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BRITISH GRAND PRIX PREVIEW



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July 2013



FEATURING ALL FOUR BRITS...

25 things you never knew about **Jenson Button**

HAMILTON QUIZZED!
Your questions put to Lewis

DI RESTA WOWED!
'Silverstone is scary-fast'

MAX EM-POWERED!
Chilton's simulator secrets

MURRAY WALKER
We lunch with a legend

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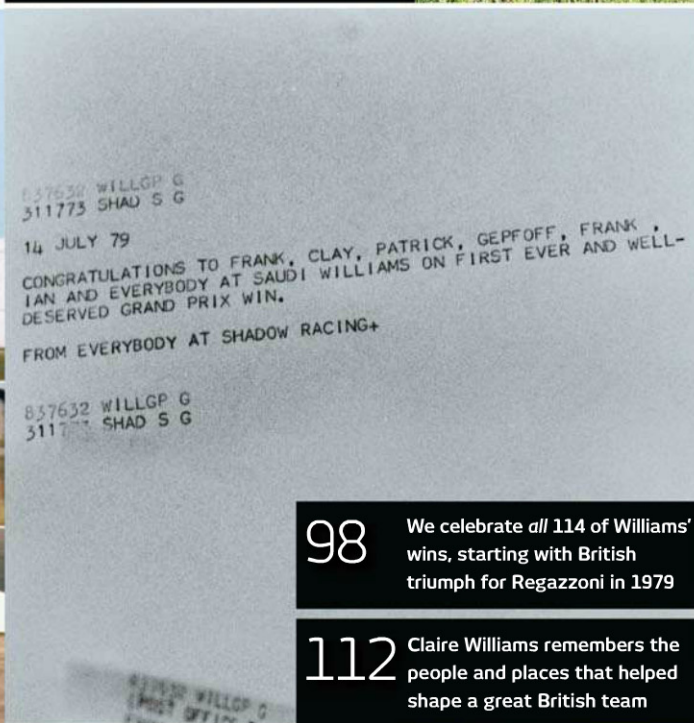




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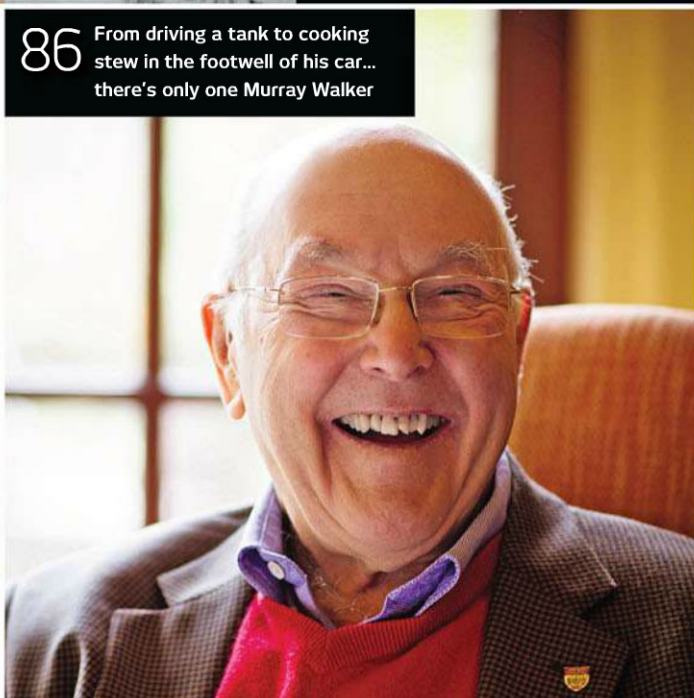


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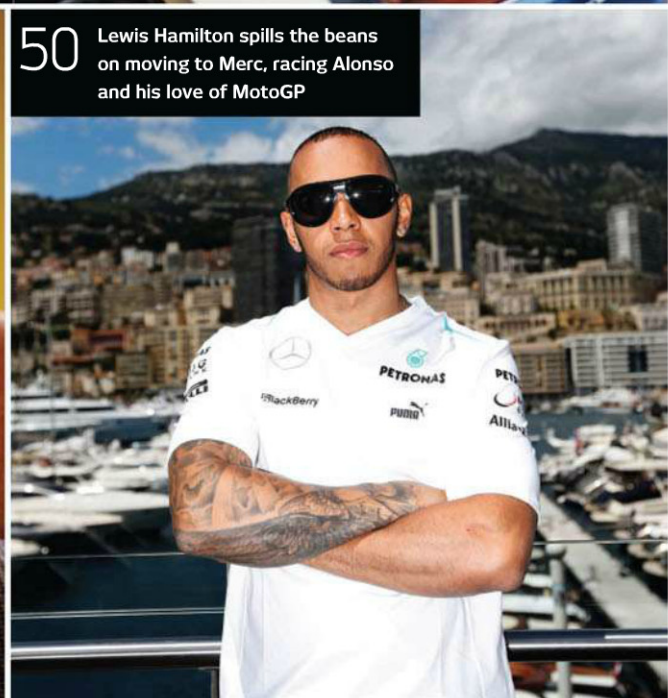


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86 From driving a tank to cooking stew in the footwell of his car... there's only one Murray Walker



50 Lewis Hamilton spills the beans on moving to Merc, racing Alonso and his love of MotoGP



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Ignition / Anthony Rowlinson / 07.13

Shine on, you crazy diamonds

Every F1 star has done it: seized a moment to pen a tale of the unexpected.

That could be scoring on a debut in an unfancied mid-griddler (think Alain Prost in the McLaren M29 at the 1980 Argentine GP), or hustling a Toleman to a podium, as Senna did at Monaco in '84. Heroics in a Minardi? Alonso's qualifying through 2001. One-shot wonder? Nico Hülkenberg's 2010 Brazilian GP pole.

And now Valtteri Bottas's stunning P3 in qualifying for the Canadian GP. Achieved on merit in slip-slidy conditions, it was just the sort of drive that gets noticed, and dictates a future. In an awkward FW35 neither Bottas nor team-mate Pastor Maldonado have had much chance to shine so far, but cometh the hour... The same could be said of Toro Rosso's Jean-Eric Vergne, who, with eighth in Monaco and sixth in Canada, has hit form in an improving car at just the right moment.

It was heartening to see both young guns making the most of what they've got, for neither has what might be termed a copper-bottomed F1 future, however much talent they possess. JEV occupies one of the two hottest seats in F1 – those earmarked for the latest rookies to emerge into the Red Bull young driver programme and wired to an 'eject' button under Helmut Marko's right forefinger. Bottas, meanwhile, a Williams pilot thanks almost solely to his wheelcraft, has a state-funded team-mate, so if push ever comes to shove, Venezuelan petro-dollars will prove influential.

Talk of F1's next generation is pertinent, because one of the sport's elder statesmen, Mark Webber, might just have decided that the lure of leading a factory-backed Porsche assault on Le Mans is too tempting to pass up. If he does, then whoever gets his ride will be a prime mover in the reshuffling of the pack that looks inevitable at the end of this season. Kinda reassuring, then, that in a grid blessed with top-end talent, the midfield and lower reaches are also brimming with potential.

The next chance for any of these top-team wannabes is, of course, the British GP. Ah yes, Silverstone in summer: the charred tang of nuked sausages, Red Arrows vapour trails, 'Titch' on the circuit Tannoy and – Heaven forbid! – maybe even a raindrop or two.

As British as a tight-tailored two-piece from Savile Row, that windswept ex-airfield in Northamptonshire still provides a visceral thrill like no other – just ask the four Brits who'll this year take on Copse, Maggotts and Becketts as fast as they dare. You'll find features on all of them in this month's issue, along with Murray Walker at lunch and a special celebration of Williams' 600th GP.

Excited? You bet. Who knows who'll find their moment to shine...

• F1 Racing would like to extend sincere condolences to the family and friends of the marshal killed at the Canadian GP. Without the tireless efforts of the marshalling community, Formula 1 would not exist.

Contributors



Murray Walker
Never a man to find himself short of an anecdote or two

Ahead of the British GP, there weren't many people we'd prefer to have shared lunch with than Muzza. No surprise, he was priceless company as you'll see on p86



Paul Di Resta
Force India ace knocking on the door of a big result

Want to know what it *really* takes to go flat-out around Silverstone? We did, so we asked Paul to show us the moves that matter around the high-speed sweeps (p56)



Malcolm Griffiths
Has a pate so smooth it's lickable... apparently

Capturing drivers at speed is one thing; capturing them when they're kicking back is quite another. Check out Malcy's shots of Mark Webber (and dog) on p70



Claire Williams
The face (and brains) of Williams' next generation

Williams are about to celebrate their 600th GP and Claire has been there almost from the start. We asked her to share her best moments from a life 'inside' (p112)

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Parade

Mr Blue Sky Race day in Montréal brought the first blue skies of the 2013 Canadian GP weekend and Seb Vettel, on board his "incredible" RB9, made the most of a dry track to leave his rivals standing. Clear road ahead, clear road behind... a nice day for a Sunday drive to the top of the podium

Where Montréal, Canada **When** 3.38pm, Sunday 10 June 2013

Photographer Paul Gilham/Getty Images

Details Canon EOS-1DX, 600mm lens, 1/800th at F11







Parade

Pain barrier This is the first of two hefty shunts into Monaco's Ste Dévote barriers for Felipe Massa. It happened during FP3 and Massa later admitted that driver-induced locked brakes had pitched him into the Armco. A similar-looking prang on lap 30 of the race was caused by suspension failure

Where Monte Carlo, Monaco **When** 11.35am, Saturday 25 May 2013

Photographer Bryn Lennon/Getty Images

Details Canon EOS-1DX, 600mm lens, 1/1000th at F4







Parade

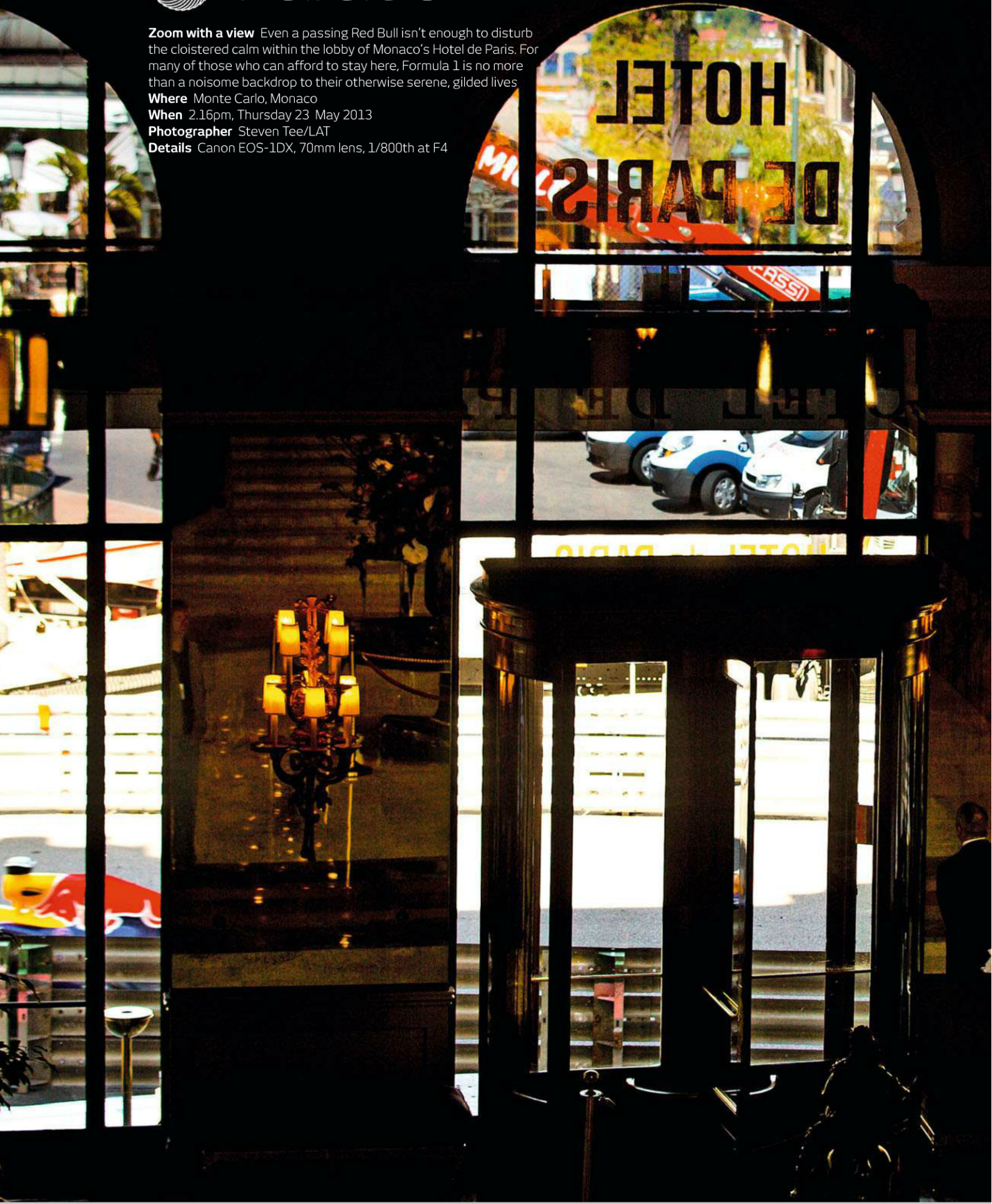
Zoom with a view Even a passing Red Bull isn't enough to disturb the cloistered calm within the lobby of Monaco's Hotel de Paris. For many of those who can afford to stay here, Formula 1 is no more than a noisome backdrop to their otherwise serene, gilded lives.

Where Monte Carlo, Monaco

When 2.16pm, Thursday 23 May 2013

Photographer Steven Tee/LAT

Details Canon EOS-1DX, 70mm lens, 1/800th at F4







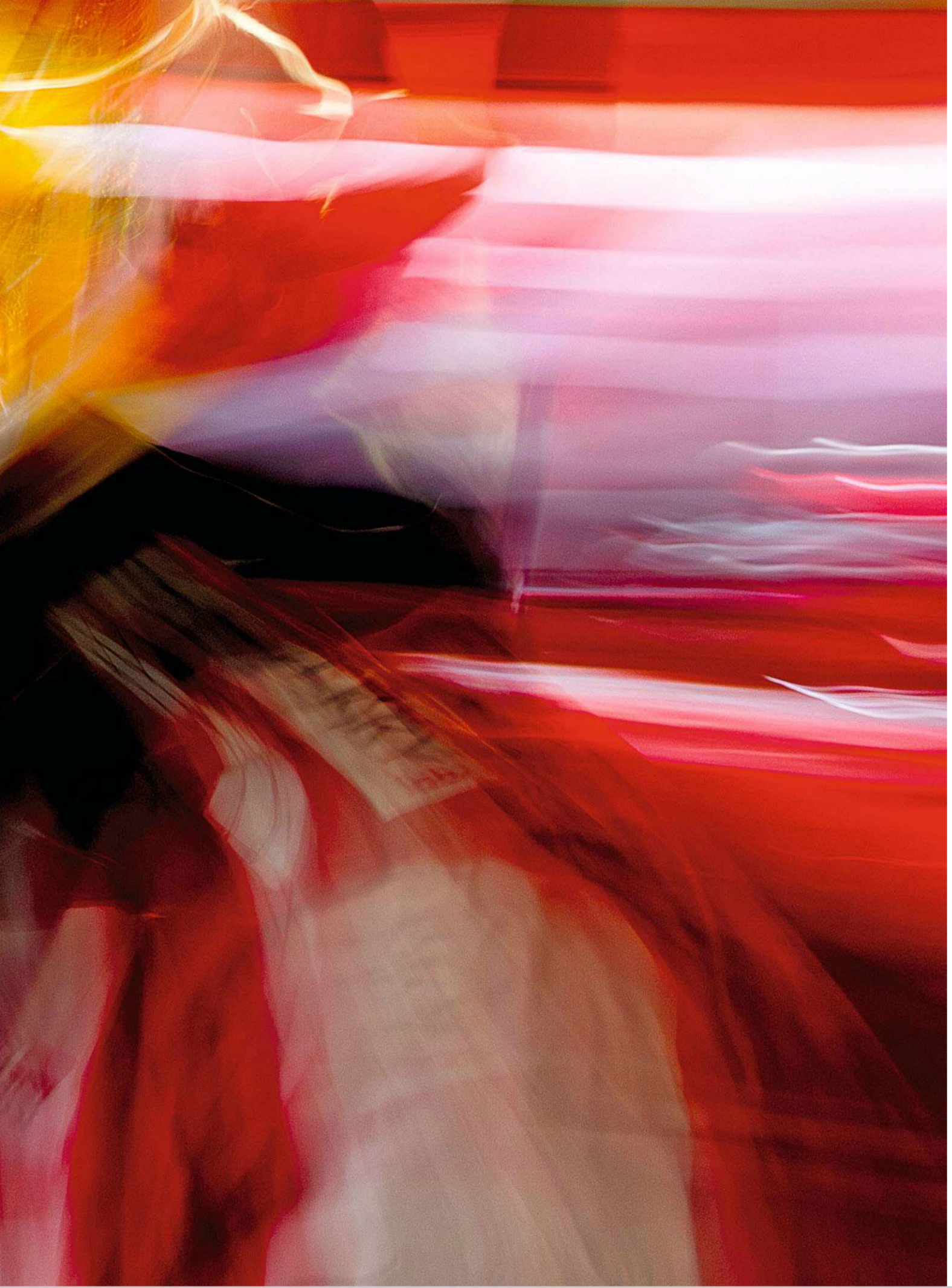
Parade

Golden wonder Fernando Alonso's having another feisty season, taking two wins so far to emerge as the man most likely to break the Vettel-Red Bull stranglehold on the world titles. Monaco, for which he donned this one-off golden lid, was disappointing, but who'd bet against him taking it to the wire?

Where Monte Carlo, Monaco **When** 11.56am, Thursday 23 May 2013

Photographer Lorenzo Bellanca

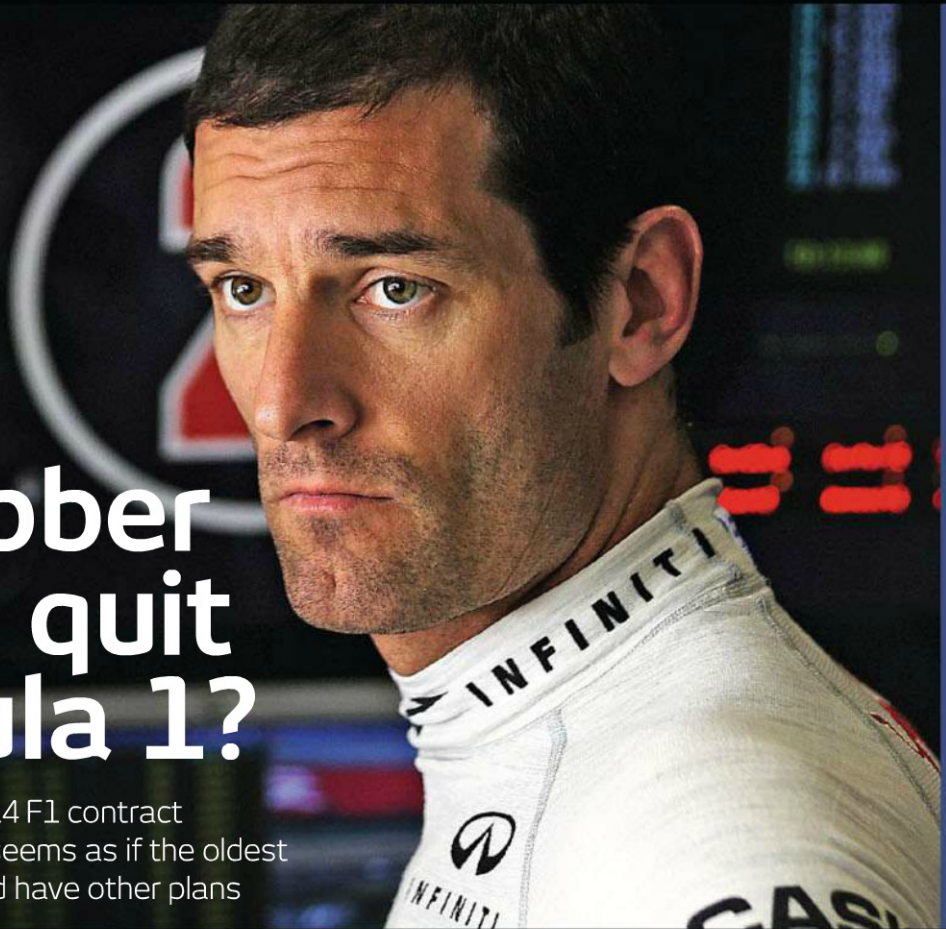
Details Canon EOS-1D Mk IV, 26mm lens, 1/10th at F10



INSIGHT

Is Webber set to quit Formula 1?

As the window for 2014 F1 contract discussions looms, it seems as if the oldest driver on the grid could have other plans



Summer is here, which means it's the start of silly season – the time of year when speculation is rife about which driver will go to which team the following year. This time, the man at the centre of it all is Mark Webber, whose future at Red Bull – indeed in F1 – is in serious doubt.

For several years now, the Australian racer, 36, has been employed on a rolling one-year contract, preferring the freedom it gives him to stop when he feels it's the right thing to do. Two years ago, in 2011, he very nearly did quit. Dissatisfied with his lot at Red Bull, he thought seriously about leaving F1.

Last year was a different story. In 2012, he knew he wanted to continue in F1, and the only question was whether he should stay at Red Bull or



go to Ferrari. He came close to moving to Maranello, where he would have enjoyed teaming up with Fernando Alonso, a man for whom he has the greatest respect as a driver and a friend. But in the end, he decided to stay put. Not giving up an Adrian Newey Red Bull was a major consideration,

but another was that at that late stage in his career, moving to Italy and going through the whole process of establishing himself somewhere new was not worth the effort. Especially when it might be for only one year.

So Webber began this season thinking it could well be his last,

and also knowing that if he was to stay on in F1 for 2014, it would be at Red Bull. Then came Malaysia...

The fallout from Sebastian Vettel's decision to ignore team orders and pass Webber to win was always going to make it hard

"I'm getting long in the tooth in lots of people's eyes and there are rumours floating round"

for Webber to remain at Red Bull. It was also a very public demonstration of Vettel's feelings about his own position within the team and the level of respect he has for Webber, despite claiming that he *does* respect his Aussie team-mate. It further revealed the level of control the team have over



Webber and Vettel: a combustible pairing

Vettel – and the implications of that on any chance Webber might ever have of winning the title.

A difficult start to this season means Webber's chances of winning the 2013 championship already look highly unlikely. And now it is decision time.

Webber has given mixed messages amid strong rumours that he has lined up (if not actually committed to) a move to Porsche's new sportscar programme. When asked, he said: "It's understandable that I'm getting a little bit long in the tooth obviously in lots of people's eyes and there are lots of rumours floating around. People are putting two and two together and getting a bit more than they should do.

"I was touch and go three or four years ago to stop. But as long as I'm enjoying it and competitive and can get the work, which is not a big issue for me at the moment, things are going well."

There is also the matter of Webber's dislike of Pirelli tyres, which he does not try to hide. He additionally needs to consider whether at his age it's worth learning a new car-engine package next year, when he inevitably would not be driving it for long.

"I still enjoy driving the cars," he said. "The tyres have made

it a little more challenging. Our job as drivers has changed for sure, the camaraderie is massive. Ultimately the drug is still very powerful to drive you to do the job you wanted to do in the first place, which is driving the car."

None of which, of course, means he won't quit and, as *F1 Racing* goes to press, that currently seems by far the most likely option. The Porsche deal also appears to be where he is headed, even though he said for a long time after his two death-defying somersaults in a Mercedes at Le Mans in 1999 that he would never go back to sportscars.

As for a replacement, the word is that Red Bull motorsport consultant Dr Helmut Marko is not convinced by the current Toro Rosso line-up of Daniel Ricciardo and Jean-Eric Vergne. Kimi Räikkönen is considered the number-one choice and, privately, senior Red Bull figures are doing little to play this down.

Teaming Vettel and Räikkönen is mouth-watering for fans of F1, but even allowing for the Finn's low-maintenance personality, given Vettel's well-established predilection for wanting things his own way, that pairing could prove just as combustible as Vettel and Webber.

WINNERS + SPINNERS

UPS AND DOWNS ON THE F1 ROLLER COASTER

GOOD MONTH FOR

Remembering past legends

Two drivers arrived at Monaco sporting tributes to former Formula 1 greats. Jean-Eric Vergne donned a helmet inspired by François Cevert, while Kimi Räikkönen remembered James Hunt on his lid.

Boardroom politics

Williams have announced that a former managing director of Jaguar Cars will be the team's new Group CEO. Mike O'Driscoll will replace the outgoing Alex Burns.

Viewing figures stateside

The Monaco Grand Prix recorded the highest TV ratings in the United States for almost six years. Nearly 1.5million people tuned into the race, the most since the 2007 US GP. This year, US coverage of Formula 1 has switched from Speed to NBC Sports.



Wannabe racers

Red Bull design ace Adrian Newey had an embarrassing moment at Silverstone in June when he crashed his Lamborghini on the warm-up lap of the Super Trofeo race. He was trying to warm up his tyres on the Hangar Straight when he speared straight into the wall. Oh dear...

The hack pack

Fleet Street didn't have such a great weekend at Monaco. One journo was banned from the Mercedes motorhome for writing anti-Lewis stories and then Lewis's pet bulldog, Roscoe, fell asleep and starting snoring during the press briefing, clearly unimpressed by the line of questioning...

Fans of Sebastian Vettel

In an interview with the German newspaper *Welt am Sonntag*, Vettel revealed that he could leave F1 when he turns 30. "Maybe I won't be driving in five years because I'm tired of it," he was quoted as saying.



BAD MONTH FOR

F1 Mastermind

Your chosen specialised subject: the world's greatest sport



- 1 What nationality was Maserati racer Onofre Marimón (below left)?
- 2 Who finished third in his Dallara at the wet 1989 Canadian GP behind both Williams drivers?
- 3 Who won the 2002 Malaysian Grand Prix?
- 4 In which year did Honda first enter the F1 world championship?
- 5 In which Scottish town did David Coulthard grow up?
- 6 At which track did the 1973 Belgian GP take place?
- 7 Who started on pole at the 1975 Swedish Grand Prix?
- 8 What is the designation of the 2013 Merc chassis (below right)?
- 9 In which year did the last Luxembourg Grand Prix take place?
- 10 Where was the first round of the 1992 Formula 1 world championship held?



THIS BOY CAN DRIVE

Keeping an eye out for the new talent of tomorrow



Nico Müller Who is he?

Müller is a Swiss driver currently racing in the Renault 3.5 Series for International Draco Racing.

How good is he?

The 21-year-old impressed the F1 fraternity when he won the Monaco Grand Prix support race last month. World Series by Renault organised a round along the Principality's streets and Müller dominated the race after starting from pole. It was his first win at this level, coming in his second season in World Series with the Draco team.

Anything else we need to know about him?

In 2009, Müller won the Swiss Formula Renault championship, taking nine wins en route to the title. After two seasons in Formula Renault, he switched to the GP3 Series in 2010 – with the same team, picking up three wins before switching to World Series.

F1 chances

Winning on the streets of Monaco, was a great achievement, but he needs to capitalise on his first win and mount a proper championship challenge before he can set his sights on an F1 drive.

NEWS

Räikkönen furious with Pérez, again!

Following his antics at the Monaco GP Sergio Pérez's ambitious driving has once again angered Kimi, Button and Alonso...



After a quiet start to his McLaren career in the opening races of 2013, Sergio Pérez seems to have fully taken on board team principal Martin Whitmarsh's advice that he should get his elbows out. It's certainly won the Mexican some headlines, but respect from his peers has not been forthcoming.

Pérez infuriated Räikkönen, Hamilton and Alonso in China; Alonso and Button in Bahrain; and, after a quiet race in Spain, went on full-attack again in Monaco – this time to the annoyance of Räikkönen, Button and Alonso.

Many – including Whitmarsh – would argue that this is just a young buck making his mark, something that is always going to make the established stars of F1 feel uncomfortable. But there is more to it than that. Each of the above-mentioned drivers can handle being beaten *if* they think it was fair – but they don't see Pérez's tactics as being fair.

Sergio's driving manners were the subject of discussion

at briefings in Bahrain (post-China), Spain (post-Bahrain) and a general topic after Monaco. The main concern is Pérez's tendency to launch himself into a move as if the other car is not there – leaving the other driver a choice of taking crash-avoiding action... or simply crashing.

In most of Pérez's incidents so far, drivers have chosen the first option. But Räikkönen's patience ran out in Monaco. Pérez made the move that ended their race very late on and despite Kimi already being in the middle of the track to defend his line.

The Iceman showed a most un-Kimi-like rage in post-race interviews. Asked if the drivers would talk to Pérez about his driving, Räikkönen said: "That won't help. Maybe someone should punch him in the face. Maybe it should be you."

The comment was stark enough in itself – even more so when you realise that Räikkönen's inquisitor was Kai Ebels of Germany's RTL, a keen amateur boxer...

Answers: 1 Argentine 2 Andrea de Cesaris 3 Ralf Schumacher 4 1964 5 Twynholm 6 Zolder 7 Vittorio Brambilla 8 F1 W04 9 1998 10 Kyalami, South Africa

PHOTOS: CHARLES COATES/LAT; ANDY HONE/LAT; SEBASTIAAN ROZENDAAL/LAT; LAT; ARCHIVE

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NEWS

Mercedes face FIA tribunal

The governing body demands answers over Merc's in-season test with a 2013 car



The biggest controversy of the year came to the fore at the Monaco Grand Prix, when Ferrari and Red Bull launched an official complaint against Mercedes for taking part in a 'secret' Pirelli tyre test. The FIA has now confirmed that Mercedes must appear at its international tribunal.

The test took place at Barcelona's Circuit de Catalunya, immediately after the Spanish Grand Prix, with racing drivers Lewis Hamilton and Nico Rosberg using – this being the key point – Mercedes' 2013 car.

Red Bull in particular were already unhappy about the test taking place at all. But it was Mercedes' use of their current car that most enraged them. The fact that neither Pirelli nor Mercedes had mentioned the matter to the other teams further aggravated the situation.

Red Bull team principal Christian Horner described the test as "underhand", adding that it was "difficult to believe" Mercedes' claims that they had not benefitted from the test.

The situation was further complicated when it emerged that Ferrari had also conducted



Horner: test was "underhand"



Domenicali: wants "clarity"

a test for Pirelli this season – between the Bahrain and Spanish Grands Prix. However, this was conducted using the Scuderia's 2011 car, so the FIA will not be taking any action against them. Ferrari team boss Stefano Domenicali said he had lodged a protest over

the Mercedes test because he wanted "clarity" about what was permissible. He added that if testing with a current car was allowed, Ferrari would be quite keen to do some themselves, as they have been pushing for increased testing for some years now.

There are many issues involved – and many questions raised. Mercedes claimed that the FIA approved the test, so then which part of the governing body gave their approval, since FIA president Jean Todt appeared not to be aware of this? And who selected Mercedes – the team with the heaviest tyre wear at the Spanish GP – to conduct the test?

The issue is certainly an embarrassment for Mercedes. After employing Paddy Lowe from McLaren as a direct replacement for team principal Ross Brawn, plans changed and Brawn is now involved in working out a succession plan. Could this controversy be used to ease out Brawn faster than he would like?

The tribunal, which will be held on 20 June, has the power to impose penalties ranging from a fine to exclusion.

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NEWS

Grosjean punished again by the FIA

Following his exploits at Monaco, when he was hit with a ten-place grid penalty for Canada, Grosjean's driving is once more under scrutiny



Lotus racer Romain Grosjean could be skating on thin ice after a shaky start to the 2013 Formula 1 season. The Frenchman was put on a probationary contract this season, after it took longer than usual for Lotus to decide to re-sign him at all.

The issue is not Grosjean's speed, which he demonstrated to great effect over the course of 2012. Rather it is his seeming inability to marry speed with control. A series of first-lap accidents last year led to a one-race ban for triggering the multi-car pile-up at the Belgian Grand Prix.



Grosjean's contract is now believed to come under review every three races, and one of those stages was after Monaco. Until that race, Grosjean had been so underwhelming as to be virtually invisible in 2013 – the only exception being a decent drive to third in Bahrain, one place behind Kimi Räikkönen.

