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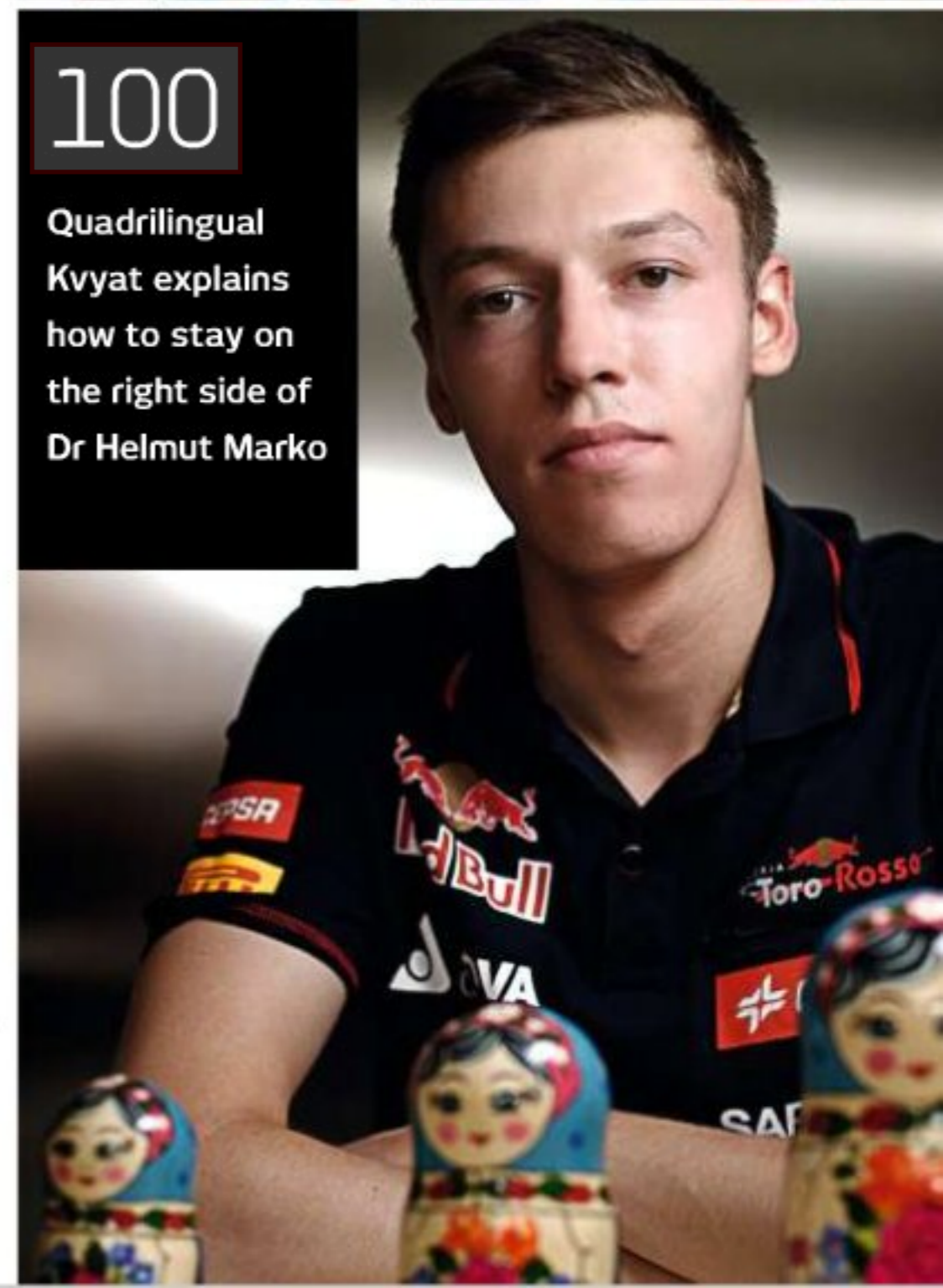
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Jean Todt on his path from rally co-driver to president of F1's governing body



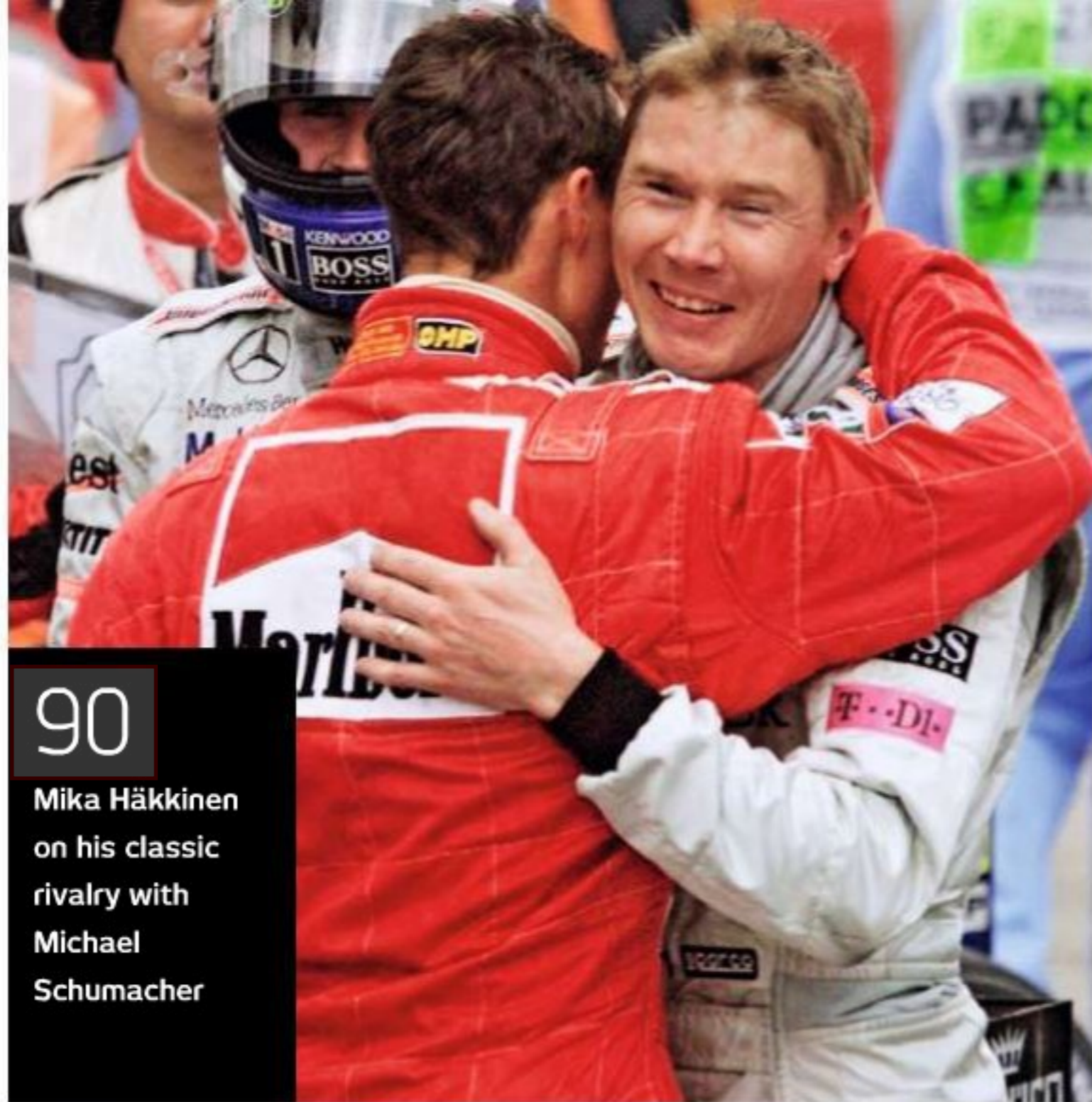
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KEEP FIGHTING MICHAEL



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A celebration of the life and times of F1's only seven-time world champion



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F1 visits the site of the Winter Olympics – now the home of the 2014 Russian GP



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Ferrari ace Fernando Alonso is subjected to a grilling by his paddock peers





Ignition / Anthony Rowlinson / 10.14

We pause to reflect on the legacy of Michael Schumacher

What is Michael Schumacher's Formula 1 legacy? It's a question with no single, simple response, yet it's one that deserves to be asked as we watch and wait for his continued recovery.

In an attempt to provide an answer, we've gathered a stellar ensemble of voices in this issue to contribute their unique perspectives on a champion who, while often the catalyst for on-track controversy, nonetheless came to define an era in grand prix racing.

For Pat Symonds (see [p54](#)), who worked as Schumacher's race engineer throughout Michael's first title campaign in 1994, he's a driver who showed incredible team commitment and leadership in pursuit of a singular goal, while also being able to kick back with a beer and relax in the company of those he trusted.

FIA president Jean Todt meanwhile, interviewed over lunch by Maurice Hamilton ([p76](#)), recalls a driver who was essential in returning Ferrari to title-winning form from 1996 to 2006. To this day, Todt recalls Schumacher's victory at the 2000 Japanese GP, when he clinched Ferrari's first drivers' title since 1979, as the most emotional moment of his vivid motorsport career.

Our own Peter Windsor considers Schumacher in the context of other great figures who have been lost from the sport; his remarkable and moving essay on F1's inability to reflect on loss, absence and the departure of heroes should give us all pause for thought (see [p70](#)).

Then comes Mika Häkkinen, champion in 1998 and 1999 and the only driver Schumacher ever considered a worthy adversary. Recalling a sporting rivalry as intense as any F1 has ever offered, Mika reflects on a competitor who set the standard by which his peers always knew they would be judged ([p86](#)). "There were many great racing drivers and it was great to learn from them," Mika tells us. "But all the time in my thinking, there was Michael. He was always the man to catch."

What unites each piece is a common recognition of the force of Michael Schumacher's personality; of his uncompromising commitment to success. And perhaps it is this that Formula 1 misses more than anything, through Schumacher's continued absence – the knowledge that in the form of Schumi, something approaching the ultimate competitor was embodied.

The closest Michael has to a spiritual F1 successor is Fernando Alonso, the man who went Michelin-to-Bridgestone with him for the 2006 title and won. The competitor accorded the most respect by his peers, Alonso faces an unorthodox challenge in this month's issue: a grilling by paddock luminaries. It's probably no surprise to learn that he rose with aplomb to the occasion, and you can enjoy the full interview on [p38](#).

A last word, then, for Russia. Next month, F1 makes a first foray to Sochi... but we've been there already. Read our report on [p92](#). *Za vashe zdorovie!*



HAYMARKET CONSUMER MEDIA, TEDDINGTON STUDIOS, BROOM ROAD, TEDDINGTON, MIDDLESEX, TW11 9BE, UK

THE TEAM

Group editor
Anthony Rowlinson
Group
Managing Editor
Stewart Williams
Deputy Editor
Stuart Codling
Associate Editor
James Roberts
Chief Sub-Editor
Vanessa Longworth
Art Editor
Frank Foster
Designer
Jack Woolrich
Principal
Photographer
Steven Tee
Office Manager
Joanne Grove
Editorial Tel
+44 (0)20 8267 5806

ADVERTISING

Advertising Director
Matthew Witham
International
Commercial
Managers
Chris Gowland,
Jamie Thomas
UK Sales Manager
Ben Fullick
Advertising tel
+44 (0)20 8267
5179/5916

MANAGEMENT

Haymarket
Specialist Media
Group Director
Tim Bulley
Group Commercial
Director
Ben Guynan

CONTRIBUTORS

Columnists
Peter Windsor,
Dieter Rencken
Emerson Fittipaldi
Murray Walker
Technical Consultant
Pat Symonds
Agency
Photographers
LAT Photographic
Getty Images

LICENSING

Licensing Director
Alastair Lewis
Licensing Manager
David Ryan

PRODUCTION

Production &
Publishing Manager
Sunita Davies

SUBSCRIPTIONS

Email F1racing@servicehelpline.co.uk
Servicehelpline.co.uk
Fax 01795 414 555
Customer Hotline
0844 848 8826
Subscriptions
Marketing Executive
Amrit Ubhi

PUBLISHING

Group publisher
Stuart Williams

Missed an issue?

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08456 777 818

Editorial director Mark Payton

Creative director Paul Harpin

Strategy and planning director Bob McDowell

Managing director David Prasher

Chairman and managing director Kevin Costello

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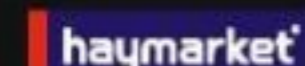
PO Box 326, Sittingbourne, Kent ME9 8FA, Tel: 0844 848 8826.

Fax: 01795 414 555. Overseas: +44 (0)1795 592 990

Email F1racing@servicehelpline.co.uk

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Follow Anthony on Twitter: @Rowlinson_F1R

Contributors



Pat Symonds

Williams F1 chief technical officer and *F1R* columnist

At Benetton, Pat combined an R&D role with race-engineering Michael Schumacher. His inside account of those years starts on [p54](#)



Peter Windsor

Sagacity, veracity and perspicacity guaranteed

In the 40 years he's worked in F1, Peter has lost many friends to accidents. Turn to [p70](#) for his spiritual meditation on Michael Schumacher



Malcom Griffiths

One shiny dome seen atop another

We sent Malcolm to Sochi to see how the new F1 circuit is progressing ([p92](#)). Not sure Health & Safety would approve of the picture above...



Mika Häkkinen

Double world champion and Schumacher nemesis

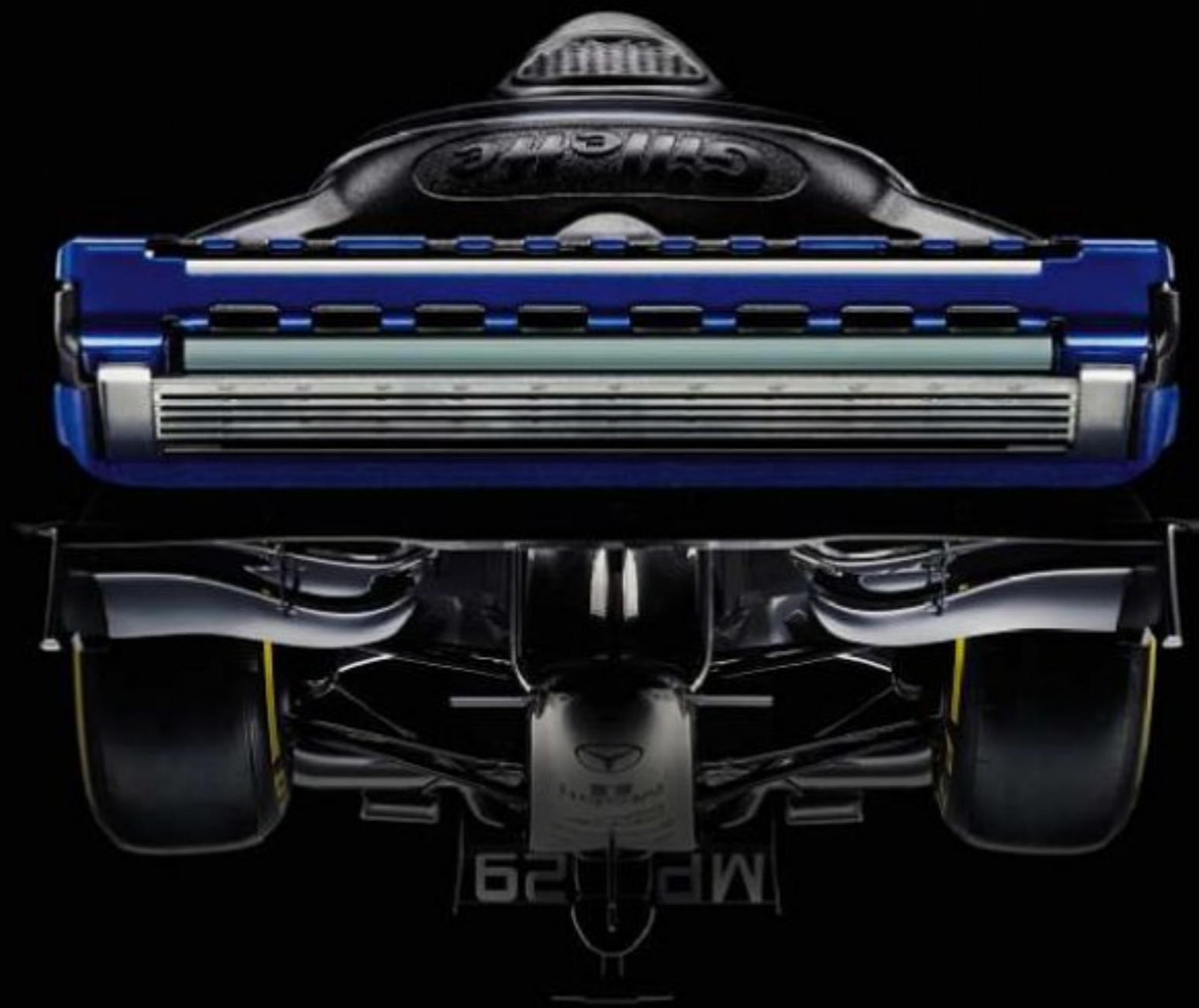
Writing exclusively in *F1 Racing*, Mika gives an inside view of his battles with Michael – a rivalry that defined in era in Formula 1 ([p86](#))



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Parade

The calm before the storm Every driver loves to race at Spa, but for Lewis Hamilton the 2014 weekend will live long in the memory – for all the wrong reasons. The coming-together with Mercedes team-mate Rosberg in the race has increased the tension simmering between the two drivers to boiling point

When 10.29am, Friday 22 August 2014

Photographer Steven Tee/LAT

Details Canon EOS-1DX, 600mm lens, 1/1000th at F6.3



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Parade

Sparkling display Since Canada, Daniel Ricciardo has scored more points than any other driver. In the past six races he has acquired over 100 points and with seven GPs to go (plus the double points available at the Abu Dhabi season finale), he is best placed to take advantage of the warring Mercedes drivers

Where Spa-Francorchamps, Belgium

When 3.38pm, Sunday 24 August 2014

Photographer Charles Coates/LAT

Details Canon EOS-1DX, 600mm lens, 1/500th at F8





Parade

Out of control Lotus's Pastor Maldonado gets himself in a tangle while trying to wrestle his recalcitrant E22 during practice for the Belgian Grand Prix. Later that afternoon he would lose control and head straight into the barriers – an incident he would later describe as “unlucky”

Where Spa-Francorchamps, Belgium

When 10.41am, Friday 22 August 2014

Photographer Steven Tee/LAT

Details Canon EOS-1DX, 200mm lens, 1/1000th at F6.3





MAX VERSTAPPEN

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THE DRIVER'S WIFE

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AUSTRALIAN GP

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F1 INSIDER

NEWS ■ OPINION ■ ANALYSIS

INSIGHT

Russian Grand Prix will go ahead

FIA to grant licence to Sochi Autodrom, despite security fears, economic sanctions and qualms over Ukraine crisis

The inaugural Russian Grand Prix in the Black Sea resort of Sochi will take place in October, even though there have been calls from some quarters for the race to be cancelled. Diplomatic tensions between Russia and Western powers have escalated in recent months, on account of Russia's involvement in the ongoing military conflict in Ukraine and the loss of a Malaysian Airlines plane, believed to have been shot down by a surface-to-air missile launched from Eastern Ukraine.

The circuit, designed by Hermann Tilke and based around the host venues of the Winter Olympics, is nearly ready, and promoter Sergey Vorobyev insists there are no doubts about the Russian Grand Prix taking place.

"Absolutely not," Vorobyev told *F1 Racing*. "First, we have the circuit [ready]. We have a contract that we will respect, and we will fulfil all obligations with Formula One Management and Mr Ecclestone. We have absolute support from local government, the federal government, the deputy prime minister and the chair of the organising committee of the Formula 1 Russian Grand Prix. We have full support and full dedication for the event.

"Sport is one thing, politics is another. Here is a major sporting event, so that's why we don't





Russian GP promoter Sergey Vorobyev (below) insists: "We will fulfil all obligations with FOM and Mr Ecclestone [left]"



comment on the political issues. In order for this event to be absolutely successful and brilliant, we are welcoming everyone to the event, and when they come here they will enjoy it.

"We already have the contract, it is on the FIA calendar, and apart from the odd voices saying various things, we have a contract for the event to go ahead."

Earlier this year, the FIM, motorcycling's equivalent of the FIA, called off a World Superbike race scheduled to be held in Moscow in September. But, while several paddock insiders have expressed misgivings about whether the event should proceed against such a background of international rancour – or indeed, whether it is safe to do so given Ukraine's relative proximity to Sochi – the sport's stakeholders are determined to proceed.

"I don't think that the teams, as individual participants in the sport, should be holding their individual positions to determine social political issues," said Force India team principal Vijay Mallya. "The FIA is perfectly competent to determine where Formula 1 should and should not be staged."

"We all have a choice as to whether or not we enter the world championship," said Red Bull team principal Christian Horner. "When we sign up for that championship, we put our faith and trust in the promoter and the FIA and we will attend those races unless they deem it unnecessary for us to be there."

"Like I've said, we don't get involved in politics," said FOM CEO Bernie Ecclestone, who emphasised that the grand prix enjoys the full backing of Russian president Vladimir Putin. "We have a contract with them, which we know they will respect. And we will do the same."

"We shouldn't speculate as to what could happen," Ecclestone continued. "We will honour our contract. Mr Putin personally has been very supportive and very helpful."

Officially, the only circumstances under which teams would be required not to attend the event is if their national Foreign Offices warn against visiting the area, thus rendering their insurance invalid. But, since the following event is the US Grand Prix, any further deterioration in relations between Russia and the US could create logistical hurdles when the time comes to move equipment

Works at the Hermann Tilke-designed Sochi Autodrom circuit are already very close to completion

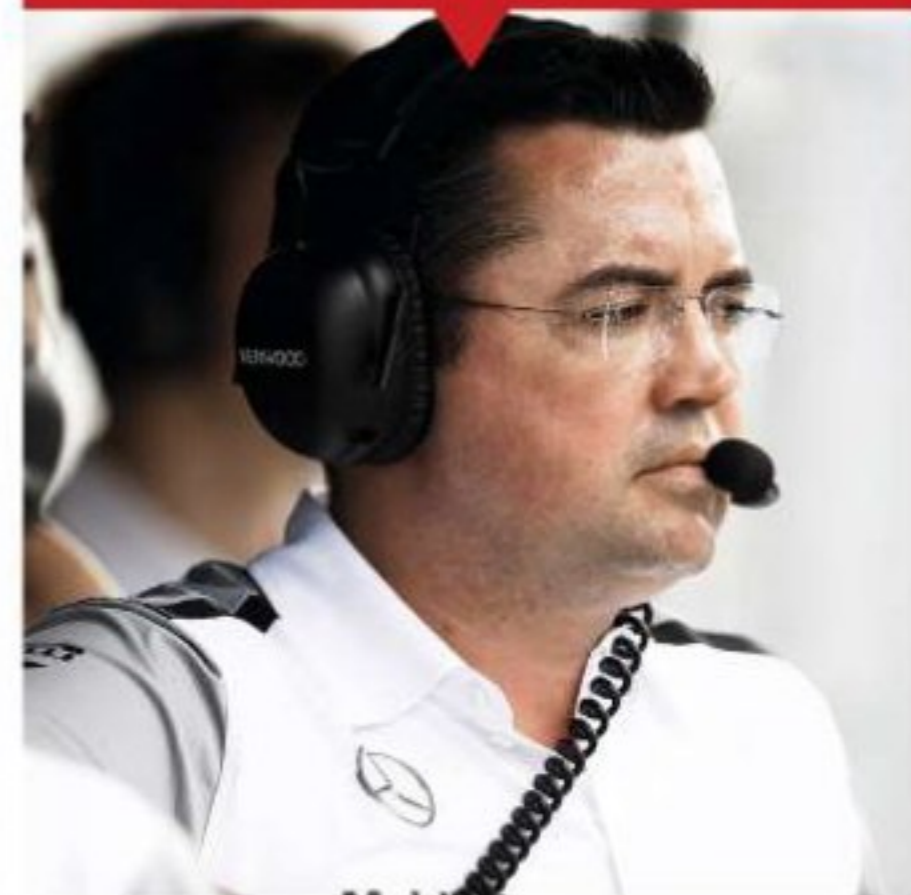


NEWS DIGEST

The month's big stories at a glance

- 5.8.14 Track upgrade programme begins at Interlagos
- 5.8.14 Bernie Ecclestone agrees \$100million settlement to end Munich court case
- 6.8.14 Michael Schumacher medical files theft suspect found dead in prison cell
- 12.8.14 Max Verstappen joins Red Bull F1 junior programme

14.8.14 Eric Boullier says McLaren restructure may "bruise egos"



- 18.8.14 Max Verstappen announced as 2015 Toro Rosso driver
- 20.8.14 Le Mans winner Andre Lotterer replaces Kamui Kobayashi for Belgian GP

from Sochi to Austin. The US government has already imposed an arms embargo, and travel freezes on certain individuals and institutions, as well as cutting off major Russian state-owned financial institutions VTB Bank, Russian Agricultural Bank and Bank of Moscow from US financial markets.

For the majority of the people working in the sport, though, the principal issue is one of safety. The promoter believes this is in hand.

"The good thing is that we have in Sochi the experience of hosting the Olympic Games," Vorobyev told *F1 Racing*. "You have seen that the security was good but also very comfortable for people, so we are again using this experience in order to have the necessary level of security here. This is a resort city protected by a lot of things, like mountains and the sea, so naturally this is a safe place and our security will guarantee the event is 100 per cent safe as well."

• *Read more about the preparations for the Russian Grand Prix on page 92.*

Mercedes set to rethink stance on team orders

Rosberg and Hamilton to feel the smack of firm government after controversial Belgian Grand Prix clash puts Lewis out of the race



The collision between Rosberg and Hamilton at Spa puts Lewis 29 points behind his team-mate

Mercedes are now likely to impose team orders after all, following a collision between Nico Rosberg and Lewis Hamilton on the second lap of the Belgian Grand Prix. The incident squandered a potential one-two and meant they came away with just 18 points, rather than 43.

Until recently, the team had been proud of their policy of allowing their drivers to race freely, but tensions were exposed at the Hungarian Grand Prix when Hamilton failed to comply with a request to allow Rosberg to pass while they were running on different strategies.

The team held clear-the-air talks afterwards, but events at Spa proved that the matter was not closed. *F1 Racing* observed on the grid that polesitter Rosberg seemed agitated, engaging in a heated discussion with his engineers pre-race, then, after making a poor start, clipping the left-rear tyre of Hamilton's car with his front wing while trying to pass at Les Combes on the second lap. Afterwards Hamilton fumed that the collision had been deliberate.

"We just had a meeting about it and he basically said he did it on purpose," Lewis told reporters after the race. "He said he could have avoided it. He said 'I did it to prove a point.'"

"My view of the event is very different," said Rosberg. "It's just better that I don't now give all the details of my opinion. We had a very good discussion, and as it is when such things occur, we must sit down and review them. We just need to see if we need to change our approach in the future, as we did in Hungary, and we will do that."

Mercedes motorsport boss Toto Wolff said that the incident showed the current arrangement was not working. "Today we've seen the limits of the slap on the wrist," he said. "Maybe the slap on the wrist is not enough. If Lewis has said that it's going to be a slap on the wrist, and that there's going to be no consequence, then he's not aware of what consequences we can implement."



Toto Wolff: "Today we've seen the limits of the slap on the wrist"

"We've probably not hit the self-destruct button yet, but there is a lot at stake, and if you don't manage this properly now it could end up at that point. Obviously we have the tools to interfere, but this is not the right way.

"I'm extremely upset about what's happened – not about the fact that two cars have crashed into each other, I'm very upset because we've defined rules all together and we've broken those rules."

The FIA has already announced it will not be taking any action over the incident.

QUIZ



F1 Mastermind

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- Q1** Which driver's retirement from the 2008 Singapore Grand Prix was put down to electrical discharge from a nearby tram?
- Q2** What is the middle name of Mercedes racer Nico Rosberg?
- Q3** British racing driver Tony Trimmer failed to qualify which Japanese marque's car at Fuji Speedway in 1976?
- Q4** When Formula 1 made its return to Fuji in 2007, which driver qualified on pole, won and set the fastest lap?

- Q5** Vitaly Petrov was the first Russian driver ever to start a Formula 1 grand prix. In which year did he do it?
- Q6** Last seen in Formula 1 in 1984, which circuit featured the Double-Droite de Villeroy?
- Q7** What are the names of Lewis Hamilton's two dogs?
- Q8** If a set of Pirelli tyres have orange sidewalls, what compound are they?

- Q9** In which year did Suzuka host its first grand prix?
- Q10** US GP winner Innes Ireland died 21 years ago this month. What was the title of his ribald autobiography?
- Q11** Fifty years ago this October, John Surtees clinched the Formula 1 world championship in his Ferrari at which circuit?
- Q12** Which team-mate did John Surtees pass for second

- place to secure the points necessary for him to take world championship victory?
- Q13** Who was the last driver ever to win a world championship grand prix in a Honda-powered car?
- Q14** Ferrari racer Kimi Räikkönen celebrates his birthday this October. How old will he be?
- Q15** Which driver set the fastest lap of the race at the 2012 Singapore Grand Prix?

Q1 Mark Webber Q2 Erik Q3 Mak Q4 Lewis Hamilton Q5 2010 Q6 Dijon-Prenois Q7 Roscoe and Coco Q8 Hard Q9 1987 Q10 All Arms And Elbows Q11 Mexico City Q12 Lorenzo Bandini Q13 Jensen Button Q14 35 Q15 Nico Hulkenberg

Lacklustre Räikkönen to remain at Ferrari

The troubled team recognise they have far more pressing concerns to attend to than driver form



Kimi Räikkönen's disappointing performance since his eagerly anticipated return to Ferrari has led to speculation that he could be dropped at the end of 2014, a year before the end of his contract. However, *F1 Racing* understands that as things stand, Ferrari has no intention of dispensing with his services this season.

Räikkönen's form has been extremely disappointing. As *F1 Racing* went to press, he had only beaten Fernando Alonso in one race and has more often than not been way off his pace. But Ferrari have accepted that Räikkönen needs the car to behave in a certain way to be able to deliver at his best, and they understand that this has not been the case with the F14 T.

More importantly, they realise they have far bigger problems than their drivers, having embarked on a programme of reform that will reorganise the team from top to bottom. There also remains, the problem of Alonso's long-term commitment to Ferrari – something that was a significant influencing factor in signing Räikkönen in the first place.

If Alonso leaves for McLaren, either at the end of this season or next, Ferrari cannot afford not to have a recognised talent in the team. Räikkönen, however, has no intention of throwing in the towel. He has made it clear he will see out his current contract, which will probably

be his last in F1. And his manager Steve Robertson has been disseminating the same information behind the scenes.

So does this mean one or two more years at Ferrari for Räikkönen? His contract, signed in September 2013 to start in 2014, was for two years, with an option for 2016. But there is doubt as to which side that option lies.

Some sources believe it is entirely Räikkönen's decision whether to stay for 2016. This seems unlikely, but cannot be ruled out. If it is Ferrari's choice, and Räikkönen's form continues to be as lacklustre as it has been this season, it seems unlikely the team will keep him on.

But if Alonso leaves, they may have no choice – unless they can action what is believed to be a long-term understanding with Sebastian Vettel that he will join them when he leaves Red Bull. If they still want Vettel, that is...

Is a Vettel/Räikkönen Ferrari pairing on the cards if Alonso leaves for McLaren?



YOUNG GUNS

Esteban Ocon



Finding the stars of tomorrow, today

Esteban Ocon is 17. He was born in Évreux, France, and is currently driving for Prema Powerteam in the Formula 3 European Championship

Who is he?

A hotshot ex-kartist, and former team-mate of Daniil Kvyat, who has rebooted his career in Formula 3 after being slightly outshone by Kvyat, Pierre Gasly and Oliver Rowland over two seasons in the Formula Renault Eurocup.

What's he been doing recently?

After being signed up by Gravity Sports Management – who look after Romain Grosjean, and whose shareholders also run the Lotus F1 team – he finished runner-up to the highly rated F1-bound Max Verstappen in the 2011 European KF3 series, then graduated to single-seaters. He won two races for ART Grand Prix in the Formula Renault Eurocup in 2013, finishing third in the championship behind Rowland and Gasly. He's currently leading the European Formula 3 Championship after a season-long battle with Verstappen.

How good is he?

He took seven consecutive pole positions earlier in the F3 season and is very quick – if not quite as exciting to watch as Verstappen. There are still some rough edges to be smoothed off, though: he can be a little bit 'physical' with other competitors on track, and his team admit that they occasionally need to coach him to drive for points rather than to stake everything on a risky pass for the lead.

Will we see him in F1?

On current form he is almost certain to make his way into an F1 cockpit – if not with Lotus then as a test driver for another team. Gravity's Gwenaél Lagrue, impresario of their F1 Junior programme, has been seen flitting between motorhomes...

NEWS

Verstappen jumps queue to grab Toro Rosso drive

The Dutch teenager will become F1's youngest ever racer when he joins the grid in 2015 – at Jean-Eric Vergne's expense

Red Bull have quite a track record when it comes to making controversial decisions about bringing new talent into Formula 1. But they have made their most surprising move yet with their promotion of 16-year-old Max Verstappen to a Toro Rosso seat for 2015.

The son of ex-F1 driver Jos Verstappen will have just one season of car racing behind him when he arrives in Australia for the first race of next season. He will become the youngest F1 driver in history, breaking the record set by former Toro Rosso racer Jaime Alguersuari by more than two-and-a-half years.

The decision comes hot on the heels of the graduation of Russian Daniil Kvyat from GP3 to F1 this season. Verstappen and Kvyat will be team-mates, and Jean-Eric Vergne will be dropped after three seasons at Toro Rosso.

Questions were raised about Kvyat's age when he joined Toro Rosso aged 19 last year. But the risk the team are taking with Verstappen is on another level altogether. Kvyat had four years of racing experience before moving to F1. And Alguersuari's fate

– dumped with no notice after two-and-a-half largely impressive seasons – underlines the risk. But Verstappen says he has no concerns.

"I'm a relaxed guy; I can handle it," he told the BBC. "The biggest step I made was karting to F3. This will be a smaller step. I'm not that worried about it. The cars are really safe. It's more dangerous to bike through a big city."

"It is a huge step but I think if anyone can do it, it's Max," said Frits van Amersfoort, Verstappen's F3 team boss.

"I've never seen a kid that age so calm and relaxed. He has incredible feeling with the car."

Verstappen satisfies the conditions of an F1 superlicence through being a race-winner and title contender in this year's F3 Euroseries.

JEV (below) will be dropped by Toro Rosso for 2015 in favour of Verstappen (bottom)



PHOTOS: CHARLES COATES/LAT; XMP IMAGES/LAT

F1 BANTER

PASSNOTES

Your essential F1 briefing
#7 Flavio Briatore



Name Flavio Briatore

Age 64

Appearance

Leathery former

knitwear magnate

Wasn't he banned from motorsport for life a few years ago? Why are we talking about him now?

Bernie Ecclestone recently floated the possibility of hosting a powwow between team bigwigs and Flavio, to look at how to make F1 more popular.

Presumably Bernie had too many other things going on to appreciate the irony of appointing someone who isn't particularly popular to head up a popularity work group. What next? Sending Genghis Khan to act as peace envoy to Ukraine?

Ours is not to reason why. Still, Flav's lifetime ban was lifted on appeal in 2010, and he's been free to work in F1 since January 2013. He didn't have to go back to selling jumpers for Benetton.

Damn – I'd been working on a joke. You know, along the lines of: "Shakespeare walks into a pub. The landlord says 'Get out – you're bard.'"

You'll need to be more entertaining than that if you want to impress the popularity working group. How about some ideas to engage today's easily distracted youth, and the TV viewers who are allegedly switching off?

