

THE RED

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BULLETIN

AN ALMOST INDEPENDENT F1 NEWSPAPER



**KAZUKI
NAKAJIMA**
CALM IN THE EYE OF
THE STORM

Get on down

Maybe it was Toyota's breakdancing teddy bear that brought Timo Glock luck yesterday. The limber mascot has been keeping the Japanese crowd in the merchandising area entertained this weekend.

Photography: Thomas Butler



JAPAN 11.10.08 SATURDAY

Timo Glock used his 'joker' engine yesterday and the gamble paid off as Toyota topped the timesheets in afternoon practice, to the delight of the Japanese fans. The morning session told the championship story though, with Lewis Hamilton leading title rival Felipe Massa by a narrow margin. Let the qualifying battle commence...



Lewis takes the tram

Lewis Hamilton says his eco credentials extend to him taking the tram around his adopted hometown of Geneva. Speaking on behalf of the FIA's Make Cars Green campaign, the McLaren star said he wasn't a fan of buses but often leaves his car at home and uses trams and bicycles instead. Sensible man that he is, however, taking a London Underground train would be a step too far. "It would be a disaster," laments Lewis. "I'd have to have a moustache and a hoodie. But you can't win either way because then I would be taken for a hoodlum." A warning to celebrities everywhere – take the tube and be mobbed by fans or shot on suspicion of terrorism. Best stick to the chauffeur and helicopter then.

Canada petition launched

Think it's just the paddock that's going to miss the delights of Montreal? Well, think again. Irish Formula One news website Manipe F1, in association with Powerlynx Motorsport management, yesterday launched a worldwide online petition in a bid to save the Canadian GP. The site says the petition will "aim to remind the sport's powerbrokers that expanding its borders should not be done at the expense of exciting or historically significant circuits." It also contends that: "with the advent of new, plush race circuits, backed by governments and billionaires, Formula One is slowly beginning to lose touch with its roots... it's time the voice of the fans was heard." The petition can be viewed and signed at www.manipef1.com/petition.

Rubens fends off Senna

With Fernando Alonso dropping hints that he intends to stay with Renault, you'd think Jenson and Rubens would be safe at Honda... but are they? Neither driver has been confirmed, and GP2 star Bruno Senna says he's negotiating not



Fernando Alonso is still flying high after his win in Singapore – he was second quickest in yesterday's afternoon practice. Photography: LAT

only with Toro Rosso, but Honda too. For Honda's marketing team, having the Senna name back in the Japanese fold would be a marvellous opportunity, but is it the right move for Bruno? Barrichello says it isn't, not that he's biased or anything. "I really love the Senna family but if I may give them a word of advice I would tell them not to join Honda,"



says Rubens, who suggests Bruno should first gain more experience in a less pressured environment. "He may waste an opportunity. You shouldn't enter F1 just because you want to and burn everything in a year knowing you have the capacity to be world champion. It's a big mistake."

Buemi joins the FIA

Red Bull Racing test driver Sébastien Buemi will be driving the FIA medical car at the last three rounds this season. Regular driving doctor Jacques Tropenat is taking time out, and handed his C-Class Mercedes over to Alex Wurz in Singapore. But with Wurz commentating for ORF he can't do it every weekend, and he's stepped aside to give the 19-year-old a chance. Seb is hoping to race for Toro Rosso next year, and this gives him the chance to get to know tracks he is unfamiliar with. His lack of local knowledge of the Fuji Speedway showed yesterday, when he spun the medical car. Fortunately he didn't do an Alex Ribeiro and stick it in the wall.

Gazza's 24-hour tattoo artist

Mike Gascoyne's quest to become F1's most tattooed man has gained momentum as he will soon be living with his very own professional tattoo artist. Mike's partner, Silvi Schaumloeffel, has decided to learn a new skill. After the season, she will do



a three-week internship at Mike's local tattoo parlour so that she can create his next tattoo – a dragon down his right side. But she needs practice first, so Silvi is offering her services to anyone in the paddock. It may be wise to let her get the training out the way first.

Tamara's PETA protest

The last time an Ecclestone was shirtless, it was the result of a poker game gone wrong at the 1974 South African GP. But this time Bernie's daughter, Tamara, has taken her clothes off to try to dissuade others from wearing fur. Tamara stars in a new UK campaign by PETA and says: "Once you've seen the ways in which these animals are killed and how brutal and unnecessary it is, I think people would choose not to wear fur."

Today's schedule

- 09:30 – 10:00 Netz Cup Vitz qualifying
- 11:00 – 12:00 Formula One third practice
- 14:00 – 15:00 Formula One qualifying
- 15:30 – 16:05 Porsche Carrera Cup Japan race one

FOR MORE, VISIT: WWW.REDBULLETINFL.COM



The Secret Diary of Hermann Schnell, Aged 19 3/4

WEDNESDAY, SEPTEMBER 24TH, SINGAPORE

Singapore is marvellous, or so I've heard. Obviously, I haven't seen any of it. At Monza, when the team principal muttered something about it being best if I was kept in the dark, I assumed he was referring to my contract situation, but actually it's on the advice of Günther, my trainer, who insists that I stay on European time to ensure my energy levels are high during the race. So I'm locked in the hotel's basement steam-pipe distribution room. I've protested, of course, shouting through the door that I'm more than capable of simply shutting the curtains in a normal hotel room and sleeping during daylight hours, but Günther claims this is 'more authentic'. More authentic than what? There are rats in here.

THURSDAY, SEPTEMBER 25TH, SINGAPORE

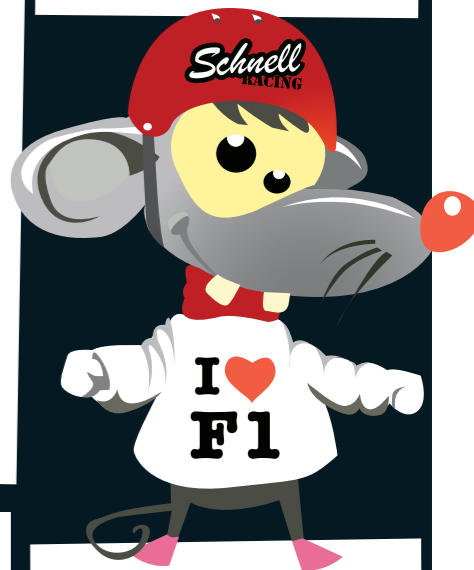
I'm never eating veal again. I've been locked in here for more than a day now. More worrying is that Günther seems to be enjoying all this. I can understand the darkness, and even the humidity, but the ritualistic taunting and slopping out seems to be taking things a bit far. He shrugs and says it worked in the old days – but in the old days, his job was to extract confessions from political dissidents. I'm beginning to panic. I think I'd go mad if I didn't have the rats for company.

FRIDAY, SEPTEMBER 26TH, SINGAPORE

Not my finest practice. When I was finally let out of the basement, my pupils were the size of saucers and I couldn't cope with the floodlights; everything was just a big blur. I was also really tired after spending two days worrying about what Günther was planning to do with those jump-leads. I didn't even see the chicane at Turn 10, much less negotiate it. Fortunately, the car was destroyed and I could scuttle off back to the sanctuary of my hotel basement. Whiskers and Benji seemed happy I was home; they've started building me a little paper nest.

SATURDAY, SEPTEMBER 27TH, SINGAPORE

Qualifying didn't go very well. My gearbox couldn't decide between sixth and seventh gear, so it decided to select both at once, plus reverse, just to make sure it went out with a bang. I didn't know we even had a reverse. Dremel, the data engineer, emerged blinking from his lair claiming a freak power surge had fried the ECU. He tried explaining but I glazed over pretty quickly. He really is a small boring tool. In the end he said it's a bit like when the TV flickers if somebody plugs in a hairdryer. I know I'm blind, dehydrated and my best friend is a rat, but surely I would have remembered if I'd been using a hairdryer in the cockpit – though I wouldn't put it past Oscar. But none of that matters now. Elise found me with my head under a towel and asked me if I wanted to go to Koh Samui next week. With her.