What has been particularly noticeable this season is that while Grosjean had the edge on Räikkönen in terms of pace in 2012, in 2013 the Finn has trounced him. This is partly due to Räikkönen upping his

game, but partly down to Grosjean going off the boil.

In Monaco, Grosjean was the quicker Lotus driver by some margin throughout practice. But with the speed came loss of control – he crashed on three occasions in

free practice, the last incident meaning that he only just made it into Q1. Once there, he had time for just one flying lap, which he nailed in impressive fashion. But then he failed to make it out of Q2, complaining he'd been held up by Toro Rosso's Daniel Ricciardo.

In the race itself, Grosjean crashed again, ploughing into the back of Ricciardo on the run out of the tunnel. Team boss Eric Boullier, who is also Grosjean's manager, tried to defend his driver by saying he had braked earlier than on the previous lap, but that rather missed the point. However, Boullier did admit that he needed to "cool him down and have a proper discussion when he is back in the factory".

The incident earned Grosjean a ten-place grid penalty for the next race in Canada – the severity of the punishment relating to his previous misdemeanours. If his driving continues to veer between controlled but slow and fast but chaotic, how much longer can he rely on the combined patience of Lotus and the FIA?

PHOTOS: ANDREW FERRARO/LAT; CHARLES COATES/LAT

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NEWS

Hamilton still getting up to speed at Merc

British driver admits he has been struggling to adjust to the differences in braking systems and steering-wheel controls

Lewis Hamilton's move from McLaren to Mercedes has gone well on many levels: good salary, a more relaxed atmosphere and, unexpectedly, a more competitive car. What hasn't gone to plan is Hamilton's own pace, as he's struggled compared to team-mate Nico Rosberg – much against expectation.



Post-Monaco, the qualifying score was three-all, but that masks the fact that Nico *has* been slightly faster – it's just that in Australia, Malaysia and China, events conspired against him. As Rosberg said himself: "To beat Lewis you have to have everything perfect. If it's not, you won't beat him."

At Bahrain, Spain and Monaco, however, there was no question: Rosberg took pole at each race. So what is going wrong for Hamilton, the man most consider to be the fastest racing driver in the world?

"My problems have been there since the first race," Hamilton said in Monaco. "Even in winter testing I was struggling, particularly with

the brakes. The setup of the car in terms of brake cylinders and steering-wheel functions is a lot different to what I had at McLaren where I'd been for years and where it was always the same. That's been a weakness for me so far this year."

Mercedes team principal Ross Brawn emphasises that Rosberg is now into his fourth year with the team and that everything therefore now seems natural – from the feel of the car, through the buttons on the steering wheel, to how to get the most out of the engineering group.

While the brakes are just one of the areas in which Lewis is still coming to terms with an unfamiliar car, there is another aspect, too.

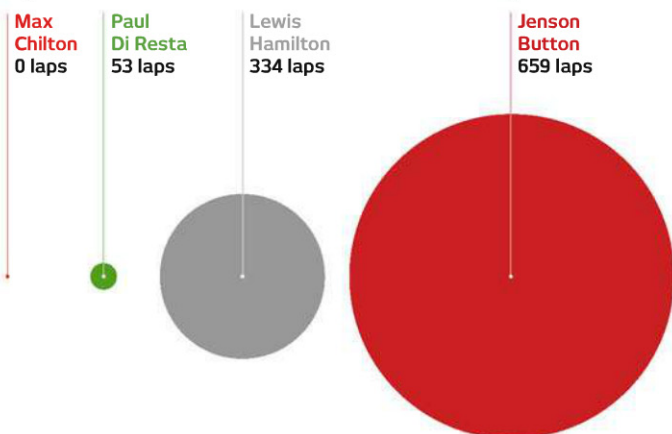
One insider said he felt that while the two drivers were extremely closely matched, he would still bet on Hamilton emerging as slightly quicker in the end. But he also pointed out another area in which Rosberg has the upper hand: "Nico spent three years racing alongside Michael Schumacher, don't forget. Michael didn't have the pace any more, but he still had a lot of tricks up his sleeve that he could use to help him out. Nico learnt a lot of them from him, and he's using them now against Lewis."

STATS

How do Brits fare at their home GP?

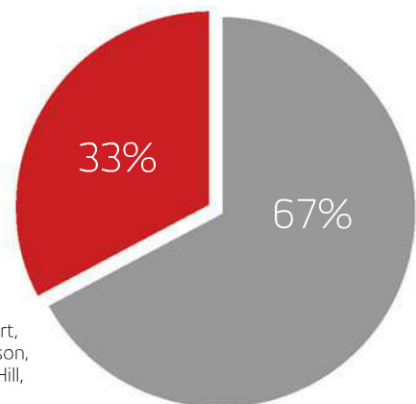
And the answer is... not too badly, actually, when you take a look at the numbers

The number of racing laps completed at Silverstone by the four current British F1 drivers on the grid:



The proportion of British GPs won by British drivers

Races 63
 British winners 21 (33%)
 Non-British winners 42 (67%)



BRITISH WINNERS
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NEWS

Lowe joins Merc – seven months early

Paddy Lowe's defection from McLaren to Mercedes is now complete; his gardening leave was cut short and he began his new job in June

The biggest news story of the year – at least until the dawning of the Mercedes/Pirelli tyre-test row – was the Silver Arrows' recruitment of former McLaren technical director Paddy Lowe.

Despite McLaren's pre-season announcement that they were placing Lowe on gardening leave until he joined his new team in 2014, pre-Monaco it was made public that McLaren had agreed to Lowe's early release. This enabled him to start work at Mercedes seven months earlier than planned.

So what has brought about this unlikely turnaround? No one from Mercedes or McLaren has commented on the matter, but

it seems highly probable that money will have changed hands at some stage, as is so often the case when a team suddenly agree to something they initially did not want to do.

Lowe's new title is 'executive director (technical)', which mirrors that given to Toto Wolff in the media release announcing Lowe's arrival – 'executive director (business)'. Ross Brawn remains as team principal for now, but the titles of Lowe and Wolff underline the direction the leadership team is headed.

When Lowe was recruited last winter, the intention at the time was for him to replace Brawn. Since then plans have shifted – but only to a degree.

Lowe will strive to emulate his McLaren success with Mercedes



Brawn is not being forced out and seems to have secured some extra time. But Mercedes have made it clear that work on a succession plan has already begun. It appears likely that Brawn will stay on in the short term, and perhaps in the medium term, too. But ultimately, it will be Lowe and Wolff who run the Mercedes GP team – Lowe on the sporting and technical side, with Wolff responsible for business and politics.

The big question is, what do 'short term' and 'medium term' mean? As of yet, Brawn's next step is unknown. He could move upstairs to take on an honorary role or his future may take him in an altogether different direction.

TECH

Power-supply swaps for Toro Rosso and Williams

The 2014 turbo engine regs herald new alliances

The introduction of a new engine formula for 2014 has led to a reshuffling of relations between teams and engine suppliers. When turbo engines make their return to F1 for the first time since 1988, Toro Rosso will switch from Ferrari to Renault power and Williams will move from Renault to Mercedes. McLaren, meanwhile, will use Mercedes engines for the last time next year before they begin a new partnership with Honda in 2015.

Caterham will keep Renault and Force India will stay with Mercedes, which leaves only

Lotus, Sauber and Marussia are still to announce their allegiances. Sauber will hold on to Ferrari, and Marussia are very likely to go that route, too. It remains to be seen which way Lotus will turn, but cost is very likely to be a consideration – the Ferrari is believed to be as much as €10million cheaper than the Renault in the first year, with the Mercedes falling between the two.



Above: Ferrari engines will be used by Ferrari, Sauber and maybe Marussia in 2014

It was the cost implication that Formula 1 boss Bernie Ecclestone indicated was one of his main concerns about the introduction of the new high-tech 'green' engines, which make extensive use of energy recovery. And while McLaren team principal Martin Whitmarsh is a supporter of the new formula, even he believes that the sport may have "scored a bit of an own goal".

"We have changed the engines to be downsized turbos with lots of clever energy recovery systems," he said. "We should have put more restraint around those systems. We let the engineers for the manufacturers write a set of regulations they'd enjoy. I'm sure they are enjoying them, but there is a substantial cost. "I think conceptually it was good, but we perhaps didn't control some of the exotic aspects of it that ultimately would be less relevant."

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Slick operators

How Caterham F1 Team's partnership with Truphone is giving them the edge in the race for mobile supremacy.

WIN a day
with the Caterham
F1 Team at the
Nürburgring
see overleaf

Driving innovation

Comparisons to military campaigns, adventurers' expeditions, even space travel have been made, but nothing really compares to the mind-blowing logistical effort required to transport a Formula 1 team – its tons of equipment and scores of personnel – around the globe. So it comes as no surprise that Caterham F1 Team and the pioneering international mobile communications company, Truphone, have joined forces to push back the barriers of international communications - a key component of any business with global aspirations.

"We have long held the ambition to drive innovation in F1", says Bill Peters, Caterham

F1 Team's Head of Group IT. "Improving the effectiveness of our mobile communications has a direct and measurable effect on the efficiency of the team. That's why our partnership with Truphone is such a natural – and successful – fit."

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“ We live and breathe innovation by making sure that all parts of our team are constantly connected and communicating at all times. ”

Bill Peters,
Head of Group IT,
Caterham F1 Team

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Q. When was the last Grand Prix held at the Nürburgring Nordschleife?

- A. 1975
- B. 1976
- C. 1978

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Pat Symonds

FITPASS TECH

Explaining the hidden brilliance that drives Formula 1 forward

THE SCIENCE BEHIND...

Suspension

What role does suspension play?

The suspension connects the tyre and the chassis. It has two primary roles in that it must absorb the bumps and undulations of the track to let the tyre sit firmly on the road, while allowing the tyre's cornering, braking and tractive force to be transferred to the chassis.

When you say 'primary role', that implies it has other functions...

It certainly does and on an F1 car these can be equally important. Aerodynamics play a huge part in F1 and even the legs of the suspension wishbones are designed by aerodynamicists,

since the wake of air coming off them has such an important role in airflow management. The suspension also has to handle the aerodynamic loads imposed on the body and hold the chassis in the correct attitude relative to the track to garner every last bit of downforce.

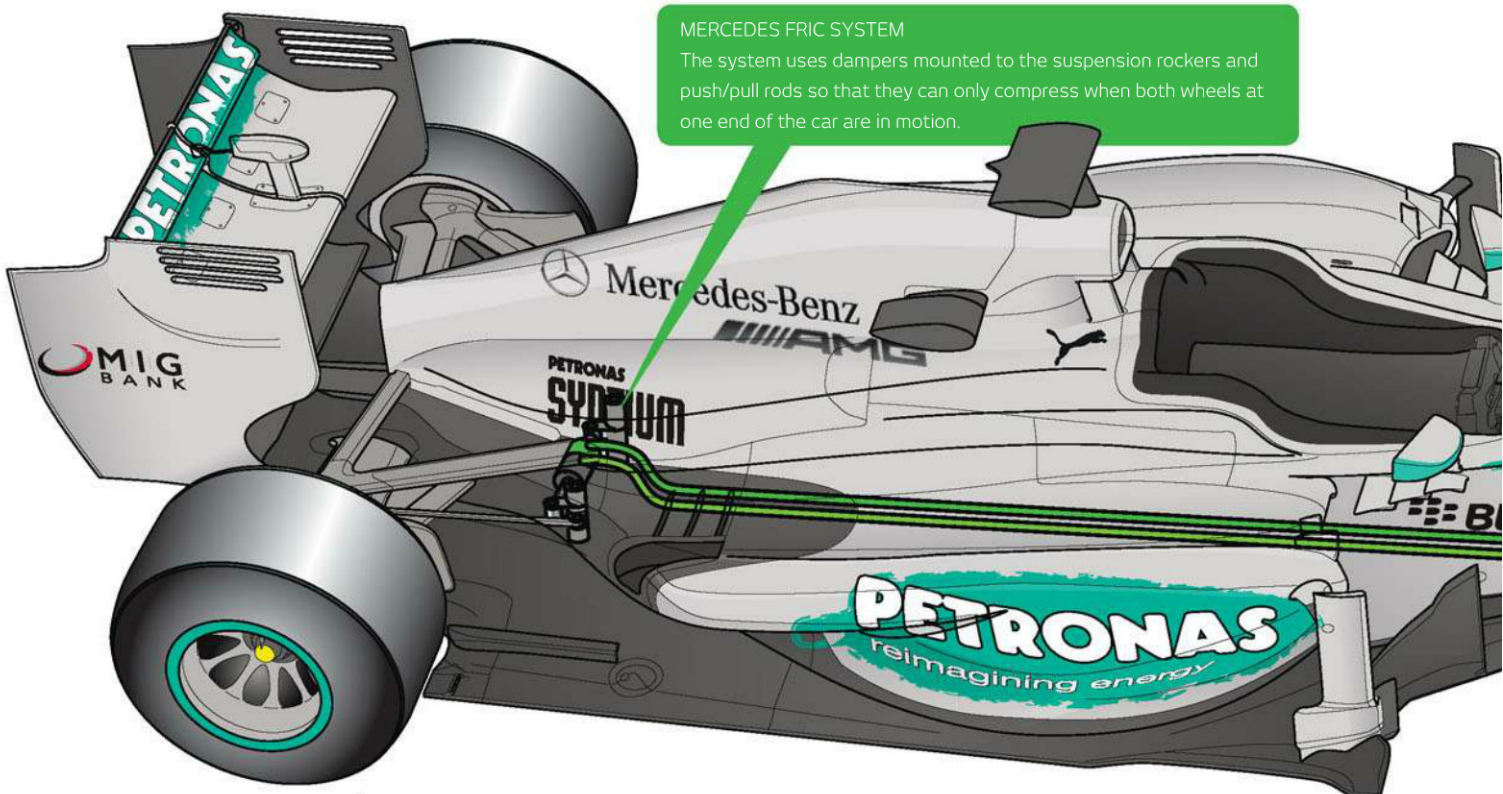
The suspension also has to be designed to provide the best possible geometry to exploit the tyres' characteristics. This is tricky in F1 as aerodynamic considerations are often at odds with vehicle dynamics. For example, the front of an F1 monocoque is very high, which means that when viewed from the front the wishbones incline steeply upwards to the car's centre. This

isn't ideal in suspension geometry terms, but does promote better aerodynamics.

So what would be the ideal suspension geometry?

No geometry is ideal. We want the suspension to present the tyre to the ground in a constant way, no matter what the chassis is doing in terms of pitch, roll or heave. We also want consistent forces coming in from the tyre contact patch. We don't want cornering forces to keep moving around as this makes it hard for the driver to tell what is happening as he approaches the limit.

We also need to look after the tyre. We don't want the suspension to put a lot of sideways scrubbing motion into the tyre as it travels up and down, and of course we cannot tolerate any steer motion other than that commanded by the driver – particularly in the rear suspension.



MERCEDES FRIC SYSTEM

The system uses dampers mounted to the suspension rockers and push/pull rods so that they can only compress when both wheels at one end of the car are in motion.



COMPROMISING ON LOADS

When we drive on the road, we are encouraged to brake in a straight line before reaching a corner. Racing drivers brake deep into a corner and it is generally in these combined braking and cornering cases that we see the highest loads. Add a

bump into the equation and we can easily see suspension loads approaching 30 tonnes.

A suspension designer can influence these loads, since although the force coming in through the contact patch cannot be altered, the way

it is distributed through the various legs of the wishbone is a function of the particular geometry employed. Sadly, once again, the geometry that favours aerodynamics rarely constitutes good geometry from a load point of view.

What are 'pitch', 'roll' and 'heave'?

A physical body can move in six ways. Three are straight-line motions: one vertical; one horizontal forwards and backwards; and one horizontal left and right. The other three are rotational motions, best imagined as rotation around an imaginary shaft positioned along the three axes on which straight-line motion occurs.

Vertical straight-line motion is 'heave'. 'Roll' is rotational motion around the fore and aft axis, so that the suspension's left side is compressed, the right hand extends (and vice-versa). Pitch is a rotational motion that results in the car's front dipping or rising and the rear doing the opposite.

Do you consider braking and acceleration in suspension design?

Suspension doesn't just transfer forces when cornering. When the car is braking, the loads

are immense and changes to the suspension geometry can influence the way the car pitches under braking or squats under acceleration.

So presumably the suspension has to be very strong?

It must handle these repeated loads without failure, but in performance terms, the rigidity of the suspension parts is just as important. It is no use spending ages ensuring the geometry is just so if the wishbones or attachments are flexing and the true geometry is far from that desired.

How have suspension systems developed over the years?

The ultimate system in F1 was active suspension, which was banned at the end of 1993. Since then, designers have been trying everything to improve the basic suspension. An early development was

that of 'inerters' – a special type of damper first used by McLaren in 2005. Now they are found on every F1 car. In the same year, Renault began using the tuned mass damper, although that was subsequently banned.

Interconnected suspension, such as Mercedes' FRIC (Front and Rear Inter-Connected) system, is not very new. I designed something similar in the early 1980s that was not successful and revisited it after active suspension was banned. In 2008, Renault tested what was probably the first of the modern generation of interconnected suspensions, which first ran at the 2009 German GP. Almost all F1 cars use a similar system now.


How does it work?

The basic system has a hydraulic interconnection between the front and rear suspension. Actuators built into the dampers transfer fluid from one end of the car to the other. As the car's speed increases, so too does the aerodynamic load and this compresses the suspension and forces the car lower to the ground. The height of the front of the car (known as front ride height) is important in generating downforce, and has to be as low as possible. With conventional springs, height is set statically so that at high speed the floor's front skims the surface. However, this leaves it rather high in medium-speed corners.

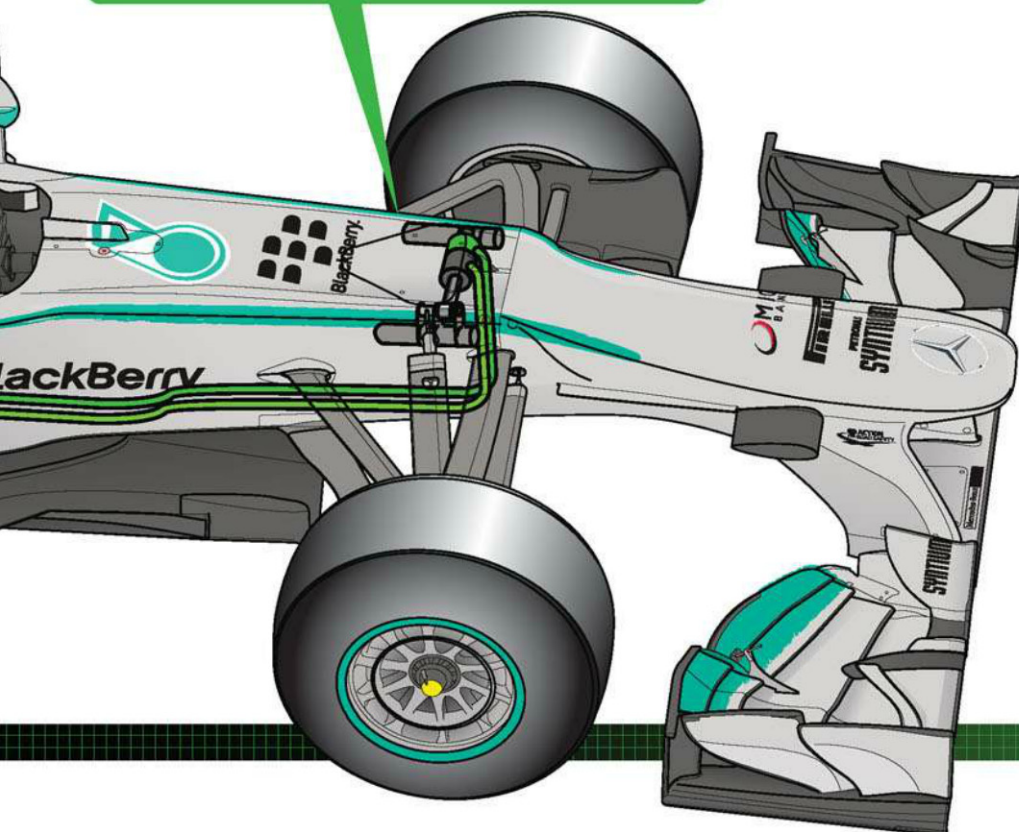
The interconnected system is arranged so that as the rear suspension is compressed more than the front, the fluid flows forwards, effectively jacking the front up as the speed increases and so allowing the static ride height to be set lower.

It sounds so simple...

As described, it is – but as described it wouldn't work well, since the suspension would be very stiff at low speeds. For that reason a gas spring is incorporated in the system, but this spring can become locked out at a certain speed. This gives the benefit of a soft suspension at low speed, while retaining the jacking effect at higher speed.

The system as described is also the simplest incarnation of such a system. The utopia designers are now aiming for is to split the heave, roll and pitch motions so each can be optimised without affecting the other. 

With an interlinked setup, the front and rear suspensions are linked by a hydraulic circuit (green) actuated by damper-like devices each side of the car. When the suspension tries to compress one end, fluid is transferred to the other end and resists the movement.





Peter Windsor RACER'S EDGE

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

'MERC-GATE' COULD ACTUALLY PROVE TO BE GREAT NEWS FOR FORMULA 1

I didn't think anyone could afford to go testing. I thought they hated the concept of staying behind at the race circuit and then testing the following week. That's all we've heard over the past four years or so: I remember a Red Bull guy telling me that post-race tests at five grands prix would add €18-20m to their annual budget. I remember being flabbergasted at the sheer cost of it all, the sheer impossibility.

So then what happens? They begin testing again. Slowly at first – with a 2011 Ferrari after this year's Bahrain Grand Prix. Then, under wraps, the rest of the F1 world blind to the decision, with a 2013 Mercedes after Barcelona. Drivers: Nico Rosberg and Lewis Hamilton.

The outcome of that last little outing was yet to be decided as *F1 Racing* went to press. There are anti-Pirelli people out there, just as there is an anti-Mercedes crowd on F1's crater-strewn political battlefield. No doubt they'll all have a ball to the ultimate detriment of the sport. Me? I think the solution is simple (assuming it's agreed that indeed there were penalties to be paid): for the benefit of the public – and of the teams, and of F1 in general – Pirelli should have been obliged to stage two additional three-day F1 tests, each open to the fans, each televised and publicised. As a penalty (and I repeat: *only if they were/are* deemed culpable) Mercedes would be the only team *not* allowed to run in these two additional test-fests.

I was chatting with Gerhard Berger at the recent Cannes re-release of Roman Polanski's *Weekend of a Champion*. With Gerhard's nephew, Lucas Auer, competing against Damon's son Josh Hill and Allan

McNish's charge, Harry Tincknell, in Euro F3 this year, it seemed a good time to talk about the difficulties facing young drivers as they try to make their breakthrough.

"It's simple," said Gerhard. "There is only one thing they need to do. They need to lift the testing restrictions. It's crazy

to have so little F1 testing. How are the young drivers supposed to learn? How are they supposed to gain experience? Look at the 'third drivers' right now. Can anyone really expect them to jump into a car and perform? It really makes me mad..." I agree 100 per cent with Gerhard – and I think Damon and McNish would be totally in synch, too.

Until Merc-gate, I think that is where the matter would have rested – in that VIP lounge at the Cannes Film Festival, with TV crews tripping over security guards and genuine, 18-year-old would-be movie stars clustered nervously in the background, waiting for their big break (with far more prospect, you muse, than Lucas, Josh and Harry).

Now – I hope – it is different. The Monaco Sunday-morning resentment of teams such as Red Bull and Ferrari implied that they too would have tested had they known 2013 cars were legal. And what does that tell you? It tells you that all this stuff about F1 testing being too expensive is a load of old rubbish. €20m to run five two-day tests at venues in which they are already located? Yes, I can see that some members of F1 society may be capable of spending that sort of money. Equally, I know of about 45 genuine racers who could slice about three-quarters off that €20m and still test successfully.

Then there's Pirelli. Knock them if you will; personally, I think they've been hard done by. They're trying to 'improve' their tyres while investing heavily in the sport (via circuit signage, advertising and promotion). Their development budget, in other words, is relatively limited – because they are not, after all, Bridgestone or Michelin. Never have been,

"What Merc-gate tells you is that all this stuff about F1 testing being too expensive is a load of old rubbish"

never will be. The brief for those 'improvements', furthermore, is dictated more by the show than it is by technology. Pirelli *do* build new rubber, however – rubber that must be tested in limited pre-season running when the weather is cold. Where is the logic in that? Quite clearly, Pirelli were and are desperate to carry out more in-season running. Why else would

Pirelli boss Paul Hembery claimed Merc's tyre test was neither secret nor inappropriate





Merc: could find themselves in hot water over 'secret' Pirelli test

they have tested before and immediately after Barcelona? For this, in reality, they should be applauded. Instead, there are plenty of Formula 1 people who are now baying for Pirelli's blood. More fool them.

The biggest shock, I think, is that these 2013 tests have been conducted in private, with

absolutely zero publicity. Why would Pirelli do that? It wasn't as if some rival tyre company was going to spy on their technology. So a finger must then be pointed at Mercedes. The secrecy, I guess, was an admission of some sort of guilt – or, at best, of a feeling that Mercedes had found what they believed to be

an exclusive loophole in a testing agreement. What a waste. Thousands of fans would have watched Merc, Ferrari and Red Bull testing at Barcelona – and millions more would have seen it if it had been televised.

In the context of Pirelli and the teams unquestionably needing more test days – and also of Gerhard Berger's point – I think testing in private is about as useful as a dormant Hermann Tilke supercircuit. It was only a couple of years ago that Luca di Montezemolo suggested that F1 testing should be given its own commercial groundbase (unique TV rights, ticket sales to the public, big-screen TV coverage, paddock access, autograph signing, etc) and I think he is right: promoted correctly, testing could pay its own way. Yes, it would make the already crowded calendar even thicker; yes, the work load will rise. The upsides, though, would be so much greater: better tyres, more understanding of the cars, more mileage for young drivers, more exposure for the sponsors, more access for the fans.

On that occasion, Luca was shouted down; now, I hope, the climate will be different. Played correctly, Merc-gate could be the best thing that's happened to F1 in years. 🍕

"Thousands of fans would have watched Merc testing at Barcelona – and millions more would have seen it if it had been televised"



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Dieter Rencken

POWERPLAY

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

HOW A FURTIVE MONACO MEETING COULD CHANGE F1'S FUTURE

"The Monaco agenda included seven points known as the 'Maranello Agreement', since they had already been agreed by the Big Four (Red Bull, Ferrari, Mercedes and McLaren)"

Around noon on Friday in Monaco, six team principals sidled into Bernie Ecclestone's tinted-windowed motorhome to plot Formula 1's future. Hoping to keep the true mission of the meeting from the media, they unanimously agreed that 'cost-cutting' should be cited as the reason for it, if questioned.

In fact, the agenda included seven points known among this coterie as the 'Maranello Agreement', since they had already been agreed by the Big Four (Red Bull, Ferrari, Mercedes and McLaren) during a summit at the Italian team's home town in late January. When the remaining teams met with F1's tsar a fortnight later, they bombed the proposals – deeming them unfair, discriminatory and unworkable.

That, they believed optimistically, would be the end of the matter. However, they reckoned without the guile of the grandee entrants, collectively known as Constructors' Championship Bonus teams, who dreamed up Plan B – the 'Monaco Agreement'.

It's ironic that the CCB teams – by definition the sport's wealthier operations – lack the state-of-art windtunnels enjoyed by the likes of Sauber/Williams, the engineering creativity of such as Lotus, or the nimbleness of Force India. Yet their budgets afford the costs of on-track testing – claimed to be £5,000 per mile – and thus the broad agenda is simple: reduced reliance on aerodynamics, coupled with the return of in-season testing from 2014 onwards.

How could these proposals actually be pushed through and enshrined in the sport's rules, though? Since Formula 1's governance is in chaos due to the absence of a new Concorde Agreement, no clear-cut procedure currently exists. The FIA are increasingly relying upon the (universal) International Sporting Code for decision-taking.

The ISC calls for simple majority votes in most instances although, simplistically put, F1 traditionally demanded 70 per cent agreement where decisions are taken before 30 June, and unanimity if voted thereafter. Thus four votes out of 11 cannot fly.

Ecclestone has proposed a Strategy Committee to streamline the tortuous

process outlined in the 2010-12 Concorde Agreement, in which items were debated in FIA Sporting/ Technical Working Groups and then forwarded to the 26-seat Formula One Commission, then escalated to the FIA's World Motor Sport Council for ratification. In reality the new structure just adds yet another layer between the teams and the WMSC.

The Strategy Committee consists of the Big Four, plus two outfits co-opted by Ecclestone: Williams and Lotus. By bringing them into the fold Ecclestone has, in effect, obtained two votes.

Thus this sextet met at Monaco and unilaterally agreed a number of self-serving points: up to nine days' in-season testing; bans on the (restricted) straightline/constant-radius tests permitted under current rules; and further reductions of the current weekly 40-hour/40-teraflops windtunnel/CFD equivalent to 33/33. All of these will hit the likes of Sauber and Force India, who are geared up for simulations rather than out-and-out testing.

The minnows have, in effect, been presented with Hobson's choice. Most are reliant upon the likes of Ferrari and Mercedes for 2014 power units, and are therefore unlikely to protest. Toro Rosso's family relationship with Red Bull means they will always fall in line with the senior team, while Marussia, strangely sidelined by Ecclestone, hope fervently to seal a deal for Maranello engines.

So what chance of the Monaco Agreement flying? Two team bosses told this author that "due process would be followed before the proposals are put to the WMSC for ratification". Due process? No official Sporting or Technical Working Groups exist, while the Formula One Commission last met in mid-2012.

Is the WMSC, scheduled to meet at the end of June, empowered to consider matters forwarded to it by unofficial groups that exist only in draft contract form, or should these be bounced back pending Concorde? Either way, don't overlook the determination of the players to force through such changes.

But to what end? Simple: Ecclestone dreams of a two-tier structure, with Strategy Committee members supplying customer cars (and engines where applicable) to the rest.

In the short term, this arrangement makes commercial sense for those on the receiving end – but is it F1, which is, after all, a sport first and a business second? And where does it lead us in the long term?




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VALTTERI BOTTAS ROOKIE YEAR

The Williams racer reveals all about his first season in F1

WE'RE ALL SET TO CELEBRATE WILLIAMS' 600TH F1 GRAND PRIX START

This coming month, Williams are planning to hold some special events to commemorate a very important milestone. This year's British Grand Prix will be the team's 600th Formula 1 grand prix start. It's appropriate that the anniversary coincides with Silverstone, as not only is it our home race, but it's also the scene of their first grand prix victory back in 1979.

Six hundred races is a huge achievement and only two other current teams have started more than that: Ferrari and McLaren. Williams have played a massive role in the history of Formula 1 and although I was only born in 1989, all the time I've been watching the sport they have been a very important team. My first memory of them was in video games when I was very young: I used to race as Alain Prost's yellow and blue 1993 car on the Super Nintendo.

The next memory I have of the team is of the famous 1997 world title decider when Jacques Villeneuve was in his Williams, chasing down Michael Schumacher for the championship. I was really fond of that car in those blue and white colours and I've seen that chassis recently. It's housed in the Williams museum inside the factory at Grove... did you know that it still has the mark on the sidepod on the left-hand side of the car where Schumacher turned in and hit Villeneuve? It was great not only to see Williams winning the championship that day, but also to see Mika Häkkinen claim his first Formula 1 victory.

When I first went to the Williams factory, I visited the museum and saw the old collection of drivers'

helmets, which are kept in a display cabinet. There are loads of really famous lids from former legends although, to be fair, I wasn't that great at identifying them all as many of them were a bit before my time...

One helmet that was easily recognisable to me was that of Keke Rosberg. Back in Finland, everyone knows who Williams are because Keke won the world title with them in 1982. Williams have had times where they were unbeatable for many years, throughout periods in the 1980s and 1990s. Even in the early 2000s, with Juan Pablo Montoya and Ralf Schumacher, they came very close to winning the championship.

The team's success is not just down to Frank Williams and Patrick Head, it includes so many of the guys in the race team and back at the factory. Some of the support team, who also look after our historic cars,

"Jacques Villeneuve's 1997 car is in the Williams museum... it still has the mark on the sidepod from where Schumacher turned in and hit him"

are the same mechanics who ran those cars to victories and championships. Williams are a pure racing team – racing is everything and it has always been. Frank is instrumental to that and when Patrick was here, so was he. A number of times I've heard Patrick start a conversation with the sentence: "I remember back in the good old days..." We don't see Patrick as much now, as he's enjoying life outside F1 – so fortunately for me, I just managed to avoid being shouted at by him!