Ooh, I dunno. Perhaps FOM should hire a PR and marketing department and do more stuff online?

Some might argue that there's a fair bit of PR going on even though the sport doesn't have a PR department...

Ah yes, I had to help a fellow in the Hockenheim pressroom who choked on his bratwurst after reading a piece on why F1 doesn't need to change its social media strategy.

Did you do that thing that we're not supposed to call the Heimlich Manoeuvre any more?

Yes. A piece of gristle came rocketing out, hitting a passing cat on the nose.

You should have videoed it and sent it to BuzzFeed. That would have engaged the kids.

You can't video within the circuit boundaries.

Broadcast regs, don't you know...

Perhaps Flav could pop that on his agenda?

Do say: All that clothes retailing and F1 experience will no doubt enrich the debate

Don't say: Get knitted

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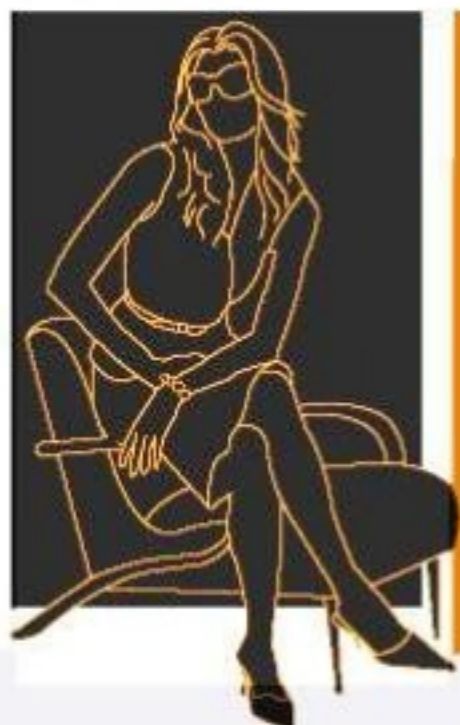
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COLUMN



THE DRIVER'S WIFE

Social media overshare

Queridos, I'm lying low today – I'm literally only online to see when I stop trending. The perils of celebrity. Let me explain.

On average, *Amor* is on a plane every two-to-three days. He spends around 200 days a year travelling and away from home. This year, with my shoots, shows and the new album I'm working on in LA (which, by the way, is going to be released at the beginning of next year, and will feature some HUGE guest artists), I've been away a lot, too...

Sometimes, what with his obsession with getting at least eight hours sleep, and his insistence on turning off his phone while doing so, I have to rely on Twitter and Instagram just to know where he is and what he's doing. Travel, time apart and time zones are the curse of celebrity relationships. Sometimes you've barely time to talk, let alone... well, it's tough and frankly unhealthy. Last year we had only 80 nights together. I don't think I have to spell it out.

My grandma always worries. 'Far from the eyes, far from the heart...' No, *Vovó*, that's why God created Snapchat! No way will *Amor* forget what he's missing!

If I'm in the studio and can't make it to a race, I know the value of a well-timed photo just before *Amor* heads to the grid. I've seen the way those grid girls look at him. Well, I make sure he has other things on his mind. People get lonely on those solitary nights in identikit hotels, but I've a highly tuned groupie radar. And believe me, they don't have these assets!

You know I'm not one to boast, but I ROCK the sexy selfie. *Amor* isn't so good because he has no idea about lighting or framing an image. He just sends ultra-closeups with such a short window of time to view them before they disappear that I can never quite work out which way is up.

Anyway... so it turns out after a big night of post-recording margaritas last night, the Snapchat icon looks a lot like the Instagram icon. Or maybe it's because they are next to each other on my phone?

I have over a million Instagram followers. Now that's oversharing.

I got a lot of likes, though.

My grandma also says 'all truths are not to be told' – but at least the lighting was great, *Vovó*!

#AdrianasBrazilian is still trending.

God bless you, especially if you've broadcast something inappropriate to 1.3 million followers.

**Beijos,
Adriana**

NEWS

Bernie settles bribery case for \$100million

But BayernLB reject offer of a separate £19m settlement, with a civil trial now looking likely

Bernie Ecclestone has survived his bribery trial in Germany and salvaged his position at the helm of Formula 1, by paying off \$100m (£60m) to settle the case. This is allowed according to German law under certain circumstances, with no assumption of either guilt or innocence.

Prosecutors said Ecclestone's age and other mitigating circumstances created grounds for the settlement offer. The amount sets a new record and will be split, with \$99million going to the German state and \$1m to be donated to a children's hospital.

The German banker Gerhard Gribkowsky, whose testimony led to Ecclestone standing trial, remains in jail, serving an eight-year sentence for accepting an alleged bribe from the F1 tsar to ensure the sport's commercial rights were sold to current owners CVC. Despite this, the judge in Ecclestone's trial said after the settlement had been agreed that the prospects of securing a conviction

had been slim. In the context of those comments, Ecclestone described his decision to settle as "a little bit silly".

But the saga is still not over. BayernLB, the bank for whom Gribkowsky worked, is still pursuing Ecclestone, claiming he collected commissions and undervalued its stake in Formula 1.

The bank refused the offer of a £19million payment from Ecclestone to settle that dispute, shortly after his trial ended. The bank's next steps are unclear, but they are considering taking the matter to the civil courts.

The end of Ecclestone's trial should open up a logjam in long-term F1 decision-making. Many senior figures admitted privately that they were waiting for the outcome of the trial before making any strategic moves, as they were unclear whether Ecclestone would remain in charge or not.

Among the many matters pending is a decision on whether to retain the controversial double points for the final race of the season. Team bosses have been taken aback by the vitriolic reaction from fans and many have admitted it was a mistake.

Bernie Ecclestone's record \$100m settlement of the case does not constitute an admission of guilt



MELBOURNE



Race promoter Ron Walker: no fan of current engine sound

NEWS

Melbourne keeps its place on F1 calendar

The Australian Grand Prix extends its current contract to 2020

Following on from the news that Mexico will return to the F1 calendar in 2015 and that Azerbaijan will host a street race in Baku in 2016, it has been announced that Melbourne will host the Australian GP until 2020.

Albert Park's place on the calendar had appeared to be in doubt earlier this year as the Victoria government went through its usual

debate as to whether the race represented value for money for the state's taxpayers.

And Bernie Ecclestone stirred up Ron Walker, the race's promoter and his long-time ally, to threaten not to renew the contract because of his dissatisfaction with the sound produced by the new F1 cars. Unsurprisingly, that turned out to be mere sabre rattling.

Australia's new contract will come as welcome news to all within F1, for the race is one of the most popular on the calendar. It is expected, although not certain, that it will remain the season-opener, a tradition it has held in all but two seasons since it took over from Adelaide in 1996. But it raises questions about the length of the F1 calendar in the future.

In theory, the season is limited to 20 races. But adding Mexico and Azerbaijan to the current list of 19, most of which have long-term contracts, makes it 21 by 2016. And the teams want more races in North America, ideally with events on the east and west coasts in addition to the current two in Montréal and Austin.

F1 STUFF



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PHOTOS: CHARLES COATES/LAT; GLENN DUNBAR/LAT; LARS BARON/GETTY IMAGES



Pat Symonds explains
THE SCIENCE BEHIND...
Making the rules

F1 TECH

The F1 rules seem extremely complex – how do you ensure you operate within them?

They have got a lot more complex recently. I still have a set of rules from 1983. They consist of a total of ten-and-a-half pages and all the aerodynamic regulations covering the bodywork and wings cover just 41 lines of text: fewer than 500 words. By 1994 this had only grown to 675 words. Today, that same section is 5,844 words!

The complete Technical Regulations today run to 82 pages and more than 33,250 words, but are further complicated by a 75-page appendix to the Technical Regulations, several Sporting Regulations influencing design, and countless Technical Directives (30 thus far in 2014). Even the document that guides us as to how we may manage the 2014 power unit is now in its 25th revision and adds a further 44 pages.

Observing certain quantifiable rules is relatively easy, so it would be unusual these days for a car to be found to be over the maximum permitted width or height, although genuine mistakes are occasionally made. Other rules can be difficult to comply with even when limits are specified, and there have often been arguments over exactly *how* something is measured.

Much more difficult are those rules that convey intent but are extremely debatable. The opening sentence of the bodywork rules states that one of the purposes of the regulations is to minimise the detrimental effect that the wake of a car may have on a following car. You can imagine the fun two lawyers could have with that statement in an adversarial debate on the merits of McLaren's rear suspension.

What is the function of a Technical Directive?

These are documents issued from time to time by the FIA to all teams. They express opinions on legality, or are instructions that must be followed. The recent edict on front-and-rear interconnected suspension (FRIC) legality was merely an opinion expressed by the FIA's

technical department that these devices were not legal. Only the stewards of an event, or the International Court of Appeal, could determine whether this opinion was valid. In reality, teams know FIA opinion is usually upheld, hence no team was prepared to risk running FRIC once that opinion was made public.

If any area of the regulations is unclear, or if a competitor is introducing new technology, they can write to the FIA in confidence to seek an opinion on legality. This is often used as a ruse to flush out an opponent's secrets by asking a loaded question; if the opinion suits the questioner's argument and is in a negative vein, they can then ask for that opinion to be made public by means of a Technical Directive, thus terminating their rival's ingenuity.

Technical Directives are also effectively perpetual so are seldom rescinded. So on top of the reams of current regulations that need to be understood, technical directors must recall the intent of documents that may be many years old when assessing the legality of a new concept.

How are the technical rules formulated?

Under the last Concorde Agreement, rules were debated and suggested by the Technical Working Group (TWG) then approved by the F1 Commission and World Motorsport Council. The loss of Concorde brought an end to the formality of the TWG, and in its place the statutes of the FIA kicked in to allow the formation of ad hoc groups to determine technical rules. President Jean Todt also instigated a Strategy Group of 18 members, including six of the teams, to provide guiding principles for the sub-groups to follow.

What provides the inspiration for new rules?

Foremost is safety, and this has driven many regulations over the past 30 years. Coupled with safety is the need to keep performance in check, since the rate of development is so fast in F1 that it is necessary to reduce grip and engine power

every few years to maintain vehicles that are compatible with most circuit layouts.

More recently, rule changes have been made to contain snowballing costs and also to increase the spectacle of the racing.

How much notice do you get with new rules?


Previously, regulations had to be finalised by the end of June for application the following year. This has now been brought forward to the end of March to give teams more time to react. This has helped reduce costs for competitors.

Wouldn't it be better if the rules were simpler?

A shorter rule book could foster innovation, but the current F1 business model would not sustain the financial requirements this innovation would require. The rules stifle many areas where ingenuity may be applied, but also force an inordinate level of detail to be investigated – and this often leads to novel solutions to problems.

Is there room for any interpretation of the rules?

Of course, but sometimes the semantics involved amaze me. Many rules contain a catch-all, and one that often comes up is the infamous Article 3.15, which governs moveable aerodynamic devices. You might think this was written with bodywork in mind, but it's this rule that banned active suspension – and more recently FRIC.

Wherever there exists a lawyer, there also exists an interpretation... 



INSETS: GETTY IMAGES; GLENN DUNBAR/LAT; ANDREW FERRARO/LAT; MARK THOMPSON/GETTY IMAGES



Safety is one of the driving forces behind rule changes. Hence the 'ugly' lower noses brought in for 2014 and the 18-inch tyres tested for Pirelli by Lotus in July



PETER WINDSOR

RACER'S EDGE

Authority, wit and intelligence
from the voice of *F1 Racing*

So the court case has dissolved – and I can't say I'm unhappy. Anyone capable of letting Gordon Murray create the Brabham BT44B deserves to sleep at night. As with the financial crisis of 2007-8, however, the crucial thing now is to ensure that nothing like this happens again. It's time to clean up and move forwards.

The easy thing to say is that we need to rid ourselves of 'commercial rights holders'. For that's where it all started: with the pursuit of loot at the expense of what was good for motorsport. With having to meet monthly repayments rather than trying to improve the F1 show.

I don't think we can blame Ecclestone for any of this. He was just doing his job for the rights holders, the FIA and for the teams. Inevitably, though, you have to ask: did it matter whether the F1 rights were sold for €1.5 billion rather than €3 billion? What difference did it make to F1 or to any other aspect of the motorsport business? None. The money – motorsport's money – had long since evaporated.

'Commercial rights', I fear, are here to stay. The FIA sold them for 100 years during the Mosley era for the absurdly low price of £211m – £2.1 million a year. CVC, a faceless capital-management firm with little or no historic feel for F1, now own those rights, having paid an absurdly large number with too many zeros. We

It's time to think big about the future of F1





F1's commercial rights are controversially controlled by Bernie Ecclestone on behalf of CVC. But even if the teams took over, they would struggle to put the long-term good of Formula 1 above their own interests



know it's absurd because, since taking over the rights, CVC have been unable – or unwilling – to spend one cent on anything that comes under the heading of being good for motorsport. Instead, their contribution to F1 life has merely been to send an invoice to each circuit after each race.

Outrageous, I know, but there you have it. Motorsport's heritage – the wealth generated by 35 years of pain, passion and performance that included the boom years of TV sponsorship, tobacco advertising and global expansion – has disappeared. While other sports re-invest a wealth born of their heritage, F1 clings to government race funding and TV revenues and passes on nothing to the rest of its world. That's why track marshals rarely receive even expenses. That's why the F1 brand is still largely unknown in countries like China, India and the USA.

I'm sure that Jean Todt, current president of the FIA, would love to be able to buy back those commercial rights and set up a new managerial system under his control. While conceding that this would be a huge improvement over the status quo, personally I think it would be a mistake for the sport's administrative body to mix their core business with commercial management. After all that has happened, F1 from here on in must be seen to be operating at arm's length in all departments.

What then? How can we ensure a better future? Perhaps the rights should be owned by F1 teams – just as the Association of Tennis Professionals (ATP) and the Professional Golfers' Association (PGA) very successfully run the worlds of tennis and golf. Or perhaps we should look at the franchise system adopted by major-league sport in the US. Good ideas both, but I suspect they would be difficult to pull off legally at this stage, even if the Concorde Agreement in 2014 seems to be about as effective as the Resource Restriction Agreement. In addition, I think most of us would agree that the F1 teams would actually find it quite difficult to make decisions 'for the good of motorsport' – as distinct from 'for the good of themselves'.

In reality, there's little that can be done prior to CVC selling their controlling interest in F1. When that happens, however, there will be great scope for change. At that point, the FIA and the teams must take the opportunity to exercise a new Charter of Performance within the ownership of F1's commercial rights. This can be created legally by the F1 Commission and can, and should be, monitored by said commission.

Let me make a few suggestions as to what such a charter should contain. A significant percentage of all F1 circuit appearance fees should go to the promotion of motorsport in the country in question. A team of permanent, salaried marshals and officials should be established and minimum weekend fees paid to all voluntary workers. Money should also be spent on marketing the F1 brand in the country of the race in question. This should include appearances by drivers in advance of the race, special TV shows and advertising campaigns.


GP2 and GP3 teams – an integral part of the commercial rights package – must receive prize or appearance money based on the F1 scale, enabling them to hire more drivers on merit rather than through financial necessity. Those teams should have more hospitality and guest access to the F1 paddock and the public should be allowed to buy GP2 and GP3 paddock passes. If GP2 and GP3 support races are not on the racecard, the rights holder should underwrite a race programme befitting the culture of the country in question.

F1 rules should not be adjusted regularly to improve 'the show'. Instead, F1 teams and drivers must be available for broader, behind-the-scenes TV and internet exposure, including access to team debriefs, driver briefings and drivers' leisure time. Likewise, the live F1 TV stream must be available on the internet, either through a pay-per-view system or via the payment of rights, and teams must be able to produce footage from all tests and race meetings without restriction.

A special working group must be charged with looking ahead. How will F1 react to a reduction in government funding for its races? What new business plan should be created to make private race promotion profitable for both parties? How can we fill the grandstands at all events? And should F1 be looking at more major city races?

F1 heritage must be used more effectively. Past champions should be given special status at races and all non-current TV footage must be made available to film and TV companies, to the teams and to advertising agencies at rates commensurate with those of other major sports.

I could go on. The list, in reality, is pretty logical. Anyone who loves our sport could compile it. The crucial thing – right now – is to begin to put it into motion through a draft charter.

What's that you say? No one's going to buy the rights with all that baggage included? Good. Reduce the price. No one will feel the loss except the money-makers. The benefits to F1 – and to the show and the business – will be incalculable. 

"When CVC sell their controlling interest in F1, there will be great scope for change"



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EMERSON FITTIPALDI

SPEED KING

The double world champion writes exclusively for *F1 Racing*

As I sit down to write this, the F1 summer break has come to an end and the Belgian Grand Prix is starting our continent-hopping rush to the end of the season – from Europe to Asia, then to America via the Caucasus, and back over the Atlantic again to finish in the Middle East. It's tiring for the people who work in the sport but, I think, necessary – because for a sport to have a truly global appeal it has to create a physical connection with fans all over the world. Watching a race on television is one thing but actually being there is something else.

So I was very glad to learn that the Mexican GP is returning to the calendar next year, and that F1 will be entering new territory with a race in Azerbaijan in 2016. There's so much passion for F1 in Mexico. I only competed in one F1 race there – it was my fifth grand prix start – and the grandstands were completely full. It will be like that again in 2015, for sure, because there are two Mexican drivers on the grid – Sergio Pérez and Esteban Gutiérrez.

There have been a few Mexican drivers in F1 over the years, but I think Sergio and Esteban are among the most talented, along with the country's original F1 pioneers, Ricardo and Pedro Rodríguez, after whom Mexico City's

What can F1 do to attract new fans?

circuit is named. The Autódromo Hermanos Rodríguez has always been a challenge to drive on because of the bumps and the altitude, but it has a great downtown location, so it's very easy for spectators to get to.

The only downside of the urban location is that there's now a road on the other side of the fence from the iconic Peraltada corner, so we may have to let that one go. Still, changing the circuit opens up new opportunities – just look at Interlagos, which also had to undergo a big change, but which remains one of the greatest tracks to drive, with many different challenges. It's also moving with the times – a new pit complex is being built as I write.

Azerbaijan's arrival has prompted the usual questions about breaking new ground. Some people worry new races squeeze out classic tracks from the calendar and don't attract enough spectators. It's a complex issue with no easy answers. I was interested to hear Christian Horner's answer to a question about the disappointing attendance at the German and Hungarian GPs; he said that if existing territories don't show much interest, why not visit those crying out for it?

That's part of the right answer – but I don't think half-full grandstands are a sign that a country isn't interested. Hockenheim tickets were very expensive, and I read reports that it cost €10 for an ice cream! That's an expensive day out if you're bringing the family – and I believe that for the sport to grow, we need to encourage people to bring their children to races.

A couple of thoughts struck me as I was at Silverstone a couple of months ago for the British GP. Firstly, how much I'd enjoyed taking part in the parade of historic F1 cars, and how the spectators had loved it, too. To pull everything together had taken a lot of

effort from Tony Jardine and the BRDC, but it was worth it. These days you can't expect people to make a long journey, then sit in the same seat all day waiting for something to happen. Race promoters need to have more happening on and around the circuit to keep people entertained and engaged.

More races on the support card? Funfairs, simulators and live music to encourage people to move round and change the pace of the day? Better internet connectivity so they can share their experience with friends and persuade them to come next year? The most successful races are all doing this. At Silverstone I noticed temporary mobile phone masts had been put up around the circuit to provide a better signal,



The 2015 Mexican GP is sure to draw a big crowd due to the presence of home talent Sergio Pérez and Esteban Gutiérrez

and the *F1 Racing* Fan Village at Whittlebury Park had free Wi-Fi. At Singapore they'll have Jennifer Lopez, Robbie Williams and the Pet Shop Boys performing live over the weekend. Abu Dhabi will have something similar.

Something else that struck me at Silverstone... my boy put down his phone and watched the race. General Motors recently did a survey and found that while previous generations of teenagers viewed owning a car as the most important thing in their lives, now what they all want is a smartphone. We must deal with this generational change.

On the evidence of my own eyes, modern F1 is exciting enough to persuade the kids to set their phones aside and engage with the spectacle in front of them. All we need to do is get them through the door! 🏁

“Promoters need to have more happening at the circuit to keep people entertained”

PORTRAIT: BENJAMIN WENCHENJE. PHOTO: CLIVE MASON/GETTY IMAGES

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DIETER RENCKEN

POWER PLAY

The stories F1's bigwigs would rather you didn't know...

After a long wait, Formula 1 has gone back to business as usual. Key issues that have lain unresolved while stakeholders awaited the outcome of Bernie Ecclestone's Munich trial can now be addressed – apart from one. And that could be the biggest problem of all.

The backstory is well known; in 2012 Gerhard Gribkowsky, a former senior executive at BayernLB, was jailed for eight-and-a-half years after being convicted of tax evasion, bribery and breach of fiduciary trust. The German prosecutors claimed that Ecclestone, via his family trust, had paid a sum in the region of £30million to Gribkowsky. Ecclestone, who denies bribery, maintains he was “shaken down” by Gribkowsky over tax matters; Gribkowsky claimed he was bribed to ensure BayernLB's controlling stake in F1 was sold to an entity willing to keep Ecclestone as CEO.

That stake was acquired by CVC Capital Partners, a private equity fund with a reputation for wringing maximum dollars out of investments before exiting, usually via stock market listings.

The case is settled – not the succession

Such a model was planned for F1 before the poor health of the global economy, and the uncertainty surrounding the court case, put the brakes on the whole process. CVC ended up selling off half of its original 66 per cent. Crucially, though, it retains overall control.

When offered the chance by prosecutors, Ecclestone availed himself of Section 153a of Germany's criminal procedure, which lets accused parties settle cases in exchange for a fee paid to the state and/or a recognised charity, subject to the judge and prosecution agreeing. Under this procedure, which exists to ease the administrative burden on the court system and bring to a swifter conclusion cases where judgment is difficult, the sum is decided based on the severity of the alleged offences and the accused's means - hence the headline-grabbing figure of £60million, with £600,000 going to a child hospice foundation and the balance to the Bavarian state. Thousands of cases are settled thus every year, though this one sets a record.

So Ecclestone remains at the helm of Formula One Management. CVC had undertaken to sack him if, in the words of co-founder and chairman Donald Mackenzie, it had been “proven that Mr Ecclestone has done

anything criminally wrong”. The settlement closes the door on this, and, while a court statement made clear civil action could not be excluded, Judge Peter Noll's parting shot to Ecclestone was, “I assume we will only see one another again on television.”

The trial had been held for two days a week since April to enable Ecclestone to continue to discharge his duties, and within hours of the settlement he was back at his desk in London. While Ecclestone's stamina is remarkable, surely the lesson of this lengthy and expensive court case, in which an 83-year-old with a history of heart disease faced the prospect of a jail term if found guilty, is that CVC need to devise some form of succession planning. And they must announce that plan to appease the anxieties of the governing body, teams, partners, sponsors, broadcasters, promoters, and that oft-forgotten group – the fans.

There was universal fear in the paddock about F1's future should Judge Noll pronounce Ecclestone guilty with no suitable replacement in sight, for the sport faces cash-strapped teams, disappearing spectators, diminishing TV audiences and dwindling sponsorship revenues across the board. Yet CVC appeared to have no contingency plan to deal with these challenges. When Ecclestone was first charged, a deputy was not appointed to manage the business – instead, decisions and agreements were escalated to Mackenzie's office. This surely points to a succession vacuum.

CVC have enjoyed an estimated 500 per cent return on their original investment, and have approached the markets for a billion-dollar loan to pay shareholder dividends. That loads F1's debt pile, a move observers fear spells a phased exit, possibly as soon as late 2015.

The route could be via the sale of CVC's remaining 35 per cent, or an IPO [Initial Public Offering], likely in Singapore. After two aborted attempts – one of which stalled at the blocks – the money markets are sceptical, which does not bode well for a flotation.

Either way, F1 will still be overburdened by debt. And it will still be run by an octogenarian with no intention of handing over the reins. From that perspective, the Munich settlement has not changed anything. **F1**

Bernie Ecclestone with his lawyer, Norbert Scharf, in Munich. Ecclestone has settled his bribery case for a record £60million



“F1 will still be run by an octogenarian with no intention of handing over the reins”

PORTRAIT: BENJAMIN WENCHENJE; PHOTO: GETTY IMAGES

MÉGANE RENAULTSPORT VS NORDSCHLEIFE

THE FABLED NÜRBURGRING IS THE ULTIMATE TEST OF MAN AND MACHINE, AND IT NOW HAS A NEW RECORD FOR FRONT-WHEEL-DRIVE PRODUCTION CARS – 7 MINS 54.36 SECS, COURTESY OF THE MÉGANE 275 TROPHY-R

“Competition is in our DNA. It’s true to say that we never ever give up!”

“Beyond my own satisfaction, the performance benefits Renault as a whole”

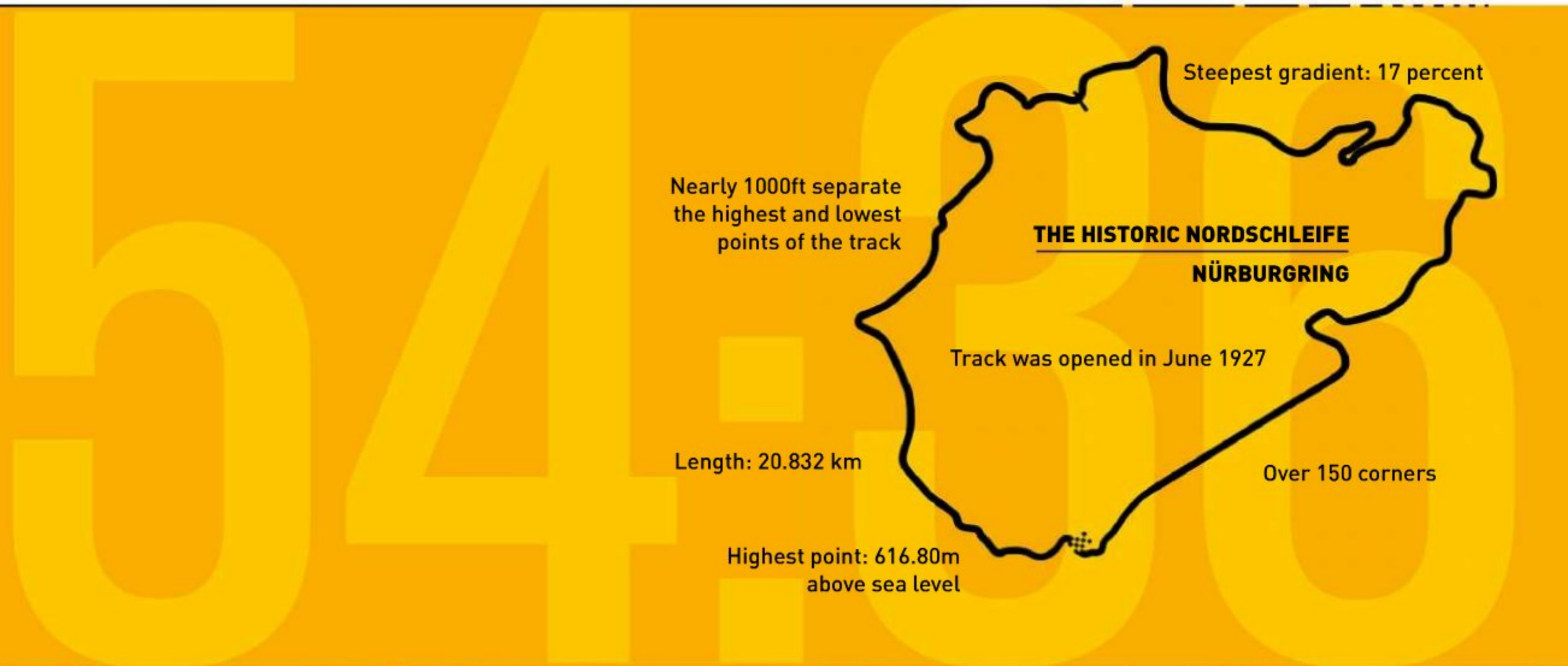
“We sought to make progress in every area”

“Step by step, the limits are being regularly pushed back”

“I WAS ABLE TO TAKE MOST CORNERS IN A HIGHER GEAR THAN THREE YEARS AGO. AT THE END, THAT IMPROVEMENT IS MEASURED IN SECONDS”

Laurent Hurgon





THE RECORD

Renault already held the Nordschleife record for a production front-wheel-drive car, achieving a lap of 8 mins 17 secs in the Mégane R26.R in 2008. It improved on that three years later with the 265 Trophy, and its goal for the 275 Trophy-R was to lap in under 8 mins. It did that – and then some!

The Nordschleife has become one of Renault's working tools, and is used extensively for the fine-tuning of Renaultsport models. The work that it put in – both on the car and with Laurent Hurgon's driving – paid off.

THE DRIVER LAURENT HURGON

Laurent Hurgon is one of a team of three test drivers for Renault Sport Technologies. It fell to him to make the record run, to master the myriad crests, cambers, kinks and blind corners that characterise the Nordschleife.

"The pressure was certainly on," he said, "especially since the track conditions for the record attempt were far from ideal. When the moment comes, the concentration required is similar to that for a qualifying lap, and you have to block out everything around you. The smallest driving mistake can cost you dearly at the end of the lap."

THE MÉGANE R.S. 275 TROPHY-R



Renault's aim with the 275 Trophy-R was not only to improve the technical specification. It was to create a car that would be better on the track while still being suitable for everyday driving. Not only does it offer stunning performance – thanks to partners including Öhlins, Michelin, Brembo, Recaro, Akrapovič and Allevard – it delivers moderate fuel consumption and CO2 emissions.

FROM TRACK TO ROAD

MÉGANE R.S. 265



0-60MPH 6 SECS; 265BHP;
265LB FT; 158MPH; 1379KG

MÉGANE R.S. 275 TROPHY



0-60MPH 6 SECS; 275BHP;
265LB FT; 158MPH; 1376KG

MÉGANE R.S. 275 TROPHY-R

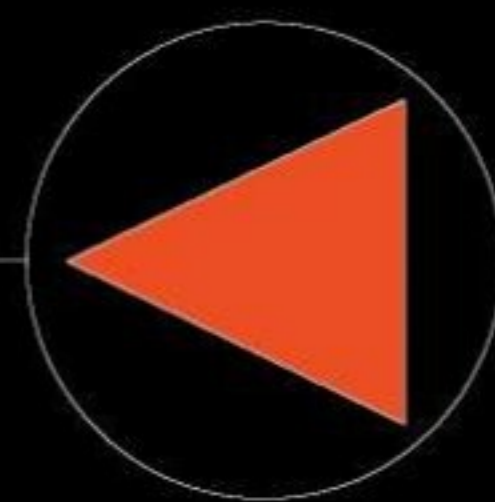


0-60 5.8 SECS; 275BHP;
265LB FT; 158MPH; 1297KG



renault.co.uk

Now *that* was a car



No. 31 The Brawn BGP 001

There was more to this seeming rags-to-riches fairytale than met the eye...

It's the stuff of fairytales: underfunded team scrapes on to the grid at the last minute with a car almost devoid of sponsorship, and proceeds to dominate the season. When the legend becomes fact, as the reporter tells Jimmy Stewart in *The Man Who Shot Liberty Valance*, print the legend.

But things aren't always what they seem. The Brawn BGP 001 was, pound for pound, among the most expensive Formula 1 cars of all time. During its 18-month gestation, up to three separate design teams located in various parts of the globe were working on the concept; then it nearly tripped at the final hurdle when Honda withdrew from Formula 1 in December 2008.

Having bought British American Racing (BAR), formerly Tyrrell, at the end of 2005, Honda had spent lavishly but found only diminishing returns. Jenson Button's tremendous wet-weather win at the Hungaroring in 2006 was the high-water mark, after which the team slid to the back of the grid. Conspicuously, too, pop magnate Simon Fuller's XIX Entertainment company had been brought in to spice up the brand, resulting in the 'My Earth Dream' livery.


Honda's next move was to bring in former Ferrari technical director Ross Brawn as team principal at the end of the 2007 season. He quickly outed the team's '08 car as hopeless, and diverted as many resources as possible to researching ways and means to exploit the new rules package coming in for 2009 – rules that mandated lower,

wider front wings and higher, narrower ones at the rear. To that end he co-ordinated the efforts of engineers from Honda's defunct second-string team Super Aguri, Honda's Japanese research base at Tochigi, and both windtunnels at the F1 team's Brackley HQ.

"The car was taken in three different directions in the windtunnel," says former Honda test driver Alex Wurz. "Two directions were found to be wrong, so the team could just switch."

Honda did not stick around to enjoy the return on their investment, however. So after several months in limbo, Brawn put together the finance for a management buyout and the newly renamed BGP 001 ripped up the test tracks of Europe before Button and Rubens Barrichello took a dominant one-two at the season-opening Australian Grand Prix.

Though its chassis had been hacked to accommodate the hasty change of powertrain (from Honda to Mercedes), the BGP 001 had three advantages: the front wing, which dictates the aero map of the car, was in a far more advanced state of development than that of its rivals; it had a controversial loophole-exploiting double-diffuser to boost downforce at the rear; and it went without the additional bloat of KERS, a technology that proved to be a lame duck in its debut year.

Brawn's sparse operating budget began to show as rivals caught up, but six wins in the first half of the season enabled Button to tie up the drivers' and constructors' titles with one round to go. 



WORDS STUART CODLING PICTURES JAMES MANN



BRAWN BGP 001 TECH SPEC ◀

Engine	Mercedes FO 108W
Layout	2.4-litre V8
Brakes	Brembo
Fuel	Mobil
Gearbox	7-speed Brawn semi-automatic
Weight	95kg
Notable drivers	Jenson Button, Rubens Barrichello



THEY

~~YOU~~ ASK THE QUESTIONS

Fernando Alonso

In any sporting generation, there's always a star among stars. And in contemporary Formula 1, despite the presence of a Hamilton and a Vettel and a Räikkönen, we have an Alonso. Mighty, redoubtable Fernando Alonso – grilled here, exclusively, by the luminaries of the F1 paddock

WORDS ANTHONY ROWLINSON PORTRAITS ADRIAN MYERS

Some drivers grant an interview. With Fernando Alonso, regarded near-universally within Formula 1 as the best of his generation, it's an *audience*. You're aware, in his presence, of his *presence*.

This is no waifish 19-year-old F1 arriviste. This is The Man: the hardest racer, the doughtiest competitor and a driver who has earned a stature that far outshines the mere statistics of his career. Two titles to Vettel's four, and that pair now claimed some time ago ('05, '06)? A quirk of mathematics that has given up the fight against Alonso's relentless pursuit of excellence; a disparity that has ceased to hold any relevance as a measure of his eminence.

For truly, no one in Formula 1 regards Sebastian Vettel (or any of his peers) as the

better driver. Most sentient observers, indeed, think precisely the opposite.

So stats be damned, Alonso is *numero uno*, for this age, in the way that Michael Schumacher was for most of his. Neatly, of course, Alonso's titles butted up to Michael's – a baton passed – and Fernando once admitted to this journalist that his '06 victory would have meant little had he not had to beat Michael to earn it.

The competitor pure, then, as aggressive and pugnacious a racer as Formula 1 has ever known. Yet a driver who, at 33, knows he is unlikely ever to improve and must acknowledge the prospect of fading powers, even if there is no sign, yet, of their waning.

With these considerations occupying our thoughts, we wait for Alonso in the private

upstairs quarters of the Ferrari motorhome in Budapest, giant Hublot wall clock marking the passing seconds, and wonder... Will he today be the raging bull, hungry for the fight with any rival? Or will we experience the milder, more approachable, articulate and reflective Fernando, often seen in media briefings? That kid from Oviedo who performs magic tricks and practical jokes for his friends when his mood is light?