SUNDAY, SEPTEMBER 28TH, SINGAPORE

Well, it made me very sweaty, quite dizzy and slightly nauseous, but at the same time it was very exciting. It's not every day an actual real girl invites me on holiday. I barely even noticed the race, though I'll concede I should have been paying a little more attention to the lollipop, but they tell me both Kipper and Rucksack will recover in time for Japan. Maybe I can get the rats to take them some fruit? They're really quite intelligent. The rats, obviously, not the mechanics.

INSTANT OPINIONS #16: ALTERNATE VIEW

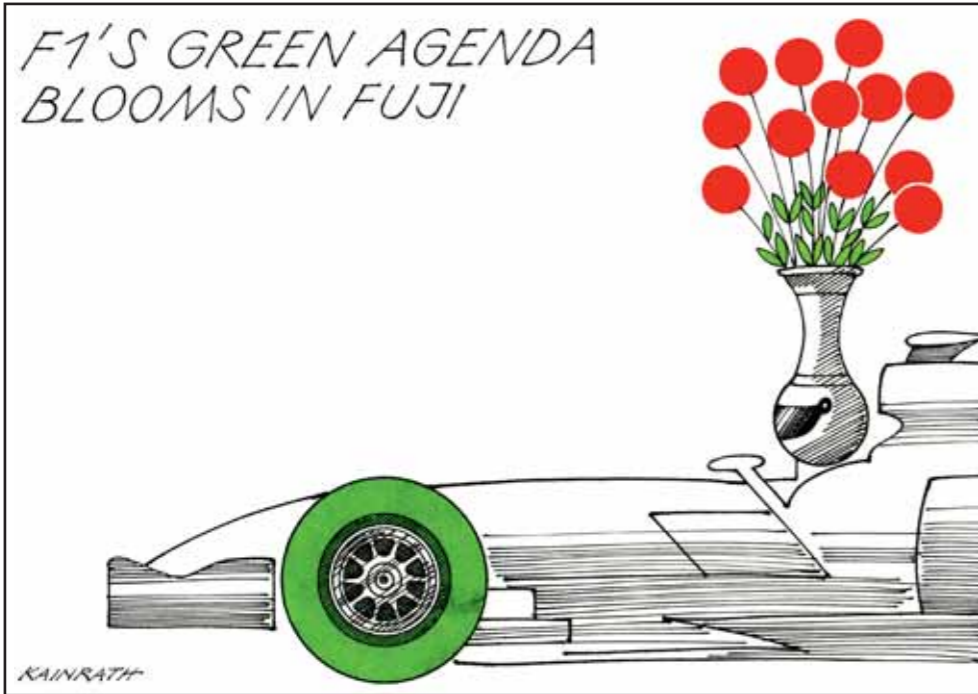
Next year it's Suzuka, not Fuji. So, is Suzuka better?



POSITIVE: Suzuka is obviously better than Fuji – which isn't necessarily a criticism of Fuji, because Suzuka is better than pretty much everywhere. It's a ferocious, rolling circuit – a rollercoaster of speed and camber that rewards the brave. It has the best atmosphere of any grand prix and is a fitting venue for an end-of-season race where the title hangs in the balance. Why go anywhere else?



NEGATIVE: Anyone lauding the virtues of Suzuka obviously hasn't spent much time in the paddock, which is one of the few places that might actually be improved by an earthquake. Yes, it has a terrific atmosphere, but that's because of the magnificent Japanese fans, who will all be at Fuji in equal numbers – it might have been quiet last year, but only because the typhoon was drowning out the cheers.



VIEW FROM THE TRUCK: CONFLICTED OVER CANADA

Montreal's loss is no manufacturer's gain

BY JUSTIN HYNES

Formula One has a bit of a problem. Some would say it has many, but at the moment there is just one, and it's not KERS, spiralling costs or odd notions to standardise engines. It's the conflict in feelings about the loss of the Canadian GP versus the provision of a lovely looking four-week gap in August.

Of all the races expected to be axed, Canada was never top of anyone's list – unless you are a driver who has to deal with the deteriorating state of the track. To a man, or woman, Montreal represents one of the year's highlights. Years before places such as Singapore hit upon the perfect recipe for a modern race, Montreal had already established that all you really need is decent weather, an urban location with great infrastructure, and some very fine nightlife.

The wailing and gnashing of teeth in the paddock have been profound. Well, almost, because the counter-melody has been the squeals of delight over the four-week gap that has opened up as a result.

For most of us, the three-week summer break is not a real one, merely a time when the rollercoaster slows for just long enough to let you regroup for the final march towards the season's end. Four weeks allows for a genuine opportunity to actually take a week off. So, sorry Montreal, but the beach beckons.

But while the feelings of humble paddock minions have caused a few ripples, the real conflict will be between the manufacturers and F1's powers that be. With Canada out of the equation, Formula One will have no presence in North America in 2009. For manufacturers this is not a minor glitch, it's a fundamental flaw.

North America buys a lot of tin, and a lot of that tin originates with the motor manufacturers

currently trooping through the swipe gates every morning. The absence of a North American forum in which to demonstrate their technical superiority is a hole they will not accept.

BMW were the first to voice concerns. "It's the opposite of what we want to see. The North American market is still the biggest, not just for BMW," said Mario Theissen.

Contrast that with the commercial needs within Formula One. If a circuit cannot meet contractual demands, then it can no longer play with the big boys. Plenty of feature circuits have experienced the drop in the past. Canada is simply the latest in a long line that have

been sacrificed on the altar of "contractual disagreements"

Therein lies the problem. For Mr Ecclestone, there is little reason to return to a country that will not play financial ball. There are plenty of emerging economies desperate to use F1 to build tourism and as leverage for recognition as technically advancing nations. And they have plenty of cash to throw at the problem. That may suit when

F1 treads the pioneer path in a potentially massive market like China, but other cash-rich nations may carry less appeal to manufacturers.

Is there a compromise? Fuji offers one model, where manufacturers absorb some of the costs. The other is that teams must be patient as a second model develops; governments propping up races is the option of choice and has been since the arrival of Far Eastern economies, and if that compromise is reached, both Bernie and the manufacturers get what they want.

There is, of course, a third, more radical option. Rumours suggest the middle weekend of that four-week summer gap is tailor-made for another race. Indianapolis anyone?

'Four weeks allows for a genuine opportunity to actually take a week off. So, sorry Montreal, but the beach beckons'

ON THIS DAY... 11/10/08



1968: APOLLO 7 LAUNCHES

The first manned Apollo spacecraft is successfully launched, but the mission isn't always harmonious, as Commander Walter Schirra develops a cold and refuses to obey orders.

A contemporary film of the mission.
YouTube.com search: Apollo7 (sic) + Oct + 1968

1915: AIRLINE FOOD

The first in-flight meal is served on a flight from London to Paris.

Australian comic duo Lano and Woodley sing about the joys of eating in flight, as if you needed it...
YouTube.com search: Lano + Woodley + plane

1999: RING CYCLE BEGINS

Principal shooting for the Lord of the Rings movie trilogy begins in New Zealand.

Trailer for film number one.
YouTube.com search: fellowship + ring + trailer

BIRTHS

1928: ALFONSO DE PORTAGO

Former F1 driver tragically killed in the 1957 Mille Miglia.
YouTube.com search: Alfonso de Portago + accident

ON THIS DAY, VISIT...

