; Toro Rosso used to be Minardi. Even those dear old conservatives Sauber enjoyed an interlude as BMW before picking up their original identity again. Significantly enriched.

What is clear is that all this rearrangement of the F1 team titles over the years has created negotiating chips on the sport's wider canvass. Unanimous agreement is required from other competing teams, even those who have benefitted from such regulatory



Mercedes have been through the most name changes over the years: six to be precise

only Ferrari and McLaren are substantially the same entities that they were when they started out on their F1 journeys. Even Frank Williams flogged off his struggling team to Walter Wolf in the bleak mid-1970s, so year one for the current Grove-based team is really 1977 with Patrick Neve in a private March. Not Piers Courage with a dark blue Brabham in 1969.

Mercedes-Benz, of course, can trace the bloodline of their current UK-based team (in reverse order) back through Brawn, Honda, British American Racing and, originally, Ken Tyrrell's squad, which was sold to Craig Pollock and his chums at the end of 1998. You could

indulgence in the past. The whole process is carefully choreographed by Bernie Ecclestone and the FIA, who carefully balance the commercial realities of the moment with a need to ensure that it doesn't look as though the competitors are taking the mick with too many spurious requests for changes to their stage names.

The evolving names of the current F1 teams

■ Ferrari	
■ McLaren	
■ Matra → Tyrrell → BAR → Honda → Brawn GP → Mercedes GP	
■ Williams	
■ Minardi → Toro Rosso	
■ Jordan → Midland → Spyker → Force India	
■ Sauber → BMW Sauber → Sauber	
■ Stewart GP → Jaguar Racing → Red Bull Racing	
■ HRT	
■ Lotus → Caterham	■ FIA granted name changes to Lotus, Virgin and Renault
■ Virgin → Marussia	
■ Toleman → Benetton → Renault → Lotus	

DI MONTEZEMOLO THROWS A WOBBLY

Luca di Montezemolo's veiled threat that Ferrari might withdraw from F1 if they don't get their own way over more testing, less reliance on aerodynamics and permission to field a third car was classic Maranello theatre.

It reminded me of the hysterical occasion in 1964 when Enzo Ferrari fell out with the then governing body, the CSI, over the homologation of the 250LM into the GT category. The CSI refused as insufficient cars had been built for it to qualify as a GT – which was correct – and this sent Enzo bonkers. He announced that he would be handing in his Italian licence and would field his cars in the blue and white colours of Luigi Chinetti's North American Racing Team. His dissent lasted for all of two races.



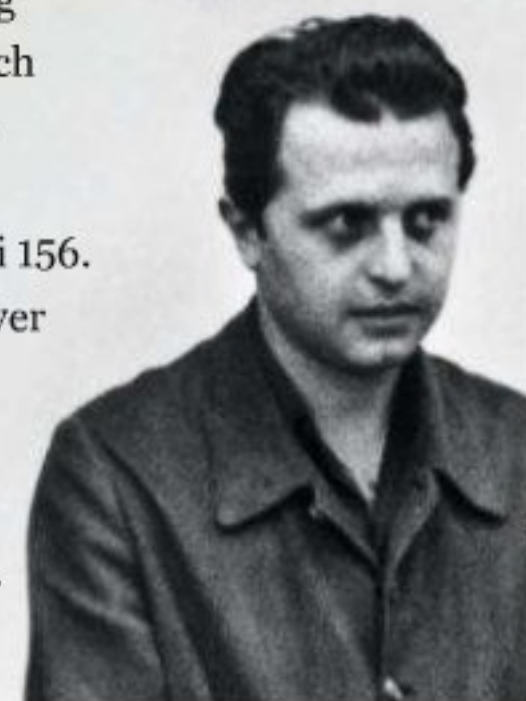
Ferrari went blue and white for the 1964 Mexican and US GPs

Cynics say Luca is banging on because Ferrari's aero lags behind that of Red Bull, while Fiorano lies unused as a test venue. I have sympathy over third cars, but it's not fair on the likes of HRT and Virgin, who already find *two* Ferraris enough to cope with as it is.