There is, it must be said, trepidation when he arrives wearing obsidian Oakleys, iPhone clamped to right ear. Its case is bright blue with a golden cross – the Asturias flag of his home region – a symbolic statement, we later learn, of victory. How appropriate for this warrior driver that the local standard should bear the *Cruz de la Victoria*, the Victory Cross. →



The call is ended. The phone placed carefully face down on a white table. Shades off. *A smile!* A firm, but not clenching, handshake, then a welcome. We're away.

When is your bike team starting... and why are you doing it?

Franz Tost

We applied for the forms and the documentation on 1 August, because that's the date when the UCI [cycling's governing body] requires them. The intention is for the team to be on the road next year, in January, but at the moment that is just a guess. We need in the next couple of months to build a huge structure, so that's our intention. But we'll see how it ends up. Why am I doing it? Because I have to think of my future.

FIR: Who would be on the team?

FA: I haven't thought about that yet.

FIR: Alberto Contador [Spain's top pro rider] maybe?

FA: Ah, he already has a contract for next year.

FIR: What will you call your team?

FA: I probably won't put my name to it. We'll find the best name possible, or use the name of a bike manufacturer, or sponsor, or whatever we decide is the best name. But not my name.

FIR: Cycling's a big passion for you, isn't it?

FA: It is, it is. It's my favourite sport and now it can become a reality for the future, so it's nice.

If you never win another world title, how will you feel about retiring from F1, having won only two?

Damon Hill

Right now it's tough because I want the third title so much. But if I can't win it and my time comes to retire, there is not so much I can do, so I have to step back to give the opportunity to new people to go in. I know that with time, two titles will be more and more important and I will be extremely proud, even if now I always want more

and I am always hungry for success. I know that they will have a huge value when I retire, even if I have two, three or whatever.

FIR: But winning three is still a big thing?

FA: Yes.

FIR: So winning a third title is, in fact, a big part of your motivation? Or are you motivated enough anyway?

FA: I feel motivated anyway, but it's true that I have been so close to a third title on a few occasions that it's part of the motivation as well, to keep going and to achieve it.

For the record, Alonso has finished second in the title race three times in his four full seasons to date with Ferrari. In 2010 he finished four points behind Vettel, after a title-deciding Abu Dhabi finale; in 2012 he was just three points behind his Red Bull nemesis after a thrilling showdown in Brazil; last year Vettel and the RB9 crushed all-comers to win by a massive 155-point margin. A young Russian self-confessed Alonso fan picks up the theme...

How did you overcome the thought that you could have been a three-, four- or five-time world champion in the days following those times when you just missed out?

Daniil Kvyat

It's tough... definitely tough and there have been some... er... tough weeks, some tough days after the missed opportunities. But I had some great family support and great friends who supported me each time and there's no doubt that each time I had to strengthen my character and my motivation. It's not easy to step back from a big disappointment like that.

FIR: What did you do? Go out on your bike and ride till you forgot about it?

FA: I stayed at home. I didn't get depressed, but I had to take some time for myself. Not doing



ANDY HONE/LAT



INSETS: STEVE ETHERINGTON/LAT; ANDY HONE/LAT

many things, but just being, you know, with my loved ones around me.

How did you learn to set up your 'victims' on the race track? I've never seen anyone do overtakes like you.

Gerhard Berger

[There's a broad Alonso grin...] I 'cook' the overtaking slowly. Karting was the best school for me. I spent so many years in karts and even now I still do some karting. There were many nice battles and it's where you learn so many of the things you can use in Formula 1.

FIR: So karting still applies directly to F1?

FA: Very much, yes.



How has turning Spain on to Formula 1 affected your life?

Murray Walker

Ah... well definitely the sport is a lot more popular now in Spain and that puts me on front pages and television quite often. So, the popularity is high and obviously your privacy decreases with that, so it's a bit more difficult to go out to a cinema or a restaurant – you know, the normal things become difficult. But on the other hand, it's nice to have that passion and interest in my country for the sport that I love, so that's nice.

FIR: You still live in Spain, don't you?

FA: Yes – in Spain and Dubai. I have a place in Dubai now, so I'm there very often, especially in the winter, when it's quite nice to be there.

How do you maintain your consistency when your machinery isn't up to your own level of performance?

David Coulthard

It's just a case of trying to keep the motivation high, trying to set new targets for every weekend, because the performance you can achieve is different every weekend, so you just need to rrrrrre-adapt [spoken with a particularly fruity rolled 'r'] to that level of performance and achieve what's supposed to be the maximum. [Then a deep exhale and sigh, as if momentarily wearied by the prospect of continued struggle.] You know, I *hate* losing, so that's enough to keep me motivated – even if it's a battle for sixth and seventh, I would rather be sixth than seventh, so that's enough to keep me motivated.

Will you ever run a racing school? I would like to send some drivers to it...

Mika Häkkinen

[Laughs] I will, I will! That's the plan, actually. I already have a kart circuit in Spain and the plan is to have a school there for kart drivers, young drivers, and also for road safety. I'm involved in a good project for road safety with schools in Spain – teaching kids from a young age. And we'll try to use bicycles and karts on a big circuit we're planning. So Mika can send down some good young Finnish guys any time he likes!

Formula 1 fever gripped Spain as Alonso burst onto the scene in 2001 and he's proud to have raised the profile of his sport in his homeland



Why didn't you ever take a week off – and why did you make my life so difficult?!

Rob Smedley [race engineer to Felipe Massa throughout his four years as Alonso's teammate from 2010-2013]

Well I worked hard, that's for sure! And I still do work hard, but there were tough weekends for both sides of the garage, I think – both for Felipe and Rob and for Andrea [Stella, Alonso's race engineer] and me. We didn't quite have the car that we wanted and we were struggling a little bit. There were some difficult seasons, but at the same time I was extremely proud of the teamwork that we all did together. I've known Rob since F3000, when he was my race

engineer, so it has been a long journey and I think that we both achieved many things. It was good fun to spend some time together and we had some good years at Ferrari, even if he was with the other car.

FIR: If you were teaching them to drive like Fernando Alonso, what would you teach them?
FA: Just enjoy what you do, try to be aggressive and try to have a plan always in your head. Then execute it. It's as simple as that. →

Does the 2014 F1 technical package require more talent to drive, and make the best drivers stand out more?

Emerson Fittipaldi

I don't think so, no. The 2014 regulations are more or less the same as any other year in terms of driving style, so I don't see a big difference. We miss a little bit the freedom to activate KERS in whatever place we wanted – this year it's just automatic: when we go full throttle, the power unit delivers what you ask with your foot. I don't think it's more challenging this year. The cars have a little bit less grip, they are heavier, they are slower, but I don't think they are more difficult for any reason or that drivers have a bigger impact on the final result.

You're the coolest driver I've ever seen before a race. Are you really that relaxed, or are you just an amazing actor?

Pedro de la Rosa

[Pauses to mull over the question]. I think I am relaxed – and I'm definitely not a good actor! But I am relaxed, yes. I see sometimes some



What's your favourite corner? And why?

Martin Brundle

Turn 1, China. Why? Because it's a very unique corner. On all other circuits, any corner has a similar corner at another track, apart from T1 at Shanghai. It's unique – it goes on and on and on – and it's a place where you can gain or lose a lot of lap time, because you spend six or seven seconds in it. And I like this about it. It's challenging.

stress and tension around the team and the other people around when a grand prix is about to start, yet normally I am the one trying to keep it cool, trying to give them some confidence that 'guys, we will give the maximum' and that they shouldn't worry about anyone else. We will go out there, we will have a good start, a good strategy and a good pace, and the outcome will depend on many other factors, but not because we missed something, and I am relaxed because of that. Also I think that everything in the race is normally under control and we always give 100 per cent, so that is enough to be cool and to be ready for the start.

No limits – how would you make your perfect F1 car?

Richard Cregan

I think it would be close to the 2004 and 2005 cars. So definitely V10 engines, with no limitations. Aero? No limitations, so probably double, or even triple diffusers, blown-exhausts, DRS... whatever could be added to make the car faster. I'd want tyre competition, too. I think →



INSET: GLENN DUNBAR/LAT





it's a good thing for Formula 1 and raises the level of manufacturers, because they battle and then the drivers benefit from that battle in terms of product... so, yeah, we would end up with a very, very fast car probably!

At Monza in 2006 you said, "F1 is no longer a sport." Do you think it still is? Do you think you're a sportsman, or something else?

David Croft

It is... well... half-sport, half-business. It is a strange sport, no doubt. I actually feel more of a sportsman between the races when I do my preparation and when I get ready for the next grand prix than in the weekend itself, because here there is a lot more stuff than just driving the car. There is the media, the fans, the sponsors. There are so many other things, that you need to be some kind of politician, or businessman... many things, more than just driving. So, I still think that Formula 1 is a very strange thing...

FIR: But you have a great passion for Formula 1, obviously...?

I do have a *great* passion for it, yes. I love Formula 1 and my whole life is built around Formula 1. But I understand, as the years pass, just how complex a sport it is, and also who you need to be, at some moments of the weekend,

If you could drive one race again, which would it be - either because it was so good, or because a great result was snatched away?

Anthony Davidson

Probably Spa 2012, where we had the incident with Grosjean, who flew over me at the start. That race, if I could do it again, even if I was starting from the pitlane or whatever, I would want to do it again. Because with just four points that year, I would have been world champion. So in that race, we lost the world championship. And again, not because we did something wrong... but I would do anything to race it again because when you know the outcome of the championship [Vettel 281 points, Alonso 278] and you miss these few points, well...



and who you need to be at some moments of the year and even at some moments of your career. It's not just like picking up a racquet and playing tennis. Formula 1 is something more than that... it's something else.

What would you have been if not a Formula 1 driver?

Paul Hembery

I have no idea, to be honest. My first kart race was at three years old and I have been all my life behind a steering wheel. So I would probably have been involved in another sport, because I love sport. And in Spain, you know, football is quite big and as a kid, when I was not racing I was probably playing football every weekend. Cycling maybe... but I have no real idea.

Do you now regret not joining us at Red Bull in 2008?

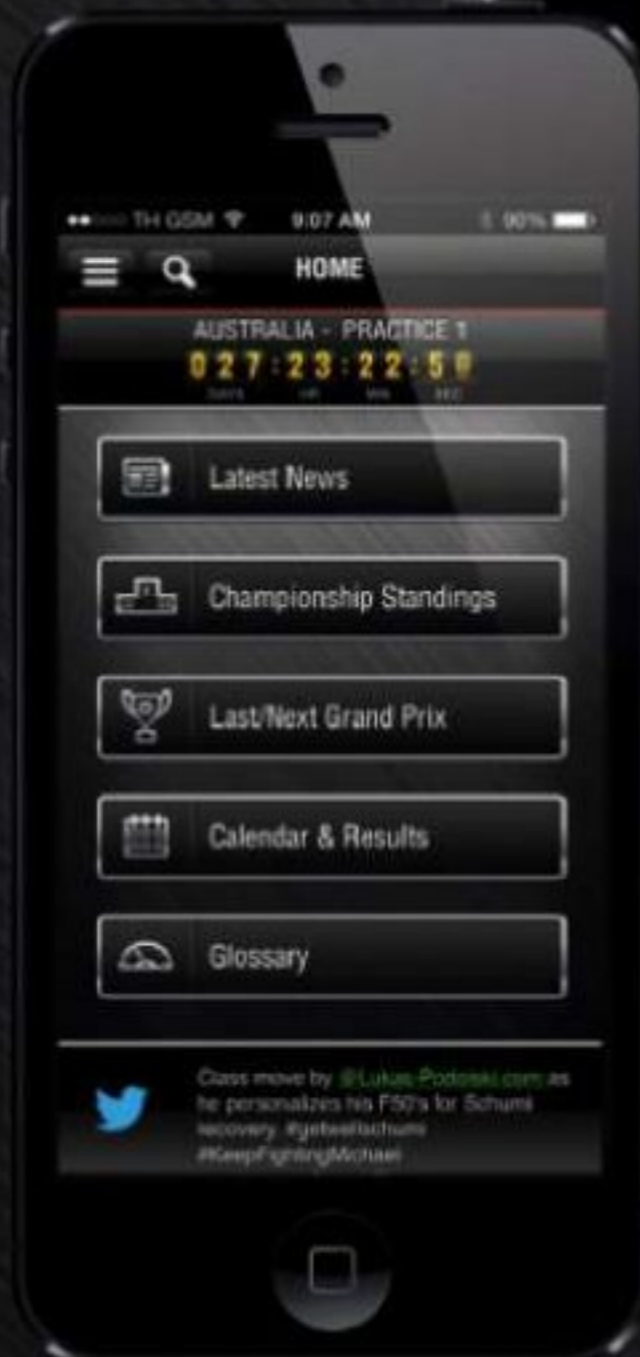
Christian Horner

It was a tough call, a tough call. There's no doubt that at that time, leaving McLaren, I had a few options: Red Bull, Toyota, Renault... and it took me time to make that decision. But at the time Red Bull was just a funny team, not what it is now. It was a funny team with a good marketing side, but nothing more than that. So at the time, my decision was a logical one. →

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THEY YOU ASK THE QUESTIONS

Which team has been your natural home?

Allan McNish

Renault, in 2003, 2004 and 2005. That was certainly the team where I felt most at home. Probably because I arrived in Formula 1 with Flavio's help [Flavio Briatore was also running the Renault F1 team at that time]. I arrived there, I spent time in Oxford, it was close to the factory, so then I started to have some of my

What caused you to be so unsettled at McLaren in 2007? Was it Lewis's speed? Or because the team wasn't 100 per cent behind you?

Jean Alesi

I think that even if Lewis was fast – at the time some people said he was the fastest, even faster than me – I probably don't agree on that. The year was quite close. During one part of the middle of the year, Lewis was faster than me and I think at one point he was about 30 points ahead of me [after round 8, the French GP, Hamilton led Fernando by 14 points, the largest margin that year], but by the end of the year, even with Fuji, where I didn't finish the race, I think overall I had a little bit of a pace advantage over the whole year. The thing that didn't work in 2007 is that with the team we didn't share the same objectives, the same approach. We did at the beginning of the year, but after four or five races they changed their minds a little bit. I give 110 per cent to any team that I race for. If I don't get 110 per cent, or we don't share the same philosophy of racing and racing for victories, it becomes tough to keep working together.



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first friendly relationships with the engineers and with Flavio... Then of course all the people from catering were Italian, so we were speaking Italian together [Alonso speaks fluent Italian, in addition to French and English and his native Spanish], so you create some relationships. And my team-mate was Jarno Trulli, who I knew from karts. So that place at that particular time over the years has felt most like my 'home' team.

Why have you given Ferrari so long to get it right?

Johnny Herbert

I think because Ferrari are the best team in the world – the team that have achieved the most in

Formula 1. They're bigger even than Formula 1 itself, and Ferrari are so much more than a Formula 1 team. They're world-wide and seen as a big thing. And Ferrari have the potential. The right people, the facilities, the budget... everything you need to be the strongest. So you need to believe, you need to trust, because sooner or later we will win.

Can I have your car please?

Kamui Kobayashi

Which one? [Alonso is laughing as he fires back this response] The Formula 1 car [more laughter]? He can go in the garage for a look if he likes... but he can't have the car. 🏎️

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GO FIGURE

A statistical celebration of the career of F1's most ferocious fighter: Fernando Alonso



of Alonso's 32 wins have been achieved when starting from lower than third on the grid

2,120,000

His current number of Twitter followers

164

The number of points he scored in his first season in cars, in Euro Open by Nissan. It was enough for him to win the title by a single point

24 YEARS

58 DAYS

his age when he won the 2005 world championship, making him the youngest ever champion at that time

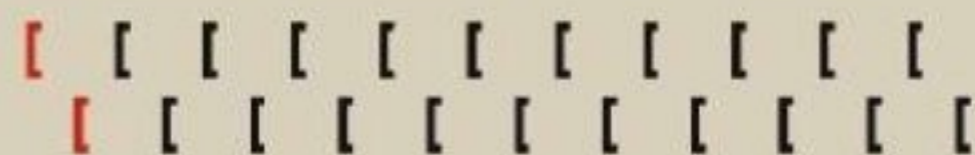
3

The number of races he has retired from while in the lead: Belgium '04, Canada '05 and Hungary '06

2

The number of times he has driven for Renault in F1, in two separate spells: 2003-2006 and 2007-2008

ZERO



His number of front-row starts in 2014, the first time since his debut that he hasn't started from either pole or P2 all year

10



team-mates during his time in F1: Tarso Marques (2001); Alex Yoong (2001); Jarno Trulli (2003-04); Jacques Villeneuve (2004); Giancarlo Fisichella (2005-06); Lewis Hamilton (2007); Nelson Piquet Jr (2008); Romain Grosjean (2009); Felipe Massa (2010-13); and Kimi Räikkönen (2014)

5

retirements each at Spa and Montréal during his career: his worst circuits in terms of reliability

9 WINS

at tracks beginning with the letter 'M'

Magny-Cours (1), Marina Bay (2), Melbourne (1), Monte Carlo (2), Montréal (1) and Monza (2)

FOUR THOUSAND SIX HUNDRED AND TWELVE

miles of testing over 33 days during his year as a Renault test-driver in 2002

1,898

race laps spent in second place: more than in any other position

22

pole positions, of which 21 have been converted into podium finishes – in Hungary 2009 he retired from the race

14

Alonso's permanent F1 number, which he used in karting and believes is his lucky number



In conversation with

Kimi Räikkönen

The 2007 world champion is on less taciturn form than usual as he explains that life is good, despite demoralising press reports and a bruising year

INTERVIEW STUART CODLING **PICTURE** ALASTAIR STALEY/LAT

This seems to have been a particularly difficult season for you so far. Why is that?

It has been a really bad year for me, but that's just how it goes sometimes. We've had some bad luck, we've made some mistakes, and we're not as fast as we want to be as a team. We've got some points, but nowhere near as many as I want. And it's been difficult for me with the car – we know where the issues are for me but it's not a small change [*F1 Racing understands that Kimi is uncomfortable with the changes in brake feel resulting from the action of power recovery on the rear wheels*]. Unfortunately it will take time, but hopefully at some point this year we will find something that fits a little bit better for me. We're making changes to try to improve things and I haven't given up on the year; we're trying a few different things to get it right for next year, and then we're going to try again. It's never much fun when you don't get good results.

There seems to have been quite a lot of criticism of you over the past few months. Do you feel that your position at Ferrari could be under threat next year, or do you feel confident that you will be able to sort out all your problems?

Like I said before, I'm sure that we can fix them. How fast? I hope we can do it quickly, but it depends on many things. I have a contract, so I'm not worried about that for the future.

There were some reports in the German press that you could be leaving Ferrari this year?

It's not the first time. You read these things every year for different reasons, saying that there's no motivation, or you're going to this team, or you're going to get fired. They write what they want to write – there is a person behind the story, just a single person, and whatever his idea is he's the one writing it. Well, I never read them and I don't understand German anyway!

So, as far as you're concerned, you're not going anywhere?

No, I have a contract. I know I've had a contract in the past and then left Ferrari – so I cannot make promises. You never know what's going to happen in the next half of the year, but I'm pretty sure that I'll still be in a Ferrari next year. Life can change very quickly.

FACTFILE

Date of birth 17 October 1979

Place of birth Espoo, Finland

Team Scuderia Ferrari

Role Racing driver

2014 Rejoined Ferrari as team-mate to Fernando Alonso

2012 Returned to F1 with Lotus

2010 Moved to the World Rally Championship after being released from his Ferrari contract a year early

2007 Replaced Michael Schumacher at Ferrari and clinched the world championship in the final round

2002 Joined McLaren. Championship runner-up in 2003 and 2005

2001 Arrived in F1 with Sauber and finished tenth in the championship

2000 Won the UK Formula Renault title with Manor Motorsport

1999 Won the UK Formula Renault 2000 Winter Championship


We heard that when Fernando drove your car at the Barcelona test he got out and said it was undrivable. How difficult is it to drive the car?

I think he also has issues but he can drive round them better. We're not very far away and I'm trying different things. If you try something in qualifying and it doesn't work then it probably isn't the right thing to do, but I'm trying to get some of the doubts out of the way. I will keep trying different things. We don't have much testing in Formula 1, so you have to try stuff [at grand prix weekends]. In the position I am in now in the championship, it doesn't really matter. Obviously I want to get the maximum points possible for the team, but we have to find solutions for the future as well. I've been in this position before when it's been a bad year and this is just part of the game. Like I said, it's not fun when you don't do well but I've got through even worse times – life is good, apart from racing!

What's the feeling like with your engineers and the people designing next year's car? How much have they shifted focus to 2015?

Obviously they've started next year's car already – they started quite a long time ago and that's the case for all of the teams. There are things we try to find out at grand prix weekends to figure out which is the best way to go for future development. If we could do testing all the time it would be ten times easier, but now there's a lot of time spent in the simulator and trying to solve issues at the circuit. You have to trust your guys – the drivers have a big say in it – and I know there is going to be quite a big change. But for sure we can improve some things this year... although not as many as we want.

What do you think you'll do after Formula 1?

I dunno. I've tried many things. I enjoyed rallying because it's so difficult, and very different, and I'd like to do some more for fun like I did before – and obviously try to get better at it. Maybe some NASCAR. I didn't know what it would be like but I really enjoyed it, because it's completely different to rallying and Formula 1. I have no real plans. I'll try to do as well as I can this year and next year [in F1] – if that's the last, I don't know. There may be some more years still. Hopefully we can fight for the championship again next year. 



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PETROLIAM NASIONAL BERHAD (PETRONAS) (20076-K)

20 years have passed since **Michael Schumacher** won the first of his incredible seven world titles. As he continues to recover from his skiing accident, we celebrate a very special competitor whose achievements defined an era in motor racing. Formula 1 legends – including his race engineer Pat Symonds and on-track rival Mika Häkkinen – write exclusively in *F1 Racing* about what it meant to work with and fight against Michael, while FIA President Jean Todt speaks of the remarkable bonds they built during a dominant era at Ferrari.

#KEEPFIGHTINGMICHAEL



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MICHAEL: THE INSIDE STORY



SCHUMI'S 91 WINS p60



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THE SPIRITUAL LEGACY OF
MICHAEL SCHUMACHER



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TALKS TO MAURICE HAMILTON



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THE GOLDEN YEARS



MICHAEL

THE
INSIDE
STORY



F1 Racing technical consultant **Pat Symonds** became Michael Schumacher's race engineer at Benetton in 1992. They quickly came to be an effective fighting force as Michael grew from a raw talent to a contender for the title in 1994, a season beset by tragedy and controversy...

WORDS PAT SYMONDS

In every respect, 1994 was a memorable year for F1 – not all of them good. For me, it was the culmination of a sequence that had started when I formed a working relationship with Michael that grew into a particularly strong friendship, and one in which we achieved the highest goals we had each set ourselves.

The story really began two years earlier, in 1992, when, after a short sojourn away from Benetton, I was

asked to act as race engineer for Michael. I hadn't been race engineering for a couple of years, but it was an offer I couldn't refuse. We were all acutely aware of the prodigious talent this young man possessed.

Testing was our first experience of working together at the sort of intense level that fosters the close relationship between driver and engineer, which is so important for success. The final pre-season test in 1992

was at Kyalami in preparation for the first grand prix of the season. By the end of that test, I felt that we were working as a really cohesive team. Michael was giving me exactly the feedback I needed, and I had been able to impress him by using techniques to set up the car that were new to him but extremely successful. We came fourth in South Africa, and successive podiums →





FIRST CONTACT

"On the first lap at Magny Cours in 1992, Michael pushed Ayrton Senna off the track and into retirement. Some laps later, when it suddenly began to rain, the race was stopped. We were on the grid waiting for the re-start when Ayrton appeared. He had already got changed, but decided to come and 'discuss' the incident with Michael. I acted as referee!"



in Mexico and Brazil followed, which meant we returned to Europe third in the drivers' standings.

The flyaway races then, perhaps more so than now, were a great chance for teams to gel, since we not only spent time in our normal working environment, but also in something of a social atmosphere due to extended periods away from home. During this time, the mutual respect we had for each other grew, as did a friendship that endures to this day.

While I had the greatest admiration for Michael's ability to drive an F1 car extremely quickly, it was not this that made him unique. What raised him above the already very high standard of his peers was his amazing attention to detail and his innate ability to reserve a large amount of mental capacity for analysis and tactical thinking, without missing a beat in terms of consistency of performance. This was perhaps best illustrated by his approach to fitness.

Before Michael, the most professional driver I had worked with was Ayrton Senna. While these two exceptional drivers had much in common, it was a long while before Ayrton accepted that his lack of fitness was costing him performance. Michael, on the other hand, was obsessed by developing his stamina and upper body strength. He knew that as other drivers showed signs of fatigue toward the end of a race, he was still able to push to the limit.

It was not just his recognition of this that impressed, it was the level of detail he went to in order to achieve his goals. As an example, during

FIRST WIN

"Michael's sagacity provided him with his first race win at Spa in 1992. Michael decided to pit for dry tyres and, by pre-empting everyone else, took a well-deserved win"

a race-distance test, when we stopped for a tyre change or to fix a problem, Michael's trainer would take a blood sample from him. This was then analysed and his gym routine adjusted until blood samples taken during training matched those taken during circuit testing. In this way, he knew the aerobic regime he would follow in the gym was suitable.

It was his sagacity that provided him with his first race win that year

at Spa. Although the race started dry, it soon became necessary to fit wet tyres. It was a typical Spa race and before long the track was drying and the wet tyres showing signs of distress. On lap 30, Michael made a small mistake and Martin Brundle, his very capable team-mate, swept past him. Michael's first thought as he sat in Martin's slipstream was to check his rival's tyre condition. On noting that the rears were starting to chunk, he decided to pit for dry tyres and, by pre-empting everyone else, was able to take a well-deserved victory.

The next year, 1993, followed a similar path, and Michael's mental capacity was paramount in developing the intricate B193 with its active suspension, launch control, distance-mapped automatic gearbox and unique four-wheel-steer. The season brought only one win, in Portugal, but Michael's self-esteem was developing at a rate that let him challenge at any level. Had the car's reliability been better, he would have done better than fourth in the championship.

And so to 1994, a year that brought ultimate success to Michael, but only after a season

marred by tragedy and innuendo. Even before testing began, everyone was prepared for a change to the status quo. Williams had built the most effective of the actively suspended chassis but, with such systems banned for 1994, we all had to re-apply our knowledge in building passive suspension systems – and, perhaps more importantly, aerodynamic characteristics that were no longer beholden to the ability to run at a constant height.

Our efforts in this direction at Benetton were mighty. We hadn't gone as far down the road of peaky aerodynamics as some, but we fully understood that we needed benign aero maps to achieve success in 1994. In addition, we had developed sophisticated tools to understand and develop the vehicle dynamics and ride, and the loss of the active control loop merely reduced the number of equations that had to be solved. We were able to convert these tools to good effect: the compromises reached between a suspension soft enough to give good mechanical grip and aerodynamics that would provide consistent



“At the first test of 1994, Michael said he felt he had a car capable of winning the championship. When Michael made a comment like that, you tended to listen”

downforce at varying attitudes were far better than any of our competitors managed.

In January we had a brief shakedown at Silverstone. This nearly ended in disaster for Michael's team-mate JJ Lehto, who suffered a heavy accident that kept him out of racing for some months. Michael was complimentary about the car, but the cold conditions made a real judgement difficult.

As we headed to Estoril for the first proper test, we were confident our car was good, but we were acutely aware that last year's best car, the Williams, was now being driven by the universally acknowledged best driver, Ayrton Senna. It was going to be a challenge, but the first laps were extremely encouraging; Michael said he felt he had a car capable of winning the championship. When Michael made a comment like that, you tended to listen.

FIRST PRINCIPLES

“Michael practised his in- and out-laps relentlessly, and it was this attention to detail that enabled us to pass Ayrton in the pitstop in Brazil in 1994”



In spite of our optimism, in sport all things are relative and we could not ignore the fact that the Senna/Williams combination were also posting impressive times. That kept us pushing to the maximum. On top of this we had a major problem. Not only was our Ford-Cosworth Zetec engine significantly down on power compared with the Renault RS6 we were fighting in the Williams, it also had a fragile crankshaft. The records will show that Williams dominated winter testing, but what they won't show is that

Michael had limited running, and what distance we did was generally with a relatively high fuel load so that we could disguise our true pace.

After the last test at Imola in March, we had still not been able to complete a race distance without failure, and with the cars about to be shipped to Brazil for the first race at the end of the month, we were getting desperate. With a new crank design we attempted a race distance at a freezing cold Silverstone South circuit the day before the cars had to leave. It was so cold, we could barely operate a stopwatch, but we certainly got further than ever before.

We did not arrive in Brazil well-prepared. The Benetton team knuckled down to what remains to this day a legendary job list as we tried to ready ourselves for racing. Jim Vale was the number one mechanic on Michael's car, and working with him were Jonathan Wheatley, current team manager at Red Bull, and Kenny Handkammer, now chief mechanic at the same team. Together with many others we toiled through the work, surviving on just a few →

WHEN
FIRST
IS LAST

"We were first over the line in Belgium '94, but Michael's skid plate was found to be worn below the minimum thickness. We protested that this was due to damage incurred when he spun over the kerbs, but he was disqualified"



hours' sleep. With a fresh engine for each day we somehow got through practice and qualified second to Ayrton. Our latest-spec race engine was so fragile that we skipped the normal Sunday morning warm-up.

In the race, we managed to get past Ayrton by dint of a better pitstop and were pulling away when Ayrton spun trying to keep up. It was a perfect illustration of how the new rules played into the hands of both Michael and the team. While we couldn't cover as many miles in testing, we'd spent hours practicing pitstops. From Michael's side, he practised his in- and out-laps relentlessly, and it was this attention to detail that enabled us to pass Ayrton in the pitstop.

We returned to Europe on a high after a second win in Japan and another retirement for Ayrton. Our euphoria did not last long: the next race on the calendar was Imola on that fateful day when motor racing was to change forever.

Once again we saw the depth of Michael as the events of that weekend unravelled. His public persona was that of the detached professional. Those of us who were close to him could see the hurt and anguish the weekend brought to him.

In the wake of Imola, the FIA imposed a series of changes to the technical rules in the hope that slowing down the cars would prevent a recurrence of these tragedies. It was a flawed process, but unavoidable if we were to prevent an anti-F1 backlash from the public.

Our beautiful car was progressively neutered. First the diffuser was cut away and changes were made to the front wing with a view to reducing downforce. These were introduced for Spain, which that year followed Monaco – a race where



DOUBLE
TROUBLE

"The next race was Silverstone, and Michael was banned from the races in Portugal and Spain after passing Damon Hill on the formation lap then ignoring a black flag"

menu left over from earlier days that set up launch-control parameters. It was acknowledged that these were not part of any control loop, and indeed inspection of data from our starts showed an amount of variability that was

not consistent with a launch-control system. The case went no further but was leaked to the press.

In Germany we fell foul of the authorities once more and this time perhaps with more reason. A filter in the refuelling rig had been removed and it is probable that this caused the fuel valve to jam, causing a major fire as Michael's team-mate Jos Verstappen's car was refuelled.

Among the other changes introduced in the wake of Imola was the 'plank', a large skid block placed under the car to force higher ride heights and lower downforce.

This change was to prove very significant at the Belgian Grand Prix, where Michael was disqualified when the skid block was found to have worn to below the minimum thickness in one area. The hastily introduced rules stated that if the plank was less than 9mm thick in any area, it was to be removed and weighed and providing the weight was greater than 90 per cent of the new weight then it would be accepted.

The scrutineers ignored this detail and, in spite of protestation that the damage was caused when Michael spun across the kerbs and was therefore *force majeure*, we were disqualified.

Karl Wendlinger had suffered life-changing head injuries in yet another accident.

In spite of the changes, we continued to enjoy success with a win in Canada and a second place in Spain, achieved in spite of being stuck in fifth gear for much of the race. Michael's drive in Spain showcased his ability. When the transmission stuck, he did a couple of slow laps and, during these, learned how to get the best from the car. His subsequent laps were extremely impressive – he had adapted his driving style in a remarkable way.

At the time we were also living under the shadow of the accusation that we were using illegal launch-control software. This arose when the FIA, on inspecting our software, found an old



BY ANY MEANS NECESSARY

"At the season finale in Australia, Michael hit the barrier and careered into Damon, taking both cars out of the race. It never occurred to me it was anything other than an accident, but I completely lost my cool; I believed we were sure to be sanctioned. The result stood and we won the championship"

Taken in isolation this last accident seemed to be nothing other than an unfortunate occurrence, but after the incidents at Jerez in 1997 and Monaco in 2006, I can't help but wonder if this was the first manifestation of Michael's single character flaw.

As a human being, few drivers can compare with Michael. He is witty, caring and decent. These qualities always shone through and he was continually thinking about how best to help others. As someone who enjoyed life, the parties at my house where he was often to be found in the kitchen drinking the couple of beers he would allow himself and enjoying being with his team, were legendary. He also had an immensely competitive instinct. This is neither surprising nor unusual for a racing driver but occasionally, when time was not available for a considered judgement, this side of his character would dominate and lead to him behaving in an unsporting manner.

It was the one flaw that haunted him through his career, but in no way should it detract from the victory he so deservedly took in 1994. The odds were continually stacked against us for reasons that were sometimes coincidental, sometimes the fault of us a somewhat naive team, and largely for reasons that can only be described as Machiavellian. At the end of the season, Michael and I talked intensely about whether or not it was worth carrying on in such an environment. I was ready to walk away from a sport I felt was tainted. I am glad I didn't: winning both the drivers' and constructors' championship the following year was the best possible answer to our critics. **F1**

We were racing in Belgium under appeal, since at Silverstone another bizarre incident had got us into trouble. On the formation lap, Michael, second on the grid, went past Damon Hill who was on pole. It was the sort of move we had all seen so many times and continue to see today, but in the mood of the time it led to a penalty being applied. Tom Walkinshaw argued the penalty with the organisers and, when a black flag was shown to Michael, told us to ignore it. It was a grave mistake and Michael was banned from the races in Italy and Portugal.

Michael's return in the European Grand Prix yielded another win but he lost to Damon by three seconds in a bizarre Japanese Grand Prix that was stopped in heavy rain and restarted

some time later, with the times aggregated to give a final result. It was the only time that Michael did not understand his objective. Leading on the road he thought he had the race in the bag, but in spite of copious encouragement on the radio he failed to pull out a sufficient lead to take the overall victory.

So we left for the season finale in Australia with just a single-point lead over Damon. The outcome is well-documented: Michael hit the barrier and careered into Damon, taking both cars out of the race. At the time it never occurred to me that it was anything but an accident and yet I completely lost my cool; I believed we were sure to be sanctioned. The result stood and we won the championship.