GOTEMBA HOT SPRINGS

The area around Mount Fuji is famed for its hot springs, and this municipal hot spring resort offers views over Gotemba City, Mount Fuji and Mount Hakone.
Gotemba City, 2160-1, Tukazawa. Open 10am-8pm Tuesday-Sunday. 500 yen pays for two hours in the springs.

ON THIS DAY IN F1...



1997: JAPAN

No fewer than nine drivers are rebuked after ignoring waved yellows for a Jos Verstappen accident in qualifying – including Jacques Villeneuve, who is later to be disqualified from the race for the same offence. Eddie Irvine gives Villeneuve a fright at the race.
YouTube.com search: 1997 + Suzuka

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This happy man had just found the one spot in the paddock where he could get a signal on his European mobile phone...

...but some people had found some rather hi-tech phones to get the job done.



Robert was doing anything he could think of to make his team realise he might leave unless they decided to pay him more, even pretending to be interested in the World Rally Championship.

KILLING TIME

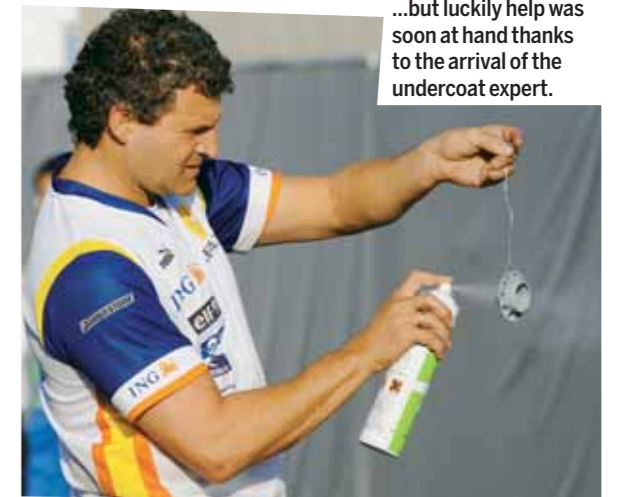
With very little to do in the area around Mount Fuji, it would seem the devil finds work for idle hands...



Two cars, four wheels each, plus four sets of spares, two coats of paint on each, this was going to take for ever...



With the end of the season in sight, Jarno and Timo were practising the difficult art of getting out of wet swim shorts on the beach with only a towel to hide behind.



...but luckily help was soon at hand thanks to the arrival of the undercoat expert.

With the world's banks in meltdown, ING decided it was time to revise their car branding to better represent the current state of the finance and insurance markets.



Every year around this time, the fight for the title reaches its climax and the other drivers love being asked which of the two contenders is likely to be champion.

THE CONTROL

WITH

KAZUKI NAKAJIMA

The brash overtaking moves of Kazuki Nakajima's GP2 days have given way to a calmer, considered driving style. Fresh from passing the ultimate rookie test – retaining his seat for 2009 – Japan's latest F1 adventurer talks about growing up, growing wiser and why Williams feels like home. By Matt Youson. Illustration by Kanako & Yuzuru

With the season drawing to a close, Formula One's perennial game of musical chairs enters an endgame of sorts. The seats still open are objects of much conjecture, the team principals with decisions to make subject to frequent interrogation. For once, Williams haven't really been party to the merry-go-round; Nico Rosberg was definitely staying, Kazuki Nakajima probably was, too. But that deal, as is so often the case with a second seat, wasn't cut and dried until last week. In Singapore, Sir Frank wouldn't be drawn. With a twinkle in the eye, all he would confirm is that he had made a decision, which we would find out about at the appropriate time. The appropriate time turned out to be last Thursday; the Williams line-up would remain unchanged for 2009. Nakajima, it seems, has done enough this year to get another go.

While racing in GP2, he exerted all the terrible fascination of a high-wire act balanced above

a snake pit. Fans would hold their breath, team principals would cover their eyes. Kazuki was brave, aggressive, decisive and almost wholly untempered by caution. He could set fastest laps or pull off brilliant overtaking moves. Equally, he could end up beached in the gravel or limping back to the pits with a shattered car. Things always happened around Kazuki.

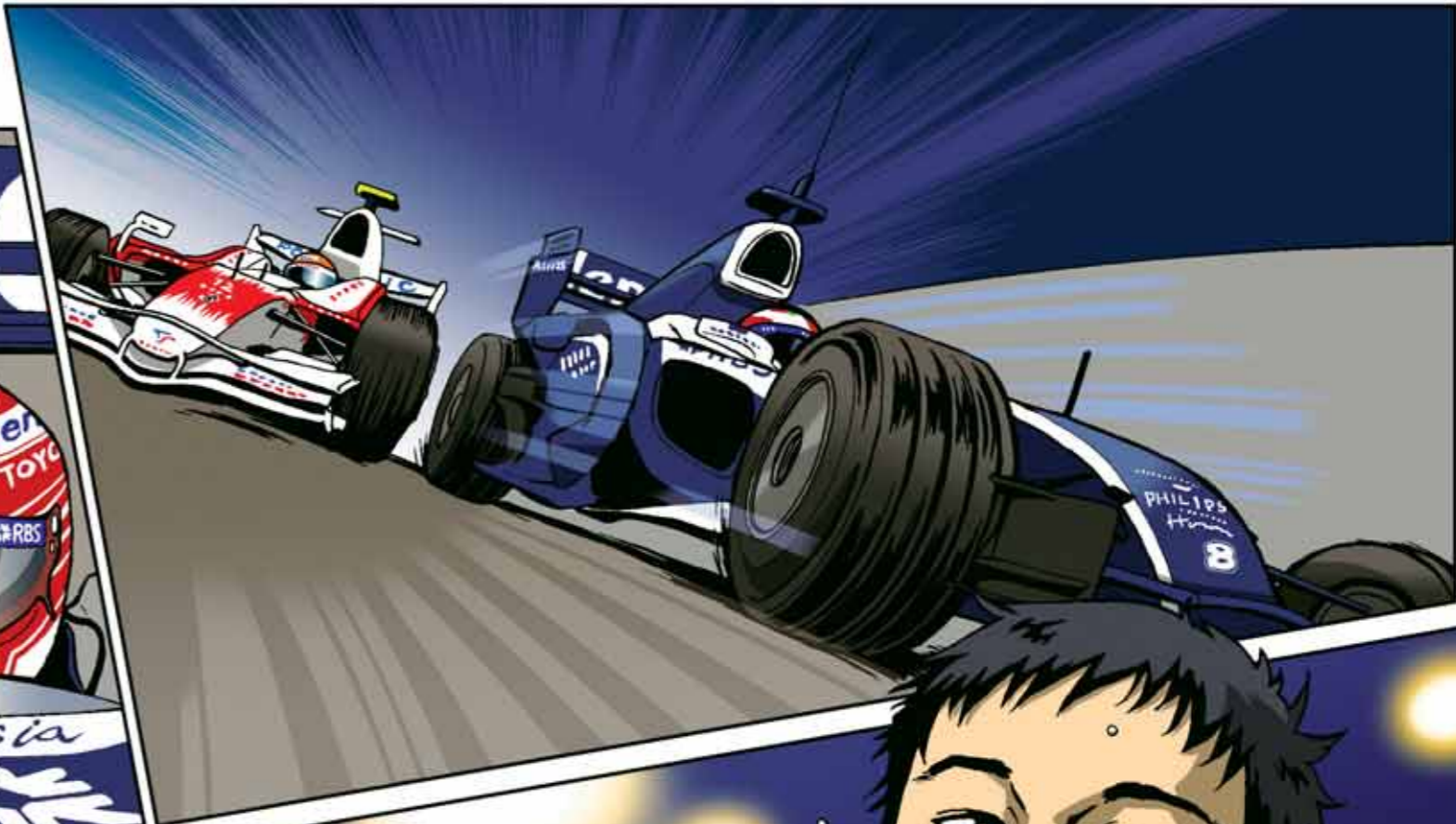
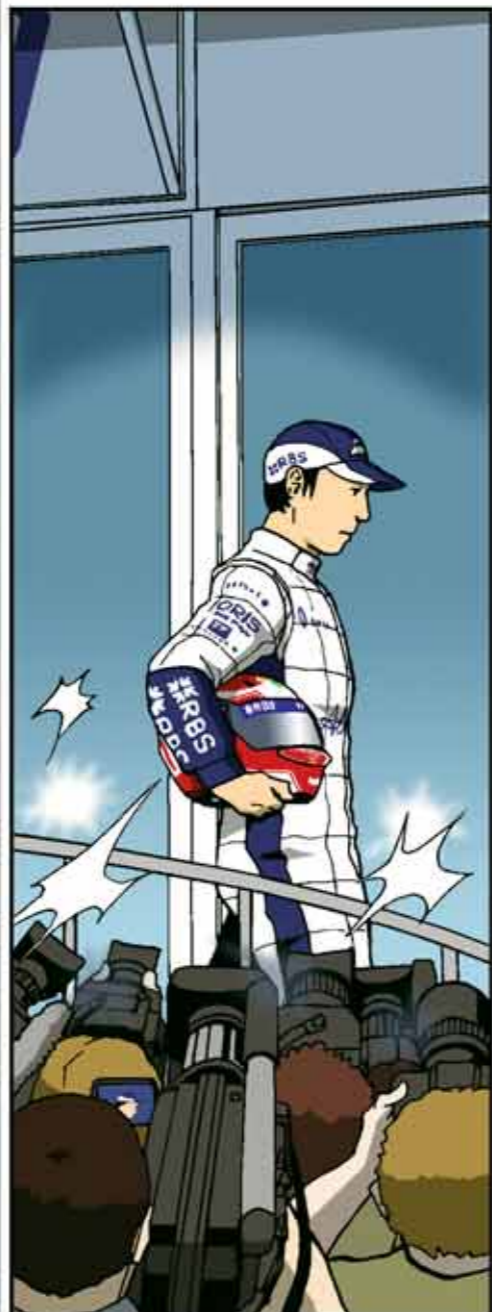
So when Williams announced their 2007 test driver for a 2008 race seat, there was a certain rolling of eyes. F1 had another recruit in the glorious Japanese tradition: burdened by the weight of expectation, made reckless with desire to succeed, the natural heir to Ukyo Katayama and Takuma Sato.