I have spoken to Frank a bit about the old days and I have asked him about Ayrton Senna and he's told me about him quite a lot. About how motivated he was and how he wanted to be the best and how racing was everything for him. He's said a lot of good things about his past drivers, especially all the world champions who have driven for him. He always has a lot of good words for his drivers.

But Frank never gives up. Even now when I see him he always asks me about the car and how it feels. He always wants to know even the very smallest of details. He's always had that very competitive spirit and the desire to succeed and that's why it's been very special for me to enter Formula 1 this year with such a legendary team. Here's to the next 600 races...





□ Turn to page 98 for a very special feature celebrating all 114 Williams grand prix victories, with recollections from each of their living race winners.

Clay Regazzoni takes the FW07 to Williams' maiden grand prix victory at Silverstone in 1979



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★ STAR LETTER

Failures for race leaders, such as Hamilton in Abu Dhabi 2012, are rare. So why complain about the uncertainty brought in by tyres?



Surely the thrill lies in the uncertainty?

There's still no relief from the tedious discussion over tyres in F1. There is a suggestion that drivers have always been able to race flat-out and that this year the sport has departed from that norm. Are some people confusing F1 with karting? My understanding is that F1 is a long-distance road race and it's the driver's responsibility to ensure the car makes it to the flag. Many races have been decided by a car's failure to break down.

The recent trend towards slot-racing means we've lost the tension of wondering if a race leader will avoid an engine blow-up or gearbox failure. Now some want to remove uncertainty over tyre wear, too. Must everything be predictable? To save some individuals from the trauma of uncertainty, why not feed drivers' best simulator times into a computer and let it tell us the race result? That way, we travelling fans can save ourselves money and do something more constructive with our Sundays.

Vic Smith
By email



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Decision time for F1

I was frustrated with commentators and F1 personnel who suggested that a four-stop race was too complicated for the fans. The Spanish GP was fascinating, but it was not flat-out racing. F1 needs to decide what it wants to be: foot-to-the-floor racing or a complex combination of fast cars, tyre management, fuel-management, DRS, aerodynamics, KERS, fast cars and skilled drivers.

I do feel that Pirelli have an impossible task with the current approach to tyres. Why don't they offer four compounds and let the teams each select one compound for the weekend? We could then have all four compounds being raced by different teams during a GP, but teams could not complain because they would have made their own choice. That should give good racing, but would it be too hard for the fans to follow?

Alastair Gilchrist
Northumberland, UK

We underestimated Nico

During Michael Schumacher's Mercedes comeback, there was a perception that Nico's ability to outqualify and outrace him was more a reflection of Michael's loss of edge than an indicator of Nico's outstanding talent.

I feel this was a view that did a disservice to both Nico and Michael. In fact, given Nico's pace this season when measured against an on-form Lewis, it serves only to prove that Michael had lost none of his previous prowess and Nico's pace was widely underestimated.

I'm looking forward to the rest of the season to see where the rivalry between Nico and Lewis takes them.

Gethin Issac
By email

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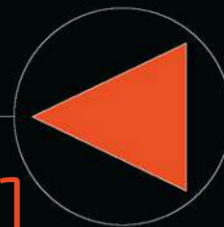
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WORDS JAMES ROBERTS PICTURES JAMES MANN

If ever there was a Formula 1 story that defined the old adage 'back to the drawing board', it was the extraordinary discovery that led the Leyton House team from non-qualification to the verge of the winners' circle in grands prix just two weeks apart.


At the end of June, in the balmy summer of 1990, both Ivan Capelli and Maurico Gugelmin failed to qualify at the bumpy Autódromo Hermanos Rodríguez circuit in Mexico. The problematic CG901 chassis had its chief designer, a youthful Adrian Newey, tearing his hair out in frustration.

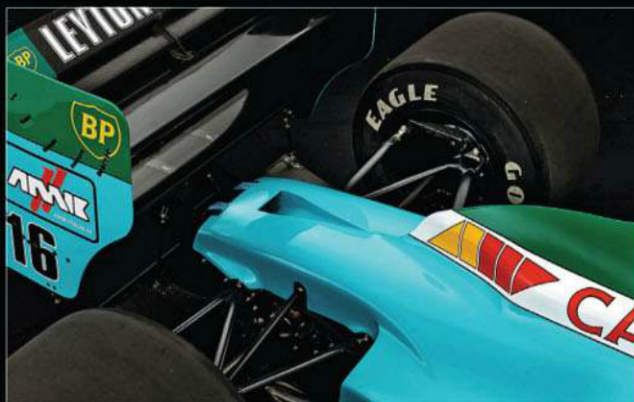
The turquoise and green machine was only the third Formula 1 car that Newey had designed and it featured many of his hallmarks. Driver comfort was secondary to a neat, tidy, aerodynamically efficient chassis – shaped largely from hours spent in Southampton University's windtunnel. The result was a tricky car for the stalwart drivers, Capelli and Gugelmin, to operate, since its suspension was ultra-stiff in order to provide a stable aerodynamic platform. On the Mexican Grand Prix circuit's painfully bumpy track, therefore, that stiff setup made the CG901 all but undrivable.

But something else was wrong. The results Newey was obtaining from the windtunnel were not correlating with what his drivers were experiencing on track. The only remaining option was to ascertain whether the windtunnel was performing correctly – and it wasn't. Part of the structure had developed an incremental warp, causing an acoustic resonance, and that small factor was big enough to send the data – and the car's performance – askew.

Newey had set about designing a B-spec, featuring a new floor that ended with a heavily revised (and exhaust-fed) diffuser. This car made its debut at the French Grand Prix.

Just two weeks after the calamity of Mexico, the turnaround was extraordinary. The new aero package worked beautifully on the billiard-table-smooth Paul Ricard circuit and the Leyton House duo drove a canny race, choosing not to stop for fresh Goodyears, while, one by one, those ahead of them pitted. A sensational one-two was on the cards until an oil leak forced second-placed Gugelmin to retire.

Then, three laps from home, the fairytale was over as Capelli's oil pump broke. He nursed his car to second, ahead of Ayrton Senna but behind ultimate race winner Alain Prost. As for Newey, he had already left as a consequence of the behind-the-scenes power struggles at Leyton House. He was ready to start his next job – designing cars for Williams... 



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BRITISH GRAND PRIX PREVIEW

With four home drivers on the grid and one of F1's grandee British teams celebrating their 600th grand prix, Silverstone will be buzzing this year

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"I don't fear anything in life..." The 2008 Formula 1 world champion answers YOUR questions

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The deputy team principal and daughter of Sir Frank, looks back at the epic history of Williams F1



Lewis Hamilton

From Nico to Nicole, from Senna to Seb. No holds barred and no question ducked, *F1 Racing* gives you the one and only Lewis Carl Davidson Hamilton, answering your questions...

WORDS ANTHONY ROWLINSON PORTRAITS ANDREW FERRARO/LAT

SUPERSTAR. It's still the most appropriate word to describe this most celebrity-tinged Formula 1 driver. It's not just his ex-Pussycat Doll girlfriend, Nicole Scherzinger; nor is it their LA-Monaco jet-set lifestyle; nor even the tattoo, shades, and rap-cool image. No, it's simply that Lewis has oozed star quality from his earliest days in karts and has carried that through over twenty years to the forefront of F1.

Oh-so-nearly a rookie champion in 2007 and to this day probably the fastest guy out there, Lewis has always seemed 'the chosen one' – the driver most likely, since his idol Ayrton Senna, to transcend mere sporting greatness and become a global icon. All these qualities, *F1 Racing* can confirm, remain robustly intact, as do his ferocious competitive spirit and volcanic talent at the wheel of a racing car. Yet there is also, as we will see, a humble Lewis Hamilton inside that superstar shell – a young man who speaks without guile of family and faith and who

confesses himself "amazed" that people should be his fans. There are thousands of you out there, though, and we were swamped with questions to put to him. Lewis seems pleased when we inform him that every one is from a reader and that he should therefore expect the unexpected.

"Okay, cool," he laughs. "Bring it on."

No ordinary driver, is Lewis Hamilton. And no ordinary man...

Watching you drive Senna's MP4/4 was one of the best F1 moments I've ever seen. Are there any other historic F1 cars that you'd love to drive?

Paul Sheather, Australia

Driving Senna's car was just the ultimate dream. I've driven one of Prost's cars, too, from probably '86 – maybe '85 – and that was pretty cool. But I liked that Tyrrell with the six wheels – was it the P34 [from 1976-77]? That looked pretty cool. And what about the one with the jet engine at

the back...? No, the fan! [Lewis is referring to the Brabham 'fan car', the BT46B of 1978, which Niki Lauda raced to victory in Sweden. The team then withdrew it before it could be banned] That was pretty cool, but they made it illegal, right?

At grand prix autograph sessions you always seem genuinely happy and smiley when mixing with the great unwashed (like me). Your fellow drivers appear mostly miserable. How come?

Tony Brown, UK

[Laughs] For me, from where I've come from in Stevenage, I'd never in a million years have thought I would have a fan base. Never. I'm massively surprised by it every year, every day. Every time I have a fan coming up to me, it's just remarkable that they take the time out to be with me, so I want to show appreciation for that. It makes me happy to have people that support and like me. I can feed off it. They give me energy. →



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What's the best night out you've ever had with Nicole?

Katrina Cullen, UK

The best night out I've had with Nicole... Hmm... [he smiles, lost in recollection] Well, obviously we have had some great ones, but the first night we had partying together was one of the best nights out I'd ever had. It was in Munich at the MTV awards. That was where we met, actually. Since then, the best night was our last anniversary. We were on a boat somewhere and we had a nice, romantic, quiet time.

When are you going to marry Nicole?

Reginald Thurley, USA

Ha ha ha! That's a good question. I don't know. We've been together five years, which is quite a milestone really. So I think we're going to enjoy that and... well, she's got so many ambitions still, and she's so focused on her work – as am I – and we live still in different countries, so that hasn't really changed. But hopefully in the near future. Maybe before we get to six years...

Can you see yourself driving for Ferrari in the future?

David Charles, UK

Um, at the moment I can't see myself anywhere else because I'm really happy where I am. But what I can say is that throughout my racing career and through karting and everything Ferrari have always been one of the top teams and it's always a desire for any driver to drive for them. So anyone who gets that chance, no matter where you are or what car you drive, you look at a Ferrari and think: 'That's pretty cool.' But like I said, at the moment I'm really happy where I am and I hope Mercedes keep me for even longer.

What are your long-term plans? Would you ever return to McLaren... or would you ever join Red Bull while Vettel's there?

Julie Turkington, UK

Would I ever go to Red Bull if Vettel was there? I would go up against *any* driver. Any time, any place. Any team. Whoever it is, that's not a worry for me, I would have happily been Sebastian's team-mate. He has a great car, so it would have been a great experience. Back to McLaren? I could never rule that out. That's the team I grew up in and it still has a really good place in my heart. People have tried to build negativity around it when there isn't any. There's a really good vibe between us. So yeah, who knows?

Who is tougher to race: Alonso or Vettel?

Piers Terry, UK

I think Alonso, personally. I've never raced Vettel in the same team, but I have driven alongside Alonso and he was the toughest opponent I have ever had. It's his sheer, raw, speed – he's just massively quick. You have to be really 'on it' to beat him. You have to bring your 'A' game and more. He's very consistent, very fast and very smart in the way he controls the car and the techniques he uses, so it's not easy to beat him.

What do you enjoy most about the Mercedes team environment?

Yasmin Farias, Brazil

It's the atmosphere they create. The personnel that they have... they're all genuinely nice people. I had that at McLaren, too, I must say, in terms of great people. But there's a really relaxed environment here and I like that they let the drivers focus on the racing more than on the promotional events. So we can just focus on that. It's about winning more than anything.

As a man who appreciates rap, would you ever break into rap in a top three interview?

Matt Pegler, UK

Would I ever rap *at* a top-three presser? [Lewis is bamboozled by this question, then laughs] Heh heh heh... I used to rap when I was younger, but I would never do it now. Definitely not. I wasn't good enough as a rapper. And definitely not in a press conference. No way, man!

Do you think, after Barcelona, that the current F1 tyres are unfit for purpose?

Andrew Wilkins, UK

I think F1 tyres at the moment are... [he chooses his words carefully] ...they could be better, definitely. I preferred the previous year's tyres, but it is what we have and we all have to deal with what we have. Some people deal with it better than others and I think that changes, hopefully, will be coming.

Would you love to have a Formula 1 race in the Caribbean?

Fareed Ali, Canada

No, not really. Not particularly. The Caribbean is a place to relax and go on holiday. If you have a race there, it takes that away. I like going where my family live and it being a nice relaxing holiday which is away from everything... away from busy roads and busy life.

How is Nico Rosberg as a team-mate? Do you two hang out much outside of F1?

Rohan Jayawant, UK

We don't really hang out now. We hung out more before, but I think when you become team-mates the competition and the intensity of the competition builds up. And that builds an invisible wall between you because of the nature of what you're doing. But it doesn't mean that you're not friends or that you don't get along. But that wall means you keep yourselves separate. Nico is a fantastic team-mate. He's very, very fast and always has been. And he's even faster now than when we were in karting. He's actually driving fantastically well, so I really have to bring my 'A' game.

What did you talk about with Valentino Rossi at the MotoGP race at Le Mans?

J Trevor, UK

It was quite funny. I just said that I was a huge fan of his and he said "I'm a big fan of yours as well." And we spoke about riding MotoGP bikes and how I'd like to ride one. He spoke about F1, too, but generally it was just how pleased we were to meet each other, because we'd seen each other on TV. For me, it was a great moment. →

Did winning the title in Brazil 2008 make up for your gravel-trap error at China 2007 (probably the moment that cost you a world title in your rookie season)?

Finn Reynolds, Australia

Nothing can make up for 2007. It was a really sad moment in my life. And it doesn't matter if you say 'it was your first year', 'you should be grateful for where you came', that's all crap. Winning that championship... I had done so well that year but I had had quite a few penalties, some deserved, some not... but it was definitely the worst experience I have had in my life I would say. Losing the world championship when you're that close to it. Especially in your first year. I mean, no one has done it and I would probably have to say that I'm the closest to having done it in my first year. People will forget that though.







Now you've 'traded paint' with NASCAR's Tony Stewart, is there some other type of race car you'd like to sample?

Anne Proffit, USA

Not really. I'd be more keen to try a MotoGP bike. I wanted to bike before I got into karts, but my dad got me a kart instead, which I'm grateful for now, obviously. But I definitely would like to try motorbikes at some stage.

FIR: Racing?

No, I'd just like to try one. But if I'm any good, then maybe. But I'm into bikes. I'm riding one here [Monaco] this weekend.

Actually, I would like to race NASCAR. Or any IndyCar race – but not on an oval. It would have to be a road course, as I'd have more chance. I wouldn't do anything unless it was to win. No messing around!

Hi Lewis. Like you, I was a huge fan of Ayrton Senna. What is your single best memory of him?

Nick Warner, UK

My best memory of Ayrton would be... well, obviously you've got the memories of him winning the world championships. But when he crashed with Prost and kept going and drove through the field and still won [the 1989 Japanese GP, in which Senna finished first, but was later penalised, handing Alessandro Nannini the victory], that's one of the best memories I have of him. I feel at some points he was unfairly treated and I agreed with him on many aspects. One of my favourite memories is from a video I used to watch all the time. He was on a boat and he was jet-skiing with his nephews... just seeing

him happy like that was the coolest memory I have of him. I really loved that video. *Racing is in my Blood* I think it was called.

What is your favourite junk food?

Carl Varney, UK

I don't really eat junk food. Sweets! Candy.

What's the best lap you've ever driven? Can you describe it?

Raymond Umbara, Indonesia

Probably it would be a pole lap. Something like Brazil 2012. That was great lap. If I'm honest I don't really remember it all, but whenever you get a pole, it's always a great lap and that was one of the best. Singapore 2012 – that was probably one of my best laps, I think. When you have the biggest gap to someone, that's when you know it's a good lap. Half a second!

What do you fear most in life and why?

Laurence Zumpo, Australia

I don't really fear anything in life. The greatest fear for man is failing, and as I get older [Lewis is 28] that becomes more apparent. But it's not something that lingers in my mind. I've already achieved quite a lot, but it's been years since I won a championship and years since I won more than five races in a season. So I don't know how many years I have left and I need to do better.

What does your new tattoo symbolise?

John Conroy, USA

My new tattoo is on my right arm. I've had one on my back for two years. On my arm I have Jesus and Mary... it's based on a Michelangelo

sculpture. And it's Jesus holding Mary up in the heavens. Then I have a sacred heart here in the centre, which acts as the sun. Then I have the sun's rays shining up into the heavens, then shining down onto my guardian angel. I have a music symbol here which has actually been done wrong, but it's there as I'm really into music.

When all is said and done, how would you like to be remembered?

Niral Charadva, UK

To be honest, I don't really want to think of being remembered just at the moment because that would kind of mean that I'm dead. Dead or gone. So if I am remembered, then maybe as a kind person, as someone who cared about people and who was very close to his family. Someone who was just an ultimate racer. Nothing else. Just a pure racer. 🏁

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PAUL DI RESTA'S **ULTIMATE** LAP OF SILVERSTONE

Silverstone's still a thriller – as challenging through the high-speed twisties as it is technical through the noodly bits. Force India ace Paul Di Resta talks us through every inch of the fabled Northamptonshire Tarmac

WORDS JAMES ROBERTS PORTRAITS GLENN DUNBAR/LAT



At the end of Paul Di Resta's

first year in Formula 1, *F1 Racing* asked him what was his best memory of 2011. "Without doubt," he said, "it was Silverstone" – a race-day atmosphere he went on to describe as "electric".

At such a daunting venue, his raw speed shone through and in qualifying he sliced his unfancied Force India into P6. Last year he again reached Q3, starting from tenth on the grid. Both races, however, were troubled: a bodged pitstop (2011) and a clash of wheels (2012) ruined his Sundays, despite his obvious skills around Silverstone's high-speed sweeps.

So ahead of this year's race, who better to ask for the lowdown on the three sectors that comprise the 3.66-mile circuit? Pen in hand, Di Resta talked us around every corner, sketching the perfect racing line for each one. And this is what he had to say... →



SECTOR 1



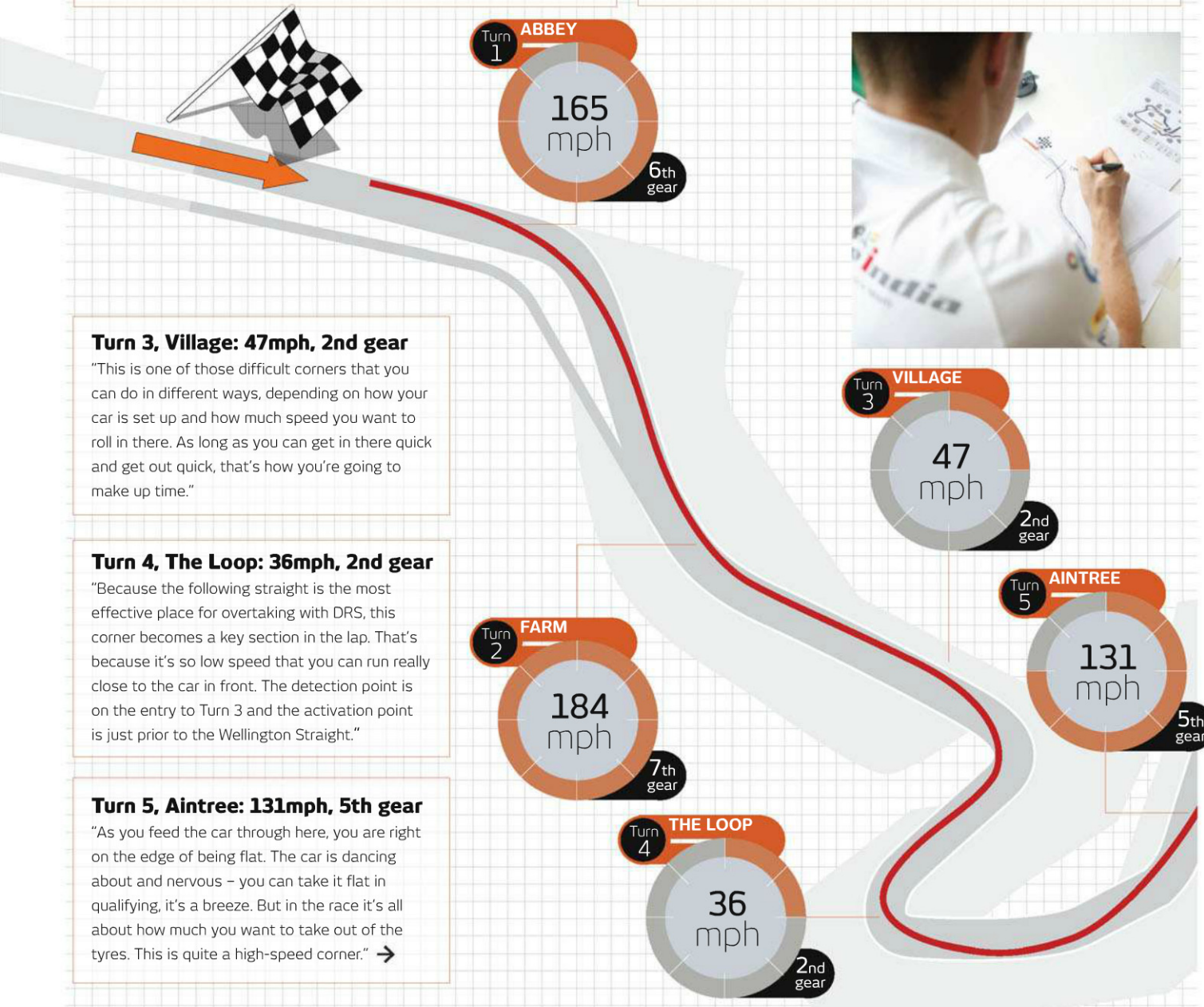
Turn 1, Abbey: 165mph, 6th gear

"The new first turn is very high speed; for some cars it's a flat downshift, but other cars do it in seventh. The most noticeable thing that affects the car is a massive bump due to a surface change right on the entrance to the corner. Cars bottom out quite heavily here.

"You definitely don't touch the kerbs on the apex... you get close to the exit kerb, but that's only because you want to be flat. You sometimes downshift on the exit, just to pull it out of the corner."

Turn 2, Farm: 184mph, 7th gear

"When you feed the car out of Turn 1, you don't worry about your line before Turn 2. You get up to fifth or sixth gear before you enter it, but it's a section where your speed doesn't change all that much, so you only scrub it as you're turning the car. Wherever the car takes you and wherever you drive from here, you tend to hug it to make it the shortest distance corner. This first sector is about being clean. Where you are really going to make up the time is in the next sector."



Turn 3, Village: 47mph, 2nd gear

"This is one of those difficult corners that you can do in different ways, depending on how your car is set up and how much speed you want to roll in there. As long as you can get in there quick and get out quick, that's how you're going to make up time."

Turn 4, The Loop: 36mph, 2nd gear

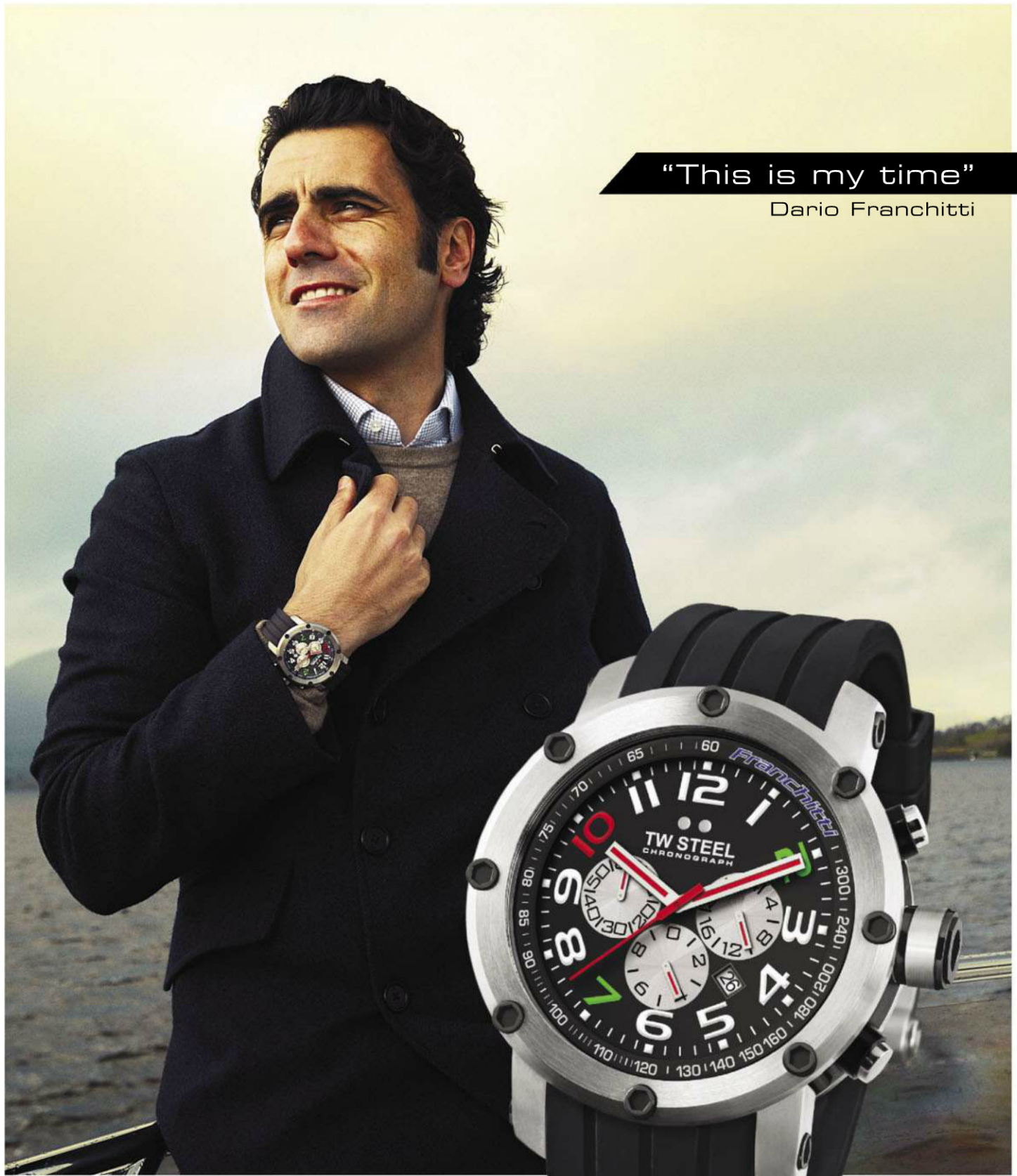
"Because the following straight is the most effective place for overtaking with DRS, this corner becomes a key section in the lap. That's because it's so low speed that you can run really close to the car in front. The detection point is on the entry to Turn 3 and the activation point is just prior to the Wellington Straight."

Turn 5, Aintree: 131mph, 5th gear

"As you feed the car through here, you are right on the edge of being flat. The car is dancing about and nervous - you can take it flat in qualifying, it's a breeze. But in the race it's all about how much you want to take out of the tyres. This is quite a high-speed corner." →

"This is my time"

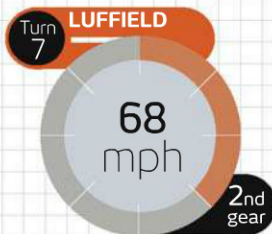
Dario Franchitti



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SECTOR 2



Turn 6, Brooklands: 59mph, 2nd gear

"Going down into this corner is one of my favourite bits of the track. You go past the big BRDC clubhouse, and I'm a proud member of the club. I'll have a lot of friends and family in there on race day; they get a good view of cars at high speed on the straight and braking late into this corner.

"It's a very late apex here because you want to open up the corner to get a good entry into the next bend."

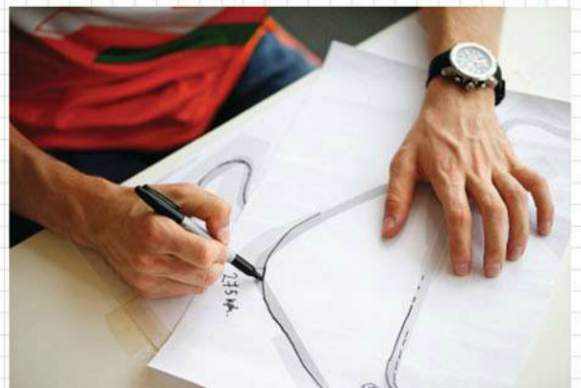
Turn 7, Luffield: 68mph, 2nd gear

"Here you want to roll the speed in and aim for the car to take a late apex. You build understeer, you wait on the car, then you need to rotate from having a bit of understeer to standing on the power to straighten it up. I've exaggerated the line, but effectively you're looking for a nice 'V' although it's a round corner – you need to barrel in right on the limit of the car, transfer weight to the rear axle and when you feel it, that's when you crank on the power to get out.

"The exit kerb is flat. You need to hold it in a higher gear, but when you downshift you don't want it to kick out the rear axle, so you downshift at the last minute. You need to wind the lock off the car as quickly as possible and be flat as quick as you can. This corner is very hard on the tyres as the weight goes from the front to the rear."

Turn 8, Woodcote, 165mph, 6th gear

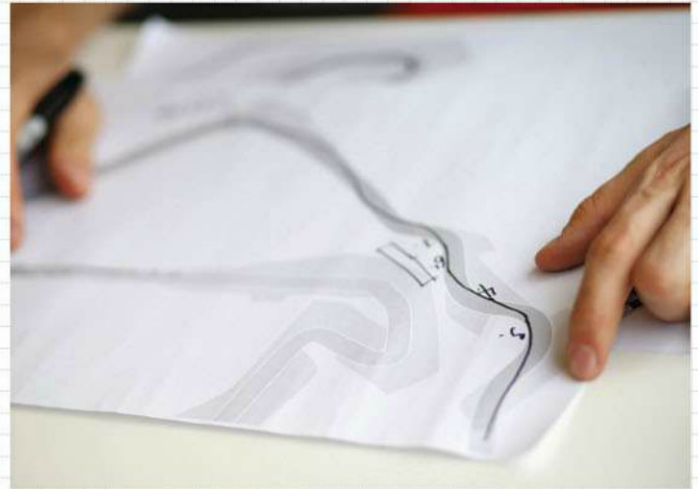
"Woodcote is flat and it's strange because it has all opened up here. The barriers and grandstands used to be much closer to the track."



Turn 9, Copse: 178mph, 7th gear

"This is where an F1 car really excels. It's a bit of track where you think, 'Wow!' It can honestly scare you in what you can achieve. You arrive at Copse in seventh and if the wind is in the right direction you can stay in seventh. But if you don't have the wind, it's similar to how Turn 1 is now in that it requires a downshift – although it's a much more challenging corner. Your engineer will help by informing you of the wind direction.

"You can get through this corner quickly, and a well-balanced car makes a big difference. You must get on the apex, you must use all the track on the exit – but not the kerbs. You want the car to take you to the outside of the track, but you don't want to find yourself on the exit kerb as it will suck the car towards the wall. Even in the rain this is a fast corner – and it's nearly 90°. It's certainly not a kink."

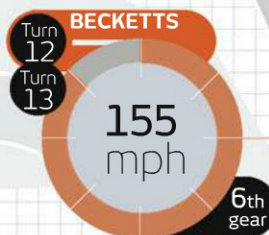
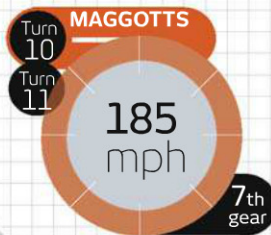


Turns 10 & 11, Maggotts: 185mph, 7th gear Turns 12 & 13, Becketts: 155mph, 6th gear

"The most impressive place to watch an F1 car change direction is here at Maggotts. You're flat into the first section, you scrub off a bit of speed, change down into sixth – down to fifth further round and then you're down to fourth by the end of this complex. You use the downshifts to slow the car – you hardly use the brakes. You gradually run out of front tyre around here so you're understeering. It's not ideal.

"Getting in here flat with the direction change is hard to explain. Mark Webber was in front of me on the first lap I did here and he just took miles out of me. I was amazed to see what that car could do and then I needed time to build myself up to that pace."