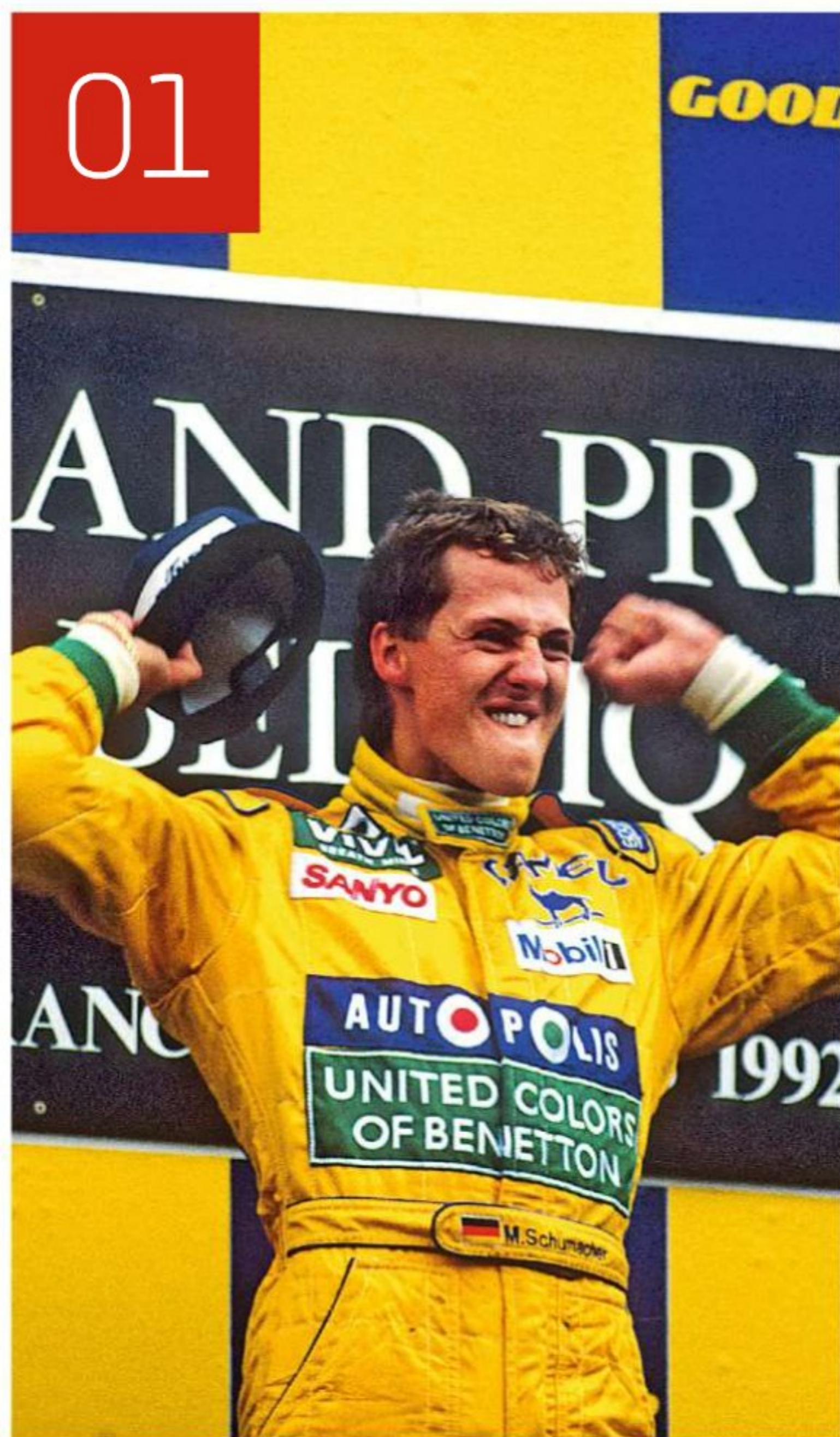


Every one's a winner

Ninety-one – count 'em – wins, equals an incredible strike-rate of nearly one in three. We take a fond look back at the F1 victories of Michael Schumacher the sport's most dominant driver ever

WORDS JAMES ROBERTS & STEWART WILLIAMS PICTURES LAT ARCHIVE





01

02 Estoril, Portugal

26.09.93

Car Benetton B193B

Grid 6th

Podium Alain Prost, Damon Hill

Michael led the quicker Williams after the first round of pitstops, then decided not to stop again. Prost got close, but victory was Schumacher's.

03 Interlagos, Brazil

27.03.94

Car Benetton B194

Grid 2nd

Podium Damon Hill, Jean Alesi

Schumacher described this as the most satisfying win of his career: he beat Senna in front of the Brazilian's adoring fans, forcing him into a spin.

04 Aida, Pacific (Japan)

17.04.94

Car Benetton B194

Grid 2nd

Podium Gerhard Berger, Rubens Barrichello

After an early shunt ruled out Senna, Michael finished ahead of Berger's Ferrari by 74 seconds.

05 Imola, San Marino

01.05.94

Car Benetton B194

Grid 2nd

Podium Nicola Larini, Mika Häkkinen

A joyless victory for Michael in the aftermath of the tragic accidents that befell Roland Ratzenberger and Ayrton Senna.

Spa, Belgium

30.08.92

Car Benetton B192

Grid 3rd

Podium Nigel Mansell, Riccardo Patrese

A year on from his F1 debut, Schumacher won the Belgian GP thanks to a tactical masterstroke. As rain fell in the early laps, he quickly switched to wets. Later in the race, a dry line emerged and with worn tyres he skated off the road. This allowed his Benetton team-mate Martin Brundle to get past – but as he did, Schumacher noticed his blistered rear tyres. Michael duly chose to pit for slicks, and when the rest of the field stopped, Schumacher led from Nigel Mansell. A decisive call from the inexperienced youngster secured him the first of 91 wins.

06 Monte Carlo, Monaco

15.05.94

Car Benetton B194

Grid 1st

Podium Martin Brundle, Gerhard Berger
Schumacher beat Häkkinen to pole and was dominant thereafter. He made a clean start to the race and took victory by 37 seconds.

07 Montréal, Canada

12.06.94

Car Benetton B194

Grid 1st

Podium Damon Hill, Jean Alesi
Another straightforward win – Schumacher's fifth of the season. He pulled away from the Ferraris at the start to win via a one-stop strategy.

08 Magny-Cours, France

03.07.94

Car Benetton B194

Grid 3rd

Podium Damon Hill, Gerhard Berger
From third on the grid, Michael outdragged both Damon Hill and F1 returnee Nigel Mansell. Three stops beat Hill's two.

09 Hungaroring, Hungary

14.08.94

Car Benetton B194

Grid 1st

Podium Damon Hill, Jos Verstappen
Again, the strategy of a three-stop race wrong-footed the Hill/Williams combo and Schumi won easily, with team-mate Verstappen third.

10 Jerez, Europe (Spain)

16.10.94

Car Benetton B194

Grid 1st

Podium Damon Hill, Mika Häkkinen
A masterful return after a two-race ban. Michael's eighth win of the year was another three-stop strategy. When would Williams catch on?

11 Interlagos, Brazil

26.03.95

Car Benetton B195

Grid 2nd

Podium David Coulthard, Gerhard Berger
After claiming victory when Hill's gearbox failed, Schumi's result was taken away due to fuel irregularities but reinstated on appeal.

12 Barcelona, Spain

14.05.95

Car Benetton B195

Grid 1st

Podium Johnny Herbert, Gerhard Berger
From pole, Michael pulled comfortably away from the rest of the field. He'd never made it look so easy.

13 Monte Carlo, Monaco

28.05.95

Car Benetton B195

Grid 2nd

Podium Damon Hill, Gerhard Berger
Despite qualifying second behind polesitter Hill, Schumacher's one-stop beat the two-stop strategy employed by Williams. →

14 Magny-Cours, France

02.07.95

Car Benetton B195

Grid 2nd

Podium Damon Hill, David Coulthard

It was the speed on his in- and out-laps during pitstops that brought Michael the win in this race, letting him jump ahead of early leader Hill.

15 Hockenheim, Germany

30.07.95

Car Benetton B195

Grid 2nd

Podium David Coulthard, Gerhard Berger

Schumi became the first German to win his home race, helped by Hill spinning out on the second lap. Two late stops helped outfox Coulthard.

17 Nürburgring, Europe (Germany)

01.10.95

Car Benetton B195

Grid 3rd

Podium Jean Alesi, David Coulthard

Another wet/dry thriller. With 16 laps to go Michael was 24 seconds behind Jean Alesi, finally passing the Ferrari for the win three laps from home.



Spa, Belgium

20.08.95

Car Benetton B195

Grid 16th

Podium Damon Hill, Martin Brundle

A disastrous wet/dry qualifying meant Michael started in 16th. He scythed his way through the traffic to run second behind Damon Hill by lap 16. As rain began to fall, Hill pitted for wets while Schumacher remained on slicks. Once Hill caught up, they banged wheels at Les Combes. Michael won after Hill received a stop/go penalty.

18 Aida, Pacific (Japan)

22.10.95

Car Benetton B195

Grid 3rd

Podium David Coulthard, Damon Hill

All Schumacher needed to take his second world title was P3. But he produced stunning in- and out-laps on his final stop to ensure the win.

19 Suzuka, Japan

29.10.95

Car Benetton B195

Grid 1st

Podium Mika Häkkinen, Johnny Herbert

Michael's ninth win of the year equalled Mansell's 1992 record and in the process netted Benetton the constructors' title.

21 Spa, Belgium

25.08.96

Car Ferrari F310

Grid 3rd

Podium Jacques Villeneuve, Mika Häkkinen

Made an opportunistic stop when the Safety Car came out, getting ahead of Villeneuve and staying there.

22 Monza, Italy

08.09.96

Car Ferrari F310

Grid 3rd

Podium Jean Alesi, Mika Häkkinen

Mistakes by Damon Hill and Jacques Villeneuve allowed Michael to take his first win at Monza for Ferrari, to the huge delight of the home crowd.

23 Monte Carlo, Monaco

11.05.97

Car Ferrari F310B

Grid 2nd

Podium Rubens Barrichello, Eddie Irvine

Schumacher chose the T-car with wet setup. He left the pack behind, easing up only on the final laps.

24 Montréal, Canada

15.06.97

Car Ferrari F310B

Grid 1st

Podium Jean Alesi, Giancarlo Fisichella

Michael was leading by more than 15 seconds when the race was red-flagged and stopped early after Olivier Panis broke his leg in an accident.

25 Magny-Cours, France

29.06.97

Car Ferrari F310B

Grid 1st

Podium Heinz-Harald Frentzen, Eddie Irvine

Equalled Jim Clark and Niki Lauda's records of 25 GP wins, putting him 14 points clear in the championship.

26 Spa, Belgium

24.08.97

Car Ferrari F310B

Grid 3rd

Podium Giancarlo Fisichella, Mika Häkkinen

After three laps behind the Safety Car, Schumacher took the lead and wasn't headed again. Masterful.

27 Suzuka, Japan

12.10.97

Car Ferrari F310B

Grid 2nd

Podium Heinz-Harald Frentzen, Eddie Irvine

In a race dominated by blocking tactics, Michael's win meant the title was on a knife-edge for the final race.



Barcelona, Spain

02.06.96

Car Ferrari F310

Grid 3rd

Podium Jean Alesi, Jacques Villeneuve

A switch to an uncompetitive Ferrari meant Schumi was in need of divine intervention. It came in the form of heavy rain before the race. From P3, a bad start dropped Michael to ninth at the first corner. He fought up to sixth at the end of the opening lap. By lap 12 he'd picked off Berger, Hill, Alesi and Villeneuve to lead the race. His car control was extraordinary as he took a brilliant first win for Ferrari.

28 Buenos Aires, Argentina**12.04.98****Car** Ferrari F300**Grid** 2nd

Podium Mika Häkkinen, Eddie Irvine
Schumi tapped Coulthard's McLaren out of the way, but still had to push hard. He negotiated late-race rain and a trip across a gravel trap to win.

30 Magny-Cours, France**28.06.98****Car** Ferrari F300**Grid** 2nd

Podium Eddie Irvine, Mika Häkkinen
After an aborted start Schumacher led from the second attempt, with Eddie Irvine slowing the McLarens to aid his team-mate's cause.

33 Monza, Italy**13.09.98****Car** Ferrari F300**Grid** 1st

Podium Eddie Irvine, Ralf Schumacher
Schumi made an unusually poor start, then took the lead when Coulthard, then Häkkinen, retired. Brother Ralf joined him on podium for first time.

35 Monte Carlo, Monaco**16.05.99****Car** Ferrari F399**Grid** 2nd

Podium Eddie Irvine, Mika Häkkinen
Despite being outqualified by Häkkinen, Michael led into Sté Devote. Mechanical woe at McLaren then left him free to dominate.

37 Interlagos, Brazil**26.03.00****Car** Ferrari F1-2000**Grid** 3rd

Podium Giancarlo Fisichella, Heinz-Harald Frentzen
Schumacher was forced to slow with oil-pressure problems in the closing laps, but still took a dominant win.

39 Nürburgring, Europe (Germany)**21.05.00****Car** Ferrari F1-2000**Grid** 2nd

Podium Mika Häkkinen, David Coulthard

In damp conditions, he beat arch-rival Häkkinen. The pair battled hard until Michael pounced on lap 10.

29 Montréal, Canada**07.06.98****Car** Ferrari F300**Grid** 3rd

Podium Giancarlo Fisichella, Eddie Irvine
Despite receiving a 10sec stop/go penalty for contact with Frentzen, Michael still managed to overhaul Fisichella for victory. A brilliant drive.

31 Silverstone, Britain**12.07.98****Car** Ferrari 300**Grid** 2nd

Podium Mika Häkkinen, Eddie Irvine
Michael passed Häkkinen under yellow flags and was told to serve a stop/go penalty from the pitlane. He served it on the final lap – and won.

34 Imola, San Marino**02.05.99****Car** Ferrari F399**Grid** 3rd

Podium David Coulthard, Rubens Barrichello
Ferrari outfumbled the McLarens as Häkkinen crashed out of the lead with Coulthard four seconds adrift.

36 Melbourne, Australia**12.03.00****Car** Ferrari F1-2000**Grid** 3rd

Podium Rubens Barrichello, Ralf Schumacher
Same old story. DC, then Häkkinen retired from the lead. Guess who was there to pick up the pieces?

38 Imola, San Marino**09.04.00****Car** Ferrari F1-2000**Grid** 2nd

Podium Mika Häkkinen, David Coulthard
This time, Michael ran long before a second stop – gaining 4.5 secs on his in- and out-laps to emerge ahead.

40 Montréal, Canada**18.06.00****Car** Ferrari F1-2000**Grid** 1st

Podium Rubens Barrichello, Giancarlo Fisichella
Team-mate Barrichello helped out when Michael hit mechanical problems in the closing laps.



32

Hungaroring, Hungary**16.08.98****Car** Ferrari F300**Grid** 3rd

Podium David Coulthard, Jacques Villeneuve

Arguably one of the greatest wins of his career and certainly one of Ross Brawn's proudest. The Ferrari clearly wasn't as quick as the McLarens at the notoriously hard-to-pass Hungaroring. Starting third behind the McLarens, Ferrari chose to switch their strategy mid-race from two to three stops. But that required Schumacher to pull out a 22-second lead over Häkkinen before his final stop. A series of blistering qualifying-esque laps let Schumi find the gap and he emerged from his final stop in the lead of the race. Truly impressive.

41 Monza, Italy**10.09.00****Car** Ferrari F1-2000**Grid** 1st

Podium Mika Häkkinen, Ralf Schumacher

The race was overshadowed by the death of a young marshal. Schumi equalled Senna's record of 41 wins.

42 Indianapolis, USA**24.09.00****Car** Ferrari F1-2000**Grid** 1st

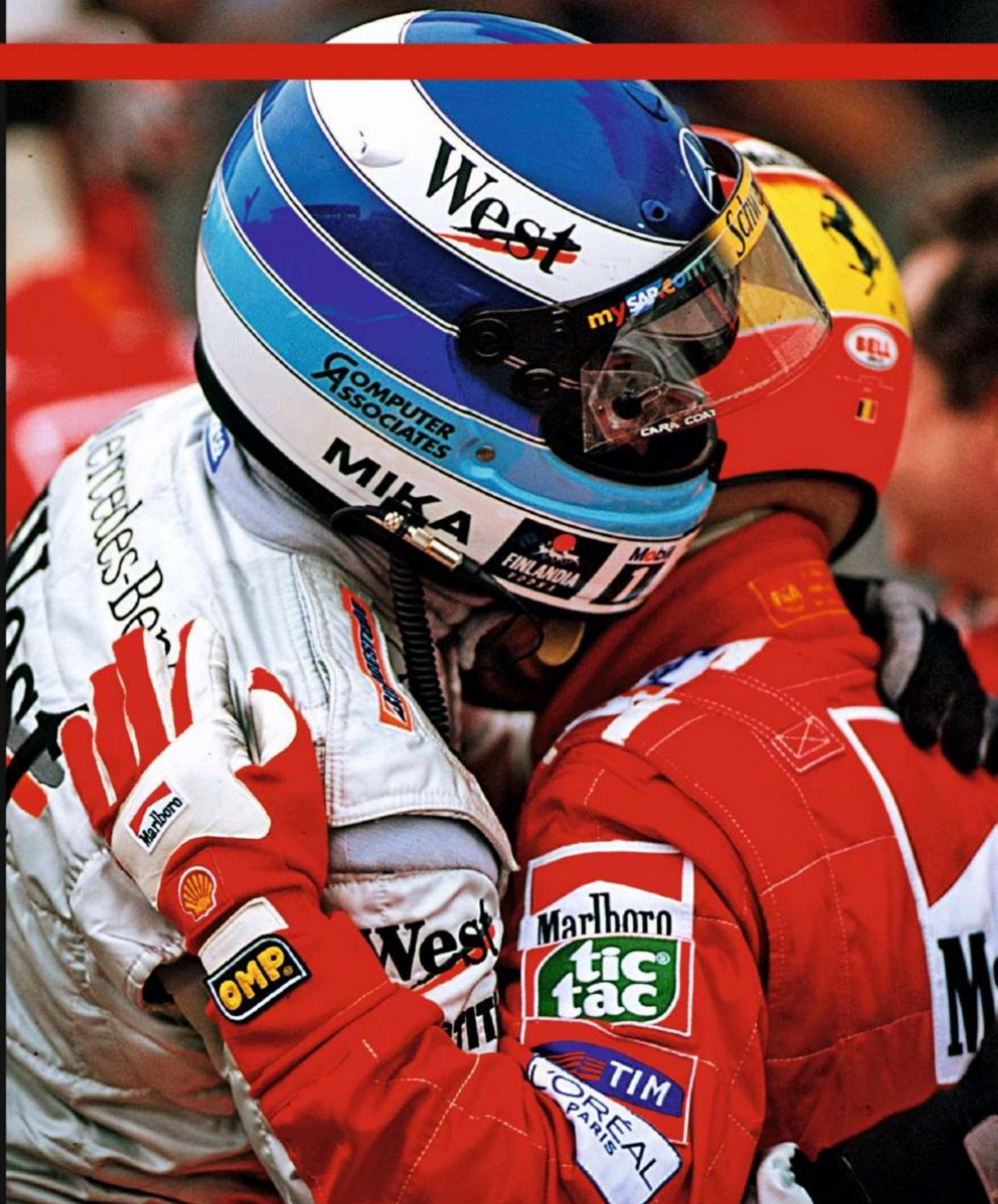
Podium Rubens Barrichello, Heinz-Harald Frentzen

Victory, despite a bizarre late-race spin caused by a lapse of concentration, was Michael's. →

43

Suzuka, Japan**08.10.00****Car** Ferrari F1-2000**Grid** 1st**Podium** Mika Häkkinen,
David Coulthard

The world championship title fight went down to the wire between Schumacher and McLaren's Mika Häkkinen. The Finn led from the start, keeping his position at the head of the field after the opening pitstops. When the rain started to fall, true to form, Schumacher began to close the gap. This was a stunning battle between two of the top drivers in the sport. The emotion was huge as Michael made up the time in the rain and at the second pitstop emerged ahead of Häkkinen. Michael took his third world drivers' title and the first for Ferrari since 1979.

**44 Sepang, Malaysia****22.10.00****Car** Ferrari F1-2000**Grid** 1st**Podium** David Coulthard,
Rubens Barrichello

Schumacher held off Coulthard to win by less than a second and take his ninth win of the season.

48 Monte Carlo, Monaco**27.05.01****Car** Ferrari F2001**Grid** 2nd**Podium** Rubens Barrichello,
Eddie Irvine

DC's problems forced him to the back of the field, which led to win number five in the Principality for Schumi.

45 Melbourne, Australia**04.03.01****Car** Ferrari F2001**Grid** 1st**Podium** David Coulthard,
Rubens Barrichello

A lights-to-flag victory in the season-opener was overshadowed by the death of a marshal during the race.

49 Nürburgring, Europe (Germany)**24.06.01****Car** Ferrari F2001**Grid** 1st**Podium** Juan Pablo Montoya,
David Coulthard

Michael edged brother Ralf towards the pitwall off the start... and after a long battle, beat him to the flag.

46 Sepang, Malaysia**18.03.01****Car** Ferrari F2001**Grid** 1st**Podium** Rubens Barrichello,
David Coulthard

When rain struck, Schumacher fell to the back, before scything past everyone to win. Blistering pace.

50 Magny-Cours, France**01.07.01****Car** Ferrari F2001**Grid** 2nd**Podium** Ralf Schumacher,
Rubens Barrichello

One for the purist. An easy win, Michael's 50th, with brother Ralf his only serious threat in the race.

47 Barcelona, Spain**29.04.01****Car** Ferrari F2001**Grid** 1st**Podium** Juan Pablo Montoya,
Jacques Villeneuve

Häkkinen's clutch failed on the very last lap of the race, gifting Michael the victory.

51 Hungaroring, Hungary**19.08.01****Car** Ferrari F2001**Grid** 1st**Podium** Rubens Barrichello,
David Coulthard

Victory here tied Schumi with Alain Prost on 51 wins and four drivers' titles. A great day's work in the heat.

52 Spa, Belgium**02.09.01****Car** Ferrari F2001**Grid** 3rd**Podium** David Coulthard, Giancarlo Fisichella

When he collected his 52nd win, Schumacher became the most successful driver in F1 history.

54 Melbourne, Australia**03.03.02****Car** Ferrari F2001**Grid** 2nd**Podium** Juan Pablo Montoya, Kimi Räikkönen

Schumacher won after battling with the feisty Montoya's Williams after two early-race Safety Cars.

56 Imola, San Marino**14.04.02****Car** Ferrari F2002**Grid** 1st**Podium** Rubens Barrichello, Ralf Schumacher

The threatened rain never arrived, and with just one overtaking move in the race, this was no classic.

59 Montréal, Canada**09.06.02****Car** Ferrari F2002**Grid** 2nd**Podium** David Coulthard, Rubens Barrichello

The landmarks kept on coming as Schumacher notched up his fifth win and Ferrari's 150th.

61 Magny-Cours, France**21.07.02****Car** Ferrari F2002**Grid** 2nd**Podium** Kimi Räikkönen, David Coulthard

Schumacher took a fifth title to equal Fangio's record. Did he really need those extra four points from Austria?

65 Imola, San Marino**20.04.03****Car** Ferrari F2002**Grid** 1st**Podium** Kimi Räikkönen, Rubens Barrichello

He worked hard after a bad start, but this was a sad win for Michael on the weekend his mother passed away.

53 Suzuka, Japan**14.10.01****Car** Ferrari F2001**Grid** 1st**Podium** Juan Pablo Montoya, David Coulthard

After cementing an 8.2-second lead in the first three laps, Michael collected his ninth win of the year.

55 Interlagos, Brazil**31.03.02****Car** Ferrari F2002**Grid** 2nd**Podium** Ralf Schumacher, David Coulthard

Michael took the new F2002 for a spin, and in another fraught duel with Montoya came out on top.

57 Barcelona, Spain**28.04.02****Car** Ferrari F2002**Grid** 1st**Podium** Juan Pablo Montoya, David Coulthard

Four wins out of five races and seven from the last ten. Impressive. A fifth drivers' title was on its way.

60 Silverstone, Britain**07.07.02****Car** Ferrari F2002**Grid** 3rd**Podium** Rubens Barrichello, Juan Pablo Montoya

So dominant were Ferrari that Barrichello went from last to second in 19 laps. A 60th win for Michael.

62 Hockenheim, Germany**28.07.02****Car** Ferrari F2002**Grid** 1st**Podium** Juan Pablo Montoya, Ralf Schumacher

After years of trying, Michael finally won the German GP at Hockenheim in a Ferrari. The crowd went wild.

66 Barcelona, Spain**04.05.03****Car** Ferrari F2003-GA**Grid** 1st**Podium** Fernando Alonso, Rubens Barrichello

"We had a very tough race," said Ferrari's Ross Brawn, after Schumi beat Alonso by 5.7 seconds.

**A1-Ring, Austria****12.05.02****Car** Ferrari F2002**Grid** 3rd**Podium** Rubens Barrichello, Juan Pablo Montoya

There were so many supreme victories – but quite often there was controversy as well as Schumacher and Ferrari dominated Formula 1 in the early 2000s. This one was a grand prix victory gifted to Michael by a subservient team-mate. Frankly, there was no need for team orders so early in the season, but such was Ferrari's and Jean Todt's determination to succeed, they did so to the detriment of the sport – and the fans. You actually had to feel sorry for Michael as he pulled Rubens Barrichello onto the top step of the podium as the boos rang out around the A1-Ring. Rubens had pulled over having beaten Michael fair and square. It was an embarrassment for all concerned.

63 Spa, Belgium**01.09.02****Car** Ferrari F2002**Grid** 1st**Podium** Rubens Barrichello, Juan Pablo Montoya

Schumi eclipsed Mansell's (and his own) record with ten wins in a season. There were more to come...

64 Suzuka, Japan**13.10.02****Car** Ferrari F2002**Grid** 1st**Podium** Rubens Barrichello, Kimi Räikkönen

This was Schumacher's 11th win of the season and Bridgestone's 70th win in their 100th race.

67 A1-Ring, Austria**18.05.03****Car** Ferrari F2003-GA**Grid** 1st**Podium** Kimi Räikkönen, Rubens Barrichello

A third consecutive win for Michael. Not even a fire during his pitstop could stop him.

68 Montréal, Canada**15.06.03****Car** Ferrari F2003-GA**Grid** 3rd**Podium** Ralf Schumacher, Juan Pablo Montoya

A family one-two, with Michael holding off Ralf to win by less than a second despite brake problems. →



69 Monza, Italy

14.09.03

Car Ferrari F2003-GA

Grid 1st

Podium Juan Pablo Montoya, Rubens Barrichello

This crucial Ferrari home win netted Michael a three-point lead over Montoya in the drivers' championship.



70 Indianapolis, USA

28.09.03

Car Ferrari F2003-GA

Grid 7th

Podium Kimi Räikkönen, Heinz-Harald Frentzen

Another win and another amazing Schumi stat: 37 races without a mechanical failure on his Ferrari.



71 Melbourne, Australia

07.03.04

Car Ferrari F2004

Grid 1st

Podium Rubens Barrichello, Fernando Alonso

Third-placed Fernando Alonso spent the afternoon watching the two Ferraris disappear from view.



72 Sepang, Malaysia

21.03.04

Car Ferrari F2004

Grid 1st

Podium Juan Pablo Montoya, Jenson Button

This one was never in doubt. The only question was how much Michael would win by. The answer: 5.022secs.

73 Manama, Bahrain

04.04.04

Car Ferrari F2004

Grid 1st

Podium Rubens Barrichello, Jenson Button

Another blistering start to the season for Schumacher. Three wins from three on the date 04.04.04.

74 Imola, San Marino

25.04.04

Car Ferrari F2004

Grid 2nd

Podium Jenson Button, Juan Pablo Montoya

Four wins from four and Schumacher toppled race leader Button, jumping him in the first round of pitstops.

75 Barcelona, Spain

09.05.04

Car Ferrari F2004

Grid 1st

Podium Rubens Barrichello, Jarno Trulli

Michael's 200th grand prix and his 75th win. He was very lucky a hole in his exhaust didn't force him out.

76 Nürburgring, Europe

30.05.04

Car Ferrari F2004

Grid 1st

Podium Rubens Barrichello, Jenson Button

After a Safety Car mishap in Monaco, it was business as usual as Schumi found his way back to the top.

78 Indianapolis, USA

20.06.04

Car Ferrari F2004

Grid 2nd

Podium Rubens Barrichello, Takuma Sato

Clever tactics surrounding a restart resulted in yet another win, despite concern over brother Ralf's accident.

79 Magny-Cours, France

04.07.04

Car Ferrari F2004

Grid 2nd

Podium Fernando Alonso, Rubens Barrichello

In a rare move, Ferrari employed a four-stop fuel strategy and Schumacher delivered perfectly.

80 Silverstone, Britain

11.07.04

Car Ferrari F2004

Grid 4th

Podium Kimi Räikkönen, Rubens Barrichello

Michael's tenth win in 11 races: the 80th of his career. The juggernaut rolled on, with no sign of stopping. →



77

Montréal, Canada

13.06.04

Car Ferrari F2004

Grid 6th

Podium Rubens Barrichello, Jenson Button

Michael became the first F1 driver to win the same GP on seven occasions – taking his 77th victory in the process. Having started in P6 on a heavy fuel load, Schumacher and his team-mate Rubens Barrichello decide to run a very long first stint. Every lap the Ferraris didn't pit, Williams' hearts sank deeper. And when Michael stopped for the second time on lap 47, one lap later Ralf Schumacher came in for his third and final stop. Schumacher emerged five seconds ahead – and it was game over. This was a clever race, cautious in the opening and followed by a series of blistering laps to make the strategy work. A great example of the Brawn mastermind working in unison with the pace of Schumacher.



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81 Hockenheim, Germany

25.07.04

Car Ferrari F2004

Grid 1st

Podium Jenson Button, Fernando Alonso

Eleven wins from 12, with Button the only driver to apply the pressure. Another home win for Schumi.

83 Suzuka, Japan

10.10.04

Car Ferrari F2004

Grid 1st

Podium Ralf Schumacher, Jenson Button

Not even the typhoon that cancelled qualifying could stand in the way of Schumi's relentless march to victory.

86 Nürburgring, Europe (Germany)

07.05.06

Car Ferrari 248 F1

Grid 2nd

Podium Fernando Alonso, Felipe Massa

A great duel with Alonso, with the two sharing the same basic strategy. But Schumacher came out on top.

82 Hungaroring, Hungary

15.08.04

Car Ferrari F2004

Grid 1st

Podium Rubens Barrichello, Fernando Alonso

Michael broke his own 2002 record for wins in a season and Ferrari took a sixth consecutive constructors' title.

84 Indianapolis, USA

19.06.05

Car Ferrari F2005

Grid 5th

Podium Rubens Barrichello, Tiago Monteiro

Another controversial victory in a tyre-related six-car farce. But he beat all opponents put in front of him.

87 Indianapolis, USA

02.07.06

Car Ferrari 248 F1

Grid 1st

Podium Felipe Massa, Giancarlo Fisichella

"A great day, a great weekend," said Michael. He meant Germany reaching the semi-final of the World Cup...



85

**Imola, San Marino
23.04.06**

Car Ferrari 248 F1

Grid 1st

Podium Alonso, Montoya

After a year on underperforming Bridgestone tyres, with Fernando Alonso taking all the plaudits, this commanding drive reminded everyone of Michael's mastery. Alonso piled on the pressure, but on the crucial final pitstop, Michael put in a sizzling lap to cover the Renault. The changing of the guard had begun, but the old master kept the youngster at bay.

88 Magny-Cours, France

16.07.06

Car Ferrari 248 F1

Grid 1st

Podium Fernando Alonso, Felipe Massa

His 88th victory was his eighth win in France (another record). It made an eighth title seem possible.

89 Hockenheim, Germany

30.07.06

Car Ferrari 248 F1

Grid 2nd

Podium Felipe Massa, Kimi Räikkönen

The German fans came to see a Schumi victory. Team-mate Massa understood, staying in second, less than a second behind.



90

Monza, Italy

10.09.06

Car Ferrari 248 F1

Grid 2nd

Podium Kimi Räikkönen, Robert Kubica

This was an extraordinary weekend. First, Fernando Alonso was penalised in qualifying for seemingly holding up Felipe Massa's Ferrari, and duly started tenth. By the end of the weekend, a victorious Schumacher was within two points of Alonso in the drivers' championship. More significant was the emotion riding with Michael during the race – made clear on his slowing down lap when he radioed the garage to say he was about to announce his retirement from the sport. On the podium, in front of the tifosi, the atmosphere was extraordinary. And in the post-race press conference you could have heard a pin drop as the king informed his subjects that his mighty reign was coming to an end.

91 Shanghai, China



01.10.06

Car Ferrari 248 F1

Grid 6th

Podium Fernando Alonso, Giancarlo Fisichella

His very last win for Ferrari before he bowed out of Formula 1, having set records perhaps no one will ever break. After three years away, he'd return to race for Mercedes, but it wouldn't be the fairytale comeback his fans longed for.

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*Formula 1 was once a sport that dealt with the death of its heroes as an almost routine occurrence. Yet the terrible consequences of the seemingly innocuous, non-racing, accident that befell Michael Schumacher have encouraged the F1 community to reflect on the nature of mortality more deeply than ever before. **Peter Windsor** offers a very personal view of the true nature of Schumacher's legacy – one, he argues, which reaches far beyond mere sporting achievement in this life.*



T H E S P I R I T U A L L E G A C Y O F



M I C H A E L S C H U M A C H E R

One rainy Monday morning in 1968, I was sitting in our house in Sydney, Australia, when my little transistor radio changed my life forever: "*Scottish racing driver Jim Clark was killed yesterday, in a motor-racing accident in Hockenheim, Germany. Clark, a double world champion, left the road in a wooded area...*"

Then, in what seemed like a nightmare that would blight my adolescence, it was Mike Spence, Ludovico Scarfiotti, Lucien

Bianchi, Bruce McLaren, Piers Courage, Jochen Rindt, Pedro Rodríguez, Jo Siffert, François Cevert...

I moved to the UK to work as a journalist. By the time I was 30, I had been to 15 funerals. I knew Tom Pryce well. We always had a laugh. I flew back to England the day he died, with Nella, his widow, sitting just a row in front of me in the SAA 747. The jumbo bumped and plummeted its way through a thunderstorm. It seemed like the end of my world. →

“IT HAD BECOME A WAY OF LIFE. WE OVERCAME TRAGEDY BY FORGING AHEAD TO THE NEXT RACE, SITTING AND CHATTING IN THE HOTEL LOBBIES AND ‘RETURNING TO REALITY’ AS THE CARS LEFT THE PITLANE FOR YET ANOTHER LAP. THAT IS HOW IT WORKS TODAY, EVEN AS WE THINK OF MICHAEL”

Or was there something else?

Roger Williamson, Brian McGuire, F3 racer Juanito Campos, Patrick Depailler, Stefan Beloff; I knew them all well. Gunnar Nilsson, too – and of course John Thompson, the photographer who was killed driving out of Ricard after a test, and dear Russell Bulgin, my colleague and journalistic superior.

In 1975, Mark Donohue drove me around the Nürburgring in his black Porsche 911 only a couple of weeks before he died in Austria following a tyre failure on his March. Alan Henry and I flew out of that race in a little twin-engined Cessna – out into the Alps in the midst of another giant thunderstorm. Graham Hill was flying the plane ahead of us, and ten minutes into the flight we heard his voice over the R/T: “Mayday, mayday...” And then one of the engines failed on our plane. The Cessna dived to the right, the young pilot struggling to regain control of it. My fresh-air vent, I vividly remember, was jammed open. My clothes were soaked through from watching the race. My teeth rattled as I shivered helplessly in my seat. Again I was compelled to ask that question:

“Is there something more than this? Could this horror story be put into the context of something greater – of something more logical?”

It went on. Three months later came the news that Graham, the brilliant Tony Brise, Tony

Alcock (another good friend), Terry Richards, Andy Smallman and Ray Brimble had all lost their lives in an air crash.

I chatted to Ronnie Peterson after Saturday practice at Monza in 1978. He squeezed up in the open boot of his Rolls Royce, me, the journalist, quizzing him about the 1979 ground-effect McLaren. The next day he was sitting up on a stretcher, right in front of me at the crash site, as they carried him to an ambulance.

“Oh no. Not another one,” cried Colin Chapman, running towards me. “His vital signs are okay,” I said quickly. “Bad leg injuries, for sure, but he was sitting up and looking around.”