So what happened? The Kazuki Nakajima racing in F1 isn't anything like that. While there has been the occasional rookie mishap, for the most part Kazuki's season has been restrained, calculated, even cautious. While outpaced by Nico Rosberg for most of the year, until Singapore he kept pace with his much-vaunted team-mate in the world championship. He

accumulated points carefully, often scoring in races of high attrition, keeping a cool head while all about were losing theirs. He might have appeared cowed by the surroundings, but several beautifully executed overtaking moves, including a brave pass on Jarno Trulli in Singapore, suggest otherwise. Those rare moments of *brio* aside however, it has been a year characterised by prudence. As an onlooker, this was unforeseen, but Kazuki himself finds it much less surprising, arguing that, if anything, this year is more representative of the driver he really is.

"At least, I think so," he muses. "Generally, my character is conservative. Last year I was charging hard a lot of the time, but mostly that was down to circumstances and the situation in the race or my position. If I was making more overtaking moves last year, then it's because I was quicker than the guy in front. The circumstances in F1 are different. And even if you are quicker than the guy in front, it's still tough to overtake. But the way I'm driving this year feels much more natural." →





→ More natural it may be, but, when prompted, Kazuki acknowledges that there is also an element of conscious decision-making involved. The rewards and, indeed, the specification of GP2 encourage the all-or-nothing approach: F1, especially for a novice, rarely offers the same: “It wasn’t all down to me last year! Many of the things I was involved in were racing incidents. But if I am objective then, yes, there were times when I found it hard to control my mind. When I wanted to overtake, especially when I was fighting for victory, staying in control of myself was difficult. This year I’m definitely a bit more cautious, and have more discipline.”

On the subject of the season so far, while not necessarily satisfied, Nakajima professes himself not unhappy with the way his year has unfolded. More so than his team-mate, Kazuki’s results have mirrored the form of Williams, telling a tale of a team that started strongly, only to fade as the season progressed.

“I scored four times in the first half of the year, which was great for me. More importantly, the second half of the season has been pretty good, too, in terms of my improvement. The results haven’t been great; as a team we’ve struggled a bit with the performance in the second half of the year, but for myself I think I’ve improved. In qualifying a little, but more in terms of race management: my race pace

‘It was a little difficult in the middle of the year, but what I can take from it is that all of the time my feeling for the car is getting better’

is better, I’m more consistent, so yeah, overall, I’m quite happy with how it’s gone.”

A strong beginning followed by a gradual decline was, for many years, the signature of a privateer team with the talent to create a good car over the winter, but without the resources to race and develop at the same time. The game has changed, but the resource gap between the haves and the have-nots is still in evidence. Recognising the opportunity that a new set of rules provides, Williams transferred their attention to 2009 very early in the year. No one would argue with the logic, but it must create enormous frustrations for the drivers behind the wheel of a car being overtaken, literally and metaphorically.

“It was a little difficult in the middle of the year,” acknowledges Kazuki. “Teams like Toyota and the Red Bulls had a big step and we started

to struggle. We’re better at street races, and it’s bad that we missed the chance to score points in places like Montreal and Valencia. It was a difficult time for me, but what I take from it is that all of the time my feeling for the car is getting better. For me it’s important.”

“The feeling”, as described by Kazuki, is more than a sense of empathy with the machinery. Not usually lacking in eloquence, he struggles for a moment to articulate exactly what he does mean. “Last year, when I was third driver, sometimes I was at the F1 races, and sometimes I was not. When I did drive the car in practice on Fridays, it always felt like I was borrowing it. Today, the feeling is that I’m in my place. I have my own space in the team and at the circuits. It’s relaxing to feel that way; actually it’s very enjoyable.”

Undoubtedly, expectations for Kazuki were low. Rosberg, in his third season, having comfortably outpaced Alex Wurz last year, was going to prove a difficult benchmark to meet. Keeping up in the championship table reflected favourably on Nakajima, but Kazuki is quick to point out that the table doesn’t tell the whole story. “Nico should be further ahead than he is. Our results were very close, but Nico definitely has had more good races. He’s been in better positions, but with mistakes or bad luck hasn’t got the results. I have to be realistic and see the differences between us. Our set up is very

close, sometimes nearly the same, which I think probably helps the team, and our comments after practice seem to be very similar, so there’s no confusion over having different styles. I’m still behind him, so my first target is to reduce that, to catch him and then to overtake him in the future. It’s very simple.”

In a sport where confidence is paramount, it’s rare to hear a driver criticise his own performance and rarer still when he acknowledges the superior pace of a team-mate. With realism not generally considered a priority in a driver’s mentality, it suggests somebody secure in his own environment. Driver comfort hasn’t always been a priority at Williams (and no doubt Frank and Patrick Head would grimace at the idea that they might be mellowing), but the implication remains that their rookie drivers in recent years have perhaps had an easier ride than those with the big manufacturer teams: Williams, it seems, provides a comfort zone. “I think so,” says Kazuki. “This isn’t a little team, there are more than 500 people working at the factory, but the atmosphere is like you’re at home. There are lots of really nice guys, but more than that, we’ve got great mechanics and engineers with enormous amounts of experience. It’s that which makes it an ideal team to start out with.”