"The most impressive place to watch an F1 car change direction is at Maggotts"



Turn 14 Chapel: 157mph, 5th gear

"Again, you need to get on the power really early here. You want the car to take itself to the outside of the track. It's an easy flat corner so you want to make sure you're hooked up at the apex." →



SECTOR 3



"As the car crests over the hill at Stowe, there's a sensation of the car going light for a second"

Turn 15, Stowe: 124mph, 4th gear

"Running down Hangar Straight is where we enter the second DRS zone. Top speed on the straight is seventh gear and 190mph – then we enter Stowe."


"This is another late apex and it's blind over a hill off-camber. You brake past the corner because you grab the apex so late. You gather the car in and as you come out, the car crests over the hill and there's a sensation of the car going light for a second. You downshift at the last moment because you need the acceleration over the hill for the downforce."



Turn 16, Vale: 59mph, 2nd gear

"This last sector is quite easy, but it's all rear-locking because you've run out of tyres by this stage of the lap. A bit of front-locking will compromise you, but it's all about getting the first apex. If you miss that, you're going to give away 0.3 seconds."

Turn 17: Club, 140mph, 4th gear

"Getting the first apex is key to driving yourself to the second one. You have to be flat through the last corner and then nail it across the wide part, using your KERS as you come out of there. That's where the weight transfer is and the rear of the car wants to oversteer. And that's a lap of Silverstone!" 





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Silverstone to the Max

There's only one way to make up for lack of experience at a circuit – head to a simulator and finesse your technique virtually. We join Marussia's Max Chilton as he prepares for his first British GP

WORDS JAMES ROBERTS

PHOTOS MALCOLM GRIFFITHS/LAT

"This is the ultimate experience in motor sports simulation, the absolute challenge to nerves and reflexes. Experience the exhilaration and excitement of driving a high-performance car where your co-ordination will be tested to unbelievable limits."

Thus read the enthusiastic back-of-the-box blurb of the 1987 computer game *Out Run*, wherein you took the wheel of a Ferrari Testarossa – or, rather, something that vaguely looked like one. For while the author may have had high hopes for the accuracy of his prose, once you had completed the laborious process of loading the game via tape onto your Sinclair ZX Spectrum (a machine whose memory would barely contain a modern email), you'd struggle to correlate the blocky graphics and unresponsive gameplay with the high-flown promise of the box art. →





Fast-forward 25 years and the enormous advances in computing power have made simulation a very useful tool in helping young drivers master their craft. Today's full-motion simulators sit on hydraulic arms, with force-feedback steering wheels and projected displays (sometimes in 3D). Some even have belt-tightening systems to squeeze you back into the seat when you hit the brakes.

It's machines such as these that will help 22-year-old Marussia newcomer Max Chilton approach this year's British GP with greater confidence. Unlike his rookie predecessors of decades past, Chilton will already be *au fait* with every nuance of the Silverstone circuit thanks to modern Formula 1 simulators.

These state-of-the-art systems have also carved out a role beyond helping drivers to practise on unfamiliar circuits; they've become a fundamental part of the job of being a racing driver in today's world. Data acquisition capabilities have reached levels of sophistication that enable teams to evaluate new components virtually before signing them off for manufacture. A successful virtual test is now a prerequisite in the design process – for the teams that have in-house simulators, that is.

In the past, rookies taking on new circuits would need as much track time as possible to learn the racing line, braking points and gears. But Max Chilton will arrive at Silverstone knowing all this already, thanks to the hours

he'll have spent in the simulator in the days leading up to the race.

"The first time I used a simulator was at the end of 2008 to learn the Macau street circuit," says Chilton. "It's quite a long lap, it's very technical, and it's not a place you can hire out to learn on – so I spent some time on a simulator and quickly realised it was the perfect learning tool. In fact, it was so accurate that the actual time I did in qualifying at Macau was within 0.05secs of the time I did in the simulator. That's when I thought: 'this is the future.'"

As drivers' careers progress through the ranks of Formula 3, GP3 and GP2, they often find themselves with less track time than they need – largely because of measures taken to reduce costs. By the time they reach Formula 1, rookie drivers face an environment without in-season testing, and a crammed time frame during race weekends in which 'the programme' (testing new parts, evaluating tyre wear, fettling car setup, etc) takes precedence over learning the racing lines and braking points. In terms of circuits visited, the feeder series overlap with F1 at many but not all grand prix venues, which is why drivers are turning to simulators to make up the knowledge gap.

As a result, Chilton (and Marussia team-mate Jules Bianchi) will spend the Monday or the Tuesday before a grand prix in McLaren's state-of-the-art simulator, thanks to a technical tie-up between the Woking team and Marussia. →



Chilton puts all that practice into practice at this Spanish GP

CHASE CHILTON

F1 Racing takes on Max Chilton over a lap of Silverstone and manages to come within 0.3secs of his best lap... admittedly after quite a lot of help

We took Max Chilton to the Lets Race simulation centre close to his home in Reigate, Surrey, to see how close we could get to his lap time around Silverstone.

The Lets Race centre is the only venue in the world equipped with ten interconnected full-motion simulators. Each machine is built on a couple of ball screws that can provide up to 1.5G of force to give an accurate sensation of how the car is moving around in four directions.

"We use rFactor [racing simulator software], which doesn't require very much memory [about four gigabytes] and the top of the range graphic cards," says Adam Grist, simulation consultant at Lets Race. "We've also developed an algorithm that scales down the movement of the car and operates the drives on the motion platform." Each unit cost around £120,000 to build.

Five laps in and I'm already beginning to notice how physically tough the forces are on the steering wheel and the adrenaline of trying to set a competitive lap time is causing me to sweat - a lot. Because of the motional forces, you genuinely can feel the car start to slide or oversteer, which means you can react accordingly. I try very hard not to make any



Chilton gives Roberts some top tips

mistakes and am delighted with the clean lap I put in - until I see the lap time...

Chilton manages a 1min 36.174secs, while my best time is 1min 43.947secs - nearly eight seconds off the pace. But when my lap is overlaid with Chilton's on the telemetry, he points out where I'm going wrong. "Your braking is good, you're getting the car to stop - but at four corners you're braking probably about ten or 20 metres too early and in some cases getting back on the power before the apex."

I listen intently as Max talks me through my lap telemetry, and I'm allowed back out onto the circuit to put his wisdom to the test. The result? I'm now eight seconds faster and just 0.3secs off Chilton's new best time. Plus, I now hold the second fastest lap ever recorded at the Lets Race centre for Silverstone. Proof, if ever it were needed, of just how important simulators have become in improving performance.

● To take part in the 'Chase Chilton' challenge, visit www.letsrace.co.uk for more information

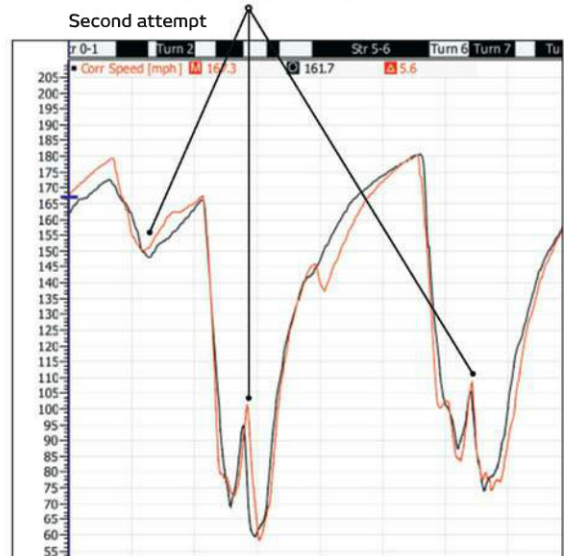
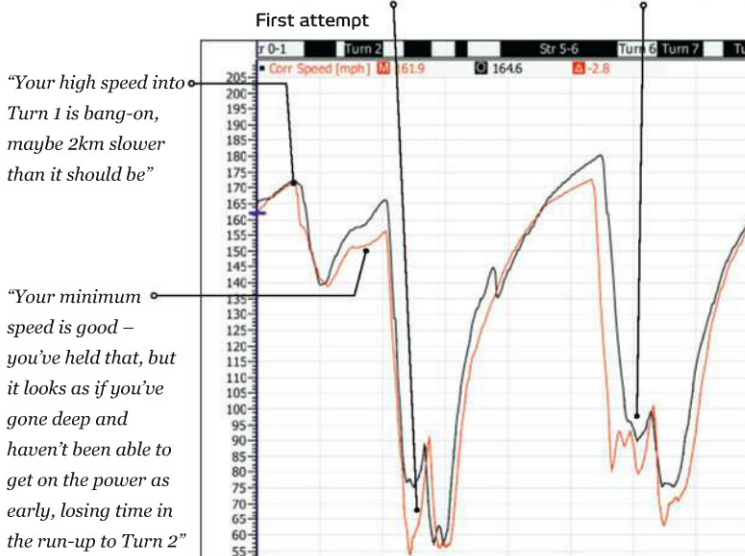
TELEMETRY Max Chilton talks F1 Racing through our telemetry...

KEY
MAX CHILTON ■
F1 RACING ■

"Here, it looks as if you've braked ten metres too soon for Turn 2; you've slowed the car down too much. I've rolled the speed through the car"

"Down into the BRDC left-hander, you've realised that you've slowed it down too much and then accelerated again to the apex of the corner"

"On your second run, your pace is much closer to mine - you can see how similar the traces are. You've braked much later, your minimum speed is higher and your exits are better"





Chilton is accompanied by his race engineer, his data engineer, a factory-based programmer (who is developing the sim model), and the McLaren technicians running the machine. Max explains to us the work he'll undertake during a session on the Silverstone circuit in the week before the grand prix.

"We'll perfect the racing line and learn exactly which gear we need to take for every corner on the track," he says. "Likewise braking points and throttle inputs as well as KERS and DRS usage. That's the first priority and we'll do ten-lap stints and get down to a base time pretty quickly. From that point we'll start working on the balance of the car and start asking to change gear ratios or some other parameter.

"If we get high-speed understeer at a particular corner on the simulator, we know that will correspond to high-speed understeer at the same corner in real life. So we try to iron out all the problems we have in the simulator first. We'll then expand the programme, perhaps add on one or two points of downforce from an update that's coming in, then work on anti-roll bars, wings, brake pressure – just the small things we don't want to be wasting time with in Friday's first free practice session: we'll have more important stuff to test out then. So anything you can tweak on a racing car, we'll do it on the simulator."

The simulators we're running in today, however, are not affiliated to any Formula 1 team. They belong to Let's Race in Horley, Surrey, and are full-motion sims that are available for anyone to hire, either

for sole use or to compete against your mates (see panel). The circuit we've loaded today is Silverstone (obviously), and Chilton achieves a best lap of 1min 35.975secs running with a setup that mimics the 2012 Marussia. Qualifying for last year's British Grand Prix was run in wet weather, but for a comparative time you need only look at Timo Glock's 1min 36.203secs lap in qualifying for the 2011 British GP to gauge how realistically accurate the lap detail is.

"The difference in time between a simulated lap and a real one is usually a couple of tenths of a second," explains Chilton. "Of course, the main difference is that when you first go to a track, it can be really green so you can lose a second or two to its theoretical best on the simulator.


"There can also be a one-second-per-lap difference due to temperatures, too – or if Pirelli

change the tyres. But the way you drive your lap, where you apply the brakes or change gear, snap oversteer, applying DRS and KERS, is all mind-blowingly accurate."

So modern sims have two benefits; the first is to practise and improve pace around a track, and the second is to give feedback to the engineers to help them develop the car. The latter area is still evolving, and the complexity increases when it comes to understanding and modelling how a car's tyres behave – particularly, as Max explains, when Pirelli change their tyres.

"Another massive difference between the simulator and real life is the tyre model. It's the biggest unknown and, as a driver, it's pretty hard to know whether the tyre model is right or not. For example, it might be calculated so that you travel through every corner and have

5mph less speed – but that equates to two seconds per lap and, as a driver, you don't understand why you're two seconds off when you're pushing to the limit. So the hardest thing for the team to work out is understanding what the tyres do – it can take you all year to perfect – and then Pirelli can go and change their tyres the following season."

Tyre modelling, DRS usage, points of downforce, suspension geometry, adjusting brake pressures, aero mapping, gear ratios and engine-management settings can all now be simulated. So it appears that we really are getting close to the 'ultimate experience in motorsports simulation'. It's all a far cry from manoeuvring that pixellated Ferrari in *Out Run...* 



"We tweak small things we don't want to waste time with in Friday practice"



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Easy like Sunday morning

Mark Webber's as proud an Aussie as they come. But his adopted home race, the British GP, allows one priceless luxury: a chilled Sunday morning

WORDS TOM CLARKSON PHOTOS MALCOLM GRIFFITHS/LAT





To fully understand the feeling, you need to spend 200 nights a year in a hotel room. Only then, when you've had it up to *here* with living out of a suitcase, can you begin to appreciate why Mark Webber loves the British Grand Prix so much. Silverstone, you see, is the Aussie's home race.

"I commute to the track from home every day," he says. "Everything's just so much easier: there's no going to the underground car park of a hotel to get rid of the car; there's no need

to book dinner at restaurants; there's no going up to the room only to discover that the key doesn't work. I'm able to sleep in my own bed, with my own things around me. It gives the whole race weekend a completely different rhythm to normal."

So does staying at home make him faster on-track?

"It shouldn't," he says. "But yes, it probably does. I'm more relaxed."

Mark will be the only driver commuting to Silverstone this year. Some of his rivals – Jenson, Lewis, Sebastian and Nico – will stay in lavish motorhomes in the BRDC car park, but Mark will be at home, sleeping in his own bed. He'll drive the 20-odd miles from Aylesbury to the circuit on Thursday, when traffic delays are minimal, and he'll commute

by helicopter for the business days of the race weekend to save time. With a tailwind, it's a flying time of just over nine minutes.

Given the international nature of Mark's work, he has a surprisingly strong pull towards his adopted country. He's lived in the UK since the autumn of 1995 and despite bouts of homesickness during the early years, he now calls it home – along with his parents' house in Queanbeyan, NSW. The life that he and his partner Ann live, nestled in the English countryside with their eclectic mix of pets, is the perfect antidote to the crazy world of F1.

"I need the space," he says. "I couldn't live somewhere like Monaco; I'd hate it."

The first time we discussed Mark's love of home was in March 2002, while travelling to the season-opener – his F1 debut – in Australia on a European Aviation 747. The plane was carrying some of Minardi's freight, hence the flight departed from Milan Malpensa. Yet Mark flew

"There's something very special about Silverstone. I love the track"



from Italy to England the previous day in order to spend one night in his own bed, before returning to Milan on the day of the flight. "Every night in your own bed counts in this business," he says.

He simply feels at home at Silverstone, either at the British Racing Drivers' Club, of which he's been a member for 15 years, or on the circuit proper, where he's enjoyed notable success. He took his first victory at Silverstone in Formula Ford and his two British GP wins (in 2010 and 2012) were from the top drawer.

"There's something very special about Silverstone," he says. "I love the track because it's one of the few places on the calendar where an F1 car doesn't feel choked. Through the fast corners we're driving on the limit and that's a fantastic feeling. I'm very comfortable through fast corners, and having had so much experience at Silverstone I think I'm better able to pick up the finer details than some. It's just a place where I enjoy racing."

Mark's movements on race-day morning are governed by the airspace around Silverstone. The former World War II bomber station is the busiest airport in Europe on the day of the British GP, with more than 4,000 documented aircraft movements during a 12-hour period. He has to choose a landing slot and stick to it.

The early race start of 1pm (instead of the usual 2pm for European races) means being in

Twice lucky at his 'home' race: Webber clocked up victories at Silverstone in 2010 and 2012



the paddock by 8.30am for the day's first meeting. He opts for a departure time of 8am, which gives him enough time to react if the fog has come down and it's not possible to fly.

"That happened last year, although luckily not on race day," he says. "The fog came down on Friday morning, which meant I had to drive to the track. I can always get as far as Dadford (a village three miles from Silverstone) without hitting traffic, even on race day, but that's where I ground to a halt. The team had to send a

scooter to pick me up, otherwise I would have missed the first practice session."

Until 8am, race morning at the Webber residence is the same as any other. Mark sets the alarm for 7am and bounces out of bed – "I'm a morning person." Job number one when he gets downstairs is to feed the dogs, Simba and Shadow, and the cat, Kiska. He then heads out for a morning stroll with the hounds, although on the day that he recreates his race morning routine, only Simba, a four-year-old Rhodesian Ridgeback, can make the trip because Shadow is recovering from a slipped disc.

Mark heads across the fields towards RAF Halton, passing through one full of dairy cows. As they amble over to check out Simba, Mark remains completely unfazed. Clearly he's a man who's at home around animals.

Once past the bovine interrogation, Mark lets Simba off the leash and energy is released. On race day, when he doesn't have a journalist and a photographer in tow, he'll take Simba for a run around the mowed perimeter of the airfield, offering a friendly nod to fellow dog walkers.

The contrast with suitcase life is extreme. Race mornings away from home involve a short session in the hotel gym, but here the same pipe-opener comes from a stroll with his four-legged friends. It's as close a substitute as Blighty can offer for childhood escapades across Queanbeyan's parched plains.

"The contrast with the Australian Grand Prix is extraordinary," says Mark. "It's very hard for me to switch off at that race because there's always something going on. It's the opening grand prix of the season and it's also my home race, so I could do 26 hours of PR every day if I wanted. Here I'm able to put an end to it when I get home. No one can reach me. I only have to see the people I want to see." →

HOME AND AWAY

The relative calm of Mark's British Grand Prix weekend is in stark contrast to his home race in Melbourne. The Australian media certainly make the most of having Mark in town, asking him for countless exclusive filming opportunities and print interviews... and then he has his PR commitments on top of that.

Mark's 2013 Australian GP weekend itinerary was typical: the weekend before the season-opener he drove a two-year-old RB7 at Eastern Creek circuit near Sydney, where he successfully broke the lap record. He then flew to Melbourne to handle wall-to-wall media commitments, including hosting a dinner for the assembled British and Australian press.

Red Bull Australia, Infiniti and Qantas all wanted a slice of his time as well, as did the home broadcaster Channel Ten, who had 27 hours of live television to fill. And those activities excluded his commitments at Albert Park itself.

"I feel very honoured and proud to have a home race," says Mark. "Not every driver can claim to have a race in his own country and I feel a certain responsibility to help make the event a success. But that means it's a busy one – and the only downtime I get is when I'm in the car!"

SILVERSTONE



MELBOURNE



INSETS: ANDREW FERRARO/LAT; JULIAN FINNEY/GETTY IMAGES

LOTUS F1™ TEAM COLLECTION

Corgi presents the Lotus collection, a series of die-cast 1:43 scale detailed model cars. Each model carries an authentic Lotus livery and comes complete with a collector card detailing information about the car modelled. The model is presented in a plastic case from which it can be removed for display. This series of models includes Lotus road cars and motorsport, including Lotus F1™ Team.

Lotus Cars have been involved in Formula One™ racing since 1958. The current Lotus F1™ Team is based at Enstone, Oxfordshire and was originally founded in 1981 as the Toleman Motorsport Team. Today they operate under the name 'Lotus F1™ Team' and debuted the 2013 car, the Lotus Renault E21, at the Australian Grand Prix with the Finnish driver Kimi Raikkonen and French driver Romain Grosjean.

1:43 SCALE **SPECIAL EDITION**



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**Lotus F1™ Team,
E21 2013 Race Car**
Kimi Raikkonen
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**Lotus F1™ Team, E21 2013
Race Car Romain Grosjean**
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Corgi presents the Vodafone McLaren Mercedes Formula 1™ collection, a series of 1:43 scale detailed die-cast model cars. Each model carries an authentic race livery and comes complete with a collector card detailing information about the car modelled. The model is presented in a plastic presentation case, which is detachable.

Founded by Bruce McLaren in 1963, McLaren is one of the longest serving teams in Formula 1™. Debuting at the 1966 Monaco Grand Prix, McLaren has since won over 180 races making them one of the most successful teams ever in Formula 1™. McLaren are a British Formula 1™ team based at Woking in Surrey and over the team's history have had many famous international and British drivers race for them, including Jenson Button, Lewis Hamilton, David Coulthard, Nigel Mansell, Ayrton Senna, Alain Prost and many more.

1:43 SCALE **SPECIAL EDITION**



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Breakfast, post-walk, is a couple of slices of toast and Marmite, but no caffeine. Mark eats a proper brekkie when he gets to the Red Bull Energy Station at the track. Whatever the race outcome, he's home by 6pm, having spoken to the media, debriefed with the engineers and visited the post-race concert to say hi to the fans.

So out of the front door at 8am and back through it by 6pm – that's pretty similar to the average Brit's working day. Except that Mark's day includes two hours at the pinnacle of sporting competition right in the middle. "It's certainly nice to get home at a decent hour,"

he says, "although I like going to the concert because the British fans are just incredible. They're very knowledgeable and they're really passionate. I can't think of any other fans in the world that would have put up with last year's appalling weather conditions like the Brits did. It was impressive stuff."

Back home, after a cuppa in the kitchen, he might drop in at the home of Red Bull team boss Christian Horner for the traditional post-race bash. Or if the weather's good, he might head out with the dogs again.

"When I'm staying at home, it doesn't feel like I'm at a race," says Mark. "This year I've got some PR to do in France on the Monday after the race. I might balk at that so soon after a grand prix normally, but I'm happy to do it because I won't have been away over the race weekend."

Like the man says, when it comes to the business of Formula 1, every night in your own bed counts. 

How the others did it...

Few drivers in the history of the British GP have had the luxury of staying at home the night before the race. Here's a selection of alternative accommodation used over the years...



Carlos Reutemann: used to commute by car every day from the Capital Hotel in London



McLaren: the team's drivers have traditionally stayed at Raymond Blanc's five-star Le Manoir Aux Quat'Saisons near Oxford



Bernie Ecclestone: thinks of Silverstone as a country fair, so he prefers to commute from his home in London by helicopter



Rubens Barrichello: so loved his bachelor pad in Cambridge during the early years of his F1 career that he commuted to Silverstone daily

INSETS: CHARLES COATES/LAT. LAT. ARCHIVE


"I like the post-race concert because the British fans are just incredible"




It's rare that you'll find all four of Britain's F1 drivers in the same room at the same time. But when it happened, *F1 Racing* got in on the action...

FLYING THE FLAG

WORDS ANTHONY ROWLINSON PHOTOS STEVEN TEE/LAT

 **Who knew what lay in store** when the four British 2013-spec F1 aces were shepherded into the Pirelli motorhome on the Thursday afternoon of the Spanish Grand Prix weekend? Certainly not Lewis Hamilton, Jenson Button, Paul Di Resta or Max Chilton, that's for sure. The bemused looks on their faces when they set eyes on tables decked in Union Jack bunting and host Simon Lazenby in a red-white-and-blue bowler hat said it all.

A technical debrief to discuss tyre degradation, chassis imbalance on high-speed turn-in and strategy permutations for Sunday, this was not. What it *was*, however, was a rare moment of pure, simple fun of a kind that's so hard to come by in the pressure-cooked paddock. Hamilton, Button, Di Resta and Chilton had earlier been gathered in the McLaren Brand Centre to create the *extremely* hard to arrange main image you see on these pages (herding cats has nothing on aligning the schedules of four F1 drivers). So far, so good. But what they'd never have anticipated was being asked questions on Chaucer, Shakespeare and modern British history in a *Question-of-Sport*-style quiz that will air as part of Sky's British GP weekend coverage. The results of this stellar head-to-head between two teams led by Johnny Herbert and Anthony Davidson remain, alas, a closely guarded secret.

But we *can* reveal that a certain F1 Brit knows quite a bit more about Middle English literature than you might ever have expected... 



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25



JEN AV





25

things
you
never
knew
about

Jenson Button

The 2009 world champ has been competing under the spotlight for 13 years. But some aspects of his life have eluded the public gaze...

WORDS MATT MAJENDIE
ILLUSTRATION MARTIN O'NEILL

1

Jenson Button has a road named after him in his home town of Frome in Somerset. Sadly, Jenson Avenue probably won't be breeding the next generation of grand prix winners – it's a cul-de-sac on an industrial estate next to the A361, with a strict 30mph speed limit.



2



With an alliterative nickname like 'the Frome Flyer', JB was a shoo-in to have a pub named after him. In fact, you can find such an establishment adjoining the Premier Inn on Jenson Avenue in Frome. He once visited it with friends in a sports car. At the time a barmaid recalled: "He came up with his mates. A Bugatti, I think he was driving. Very noisy." What drinks he ordered, however, are unknown. →

3



To stay sharp throughout the season, Jenson competes in triathlons and even organises his own each year for his charity, the Jenson Button Trust. On one occasion, though, he forgot to bring a wetsuit and was forced to borrow one from girlfriend Jessica Michibata. The fit proved a trifle snug and he had a panic attack during the swim, forcing him to pull out of the event. Looking back, he says: "It was embarrassing in my own triathlon."

4



Jenson's beau resisted his romantic advances when he first asked her out, before eventually agreeing to a date. As well as her modelling work, Michibata has dabbled in cultural matters, with a monthly movie column for a magazine called *Soup*. She declares her favourite film to be the Jean-Luc Godard-directed *Pierrot le Fou*.

5

Despite dating a model, Button freely admits to having made some fashion *faux pas* down the years. He considers his worst purchase to be a pair of see-through shoes. "For some reason, I thought they would look really cool," he recalls. "They were plastic and completely see-through. You put them on and could see your feet. That was pretty disgusting. I gave them to a friend."



6

Button was evaluated alongside Brazilian Bruno Junqueira for a 2000 Williams F1 drive. Button won the race seat and went on to become F1 world champion in 2009... but what became of Junqueira? He won the F3000 championship in 2000 before moving to the US to race, finishing runner-up in Champ Cars three times.





Quelle fromage! Jenson's favourite cheese is Comté, made from unpasteurised cow's milk using a technique dating back to the 12th century. Under the *appellation d'origine contrôlée*, milk used for Comté production must come from just two breeds of cattle (Montbeliarde or French Simmental), with a hectare of grazing land per animal.



While you may have thought former McLaren team-mate Lewis Hamilton was F1's king of body art, JB has quite a collection of tattoos himself. The most recent addition is the image of a turtle shell on his upper arm and shoulder. It's a symbol of protection and contains references to the four Tiki gods from Hawaiian mythology: Kane Milohai, responsible for creating the universe; Ku, the god of war; Lono, the god of fertility; and Kanloa, the god of the sea. These join his existing inkings: a dragon, a button and two Japanese symbols, one translating as 'Jessica', the other translating as 'Ichiban', which means 'number one' and is the name of his triathlon team. →

MAIN PICTURE: CHARLES COATES/LAT; INSETS: GLENN DUNBAR/LAT; MIKE LEVITT/LAT

9

Surprisingly for someone who would go on to become F1 world champion, Button actually failed his driving test on his first attempt – for what driving instructor Roger Brunt referred to as “getting into racing mode and nipping through a small gap on a notoriously narrow road without blinking an eyelid”. Button had one more lesson and passed second time round without a problem.

10

The Australian Grand Prix has been Jenson’s happiest hunting ground – he’s won the race three times: in 2009, 2010 and 2012. Each time he stayed in exactly the same Melbourne hotel room, rode the same bike down to the circuit and drank a beer in the same pub. But in spite of laying down the superstitious groundwork this year, he could only manage P9 in his struggling McLaren.

11

Jenson observes other superstitions from race to race. He always gets into his car from the right-hand side before the start, and he likes to drink a pre-race espresso for an additional boost.

12

Button’s father John used to be a rallycross racer in the 1970s, competing against the likes of Franz Wurz, father of ex-F1 racer Alexander Wurz.

13

Music of choice on Jenson’s iPod is the Red Hot Chilli Peppers and the Kings of Leon – although a new favourite has emerged in Imagine Dragons, an American indie rock band. Fittingly for a world champion, the band’s album *Night Visions* features tracks such as *On Top of the World* and *Round and Round*.

14

Jenson’s musical tastes have improved considerably since his youth. He admits the first CD he ever bought was *Rat in the Kitchen*, the 1986 album by British band UB40. The record was best known for the song *Rat In Mi Kitchen*, which made number 12 in the UK singles chart in January 1987.

15

Former Olympic rower Tom Stallard is Button’s performance engineer. Stallard won team silver at the 2008 Games in Beijing as part of the men’s coxed eight. In high spirits at the closing ceremony, Stallard, along with recent Olympic double gold medallist Mo Farah, celebrated his success by ‘borrowing’ and banging a stadium performer’s big drum.

16

In 2011, Jenson tried to branch out into the restaurant business, investing (along with manager Richard Goddard) in a Harrogate restaurant called Victus. He was there for the opening, but the troubled venture closed after less than a year of trading and some stinking reviews on TripAdvisor.

17

It may have seemed incongruous for an F1 driver to be seen driving a camper van, as in the 2010 Vodafone viral video featuring Jenson and Lewis Hamilton, but JB does own a classic 1956 split-screen Volkswagen Kombi. He actually had two, but parted company with his 1970 model at auction in 2010, netting £17,000. →



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18

Jenson is named after Erling Jensen, a Danish racing instructor based in the West Country and a friend of Button's father, who changed the spelling of the name from an 'e' to an 'o' to avoid confusion with the sportscar company.

21



JB's favourite F1 car is the MP4/4, driven by Ayrton Senna and Alain Prost in 1988. Button describes the McLaren, which won 15 out of 16 grands prix, as a "beautiful car" but admits his attempts to get into the cockpit failed because he is too tall.



24

Button met the Queen in 2010 to receive his MBE after winning the world championship in 2009. He described her as "surprisingly knowledgeable" about F1 and recalls her saying, "I don't know how you drive around at break-neck speeds."

19

By his own admission, Jenson has never been academic, leaving school with one GCSE in French. Because of his karting career, he didn't have the time to complete the rest of his studies – they clashed with the 1996 Karting World Cup, in which he finished third. He's still embarrassed about accidentally breaking the glasses of a fellow pupil while at school.

22

When Jenson was 14 years old he dyed the front of his barnet blond and now admits: "It looked horrible." He's stayed away from the bleach ever since.

25



In March, Jenson became a director of the Grand Prix Drivers' Association alongside three-time world champion Sebastian Vettel. Pedro de la Rosa remains in place as chairman of the GPDA, despite the demise of HRT. 

23

Button has two major dislikes in life. One, perhaps unsurprisingly for an F1 driver, is losing; the other is sharks. He counts his main weakness as an inability to throw, saying: "I still throw like a girl."

20

Jenson owns his own management company with his manager Richard Goddard, The Sports Partnership. Athletes on their books include rugby player Danny Cipriani, who was recently hit by a bus on a night out, basketball player Luol Deng, and two slightly more familiar faces to F1 fans, Paul Di Resta and David Coulthard, with whom Button goes on training rides in Monaco.



MAIN PICTURE: STEVEN TEE/LAT. INSET: STEVE ETHERINGTON/LAT



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“We didn’t have a conventional holiday for 20 years. I’m not saying this looking for sympathy; that would never cross my mind. As far as I was concerned, I was on holiday all the time”

Journalist, broadcaster, bona fide national treasure, **Murray Walker** remains *the* voice of motor racing for an entire generation. Now ten years into his retirement, he’s just as flat-out as ever. “I’ve got nothing against golf,” he says, “except when it interrupts Formula 1...”

PORTRAITS MALCOLM GRIFFITHS/LAT

Whatever you may say – and a lot *has* been said about Murray Walker OBE during his 53 years at the motorsport microphone – the man is a legend, up there in the pantheon of great sporting commentators such as Sir Peter O’Sullivan (horse racing), John Arlott (cricket), Eddie Waring (rugby league) and Bill McLaren (rugby union). Each had a distinctive voice and unique style that automatically linked them to their respective sport. And each had detractors who felt they could do it better.

The critics (in the minority, it has to be said) didn’t know what they were talking about – in every sense of the expression. I speak from experience, having bumbled along as the lead commentator for BBC Radio 5 Live’s F1 coverage for a few years.

More at home as the summariser (the know-it-all, who chips in with observations when he feels like it), I found the task of having to talk continuously a daunting and difficult process, particularly during the years of Michael Schumacher leading most races for 90 minutes,



with nothing of note occurring in between. It was so bad, I’d pray for an away goal at Old Trafford to bring 30 seconds’ respite as we handed over for a football update.

My admiration for Murray Walker, already at a respectable level, reached new heights during those times and I was only too happy to hand over to David Croft when he joined 5 Live as the lead commentator. An added benefit of having ‘Crofty’ on board was his elevation to fatherhood, which meant he had to miss the 2007 European Grand Prix at the Nürburgring. I don’t say that because I wanted rid of the dad-to-be – far from it – but because, in a moment of inspired genius,

our producer, Jason Swales, persuaded Murray to return to his roots and pick up the radio microphone as Croft’s substitute, five years after he had retired.