It was on Monday morning, as I was checking-in at Linate Airport in Milan, that John Glover of Champion Spark Plugs broke the news. “Haven’t you heard? Ronnie died in the night. There was some sort of complication with a blood clot...”

In the Trident on the way home, my thoughts were only of the fragility of life and of whether it was all worth it. I’d read *Faster! A Racer’s Diary*, the book Peter Manso had written with Jackie Stewart, in which Jackie talks emotionally about the day after the 1970 Italian Grand Prix, when he was back in London, beginning to rebuild his life after the death of Jochen Rindt. So it was with Ronnie. At Heathrow a news board barked out the headline: “Ronnie Peterson dead”.

I needed to find some respite.

The elegant Elio de Angelis was killed at a Ricard test with my friend Nigel Mansell doing all he could to reach into the flames to draw him clear. In March 1986, I was sitting alongside Frank Williams when we veered from a French country road one sunny Saturday afternoon. I rolled myself up into a ball before impact. Frank continued to fight the wheel and took a blow, fully vertical, through the spine. I was bruised but fine; Frank was rendered quadriplegic.

Gilles Villeneuve, Roland Ratzenberger, Jeff Krosnoff, and many, many more. I stayed with it because, I guess, it is human nature to push ourselves to the limit in whatever we choose to do. And I had, and have, nothing but total respect for those who were and are out there, taking the real risks. Slowly, though, accident by accident, I began to understand that what makes us ultimately fulfilled isn’t just something like motor racing; it’s what we do with our lives as a whole.

Our hopes and prayers are with Michael. What we *know*, though, given the above, is that these days in Formula 1, the racing goes on. We still do what we do. We still laugh, we still get annoyed by security checks at airports. We still go racing, luxuriating in the safety of today’s cars and circuits. We still spray the champagne. We still start again on Monday mornings. Yet Michael is there in the background of our combined

LEST WE FORGET



ELIO DE ANGELIS



TONY BRISE



FRANÇOIS CEVERT



JIM CLARK



PATRICK DEPAILLER



MARK DONOHUE



GRAHAM HILL



BRIAN MCGUIRE



GUNNAR NILSSON



RONNIE PETERSON

subconsciousness, – a reminder of what can happen in a millisecond. We send him letters and cards and we post messages on our websites and on the F1 cars themselves.

I know it has made me think more deeply about the meaning of my own life, prompting me to seek my own answers to questions to which the traditional responses have, in some cases, been unsatisfactory. What are we thinking as we try to transmit positive energy to Michael as a Formula 1 community? Are we doing this for ourselves, to make ourselves feel better? Or are we subliminally aware, amid the nebulous layers of F1 life, that there is some higher being out there who will listen and just might help? I don't recall F1 ever being so close to 'delving within'. We've all had months now to think about Michael and wonder how it is that freak accidents like this can occur to someone so special after a career so dazzling.

It was not long after we'd lost IndyCar racer Scott Brayton, who was killed during practice for the 1996 Indy 500, that I met Dr Joan LaRovere via a mutual friend at Minardi. I was very sad – as we always are, of course, when another driver is lost in some senseless accident. I didn't know Scott *that* well – but I'd seen enough of him, both in and out of a car, to know he was a brilliant oval driver and a courteous, dignified human being. Then he was gone. One minute we were having a laugh at an Indy cocktail party; the next I was wiping away the tears.

Joan is a specialist in heart surgery, for children. She was working out of Great Ormond Street at the time, then the Royal Brompton, and she now works at Boston Children's Hospital. She knew the F1 world, through friends; she also knew death. When I met her, on any given week she was operating on five to six very sick kids. On a good week she'd save three of them.

I was astounded by her fortitude and general sense of calm. Most of my friends had died doing something they had chosen to do: Joan's little patients had had no say in the matter.

The world has both doctors and racing drivers, I know – and it also has motor racing

enthusiasts, like me. Each has a different nature and each has different circumstances within its own life. All are compatible – but motor racing is just a part of it. I began to put my life into some sort of context.

"How do you cope?" I asked Joan. "How can you keep doing that, week after week?"

"Because I'm lucky enough to have been given this opportunity to learn and to work," she said. "And because I know that death isn't the end. I know that the soul lives on. I know that a higher power – or whatever you want to call the creator of everything we know – is just."

I had been raised in an Anglican-orientated family, even though we'd lived in Australia. I was a believer in the sense that I attended church when I could, prayed when something bad seemed to be happening, tried to remember to be thankful and attempted – usually without much success – to be 'a good person'. Like most people, though, I'd never really found the answer to the perennial question: if God exists, and is just, then how can little children die of heart failure? Worse, I'd spent so much time in F1 that I now had an ingrained belief that money, power, ego, gossip, back-stabbing and general materialistic thirst were the inevitable product of capital-intensive sport. It had become a way of life. We overcame tragedy by forging on to the next race, sitting and chatting in the hotel lobbies and 'returning to reality' as the cars left the pitlane for yet another lap. That is how it works today, as I say, even as we think of Michael.

Motor racing, I've come to realise, isn't really very different from any other human endeavour. There are people in every field imaginable, who are similarly back-stabbing, materialistic and in search of power, and every one of us has the ability to lose sight of time-honoured human values: ethics and the other dimensions of life can easily be forgotten.

"You don't think there is an inner being to your existence?" Joan would ask me, talking not to a philosopher but to your basic F1 person wanting simple, logical answers. "Then answer me this. What do you think of when you picture

someone – living or dead? Do you think of flesh and bones or do you think of the *person* – the smile, the thoughts, the presence?"

"The person, I guess," I would reply.

"Ah," she would say. "The inner being. The soul. Science has spent very little time focused on what I would call true spirituality. Some tests have proved that the human body actually loses weight at death, as the soul departs. If we had spent as much time over the past 2,000 years trying to understand the workings of our inner being, then I'm sure we'd all be much further down the path."

She elaborated on this: "Why shouldn't we apply modern technology – science – to try to understand the way forward? If you want to drive around London you don't use a road map from 1824 – or 32 AD. You use the most modern technology available. And so it is with life."

I asked Joan again about how she came to terms with death. "I think that death is just a step towards an ongoing existence," she replied. "I think all the great religions agree on this. I truly believe it. Life is about learning – about listening to your conscience – your inner self – and about making correct choices. To continue the analogy, I want to try to develop some sort of road map for my next life."

Joan never fails to impress me, with her sense of tranquillity. "When you put life into the perspective of learning from everything we do, and of trying to apply the correct time-honoured ethical principals to life as it moves around us, then you start to operate at a level where nothing either overly excites or depresses you. Again, this is something that is very hard to achieve – but it is a goal. I could lose my job, my husband, my children all in a day. They could all disappear in an instant. And so I must think ahead – think also of the next life even as I'm living my life every day."

So here it was: a highly skilled, rational professional showing me that she could also be highly spiritual. Surely, I, too, as an F1 person, could be spiritual and ethical – albeit in a different way – in my own life? →

“ I KNOW THAT MY SPORT CAN MAKE US BETTER HUMAN BEINGS IF WE DIG DEEP INSIDE OURSELVES AND SEEK THE TRUTH OF LIFE WHEN CALAMITY STRIKES ”

CALL IT MICHAEL'S LEGACY.



ROLAND RATZENBERGER



JOCHEN RINDT



AYRTON SENNA



GILLES VILLENEUVE



ROGER WILLIAMSON

“So how does it work in the real world?” I asked her. “How do you think? How do you get through the day?”

“I try to remember the key ethics – to respect the rights of others at all times; to perform my duties and to respect my personal rights; and to be as kind as I can to other people. I stress that these are my goals. Living up to them all the time would be impossible.”

It's true. In a sport as materialistic as F1 it's very difficult not to be caught up in gossip and envy and jealousy and everything else that the websites and the motorhome coffee areas engender – but we can reach a point, I think, where we come to accept everything that happens around us as something from which we can learn (rather than as things that may cause shock or depression or even ridiculous highs). Everything Joan spoke about – and still speaks about – makes sense to me. It's not a question of “Do you believe in a unique creator?” It's more a question of “Let's think about this as F1 people are very good at thinking about things. Michael's accident has given us the spark.”

I have tried over the years to talk to key F1 people about their thoughts on the existence of something that we can call the soul – about something that lives on beyond the fragility

of the human body – and the results have been interesting. Max Mosley and Keith Duckworth were adamant that “this is all there is” – to which I would say, “yes, but what is ‘this’?” And so it would go on... Ron Dennis thought for a while and said: “I'm not sure whether the next life exists or not, but if it does I'd like to think I've qualified...” And Paddy Lowe was sure: “I think there is something else. I don't know what, but I think it's there.” Most people I know tend to chortle fashionably at American golfers when they thank god for their latest win, or at Lewis Hamilton when he speaks or tweets about his spiritual beliefs. But I wonder how these same people think about life's iniquities and about Michael now.

Me? I need constantly to be reminded that I need Him much more than He needs me, so Hamilton's tweets about the unexpected sight of churches just around the next corner in São Paulo, exotic mosques in Kuala Lumpur, shrines

in Suzuka and even car-bumper stickers in Austin are more than welcome to my little world. I'm more cautious, though, about religions that are in any way fuelled by money or power or dogma. I don't really understand them. ‘Religion’ for me now means much less than ‘spirituality’.

The usual way was to forget about F1's violent deaths, to move on and then to have the inevitable laugh: “we're still here!” But things for me today are different. We don't want to forget about Michael. We all need to confront what's happened. Which means that there's a chance, right now, for the F1 world to delve a little deeper. I know that my sport can make us better human beings if we dig deep inside ourselves and seek the truth of life when calamity strikes. The proof comes when we all treat one another with a little more kindness and consideration – when we celebrate F1 while remembering that there's more to life than merely the world around us.

Call it Michael's legacy.



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THE MAURICE HAMILTON INTERVIEW

Jean Todt

“People said: ‘Don’t go to Ferrari; it cannot work.’ I like a challenge. It’s childish but, if you tell me I cannot do something, I want to do it. Prost said I would be fired. But Ferrari is an iconic brand, so I accepted”

From rallying co-driver to presidency of the FIA, **Jean Todt** has seen success at every level of motor racing – which is why Formula 1 is only part of his story

PORTRAITS GLENN DUNBAR/LAT

Significant snapshots from Jean Todt’s life hang on the wall behind him. Facing his desk is a vast world map showing the FIA’s constituent parts spread across 141 countries, but watching over the president are the people and events that mattered and motivated him during a distinguished career in motorsport. An action shot of Jim Clark’s Lotus 33 during the 1965 British GP leads to the more expected selection of co-driving and managerial world championship success in rallying, sportscars and F1 with Talbot, Peugeot and Ferrari.

Even more personal and telling is a group of photographs taken on the day of his election to the FIA presidency in 2009, which show “the most important people in my life”: his son Nicolas, wife Michelle – and friend Michael Schumacher.

For those who know Jean Todt well, such personal and warm intimacy will come as no surprise. He may have a reputation as being cold and calculating – uncaring, even – but anyone who has worked closely with Todt, be they a co-driver, driver, mechanic or manager, will beg to differ with such an assessment.



As I walked into the FIA’s imposing Paris headquarters in Place de la Concorde, I wasn’t sure what to expect but remembered the words of Eddie Irvine many years after he had left Ferrari: “Jean Todt is the best guy I’ve ever worked with. No question.” And you know how difficult Irvine is to please. Lunch in the dining room upstairs promises to be interesting...

Maurice Hamilton: I couldn’t help but notice the picture of Jim Clark on your wall. You made your name in rallying, but was F1 your first love?

Jean Todt: I was always interested in nice cars and racing. At the age of 14 or 15, my dream was to become an F1 driver. My main role models

were Jim Clark and Dan Gurney. I don’t know why I chose Gurney: I liked his style and I suppose he looked like a grand prix driver should.

I met some people who loved cars and we created a group that was interested in racing. I also met some rally drivers and attempted a small rally in 1965 with a BMW. In the autumn of 1966, at the Critérium des Cévennes rally, the co-driver in one of the works NSUs got sick at the last moment. I was asked if I wanted to do it. It was a pace note event, so quite difficult. I had a half-hour trial and did the rally. It went very well and I was asked if I wanted to do some more.

I was still hoping to become a racing driver, but my father was a doctor and he was not very enthusiastic about me doing this. I went to the Volant Shell competition, where I was quite competitive – but I was not experienced enough. Also, I am quite short and I could hardly reach the pedals; I didn’t have a proper fitting. I had a spin and was excluded. I did a few races but I was getting a lot of offers to be a co-driver.

People talk about some driver and co-driver pairings staying together for 20 years. At the time, there were well-known co-drivers like Gunnar Palm and Henry Liddon. I looked →



at them and thought: 'They're good, but I don't want to be with the same driver for a long time. I don't want to be doing that at an advanced age.'

I was at university, but did not do as well as my father expected. So I thought: 'Let's look at rallying as my university. Even if you study for a long time, it has to stop between the ages of 30 and 35'. That was how long I would spend co-driving: my goal was to become a team director.

MH: What did you gain from co-driving? Was it the organisation necessary and the pressure, because you were with some top drivers?

JT: It was the experience. I was dealing with different teams and, as you say, I was with some

anything; I didn't know. But I knew 1981 would be my last year as a co-driver.

I was already involved with organising everything on the Tour de France with Matra and rallies with Peugeot in Africa. I started discussions with the board of Peugeot and they decided they would do a top rally programme at a professional level. Out of that came the Turbo 205 T16. The Peugeot group were in a very difficult situation at the time and our success completely changed the image of a company that was close to bankruptcy.

MH: And, along the way, you had a head-to-head with the man whose chair you now occupy!

car. We sued the FIA; it was a big conflict, but Group B was banned.

I suggested to the Peugeot board that we do the Paris-Dakar. We were very successful; we won all of them. After that, we had to find a new challenge. So I suggested we go to sportscars. We won in 1992 and 1993, including Le Mans.

I asked the board to give me an opportunity to do something else. F1 was thought to be too expensive. When they did not propose anything else for me, I never thought I would do this, but I decided to leave. Fortunately, I had a few opportunities elsewhere – not with French companies, but with German and Italian companies – one of which was Ferrari. A few people I spoke to said: "Don't go to Ferrari; it cannot work." I had a lot of respect for Alain Prost and I asked his opinion. He said: "You have been successful wherever you have been; here you will not be successful."

I like a challenge. It's childish but, if you tell me I cannot do something, I want to do it. Prost said it would last one year, maybe one-and-a-half years, then I would be fired. But, for me, Ferrari was – is – an iconic brand, so I accepted.

MH: Saying that, Ferrari was an entirely new world for you. I take it you knew all about it, because you had been following F1?

JT: I love F1. I remember going as a spectator to some F1 races; I will not miss a race on TV. I was not an expert in F1 but I considered myself a decent manager. For me, the challenge was in not being Italian.

When you speak about Ferrari, there are three categories you have to think about: the team in Maranello; the media in Italy and the board in the Fiat Group. They all have a certain influence. When I first arrived people thought: 'He will be well paid and, in one year, we don't see him any more because he will be spending his weekends at home.' But I'd like to think they saw that I was committed and trying to get the job done.

I arrived on 1 July 1993. Luca Di Montezemolo was the president and Harvey Postlethwaite was the technical co-ordinator in Maranello. There was FDD [Ferrari Design and Development] run by John Barnard in Guildford. Niki Lauda was special advisor, with Gerhard Berger and Jean Alesi as drivers. I had to deal with the conflict between the UK departments and Italy; they did not want to speak to each other.

I made an assessment and, once that was done, I started to change things and get rid of some people while choosing others to build



Team director Jean Todt celebrates Peugeot victory at the 24 Hours of Le Mans in 1992

of the best drivers at the time: Hannu Mikkola, Timo Mäkinen, Ove Andersson, Rauno Aaltonen.

MH: Did you enjoy the sensation of speed when sitting alongside these guys?

JT: Yes, I liked it. I also liked travelling. I felt I was fortunate because I was going to countries I'd never expected to be able to go to. I also liked meeting people. By now, being a driver was no longer a consideration. But being a co-driver with top teams and top drivers would let me go to the next step, which was running a rally team.

Along the way, I was an advisor for Peugeot. As I said, my goal was to step out of being a co-driver between the ages of 30 and 35 because I didn't see it as a lifetime job. If it didn't work out, I would sell ties; work in a shipyard;

JT: Yes, we evolved the 205 T16 until I had what I would describe as quite a tough exchange with Mr [Jean-Marie] Balestre [president of FISA, the sporting arm of the FIA]. Honestly – and peace to his soul – I was not a fan of the guy, his past or his behaviour. If I'm provoked, I try to be tough. I was a bit tough against him. We were both French, so we got into opposition. Added to which, Peugeot were dominant in rallying, and I'm not sure Mr Balestre liked that.

When Henri Toivonen had his fatal accident in a Lancia Delta S4 in Corsica in 1986, Balestre immediately banned Group B. For me, that was not a rational decision. We had invested in Group B. Peugeot had built 200 cars and we had to build 20 each year to homologate the latest



As Ferrari team principal, Todt oversees the preparation of Gerhard Berger's F93A before the 1993 Portuguese Grand Prix

"When I moved to Ferrari I was not an expert in F1. For me, the challenge was in not being Italian"

the orchestra; to build the team. At the same time, we were in the middle of the season and, every two weeks, there were races, which were a disaster. You had the mentality of people expecting a new guy to arrive and start winning next week. If you take a scale of one to ten, I think Ferrari were at two when I arrived.

MH: So, you were in no doubt at this stage about the size of the task ahead of you. It took at least 12 months before you saw your first win, which was probably no surprise to you?

JT: No surprise: 1994 was all about the rebuilding process. Gerhard won one race at Hockenheim that year. In Canada the next year, just one win again: Alesi in Canada when Michael retired his Benetton. People were

saying: "We're not winning because we don't have the best driver". So I said we should try to take the best driver and then we wouldn't have that excuse any more. I had already started talking to Michael. I went to Monte Carlo to meet him and his manager Willi Weber. After about 15 hours of discussion, we finally ended in Michael's flat in Fontvieille and signed an MOU [Memorandum of Understanding].

After we got Michael, I wanted to close FDD and bring all the team under one roof at Maranello. I had been talking with Ross Brawn, but he did not know I was also talking with Rory Byrne. During the British Grand Prix that year, Rory came to my hotel. I told him: "Look, I've hired Ross. You should have a beer together."

I called Ross and told him about Rory and said it would be good having them work together and they ought to have a chat. They both worked at Benetton, but neither of them knew about the other coming to Ferrari until then.

MH: What was your relationship with Michael at this stage? Were you close?

JT: At the time, Michael was a driver and I was his boss. We had a good understanding together, but we were not yet friends. We had a difficult start in 1996. It was obvious it would be like this. I think it was after some retirements midway through the season that there was speculation →



Todt hired Byrne (left) then Brawn (right), cementing one of F1's most celebrated technical relationships

PHOTOS: LAT ARCHIVE; GETTY IMAGES

THE MAURICE
HAMILTON
INTERVIEW

Jean Todt

I would be fired. It was part of what I could expect – remembering what Prost had said. Then I heard that Michael had said: “If Jean is fired, I will go.” I did not know he had heard what was being said; I didn’t know he would do that. But this was the voice of a twice world champion and it stopped me being fired – for the time being.

MH: Given that loyalty is important to you and the fact that you will support people if they will support you, Michael saying that must have meant a great deal.

JT: I don’t work on the basis of: ‘I do this for you, so you do something for me’. In love, friendship or business, it’s natural that you cannot give something without expecting something back; it’s a sense of life. It’s like sowing a seed and watering it: if you don’t do that, you get nothing back.

Michael was criticised in the beginning in Italy. He was not winning because he did not have the car to win. And he was also attacked because he could not speak Italian. I said: “We did not hire him to be a teacher of Italian; we hired him to be a winning driver.”

Michael and I actually had much in common when it came to receiving criticism. I supported him always, like in the last race in 1997 when, in the fight with Jacques Villeneuve, Michael clearly

made a mistake and he lost the championship. In 1998, when we lost the championship in the last race, there was more criticism. And at Silverstone in 1999, I was blamed because I left the pitwall to go with Michael to hospital after he broke his leg on the first lap.

MH: Interesting you mention that. I was talking to Fred Gallagher about this. He was your co-driver in cross-country events and said he would bet that you’d have done the same thing – gone to hospital – if Eddie Irvine had broken his leg.

JT: Of course.

MH: Fred said that because when he injured his back during a rally, you were very supportive and made sure everything was okay – that he had the best treatment and so on. I’m digressing here slightly, but you’ve had your fair share of drivers being badly injured. I’m thinking particularly of Ari Vatanen when he and Terry Harryman had that massive end-over-end in the Peugeot 205 T16 in Argentina in 1985.

JT: I am like I am. I had been fighting with photographers because I did not want a photo taken while Ari was being transported from the hospital to the plane. For me, it’s become a priority. Through this, I have created a fantastic relationship with Professor Gérard Saillant [the

leading surgeon who deals with injured drivers]. We founded ICM [Brain & Spine Institute] on a 25,000m² site in the heart of Paris.

Making that happen is probably the best thing I have achieved in my life. But the media are not interested in that. They are more interested in a third-rate controversy. It’s frustrating. I would say that’s life, but it sometimes makes me a bit sad. We have created ICM and it has 600 research people. One of the specific things of this institute is that it is driven by both private and public finance – and I have to tell you that Michael is the second biggest private donator.

But, getting back to thinking about drivers and so on, when Felipe Massa and Sergio Pérez had their accident in Canada, I went to see them in the medical centre. I did not advertise this because I don’t need to. I went to see Kimi Räikkönen after his accident at Silverstone. For me, this becomes more important than the race. You can have another race in two weeks. But if you have somebody who is hurt, I feel I can make a difference by helping take the right actions.

MH: This goes back to what you were saying; giving and taking; helping each other.

JT: It’s hard to speak about myself but, if you talk to Peugeot employees, they think we had a fantastic time. If you speak with Ferrari people, the same. Okay, maybe it’s not the same at the FIA; maybe it’s harder to hear these things here! But, generally, there is a positive nostalgia.

MH: Sorry, I digressed. We were talking about Michael and Ferrari.

JT: I’ll tell you something about Michael that was amazing; he doubted he was a champion. And I understood that in a way because I always doubted whether I could do well or not. In 2004, for example, Michael won the drivers’ championship in July and we won the manufacturers’ in Budapest in August. But when we arrived at Monza in September, I found myself anxious as hell. I asked myself why I felt like that because it was unnatural. With Michael, at the start of each season he would ask to do a few laps at Fiorano “to make sure I can still drive well.” Here was Michael Schumacher, wondering if he was still a good driver.

MH: Did those similar feelings help the chemistry between the two of you?

JT: Yes, it made us stronger. One of the most fascinating things in my business is meeting different people from different backgrounds. The most successful people I’ve ever met are very humble. They know what they do and



Todt was criticised for leaving the pitwall to take an injured Schumacher to hospital at Silverstone in 1999



“Michael doubted he was a champion. He'd ask to do a few laps at Fiorano 'to make sure I can still drive well'”



represent, but they are humble. And then you can meet people who have done very little and yet think they have achieved a lot. The thing that created the strong link with Michael was *not* winning, rather than winning. It's a fact of life; you remember the tough times you have been sharing rather than the easy times.

MH: I'm sure you've been to see Michael quite a bit since his skiing accident?

JT: Of course. Twice a week. I was with him two days ago.

MH: That must be hard for you.

JT: To be honest, it's much harder for his wife and the kids. I had just arrived in Bali for my

week's holiday when the accident happened and the next day my wife and I were with him.

MH: I see from the photograph in your office that Michael was very supportive when running for office. What was your thinking when you stood for the presidency?

JT: Max Mosley had been asking me to stand for election in 2005. I thought deeply about it because, at that time, I felt my mandate at Ferrari was over. I love motoring, I love racing and I think I've been fortunate to get quite a lot out of it in every category I have been in. So I believe it was right to give something back. It's a volunteer job. I told Max I would do it even

though, of course, that did not mean I was going to be elected. But at least I would go for it. But then Di Montezemolo did not want me to go. It was not until March/April 2009 that I stood for election in October of that year.

MH: When you arrived at the FIA, what stood out as being in most urgent need of attention?

JT: I knew the FIA without actually knowing the FIA. I was on the World Motor Sport Council and the only thing that had interested me was F1. I did not know so much about the motoring clubs, members and this quite complicated organisation. During the election campaign I said I would visit all the members, and →

believe me, visiting 141 countries is quite a heavy task. But it's a very enriching experience because you get to understand so many things.

In our organisation, we have a headquarters here in Paris and one in Geneva, plus some facilities in the UK. Also in the family, you have the FIA, the FIA Foundation and the FIA Institute. So I was trying to understand and address all the needs of the organisation while also looking at motorsport from grassroots level to F1; looking at the vision for new categories and rebuilding the pyramid of motorsport.

MH: Do you think that people in sport – specifically F1 – expected you to be more proactive? Particularly after Max?

JT: I have my style, which is what it is. Max has his style and his interests; I have mine. He has his way of leadership; I have my way of leadership. Some people will feel he is fantastic and I am useless; some will think the opposite. You can't change the opinion of people. I am a fighter if I don't have any other choice, but if I can achieve the result by peace and friendship, it's my favourite option. I don't need to use the media to send messages even though I know I have a public role. Achieving results and strengthening our organisation is my mission.

But you must realise our world is not only F1. If you go to countries such as Sri Lanka, Bangladesh and Indonesia, they don't know what F1 is, but I want those people to have an interest in motorsport. If I take 'mobility', which is the other pillar of the FIA, the goal is to give better service to the motorist and fully use our organisation – which is a unique organisation. FIFA, for example, is very strong – but it is only football. We have the sport and support for motorists to think about.

Road accidents are one of the worst scourges in the world today. HIV and AIDS have been addressed: Malaria has been addressed. But there is no project for road accidents: the FIA has a strong legitimacy as a motoring organisation to get involved.

MH: How big is that problem?

JT: We have amazing technology that makes cars safer in developed countries. But, in developing countries, you have cars that are between 30 and 60 years old. You would not think about getting into your car without putting on the safety belt. In those countries, they don't know what a safety belt is. There is no education; there is no support because, quite often, there is either no law enforcement or there is corruption. →



“Road accidents are one of the worst scourges today. The FIA has a strong legitimacy to get involved”



Todt with FIA predecessor Max Mosley: “I have my style. Max has his. You can't change opinion”

PHOTO: FIA/LAT

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THE MAURICE
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INTERVIEW

Jean Todt



PHOTOS: CHARLES COATES/LAT

The F1 Strategy Group consists of the FIA, led by Todt (six votes) Ecclestone as head of FOM (six votes); and the six most successful teams have one vote each

MH: When working in F1, you tend to think motorsport is the be-all, end-all for the FIA. What percentage of time is taken up with motorsport in your remit as president? I'm guessing it's between 30 and 40 per cent.

JT: Ten per cent. Maximum. I love F1. I made an interview with one of your colleagues and was murdered because, apparently, I do not make decisions because I have given up. It's not true! The FIA has more power in governance than before. When I was elected as president, the FIA was running the Technical Working Group, the Sporting Working Group; it had one seat in the F1 Commission and those decisions went to the World Motor Sport Council for final approval.

Now, there is the Strategy Group in which the FIA has six votes, the Commercial Rights Holder has six, and each of the six teams present has one

vote. It's true that I said the proposal to reduce costs is a joke; I do feel that. But out of 11 teams, I would say a minimum of eight teams don't want to see any change.

MH: Why not? Surely it's in the interest of F1?

JT: It's a good question; I don't know why. I want to understand better and address the problem. It's about everyone getting together. We need to make a better assessment because it would be a shortcut to say reducing costs will reduce all of the problems. I don't think that's true.

We have to make a global reassessment about optimising and improving the show. I don't say the show is bad. In fact, for me, I feel the F1 show is amazing. When I go to see a grand prix, it's still very special; I enjoy it. But it's like going to the movies to see a thriller; some are good, some are not so good. Each one is different.

MH: How do you feel the FIA is coping in this age of rapidly changing communication?

JT: I'm not good on social media. The world is changing and we need to look at the needs of young people. It's not just motorsport. They are not interested in football and other sports because there are too many distractions with iPads, the internet and so on. It's got nothing to do with cost. There should be an evolution to adapt F1 for 2015 with a vision for 2030.

Then we should readdress the cost issue. We need to work out why it should be done, how to do it and how to control costs. There has to be a global discussion, listening to other interested parties: new media, sponsors, promoters and so on. From there, we should have an understanding of what we need to do.

Sometimes, I see this image: we have a patient and the patient is tired. What is the prescription? What do we give the patient? We're talking here of F1, but each category of motorsport could be a patient. For me, it's nothing to do with the governance. It's about bringing together people who have different understandings. I really want to get this in my prescription for the patient to see what needs to be done.

MH: I wish you luck. It's a huge task. Thank you for sparing the time in your busy schedule.

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GOLDEN YEARS

For more than a decade, from F3 through to F1, Mika and 'The Michael' (as Häkkinen always referred to Schumi) were co-authors of a classic motorsport rivalry. It reached its peak in the late 1990s, when Mika was at McLaren, Michael at Ferrari. Here – exclusively for *F1 Racing* – **Mika Häkkinen** recalls that memorable clash of the titans

The race with Michael that sticks in my mind always is Spa 2000, which was just an amazing Formula 1 battle. Two guys at the very top of their game, two evenly matched cars – it can't get any better than that.

But for a long time the battle was – how would I say it – invisible on TV. Me and Michael, we had many racing situations,

heavy battles, but the overtaking that year at Spa was an ongoing process. It did not happen in the way of 'follow somebody, overtake, and you continue'. No, it was not like that, because in the early stages of the race I spun when the circuit was still a little bit wet.

Luckily I was able to keep the engine running and, of course, Michael 'neeeeeeyyyyyooooowwwww', takes the lead and I'm thinking: 'wow'.

But the name of our game is always to find positives. That's part of success, being able to take positives;

staying realistic and positive. So at the moment when I spun, I knew I still had a good car, and that I could continue, so I said: 'that's it, I'm going to go flat-out and I'm going to catch him'. But it took a long time, you know? It took a really long time, many laps.

Spa of course is quite an amazing race track – I don't think there's any racing driver who doesn't like it. It's just beautiful to drive. So I was enjoying myself, and the moment that I started catching Michael, I had the full racing driver mentality – full concentration: how will I pass him? These are his strengths, these are his weaknesses...

And he starts to do the same... pushing hard and responding to my pressure, because he knew that I wasn't in a position to attack straight away.

But I was catching him comfortably, slowly. So, okay: the braking was slow, the acceleration was good, I was looking at different parts of the track where he was strong and where he was weak. And Michael, of course, was clever – he was always putting his ultimate concentration in those areas where he was a bit weak. Doing the best job in places where he was weak, and really focused on where he was quick. So he was balancing, you know? →



But I really realised that in the last chicane before the pits [the old 'Bus Stop'] that his braking here was not so good. Once I detected that, I started to brake late there to maximise the advantage. I was taking risks, because I knew that the only place where I could really make a difference was there, and I knew my straightline speed was better, too.

The wet/dry conditions had made a difference as well. It was not fully dry for the race, so the setup of the car was a little bit compromised. But I felt that McLaren had done a better job – we had a better compromised setup, which enabled us to perform better.

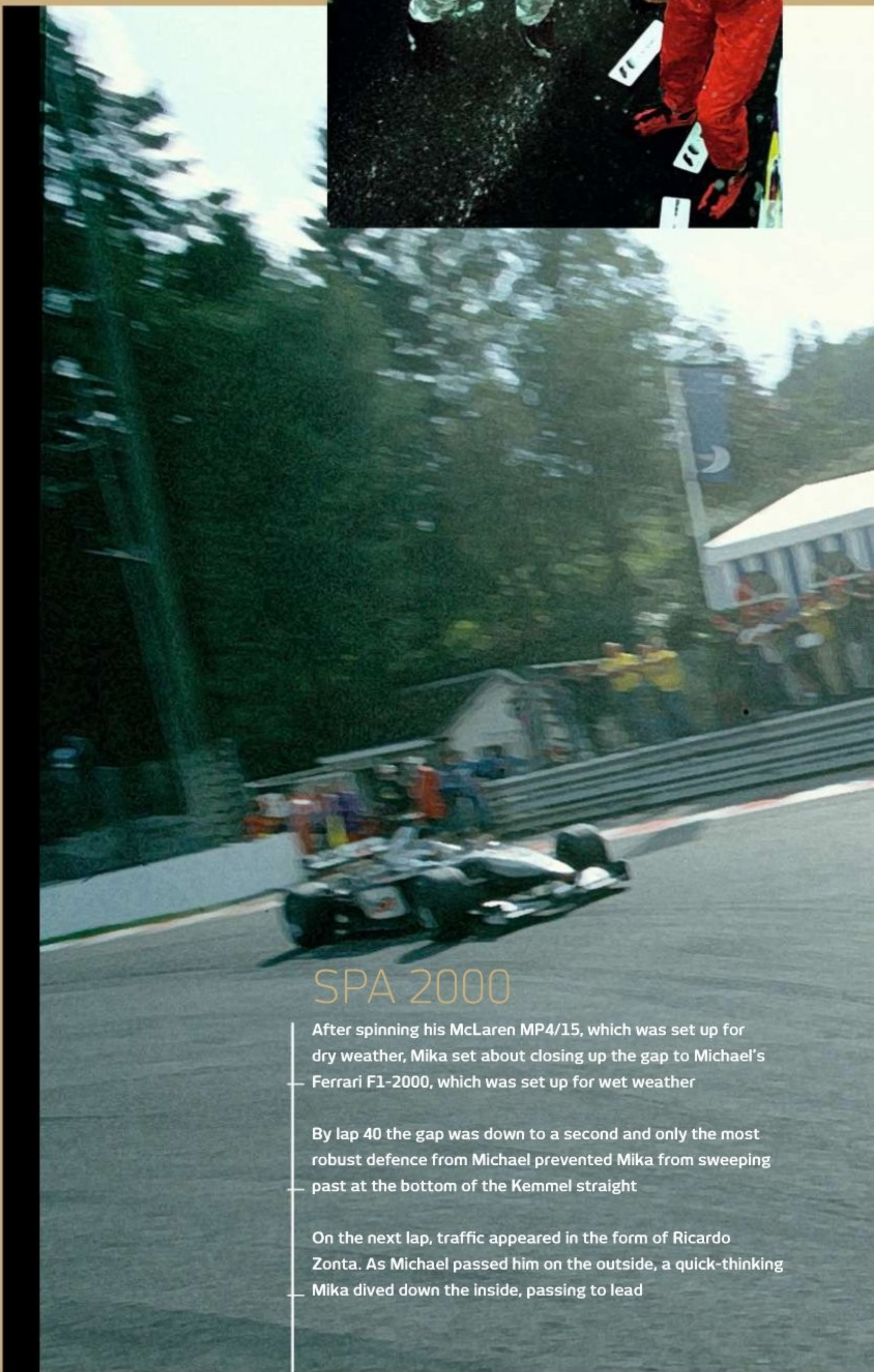
As I say, it took a long time to be in a position to try to overtake Michael and when I did get close to him, after Eau Rouge, he was always closing the door – always!

I was amazed really, because he saw me in the mirrors needing to come so fast, but every single time he closed the door. And I was like: 'Ah, excuse me, this is not any more like "I close the door", this was more like he was *slamming* a door.'

So I said to myself: 'Okay, there are still laps to go, let's cook him a little bit, let's really wait until the right moment.' And all the time I was pushing more and more, getting to Eau Rouge faster and faster – and really that way I could show him the sort of speed I had, so that he should understand not to close the door. But he did, all the time.