A FERRARI ONE-OFF

Montezemolo also buttressed

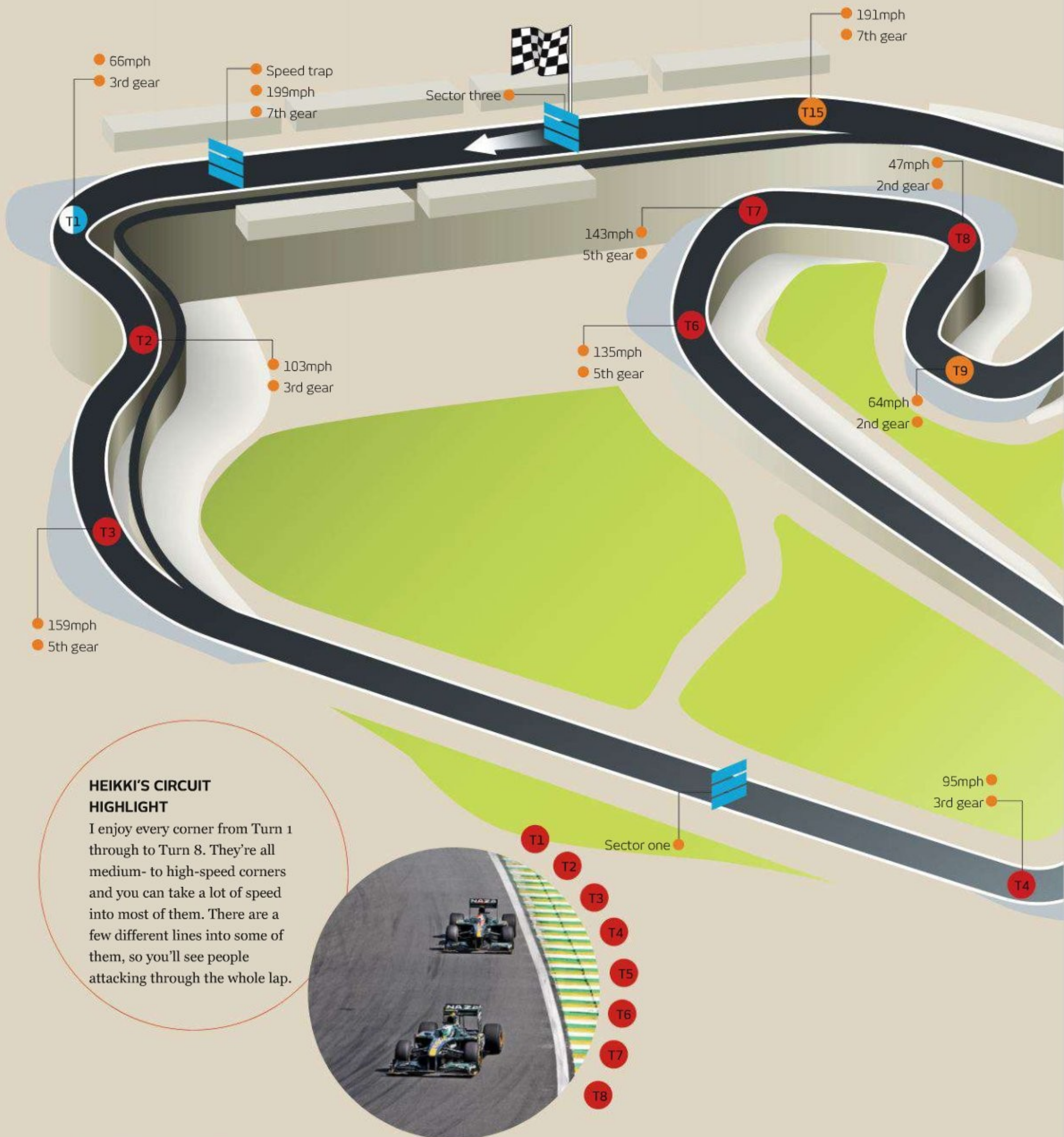
his bid for a third car by citing the example of the 1961 French GP at Reims, which was won by Giancarlo Baghetti in an independently fielded Ferrari 156. He remains the only driver ever to have won his debut world championship grand prix – something I suspect will be impossible to engineer again. Even by Ferrari.



The Brazilian GP preview

by Heikki Kovalainen 27.11.2011 / Interlagos

A brilliant first corner and fantastic atmosphere make Brazil a classic season finale



HEIKKI'S CIRCUIT HIGHLIGHT

I enjoy every corner from Turn 1 through to Turn 8. They're all medium- to high-speed corners and you can take a lot of speed into most of them. There are a few different lines into some of them, so you'll see people attacking through the whole lap.

HEIKKI'S TOP OVERTAKING SPOT

Turn 1 is probably the best overtaking place and you can take a variety of lines into it because it's quite wide. It also has a positive camber, which enables you to carry quite a lot of speed into the corner.



T1



HEIKKI'S INSIDE TIP

You can make up the most time around this circuit under braking, and this is particularly the case at Turn 1 where you are braking and turning. However, this does make it very easy to lock up your inside tyre.