When Jason played the opening bars of Fleetwood Mac’s *The Chain* (for so many years the introductory music to the BBC’s Formula 1 coverage, at that point unheard since 1996) as an introduction, I don’t mind telling you that I had a lump my throat. For a couple of hours each day, I was to have the privilege of sitting in on a masterclass.

It’s the voice, isn’t it? Strident when necessary; deeply mellifluous at other times; bubbling with excitement and enthusiasm; a straightforward but articulate delivery – with the occasional ‘Murrayism’ actually contributing to a nation’s affection rather than threatening it.

As I was to discover over lunch at The Montagu Arms Hotel in Beaulieu recently, Murray, 90 this October, has lost none of his ability to tell a story in that oh-so-familiar voice. Somehow, all seems right with the motor racing world when he talks about it. →





Maurice Hamilton: We had to do a bit of juggling to find a convenient date, Murray. You seem to be as busy as ever.

Murray Walker: I'm as busy as I want to be. I do stuff for the BBC F1 website, for Radio 5 Live, the column in *F1 Racing*, after-dinner speeches and talks on cruise ships.

MH: The talking we know you can do, probably quite literally with your eyes closed. But the writing... do you enjoy that?

MW: I enjoy it, Maurice. But I can't just sit down and do it like you professionals can. When I think about the *F1 Racing* column, my first problem is: What am I going to write about?

MH: You're not alone there, Murray!

MW: I'm sure you're right. But I only do it once a month and you do it all the time. Once I've decided, I'm okay. But I go over and over and over it. What do you do when you're writing?

MH: I write the piece and then go away, do something completely different, and then come back and read it afresh. Sleep on it if there is enough time. You need to stand back at some point because you can get too close to it.

MW: Yes, that's what I find. Of course, there's a difference when I have to write to length for television. In your case, it's x number of words, whereas I have to write for x number of minutes or sometimes seconds. Saying what you want to say in the time you've got is not always easy.

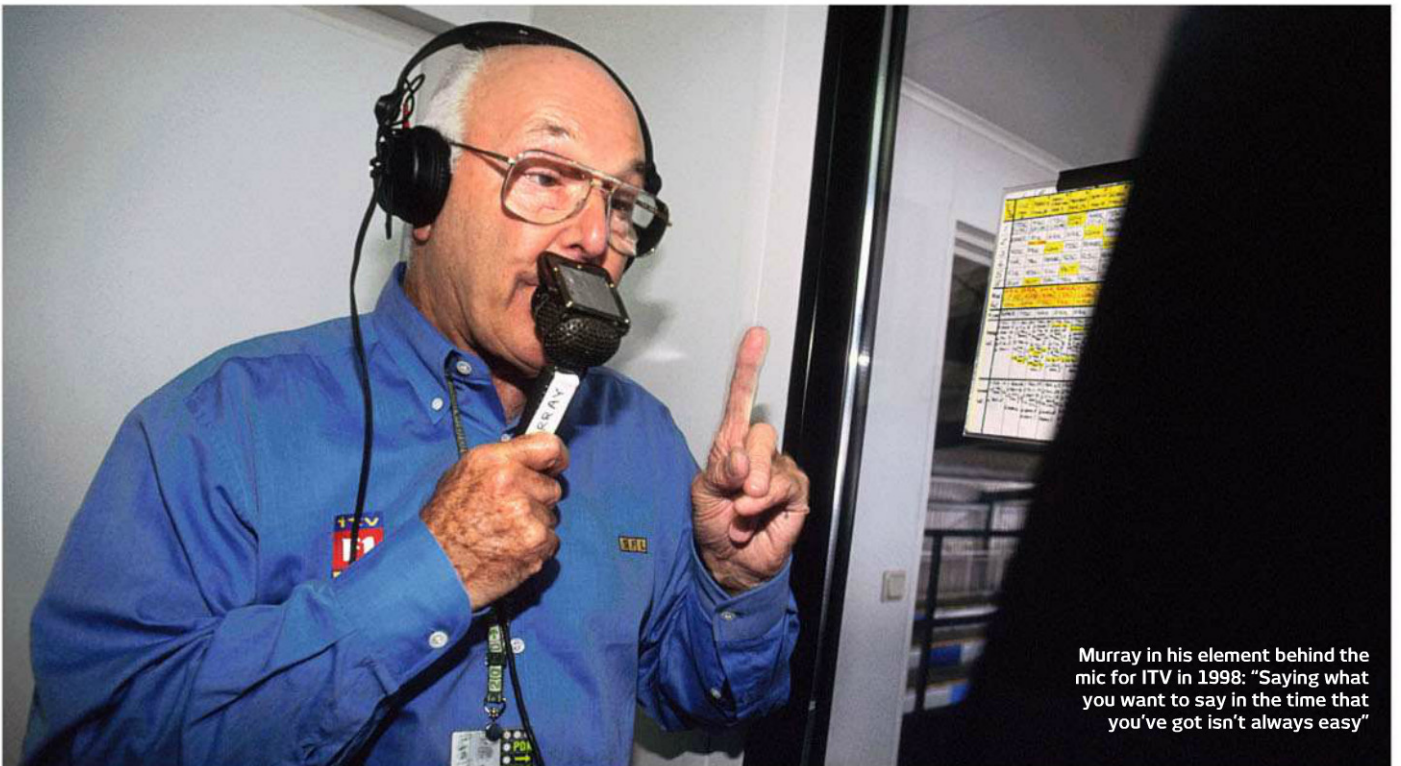
I enjoy doing it and it keeps my brain active. I really think that's important for someone like me. If you have led a busy, interesting and stimulating life, then all of a sudden you stop because you're 60 – not for any other reason – and you are still healthy and mentally alert, it's an absolute killer. Literally.

MH: When you did your book, did you write it yourself?

MW: Every word. When I stopped commentating – I don't want this to sound big-headed – I had eight publishers who wanted me to do a book with them. I talked to all of them. Basically, all I had to do was to say 'no' until there was just one publisher left. And that was Harper Collins. The next decision was: do I write it, or do I have a ghost writer? I decided to have a go myself. I worked out the format. It took about a year to write – and it went very well. We've sold 560,000 copies.

MH: Blimey. That's huge! Particularly for a hardback book on a specialist subject.

MW: I know – I was amazed. I didn't think for one moment that people were going to be that interested in it.



Murray in his element behind the mic for ITV in 1998: "Saying what you want to say in the time that you've got isn't always easy"



Murray joins Jacques Villeneuve and Damon Hill on the parade lap for the 1996 British Grand Prix, believing it could be his last season as ITV were poised to take over the F1 TV rights

MH: Did you have to write to a certain length or did you write until you stopped and that was it?

MW: They told me how many words they'd like. I can't remember the exact figure, but I do remember nearly falling over at the thought of having to write so many words.

MH: That was going to be my next question. Did you get to a point, say halfway through, when you count the words you've written, think about the effort that took and then realise you're only halfway through? It can be a daunting thought that tests your motivation.

MW: Yes, it can. Saying that, I had the opposite problem at times. I would send one chapter at a time to the editor, Tom Whiting. One chapter was on my time in the army. I wrote 20,000 words and sent it off. When I called and asked if it was okay, Tom said it was fine, but a bit long.

"Do you want me to cut it down a bit?" I asked.

"Yes," said Tom, "that would be good.

Sharpen it up."

"Okay. How much would you like me to cut?"

"About half of it," he said. [Laughs]

MH: That's really hard to do, isn't it?

MW: It certainly is. But it's a great way to learn to be economical with words.

MH: When it comes to speaking rather than writing, do you have specific topics in your after-dinner repertoire?

MW: It depends on the audience. If you're doing something for Cunard, for instance, and it's a long voyage, they'll want three talks. I'll do one which I call: 'A funny thing happened to me on my way to the race track,' which is largely anecdotal. If you're doing a talk to people like this, it doesn't matter whether you are a nuclear scientist or a Belgian carpenter or an F1 commentator; they don't really want to hear a talk about whether we should have the atom bomb or whether one carpentry joint is better than another; they want you to make them laugh. And being a nuclear physicist doesn't necessarily mean you are also a stand-up comedian.

Over time, you find out that what's needed. I have a speech that I know from experience is relevant to what I'm talking about, but which makes people laugh. So if you're talking to the United Glassblowers of Sheffield, you'll start it

one way, and if you're talking to the Bideford Ford dealers, you'll start it another way and probably finish it differently. But the central part of the speech stays the same.

MH: I think you retired at just the right time because the period when Schumacher was dominating was the dullest I've known. So difficult to commentate on. I really struggled.

MW: I was lucky – James Allen had to commentate on that. I commentated during 2000 and 2001, but James had the next three years at an even greater intensity than I did; it must have been very tough going.

MH: Of course, things have changed a great deal. There is so much information available to commentators now.

MW: If I get the tapes out – which I don't do very often – my commentary seems to be very stilted and repetitive because – and I'm not saying this vaingloriously – I did the interviewing, I did the commentating, I did the time keeping, Mike Doodson did the lap scoring by writing down the numbers on a piece of paper as the cars went past. There were no graphics at all. You →



were continually saying who was fourth, fifth and sixth. Now, with so much showing on screen, the viewer knows who is in the top six.

MH: The trouble is, the viewer knows as much – if not more – than the commentator. In your day, and less so in mine, we could bluff our way...

MW: Oh yes – and did so!

MH: Do you remember coming back and doing Radio 5 Live with me in Germany in 2007?

MW: I do. I enjoyed it enormously. Not just because it was coming back and doing something I enjoyed doing, but because it was radio, which was where I cut my teeth. I was a radio commentator at the 1949 British GP. It was wonderful to go back to something that involved just talking and not relating to pictures.

MH: Yes, in the days before the Red Button, you could control it completely because, unlike now, the listener did not have information coming in from other sources. You could paint the picture but, even then, you'd get some stick.

MW: The public at large are gigantically intolerant. I often read quite vicious criticism of somebody and think: 'I wonder what you do for a living and how good you are at it? I'd like to come and see you at work and then tweet about how incompetent you are.'

MH: I tell a story about when we did that commentary together. John Inverdale was doing the link into the programme from Carnoustie, where the British Open golf was taking place...

MW: I was furious about that. We were told we would be doing continuous commentary. When I say 'we', I don't mean just me, I mean BBC Radio. The afternoon's programme was actually being controlled from Carnoustie, so they kept giving themselves priority. And that irritated me. You were talking earlier about getting into the flow of writing; as you well know, you've certainly got to get into the flow with commentating. But when you are having to listen to some chap braying on about golf – I've got nothing against golf, except when it interrupts F1. Sorry, I interrupted you!

MH: No problem. So, Inverdale eventually comes out with this flowery introduction about how he never thought he would have the privilege of welcoming an icon of sports reporting back to radio, the place where he started all those years ago and went on to be loved by the nation. All that stuff. A really great welcome back.

So, I'm waiting for you to say: 'Well, thanks for that John. It's really nice to be back on radio; quite an emotional return...' and words to that

effect. But, no. As soon as Inverdale's finished, there's not so much as a "Good afternoon" or a "Thank you, John". You shout: "Round ten! The 2007 F1 World Championship! And qualifying for the European Grand Prix at the Nürburgring HAS BEGUN!" No messing about, Murray. Straight in there! I glanced at Jason [Swales, the producer] – and the pair of us just cracked up.

MW: [Laughing] People used to ask me: 'Did you get nervous?' I'd say: 'No, I didn't get nervous but I certainly got excited.' It's a fast-moving, dramatic, colourful, dangerous sport and your job is to communicate to people sitting at home watching their televisions – or, in this case, listening to their radios – the minutiae of what is actually going on at the circuit. And if you can't get excited about what's going on, then you certainly can't expect them to. It was a passion for me and it genuinely came from the heart.

MH: I don't think anyone is in any doubt about that, Murray. So why did you stop commentating? Was it the travel schedule?

.....
"If you can't get excited about what's going on, you certainly can't expect the viewers to"
.....

MW: That was one reason. At least half of the races are long haul. I was 78 when I stopped. I'd like to think now that I could do the job or I could do the travel – but I know I couldn't do both. I just don't have the stamina any more. Any job in F1 is taxing, both physically and mentally. You work long hours under pressure. Yes, it's enormously enjoyable and gigantically satisfying but it is also tremendously demanding.

MH: So, what was the other reason?

MW: During a race in 2000, I made a hideous and unforgivable mistake. Michael Schumacher was on pole and Rubens Barrichello was 12th or something like that. The race started and a Ferrari went off. My brain wouldn't let me accept it was Schumacher who had gone off. I said it was Barrichello and made a great song and dance about it. Then I realised it was Schumacher and, somehow, blagged my way out of it.

The next day, there was a really vicious piece in the *Daily Mail*: "Time for the old fool to go" – that sort of thing. I thought: 'I don't think that's

fair, but there's an element of truth in it. I got it wrong and I shouldn't have got it wrong.' I was with ITV at the time and I went to Brian Barwick, the head of sport, and said I thought it was time to stop. Brian said: "Well Murray, it's your life, your decision. I'm not going to ask you to stop, but if you feel you ought to stop then okay. But, if you are going to retire, then give yourself time so that every grand prix you go to, you will know it's the last time you will be at that particular race. And we'll give you a jolly good sendoff" And that's what happened. As a result, 2001 was an absolutely magical year for me.

MH: Do you miss it?

MW: I was at a lunch for my wife's golf club, trying to make conversation with a very grumpy bloke I was sitting next to. I said: "What do you do?" He said: "I've retired, haven't I." He said he'd been the chairman of a major committee in farming; quite an important bloke by the sound of it. So, I said: "Do you miss it?" "Miss it!" he exploded. "Of course I bloody miss it!" I feel like

he did – but not so grumpy, I hope. How else are you going to feel when you are suddenly cut adrift from something that has been the central focus of your life?

MH: Do you still watch the races?

MW: Yes, I do. I watch as much as possible. Do you think F1 is as enjoyable as it used to be, or are we looking through rose-coloured glasses?

MH: You obviously get asked that question a lot. My answer is that, along with everything else in the sporting world, F1 has changed and some parts are better and some parts are worse. For me, having been through that dreadful Schumacher period we referred to, I'm loving it now – the unpredictability.

MW: Yes, I think we're living through a golden era now. But the thing I miss is the camaraderie. You don't get the chance to chat with the drivers and everyone else because they are so busy with all the information they have to sift through.

MH: From a media point of view, there's two ways of looking at it: things are much more regulated now and, each time you talk to a driver, a minder puts a mini recorder on the table. So you've no chance of getting anything off the record. On the other hand, if you want to talk to Button or Webber or whoever, you're told by the PR people: 'You can have ten minutes at 4.15 on Thursday'. You turn up at 4.15 on Thursday, and the driver is there, as promised.

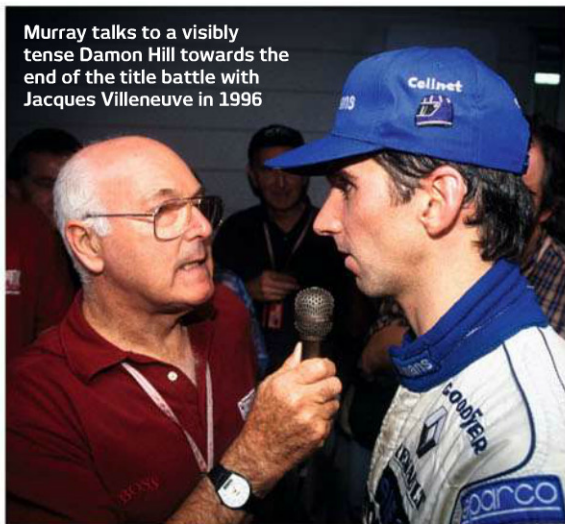
I say that because when I started as a professional journalist in the days of James Hunt, there was no organisation and I can remember sitting for hours – and I mean hours – outside the Texaco trailer and coming away with nothing because James either forgot or couldn't be arsed because he was chatting up a woman.

MW: I once spent four hours sitting outside the Marlboro motorhome at Monaco, waiting for Ayrton Senna. This was in the days when, like you say, you would go to the driver and ask if you could do an interview. Senna had said: 'Yes, okay; after the debrief.' I knew once he'd said that, he would do it.

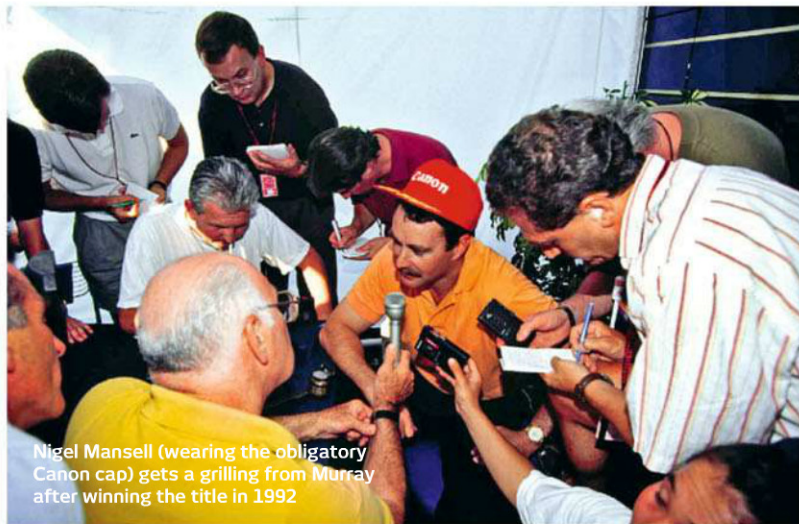
This was at the height of the Senna/Prost animosity and, after four hours, the motorhome door opened and Prost came out. I said: "Alain, what in God's name have you been talking about for four hours?" Alain said: "Oh, zis and zat. But you know, Murray, I do not like to be the first to leave..." And you knew why, because the moment Alain left the room, Ayrton would say: 'Okay, put more pressure in my rear tyres and adjust the front wing.' →



Murray interviews Ayrton Senna at the Autosport Awards in 1991



Murray talks to a visibly tense Damon Hill towards the end of the title battle with Jacques Villeneuve in 1996



Nigel Mansell (wearing the obligatory Canon cap) gets a grilling from Murray after winning the title in 1992

“I pronounced Ayrton ‘I-ear-ton’ in Brazil in ‘94 and got a volley of abuse from the British public”

MH: You must have talked to Senna quite a lot?

MW: I interviewed him at most grands prix. I remember doing so on the Friday at Imola in 1994. Over the winter, I had got out some tapes of Formula 3 from 1983 when Ayrton was fighting hammer and tongs for the championship with Martin Brundle. I realised I had been using the correct pronunciation then by calling him ‘I-ear-ton’ but had since become very sloppy, calling him ‘Air-ton’. I vowed to put that right in 1994 and used ‘I-ear-ton’ in my commentary at the first race in Brazil. I got such a volley of abuse from the British public that I thought: ‘Well, it’s them or it’s him – so it’s going to be him’ and I continued with ‘I-ear-ton’ in the second race in Japan. So, we’re sitting down with him at the third race at Imola and I said: “Well, Air-ton, Schumacher beat you in Brazil, Schumacher beat you in Japan, you’re 20 points down. What do you think about that?”

“What happened to I-ear-ton?” he said.

I said: “How on earth did you know that?” And he said: “Oh, I keep in touch with these things, Murray” – another manifestation of what an incredible bloke he was.

MH: I guess you must often get asked if you have a favourite interview – or interviewee?

MW: In Brazil sometime in the 1980s, early in the morning when the temperature was about 38°C, I did a 20-minute interview with Nigel Mansell. Afterwards, the BBC engineer realised he’d forgotten to turn on the microphone. So I had to ferret out Nigel and ask if he’d mind coming back out in the heat and doing it again. He made a few comments – but we did it again. And every time thereafter, when I appeared before him, I’d get [imitates a Midlands accent] “Have you turned the microphone on, Murray?”

I got on really well with Nigel. He used to wear this Canon cap, which he was paid a lot of money to wear. When I was doing interviews, the BBC would tell the cameraman to have just Nigel’s face in the frame, not the cap. Nigel isn’t stupid, of course. As the interview progressed, Nigel was sliding lower and lower in his seat. By the time we had finished, he was almost under the table.

MH: You had a good rapport with the drivers; do you feel relaxed when interviewing them?

MW: Some more than others. People believe that you and I have unfettered access to the drivers and not only that but we’re also personal mates with them, go on holiday together, have Christmas lunch in each other’s homes and are deep in each other’s pockets. But it’s not like

that. It’s a professional relationship and I got on better with the British drivers – especially Nigel.

MH: The questions have to be right, don’t they? And a lot can depend on where we are in the championship.

MW: You’re right – and here’s a good example of both. I remember doing an interview with Damon Hill towards the end of his championship year and he was as tense as a violin string. He also had to cope with Jacques Villeneuve, who was not at all bad at the mind games. I think Damon was doing six hours a day in the gym; his cheeks were sunken. When we sat down, I said: “Are you alright? You look a bit peaky.”

“What did you say that for?” he exploded – and got up and stormed off. I gave him time to simmer down before going up to him and saying I’d obviously said something that had offended him but that it was unintentional and I was sorry. He said not to worry because, just before we sat down, he’d been interviewed by a foreign journalist, who had asked him: “What would you give to have your father back for just one hour?” I mean, how insensitive can you get?

MH: I want to go right back to the beginning now, to when you were working in an advertising agency and commentating at the weekends. How did that schedule work?

MW: I look back in amazement at what I did. I don’t how I did it but the answer is, if in life you want to do something badly enough, you find a way to do it, don’t you? This was in the 1960s, when ITV were doing what is now called motocross but was then known as scrambling. Every Friday, I would leave the office in St James’s Square at 5pm and get on the →



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“I was supposed to try the McLaren for two laps. I stayed out for eight laps, I think...”

tube to Cockfosters, which is at the northern extremity of the London Underground system. My wife Elizabeth would be waiting in the car, with the dog and provisions, and we would drive to Yorkshire – this was before the motorways – to somewhere like Wakefield, Ripon or Leeds, work all day Saturday for the national network and then, with the same riders on the same bikes at the same circuit, do the whole thing again on Sunday for the northern network, ABC.

When it got dark at around 4pm, we'd drive back in our Triumph Herald with the dog in the back. It makes my blood run cold to think about this, because we kept one of those gas stoves by Elizabeth's feet in the footwell; she'd heat up some stew, which I would eat on the move. On

Monday morning, I was back in the office. One year, we did this for 32 weekends in succession and I loved it! Adrenaline conquers all.

When I got into television in 1978, I was lucky in that I was, by then, a director of the company. If I wanted to leave early on Friday, that's what I did. We didn't have a conventional holiday for 20 years. I'm not saying this looking for sympathy; that would never cross my mind. As far as I was concerned, I was on holiday all the time.

MH: The job took you to some interesting places. I know you were in the Tank Regiment in World War II and drove a tank again on TV...

MW: The BBC did an hour-long programme on my life, during which we went to the Bovington Tank Museum – the best in the world, in my



view – and I drove a Sherman. They're not hard to drive; the difficult thing is getting the best out of them. You can make it go forwards or backwards or sideways, but it's about being able to position it and stop it in the right places.

MH: So, much the same as driving a F1 car – which I remember you also tried.

MW: Yes, that was when Niki Lauda and John Watson were paired at McLaren. I was at a function and Ron Dennis asked if I had ever driven an F1 car. When I said I hadn't, he said he would be in touch – and I didn't think I'd hear any more about it. But Ron is not like that.

I got a call to come to Silverstone. I got on my bike and, when I arrived, Ron gave me a duffel bag. It contained a set of Niki Lauda's overalls and two pairs of racing boots: one size 8 and one size 10, which was typical of Ron's attention to detail in that one of those sizes *had* to fit me.

Ron said I would be going out at lunchtime. Then people started saying they were looking forward to the lunch break. I realised then that it was a Goodyear test day and all these people I had been slagging off for years were now going to be watching me drive an F1 car for the first time!

James Hunt was my mentor and he said there were two things I had to know: first, I must not stall when I left the pitlane and, second, when I came back in, I must stop at the right pit.

I didn't stall the car the first time – but I did the second time round and, needless to say, that's the one the BBC always show. I was supposed to be out for two laps but I got so engrossed in getting my line right for Copse, I didn't see the pitboard with the arrow. I stayed out for eight laps, I think.

When I came in, I was feeling rather pleased with myself. I looked up and there was Ken Tyrrell standing over me. And you know what he could be like: all stern-faced with his arms folded, glaring down at me. I thought: 'No! I've stopped in the Tyrrell pit!' But I hadn't. Ken had watched me go round and he had seen the arrow go out. So he came down to McLaren and, when I stopped, he leaned into the cockpit and said: "When you're told to come in, you bloody come in! Understand?" Then that classic Tyrrell cackle.

James said to me: "Well done Murray. You've done something any F1 driver would give his eye teeth to do."

"Oh, really James? What was that?"

"You've improved your lap time by half a minute!"

MH: That was your adrenaline kicking in again. Murray, this has been wonderful. We could talk for hours.

MW: I've absolutely no doubt about that. It's been very enjoyable. Thank you. **F1**

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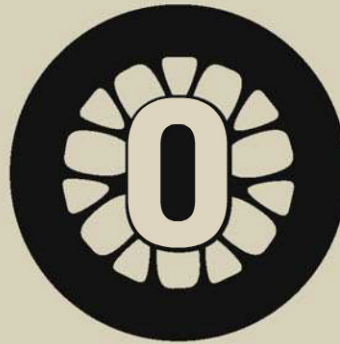
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GO FIGURE

Tyres are what make the Formula 1 world go round – here's a numerical view of the sport's rubber soul

SEVEN

different drivers have won races on **three** different makes of tyre: **Fernando Alonso, Jenson Button, David Coulthard, Juan Manuel Fangio, Stirling Moss, Nelson Piquet** and **Kimi Räikkönen**



The number of **wins, poles** and **fastest laps** scored on **Avon Tyres** from their **22** races in **1981** and **1982** – although they did score **six points** along the way

10-11

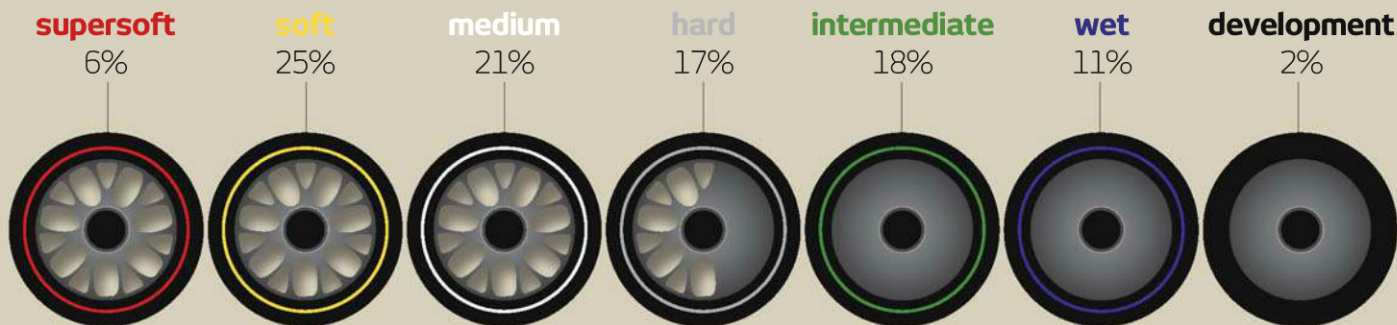
The corners at **India's Buddh International Circuit** where there is the longest continuous energy input into a tyre during the F1 season

77

pitstops for tyres were made during the **2013 Spanish GP**, the third highest ever behind **Hungary (88)** and **Turkey (82)** in **2011**

4,450 **Pirelli** wristbands were given out in the F1 paddock during 2012

31,800 race tyres were provided by Pirelli in 2012, in these proportions:



957 tyre stops were made in total during the 2012 season (with an additional 14 drive-through and 2 stop-and-go penalties)

24 drivers have been crowned champion on **Goodyear tyres**. The same rubber has also contributed to **26 team titles**

100 The percentage of race and test tyres from 2012 that were recycled

28,350 coffees were served by Pirelli hospitality during last season's tests and races

22 laps were eked out of the softer medium compound tyre by **Valtteri Bottas** at the 2013 Spanish GP – three laps more than **Kimi Räikkönen** and **Paul Di Resta**

58 wins have been achieved on **Bridgestone** tyres by **Michael Schumacher**, the most wins by one driver on one make of tyre in Formula 1 history



NINE different tyre manufacturers have competed in Formula 1





WILLIAMS' WONDER YEARS

As Williams celebrate their 600th grand prix, we take a look back at every single one of their 114 wins – complete with recollections from all their living winners (including seven world champions)

PICTURES LAT ARCHIVE; GETTY IMAGES

From doing deals in a telephone box to dominating the world championship again and again, the story of Williams F1 takes in some epic highs and lows. At Silverstone, the team will celebrate their 600th grand prix (that's if you start counting from Sir Frank's first entry under his own name at the 1975 Argentine GP), of which 114 have been victories.

Here we present all those wins, with reflections from each of the living Williams winners on their most cherished victory for this legendary team... →

1 BRITISH GP
Silverstone, 14 July 1979
Winner: Clay Regazzoni
Car: FW07-Ford
Winning margin: 24.28secs
Grid: 4th
Team-mate: Alan Jones (DNF)

Sir Frank Williams: “Clay Regazzoni [who died in 2006] qualified fourth, three places behind his team-mate Alan Jones, who was on pole. And he won by more than 20 seconds after Alan retired from the lead at half distance.

“It was the start of an incredible period for us – it felt like ten days from heaven. We knew we had a tremendous performance advantage and that’s thanks to Patrick Head. The credit has to go to him for that. For us, as a British team, to win the British Grand Prix, was wonderful.

“I have so many memories of that weekend: sunshine, my wife being there and giving me tremendous support as always, and the unique atmosphere that the British Grand Prix crowd always generates. I remember, too, the tension of the last 20-30 laps. We could see that as long as the car didn’t break we would win – but of course Alan’s car had failed, so we were on tenterhooks until Clay finally crossed the line.



“I always felt we would win one day and when we did there was a degree of relief and elation – although in a subdued way. It was so hard to get to that stage and I knew any sense of pride would be followed by a fall, so I was reluctant to trumpet our achievement or make a fuss.

“It was one of those days where a lot of things came together to produce the perfect result. For Clay, there was a great sense of satisfaction. The

victory came towards the end of his career, after he’d been dropped by Ferrari, and it turned out to be his last win. I felt sympathy for Alan, because it should have been his day and I told him so. But he won four of the next five races, so he made up for it pretty quickly.

“The win was the beginning of a very special time, but it was also just another step on an incredibly long, hard slog.”

2 GERMAN GP
Hockenheim, 29 July 1979
Winner: Alan Jones
Car: FW07-Ford
Winning margin: 2.91secs
Grid: 2nd
Team-mate: C Regazzoni (2nd)

3 AUSTRIAN GP
Österreichring, 12 August 1979
Winner: Alan Jones
Car: FW07-Ford
Winning margin: 36.05secs
Grid: 2nd
Team-mate: C Regazzoni (5th)

4 DUTCH GP
Zandvoort, 26 August 1979
Winner: Alan Jones
Car: FW07-Ford
Winning margin: 21.783secs
Grid: 2nd
Team-mate: C Regazzoni (DNF)

5 CANADIAN GP
Montréal, 30 September 1979
Winner: Alan Jones
Car: FW07-Ford
Winning margin: 1.080secs
Grid: 1st
Team-mate: C Regazzoni (3rd)

6 ARGENTINE GP
Buenos Aires, 13 January 1980
Winner: Alan Jones
Car: FW07-Ford
Winning margin: 24.59secs
Grid: 1st
Team-mate: C Reutemann (DNF)



7 MONACO GP
Monte Carlo, 18 May 1980
Winner: Carlos Reutemann
Car: FW07B-Ford
Winning margin: 1min 13.629secs
Grid: 2nd
Team-mate: Alan Jones (DNF)

Carlos Reutemann: “For me, it was a very big win at Monaco in 1980. I had been on pole there

in 1978 with Ferrari, and I had always been quick there. I loved Monaco. I loved the atmosphere. It was a circuit where you could make up a lot of time by finding exactly the right piece of road and turning-in on the brakes.