Then one lap there was a backmarker [Ricardo Zonta], who appeared there like a gift, and he was going pretty slowly. I saw him after Eau Rouge in the distance and I thought: 'Hmm, this could be a chance.' Michael made his move to pass him, and it was a logical move for him because the racing line for the braking was completely dry, and it was on the left. The inside line [into Les Combes] was still a bit humid – it was not fully dry. So he thought 'right, he cannot brake as late as I can brake.' But obviously I got the tow from Michael, then I got the double tow from Zonta. It meant my speed was so high he had to give up. I got the impression it was a nice move for the spectators and commentators to watch: a great battle.

When you were racing Michael – and I raced against a lot of great drivers in my career – you always knew about his car control and his concentration in a racing situation. He was →



SPA 2000

After spinning his McLaren MP4/15, which was set up for dry weather, Mika set about closing up the gap to Michael's Ferrari F1-2000, which was set up for wet weather

By lap 40 the gap was down to a second and only the most robust defence from Michael prevented Mika from sweeping past at the bottom of the Kemmel straight

On the next lap, traffic appeared in the form of Ricardo Zonta. As Michael passed him on the outside, a quick-thinking Mika dived down the inside, passing to lead

"It took a long time to be in a position to try to overtake Michael and when I did get close to him, after Eau Rouge, he was always closing the door – always!"



always able to just keep that going. With some other drivers you could never know what they were going to do, but it wasn't like that with Michael, which is why it was nice to race against him. Yes, of course Michael was aggressive, but when you sat side by side, he knew when it was time to give up. He never gave up easily, he was a tough guy to race against, but he did know when it was time to stop the battle.

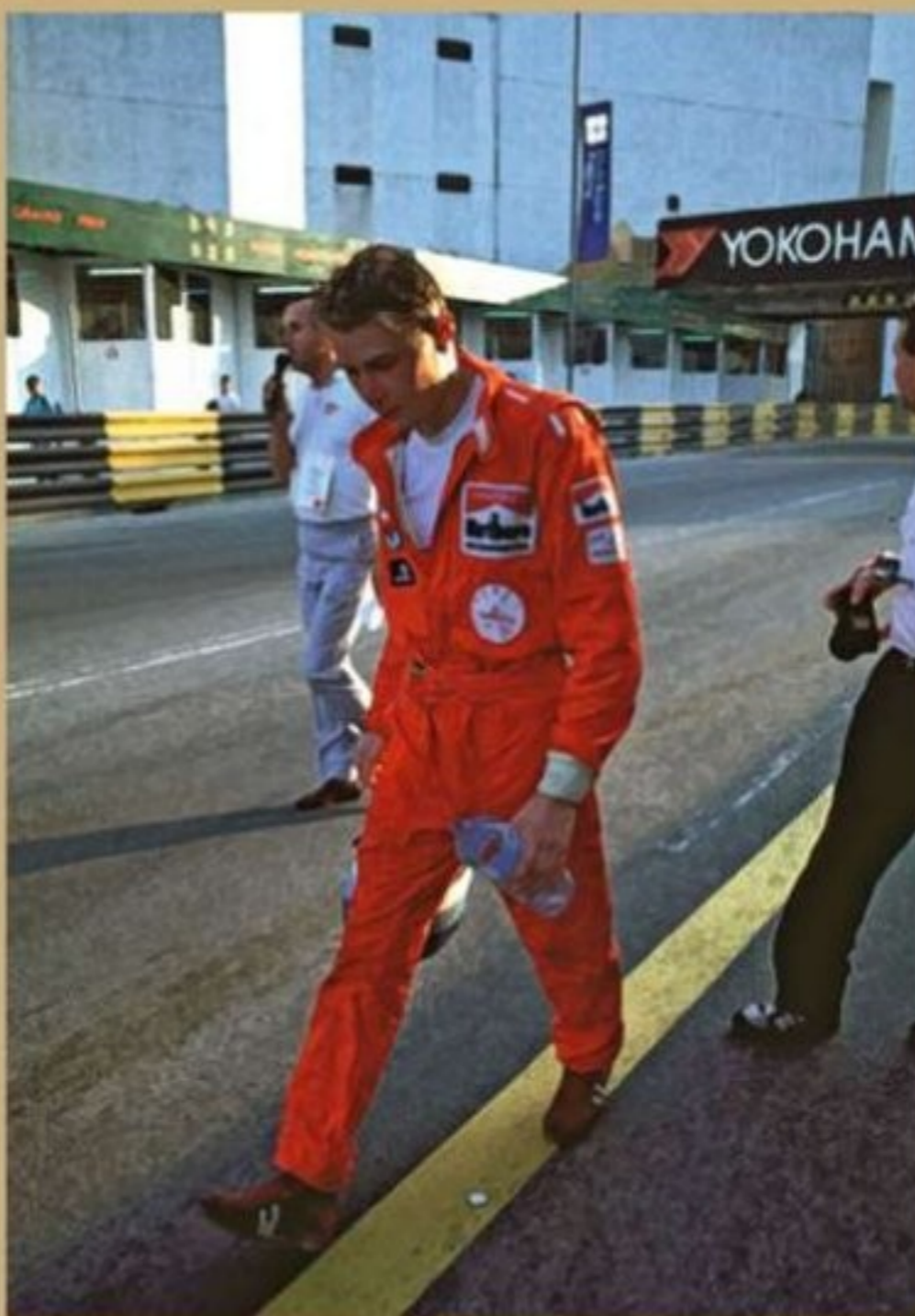
That was a very, very interesting thing. I think because he had won the world title quite early in his career, it builds up a certain approach and discipline level. For example, when you're thinking of making a move, you give yourself a little bit more time. I think that's why, side by side, he'd know to wait for a few laps.

I would say that he certainly gave me the most exciting moments in terms of him following me. When he was behind me I really had to put in a little bit extra effort. If there were some other drivers behind me, it gave me maybe a little bit of a nervous feeling because you didn't know what they were really going to do. But with Michael I knew he would be more logical. I think it was because I'd known him like that for such a long time, since we were kids racing. So I knew his mental approach.

I had moments of real learning up against Michael, like in our great Formula 3 race in Macau, in 1990.

In the first heat, I won and Michael was one-and-a-half or two seconds behind me. Of course, there were two heats, and the winner would be the one with the best time calculated from both. This was the first time I'd done two heats, two starts, so somebody should have given me a shake before the second race, 'Do you understand – it's the time that matters, not winning it!' But I was a young guy and this is life, this is how I was learning, by making mistakes.

For the second heat I started on pole, then I think I made a mistake on the start. Michael got the lead, and I was following him. I was surprised at the performance of this car: it was quick. I was pushing hard to capture all the time – one second, two seconds, then suddenly



– click – I forgot the time and just concentrated on staying close to Michael. It is a natural racing driver feeling to want to win, and the pressure was high and I knew the importance of the race.

On the second till last lap, everything was fine, I was following Michael, pushing all the time. We were both in fifth gear and our top speed was 155mph, and we were taking the last corner flat. But it was only flat if you got it right, and Michael made a mistake on that corner. Then, when the

For Mika and Michael it all began in F3 in Macau 1990, when the two collided as Mika tried to pass. Michael won; Mika retired: "Without that moment, I don't think I would have been twice world champion. It gave me more of an edge"

last lap started, he made a mistake; he missed the apex. I suppose he was nervous. I was behind and he expected me to make a move. His mistake wasn't deliberate. It was a human error, because the race was so demanding. He made a mistake at 150mph, I thought I would go past, then just as I started to overtake he changed the line.

I crashed into the back of his tyres, flew into the air and the game was over. It was like thinking you have won the lottery, and then you go the shop and you find, ah, you missed it. So with Michael there were moments like this where the emotions were so high you didn't know how to handle them. That's quite normal when you think about the effort from the team, the preparation and the waiting to come to that race – everything was fantastic and then everything was gone: everything was destroyed.

Now, after two championships, I don't have to think about these things any more, but at the time, well... racing is a hard game and people don't forget. Sooner or later you can give it back. And I believe that without that moment in Macau, I don't think I would have been twice world champion. It gave me more of an edge to understand 'Okay, let's continue this fight'. Everything has a meaning and reason.




“For some reason, Michael was always the man to catch”

By the end of the 1990s, now in Formula 1 with McLaren and Ferrari, we again found ourselves fighting wheel to wheel. It was an amazing time because while McLaren had the advantage in 1998, Ferrari were catching us all the time, they had a good momentum going.

When you are winning, the next place is losing, so to keep winning is very pressurising to everybody: the designers, the mechanics, everyone. Every mistake feels like it is too big. So those three years were tough. We were racing, but every mistake I made as a driver felt like little flies to an elephant, which is not good. Monza in 1999, when I spun at the

chicane... these things are not good, but we are all human, we all make mistakes. Ferrari were catching all the time, and I felt that, I saw that, and they had luck! They had luck. That was not normal – they had such a reliable car. Every time we had a failure, whether it was me or a team failure, or a car failure, they were there collecting points, and all the time getting closer. Then, in 2000, it happened. They were there and we were still losing points. It took right until the end of the season for Michael and Ferrari to take the title, so – wow – an amazing time.

When I think about racing, I can remember many

great team-mates: Alain Prost testing with me and David Coulthard at McLaren; Nigel Mansell, Johnny Herbert, Martin Brundle, Mark Blundell – the list is long. There were many great drivers and it was great to learn from them. But all the time in my consciousness, in my thinking, there was Michael. I had to beat the other drivers on track of course, but for some reason, Michael was always the man to catch. 

• *Mika Häkkinen was talking to Anthony Rowlinson*



IS RUSSIA READY?

The infrastructure is in place, the final adjustments are being made, and FIA race director Charlie Whiting has given the Sochi Autodrom the seal of approval.

But while the Russian GP organisers insist the F1 venue is ready, what will Russia itself make of F1?

WORDS JAMES ROBERTS

PICTURES MALCOLM GRIFFITHS/LAT





Work at the £125m Sochi circuit will be pretty much complete ahead of schedule. As *F1 Racing* went to press, it was about to host its first race – a Russian Touring Car championship round – on 14 September

There is a Western perception of Russia that it is icy cold, dangerous and obdurate. And yet in the coastal resort of Sochi the reality is the opposite. This vibrant, modern town will host the first ever grand prix on Russian soil this October, and it doesn't conform to any of the stereotyping you associate with the former Soviet state.

It's warm, humid and verdant, and the inhabitants and holidaymakers milling on the Black Sea harbour front are courteous, friendly and peaceful. Living in or visiting Sochi, you don't get the immediate sense that this is a country currently embroiled in neighbouring Ukraine's political and military crisis.

After doing such a brilliant job of hosting the Winter Olympics, this venue is now ready to put on a spectacular, well-financed grand prix the Russian people can be proud of. The only problem is that so few of them have actually heard of Formula 1...

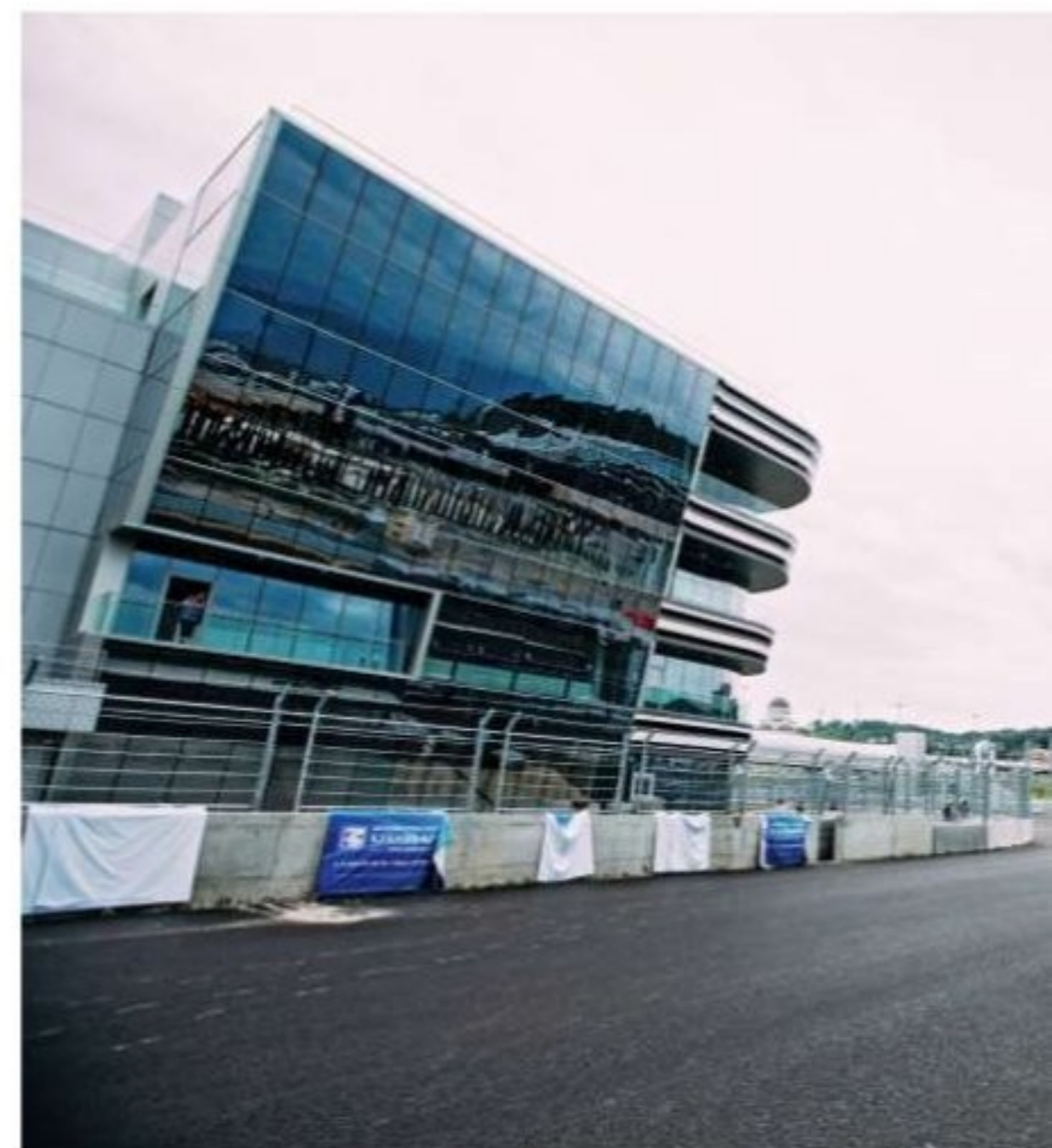
THE SCALE OF THE construction project in and around Sochi for the Winter Olympic Games has been enormous, running into many billions of rubles. There's a new airport, and new roads and train lines to take people from the centre of Sochi to the Olympic Park, 18 miles away. It's here that the newly built grand prix circuit winds around the five big stadiums that hosted the Winter Games. There is also a new train station at the Krasnaya Polyana ski resort, just half an hour away. From there, you can take a cable car to the 2,300-metre Rosa Khutor summit, the start of the men's downhill Olympic course, with spectacular views across the Aibga ridge in the Caucasus mountain range. This is a near perfect leisure resort; after skiing

in the morning, you can easily return to the warm sunshine of the Black Sea beaches the same afternoon. The southern Krasnodar Krai region lies on the same latitude as the south of France, and as the southernmost tip of Russia its climate at sea level is temperate all year round. The mountains protect it from the harsh winter and the Black Sea breeze brings humidity.

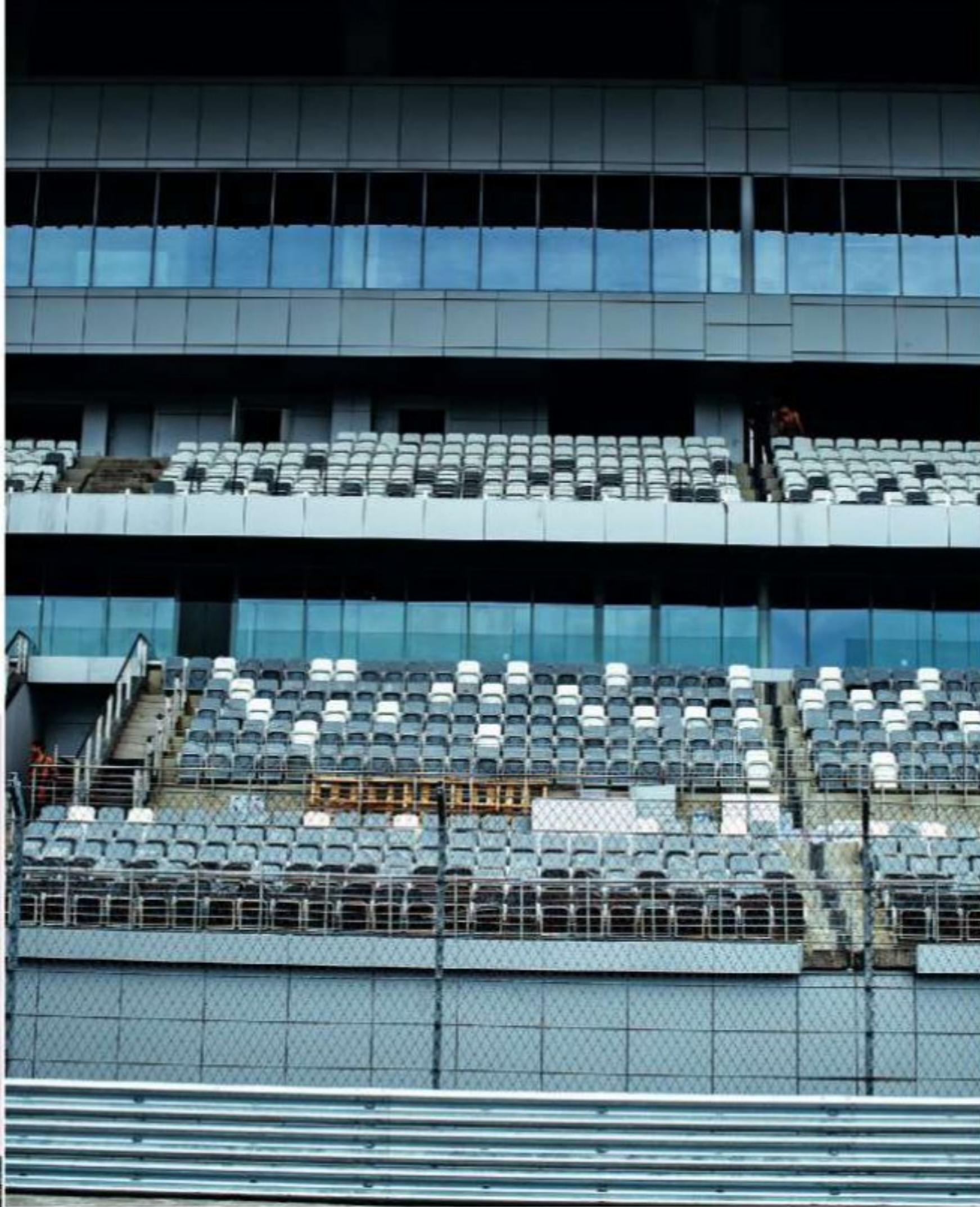
In the last century, Sochi was famed for its mineral springs and the healing powers of its waters. At one point, there were over 100 sanatoriums here for Russians to convalesce in. Stalin had a holiday home (now a hotel) here, and, today, a city of 400,000 inhabitants is visited by two million tourists each summer. Sochi itself stretches from the Georgian border in the south for 90 miles along the Black Sea coast – a view you can admire after a seven-mile drive to the tower built at the top of the 600-metre Mount Akhun.

One problem created by its positioning between mountains and sea is that Sochi is not easily accessible. Currently, the only way to connect from western Europe is via Istanbul or Moscow – and it's a three-hour flight from each of those hubs. Mindful of this, however, the Russian government is set to approve an 'open sky' policy to link Sochi directly to the West.

At the Olympic Park, a hotel and roller coasters have been built between Turn 1 and the shoreline. And the dynamic-looking Olympic venues are still being used to host the likes of musical ice shows and international business conferences, and will host future sporting tournaments including the 2018 FIFA World Cup. It's a natural fit for the complex to include a state-of-the-art Formula 1 circuit for the next six years. As 25-year-old Sergey Vorobyev, the promoter for the Russian GP, explains: "We have a new airport, new roads, tens of thousands of →



Sochi's climate at sea level is temperate all year round. The mountains protect it from the harsh winter and the Black Sea breeze brings humidity"



F1 COMES TO RUSSIA BUT WILL RUSSIA COME TO F1?



Vasily Zarubin



We're down here on vacation and haven't heard much about the F1 race yet. I was very proud that Russia had the Olympics as we showed our face to the world. We were proud about it coming here, but don't know much about F1. I've only heard of Michael Schumacher."

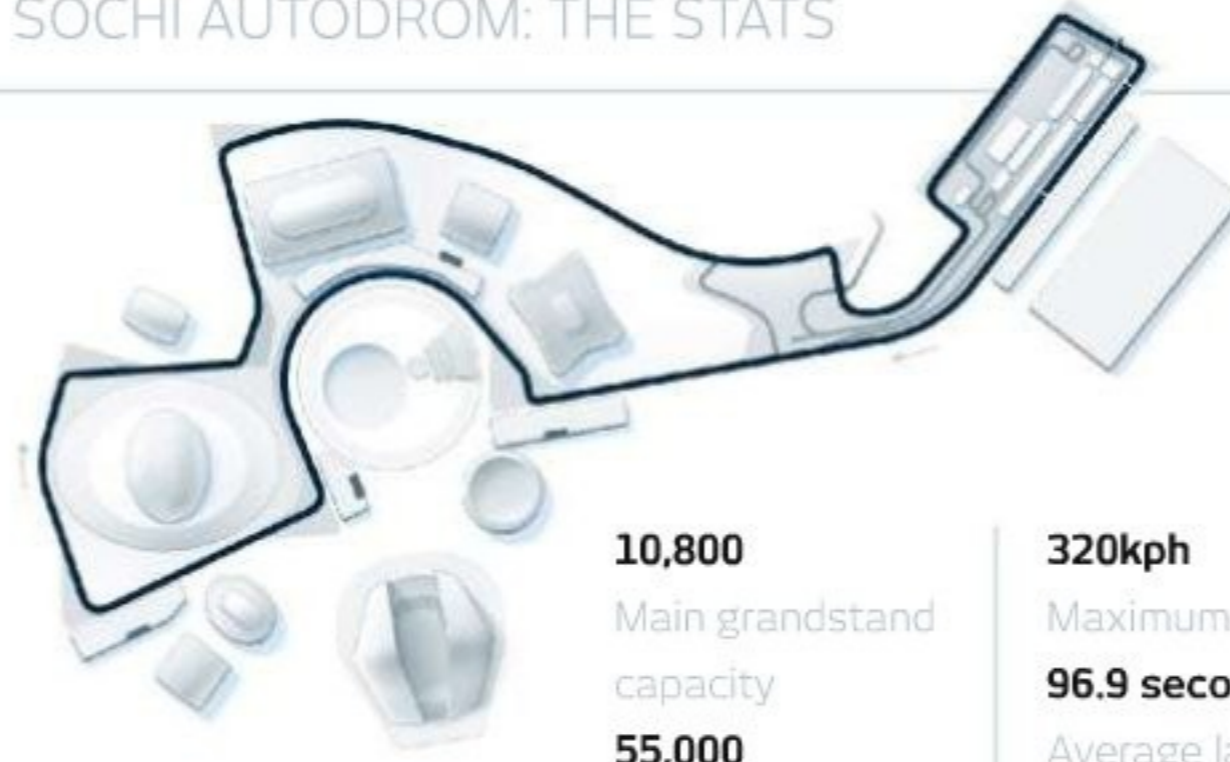


Alexey Andreev



It's very important that we have high-profile sporting events, like the Olympics, F1 and the World Cup, in our country. I've watched F1 and I'm a supporter of both Michael and Ralf Schumacher. It's a shame they won't be racing here in October. I have heard of Vitaly Petrov, but not of any other Russian driver."

SOCHI AUTODROM: THE STATS



10,800
Main grandstand capacity
55,000
Venue capacity

320kph
Maximum speed
96.9 seconds
Average lap time

13-15 metres
Width of track
5,853.7 metres
Length of track

215kph
Average speed
18 turns
(12 right, 6 left)



rooms in new hotels, and all of these things need to be used after the Olympics. To keep Sochi at an international level it made sense to have a major event such as Formula 1 here. The place is becoming more popular with tourists, the city is developing and becoming more open and, in time, we will have more international airlines flying to Sochi, too."

Work on the 3.6-mile circuit was suspended last December for the duration of the Winter Games, but the government-backed project began again in the spring. The FIA's race director Charlie Whiting gave the track the thumbs up during his two visits in July and August (and confirmed the location of the two DRS zones), and with construction virtually complete, the venue should be ready with time to spare.

"It's a high-quality track. It's clear that everything has been done really well," said Whiting on his last visit to Sochi. "It will be a fast track, and I think there will be at least two or three places where drivers can overtake properly: Turn 2, Turn 13 and possibly in Turn 17."

Walking around the circuit, two things immediately stand out. The spectacular Turn 4, a seemingly never-ending long-radius left-hander that builds in speed, with just three layers of Tecpro barriers as run-off. And a tricky point-and-squirt end to the lap, with built-in elevation and off-camber apexes to test the drivers. Given the venue's limited space, Hermann Tilke has done a decent job.

The final layer of Tarmac was applied to the circuit just before *F1 Racing's* visit in August, and the work being carried out in the pits, paddock and main grandstands – wiring electrics, sanding and polishing railings and fitting escalators – represented the final touches. The 10,800-capacity main grandstand – with VIP lounges on the third and fifth floors – was virtually complete, with temporary grandstands →

"It's a high-quality track. It will be a fast track, and there will be at least two or three places where drivers can overtake properly" Charlie Whiting



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Natalya Voronina



A lot of my friends came to the Olympics and they told me that it was like a fairytale so I wanted to come and see the venues, too. It's impressive how quickly everything was built here. I've seen the track and I'm interested. Yes, we will watch the race."



Sergey Birulin



I haven't heard of F1 and I didn't know there was a race here. I won't watch it, I'm not interested at all."



Vyacheslav Voronin



Sochi is the right place to have the race because of the infrastructure. In the past, Russian people couldn't afford to travel abroad to visit the races, but now with it here they can go. So the interest will increase over the years F1 spends racing here."

for other corners still to be erected. In total, the capacity for the inaugural race in October will be 55,000 and already more than 50 per cent of the tickets have been sold, with the organisers expecting the race to sell out completely. General admission tickets for three days are priced at 5,000 rubles or £85, and grandstand seats will cost 11,000 rubles or £190.

But as turned out to be the case in India, South Korea and Turkey, building a grand prix circuit doesn't necessarily mean locals will come. Of the people *F1 Racing* spoke to in Sochi, only a few knew anything at all about Formula 1 (see sidebars). Those who did were aware of the name Michael Schumacher – but none of them had heard of up-and-coming home-grown talent Daniil Kvyat.

"We need to educate people and this is what we are working on now," says Vorobyev. "Over the past few years, motorsport has been developing in Russia and we've had more international races being held at the Moscow Raceway. So we're happy it'll work. We are happy with ticket sales and are 100 per cent sure the event will be a sell-out. We also have Daniil Kvyat – he is performing very well – and I'm sure that each year we'll have more and more people visiting the Formula 1 race."

Investment into the project and the region has been huge, £125million has been quoted for just the F1 track. Sochi locals have seen their home transformed over the past few years and, speaking from his office overlooking the pits and paddock, young Vorobyev is absolutely confident the race will be a success (see 'F1 Insider', p18).

The continuing turmoil in the east of Ukraine and the Crimea are not, Vorobyev insists, going to destabilise the running of the event, despite the concerns of those in the West. "Sport is one thing, politics another," he states, when asked if there have been concerns at home over Sochi's hosting of the event. "We have absolute support for the event from local government, the federal government and the deputy prime minister, and we have a contract with Mr Ecclestone that we have to respect."

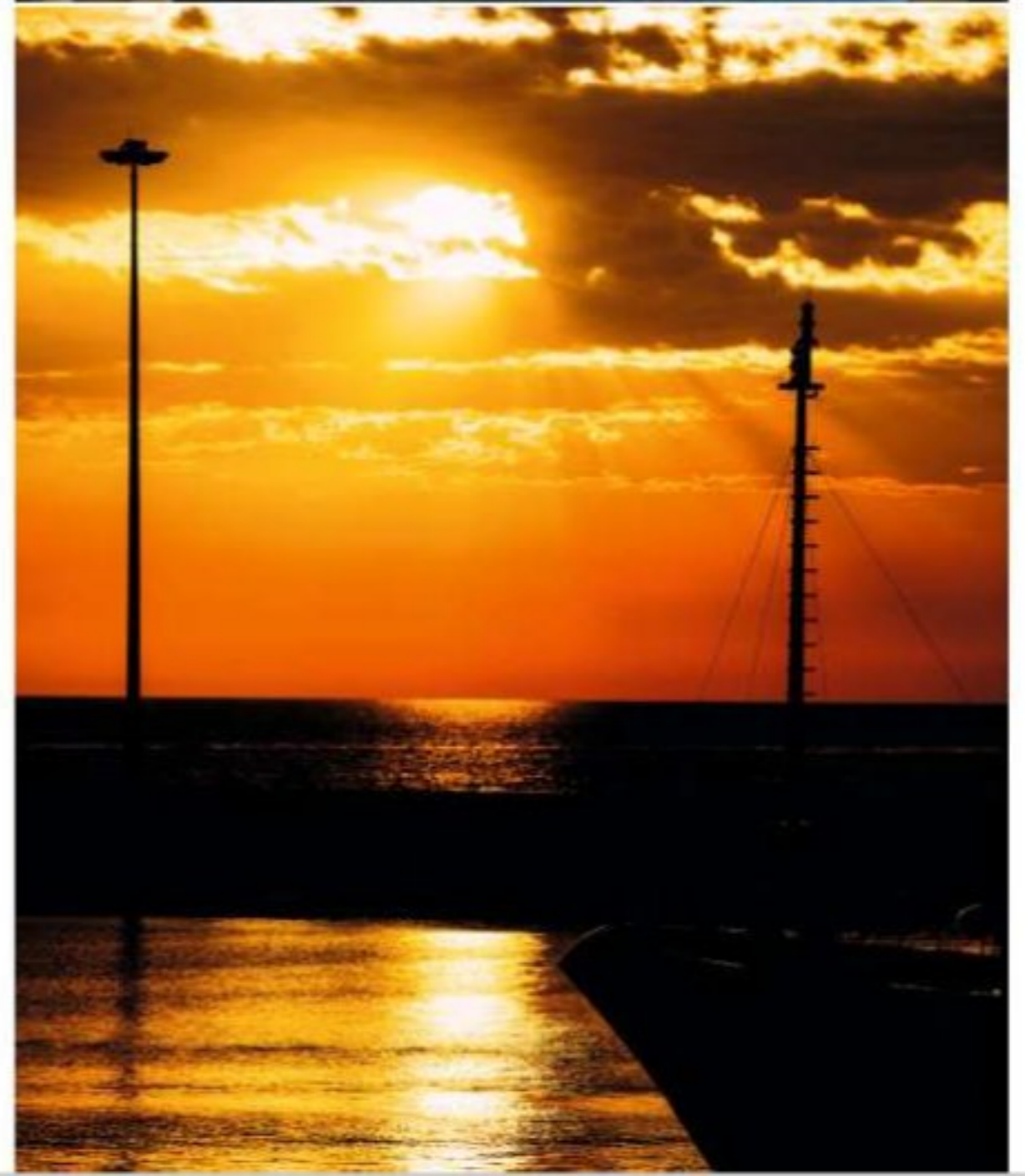
President Vladimir Putin was a visible figure during the Winter Games and it's obviously in his interest to be a prominent figure again when F1 visits his country. "And he's driven an F1 car," adds Vorobyev. "He's quick, he's a super leader and we 100 per cent respect him. He stood behind us when the deal for the contract was signed, so we expect him at the event."

Once again, the perception in the West is clearly not the same view as that in Russia. But when F1 visits in October, it will open people's eyes – if they want to look.

On our visit, the final touches were being added. Hi-tech facilities and a stunning location should draw in the crowds

Sport is one thing, politics another. We have absolute support for the event from local and federal government"

Sergey Vorobyev, Russian GP promoter





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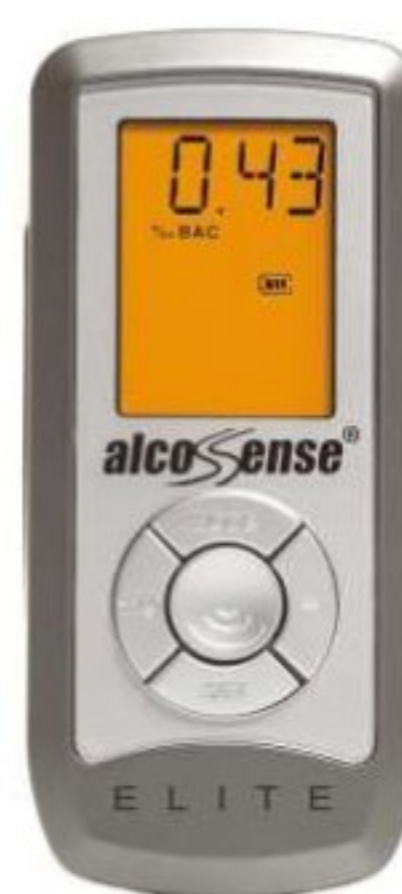
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* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.



THE MANY LAYERS OF

DANIIL KVYAT

Quick. Smart. Funny.
But not brilliant at
skipping (yet). Red Bull's
latest protégé opens up
to *F1 Racing*...

INTERVIEW STUART CODLING

PORTRAITS GLENN DUNBAR/LAT

How much did you know about Red Bull's Russian wonderkid, apart from the fact that he's very quick in a Formula 1 car? Daniil Vyacheslavovich Kvyat started racing in single-seaters before his 16th birthday, made it to F1 before his 20th – leapfrogging other Red Bull-backed talents along the way – is fluently quadrilingual, and yet his demeanour is endearingly un-F1. You sense that, even at his relatively youthful age and with a career recently underwritten by the global soft drinks empire, he's had an eventful life – that he's had to scratch around a bit.

So there are no airs and graces, no sense of entitlement, no entourage, no take-all-the-blue-M&Ms-out-of-the-bowl megastar-ness. When he walks from motorhome to garage he bowls along the paddock in his civvies, pale shorts hanging off spindly legs, looking like an excited teenager who's been lent a pass for the day. But this doesn't always come across in pictures; he's still a touch camera-shy, and this manifests itself in a slight downturn of the mouth whenever the lenses point his way. That temporary rictus of disgruntlement leads those who aren't in the know to think he may be a bit... grumpy.

But he isn't. He's just the boy next door, albeit one with stunning car control. He's registering highly on the JEV-ometer, too. Daniel Ricciardo's performances relative to Sebastian Vettel at Red Bull this year have provided some context to his two seasons alongside Jean-Eric Vergne at Toro Rosso; Dan outqualified JEV more often than not, but Vergne was usually a match on race pace. Thus far this year, Kvyat is roughly on a par with Vergne in both qualifying and race performance, though our view of the latter is often clouded by the STR9's poor reliability. Exuberance has got the better of him a couple of times – that clumsy pass on Sergio Pérez at Hockenheim, for instance – but team insiders speak in glowing terms of his sheer pace, enthusiasm, and methodical approach to racing.

So there's more to Daniil Kvyat than meets the eye, hence our Matryoshka dolls and the slightly unusual questions contained within... →







What's with the skipping?

DK: Ah... that was you guys, wasn't it? [Many drivers have a routine to get 'in the zone' before a track session; Nico Rosberg, for instance, plays keepy uppy with a football. F1 Racing found Daniil skipping behind the Toro Rosso garage in Hockenheim, but he bashfully asked us not to take a photo because "I'm not very good at it yet."] Well I'm growing in skills, so I can do it on one leg now for a long time. Yeah, it's a good exercise and I like it, especially before qualifying and the race – you get your heart rate up and it helps you focus. Pyry [Salmela, his trainer] suggested doing it.