T1

Formula 1 is Brazil's other great love

I really enjoy going to race in Brazil. The atmosphere at the track is excellent – it's a bit like a football match. The local people are very enthusiastic about Formula 1 and the circuit itself is exceptionally cool with all of its uphill and downhill. And while it's a great circuit for the spectators, it's also a fantastic track for the drivers because of its elevation changes and blind corners.

"The track used to be famous for being really bumpy, but since they resurfaced it it's been fine"

The Interlagos track used to be famous for being really bumpy, but since they resurfaced it it's been fine – very grippy and smooth. It's almost inevitable that you'll get rain at some point over the race weekend in Brazil and if that happens the circuit can be quite tricky, especially out of Turn 12 going up the hill.

Turns 6 and 7 are places where you can see drivers run wide because they are negative camber corners where the circuit falls away from you. That makes it tricky to get right. At Turns 8, 9 and 10 you can take a lot of kerb to shortcut the corners. People used to struggle with their necks coming into Brazil because it's an anti-clockwise circuit, but it's less of a problem now as there are a few anti-clockwise tracks on the calendar. It's no problem for me as I feel the same driving in either direction.



All you need to know

CIRCUIT STATS

Round 19/19

Track length: 2.677 miles

Race length:

190.083 miles

Laps: 71

Direction: Anticlockwise

F1 debut: 1973

Lap record:

1min 11.473secs

Juan Pablo Montoya

(2004)

Last five winners:

2010 Sebastian Vettel

2009 Mark Webber

2008 Felipe Massa

2007 Kimi Räikkönen

2006 Felipe Massa

Tyre allocation

Prime: Medium

Option: Soft

TV SCHEDULE

Timetable (UK time)

Fri 25 November

Practice 1: 12:00 - 13:30

Practice 2: 16:00 - 17:30

Sat 26 November

Practice 3: 13:00 - 14:00

Qualifying: 16:00

Sun 27 November

Race: 16:00



Inside the mind of... **RUBENS BARRICHELLO**

The pen-and-paper-based Q&A that you can win

Full name: RUBENS GONÇALVES BARRICHELLO Nickname: RUBINHO

Occupation: RACING DRIVER

Describe yourself in three words: GENUINE FIGHTER GOOD SPIRIT

Who is your favourite F1 driver in history and why? SENNA - SIMPLE THE BEST

What's your favourite corner in F1? LOVE BECKETTS Who's your best mate in F1? MASSA

What's the best grand prix you've ever seen? HOCKHEIM 2000 Who do you owe your success to? MY DAD

What was your best overtaking manoeuvre? IT WAS ON MONTOYA AT THE LAST CHICANE IN SUZUKA FO - 2 WHEELS ON THE GRASS

If F1 could introduce one new rule, what would it be? NO TEAM ORDERS "PLEASE"

What would you be if you weren't an F1 driver? NO IDEA - I RACE SINCE I WAS 6

What's the best piece of advice you've ever had in F1? DRIVE FAST DON'T CRASH

What's your career highlight so far? MY WINS, THE FIGHTING SPIRIT OF RACING EVEN THOUGH CAS IS NOT GOOD

What car do you drive? AUDI RS6

What was the last thing Bernie Ecclestone said to you? GOOD LUCK

Who's the sport's toughest competitor (apart from you)? ALONSO

Please draw a quick self-portrait:

I declare that all the information on this form is correct to the best of my knowledge

signed *Rubens Barrichello*

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a) 1991
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c) 1993

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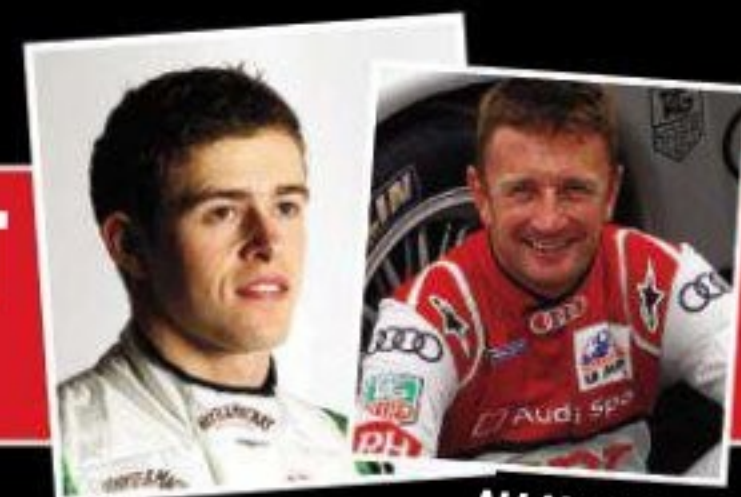
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