The relationship most critical to Kazuki is that with race engineer Xevi Pujolar. “Of course,

‘I’ve been away from Japan for so long, I’ve never felt much pressure from the fans. It will be interesting to gauge the reaction – but I’m sure I’ll cope’

Frank, Patrick and Sam [Michael, technical director] all talk to me, but usually it’s only a short chat – something about the race, or a little bit of advice that might help me improve – but really the guy who I talk to most is Xevi, at the race and back at the factory when we’re looking over the data from the previous race and planning what we’re going to do at the next. He’s the one I rely on for advice.”

While established drivers set up home in Monaco or Switzerland, for the rookie it’s never a bad idea being near the factory. In Kazuki’s case that means home is in the university town of Oxford. “Obviously I’m there because it’s close to the factory, but it’s a nice, quiet place to live, which suits me,” says Kazuki. “I’m not really recognised around town, I think I look like just another student, so I’m enjoying my life there.” Anonymity, of course, won’t be an issue this

weekend, with 110,000 fans in the grandstands and no other homegrown talent on display. The attention from fans, combined with the requirements of sponsors and the media this weekend, is daunting. “We’ve been working him damned hard!” says Sir Frank, but Kazuki greets it all with equanimity.

“Of course racing in Fuji is exciting, but it’s nice being back here. I lived in Gotemba when this was the home circuit for my F3 team, and I think it feels special being here. As for the media interest, that’s fine too. I’ve never felt that I get too much attention from the Japanese media, even after Super Aguri’s problems left me the only Japanese driver racing in F1. And as for the fans, I’ve been away from Japan for so long, I’ve never felt that much pressure from them. Maybe it will be different now I’m here. I’ll have to see. It will be interesting to gauge the reaction – but I’m sure I’ll cope.”

And what of next season; surely it must be a relief to have the future decided? “Certainly I hoped for it,” says Kazuki. “Staying was my first choice. Actually, it was my first and only choice. It is great to get the opportunity for next year. The regulations are completely different and Williams were one of the first teams to shift development into the ’09 car. It would be wrong to be over-optimistic, but I think we have a good chance. It’s going to be an exciting year.”



COUNTRY GIRLS

On a beautiful sunny morning here in Fuji, the Japanese La Formula Unas spent the day exploring the stunning local scenery.



WINNER
Rui Watanabe snapped this shot with the majestic Mount Fuji as the perfect backdrop. She'll get to watch tomorrow's race from a prime position, the Red Bull Racing garage.

FORMULA NIPPON

Following Honda's withdrawal from F1 in the late '60s, Japanese ambitions in the sport seemed to have evaporated. But in a small garage near Tokyo, a group of young engineers with little experience, but big ambitions, set out to change that. Their efforts, with the Maki and Kojima teams, is a remarkable story of what was, at the time, called 'a reckless adventure'. By Kunihiko Akai



Speedway special

The Kojima KE009 debuted in 1976. The following year in Japan, Noritake Takahara raced in what was to be his second and final grand prix, only to crash out on the opening lap.

The movie Cool Runnings tells the story of a Jamaican bobsleigh team who decide to take part in the Winter Olympics. Before they begin their training, the team's coach, played by John Candy, outlines the challenge ahead of them: "Let me lay out some difficulties for you. Snow: you don't have any. It's nine hundred degrees out there. Time: you don't have any. The Olympics are in three months." Transfer that challenge to a small garage in Japan in the early 1970s and you have the story of the Maki and Kojima teams. When you look at the facts behind the country's first privateer Formula One outfits, you might discover more expertise than in the bobsled movie – but not much. The basic premise remains the same: take a group of enthusiasts with no F1 design experience, a few pictures of contemporary F1 cars, mix with a heady dose of blind ambition and the result is a classic David and Goliath tale. A Cool Runnings for the pinnacle of motorsport.

Japan's first foray into F1, with Honda, had ended in a fireball at the French Grand Prix in 1968, the manufacturer's air-cooled RA302 car fatally crashing at the hands of Jo Schlesser. It was an accident that gave the company pause, and by the end of the season they had decided to return to road cars and abandon the pursuit of F1 glory.

The F1 bug had bitten Japan, however, and by 1974, in a small garage, a group of engineers, largely in their mid-20s, assembled to launch the country's next assault on F1. But whereas Honda had gone armed with at least a sensible budget and an engineering powerhouse behind the development of a car that took Richie Ginther to victory in Mexico in 1965, this group had nothing save for the inspiration of project leader Kenji Mimura, some old copies of Autocourse and the peculiar talents of a designer called Masao Ono.

Ono, who turns 61 this year, was just 27 when he began working on the Maki project. He had already designed the Sigma MC73 sportscar when he was working for Sigma Automotive, founded by a former Toyota engineer, Shin Kato. The MC73 competed at the Le Mans 24 Hours and in the 2.0-litre small sports prototypes category in the Fuji Grand Championship series, which was held at Fuji Speedway. The project was finite, however, and while Ono was in a stagnant phase of his career, Mimura came calling. Would Ono be interested in designing a car for F1? It was an easy question to answer, but one fraught with difficulties.

For a start, Ono, who is now president of engineering development company Tokyo R&D, had never actually seen an F1 car in the flesh. "It was quite a challenge as I had never seen an F1 car for real," says Ono. "But I developed my own idea of F1, going through the pages of books and magazines that had photos of F1 cars, such as Autosport or Autocourse."

If this was a problem that could be overcome with imagination, the nuts and

bolts of development brought reality crashing in with a little more force. There was no finance, no resources, and few of the aids taken for granted in modern F1 racing. The team fabricated their own 'wind-tunnel' system using ventilators and tested one-fifth-scale models of the design for the first Maki using the flow of cigarette smoke. Unsurprisingly, this modelling technique turned out to be less than successful.

Falling back on gut instinct and improvisation, the Maki car was finally realised – though as it was based on Ono's sportscar involvement, it emerged as something of a hybrid. The cars Ono had designed in the past were aimed at straight-line speed, as the bulk of his experience had come at Fuji Speedway with its long, long straight. Still, the feverish work was almost complete. Hatched in Ono's mind in October 1973, the Maki F101 rolled out of the tiny garage in February 1974, a month into the season but ready to race. Next they needed a driver.

New Zealander Howden Ganley had seen his first motor race, aged 14,

'It was quite a challenge as I had never seen an F1 car for real. I developed my own idea of F1, going through pages of books and magazines'
Masao Ono

in Auckland. It was enough to set him on a course that by 1971 saw him lining up for BRM, where he began to prosper. At the Italian Grand Prix he finished fifth, with just 0.6 seconds separating the top five finishers.

But the momentum never built, and by 1973 Ganley was struggling at Williams, recording a best finish of sixth in Canada in the disappointing Iso-FX3. By the beginning of 1974, Ganley was without a drive. He eventually cobbled together a deal with March and raced in Argentina and Brazil, and it was then that Maki came knocking.

Ono does not recall exactly how Ganley came to be approached as the team's driver, but in March 1974 the Japanese enthusiasts crossed the world with their half-finished car and parked in a garage owned by Ganley in Slough, England. However, facing financial difficulties and delays with all-important parts, such as brakes, gearbox and a Cosworth DFV engine, the team was in danger of not competing at all.