Rank the four languages you speak in order of how often you use them.

DK: Hey, that's a tough question! Let me think about it... I speak Italian with many friends and I speak it when I'm in Italy; I speak English with my trainer, and we spend a lot of time together; and I speak Russian, obviously, with my family. So I'd say I speak those languages 30 percent each of the time. Then maybe 10 per cent of the time I speak Spanish.

F1R: Russian is a very complex language for an outsider to learn – all those different cases for nouns. Does mastering the grammar as a native speaker help with learning other languages?

DK: I think it helps in a way, but I found English grammar wasn't easy to learn at the beginning. I don't think I speak perfect English. I started learning it at school, in first grade, but you reach a point where without practice you can't go forward – you can speak English with your teacher, but you're doing it maybe twice a week for an hour. So it gave me a good baseline, but to get to a decent level in a language you need to practice regularly, and I got much better when I started racing single-seaters. And I'm living in England now, in Milton Keynes.

F1R: Do you get recognised on the street?

DK: Sometimes. Not so much before, but since Silverstone it's happened a couple of times. It's quite nice actually!

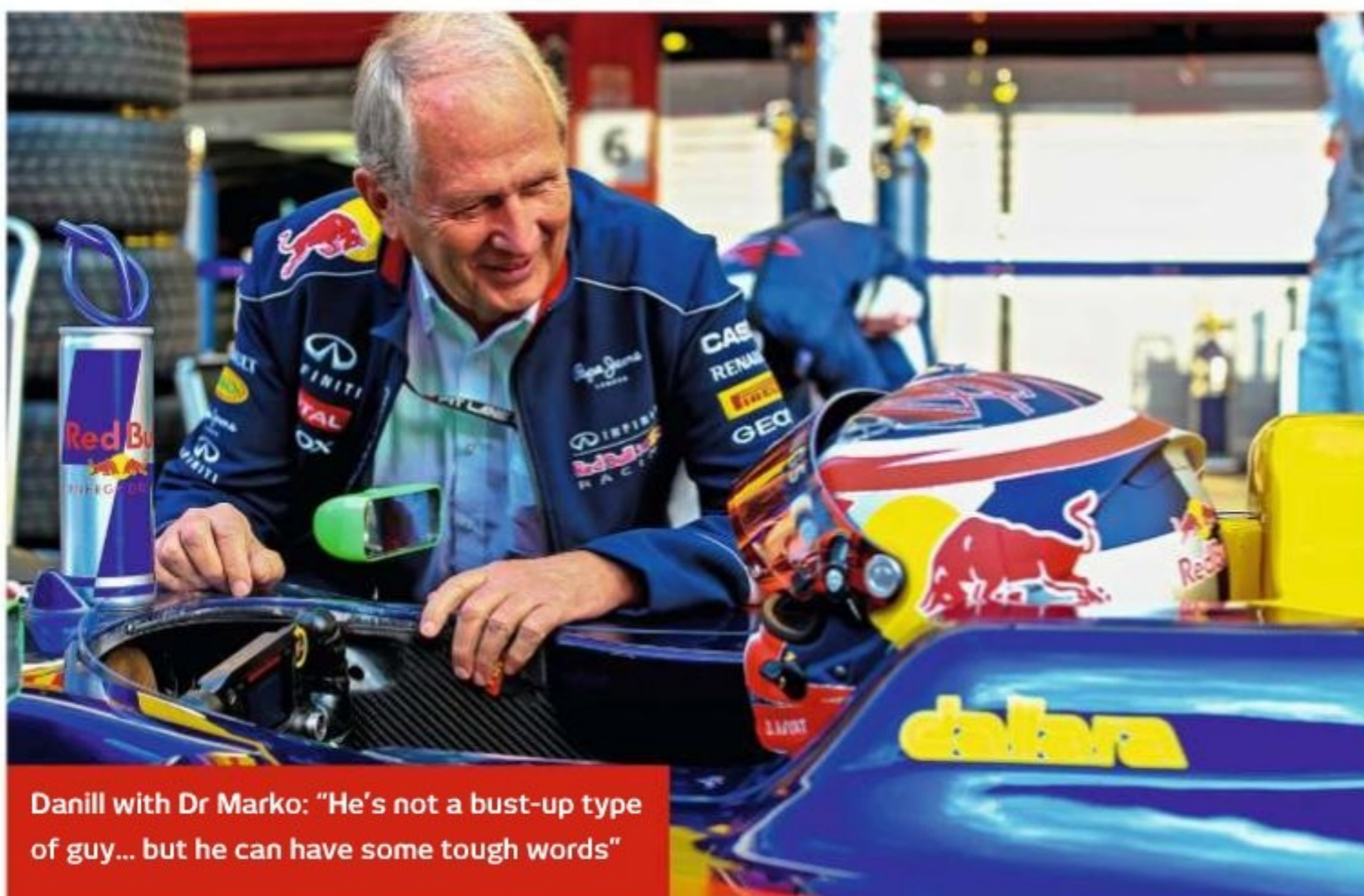


Daniil's fourth retirement of 2014 in Montréal: "I'd rate myself between six and eight out of ten"



What's the closest you've been to a bust-up with Dr Marko?

DK: Bust-up means fight, yeah? Actually he's not a bust-up type of guy. But he can have some tough words, which is fair enough. In my first ever race in the Red Bull junior programme, that was the closest we got – I had a few warnings! I had difficulties adapting to a big car, coming from karting. After one race at Silverstone [in Formula BMW] I was told I was a bit slow – I needed to push a bit more or I wouldn't be in the programme very long! At the next race weekend I finished P4 ahead of my team-mate Carlos Sainz Jr, so that was okay. But Dr Marko always tells you when you're doing a good job as well as when you're doing a bad job – and that's something I should appreciate and not criticise.



Daniil with Dr Marko: "He's not a bust-up type of guy... but he can have some tough words"

PHOTOS: MALCOLM GRIFFITHS/LAT; ANDY HONE/LAT



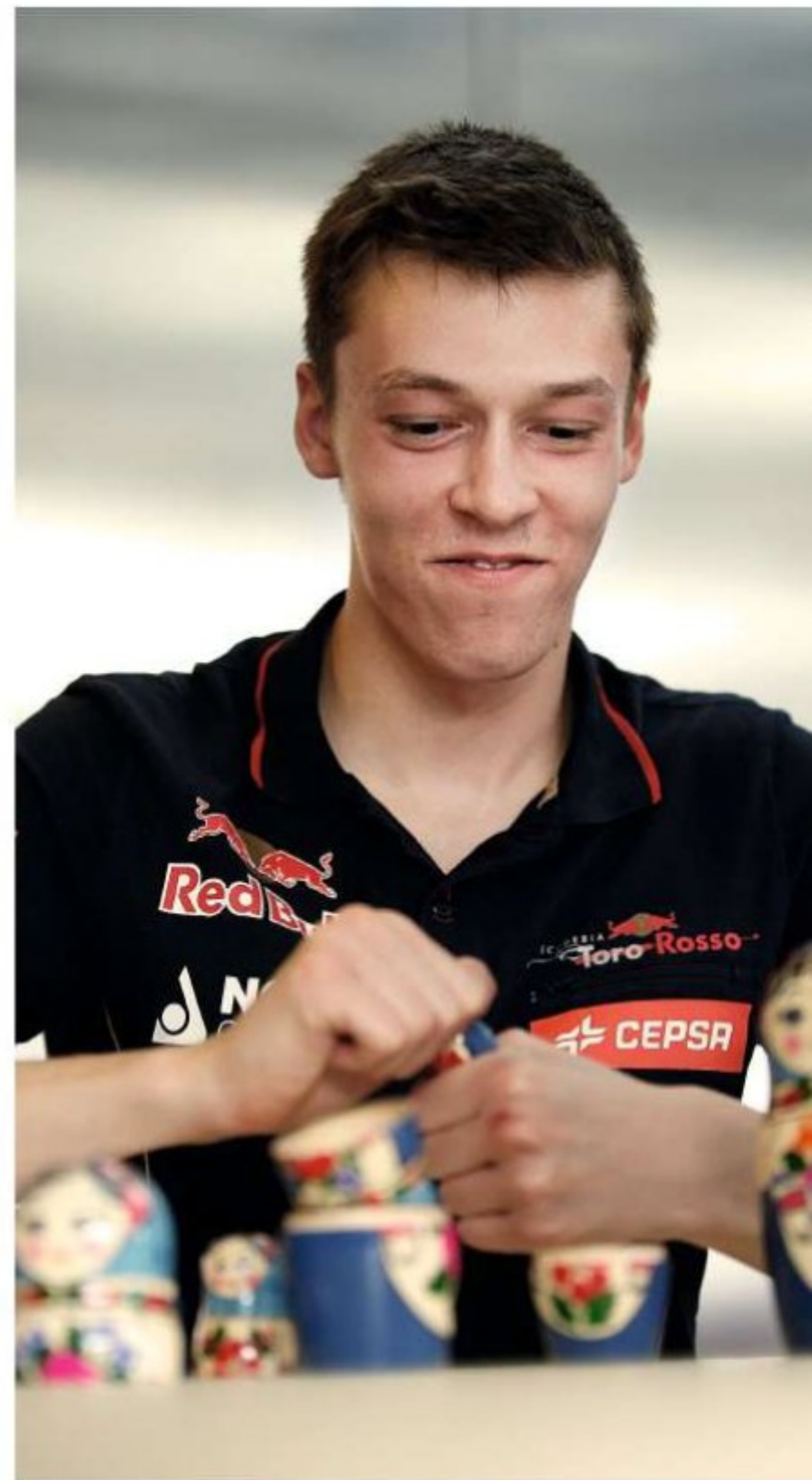
Rate your performance so far this year out of ten.

DK: Hmm. I'd say... Well, I don't really like to judge myself, but... I'd say between six and eight. It's easy to look back now at the start of the year and to say maybe I could have done some things a little better, because I was very inexperienced then. The team have been pushing hard at every race, focusing on our own business, to do the best job we can. And I think it's been working very well, especially the last few races.

F1R: Do you think you're going to have some pain in the last quarter of the season? You've already gone through a lot of power unit components, so penalties are on the way.

DK: Yeah, I'm not in an optimal position, to be honest. I'll have to be bit more careful, which means slightly less performance in some places, but that's life – we'll just look forward, we know it's going to happen at some point. We just have to minimise the damage. If it's at a race where we have really good pace I'll be disappointed, but at least we're not fighting for the championship.

"I'll have to be more careful, which means slightly less performance"



How often would you say you actually drink Red Bull?

DK: I like the taste of it, but it's a party drink for me. Those very few times when I've been at a party, I might have mixed it with something.

F1R: Whatever could that be?

DK: Ha ha! Well I allow myself a couple of drinks sometimes, but just a small amount. Certainly nothing that affects my performance and definitely not before getting in the car!

We're down to the tiniest doll. Daniil twists it tentatively, to see if another one lurks within. "All done, huh?" Swiftly but methodically he reassembles them, brow furrowed, then sets the completed doll on the table. "Thanks," he says. "That was fun – if a little crazy..." **F1**



Have you stopped growing yet?

DK: [Laughs] This is also a question Dr Marko asks me! Did he write this one? [During his teens, Daniil shot up by nine inches in one year, causing him great difficulty in co-ordinating his body movements – his brain, in effect, didn't know how tall he was] I know some people keep growing until they're 25 years old, but my height is 182cm now and I think I've stopped for a while. That's as tall as David Coulthard, who was in Formula 1 a long time and was very competitive. I don't think I'll end up any taller than 184cm, which is the same as Mark Webber. I was talking to him about it – he had a long and successful career in Formula 1 so I'm not too worried about it.

Field of Reims

On the 60th anniversary of Mercedes' winning return to grand prix racing, we took a road trip to the remains of the circuit that hosted that era-defining victory

WORDS STUART CODLING

PICTURES LAT ARCHIVE; STUART CODLING

Sixty years ago this summer, Mercedes returned to top-flight motor racing in the most emphatic possible way. As they rolled their stunning closed-bodied W196 'streamliners' off the transporter, and Juan Manuel Fangio and Karl Kling roared to a dominant one-two at the French Grand Prix, they served notice that Formula 1 was going to change. Technically and operationally they redefined the state of the art, from the engineering quality of the car to the neat perfectionism of the crew.

Mercedes keep an immaculately preserved *and* fully functioning 'streamliner' in their Stuttgart museum. But what of the circuit that provided the venue for this pivotal moment in F1 history? What of Reims?

F1 Racing last passed by this way in 2002, en route to Magny-Cours for the French Grand Prix, and found the remnants of the circuit in a tragically sorry state. Happily, local enthusiasts have since embarked on a restoration project to preserve the crumbling pit buildings and grandstands that flank what was the main straight and remains, as ever, a public road.

European grands prix make for great road-trips – why fly when you can drive and take in some F1 history along the way? As *F1 Racing* wafted through champagne country in an AMG E-class, bicycles stowed in the boot for the commute to hotel and circuit at our ultimate destination, the sun was beating down with the same ferocity that caused the road to break up in the 1959 French Grand Prix,

leaving second-placed Phil Hill with a bloody face caused by a stray stone.

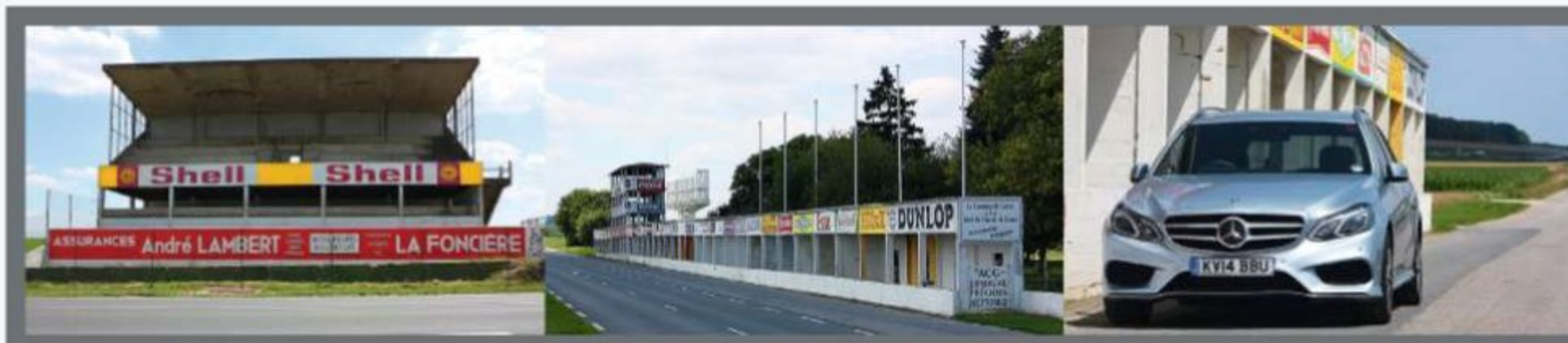
We're in big-sky country. From the main road – the N31, part of the circuit but now a dual carriageway – the grandstands are like matchboxes in the middle distance. The hairpin at Virage de Thillois is now a roundabout, but the restaurant nearby is recognisable from contemporary photos. Pick the right exit and you're on the main straight, heat haze shimmering above the surface where so many

tense slipstreaming battles were fought. It's straight, but not quite flat, dipping and bobbing through the cornfields. This is where Giancarlo Baghetti dived out from behind Dan Gurney to clinch victory by a fraction of a second on his championship debut for Ferrari in 1961.

The grandstands – now fenced off – and pit boxes have been treated to a lick of paint. You pull over to the side of the road and consider what it must have been like to work in these cramped quarters with the mercury rising consistently, as it always did on grand prix weekends. Your mind turns to the danger of working on the cars by the roadside; in the photo on the right, taken not long after the start of the 1958 grand prix, Juan Manuel Fangio (34) is passing Harry Schell (16), with Stirling Moss (8) in pursuit, as pit signallers and mechanics stand just inches away.

There's another roundabout before you reach Gueux, the is-it-or-isn't-it-flat-out right-hander that claimed the life of Luigi Musso in '58. Now, as then, there are no barriers; just a grass verge and the ploughed field where Musso's wrecked Ferrari tumbled to a halt on the tenth lap. The crossroads where the original circuit crossed its later iteration forces you to jink left and right before taking up the route, and it comes to a ragged and inconsequential termination a few hundred metres short of what was a hairpin at Muizon, where it rejoined the N31 for the straight run to Thillois.

Now the road, like this grand but dangerous circuit's tenure as host of the French Grand Prix, just runs out. 



Reims then and now: The 1958 French Grand Prix (right); and the restored remains of the track (left) with pit boxes and fenced-off grandstands



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A result *no one* expected

Defying the odds, with a power unit 70bhp down on that of Merc, Ricciardo takes advantage of Rosberg and Hamilton's squabble to take a surprise win

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As F1 continues to expand its reach, Murray remembers those classic tracks that have fallen by the wayside



RACE DEBRIEF

by Anthony Rowlinson

Belgian Grand Prix

24.08.2014 / Spa-Francorchamps



There's a storm coming

Ricciardo's against-the-odds win almost went unnoticed amid the fallout from warring Merc drivers

A grudge. A nudge. A fudge. From Nico Rosberg's harboured discontent, to his and Lewis Hamilton's lap-two contact, to on-the-hoof policy pronouncements from senior management, this was a Belgian Grand Prix Mercedes won't forget in a hurry – even though they'd probably like to.

It started with the usual script: a front-row lockout for the Silver Arrows (Nico ahead of Lewis); talk of optimism for the race ahead; confidence from the pole-sitter that of course P1 is the best place to start a race – and from his team-mate that P2 represented a “blessing in disguise”. Mind games. Subtle self-assertion. Jockeying for position both on- and off-track.

And, equally familiar, was the subtext of trouble at t'mill. As is inevitable when two gifted race drivers are placed in equally competitive, dominant machinery, each will sense the opportunity to win a world title and, as we have so regularly seen since Melbourne, neither Lewis

nor Nico are prepared to let it slip through their fingers. For Lewis there is the chance to end the drudgery of spending five years watching rivals cruise to titles in far superior machinery. For Nico, the prize not only of winning a first title, but of being the first German to win the world championship for the Silver Arrows.

The stakes could scarcely be higher and it's against this backdrop that their ever-more intense rivalry must be viewed. Is it a surprise that cracks in their relationship are beginning to show? Or that Merc's triumvirate of Toto Wolff, Paddy Lowe and Niki Lauda are struggling to contain the spikes of energy generated by the friction of intra-team competition? Hardly. More remarkable is that it has taken until round 12 of the 2014 F1 world championship for one W05 Hybrid to touch another.

But touch they did, on the crest of the majestic Spa-Francorchamps circuit, second time down

the Kimmel Straight, as a speed-carrying, combative Rosberg attempted to round Hamilton on the outside of the Les Combes right-hander, trying to force his way sufficiently far alongside Lewis to stop Hamilton turning in for the immediate left. His attempt was short by a metre or so, and as Hamilton took his line for the fastest exit, his left-rear Pirelli was sliced by the outer extremity of Rosberg's right-front wing.

The puncture was immediate; the two-thirds-of-a-lap-with-flailing-tyre return to the pits agonisingly slow. And the consequences? Both immediate and long-term...

Lewis's race was shot, even though he grumped on at the team's behest to a lap-40 retirement, his third 'zero' of the season. Rosberg, meanwhile, delayed after a front-nose change and a strategy revision, charged through to second, revelling in a performance advantage of almost two seconds per lap over smash-and-

grab victor Daniel Ricciardo. Nico's satisfaction at having extended his championship lead over Hamilton to 29 points will, however, have been tempered (should that be ill-tempered?) by the fall-out from his clumsy-at-best shot for the lead.

Co-team boss Toto Wolff's ire at the loss of what should have been a team one-two was such that he struggled to articulate his anger in post-flagfall interviews. A little later, and a degree cooler, he was forced to concede that team orders would now be inevitable for the remainder of the season. He stopped short of specifying their nature, but was explicit in the need for a change in Silver Arrows racing philosophy. Lauda, too, was overheard by *F1 Racing* barking into his mobile phone: "Wir müssen ein team order machen" [We'll have to do team orders].

Rosberg left Spa looking like the naughty schoolboy who'd got off lightly with a detention after tripping over a fellow prefect on sportsday. But Hamilton seemed bereft, confused. Though he spoke calmly of the heated exchanges that had taken place post-race between him, Rosberg, Wolff and Lowe in the cloistered privacy of a motorhome meeting room, quickly came the realisation: 'We've only got seven races to go and those 29 points are going to be hard to get back.'

"Can you trust Nico now?" he was asked. "How might you feel going into the first chicane at Monza, one-two ahead of Nico?"

A pause. A surprising smile. "I'll just have to make sure I'm far enough ahead."

There are echoes of 1986 here as a dominant team (Williams) with two combative aces (Nelson Piquet, Nigel Mansell) manage to blow a drivers' title as a gifted, though unfancied rival powers through to seize the crown in an underpowered, brilliantly operated car.

For 1986 champ Alain Prost we might, of course, read shiny new superstar Ricciardo, who pulled off an against-the-odds win to rival any in memory. Unsullied by intra-team friction (he's too far out of Seb's reach), confident, gracious and breathtakingly fast, Dan has emerged as the feel-good sleeper hit of 2014. There is *no way* Red Bull should have been on the podium at Spa, with an engine still an estimated 70bhp down on the Merc power units plumbed into the works team chassis and the customer FW36. Yet fully trimmed out and looking sketchy as hell up the hill out of Eau Rouge, the RB10 was absolutely competitive. Rosberg headed the race speed sheet on 195.17mph; Ricciardo came next on 194.12mph, then Seb on 194.05mph.

"We won at Canada and Spa, two tracks we'd identified as non-possibilities," grinned Christian Horner afterwards. "Let's see what we can manage at Singapore and Suzuka – which should suit us much better."

The fat lady has barely cleared her throat. **F1**

The story of the race

▼ Rosberg makes a slow start from pole and it's Hamilton who leads into La Source

SPA-FRANCORCHAMPS



◀ Rosberg attempts to pass Hamilton at Les Combes on lap 2, but clips and punctures Lewis's left-rear tyre

▲ Hamilton makes a slow return to the pits for a new tyre



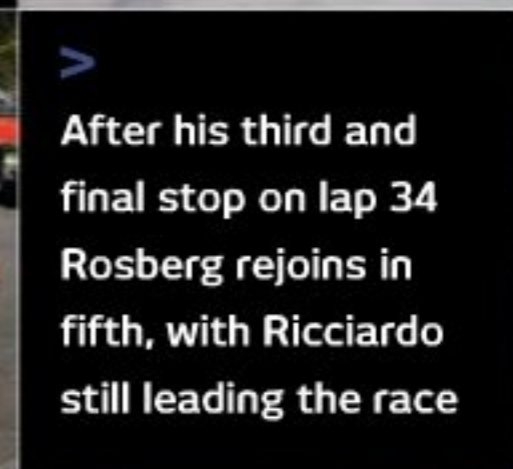
◀ Ricciardo passes Alonso before Les Combes for third on lap 4 and Vettel for second on lap 6



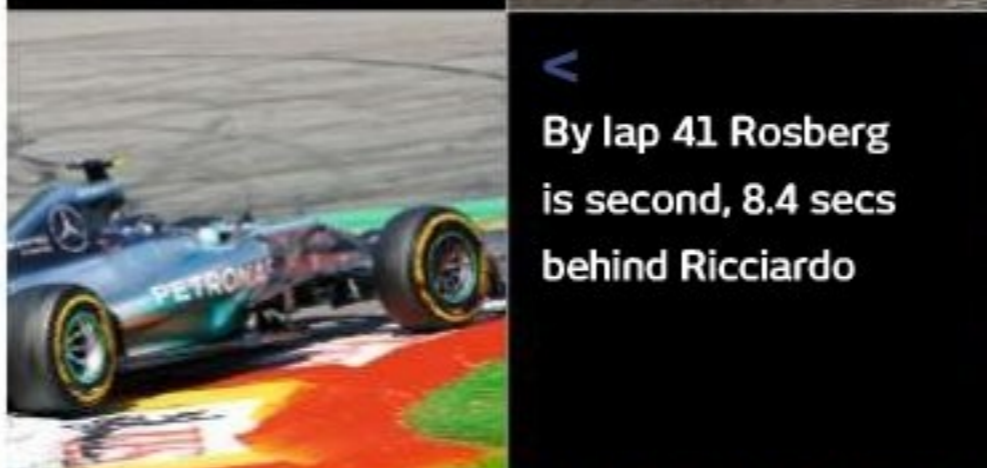
◀ When he pits on lap 8 to get a new nose, Rosberg loses the lead to Ricciardo



▶ Alonso serves a five-second stop-go penalty on lap 12 for a team grid infringement



▶ After his third and final stop on lap 34 Rosberg rejoins in fifth, with Ricciardo still leading the race



◀ By lap 41 Rosberg is second, 8.4 secs behind Ricciardo



◀ On lap 43, Alonso is pushed wide by Magnussen – who is duly handed a 20sec post-race penalty



▲ On the final lap Alonso breaks his front wing on Vettel's Red Bull at the hairpin, dropping to eighth

▶ Riccardo holds on for his third win from Rosberg and Bottas



MAIN PHOTO: CHARLES COATES/LAT. ILLUSTRATION: ALAN ELDREDGE. INSETS: CHARLES COATES/LAT; STEVE ETHERINGTON/LAT; SAM BLOXHAM/LAT; GLENN DUNBAR/LAT; STEVEN TEE/LAT; ANDY HONE/LAT

Belgian Grand Prix stats

The lowdown on everything you need to know from the weekend at the Spa-Francorchamps...

THE GRID

	1. ROSBERG MERCEDES 2min 05.591secs Q3
	2. HAMILTON MERCEDES 2min 05.819secs Q3
	3. VETTEL RED BULL 2min 07.717secs Q3
	4. ALONSO FERRARI 2min 07.786secs Q3
	6. BOTTAS WILLIAMS 2min 08.049secs Q3
	8. RÄIKKÖNEN FERRARI 2min 08.780secs Q1
	10. BUTTON McLAREN 2min 09.776secs Q3
	12. VERGNE TORO ROSSO 2min 09.805secs Q2
	14. SUTIL SAUBER 2min 10.238secs Q2
	16. BIANCHI MARUSSIA 2min 12.470secs Q2
	18. HÜLKENBERG FORCE INDIA 2min 11.267secs Q1
	20. GUTIÉRREZ SAUBER 2min 13.414secs Q1
	22. ERICSSON CATERHAM 2min 14.438secs Q1
	1. ROSBERG MERCEDES 2min 05.591secs Q3
	3. VETTEL RED BULL 2min 07.717secs Q3
	5. RICCIARDO RED BULL 2min 07.911secs Q3
	7. MAGNUSSEN McLAREN 2min 08.679secs Q3
	9. MASSA WILLIAMS 2min 09.178secs Q3
	11. KVIAT TORO ROSSO 2min 09.377secs Q2
	13. PÉREZ FORCE INDIA 2min 10.084secs Q2
	15. GROSJEAN LOTUS 2min 11.087secs Q2
	17. MALDONADO LOTUS 2min 11.261secs Q1
	19. CHILTON MARUSSIA 2min 12.566secs Q1
	21. LOTTERER CATERHAM 2min 13.469secs Q1

THE RACE



THE RESULTS (44 LAPS)

1st	Daniel Ricciardo	Red Bull	1h24m 36.556s
2nd	Nico Rosberg	Mercedes	+3.383s
3rd	Valtteri Bottas	Williams	+28.032s
4th	Kimi Räikkönen	Ferrari	+36.815s
5th	Sebastian Vettel	Red Bull	+52.196s
6th	Jenson Button	McLaren	+54.580s
7th	Fernando Alonso	Ferrari	+61.162s
8th	Daniil Kvyat	Toro Rosso	+65.347s
9th	Nico Hülkenberg	Force India	+65.697s
10th	Jean-Eric Vergne	Toro Rosso	+71.920s
11th	Kevin Magnussen	McLaren	+74.262s*
12th	Felipe Massa	Williams	+75.975s
13th	Adrian Sutil	Sauber	+88.447s
14th	Esteban Gutiérrez	Sauber	+90.825s
15th	Max Chilton	Marussia	+1 lap
16th	Marcus Ericsson	Caterham	+1 lap
17th	Jules Bianchi	Marussia	+5 laps/gearbox

*Includes 20sec penalty for forcing Alonso off track

Retirements

Lewis Hamilton	Mercedes	38 laps - handling
Romain Grosjean	Lotus	33 laps - handling
Pastor Maldonado	Lotus	1 lap - exhaust
André Lotterer	Caterham	1 lap - power unit

THROUGH SPEED TRAP



Fastest: Nico Rosberg, 195.17mph

Slowest: Pastor Maldonado, 147.45mph

TYRE COMPOUNDS USED



Soft Medium Intermediate Wet

CLIMATE

Overcast 16°C

TRACK TEMP

21°C



FASTEST LAP

Nico Rosberg, lap 36, 1min50.511secs



FASTEST PITSTOP

Jenson Button, 22.588secs (entry to exit)

DRIVERS' STANDINGS

1st	Nico Rosberg	Mercedes	220pts
2nd	Lewis Hamilton	Mercedes	191pts
3rd	Daniel Ricciardo	Red Bull	156pts
4th	Fernando Alonso	Ferrari	121pts
5th	Valtteri Bottas	Williams	110pts
6th	Sebastian Vettel	Red Bull	98pts
7th	Nico Hülkenberg	Force India	70pts
8th	Jenson Button	McLaren	68pts
9th	Felipe Massa	Williams	40pts
10th	Kimi Räikkönen	Ferrari	39pts
11th	Kevin Magnussen	McLaren	37pts
12th	Sergio Pérez	Force India	33pts
13th	Jean-Eric Vergne	Toro Rosso	11pts
14th	Romain Grosjean	Lotus	8pts
15th	Daniil Kvyat	Toro Rosso	8pts
16th	Jules Bianchi	Marussia	2pts
17th	Adrian Sutil	Sauber	0pts
18th	Marcus Ericsson	Caterham	0pts
19th	Pastor Maldonado	Lotus	0pts
20th	Esteban Gutiérrez	Sauber	0pts
21st	Max Chilton	Marussia	0pts
22nd	Kamui Kobayashi	Caterham	0pts
23rd	André Lotterer	Caterham	0pts

CONSTRUCTORS' STANDINGS

1st	Mercedes	411pts	9th	Marussia	2pts
2nd	Red Bull	254pts	10th	Sauber	0pts
3rd	Ferrari	160pts	11th	Caterham	0pts
4th	Williams	150pts			
5th	McLaren	105pts			
6th	Force India	103pts			
7th	Toro Rosso	19pts			
8th	Lotus	8pts			



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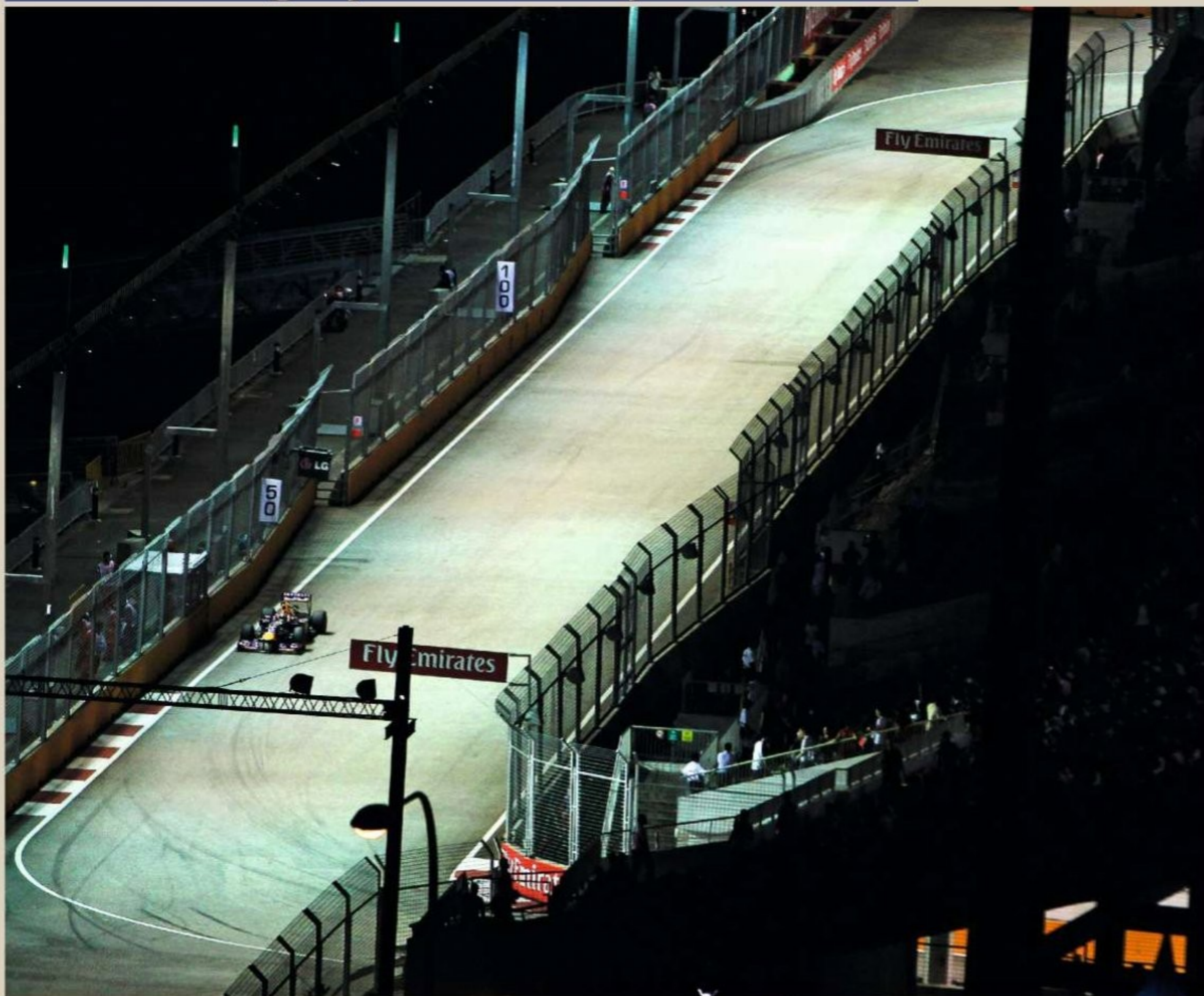
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The Singapore GP preview



Round 14 / 19-21 September / Marina Bay

Teams brace themselves for heat, humidity, Safety Cars and torrential rain



THE ENGINEER'S VIEW

Pat Symonds

Williams chief technical officer

After the high-speed demands of the Italian Grand Prix at Monza, the streets of Singapore offer a very different and demanding challenge. With 23 corners, glaring lights, unforgiving walls, extreme humidity and high temperature demands beyond those at any other circuit, the track presents a very different challenge to drivers, cars and indeed the teams, who will have to adapt to a nocturnal routine.

It takes more than three megawatts to keep the circuit lit for this night race and the energy demands on the cars are equally severe. The stop-start nature of the circuit will test the management of the ERS and will also lead to high fuel consumption. Combine this with the fact that this is the longest duration race of the year, often coming close to the two-hour limit, and the result is that most teams will be fuel-limited and looking for ways to save fuel to stay within the regulatory 100kg race-fuel limit.