“The Williams FW07 was a good car. It was quick as well as practical to drive. The cockpit always felt comfortable. When it began to rain I was happy – I knew where I could find the grip because it had rained on Thursday morning, and I’d spent most of the session just feeling for the right bits of road. I felt I could pass Didier Pironi [for the lead] in a number of places – but then he made it easy for me by hitting the guardrail at Casino.

“I was leading now from Jacques Laffite. I began to open and close my visor, looking especially for dry-ish sections of road where I could gain time. I began revving only to 9,900rpm and still I was pulling away at a couple of seconds per lap. When I saw the chequered flag I was almost sorry. I had loved this race.

“Frank Williams was ecstatic, and so was Ginny. Frank said something very nice: ‘Once the rain came down I knew you were going to win it. There isn’t another driver in the world I’d rather have than you in those conditions.’

“The post-race ceremonies at Monaco are the best of any race in the whole world. I stood up on the podium with Michel Boeri and that night, at the Sporting Club, Jackie Stewart introduced me to Princess Grace and Prince Rainier as the winner of the Monaco Grand Prix. We even had my car there – and I climbed back into the cockpit, wearing a smoking jacket and black tie.”

8 FRENCH GP

Paul Ricard, 29 June 1980
Winner: Alan Jones
 Car: FW07B-Ford
 Winning margin: 4.52secs
 Grid: 4th
 Team-mate: C Reutemann (6th)

9 BRITISH GP

Brands Hatch, 13 July 1980
Winner: Alan Jones
 Car: FW07B-Ford
 Winning margin: 11.007secs
 Grid: 3rd
 Team-mate: C Reutemann (3rd)



10

CANADIAN GP

Montréal, 28 September 1980
Winner: Alan Jones
 Car: FW07B-Ford
 Winning margin: 15.54secs
 Grid: 2nd
 Team-mate: C Reutemann (2nd)

Alan Jones: "It's not hard to guess what my favourite race was – it was winning at Montréal in 1980 and clinching the world championship. Our car was very quick, but it wasn't easy – it never is, unfortunately. We went in there with only a point between Nelson Piquet and me – and we qualified one-two, with Nelson on pole. We had a shunt at the start, which caused a multi-car pile-up and a red flag.

"The restart made it all that little bit more stressful because we were all fighting for the world championship. But we brought it home and by the time I got back to the hotel, Mansour Ojeh from TAG, one of Williams' sponsors, had had all these photographs of me taken and framed with non-reflective glass. They'd been hung up all around the wall of the hotel and we had a great party. I don't remember too much about it after the first hour, to be honest. It was one of those nights..."

"The Williams FW07B was a great car that year, although I look at it now and think: 'Bloody hell, I must have been crazy.' You know... an aluminium monocoque, all that stuff. But at the time it was state of the art – it was a good car and I loved it. I became as one with it."

11 US GP EAST

Watkins Glen, 5 October 1980
Winner: Alan Jones
 Car: FW07B-Ford
 Winning margin: 4.21secs
 Grid: 5th
 Team-mate: C Reutemann (2nd)

12 US GP WEST

Long Beach, 15 March 1981
Winner: Alan Jones
 Car: FW07C-Ford
 Winning margin: 9.19secs
 Grid: 2nd
 Team-mate: C Reutemann (2nd)

13 BRAZILIAN GP

Rio, 29 March 1981
Winner: Carlos Reutemann
 Car: FW07C-Ford
 Winning margin: 4.44secs
 Grid: 2nd
 Team-mate: Alan Jones (2nd)



14

BELGIAN GP

Zolder, 17 May 1981
Winner: Carlos Reutemann
 Car: FW07C-Ford
 Winning margin: 36.06secs
 Grid: 1st
 Team-mate: Alan Jones (DNF)

**15 US GP**

Las Vegas, 17 October 1981
Winner: Alan Jones
 Car: FW07C-Ford
 Winning margin: 20.048secs
 Grid: 2nd
 Team-mate: C Reutemann (8th)

**16 SWISS GP**

Dijon, 29 August 1982
Winner: Keke Rosberg
 Car: FW08-Ford
 Winning margin: 4.442secs
 Grid: 8th
 Team-mate: D Daly (9th) →



17 MONACO GP

Monte Carlo, 15 May 1983
Winner: Keke Rosberg
 Car: FW08C-Ford
 Winning margin: 18.475secs
 Grid: 5th
 Team-mate: J Laffite (DNF)

Keke Rosberg: "It's tough to choose just one, but if you asked me to pick my favourite win, I'd have to say Monaco. In fact, if you single out the one grand prix that *everyone* wants to win then it's always going to be Monaco.

"It's definitely on the list of 'things to be done' as an F1 driver: win a grand prix, win the championship and win at Monaco. I was reigning world champion in 1983, but by then the turbo cars were dominating and at Williams we were still using the normally aspirated Cosworth. So to win anything against the turbos was almost like a miracle really.

"I don't remember celebrating that much afterwards. My hands were like raw meat after a race distance there with a manual gearshift. Actually, I think it's after the races you lose that you're more inclined to celebrate. You want to get past the ones you didn't win and hit reset.

"Thinking about my other wins, Detroit in 1984 was pretty special as it was Honda's first win with the turbo engine. But yes, if you force me to choose, then it has to be Monaco. Incidentally, you know I don't do interviews any more? I'm only talking to you because it's for Frank!"



18 US GP DALLAS

Dallas, 8 July 1984
Winner: Keke Rosberg
 Car: FW09-Honda
 Winning margin: 22.464secs
 Grid: 8th
 Team-mate: J Laffite (4th)



19 US GP DETROIT

Detroit, 23 June 1985
Winner: Keke Rosberg
 Car: FW10-Honda
 Winning margin: 57.549secs
 Grid: 5th
 Team-mate: N Mansell (DNF)



20 EUROPEAN GP

Brands Hatch, 6 October 1985
Winner: Nigel Mansell
 Car: FW10-Honda
 Winning margin: 21.396secs
 Grid: 3rd
 Team-mate: K Rosberg (3rd)

21 SOUTH AFRICAN GP

Kyalami, 19 October 1985
Winner: Nigel Mansell
 Car: FW10-Honda
 Winning margin: 7.572secs
 Grid: 1st
 Team-mate: K Rosberg (2nd)

22 AUSTRALIAN GP

Adelaide, 3 November 1985
Winner: Keke Rosberg
 Car: FW10-Honda
 Winning margin: 46.130secs
 Grid: 3rd
 Team-mate: N Mansell (DNF)

23 BRAZILIAN GP

Rio, 23 March 1986
Winner: Nelson Piquet
 Car: FW11-Honda
 Winning margin: 34.827secs
 Grid: 2nd
 Team-mate: N Mansell (DNF)

24 BELGIAN GP

Spa, 25 May 1986
Winner: Nigel Mansell
 Car: FW11-Honda
 Winning margin: 19.827secs
 Grid: 5th
 Team-mate: N Piquet (DNF)

25 CANADIAN GP

Montréal, 15 June 1986
Winner: Nigel Mansell
 Car: FW11-Honda
 Winning margin: 20.659secs
 Grid: 1st
 Team-mate: N Piquet (3rd)

26 FRENCH GP

Paul Ricard, 6 July 1986
Winner: Nigel Mansell
 Car: FW11-Honda
 Winning margin: 17.128secs
 Grid: 2nd
 Team-mate: N Piquet (3rd)

27 BRITISH GP

Brands Hatch, 13 July 1986
Winner: Nigel Mansell
 Car: FW11-Honda
 Winning margin: 5.574secs
 Grid: 2nd
 Team-mate: N Piquet (2nd)

28 GERMAN GP

Hockenheim, 27 July 1986
Winner: Nelson Piquet
 Car: FW11-Honda
 Winning margin: 15.437secs
 Grid: 5th
 Team-mate: N Mansell (3rd)

29 HUNGARIAN GP

Hungaroring, 10 August 1986
Winner: Nelson Piquet
 Car: FW11-Honda
 Winning margin: 17.673secs
 Grid: 2nd
 Team-mate: N Mansell (3rd)



30 ITALIAN GP

Monza, 7 September 1986
Winner: Nelson Piquet
 Car: FW11-Honda
 Winning margin: 9.828secs
 Grid: 6th
 Team-mate: N Mansell (2nd)

31 PORTUGUESE GP

Estoril, 21 September 1986
Winner: Nigel Mansell
 Car: FW11-Honda
 Winning margin: 18.772secs
 Grid: 2nd
 Team-mate: N Piquet (3rd)

32 SAN MARINO GP

Imola, 3 May 1987
Winner: Nigel Mansell
 Car: FW11B-Honda
 Winning margin: 27.545secs
 Grid: 2nd
 Team-mate: N Piquet (DNS)

33 FRENCH GP

Paul Ricard, 5 July 1987
Winner: Nigel Mansell
 Car: FW11B-Honda
 Winning margin: 7.711secs
 Grid: 1st
 Team-mate: N Piquet (2nd)

35 GERMAN GP

Hockenheim, 26 July 1987
Winner: Nelson Piquet
 Car: FW11B-Honda
 Winning margin: 1min 39.591secs
 Grid: 4th
 Team-mate: N Mansell (DNF)

36 HUNGARIAN GP

Hungaroring, 9 August 1987
Winner: Nelson Piquet
 Car: FW11B-Honda
 Winning margin: 37.727secs
 Grid: 3rd
 Team-mate: N Mansell (14th)

37 AUSTRIAN GP

Österreichring, 16 August 1987
Winner: Nigel Mansell
 Car: FW11B-Honda
 Winning margin: 55.704secs
 Grid: 2nd
 Team-mate: N Piquet (2nd)

**38****ITALIAN GP**

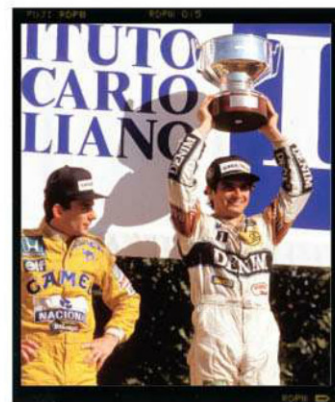
Monza, 6 September 1987
Winner: Nelson Piquet
 Car: FW11B-Honda
 Winning margin: 1.806secs
 Grid: 1st
 Team-mate: N Mansell (3rd)

Nelson Piquet: "It wasn't an easy decision to leave Brabham at the end of 1985 to join Williams: I had been so happy at Brabham. That's what I told Frank, and he also knew that I wasn't joining Williams to compete with another driver. But I had made the mistake of not getting that written down. A few months later Frank had his accident in France, and then everything changed.

"In 1987 I was not happy when I discovered that all the development on the new active-suspension car was going to have to be done by me. Not because I wanted to do it, but every fucking new thing they put on the car, Nigel said: 'It will never work, I don't want anything to do with it.'

"That is why it felt so good to win at Monza in 1987 – the first time we ran the active car. The engineers offered me the project and I accepted, although I said, 'If it's good, I will have it only for me. Why should I go balls out every day if after I get it sorted it will help Nigel, too?'

"The Monza race was good. I had a big fight for the lead with Senna, who destroyed the tyres of his Lotus trying to keep up and then spun off. Nigel? He had to take the car without active and I think he finished third."

**34****BRITISH GP**

Silverstone, 12 July 1987
Winner: Nigel Mansell
 Car: FW11B-Honda
 Winning margin: 1.918secs
 Grid: 2nd
 Team-mate: N Piquet (2nd)

Nigel Mansell: "One of the problems I had at Silverstone in 1987 was an issue with a wheel weight: I was really hard on the brakes on full tanks and the tyre turned on the rim – that's when the whole thing went out of balance. After about five laps I braked quite late for Stowe – I think Nelson Piquet had cut me up – and immediately after that, the vibration on the front was really severe. I put up with it for a while but I remember going down Hangar Straight and I couldn't even see the corner.

"The vibration was so bad that I knew I was screwed. I put up with it for so long, but then I did a quick calculation and realised there was enough time to stop. I came out about 24 seconds behind, with 30 laps of the race left. It was one hell of a race, one hell of a fight and a good dummy. Piquet and I touched going flat-out into Stowe and I just thought: 'Bollocks to it.'

"For the last eight laps, the team were telling me to slow down. I didn't see any of the signs but I broke the lap record something like 11 times on the last 15 laps. On the last lap, I thought 'Oh no, will I make it?' and actually ran out of fuel halfway round the slowing-down lap. But it didn't matter, we won the race and the crowd loved it – it was the most fantastic comeback."

**39 SPANISH GP**

Jerez, 27 September 1987
Winner: Nigel Mansell
 Car: FW11B-Honda
 Winning margin: 22.225secs
 Grid: 2nd
 Team-mate: N Piquet (4th)

40 MEXICAN GP

Mexico City, 18 October 1987
Winner: Nigel Mansell
 Car: FW11B-Honda
 Winning margin: 26.176secs
 Grid: 1st
 Team-mate: N Piquet (2nd)

**41 CANADIAN GP**

Montréal, 18 June 1989
Winner: Thierry Boutsen
 Car: FW12C-Renault
 Winning margin: 30.007secs
 Grid: 6th
 Team-mate: R Patrese (2nd) →

42

AUSTRALIAN GP

Adelaide, 5 November 1989

Winner: Thierry Boutsen

Car: FW13-Renault

Winning margin: 28.658secs

Grid: 5th

Team-mate: R Patrese (3rd)

Thierry Boutsen: "All three of my wins with Williams were memorable. The first one, in Canada 1989, was always going to be the most important because it was the first, but I had to work really hard for the other two because they were in such different conditions. On each occasion, it was totally up to me to win.

"I had a car that was capable of setting pole position in Hungary 1990, but it was not so good in racing conditions. I had no choice but to take a big gamble, starting the race with a set of hard tyres and going all the way through. I knew that if I was first at the

first corner, nobody was going to pass me. But you only needed to miss a gear and you'd have five cars going by you. People complained it showed passing was impossible in Hungary. But complaining is easy. It was difficult but not impossible – there was plenty of passing in that race.

"In Adelaide 1989, it was raining so much you couldn't see anything. Your concentration had to be 1000 per cent active. But I liked these conditions: I was one of the very few drivers who really wanted to race. I knew that I was pretty good in these difficult conditions and it was a chance for me to show off and do well, especially since everybody knew the car was not the best car. I really went for it. I enjoyed every metre."



43 SAN MARINO GP

Imola, 13 May 1990

Winner: Riccardo Patrese

Car: FW13B-Renault

Winning margin: 5.117secs

Grid: 3rd

Team-mate: T Boutsen (DNF)



46 FRENCH GP

Magny-Cours, 7 July 1991

Winner: Nigel Mansell

Car: FW14-Renault

Winning margin: 5.003secs

Grid: 4th

Team-mate: R Patrese (5th)

48 GERMAN GP

Hockenheim, 28 July 1991

Winner: Nigel Mansell

Car: FW14-Renault

Winning margin: 13.779secs

Grid: 1st

Team-mate: R Patrese (2nd)

44 HUNGARIAN GP

Hungaroring, 12 August 1990

Winner: Thierry Boutsen

Car: FW13B-Renault

Winning margin: 0.288secs

Grid: 1st

Team-mate: R Patrese (4th)



47 BRITISH GP

Silverstone, 14 July 1991

Winner: Nigel Mansell

Car: FW14-Renault

Winning margin: 42.293secs

Grid: 1st

Team-mate: R Patrese (DNF)

49 ITALIAN GP

Monza, 8 September 1991

Winner: Nigel Mansell

Car: FW14-Renault

Winning margin: 16.262secs

Grid: 2nd

Team-mate: R Patrese (DNF)

45

MEXICAN GP

Mexico City, 16 June 1991

Winner: Riccardo Patrese

Car: FW14-Renault

Winning margin: 1.336secs

Grid: 1st

Team-mate: N Mansell (2nd)

Riccardo Patrese:

"All my successes with Williams were really nice because I came to the team after a period of not having much success. When I won at Imola in 1990, it had been seven

years since I'd last won a grand prix, and it was even nicer because it was in Italy.

"In 1983 I'd crashed at Acque Minerali in Imola, when I'd been about to win with Brabham. The public were not nice then – they were cheering my crash because it meant a Ferrari won the grand prix. When I won seven years later it was a pleasure that in this case the fans were happy for me. I had a new friendship with the Italian public: they had been nasty in '83, but this time they were nice and everything was fine.

"I also remember Mexico 1991 very well and with a lot of pleasure. I had the pole, then I had a bad start and was fourth on the first lap. I overtook Alesi, Senna, then Nigel at the end and went for the win. I'd been quickest in practice, but what made it nice was that I didn't lead from the first lap, I had to do some passing. There was a big battle with Nigel.

"Frank was a little worried – you could see it in his face on TV – because both Nigel and I were really trying hard. It was fair though, no problem. Nigel was okay about it. He was never happy when he was beaten – that's normal – but he still congratulated me."



50 PORTUGUESE GP

Estoril, 22 September 1991
Winner: Riccardo Patrese
 Car: FW14-Renault
 Winning margin: 20.941secs
 Grid: 1st
 Team-mate: N Mansell (DSQ)

51 SPANISH GP

Barcelona, 29 September 1991
Winner: Nigel Mansell
 Car: FW14-Renault
 Winning margin: 11.331secs
 Grid: 2nd
 Team-mate: R Patrese (3rd)

52 SOUTH AFRICAN GP

Kyalami, 1 March 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 24.360secs
 Grid: 1st
 Team-mate: R Patrese (2nd)

53 MEXICAN GP

Mexico City, 22 March 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 12.971secs
 Grid: 1st
 Team-mate: R Patrese (2nd)

54 BRAZILIAN GP

Interlagos, 5 April, 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 29.330secs
 Grid: 1st
 Team-mate: R Patrese (2nd)

55 SPANISH GP

Barcelona, 3 May 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 23.914secs
 Grid: 1st
 Team-mate: R Patrese (DNF)

**56 SAN MARINO GP**

Imola, 17 May 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 9.451secs
 Grid: 1st
 Team-mate: R Patrese (2nd)

57 FRENCH GP

Magny-Cours, 5 July 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 46.447secs
 Grid: 1st
 Team-mate: R Patrese (2nd)

58 BRITISH GP

Silverstone, 12 July 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 39.094secs
 Grid: 1st
 Team-mate: R Patrese (2nd)

**59 GERMAN GP**

Hockenheim, 26 July 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 4.5secs
 Grid: 1st
 Team-mate: R Patrese (8th)

60 PORTUGUESE GP

Estoril, 27 September 1992
Winner: Nigel Mansell
 Car: FW14B-Renault
 Winning margin: 37.533secs
 Grid: 1st
 Team-mate: R Patrese (DNF)

61 JAPANESE GP

Suzuka, 25 October 1992
Winner: Riccardo Patrese
 Car: FW14B-Renault
 Winning margin: 13.729secs
 Grid: 2nd
 Team-mate: N Mansell (DNF)

62

SOUTH AFRICAN GP

Kyalami, 14 March 1993
Winner: Alain Prost
 Car: FW15C-Renault
 Winning margin: 1min 19.824secs
 Grid: 1st
 Team-mate: Damon Hill (DNF)

Alain Prost: "I think that maybe South Africa was my best win for Williams because it was my first race back after a year's sabbatical and it wasn't easy to come straight back. I remember very well that in qualifying it was like my old days with McLaren on qualifying tyres. I had one chance to do a quick lap and I was only able to do it on the last set of tyres. I don't know if I got a bad start – I remember being third at one stage – but I ended up winning the race. That was very important for me, and for Williams and the Renault people to give them the confidence that I was back. It was a crucial start to the season.

"I wouldn't say that the 1993 car was an easy car to drive, because it's never easy. It wasn't the best car in terms of feedback because of the active suspension. At the end of the year I drove the 1994 car, which didn't have active suspension because of the regulation changes – I really loved it. I could not set up the '93 car the way I was used to because of the feedback the car was giving me, and that didn't make it easy.

"My relationship with the team that year was absolutely fantastic. But parts of the season were a little tricky: the fight with Ayrton Senna and the politics. I had to go to the world council because I had criticised the regulations – so there were some difficult aspects to that year."

**63 SAN MARINO GP**

Imola, 25 April 1993
Winner: Alain Prost
 Car: FW15C-Renault
 Winning margin: 32.410secs
 Grid: 1st
 Team-mate: D Hill (DNF)

64 SPANISH GP

Barcelona, 9 May 1993
Winner: Alain Prost
 Car: FW15C-Renault
 Winning margin: 16.873secs
 Grid: 1st
 Team-mate: D Hill (DNF) →



65 CANADIAN GP

Montréal, 13 June 1993
Winner: Alain Prost
Car: FW15C-Renault
Winning margin: 14.527secs
Grid: 1st
Team-mate: D Hill (3rd)



66 FRENCH GP

Magny-Cours, 4 July 1993
Winner: Alain Prost
Car: FW15C-Renault
Winning margin: 0.342secs
Grid: 2nd
Team-mate: D Hill (2nd)



67 BRITISH GP

Silverstone, 11 July 1993
Winner: Alain Prost
Car: FW15C-Renault
Winning margin: 7.660secs
Grid: 1st
Team-mate: D Hill (DNF)

68 GERMAN GP

Hockenheim, 25 July 1993
Winner: Alain Prost
Car: FW15C-Renault
Winning margin: 16.664secs
Grid: 1st
Team-mate: D Hill (15th)

69 HUNGARIAN GP

Hungaroring, 15 August 1993
Winner: Damon Hill
Car: FW15C-Renault
Winning margin: 1min 11.915secs
Grid: 2nd
Team-mate: A Prost (12th)



70 BELGIAN GP

Spa, 29 August 1993
Winner: Damon Hill
Car: FW15C-Renault
Winning margin: 3.668secs
Grid: 2nd
Team-mate: A Prost (3rd)

71 ITALIAN GP

Monza, 12 September 1993
Winner: Damon Hill
Car: FW15C-Renault
Winning margin: 40.012secs
Grid: 2nd
Team-mate: A Prost (12th)



72 SPANISH GP

Barcelona, 29 May 1994
Winner: Damon Hill
Car: FW16-Renault
Winning margin: 24.166secs
Grid: 2nd
Team-mate: D Coulthard (DNF)



73

BRITISH GP

Silverstone, 10 July 1994
Winner: Damon Hill
Car: FW16-Renault
Winning margin: 1min 8.128secs
Grid: 1st
Team-mate: D Coulthard (5th)

Damon Hill: "While Suzuka 1994 was probably my best – and most intense – drive, my favourite win was definitely Silverstone '94. Winning the British Grand Prix was something my dad never managed, and to win it with a British team was just great. In those days, before all the concrete had been laid down, there was grass in the paddock – I wouldn't say

it was a beautifully manicured lawn, but I do remember it being a lovely summer's evening and sitting out on the grass with the winner's trophy on the table. I really savoured the moment well into the evening.

"I'd come very close to winning the year before, but suffered an engine failure. Perhaps I was still too young to win races then. I remember walking away from the car and thinking: 'What would my dad have done?' He would probably have gone and had a drink in the bar, so I decided to stop at the BRDC clubhouse for a swift half. It was empty because everyone was still watching the race.

"The thing about the '94 race was Michael Schumacher twice blasted past me on the parade lap. He overtook me then shot off into the distance, which I thought was a bit unusual. I couldn't understand why he was doing it. The stewards then black-flagged him in the race, but he ignored them. So all in all he was the bad boy in that particular race and I went on to win it. You prefer to win without that sort of thing, but that was the start of the whole Schumacher saga. The press loved our rivalry, particularly since it was between England and Germany. But it felt good to beat him that day." →



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The new range, available exclusively online from Spring 2013, will celebrate 25 years since Ayrton Senna won his first FIA Formula 1 World Championship in 1988. It will carry his signature, the number 88 embossed and his core driver number, No 1, which he switched to in 1989 having won the championship.

The range is hand-made in Italy to precise and exacting standards using only the best craftsmen and the highest quality vegetable-tanned through-dyed Tuscan leather and comes in a classic rosso opaco (red matte finish) with Ayrton's No 1 insignia in bianco (white) leather. As well as his signature, it will carry the marque of the exclusive partnership with Instituto Ayrton Senna, the foundation he set up to develop the potential of children and young people in Brazil.

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74 BELGIAN GP

Spa, 28 August 1994
Winner: Damon Hill
 Car: FW16B-Renault
 Winning margin: 51.381secs
 Grid: 3rd
 Team-mate: D Coulthard (4th)

75 ITALIAN GP

Monza, 11 September 1994
Winner: Damon Hill
 Car: FW16B-Renault
 Winning margin: 4.930secs
 Grid: 3rd
 Team-mate: D Coulthard (6th)

76 PORTUGUESE GP

Estoril, 25 September 1994
Winner: Damon Hill
 Car: FW16B-Renault
 Winning margin: 0.603secs
 Grid: 2nd
 Team-mate: D Coulthard (2nd)



77 JAPANESE GP

Suzuka, 6 November 1994
Winner: Damon Hill
 Car: FW16B-Renault
 Winning margin: 3.365secs
 Grid: 2nd
 Team-mate: N Mansell (4th)

78 AUSTRALIAN GP

Adelaide, 13 November 1994
Winner: Nigel Mansell
 Car: FW16B-Renault
 Winning margin: 2.511secs
 Grid: 1st
 Team-mate: D Hill (DNF)

80 SAN MARINO GP

Imola, 30 April 1995
Winner: Damon Hill
 Car: FW17-Renault
 Winning margin: 18.510secs
 Grid: 4th
 Team-mate: D Coulthard (4th)

81 HUNGARIAN GP

Hungaroring, 13 August 1995
Winner: Damon Hill
 Car: FW17-Renault
 Winning margin 33.398secs
 Grid: 1st
 Team-mate: D Coulthard (2nd)

82

PORTUGUESE GP

Estoril, 24 September 1995
Winner: David Coulthard
 Car: FW17-Renault
 Winning margin: 7.248secs
 Grid: 1st
 Team-mate: D Hill (3rd)

David Coulthard: "I remember I was running on a three-stop strategy and I'm impressed I can even remember that much, since I can hardly remember what happened last week. I recall that prior to my first stop, I had Schumacher behind me and I was so out of breath and so overwhelmed by the pace of the race, I started to think that if he didn't slow down soon I was going to crash.

"I was exhausted after the first ten laps of the race because it was only my 21st grand prix and I was relatively young and inexperienced. Just before the first stop, Michael started to drop back and that gave me a little window in which to catch my breath – he's a relentless competitor and I was never happy having him behind me in such close quarters, since I never knew what he was going to do. But once I'd had that window in which to relax, I got my tyre stop done and then stroked it home.

"In those days you could put in a new engine for every session. I remember we qualified a rear-wishbone setup that shrouded the driveshaft, which is what all the teams have now. We introduced it for qualifying, but didn't race with it because it didn't have race mileage.

"Estoril was a great place to score my first win: all my family were there, it was a lovely day, and I now keep the car in my museum."



83 AUSTRALIAN GP

Adelaide, 12 November, 1995
Winner: Damon Hill
 Car: FW17B-Renault
 Winning margin: 2 laps
 Grid: 1st
 Team-mate: D Coulthard (DNF)

86 ARGENTINE GP

Buenos Aires, 7 April, 1996
Winner: Damon Hill
 Car: FW18-Renault
 Winning margin: 12.167secs
 Grid: 1st
 Team-mate: J Villeneuve (2nd)



84 AUSTRALIAN GP

Melbourne, 10 March 1996
Winner: Damon Hill
 Car: FW18-Renault
 Winning margin: 38.020secs
 Grid: 2nd
 Team-mate: J Villeneuve (2nd)

87 EUROPEAN GP

Nürburgring, 28 April 1996
Winner: Jacques Villeneuve
 Car: FW18-Renault
 Winning margin: 0.762secs
 Grid: 2nd
 Team-mate: D Hill (4th)

85 BRAZILIAN GP

Interlagos, 31 March 1996
Winner: Damon Hill
 Car: FW18-Renault
 Winning margin: 17.982secs
 Grid: 1st
 Team-mate: J Villeneuve (DNF)

88 SAN MARINO GP

Imola, 5 May 1996
Winner: Damon Hill
 Car: FW18-Renault
 Winning margin: 16.460secs
 Grid: 2nd
 Team-mate: J Villeneuve (11th)

89 CANADIAN GP

Montréal, 16 June 1996
Winner: Damon Hill
 Car: FW18-Renault
 Winning margin: 4.183secs
 Grid: 1st
 Team-mate: J Villeneuve (2nd)

90 FRENCH GP

Magny-Cours, 30 June 1996
Winner: Damon Hill
 Car: FW18-Renault
 Winning margin: 8.127secs
 Grid: 2nd
 Team-mate: J Villeneuve (2nd)

**91 BRITISH GP**

Silverstone, 14 July 1996
Winner: Jacques Villeneuve
 Car: FW18-Renault
 Winning margin: 19.026secs
 Grid: 2nd
 Team-mate: D Hill (DNF)

92 GERMAN GP

Hockenheim, 28 July 1996
Winner: Damon Hill
 Car: FW18-Renault
 Winning margin: 11.452secs
 Grid: 1st
 Team-mate: J Villeneuve (3rd)

93 HUNGARIAN GP

Hungaroring, 11 August 1996
Winner: Jacques Villeneuve
 Car: FW18-Renault
 Winning margin: 0.771secs
 Grid: 3rd
 Team-mate: D Hill (2nd)

95 JAPANESE GP

Suzuka, 13 October 1996
Winner: Damon Hill
 Car: FW18-Renault
 Winning margin: 1.883secs
 Grid: 2nd
 Team-mate: J Villeneuve (DNF)

**96 BRAZILIAN GP**

Interlagos, 30 March 1997
Winner: Jacques Villeneuve
 Car: FW19-Renault
 Winning margin: 4.190secs
 Grid: 1st
 Team-mate: H-H Frentzen (9th)

97 ARGENTINE GP

Buenos Aires, 13 April 1997
Winner: Jacques Villeneuve
 Car: FW19-Renault
 Winning margin: 0.979secs
 Grid: 1st
 Team-mate: H-H Frentzen (DNF)

**98****SAN MARINO GP**

Imola, 27 April 1997
Winner: Heinz-Harald Frentzen
 Car: FW19-Renault
 Winning margin: 1.237secs
 Grid: 2nd
 Team-mate: J Villeneuve (DNF)

Heinz-Harald Frentzen:

“At Imola, I felt as if the car was driving me. Damon had been running a soft setup and I tried to live with that, tried to make it work for me, because I thought it was being recommended by the team. Plus Damon had been quite successful with it.

“The team thought I was on the right setup, but that I wasn't using the car's potential. After Argentina, we tried something different with the car's settings

and I immediately felt better. San Marino is tough on the brakes and I was concerned after my experience in Melbourne [when a brake disc exploded three laps from the end]. After Michael pitted, I knew Jacques was going to pit before me, so this was my moment to push. My engineer told me over the radio that it was down to me now. I did two laps at qualifying pace.

“After the stop I had to zigzag a bit to keep Michael behind me: he'd done the same thing to me at the start of the race. I didn't push towards the end, but I tried to maintain a certain speed because I could see Michael coming up behind me again. Also I was concerned it might start to rain.

“I had to work hard to keep my concentration in the final laps – all sorts of things were going through my mind. I didn't want to risk a mistake as I was about to win my first grand prix. But it was my day. I said later that it was like oil on my soul.”

**94****PORTUGUESE GP**

Estoril, 22 September 1996
Winner: Jacques Villeneuve
 Car: FW18-Renault
 Winning margin: 19.966secs
 Grid: 2nd
 Team-mate: D Hill (2nd)

Jacques Villeneuve: “This win kept the championship battle alive between Damon Hill and me, and I had to overtake Michael Schumacher around the last corner to do it. That was exciting – one of the most special moments I've had in F1.

“It was badly filmed, so you don't really see what happened. Ever since winter testing, I'd been discussing overtaking around the outside of Estoril's final corner with my engineer, Jock Clear, because it was a bit like a corner on an oval. There was a little bit of banking there and I wanted to bring my experience to it. I said: ‘You'll see – I'll overtake someone there.’ Then it became a bit of a challenge. Jock asked which lap I was planning on doing it, so they could arrange to come and pick up

the pieces with a spoon. Nobody thought I'd do it, so that was my incentive...