In the end, they bought a used engine from Tyrrell and two months later the car was complete. In May of that year, the team made the short journey to the Silverstone circuit, where the Maki ran for the first time. Disastrously. The lap times were appalling. The Maki came in at 700kg, more than 100kg over the →



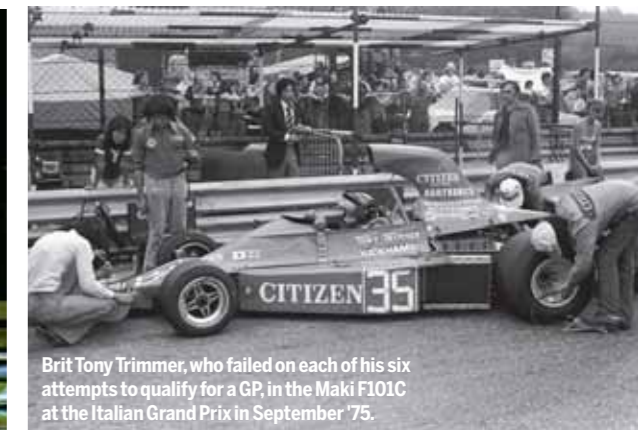
At the 1974 British Grand Prix, New Zealander Howden Ganley competed for the first time in the Maki F101. In what was to be his penultimate race, Ganley failed to qualify.



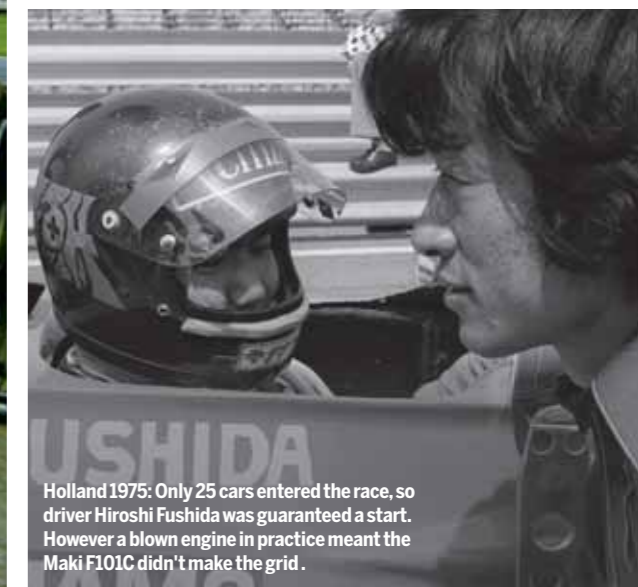
Howden Ganley (right) shakes hands with Maki team founder Kenji Mimura (left) at the launch of the Maki F101 in 1974.



Howden Ganley races in the debut-making Maki F101 at the 1974 British Grand Prix at Brands Hatch.



Brit Tony Trimmer, who failed on each of his six attempts to qualify for a GP, in the Maki F101C at the Italian Grand Prix in September '75.



Holland 1975: Only 25 cars entered the race, so driver Hiroshi Fushida was guaranteed a start. However a blown engine in practice meant the Maki F101C didn't make the grid.



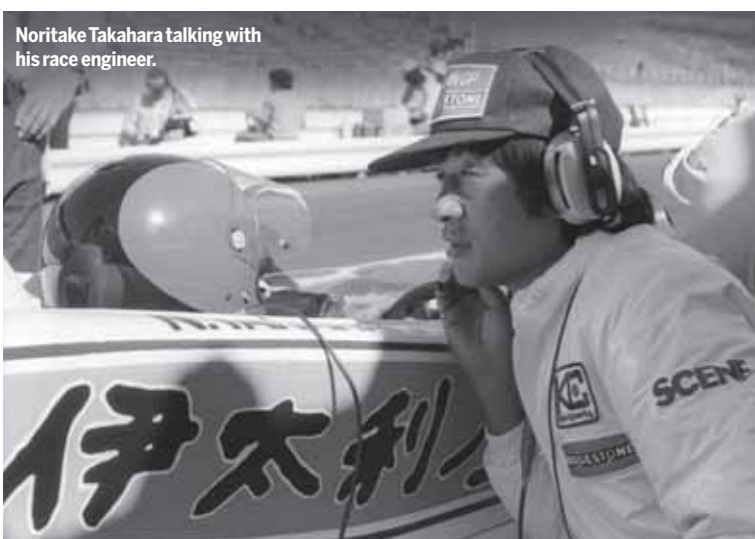
In the resurrected Maki F102A, Tony Trimmer again failed to qualify for the 1976 Japanese GP. The car was retired after its poor performance in the race.



The Kojima KE007 makes its debut in 1976 at Fuji.



Noritake Takahara waits in the pits in the Kojima KE009 in 1977.



Noritake Takahara talking with his race engineer.



Masahiro Hasemi racing for Kojima in 1976 at Fuji.



Supported by his fellow countrymen, in 1977 Kazuyoshi Hoshino finished 11th in the Kojima KE009 in his second and final GP.

→ minimum weight regulation of 575kg. “The year when we started to design the F1 car, new regulations came into force that required additional safety measures, like crushable structures. I designed the car faithfully to the regulations and it added terrible extra weight as a result,” says Ono.

The team began stripping the car back, losing weight wherever possible, targeting July’s British GP as a first race. They made it to Silverstone, finishing the car in the evening of the first practice day, thanks to the era’s more lenient rules, but Maki couldn’t make the race, Ganley still setting times 1.5 seconds off what was required to qualify.

The next race was the German GP at the daunting Nürburgring on August 4. The fairytale would not come true there either. In first practice, the Maki’s suspension failed and Ganley crashed heavily, badly injuring both his ankles. The accident was enough to bring Ganley’s grand prix career to an end. The Japanese retreated. The Maki F101 would not be seen again.

The following year looked more promising, however. With sponsorship from Citizen watches, the team had enough budget to enter five grands prix, initially with Hiroshi Fushida at the wheel. Born in Kyoto, Fushida was the son of the owner of Japan’s largest kimono manufacturer, but in the rechristened Maki F101C, there was no way for him to demonstrate any talent he may have possessed.

In Holland, with only 25 cars entered, Fushida was guaranteed a start, but a blown engine in practice left the team stranded. Without a spare engine, the Maki mechanics dismantled the unit in the paddock and attempted to repair it. Even in those days, the sight of a group of mechanics fixing the engine at the circuit was unusual, and many paddock regulars who had never seen the inside of a Cosworth DFV gathered around the little Japanese team’s garage.

Ono recalls the incidents with a mixture of regret and fondness, noting that while the European media generally regarded Maki as the “reckless adventure of youngsters”, some of F1’s senior designers and engineers took an interest in what the young Japanese designer could achieve. Gordon Murray and Tony Southgate were among those who visited the team, and Ono now admits that their interest was the source of some pride during a difficult period.

Maki pulled out of F1 at the end of 1975. Although the team never made it to race day during its two years in motorsport’s top formula, Ono had learned much and was hungry to learn more. His wish was about to come true. Back in Japan, multi-millionaire fruit importer and motor racing fanatic Matsuhisa Kojima had heard of Ono’s endeavours and contacted the young designer. The businessman was already running an F2 team, Kojima Engineering, but now he wanted more. He wanted F1.

Ono returned to Japan at the end of 1975 and was met at the airport by Kikuo Kaira, chief engineer of Kojima

Engineering. Kaira, a brilliant engineer himself, took Ono to meet Kojima in Kyoto at the beginning of 1976, where he was asked to design an F1 car for Kojima Engineering. The first-ever Japanese round of the F1 championship, to be run at Fuji in October, had just been announced and Kojima was determined to compete. With Kojima’s offer, Ono immediately started working on a new F1 car. This time he was confident, with two years’ experience in Europe under his belt. He set about improving every area of the car’s design, most notably cornering speeds.

The body design was done by a young aerodynamicist called Takuya Yura, owner of aerodynamics development company Mooncraft. Ono also equipped the car with a sportscar-derived nose to improve aerodynamic performance. Six months later and with just 10 staff, the Kojima KE007, known locally as the Fuji Speedway Special, was ready.