One factor that can mitigate high fuel consumption is Safety Car periods, which are notoriously common here. In the Singapore GP's modern incarnation, there has been a Safety Car at every race. These disrupt the best-laid plans and while strategies are formulated with

these in mind, the ability to adapt in real time is vital. With cars lapping so slowly, teams are able to save fuel during any deployment, but even this may not be enough and given the nature of the circuit, with no long straights on which to employ 'lift and coast' techniques, any fuel-saving will cost significant lap time.

The circuit itself will add to the excitement, with several challenging corners, including the 'Singapore Sling' (Turn 10), which has been known to launch cars into the air when drivers get it slightly wrong. There's also a near-constant threat of rain, and although there have been showers and thunderstorms during every race weekend so far, none have, as yet, affected the race itself. If that happens this year though, it is sure to create a great spectacle.



SINGAPORE GP RACE DATA

Circuit Name Marina Bay
Street Circuit
First GP 2008
F1 races held 6
Laps 61
Circuit length 3.147 miles
Race distance 191.896 miles
Direction Anticlockwise
Winners from pole 4

TV TIMETABLE (UK TIME)
Friday 19 September
Practice 1 11:00-12:30
Practice 2 14:30-16:00
Saturday 20 September
Practice 3 11:00-12:00
Qualifying 14:00
Sunday 21 September
Race 13:00
Live coverage Sky Sports F1
Highlights BBC One



WHAT HAPPENED IN LAST YEAR'S RACE...?

Winner Sebastian Vettel
Margin of victory 32.627s
Fastest lap 1m 48.574s, S Vettel
Race leaders 1
Pitstops 54
Overtakes 35



This was the start of a sequence of wins that put Vettel out of the reach of the opposition in the title fight. He took a commanding win ahead of Ferrari's Fernando Alonso and the Lotus of Kimi Räikkönen. Vettel's Red Bull team-mate Mark Webber retired with a blown engine just one lap from home.

SINGAPORE TELEMETRY 2014 2013

HOW A LAP IN THE NEW 2014 CARS WILL COMPARE TO LAST YEAR

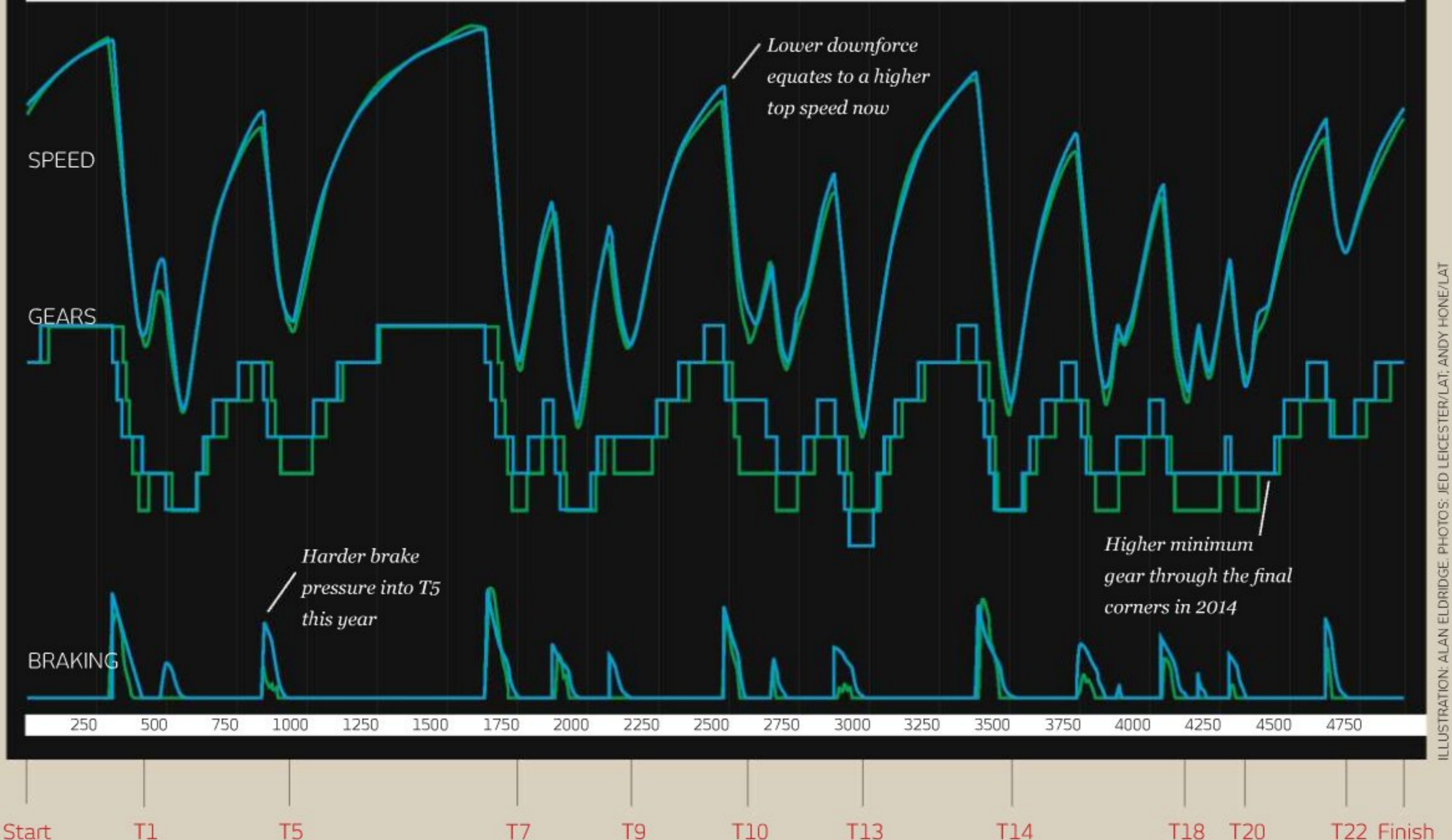


ILLUSTRATION: ALAN ELDRIDGE PHOTOS: JED LEICESTER/LAT; ANDY HONE/LAT

The Japanese GP preview



Round 15 / 3-5 October / Suzuka

A fast and flowing figure-of-eight classic, loved by drivers and fans alike



THE ENGINEER'S VIEW

Pat Symonds

Williams chief technical officer

The Japanese Grand Prix is one of the most established races on the calendar, and the Suzuka circuit where it is hosted is one of the classics. Originally built as a test track for Honda in the 1960s, it has an unusual figure-of-eight layout, with the back straight running over Turn 9 by way of an overpass. But even this is often pushed into the shade by some of the other standout features of the track.

The circuit is narrow, undulating and fast, with only a couple of corners that can be taken at under 60mph, and with combinations of flowing, quick corners throughout the track. The sinuous high-speed corners that start the lap are followed by a tricky hairpin, the long Spoon Curve and the infamous and rapid 130R and chicane, all of which place extreme demands on drivers.

From an engineering perspective, Suzuka requires higher than average downforce and a stiff suspension to ensure good stability and responsiveness through the constant changes of direction of the first sector to allow drivers to really exploit this section.

Engine power is of critical importance here, because of the difficulty in overtaking. And engines undergo a great deal of stress due to the

high average speeds and continually fluctuating loads, which can play havoc with oil systems.

The severe lateral loads are also tough on the tyres, especially in the context of the high number and frequency of corners, which gives the rubber very little time to 'relax'. And the abrasive nature of the track surface further stresses the rubber. The compounds are worked very hard around the lap, and tyre degradation will be fundamental to strategy.

A favourite among fans and drivers, the Japanese GP is always an exciting race. Teams who can deal with changing tyre degradation and wear in real time are at an advantage, and it's highly likely they will be battling each other through differing strategies – only coming together during the final parts of the race.



JAPANESE GP RACE DATA

Circuit Name Suzuka
 International Racing Course
First GP 1987
F1 races held 25
Laps 53
Circuit length 3.608 miles
Race distance 191.053 miles
Direction Clockwise &
 Anticlockwise
Winners from pole 12

TV TIMETABLE (UK TIME)
Friday 3 October
Practice 1 02:00-03:30
Practice 2 06:00-07:30
Saturday 4 October
Practice 3 03:00-04:00
Qualifying 06:00
Sunday 5 October
Race 07:00
Live coverage BBC
 & Sky Sports F1

WHAT HAPPENED IN LAST YEAR'S RACE...?

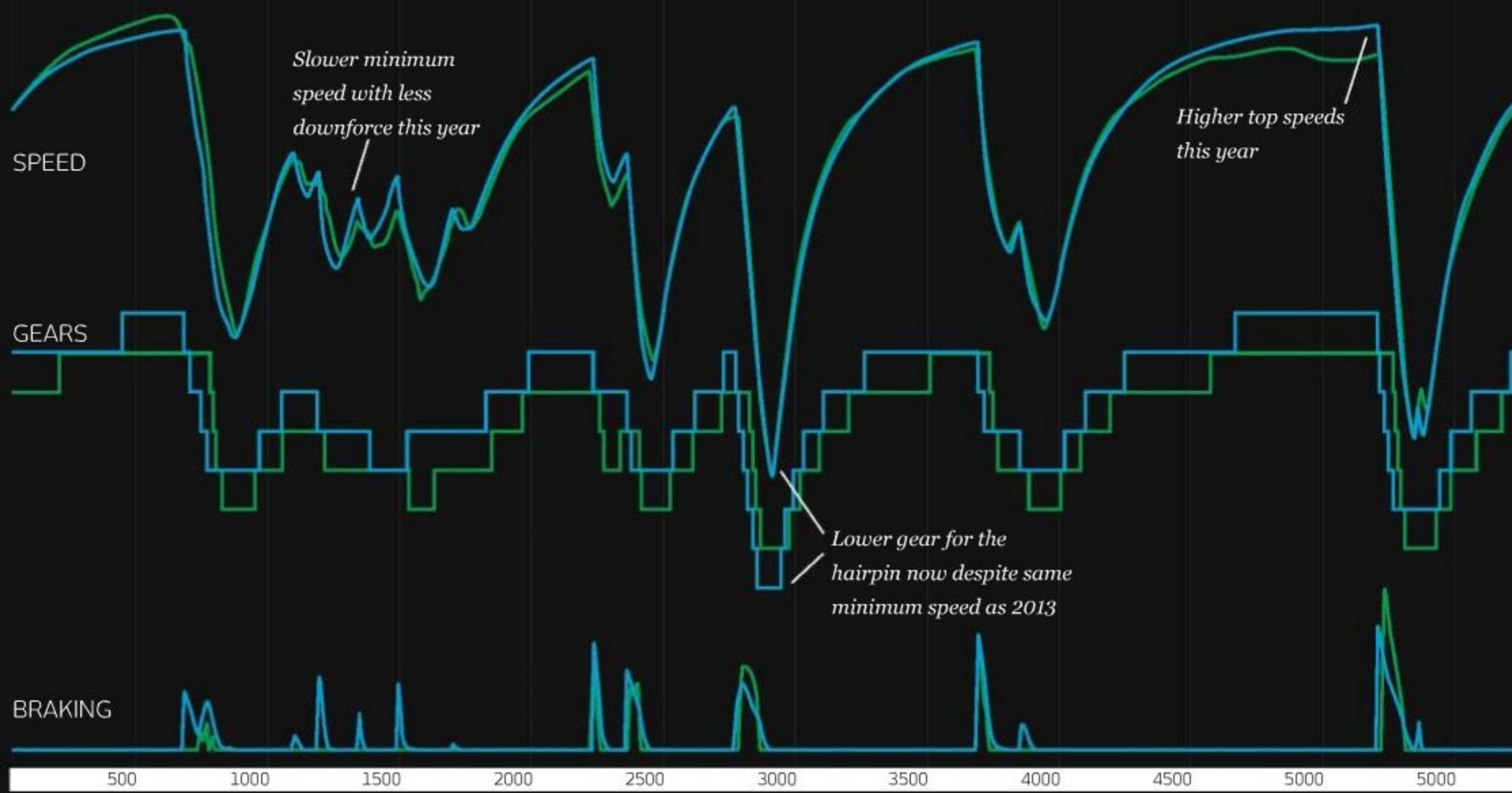
Winner Sebastian Vettel
Margin of victory 7.129s
Fastest lap 1m 34.587s, M Webber
Race leaders 3
Pitstops 48
Overtakes 28



This was a fraught race with the Red Bulls up against the Lotus of Romain Grosjean for the win. Ultimately, a late change to Vettel's strategy was the key to his success and he notched up his fifth consecutive victory. Alonso kept the world title fight alive with his fourth-placed finish.

SUZUKA TELEMETRY 2014 ■ 2013 ■

HOW A LAP IN THE NEW 2014 CARS WILL COMPARE TO LAST YEAR



Start T2 T6 T9 T11 T13 T14 T16-18 Finish

The Russian GP preview



Round 16 / 10-12 October / Sochi

The first Russian GP in a century means a journey into the unknown for F1



THE ENGINEER'S VIEW

Pat Symonds

Williams chief technical officer

There hasn't been a Russian Grand Prix since 1914 when the race ended its short-lived two-year appearance on the calendar. Now taking place at the Sochi Autodrom, the first grand prix in Russia for over a hundred years will be a milestone event. And given that it will be held on a track with which none of the teams or drivers are familiar, it will definitely make for a challenging and unpredictable weekend.

A lot of preparation is done before any team arrives at a new venue. Typically, the drivers will get to know the track on simulators back at base to try to understand the lines they may want to take. This method isn't perfect, however, because even at well-known circuits there are little nuances that can't easily be captured by simulators. It has also been difficult to obtain permission for LiDAR scanning in Russia, so the track topography has been established from surveyors' drawings.

In addition to driver-in-the-loop simulation, engineers will also conduct computer simulations to arrive at some kind of base setup to start the weekend. They will also make use of scanned track-surface data to estimate the likely tyre degradation and wear so they can

formulate base strategies before the weekend starts. Running plans for the weekend will also be determined with the new track in mind, trying to get drivers and engineers as familiar with the circuit as possible.

The track layout will pose a challenge for this year's power units: there are a couple of high-speed sections, but engineers have no prior knowledge of how to optimise energy recovery and deployment. At this stage, it's unclear whether the race will be fuel-limited, but if it is this will pose an even bigger challenge as teams and drivers will need to practice and perfect their fuel-saving techniques.

This is sure to be an exciting and historic event as teams do their best to get up to speed quicker and more efficiently than their competitors.

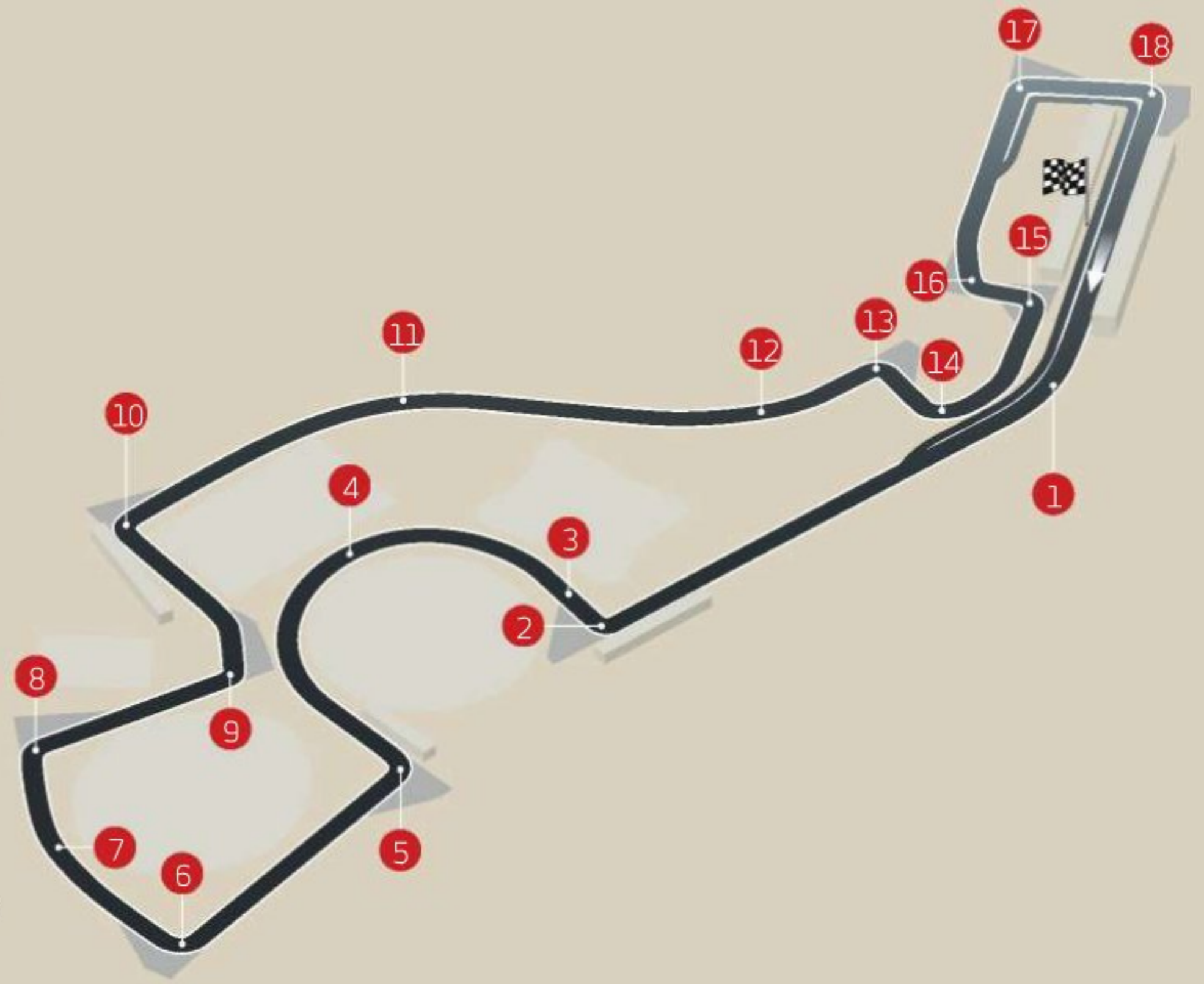


RUSSIAN GP RACE DATA

Circuit Name Sochi Autodrom
First GP 2014
F1 races held 0
Laps 53
Circuit length 3.636 miles
Race distance 192.708 miles
Direction Clockwise
Winners from pole N/A

TV TIMETABLE (UK TIME)

Friday 10 October
Practice 1 07:00-08:30
Practice 2 11:00-12:30
Saturday 11 October
Practice 3 09:00-10:00
Qualifying 12:00
Sunday 12 October
Race 12:00
Live coverage BBC One & Sky Sports F1



THE FIRST YEAR OF THE RUSSIAN GRAND PRIX...



After the success of the Winter Olympics, President Putin wanted the Black Sea resort of Sochi to remain an international tourist destination. Hence his plan for a circuit that winds around the stadiums built for the Winter Games. It looks spectacular – let's see how the racing turns out.

SOCHI TELEMETRY

NO COMPARISON: FIRST YEAR OF NEW CIRCUIT

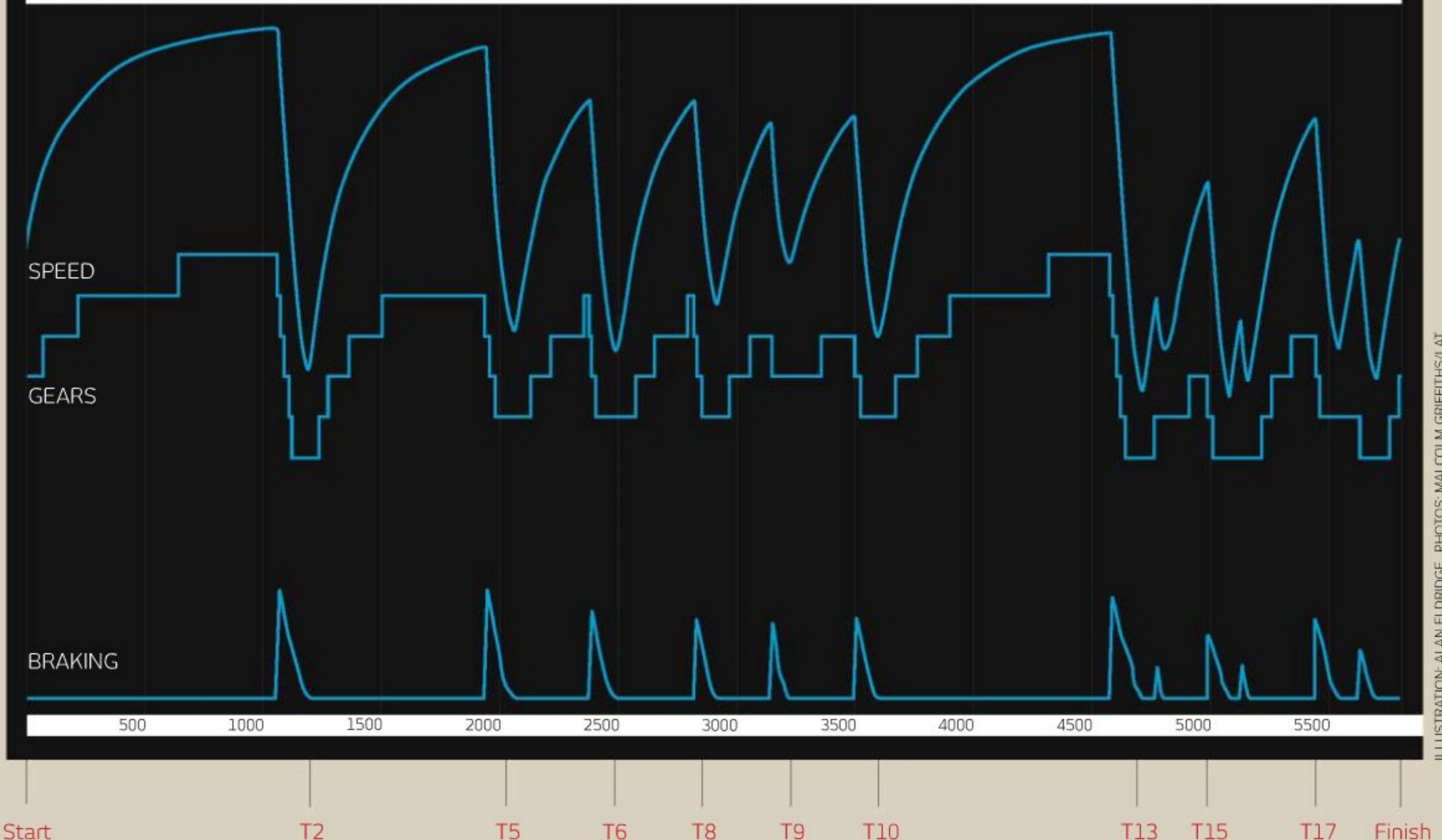


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★ STAR LETTER



Max Verstappen – soon to become Formula 1's youngest ever driver

Too much too young?

I read with alarm that Max Verstappen will drive for Toro Rosso next year. Max has talent, but it does not diminish the concern presented by a 16-year-old competing in F1 [Ed: While he will still be the youngest F1 driver of all time, Verstappen will be 17 when he joins the grid in 2015].

I do not believe it is comparable to use the example of Kimi Räikkönen (who only raced in Formula Renault prior to F1) or Fernando Alonso and Sebastian Vettel (who raced in F1 as teenagers) to argue this is a safe trend – or one that should be encouraged. If the sport is so easy that a driver can leapfrog several formulae into F1 at a young age, that is cause for concern all by itself. And the fact that Max will be legally too young to drive a road car in many countries makes him a bad role model to others of his age.

I'm not saying drivers must compete in every feeder series before coming to F1, but it's not unfair to insist a driver should be 18 before competing, or at least have completed a season in a specified junior category.

Daniel Stafford,
Oxford, UK



★ STAR PRIZE

Daniel Stafford wins a pair of three-day general admission tickets to the 2015 Formula 1 Santander British Grand Prix. For more details, visit www.silverstone.co.uk/events. Hotline number: 0844 3728 300

Something's missing

Having now attended two races this year, the noise question has come to mind. The German GP at Hockenheim was one of the best races I've attended and my enjoyment was in no way lessened by a lack of engine noise. In fact, it's great to be able to hear the race commentary through the earbuds!

However, I feel that the complete lack of air horns at races has diminished some of the atmosphere. Is there some reason why they are no longer for sale...?

Graham Scott
By email

Take F1 to the streets

With falling TV audiences and poor attendances at races, there is no doubt that fans are beginning to lose interest in F1. And the reasons can't be narrowed down to any one specific cause: it could be domination by Red Bull and Mercedes in recent years, constant rule changes, increased competition from other sports, such as football, tennis and golf, or perhaps the lack of sound these current V6 turbos make compared with the previous V8 and V10 engines.

I believe there is a simple solution to getting the fans back – street demos. While some of the teams carry out their own demonstrations around the world in old machinery, getting several teams together to demonstrate their current cars in some of the most famous cities in the world could be the way to win back fans.

We only need to look at the 2004 event in London, where around 500,000 people turned up to see eight of the Formula 1 teams show off their latest cars, to see how successful this can be. It would give fans a chance to see the drivers

and cars up close, and also to hear the incredible noise of the current powertrains, despite their lack of volume compared to the V8s.

If F1 doesn't do something soon, it could alienate fans to the point where it is run to empty grandstands and is considered a minor sport by TV companies.

Paul Murtagh,
Belfast, Northern Ireland

We all share the responsibility

I am writing after watching the team principals meeting from Budapest on Friday 25 July.

It was a frustrating session with plenty of intelligent questions going unanswered as the principals practised being mute when trickier questions arose – such as the potential for visiting countries who have some interesting applications of human rights, or the finances of the sport. There was even mention of the poor crowd in Germany.

Eventually, Christian Horner had enough of being tight-lipped and took the opportunity to turn the tables. In summary, he questioned why the negativity and why no questions about the excitement of races past and the weekend ahead. He seemed to think that questions relating to the commercial ethics of F1 should not be answered by himself (and one can assume the other principals), but that instead Bernie Ecclestone should be asked.

This immediately changed my mindset. I was listening, hoping the team principals would absolve me of any responsibility in the matter. Nobody feels comfortable with the idea of visiting countries with records of blatant human rights abuse, but who is responsible who can make a change? According to Horner, not the teams themselves. Then it occurred to me: it is down to me as a fan. If I am not happy with the ethics of the sport, I should not support it.

If we refuse to purchase tickets and merchandise and stop buying into the elitist nature of the sport, maybe Bernie would have to listen. So rather than waiting for others

to take responsibility and make the decisions I want, I should take responsibility for the causes I choose to support.

In conclusion, if you are unhappy with the ethics of your beloved sport, then for the sake of that sport where it is governed by an unaccountable body, you have no choice but to walk away.

Nic Baldwin
Gloucester, UK

James Garner: 1928-2014

As a young boy growing up in the North East, grand prix racing could have been happening on the moon as far as I was concerned.

Then one Saturday my father said: "Come on, we're going to the cinema in Newcastle." As I settled in my seat, the music started and I was transported into a world of noise, colour, glamour and danger!

Apparently, it was the first time I had ever sat for three hours without speaking. On my return home I took three cereal boxes and practised heel-and-toeing – something that served me well when I first started living my dream and racing cars.

So to all the young people out there, look up a good man called James Garner. Then play the film *Grand Prix* on your iPad. I promise you won't speak for three hours during your holiday and your mum and dad will be forever grateful to this wonderful and special actor.

James Garner. A jolly good driver and a very good actor.

Sean Wallace
Bedfordshire, UK

Speed shines through

The continuing vexation over fuel-saving in F1 is understandable but ill-founded. Economical driving demands the very skills that make someone fast, especially in less powerful formulae such as karting: optimising the line through a corner; maintaining momentum as you turn in; minimising scrub; and anticipating how a dice will unfold so that overtaking is incisive rather than abortive and wasteful.

The last turbo era didn't return duffers to the podium. Going fast is really about conserving energy, and it's the same in other sports.

It might displease racers to have to keep an eye on the fuel gauge, but the requirement to be frugal doesn't mean the slow shine. The quickest will prevail: we should all relax in that knowledge and relish the cracking racing.

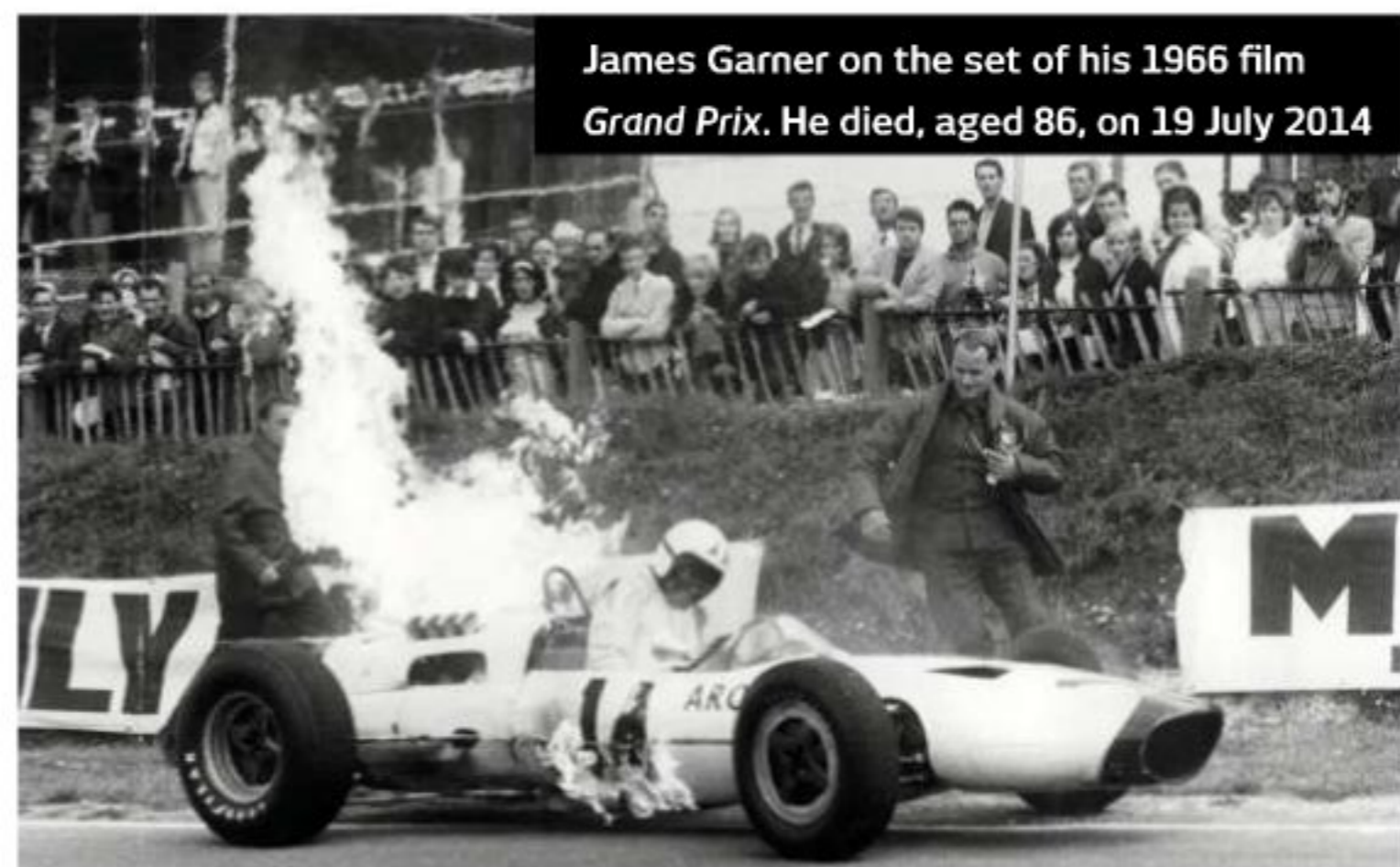
David Ewen
Aberdeen, UK

Correction: Desiré Wilson

I would appreciate it if you could correct the mistake in your article on Simona De Silvestro (in the panel 'Those Who Came Before', p47) in which the author attributes Desiré Wilson's win in the 1980 British Aurora F1 Championship at Brands Hatch to Divina Galica.

Des and I would also like to pass on our best wishes to Simone for success in her quest to make it into Formula 1, and we wish her well as she moves forward with her goals.

Alan Wilson
By email



James Garner on the set of his 1966 film *Grand Prix*. He died, aged 86, on 19 July 2014

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- > Jacques Villeneuve opens up to Maurice Hamilton
- > Paul Hembery: An Englishman in Milan

ISSUE ON SALE 16 OCTOBER*

*CONTENTS SUBJECT TO CHANGE

MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

"Since 1950, F1 has been to 31 countries. Now it's going to two more, Russia and Azerbaijan, and returning to Mexico"

But what a pity it is that so many of the countries and circuits we used to go to are now just memories. Kyalami in South Africa, where it was warm and sunny, often got us out of our gloomy winter to start the season, and that's where I saw Renault fall flat on their face in 1983 when Nelson Piquet took the first ever turbo-car world championship in his Brabham-BMW.

Twice, just twice, in 1969 and 1974, I was privileged to commentate on the German GP at the daunting 14-mile Nürburgring Nordschleife. Jacky Ickx for Brabham and Clay Regazzoni for

Ferrari were the winners and I've always regarded myself as lucky to have been there because F1 abandoned the Nordschleife after Niki Lauda's terrible accident in 1976.

Just as the Nürburgring was rejected, so, in 1986, was Brands Hatch. Such a great circuit and the scene of so many truly memorable British GPs – not least of which were Derek Warwick's superb drive for Toleman in 1982 and Nigel Mansell's brilliant 1986 win for Williams.


Neither do we go to Argentina, where I was awestruck to drive the great Juan Manuel

Fangio's 1955 Mille Miglia Mercedes-Benz. Nor do we go to France, Holland, Morocco, Portugal, Switzerland, Sweden, Turkey, Korea or India. To be honest, some of them – countries where F1 was there for the money amidst race-attending apathy rather than to satisfy local enthusiasm – are no great loss, but others most certainly are.

No one who watched the 1979 French GP at Dijon will ever forget the duel between Ferrari's Gilles Villeneuve and Renault's René Arnoux. I nearly went through the commentary-booth roof with excitement, and thinking of Villeneuve reminds me that he was outstanding at many of F1's lost circuits. Like Zandvoort in 1979, where he wrecked his Ferrari, pointlessly tearing back to the pits on three wheels in an effort to get back into the race after losing the lead. Watkins Glen, in the US, where, during practice in 1979, he gave us a spellbinding display of wet-weather driving, and Jarama in Spain '81 when, in a Ferrari that was certainly *not* the class of the field, he kept everyone behind him to win a race where a mere 1.2 seconds covered the first five home. And, tragically, Zolder in Belgium where he lost his life trying to take pole position from the team-mate he'd fallen out with, Didier Pironi.

Just as I associate Villeneuve with so many breathtaking drives, I do the same with Ayrton Senna at great circuits of the past. Donington Park in 1993 when, in appallingly wet conditions, he completely destroyed the opposition with a drive of majestic mastery, and the dramatically shortened, monsoon-like '91 Australian GP at Adelaide (whose 1995 demise depressed us all).

The USA has hosted F1 in ten of its cities, now including Austin, Texas, where, unlike the rest, F1 has been a success, and where hopefully it will stay. I'll never forget seeing Tom Jones open the pathetic apology for a circuit at Las Vegas (situated in the Caesars Palace car park, would you believe), dressed as a Roman gladiator and riding in a horse-drawn chariot. Only in America – although you could say the same for Watkins Glen, which failed to hold the US GP beyond 1980, due to safety concerns and an increasingly rowdy section of fans who in 1974 stole a coach and pushed it into the infamous 'Bog', where it sank. I also recall them setting off dynamite...

Memorable times! I always told myself this was better than working – and I was right. 



"I was lucky to have commentated at the Nordschleife, because F1 abandoned it after Niki Lauda's terrible accident there in 1976"





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