“Working with people like Adrian Newey, Patrick Head, Frank Williams – they were pure racers. It wasn't overly political, though of course they had to play the game with sponsors and that sort of thing. Their energy was spent on trying to make the car more competitive – they were first and foremost a racing team. It was great.” →



99 SPANISH GP

Barcelona, 25 May 1997
Winner: Jacques Villeneuve
 Car: FW19-Renault
 Winning margin: 5.804secs
 Grid: 1st
 Team-mate: H-H Frentzen (8th)

100 BRITISH GP

Silverstone, 13 July 1997
Winner: Jacques Villeneuve
 Car: FW19-Renault
 Winning margin: 10.205secs
 Grid: 1st
 Team-mate: H-H Frentzen (DNF)

101 HUNGARIAN GP

Hungaroring, 10 August 1997
Winner: Jacques Villeneuve
 Car: FW19-Renault
 Winning margin: 9.079secs
 Grid: 2nd
 Team-mate: H-H Frentzen (DNF)



105

CANADIAN GP

Montréal, 10 June 2001
Winner: Ralf Schumacher
 Car: FW23-BMW
 Winning margin: 20.235secs
 Grid: 2nd
 Team-mate: JP Montoya (DNF)

Ralf Schumacher: "I was absolutely delighted to win this grand prix. The whole time I was waiting for Michael to make a mistake but he didn't. "When I was following him, I kept thinking that he was going to pull away. And then I saw that the two of us were pulling away from the rest of the field and I thought to myself: 'Okay, so why isn't he going any quicker?' At the beginning I thought he must be trying to save his brakes or his tyres, but then he kept his pace. So I knew that I would be able to gain the upper hand towards the end of the race. I had to look after my brakes at the beginning of the stint as well, so I took it quite easy."

"I tried to overtake him a couple of times at the end of the straight, but it was difficult. If I'd tried to get past him we both would have straight-lined the chicane or crashed – and that made no sense. I knew that we were very long – we had a lot of fuel on board – so I thought I had better wait until he pitted, and then I could try to pull the gap out instead of trying harder, maybe making a mistake and then losing it. That's what I did. "I called the team on the radio and said: 'Okay, I'll back off now and wait until he goes back to the pits and then I think we could pull out the gap to win.' I had the upper hand throughout the whole stint. I was following him quite easily and the car was brilliant. It was a great race."



102 AUSTRIAN GP

A1-Ring, 21 September 1997
Winner: Jacques Villeneuve
 Car: FW19-Renault
 Winning margin: 2.909secs
 Grid: 1st
 Team-mate: H-H Frentzen (3rd)



103 LUXEMBOURG GP

Nürburgring, 28 September 1997
Winner: Jacques Villeneuve
 Car: FW19-Renault
 Winning margin: 11.770secs
 Grid: 2nd
 Team-mate: H-H Frentzen (3rd)



104 SAN MARINO GP

Imola, 15 April 2001
Winner: Ralf Schumacher
 Car: FW23-BMW
 Winning margin: 4.352secs
 Grid: 3rd
 Team-mate: JP Montoya (DNF)



106 GERMAN GP

Hockenheim, 29 July 2001
Winner: Ralf Schumacher
 Car: FW23-BMW
 Winning margin: 46.117secs
 Grid: 2nd
 Team-mate: JP Montoya (DNF)



107 ITALIAN GP

Monza, 16 September 2001
Winner: Juan Pablo Montoya
 Car: FW23-BMW
 Winning margin: 5.175secs
 Grid: 1st
 Team-mate: R Schumacher (3rd)



108 MALAYSIAN GP

Sepang, 17 March 2002
Winner: Ralf Schumacher
 Car: FW24-BMW
 Winning margin: 39.699secs
 Grid: 4th
 Team-mate: JP Montoya (2nd)



109

109 MONACO GP

Monte Carlo, 1 June 2003

Winner: Juan Pablo Montoya

Car: FW25-BMW

Winning margin: 0.602secs

Grid: 3rd

Team-mate: R Schumacher (4th)

we threw away a few wins before then. I don't know if it was like proving a point, but the pressure was on not to make any mistakes and I ran a really clean race. In the end it was well worth the wait. That win ranked right up there with winning the Indianapolis 500 a few years before.

"I was very proud of everything we were able to accomplish at Williams. I think we really gave Ferrari a run for their money on a number of occasions. But for one reason or another we just were not able to win the world championship and that was a little frustrating. Even so, I have to admit I had some very good times when I was with Williams and we were able to win some pretty big races."

**110 EUROPEAN GP**

Nürburgring, 29 June 2003

Winner: Ralf Schumacher

Car: FW25-BMW

Winning margin: 16.821secs

Grid: 3rd

Team-mate: JP Montoya (2nd)

111 FRENCH GP

Magny-Cours, 6 July 2003

Winner: Ralf Schumacher

Car: FW25-BMW

Winning margin: 13.813secs

Grid: 1st

Team-mate: JP Montoya (2nd)

Juan Pablo Montoya: "By far the most memorable win of my whole Formula 1 career was the Monaco Grand Prix in 2003. It had been a while since Williams had won a race there and I'd always dreamed of winning at Monaco when I was a kid. My dad and I used to watch the F1 races when I was young and I wanted to be that guy on the Monaco podium so much. So it was quite literally a dream come true.

"We were having some bad luck leading into the Monaco race and



114

SPANISH GP

Barcelona, 13 May 2012

Winner: Pastor Maldonado

Car: FW34-Renault

Winning margin: 3.195secs

Grid: 1st


Team-mate: Bruno Senna (DNF)

Pastor Maldonado: "I remember that on the Friday when we did a race simulation, that's when we realised we could be competitive at the weekend. Then on the Saturday we improved the setup and found that particularly when we were running on low fuel we were very strong. It was a hard weekend but, at the same time, it was a great car to drive in the race – very consistent throughout all the sectors, which at Barcelona are all quite different. So it was great that

everything all came together. To race and beat Fernando Alonso in front of his home crowd was very special. It's great to fight with him – he's very professional. We attacked, but there was full respect as well.

"At the start we knew that the Ferrari would get away from the line better than us, and that's why I didn't fight too hard at the first corner – our strategy was to get ahead later in the race. Despite that, I made a great start. The numbers showed it was my best start of the year. We were genuinely competitive in the race and even if Lewis Hamilton had not been demoted to the back of the grid, I still think we could have beaten him. It was not a lucky race: we won fair and square.

"That evening we went for dinner with friends and family, but we were shocked by what happened after the race with the fire in the pits. I remember celebrating, then hearing an explosion – not that big – then a few seconds later came the fire because of an accident with the fuel.

"Definitely it was the best race of my whole career so far and I have the trophy in a safe place at home in Venezuela. For everyone in the team, after more than eight years without winning, it was a super result." 

112 GERMAN GP

Hockenheim, 3 August, 2003

Winner: Juan Pablo Montoya

Car: FW25-BMW

Winning margin: 1min 5.459secs

Grid: 1st

Team-mate: R Schumacher (DNF)

113 BRAZILIAN GP

Interlagos, 24 October 2004

Winner: Juan Pablo Montoya

Car: FW26-BMW

Winning margin: 1.022secs

Grid: 2nd

Team-mate: R Schumacher (5th)

Claire
Williams
This is
your
life

As Williams prepare for their 600th grand prix, deputy team principal Claire Williams looks back at the people, places and moments that helped shape their epic history

PORTRAITS GLENN DUNBAR/LAT



Portrait of Sir Frank

“My dad was cool, wasn’t he? This must be 1979 or 1980. When I see a picture like this, I think of my mum saying ‘Oh God, he was so dreamy!’ – and I’d look at him and say: ‘Really?’ [laughs]. But he was buff, my dad, and he was super-fit. He used to run when running wasn’t even trendy.

“And he looks so smart. That was one of the things about Dad. It didn’t matter how little money he had, he always took pride in his appearance. It wasn’t the case that we didn’t eat at home, but we didn’t have carpets or curtains – and Frank dressed from Turnbull & Asser!

“I would have been very young when this was taken, so it was before I really remember him. I have a jumble of vague childhood memories, but I do recall begging him to take me running. Because he was so competitive and serious about it, he never wanted me to go with him, but he did take me once. Most typical dads would probably hang back for their children and make it a bit of fun, but oh no – not Frank. I was five or six and he just ran straight off down the road. I was there trying to keep up with him, going ‘Dad! Dad! Wait for me!’ The novelty wore off for him after about five minutes, then he ran home and went off for his two-hour run.

“Another memory is of begging him to take me to school, which he never did: he used to drop me at the bus stop. But once, when I was about seven or eight, he agreed to take me and I was so proud because all the other children knew who he was and they were all there waiting to see my dad. This was at the height of our success in the ‘80s. I got so overexcited by the whole thing that I left my lunch box in the car. He wasn’t a huge part of that time in terms of coming to school sports days and things like that... so when he did, it was really special.

“I don’t have many memories of being at the race track in those days. We were always with mum being made to be quiet out back.”

A big bag of cash

“I have a framed print at home of Tom Cruise in *Jerry Maguire*, saying: ‘Show me the money, show me the money!’ Dad came round the other day and saw it and said: ‘God, you’ve got to get me one of those, I love it!’

“Money is what we survive on and we can never have enough of it. And the first thing Frank asks me every single day, is: ‘Have you got any money in today, darling?’ And that’s all I end up thinking about now. I think I’ve become quite obsessed with it.

“So from having started in sponsorship when Adam [Parr, ex-CEO] asked me to do it and me saying, ‘Are you crazy?’ because I hate asking people for money – in a short space of time, my whole attitude and approach to asking for it has changed. But it’s still not polite to discuss it!” →





Ralf Schumacher

“Ralf! Move on... [Claire half-heartedly attempts to turn the page...] We weren't the best of mates. He was my first as a press officer. This was when racing drivers didn't need to work hard for the partners. All they really cared about was being in the cockpit. Okay, that's all they really care about now, but they also understand there are other things they have to do. So working with Ralf was interesting. Let's leave it at that.”

Margaret Thatcher

[The image prompts hearty laughter.] “At any other time I wouldn’t mind discussing Mrs T, but I might be vilified if I start saying how brilliant I think she is. Her picture’s on the wall in Dad’s office, but I’m a huge admirer as well. Frank loved Mrs T – she was so kind to him. She and Mr Ecclestone arranged to fly Dad back from hospital when he was in France after his accident, and she’d send notes to my mum to keep her going.

“Mum spent six months living out of a hotel room in some awful part of London where Dad was in hospital after his accident. She’d leave him at 2am when he was asleep and walk back through some pretty rough streets to get three hours’ sleep so she could get back to the hospital in time for when he woke up in the morning. Mrs Thatcher twice sent balloons to her hotel room, saying: “Keep going, Ginny.” So there was a thoughtful and caring side to her.



“I look at her picture now and see an amazing woman. I know that might not be a widely held view, but she was so powerful and ahead of her time. What she achieved may not have been terribly popular with a lot of people, but I thought her strength of character and her resolve were brilliant.”

Motorhome flowers

“Flowers were all down to my mum. She was a voracious horticulturist if you can call it that, and absolutely loved them. When it was the British GP, she would go to Covent Garden at 3am on Wednesday and Saturday mornings to buy flowers from the wholesalers. She would always make sure that we had white blooms *everywhere* in the motorhome. It was amazing.

“Her garden at home is beautiful. It’s been open to the public for the past five years, which we do for charity. On the last open weekend, more than 350 people turned up.”



Running shoes

“Maybe this will prompt me to get my trainers back on and go running! My first GPs as deputy team principal were so busy I didn’t get the chance and I’ve missed it. My favourite runs are always at the race track, but when no one else is around. At the end of a long day at the track, I like to go out with my iPod on loud. I’m a rubbish runner... but I love it.”



Dad’s phone box

“This is an amazing story: it’s like folklore now, isn’t it? Dad was so poor in the early days that sometimes the bailiffs would come and take everything from the office. So he’d have to use the phone box down the road to do his work. He was so resourceful and he wouldn’t have cared.

“I remember a story about one of his secretaries. When Frank was away and unable to defend his furniture, she used to tie herself to the chairs so the bailiffs couldn’t take them. It shows how tenacious Dad was and how determined he was that Williams would succeed.

“I’m not sure many people now would be willing to do that. To have such burning ambition is rare and to have the stamina to keep going year after year with no money and a wife and young children to support, well... Mum and Dad just believed he could do it. It’s a great symbol. Maybe that could be Frank’s next Christmas present...”

Ayrton Senna

“Ayrton was a childhood hero of mine. I was 16 when he came to Williams, and Dad had been obsessed with him for years. So when he finally got Ayrton to drive for us, we were amazed. It was just phenomenal that Ayrton was coming to *our* team.

“I remember at the 1992 Hungarian GP when Nigel won the championship, I walked into Dad’s hotel room one evening to say goodnight... I was wearing my nightie and I walked through the inter-connecting doors and Ayrton Senna was standing in the room. I felt so awkward – I was mortified! At the time he was this god of the sport and I had a real schoolgirl crush on him.

“I knew what they were probably discussing. I think that it was the weekend that Ayrton got a waiter to pass a note to Patrick Head at dinner, saying: ‘I’ll drive for you for nothing.’ We already had our driver line-up for 1993, but Ayrton was desperate to drive for us because he knew we had the best car. So when Imola happened, it was absolutely devastating for all of us. But we honour Ayrton at Williams and Frank is still in awe of him, as is most of the world.” →





Dictaphone

“I spent many happy days working as a press officer for the team. I loved my job and I learned so much. It’s one of the best jobs in the world: working with racing drivers, working with great people and travelling the world. I loved it and it taught me so much that I think it probably stood me in very good stead for this job.

“The F1 media are great, really. They’re just another part of the family. They’ve been very kind to Williams and I think a lot of that is down to what Frank and Patrick have achieved over the years. There’s plenty that the press could have said about us, but didn’t, given our performance over the past few years.

“As long as you retain good relationships and are truthful and honest, the media give you the same courtesy in return.”



2012 Spanish Grand Prix

“This memory is kind of half happy and half not happy. It reminds me of the win and it reminds me of the awful fire afterwards. The win was amazing and I’ll never, ever forget that feeling. But for the fire to happen so soon afterwards was just awful. It was cruel and it could only have happened to Williams.

“The silver lining was that it highlighted the camaraderie in F1 and how everyone clubs together and how, at the end of the day, as much as there is so much rivalry and competition, when something like that

happens, everyone gets together and supports each other and are even willing to put their lives at risk. We were so overwhelmed by the support, it took me about a week to reply to all the text messages and emails we received.

“I think this was one of the most remarkable weekends in Williams’ history, because it had everything. We had Frank’s 70th birthday celebrations, plus my mum was there – and I’m so pleased we won a race before she died, because she’d suffered seven years of not getting to see us win one. And we won on merit, which was great.”

Patrick Head

“I call him Uncle Patrick and he does feel like family to me. He is such an amazing man and has achieved so much – I don’t think that outside our sport he has been recognised enough for it. Whenever people say to Frank: ‘You’ve done an amazing job,’ he always replies that it’s down to Patrick.

“You know, Patrick was the one who engineered all our cars to nine constructors’ championships. He is an amazingly intelligent man and absolutely relentless. He’s always sending me lovely emails filled with advice, particularly in my new role, which I really value. I remember when I was very young... Patrick loves his motorbikes, so he would always be in his leathers. And you would see him kind of stomping around in these black leathers, which I did find quite scary when I was little!

“But he’s a very special man and I just wish we had kept a book of some of the priceless things he has said over the years.”



Didcot cooling towers

“I love these. Most people think they’re a blight on the landscape, but to me they’re beautiful. I’ve recently heard they’re to be demolished and I’m devastated because they remind me of my childhood.

“Our first purpose-built factory was nearby in Basil Hill Road and when Dad took me and my brother Jonny to visit, we were amazed to look at these things as seven- or eight-year-olds.

“So many memories are attached to them. They’re like bits of the family.” →

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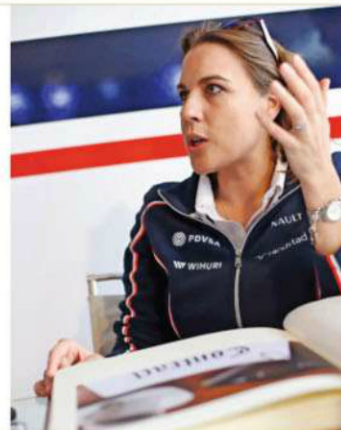
Silverstone

“My favourite place! I always used to say I would like my ashes to be scattered at Silverstone when I die. I love this place. I feel I have three homes: one is my own home; the next is the Williams factory; and the third is Silverstone.”

“Racing circuits are always special places, but with Silverstone it’s especially so. My first ever motorsport job was here, and I had an absolutely brilliant time working with a really wonderful crew of people. They never treated me like Frank Williams’ daughter or anything like that. I never wanted to leave, so it will always have a special place in my heart.”


A contract

“When I look at this, I think of sponsor contracts. And I just want more of them! I have renewed admiration for lawyers, because they spend a huge amount of time going through this kind of paperwork. I go through a lot, relating to drivers, engines and partners. It’s a whole new part of my job. Driver contracts are pretty interesting, I must say...”



The Williams family

“Clearly this is Christmas, and mum must have been taking the picture. I look about six or seven. You can see it’s daytime and Dad is probably pulling this face because he’s furious he isn’t at work. Some people might think it’s rubbish to have their dad working so hard, but we were always proud of him and what he achieved. It was magical growing up in F1 and being part of this. Who wouldn’t want to be part of it? We are so lucky that Dad created this and we grew up in it.”

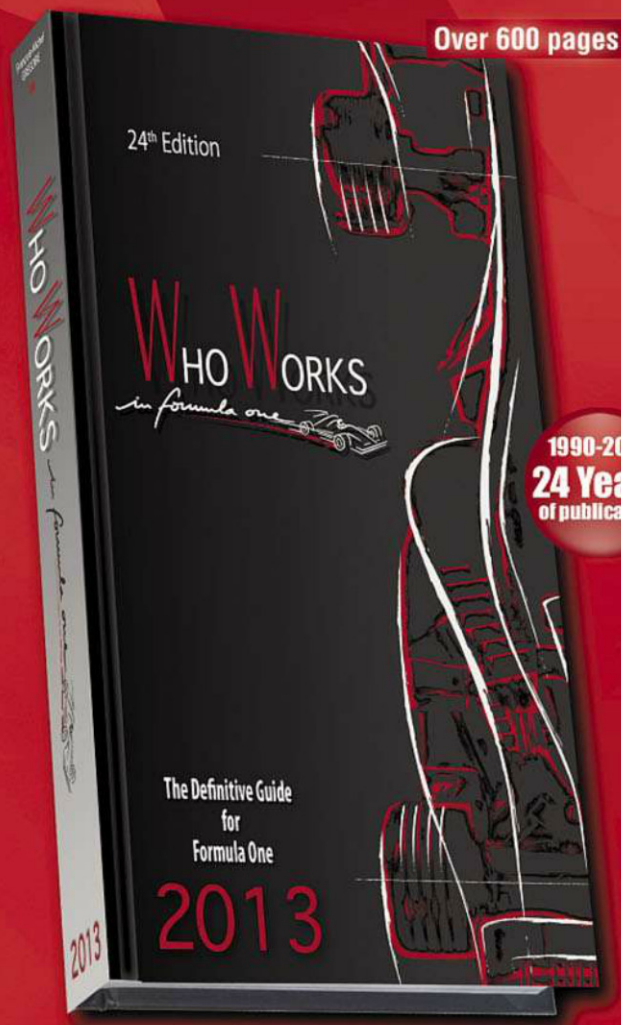
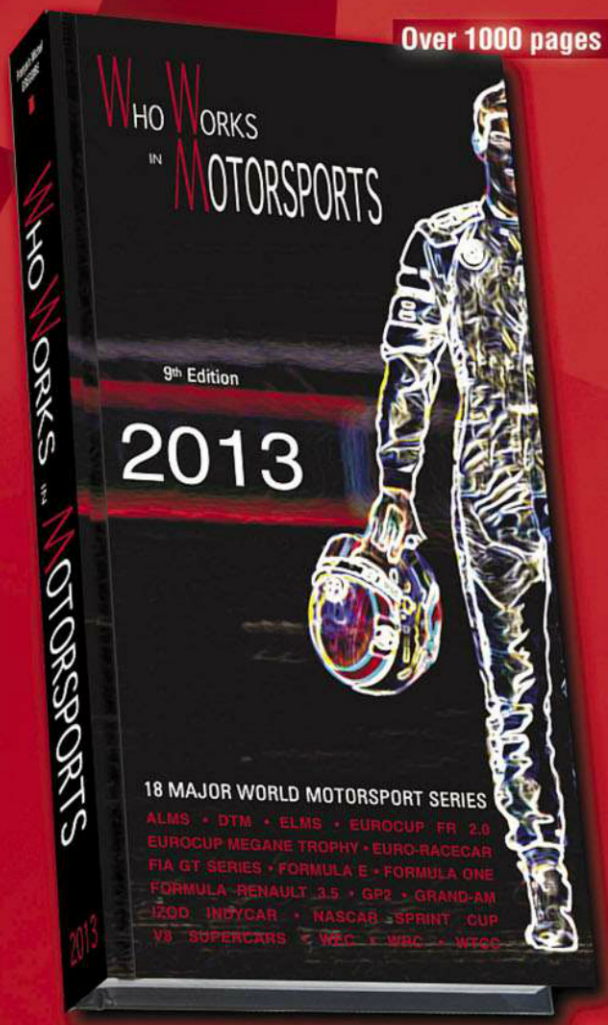
“It’s such a lovely picture, but it makes me a bit sad because that’s how we are now, with mum not there. She was the heart and fabric of our family and we’ve just got to find new ways of working and living now she’s not around. It’s the same for Williams. She was Dad’s wingwoman, so it’s definitely a different world without her.” 



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In his father's footsteps

A second Rosberg win on the streets of Monte Carlo as Nico emulates Keke's performance 30 years ago with a supremely controlled and confident drive

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Rosberg Jr wins the day for Mercedes in an incident-strewn grand prix



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He did his very first BBC commentary at Silverstone in 1949 but as he points out, the British GP has ventured elsewhere...



RACE DEBRIEF

 by Peter Windsor

Monaco Grand Prix

26.05.2013 / Monte Carlo



Son of the father

Thirty years after Keke Rosberg won on the streets of Monte Carlo, his son, Nico, transformed an expected pole into a less expected, sublime and significant victory for the Silver Arrows

“The focus was on the man who – amazingly – had only one GP win to his credit prior to Monaco week...”; “Rosberg was easily fastest into Casino Square...”; “The McLarens couldn’t develop the right tyre temperatures...”; “Predictable, Monaco-type incidents accounted for several others...”; “To numbed expressions the race thus progressed...”; “Rosberg’s win was to the background of political fights about rule clarifications...”

These press write-ups are actually from 30 years ago, which proves that nothing *really* changes, despite Band-Aids on tech and sporting regs, despite the advent of telemetry, radio, simulation and CFD. Watching Nico Rosberg, indeed, at Casino Square – first at the top of the hill, then from in front of the Hotel de Paris – was to watch a Prost-like performance on F1’s most glittering stage. Knife-sharp precision on

entry, apex and exit. Deft, fingertip inputs. A flat, planted rear, chassis soaked in grip and balance.

The context is a season coloured so far by talk of multi-stop races, quickly deteriorating Pirellis, Mercedes that work only on Saturdays (and occasionally at Pirelli tests...). So could Monaco be the race to change all of that?

A good starting point would be the pole. Then, on Sunday, if the race was fragmented a little, to introduce the tyre warm-up question. And if the usual four stops could be reduced to something like, say, one, which in turn would take ‘strategy’ out of the race-defining question – then, yes, maybe Monaco 2013, might turn out to be a race that Mercedes could win.

Saturday produced the usual tyre-warming issue, namely: how do you heat up the fronts without destroying the rears? It has often been thus over the years, but in 2013, with this

range of Pirellis, the problem is exacerbated by regulations restricting front/rear weight distribution to 292-343kg. With no more than 7kg to move around, in other words, you’re left with little to adjust other than basic tyre pressures and geometry – or aero load. And aero load, excessively forward-biased, induces the dreaded i-word: instability.

Everyone struggled with this on a cool Saturday, except Merc. They were quick even in the greasy phase of Q1 – in track conditions similar to those of race day 1983. Nico looked relaxed enough, even to the point of a couple of trips up the Mirabeau escape road, and Lewis, for once, was actually quicker than his yellow-gloved team-mate. His advantage was temporary, however. On a dry track, in the closing minutes, Nico Rosberg rose to the top. At Casino, in fourth gear, surrounded by guardrail,

Lewis was leaving perhaps five clear centimetres more in every dimension. Never, since Lewis began in 2007, have we seen this.

On Saturday night, the whisper was that Kimi Räikkönen, starting from P5, would run a one-stopper while everyone else would try two. Like most teams, Lotus had fitted revised steering geometry for Monaco's painfully reworded Sun Casino Hairpin. Kimi, very sensitive to steering load, took a while to adjust to the new rack. He was happy enough by Sunday, but the change hadn't helped his momentum.

As it turned out, everyone had the same idea about strategy – including Merc. But to achieve a one-stopper, it was going to have to be another one of those 'who can drive slowest?' days, underlined by the virtual impossibility of overtaking around Monte Carlo. Nico almost blew it with a slowish start (excluding those slides in Q1 and lightly tapping the Portier Armco in FP3, this was his only glitch in three days here) but quickly covered Seb Vettel on his right and took centre stage for Ste Dévôte. After that, it was a case of knowing the Red Bulls would take a few laps to find grip and balance and therefore lapping as quickly as he felt the Pirellis could manage. With Lewis in P2, providing a buffer, Nico executed this to perfection.

The 'usual Monaco incidents' were plentiful. Felipe Massa, who has never been comfortable here, braked too abruptly in FP3 on a bump he should have been avoiding and crashed heavily at Ste Dévôte. This was replicated in the race when the left-front suspension broke on the rebuilt car. Sergio Pérez was a tad quicker around Monaco than Jenson Button, but he is, of course, always going to bounce off other cars, kerbs, fencing, his team-mate and other assorted solids on a circuit like Monte Carlo. Fernando never regained the grip level he attained on Monaco Thursday and was also oddly obliged to 'give' position to Sergio Pérez when he took to the chicane infield to avoid being shunted into. Having punted Kimi into a pitstop, Pérez's race predictably ended with front brake-duct damage and cooked brakes.

Max Chilton didn't see Pastor Maldonado's Williams on his right and tipped him wincingly hard into the Tabac safety barriers, while Lewis lost position to the Red Bull guys when he was obliged to stack his pitstop behind Nico's. It was left to a brilliant Adrian Sutil to finish fifth for Force India. Not bad for a guy who'd clanged the Casino Armco in Saturday's FP3.

With Safety Cars and 'free' third sets of tyres gifted by red-flag conditions, the variables of strategy were nullified. It was a slow, 145min race (including red flags and Safety Cars), but 30 years after his dad did it, the son of Keke had also won Monaco. 🏆

The story of the race

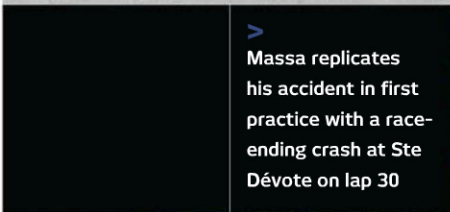
▼ Polesitter Rosberg leads Mercedes team-mate Hamilton off the start



MONACO



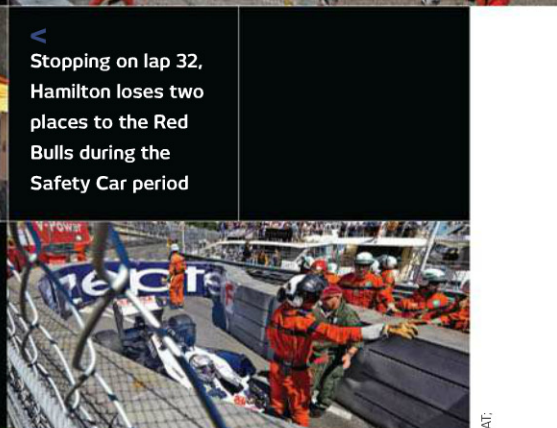
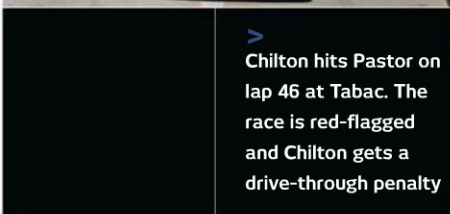
► Massa replicates his accident in first practice with a race-ending crash at Ste Dévôte on lap 30



◀ Stopping on lap 32, Hamilton loses two places to the Red Bulls during the Safety Car period



► Chilton hits Pastor on lap 46 at Tabac. The race is red-flagged and Chilton gets a drive-through penalty



CASINO DE MONTE-CARLO

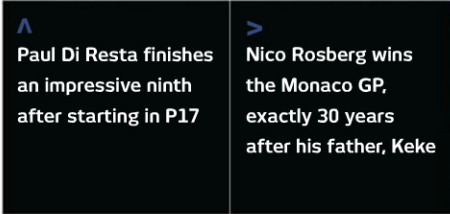


◀ Pérez tries to pass then crashes into Räikkönen on lap 69. Pérez retires; Kimi pits with a puncture



▲ Paul Di Resta finishes an impressive ninth after starting in P17

► Nico Rosberg wins the Monaco GP, exactly 30 years after his father, Keke



MAIN PHOTO: CLIVE MASON/GETTY IMAGES; ILLUSTRATION: ALAN ELDRIDGE; INSETS: CHARLES COATES/LAT; GLENN DUNBAR/LAT; STEVE ETHERINGTON/LAT; BRYN LENNON/GETTY IMAGES

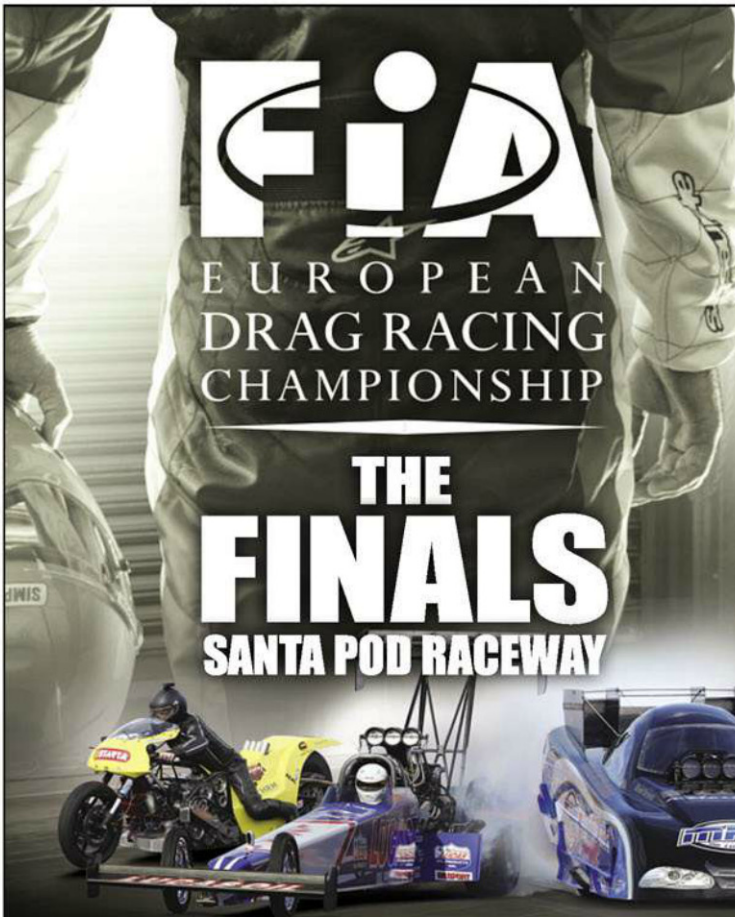
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Monaco Grand Prix stats

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

THE GRID

	1. ROSBERG MERCEDES 1min 13.876secs Q3
	2. HAMILTON MERCEDES 1min 13.967secs Q3
	3. VETTEL RED BULL 1min 13.980secs Q3
	4. WEBBER RED BULL 1min 14.181secs Q3
	6. ALONSO FERRARI 1min 14.824secs Q3
	7. PÉREZ McLAREN 1min 15.138secs Q3
	8. SUTIL FORCE INDIA 1min 15.383secs Q3
	9. BUTTON McLAREN 1min 15.647secs Q3
	10. VERGNE TORO ROSSO 1min 15.703secs Q3
	11. HÜLKENBERG SAUBER 1min 18.331secs Q2
	12. RICCIARDO TORO ROSSO 1min 18.344secs Q2
	13. GROSJEAN LOTUS 1min 18.603secs Q2
	14. BOTTAS WILLIAMS 1min 19.077secs Q2
	15. VAN DER GARDE CATERHAM 1min 19.408secs Q2
	16. MALDONADO WILLIAMS 1min 21.688secs Q2
	17. DI RESTA FORCE INDIA 1min 26.322secs Q1
	18. PIC CATERHAM 1min 26.633secs Q1
	19. GUTIÉRREZ* SAUBER 1min 26.917secs Q1
	20. BIANCHI* MARUSSIA NO TIME IN Q1
	21. MASSA*‡ FERRARI NO TIME IN Q1
	22. CHILTON‡ MARUSSIA 1min 27.303secs Q1

* Permitted to start by stewards

‡ Five-place grid penalty for replacement gearbox

THE RACE



THE RESULTS (78 LAPS)

1st	Nico Rosberg Mercedes	2h17m52.056s
2nd	Sebastian Vettel Red Bull	+3.888s
3rd	Mark Webber Red Bull	+6.314s
4th	Lewis Hamilton Mercedes	+13.894s
5th	Adrian Sutil Force India	+21.477s
6th	Jenson Button McLaren	+23.103s
7th	Fernando Alonso Ferrari	+26.734s
8th	Jean-Eric Vergne Toro Rosso	+27.223s
9th	Paul Di Resta Force India	+27.608s
10th	Kimi Räikkönen Lotus	+36.582s
11th	Nico Hülkenberg Sauber	+42.572s
12th	Valtteri Bottas Williams	+42.691s
13th	Esteban Gutiérrez Sauber	+43.212s
14th	Max Chilton Marussia	+49.885s
15th	Giedo van der Garde Caterham	+62.590s
16th	Sergio Pérez McLaren	+6 laps - accident

Retirements

Romain Grosjean Lotus	63 laps - accident
Daniel Ricciardo Toro Rosso	61 laps - accident
Jules Bianchi Marussia	58 laps - accident
Pastor Maldonado Williams	44 laps - accident
Felipe Massa Ferrari	28 laps - accident
Charles Pic Caterham	7 laps - gearbox

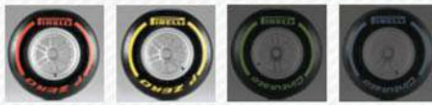
THROUGH SPEED TRAP



Fastest: Jenson Button, 179.56mph

Slowest: Nico Rosberg, 171.96mph

TYRE COMPOUNDS USED



Supersoft Soft Intermediate Wet

CLIMATE

Sunny 22°C

TRACK TEMP

37°C



FASTEST LAP

Sebastian Vettel, lap 77, 1min 16.577secs



FASTEST PITSTOP

Mark Webber, 24.316secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel Red Bull	107pts
2nd	Kimi Räikkönen Lotus	86pts
3rd	Fernando Alonso Ferrari	78pts
4th	Lewis Hamilton Mercedes	62pts
5th	Mark Webber Red Bull	57pts
6th	Nico Rosberg Mercedes	47pts
7th	Felipe Massa Ferrari	45pts
8th	Paul Di Resta Force India	28pts
9th	Romain Grosjean Lotus	26pts
10th	Jenson Button McLaren	25pts
11th	Adrian Sutil Force India	16pts
12th	Sergio Pérez McLaren	12pts
13th	Daniel Ricciardo Toro Rosso	7pts
14th	Nico Hülkenberg Sauber	5pts
15th	Jean-Eric Vergne Toro Rosso	5pts
16th	Esteban Gutiérrez Sauber	0pts
17th	Valtteri Bottas Williams	0pts
18th	Pastor Maldonado Williams	0pts
19th	Jules Bianchi Marussia	0pts
20th	Charles Pic Caterham	0pts
21st	Max Chilton Marussia	0pts
22nd	Giedo van der Garde Caterham	0pts

CONSTRUCTORS' STANDINGS

1st	Red Bull	164pts	9th	Williams	0pts
2nd	Ferrari	123pts	10th	Marussia	0pts
3rd	Lotus	112pts	11th	Caterham	0pts
4th	Mercedes	109pts			
5th	Force India	44pts			
6th	McLaren	37pts			
7th	Toro Rosso	12pts			
8th	Sauber	5pts			



For comprehensive F1 statistics visit www.forix.com

RACE DEBRIEF

 by Stuart Codling

Canadian Grand Prix

09.06.2013 / Montréal



Vettel to the metal

Low tyre degradation ends Red Bull's run of bad luck in Canada and consolidates Sebastian's lead

Holding court at the back of the Ferrari garage, Stefano Domenicali nailed the key theme of the Canadian GP: "We've seen today Sebastian [Vettel] did an incredible job, leading from first position, dictating the pace. He has no problems – heh heh," an airy gesticulation, puckered lips, "kissing the wall at the right moment..."