The driver was Masahiro Hasemi, a Nissan works team driver who had also driven for top Japanese privateers Taki Racing Team. Hasemi was a talented driver with a quick and logical mind. With plenty of experience at Fuji, the feedback he could provide was invaluable to Ono in developing a car that was capable of challenging at the team’s home circuit. A shakedown at Suzuka in July proved that the learning curves were being mastered. The times were good – competitive – and there was something to hope for.

“Two years’ experience and knowledge earned with Maki F1 helped,” says Ono. “And the KE007 turned out exactly as I had intended it to.”

In October, Kojima Engineering started their first grand prix weekend at Fuji with confidence, and the whole team was thrilled when KE007 recorded fantastic lap times.

“We surprised ourselves, as KE007’s pace was more than we had expected,” recalls Ono. “Other teams from Europe were also surprised to see the speed of our car. We were able to do that thanks to Hasemi, who knew Fuji Speedway inside out. We recorded the fourth fastest time on Friday, but Hasemi said we could go faster. Naturally, our expectations grew bigger.”

However, on his final run of the day, Hasemi had a terrible crash while running at about 230kph. The upper wishbone of the left-front suspension snapped while he was going through the final fast corner of the track. Until that point, the Kojima had been headed for a time in the region of 1 minute 12 seconds, one that would have pushed the tiny team towards the front of the grid. The dream vanished in an instant.

Hasemi still remembers the moment clearly. “It felt as if something came off that moment. I couldn’t steer the car anymore and went straight ahead towards the outside of the corner. The moment I crashed into the wall, I pushed against the steering wheel as hard as I could. That’s the safest way, you shouldn’t let go of the steering. But I thought I was going to die or at least lose my legs. When I hit

DRIVING FORCE



MASAO ONO
Maki’s inability to qualify meant designer Ono left the team in 1976 to work for Kojima, where an 11th-place finish in the 1976 Japanese GP established his designs could finish a race.



HOWDEN GANLEY
Drove for Maki in 1974, but could not push the car through qualifying at Brands Hatch, and a suspension failure at the Nürburgring left him with serious leg injuries.



HIROSHI FUSHIDA
Maki called him in for two races in 1975. A blown engine in the Netherlands prevented him from starting and he failed to qualify for the British GP later that year.



MASAHIRO HASEMI
The Japanese GP of 1976 saw Kojima rookie Hasemi set the fastest lap and finish 11th. He never drove in F1 again, but was successful in F2 and touring cars.



KAZUYOSHI HOSHINO
Nicknamed ‘the fastest man in Japan’, Hoshino took 11th place in a year-old Kojima at the Japanese GP in 1977 for Heros Racing. He went on to success in F2.

the bank by the track, the car was thrown up in air and came down hitting the ground really hard. I instantly wiggled my toes and felt relieved. I was feeling pain all over my body, but I still had my legs.”

“Honestly, it was a design mistake,” says Ono of Hasemi’s accident. “When the car went around the Fuji track in 1m12s, it was under greater stress than I had expected. I was really happy when I heard that Hasemi was OK.”

The KE007 was brought back to the pits in pitiful shape. Safe in the knowledge that Hasemi was miraculously uninjured, the fruit importer cast one eye over the wreckage and smiled: “OK, fix it and let’s go racing!” he said.

The wreckage was carted around to the Kondo Garage, a racing garage near the main gate of Fuji Speedway, and work began. Ono, Kaira and Kojima all helped the mechanics remake the monocoque, cutting aluminium sheets, patching, splicing and fabricating through the night, watched over by a restless Hasemi, who took time out to ride his motorbike up and down the flight of stone steps that belonged to the shrine behind the garage. If the driver wasn’t doing that, he was running to buy sandwiches and rice balls for the team members, who worked for 40 hours straight to make the car raceworthy. On Sunday morning, they opened the garage doors and the KE007 was brought to the grid.

The race started in treacherous rain and Hasemi struggled with the KE007, which didn’t run straight as the car had been repaired in such a rush that the body was twisted. But Hasemi tried so hard and successfully brought the car to the finish line in a remarkable 11th place. It was the last time Hasemi took the wheel for the team.

Kojima Engineering entered the Japanese GP again in 1977 with KE008, an evolution of KE007. But without Hasemi, the times just wouldn’t come.

In spite of the relatively poor results at Japanese races, Kojima didn’t scrap his ambition to go to Europe to compete in grands prix there. Entering into a deal with German Willy Kauhsen, who ran a team in Japan’s F2 races, Kojima shipped his car to Kauhsen Racing in Germany to enter European F1 races. Ono, so wrapped up in the story, went too, to modify the car to suit European tracks. But the car was never run, Kauhsen only testing that car in Hockenheim in 1978. Five years from the day that Ono and a group of young engineers had stood in a tiny garage and plucked the design of the first Japanese privateer F1 car from thin air, the dream was over.

Thirty years on, Ono, in his office near Tokyo, is realistic about the crazy desire that fuelled the ambitions of Kojima, Mimura, Hasemi, Kaira and himself. “We wanted to achieve a good result at the Japanese GP and then to challenge in F1 in Europe, where the sport originated,” he says. “But the dream never came true. To be honest, we never had a chance to really challenge the other F1 teams under Kojima’s system. It’s like a fanciful story that happened 30 years ago.”

24hr

Paddock People!



HOBBIES

CHRISTIAN STAURENGHI: JAPANESE ROBOTS

When I was a kid, I loved to watch Japanese animations, many of which featured giant robots. Known as 'Mecha', the robot genre was developed during my childhood in the 1970s and '80s. They would often have an arsenal of super-powered weapons, and either be artificially intelligent or be piloted by a man inside.

As well as the cartoons, there was a huge industry behind it selling merchandise, and I had a large collection of these die-cast metal robots when I was growing up. The quality of these toys was amazing.

But when I turned 12, I asked my father for a bicycle. He said I was now at an age when I had to go out and work if I wanted something. But I was only 12 and I couldn't get a job. So, instead, I set up a stall outside my school and sold all my toys. By the time I realised what I'd done, it was too late. I loved my toys, and I felt that by selling them I had sold my soul.

So, as an adult, I have slowly bought back my collection. I have about 200 now – some are small, some big, some are valuable, and some aren't. When I'm in Japan, I head straight to the specialist shops in Tokyo. It's less expensive than in Europe – about half the price. I've also found a lot of my toys through eBay.

Most of the toys of this period were made by a company called Poppy, and their first robot was a four-inch-tall character called Mazinger Z, which could deliver a 'rocket punch' with its spring-loaded fists. These toys were so popular in Japan and abroad that the toys soon came out before the cartoon, actually inspiring the shows. Many came with a lot more than just the robot – you'd get detachable parts and vehicles such as cars, tanks, submarines and flying saucers. Bandai eventually took over the industry in the 1980s and released inferior plastic toys, but since then, they've produced a highly detailed metal range called Soul of Chogokin, and these are quite valuable themselves.

I've spent up to €4,000 on a single toy, so it's been a big undertaking to complete my collection. It's strange to think that I once let them all go for the price of a bike. All of them remain in their boxes and locked in three cabinets, and I rarely take them out. My kids are under strict instructions not to play with them – they have their own toys. I'd never let them sell them. *Christian is responsible for catering for Renault at tests and GP2 races.*

FOR MORE, VISIT: WWW.REDBULLETINFL.COM

STEFAN BRIDGES

RED BULL RACING/TORO ROSSO PRODUCT DESIGNER



LOVE / HATE

1. SPACED

I know Simon Pegg is a big Hollywood star nowadays, but back in 1999, being a fan of this brilliant North London-set sitcom was like belonging to a secret society. If you haven't seen it, you must get the DVD.