From the moment the clouds parted on Sunday morning and the sun's welcome rays fell upon areas of the track untouched since before the Formula 1 circus arrived, this was Sebastian Vettel's race to lose. Second place for Fernando Alonso was about the best Ferrari could hope for. All Vettel had to do was bury the legacy of Montréal failures past. He needed a margin.

Cloudy wet weather on Friday and Saturday meant little meaningful work could be done. And it made a nonsense of evaluating the new, Kevlar-belted medium-compound Pirelli tyres whose introduction remains in the future ("We, ah, for sure need more time to test them properly," reckoned Domenicali).

The chief legacy of those wet days was uncertainty, both in terms of dry tyre choice for Sunday and the presence of several key players out of position on the grid. Vettel had by no means been a shoo-in for pole; Lewis Hamilton was 0.75secs up on his final qualifying run when he misjudged his deceleration for the final chicane and straightlined it, leaving him second. Fernando Alonso had just nailed two green sectors on the timing screens on his final run when he outbraked himself at the hairpin. That put him in sixth. Ahead, in addition to familiar combatants Nico Rosberg and Mark Webber in fourth and fifth, was the Williams of Valtteri Bottas in third. No fluke, this: Valtteri had played the slippery track with impeccable fluency.

Paul Di Resta, fastest in FP1 on Friday, lined up a furious 17th following a gearbox software problem; one place ahead was Felipe Massa, who ran his left front wheel onto the white line under braking for Turn 4 and broadsided the barrier, temporarily halting Q2 with two minutes left on

the clock. Kimi Räikkönen was tenth, penalised two places for starting in the wrong area of the pitlane in the scramble to maximise those remaining minutes when Q2 was green-flagged.

So the first dry-weather running took place in the race, in temperatures ten degrees higher than before. The leaders plumped for supersoft Pirellis, while the critically out-of-position quick guys – Massa, Di Resta and Romain Grosjean (starting from the back after his Monaco penalty and Q1 elimination) – started on mediums, Di Resta and Grosjean aiming for a one-stop race.

Hindsight would prove that the medium was the better race tyre, but without that knowledge in the bank, the only thing to do was push as hard as possible – particularly for Vettel. Tyres have cost him more than one shot at victory here and he needed room for an extra stop.

So Vettel duly shot off at the start and built the 15-second window he needed, brushing the wall at Turn 4 early on and running over the grass at Turn 1 later. "I felt I had more pace at the start,"

he said, “and it was difficult to foresee what would happen next, how many stops there would be, so it was important to have time in hand...”

When his lead exceeded 20secs the team tried to damp down his enthusiasm.

“I said to [race engineer] Rocky, ‘Get him under control,’” said Christian Horner afterwards. “When Seb did a purple first sector, Rocky said to him on the radio, ‘Monaco 1988, Senna.’ I thought that might work...”

Vettel duly slowed – without backing off *too* much – and clocked up Red Bull’s first win in Canada. Of the chasing pack, Hamilton was trapped in no man’s land – unable to keep pace with Vettel and powerless, ultimately, to defend second place from a hard-charging Alonso. As in previous grands prix this year he was not quite happy with the feel and bite of his brakes.

“That’s where we need to improve,” he said. “It’s why Fernando was catching me.”

Nico Rosberg had surged past Bottas at the start to run third, followed by Webber then – at the end of the lap, after a stout defence from Valtteri – by Alonso. In Monaco, Mercedes had managed the pace to control tyre degradation, but here it wasn’t an option. Rosberg couldn’t match his team-mate’s speed but held off Webber and Alonso until mid-way through his second stint. Having taken another set of supersofts on lap 14 he was soon warned that the casing of the rear tyres had reached critical temperature. Webber and Alonso, on mediums, went through on lap 30 and Rosberg headed for the pits once more. He’d be back 27 laps later, after flat-spotting a tyre, but he had enough of a gap to maintain fifth ahead of an impressive Jean-Eric Vergne.

Alonso shadowed Webber then pounced five laps after Mark lost part of his endplate while lapping Giedo van der Garde. “From my view he was quite far behind,” said the Caterham driver. “Before the braking zone, I saw him and decided I would let him past on the next straight.”

The missing fence didn’t slow Webber enough to make it worthwhile changing the whole assembly at his final stop, though. “He did set the fastest lap afterwards,” said Horner.

Hamilton was ten seconds ahead, but Alonso blasted past on the pit straight with eight laps to go. There was the briefest touch of Mercedes front wing against Ferrari rear next time round, as Hamilton fought back before settling for third.

Although the order up front changed little, Di Resta made his one-stop strategy work by driving to seventh, making his medium tyres last for 56 laps, then pitting without losing position. It was a fine demonstration of alternative strategy on a day that showed, ominously, what Red Bull are capable of when not tyre-limited.

And Christian Horner’s view? “We’ll take each race as it comes...” 🏁

The story of the race



▲ Rosberg and Webber pass Bottas at the start as the Finn slips back after a great wet-weather qualifying performance

➤ Webber and Alonso pass the struggling Rosberg to run third and fourth on lap 30



▼ The rear jack drops too early on Räikkönen’s car. After his stop, he rejoins in 14th to finish ninth

➤ Di Resta makes the most of a one-stop strategy to finish in seventh place



▲ Alonso passes Hamilton to snatch P2 on the pit straight, touching wheels going into Turn 1

➤ Vettel comes through to take his third win of the year and increase his overall lead by 36 points



MAIN PHOTO: SHAUN BOTTERILL/GETTY IMAGES; ILLUSTRATION: ALAN ELDRIDGE; INSETS: STEVE ETHERINGTON/LAT; ANDY HONE/LAT; STEVEN TEE/LAT; MARK THOMPSON/GETTY IMAGES

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Canadian Grand Prix stats

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



1. VETTEL

RED BULL

1min 25.425secs Q3



3. BOTTAS

WILLIAMS

1min 25.897secs Q3



5. WEBBER

RED BULL

1min 26.208secs Q3



7. VERGNE

TORO ROSSO

1min 26.543secs Q3



9. HÜLKENBERG

SAUBER

1min 29.435secs Q2



11. RICCIARDO*

TORO ROSSO

1min 27.946secs Q3



13. MALDONADO

WILLIAMS

1min 29.917secs Q2



15. GUTIÉRREZ

SAUBER

1min 30.315secs Q2



17. DI RESTA

FORCE INDIA

1min 24.908secs Q1



19. BIANCHI

MARUSSIA

1min 26.508secs Q1



21. VAN DER GARDE

CATERHAM

1min 27.110secs Q1

THE GRID



2. HAMILTON

MERCEDES

1min 25.512secs Q3



4. ROSBERG

MERCEDES

1min 26.008secs Q3



6. ALONSO

FERRARI

1min 26.504secs Q3



8. SUTIL

FORCE INDIA

1min 27.348secs Q3



10. RÄIKÖNEN*

LOTUS

1min 27.432secs Q3



12. PÉREZ

McLAREN

1min 29.761secs Q2



14. BUTTON

McLAREN

1min 30.068secs Q2



16. MASSA

FERRARI

1min 30.354secs Q2



18. PIC

CATERHAM

1min 25.626secs Q1



20. CHILTON

MARUSSIA

1min 27.062secs Q1



22. GROSJEAN**

LOTUS

1min 25.716secs Q1

THE RACE



THE RESULTS (70 LAPS)

1st	Sebastian Vettel	Red Bull	1h32m09.143s
2nd	Fernando Alonso	Ferrari	+14.408s
3rd	Lewis Hamilton	Mercedes	+15.942s
4th	Mark Webber	Red Bull	+25.731s
5th	Nico Rosberg	Mercedes	+69.725s
6th	Jean-Eric Vergne	Toro Rosso	+1 lap
7th	Paul Di Resta	Force India	+1 lap
8th	Felipe Massa	Ferrari	+1 lap
9th	Kimi Räikkönen	Lotus	+1 lap
10th	Adrian Sutil	Force India	+1 lap
11th	Sergio Pérez	McLaren	+1 lap
12th	Jenson Button	McLaren	+1 lap
13th	Romain Grosjean	Lotus	+1 lap
14th	Valtteri Bottas	Williams	+1 lap
15th	Daniel Ricciardo	Toro Rosso	+2 laps
16th	Pastor Maldonado	Williams	+2 laps
17th	Jules Bianchi	Marussia	+2 laps
18th	Charles Pic	Caterham	+3 laps
19th	Max Chilton	Marussia	+3 laps
20th	Esteban Gutiérrez	Sauber	+7 laps - accident

Retirements

Nico Hülkenberg	Sauber	45 laps - accident
Giedo van der Garde	Caterham	43 laps - accident

THROUGH SPEED TRAP



Fastest: Nico Hülkenberg, 199.81mph
Slowest: Giedo van der Garde, 194.72mph

TYRE COMPOUNDS USED



Supersoft Medium Intermediate Wet

CLIMATE

Sunny 24°C

TRACK TEMP

33°C



FASTEST LAP

Mark Webber, lap 69, 1min 16.182secs



FASTEST PITSTOP

Jenson Button, 20.212secs (entry to exit)

DRIVERS' STANDINGS

1st	Sebastian Vettel	Red Bull	132pts
2nd	Fernando Alonso	Ferrari	96pts
3rd	Kimi Räikkönen	Lotus	88pts
4th	Lewis Hamilton	Mercedes	77pts
5th	Mark Webber	Red Bull	69pts
6th	Nico Rosberg	Mercedes	57pts
7th	Felipe Massa	Ferrari	49pts
8th	Paul Di Resta	Force India	34pts
9th	Romain Grosjean	Lotus	26pts
10th	Jenson Button	McLaren	25pts
11th	Adrian Sutil	Force India	17pts
12th	Jean-Eric Vergne	Toro Rosso	13pts
13th	Sergio Pérez	McLaren	12pts
14th	Daniel Ricciardo	Toro Rosso	7pts
15th	Nico Hülkenberg	Sauber	5pts
16th	Esteban Gutiérrez	Sauber	0pts
17th	Valtteri Bottas	Williams	0pts
18th	Pastor Maldonado	Williams	0pts
19th	Jules Bianchi	Marussia	0pts
20th	Charles Pic	Caterham	0pts
21st	Max Chilton	Marussia	0pts
22nd	Giedo van der Garde	Caterham	0pts

CONSTRUCTORS' STANDINGS

1st	Red Bull	201pts	9th	Williams	0pts
2nd	Ferrari	145pts	10th	Marussia	0pts
3rd	Mercedes	134pts	11th	Caterham	0pts
4th	Lotus	114pts			
5th	Force India	51pts			
6th	McLaren	37pts			
7th	Toro Rosso	20pts			
8th	Sauber	5pts			



For comprehensive F1 statistics visit www.forix.com

* Two-place grid penalty for not exiting pitlane from fast lane

** Ten-place grid penalty for causing a collision at Monaco GP

The British GP preview



28-30 June 2013 / Silverstone

The former airfield is now a classic venue that provides a tricky test for both drivers and engineers, thanks to the unpredictable wind and high-speed corners



THE ENGINEER'S VIEW

Xevi Pujolar,
Williams' chief race engineer

Silverstone has always been a track that is characterised by its high-speed corners, and even with the new layout it remains one of the fastest circuits on the calendar. One of its great challenges is its location and the weather conditions are very changeable, particularly the wind, which can have an enormous impact on overall car performance.

For example, a headwind into Copse means a driver could take it flat-out without lifting – but he couldn't do that with a tailwind. So we update the drivers before and after each session to alert them to the speed and direction of the wind. The confidence they have with the car in one session could completely change in the next, so they need to be kept in the picture as they could get a surprise when they are on track.

The straights and high-speed corners mean that Silverstone has the lowest braking energy of any circuit on the F1 calendar, which makes it slightly harder to keep the battery charge up for harvesting KERS. It's not a huge problem, but it's something you need to monitor carefully. And another thing to think about is how hard

the track is on the tyres. We're not too sure what compounds Pirelli will bring to Silverstone, but any graining will pose a big problem and tyre life will be massively reduced as a result.

In terms of downforce, track efficiency is on the high side. That means we won't run maximum downforce levels as we need to reduce drag for the long straights. More than anything, Silverstone is a circuit where you can see an F1 car operate at its best. Now the pits have been repositioned, it's not easy for any of the engineers to be able to watch the cars through Copse, Maggotts and Becketts. This section is really, *really*, fast and if you get the chance it's great to be able to watch a Formula 1 car race through this part of the lap in its element.

SILVERSTONE STATS AND FACTS

46

The number of times Silverstone has hosted the British GP

SEVEN

The number of corners on the track that are taken at over 155mph

1

The number of Safety Cars in the last six British GPs

186mph

...is exceeded more than five times on each lap





BRITISH GP RACE DATA

Circuit Silverstone
F1 debut 1950
Length 3.66 miles
Distance 190.263 miles
Laps 52
Direction Clockwise
Lap record 1min 24.908secs,
 Fernando Alonso, 2011
Full throttle 69%
Gear changes per lap 43
Winners from pole 16
Tyre compounds TBA

TV TIMETABLE (UK TIME)

Friday 28 June
Practice 1 10:00-11:30
Practice 2 14:00-15:30
Saturday 29 June
Practice 3 10:00-11:00
Qualifying 13:00
Sunday 30 June
Race 13:00
Live coverage
 Sky Sports F1 (available in HD)
 BBC One (available in HD)



LAST YEAR

Winner Mark Webber
Retirements 2
Overtaking moves 36
DRS overtakes 16
Weather Overcast, 17°C

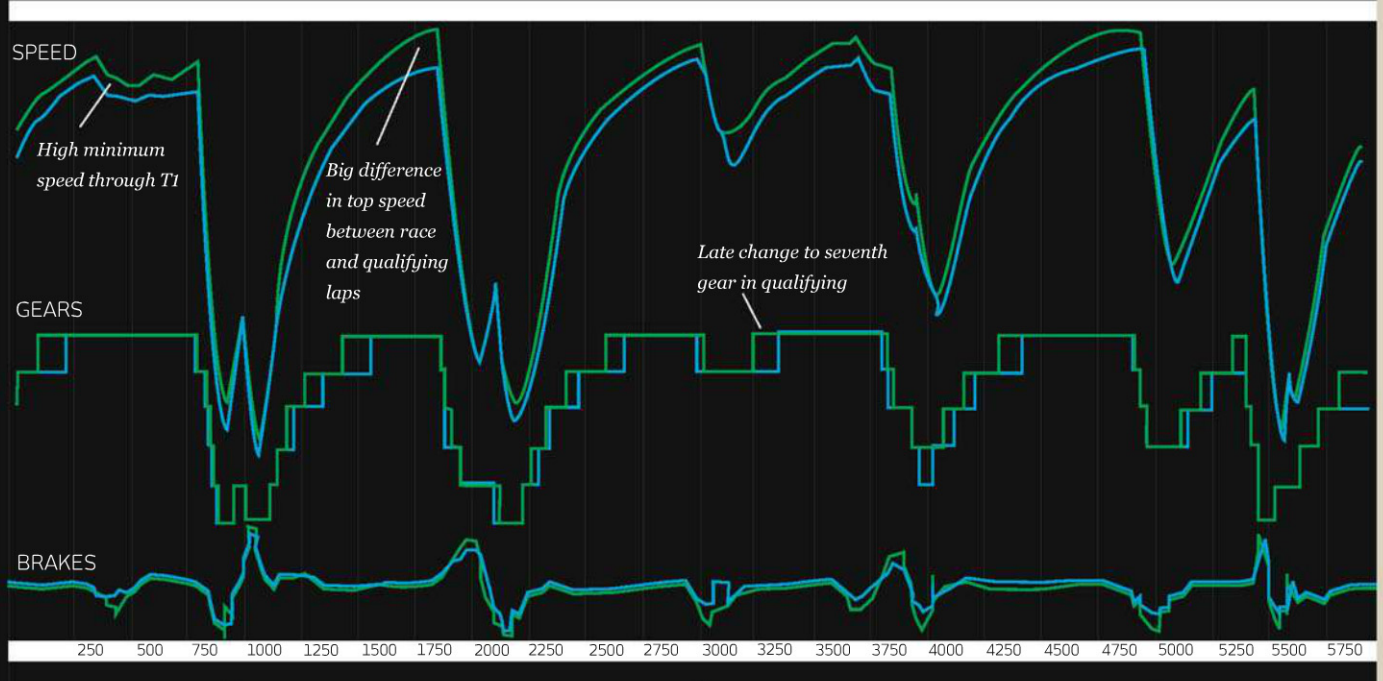
DO YOU REMEMBER...

...when Williams last won their home race? As they celebrate their 600th grand prix start at this year's British Grand Prix, a home win would be the icing on the cake. The last time it happened was with Jacques Villeneuve in 1997 - his title-winning year. That win was the team's 100th F1 victory.



SILVERSTONE TELEMETRY

QUALIFYING ■ RACE ■



Turn 3
 Heavy braking is required for one of the slowest corners on the lap, before accelerating and braking again for T4

Turn 9
 Copse is one of the fastest corners and can be taken flat-out in seventh. Note the difference in speed between race (blue) and qualifying (green)

Turn 15
 Just a quick dab of the brakes for the high-speed Stowe corner

The German GP preview



5-7 July 2013 / Nürburgring

The elevation changes and long-radius corners make the Nürburgring a tricky track to master – and that's even before you factor in the changeable weather



THE ENGINEER'S VIEW

Xevi Pujolar,
Williams' chief race engineer

After the high-speed thrills of Silverstone, we make the short trip across the continent to the Nürburgring, which is about a four-hour drive from Calais. It's a track that's much more in the mid-range of circuits in terms of average cornering speed. However, what's notable is the amount of elevation you get here – and also the high number of long-radius corners.

As is the case at Silverstone, one of the major problems in this part of Germany is the weather. Situated high up in the Eifel mountains you never really know how the weather is going to be from one day to the next. Very hot sunshine can be followed by cold temperatures, fog and heavy rain. It really is very difficult to forecast...

We've had a couple of races here in recent years where it has rained quite heavily during the race – in 2007 there was a red flag due to a torrential downpour, with all the cars aquaplaning on the start/finish straight. So it requires a driver with a special feel to excel in changeable wet/dry mixed conditions.

In terms of setup you need have the car balanced for this more generic type of track.

Braking energy is mid-level, but in terms of track efficiency it's on the lower side, so you run close to maximum downforce.

There are danger areas, and one section where a driver really does need to be careful is in the twisty turns at the beginning of the lap – Turns 2 to 4. These are long, slow corners where a lot of traction is required. But again, at the time of going to press, we're not sure which tyres Pirelli are intending to bring to the grand prix. In the past when we've had graining at the Nürburgring, it has been a nightmare and if that happens on whatever compound or construction we end up with here, it will be a real problem, especially in the race itself. That sort of thing is really going to dictate our strategy.

NÜRBURGRING STATS AND FACTS

Twenty five The number of times the Nürburgring (past and present layout) has hosted the German GP

12

The number of times the current Nürburgring layout has hosted the European Grand Prix

TWELVE

The number of laps of the Nürburgring run at the 1971 German GP – the lowest number of laps run at any grand prix ever



GERMAN GP RACE DATA

Circuit Nürburgring
F1 debut 1951
Length 3.199 miles
Distance 191.918 miles
Laps 60
Direction Clockwise
Lap record 1min 29.468secs,
 Michael Schumacher, 2004
Full throttle 63%
Gear changes per lap 57
Winners from pole 3
Tyre compounds TBA

TV TIMETABLE (UK TIME)

Friday 5 July
Practice 1 09:00-10:30
Practice 2 13:00-14:30
Saturday 6 July
Practice 3 10:00-11:00
Qualifying 13:00
Sunday 7 July
Race 13:00
Live coverage
 Sky Sports F1 (available in HD)



LAST YEAR

Winner Lewis Hamilton
Retirements 4
Overtaking moves 28
DRS overtakes 8
Weather Overcast, 13°C

DO YOU REMEMBER...

...when a Spyker led a race? At the 2007 European GP, Mike Gascoyne took a gamble and put rookie Markus Winkelhock on wet tyres. When a sudden deluge struck, Winkelhock found himself leading his home race. His luck didn't last and he later retired with hydraulics failure.



NÜRBURGRING TELEMTRY

QUALIFYING ■ RACE ■



Turns 1-4

A tricky opening section with the most steering inputs on the whole of the lap and large fluctuations in minimum speed

Turns 8-9

This is the high-speed 'Schumacher S' with a lift into the first left-hander – note the lower gear with more fuel on board during the race

Turn 13

An incredibly demanding braking spot, into the chicane just before the last corner

ILLUSTRATION: ALAN ELDRIDGE; PHOTOS: ANDY HONE/LAT; LORENZO BELLANCA/LAT



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TOM CLARKSON

Inside the paddock from our man on the road

Kubica comeback continues

Bernie wouldn't like it. The rusty barbed wire, the rickety old sheds and the soldier napping by the entrance to the service area aren't really what you would call 'Formula 1'. But this is rallying and we're in post-economic-crash Greece. Anything goes on the Acropolis Rally.

We've rushed here from Monaco to interview Robert Kubica, who's competing in WRC2 – the feeder series for the top rung of the World Rally Championship. The cars are about three seconds per mile slower than the WRC cars, owing to tighter turbo restrictors and different brakes, but they run over exactly the same stages.

Kubica's DS3 is nestled alongside the works Citroëns of Dani Sordo and Mikko Hirvonen at the far end of the dilapidated service park. His car is sponsored by Lotos (surely some mistake?), a Polish oil company, and it's the only car in the field with a semi-automatic gearbox. Robert got special dispensation due to the restricted movement in his right arm.

The last time he and I chatted was at the Valencia pre-season test in 2011. He'd just set the fastest time on the final day and he was heading to the airport. "See you next time," were my exact words as we said goodbye, meaning the following week's test at Jerez... but his crash on the Ronde di Andorra rally three days later changed all that. 'Next time' has become two and a half years later, on the banks of the Gulf of Corinth.

Robert looks pretty much the same. The hair has receded a bit further and the beard's a bit greyer, but he's as engaging as ever. "If I'd known you were going to broadcast this over the Canadian Grand Prix weekend I'd have shaved," he says. "People in F1 don't like beards, right?"

We shake hands, which I'm told is a relatively recent development for him. His right hand was partially severed in the rally crash and it offers some resistance, but not a lot. He says it's capable of operating the right-hand gearshift paddle in the car, but its movement and strength are a far cry from his vice-like handshake of old. As a result, and partly out of habit, he keeps it hidden in his pocket while we talk.

"The healing process is starting to slow down," he says. "But I have quite a lot of movement now and I still believe that anything is possible in time. It's important for me to be competing at a high level, and the standard in WRC is very high. You don't beat these guys without doing a good job."

The Citroën engineers say his analytical approach is what sets him apart and that's evident when we watch him in action. His style away from the line is different to many of the others, who rev their engines and get excess



PHOTO: MCKLEIN/LAT

Robert took his first WRC2 win at the Acropolis Rally

wheelspin in the loose gravel. Kubica uses fewer revs and slingshots out of the blocks with minimal fuss. But he always was the thinking man's driver – a brilliant racer, who was respected by his F1 rivals.

"Robert stood out," says Fernando Alonso. "Not only is he a great guy, he's very fast. I mean he was really fast in circuit racing; I was waiting for the time he would get himself into a good car and win the championship."

Post-shunt, Robert has had to reset his ambitions. He now rates his chances of becoming F1 world champion at 1000/1 (he was a 14/1 shot before the accident); whether he genuinely believes those odds, only he knows, but you sense the F1 dream is what's pulled him through the operations and heartache of the past two years.

More recently he's driven the Mercedes simulator – "I need to persuade Charlie [Whiting] to make the cockpits a bit wider, due to the way I need to drive at the moment" – and he's completely up to speed on F1 politics. The secret Mercedes tyre test at Barcelona amuses him, and he maintains that Seb Vettel is the luckiest driver on the grid – a viewpoint he's held since Vettel made his F1 debut by standing in for Kubica at the 2007 US GP.

"I'd had my crash in Montréal the previous weekend," says Robert, "but I felt well enough to drive at Indy. It was only when the doctor looked at the crash on TV that he prevented me from driving and Sebastian got my seat!"

The cheeky grin and the total lack of self-pity are 100 per cent Kubica of old. When asked whether BMW should have pushed harder for world title success in the second half of 2008, he replies with "it is what it is" – and that's how he's dealing with his current plight. He's accepted the situation and he's getting on with it.

Getting on with it rather well, in fact, because he went on to win the WRC2 class of the Acropolis Rally.

"I have quite a lot of movement now, and I still believe anything is possible in time" Robert Kubica

MURRAY WALKER



UNLESS I'M VERY MUCH MISTAKEN...

"I yield to no one in my admiration for it, but the British GP isn't just about Silverstone..."

Silverstone means a huge amount to me. I did my first BBC commentary there in 1949 and since then I've rhapsodised on air and in vision about every type of racing at the circuit, from karts and Formula Ford to trucks and Formula 1. I've seen all the greats in action there, from Fangio and Ascari to Alonso and Vettel.

Tutored by my co-commentator, James Hunt, I drove an F1 McLaren at Silverstone and was Martin Brundle's passenger in the F1 McLaren two-seater. I'm a proud member and gold-medal recipient of the British Racing Drivers' Club, who own and operate the track, and I've seen it transformed from a World War II bomber airfield track into the superb venue it is today. So I yield to no one in my admiration for the place and all it stands for. But the British Grand Prix isn't just about Silverstone.


People think of Donington Park as having hosted the British GP but, pedantically speaking, that's wrong because when the all-conquering Mercedes-Benz and Auto Union cars raced there in 1937 and '38, the races were called the Donington Grands Prix because of mutual animosity between the feisty organiser, Fred Craner, and the RAC governing body. But, still, they were British GPs in all but name and, as a boy, I was there to marvel at the superiority of the German cars and awestruck to mingle in the paddock with the greats of the day: my all-time hero, Auto Union's Tazio Nuvolari, and his charismatic team-mate Bernd Rosemeyer and their Mercedes rivals, Rudolf Caracciola, Manfred von Brauchitsch and Hermann Lang. Neither before nor since have cars and drivers had such an impact on fans of the day.

Post World War II, alternating with Silverstone between 1955 and 1962, there were five British Grands Prix at Aintree, but the place never did much for me. Run around the Grand National course it lacked atmosphere, but that didn't stop it from hosting two legendary races, both of which featured the great Stirling Moss. The first was 1955, when he beat his Mercedes team-mate, Juan Manuel Fangio, by a whisker, and 1957 when he and Tony Brooks, sharing a Vanwall, became the first British drivers in a British car to win the British GP.

Then, for 22 years, from 1964 until 1986, the British Grand Prix alternated between Silverstone and the 2.65-mile circuit at Brands Hatch and I loved the place to bits – probably for emotional reasons as much as anything else. I raced bikes there after the war in the late 1940s against, among others, the great John Surtees, and subsequently commented on Brands Hatch superstars Mike Hailwood, Derek Minter, Bob McIntyre and Phil Read. So when I was switched to F1 by the BBC I felt a great affinity with Brands, which hosted some fabulous races.

I was the pitlane commentator in 1976 when the fiercely patriotic crowd got very ugly over James Hunt being excluded from the restart of the race after a first-lap multiple collision. When things got nasty with booing, barracking and drink cans being thrown onto the track, the stewards changed their minds and let James start. He won the race, only to be penalised later.

There was always a truly great atmosphere at Brands – just as there is at Silverstone – for the British love their racing and they have seen some great events there over the years. Jim Clark versus Graham Hill in 1964, Jack Brabham versus Jochen Rindt in 1970, Jody Scheckter versus Niki Lauda in 1974, and Nigel Mansell versus Nelson Piquet in 1986 – to name but four. I was very sorry when the Kent circuit was dropped in 1987. Sadly, for environmental reasons, it will never return, but its glory years will live forever in my memory.

The Formula 1 world championship may have started at Silverstone in 1950 and continues there to this day at one of the greatest circuits in the world, but when you think of the British Grand Prix, spare a thought for the other venues that helped build its peerless reputation. 



"Aintree hosted two legendary races... the first in 1955, when Stirling Moss beat Mercedes team-mate Fangio by a whisker"



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