2. CHILLIES

The hotter, the better. If you don't have sweating eyebrows and the room isn't swimming, you're not getting the full benefits.

3. OLD SKOOL ACID HOUSE

Best consumed in context of course, it made the early '90s a great place to be. Beware of inferior imitations!

4. AUSTRALIA

The climate, the quality of life, the people... My brother lives there, and I reckon he has the right idea.

5. ASPALL'S SUFFOLK CYDER

Created near my homeland in the east of England, it tastes delicious and, with seven per cent alcohol, can kick like a mule. Magners cyder tastes like a chemical spill by comparison.

1. UGG BOOTS

Appropriately monickered, these can make the most svelte of ladies look stumpy-legged, and are the epitome of lazy dressing. And they look awful. Can I also give a dishonourable mention to gladiator-style sandals here, too?

2. CHEWING GUM

Or, more accurately, people who chew the stuff for hours on end and continue to idly pop bubbles into my ear at close range. People have been murdered with less provocation.

3. 'LITTLE BROWN BAGS'

The absolute nadir of cyber-tourism. How many of the avalanche of owners have actually been to Bloomingdales?

4. SOUTHERN COMFORT

An unfortunate experience with this beverage during a college trip to Paris has rendered me unable to even take a sniff without retching.

5. THE PIANO

Possibly the worst film ever made. A mute woman and her daughter arrive in New Zealand. With a piano. Harvey Keitel does a bit of grunting. Lots of heavy symbolism. Taxi!



LUCKY NUMBERS

ANDY STEVENSON

Force India's team manager has stayed with the team through its evolution from Jordan to the present day, via Midland and Spyker, but it's clear that the Jordan years – and EJ himself – are still close to his heart.

6,000

MY COMMUTE TO THE FACTORY IS A 6,000-MILE ROUND TRIP... My fiancée works in New York, and we bought a place there in August. While I've only been able to go there a couple of times since then, I'll be spending three weekends a month there in the off-season. It's on 16th Street, just off Fifth Avenue, and the builders are there at the moment. Making the commute is the only way we get to see each other, because although I'm busy, she's really busy.

34

THIRTY-FOUR DIFFERENT DRIVERS HAVE RACED FOR THIS TEAM SINCE WE ENTERED UNDER THE JORDAN NAME IN 1991... I think the most on-form at the time was Heinz-Harald Frentzen, who, in 1999, was absolutely in his prime. The driver I got along with best was definitely Eddie Irvine. We'd been mates since the mid-1980s when we were both working in F2000. I remember his first practice at Adelaide when he pulled out of the garage and then got on the radio to ask which way the track went. At his first grand prix, at Suzuka in '93, he put his helmet on back-to-front. He was extremely Irish, but what a natural talent.



4

JORDAN WON FOUR GRANDS PRIX... After winning in Belgium in '98, we partied for a full week at Eddie Jordan's house. But the celebration I remember best was after Heinz-Harald won in France the following year. Sam Michael and I jumped on his private plane that afternoon and we partied all night in Monaco. The next day, at breakfast, we asked him how we'd be getting back to the UK. He just pointed and said, "Nice is that way." We were a bit late for work that day.

54

GIANCARLO FISICHELLA WAS IN THE LEAD ON LAP 54 OF THE 2003 BRAZILIAN GRAND PRIX... when the race was red flagged and suddenly Kimi Räikkönen's name flicked up to the top of the lap chart. Fisi was in the lead for more than a lap before, so I don't know what caused it, but fortunately we were videoing all our timing monitors, and sent the recording to the FIA. It turned out to be a very valuable VHS tape and we were presented with the winning trophies at the next race.

115

I OWN ABOUT 115 WATCHES... and most of them are Swatches. Back in the early 1990s, it was quite fashionable to collect Swatch watches, and as I was always travelling and going through airports I was able to find plenty of quite unusual ones. I haven't worn any of them and they're all still in their original boxes. Back in those days, I wasn't earning enough money to be able to pay into a pension scheme, so I hoped that one day they might make a nest egg for me. Who knows if they've accrued in value? I doubt they would pay for a tank of petrol.

60

WHEN EJ TURNED 60, I WROTE HIM A LETTER... When I started working for him in 1987, I was very young and keen. We were converting some spark boxes one night when Eddie walked up to me and said, "Who the f*** are you?" I explained I'd just joined the team. He said, "It's nice to see you're still working at 10pm, but I guarantee after a week you'll be leaving at six and a week after that you'll be gone." I reminded him in the letter that I'd outstayed him, which he found funny. A lot of people don't give him the respect that he deserves. He worked unbelievably hard and was always at his desk from 6am to 11pm. He was the best boss I've ever had.

Big in Japan

Whether it's been held at Suzuka or the Fuji Speedway, the Japanese GP has provided some thrilling entertainment since it debuted in 1963. Test your knowledge from down the years...

1. Who is talking to who at the Fuji race of 1977?



2. Name the car and its driver at the 1976 Fuji race.



3. Who is this at the 1993 race at Suzuka, and who was he racing for?



4. Who is catching a ride back to the pits with Gerhard Berger at Suzuka in 1988?

1. KEN TRELL, ADVISING RONNIE PETERSON. 2. SURTEES TS19, DRIVEN BY ALAN JONES. 3. JEAN-PIERRE VIGNOLLE, DRIVEN BY ALAN JONES. 4. DEREK WARWICK



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Either Or

GIANCARLO FISICHELLA

For Fisi, life is beautiful, even with tough decisions to make.

WET RACE OR DRY RACE?

Dry. I've won in the wet, but dry is safer.

SALAD OR STEAK?

Steak. I like salad too, but I'll take the steak.

SUPERMODEL OR GIRL NEXT DOOR?

Um... both?

YACHT OR PLANE?

Yacht. I have a boat, and in the summertime it becomes my second house. When I get onto the boat, I just feel so good.

BEACH OR MOUNTAIN?

The beach, y' know, because I've got the boat. But I like skiing as well.

RACE OR QUALIFYING?

The race, I think. But qualifying is nice because you're looking to do the perfect lap, braking on the limit with just one or two chances to do it.

MONACO APARTMENT OR SWISS CHALET?

Swiss chalet is better, if it's in the mountains.

BOOK OR TV?

TV!

TRAINING IN THE GYM OR TRAINING ON THE ROAD?

I have a small gym at home, and I prefer to train there. But it's nice to get out.

SUIT OR CASUAL?

Casual, always! I like to be comfortable.

IPOD OR VINYL?

iPod. I often listen to music, and with all the travel it's convenient to have something small.

NIGHT ON THE TOWN OR QUIET NIGHT AT HOME?

It's a mix. I like a quiet night at home, but sometimes I need to get out and have fun.

MINIVAN OR MOTORCYCLE?

Motorcycle. I have a Harley-Davidson. With all the traffic in Rome, it's easier to get around by motorcycle.

SHOPPING MALL OR INTERNET SHOPPING?

Shopping mall, absolutely. In fact, at the last race in Singapore, the shopping mall was the first place I went to. I want to see and touch what I'm buying.

NEWSPAPER OR COMIC BOOK?

Usually I don't read! Probably a newspaper, but I'll be looking at the pictures and reading the sports pages.

BEARD OR SHAVE?

Shave. I've never had a beard.

MOZART OR MOTORHEAD?

Motörhead is...? Oh, OK, yeah, Motörhead.

WINE OR WATER?

A glass of red wine. But just the one.

GOLF OR FOOTBALL?

I think everyone knows the answer to that one! I have actually played golf twice. I need to learn a little bit more. But when I'm playing a sport I need to run; I need to sweat, which is why football is my favourite.

MONEY OR GLORY?

Glory first, money right behind.

