

F1 RACING

WE INTERVIEW ALL TWENTY-TWO

F1

DRIVERS

YOU KNOW AN F1 DRIVER WHEN YOU SEE ONE...

*Square of jaw, sure of gait,
eagle-eyed, hard-nosed.
Can be disengaged, too, when
out of an F1 car: because it's
only when he's in his car that
he pits his every synapse,
his every nerve-ending,
against the ragged edge that he
knows only as 'THE LIMIT'*



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DRIVERS



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F1 RACING

THE WORLD'S BEST-SELLING GP MAGAZINE

EDITORIAL

Editor in chief
Matt Bishop
Executive editor
Tim Scott
Managing editor
Stewart Williams
Features editor
Stuart Codling
News editor
Dom Taylor
Chief sub-editor
John Lilly
Grand prix editor
Peter Windsor

Editors at large
Alan Henry,
Maurice Hamilton
Technical editor
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Art editor
Frank Foster
Senior designer
Helen Watkins
Picture editor
Jody Hockley
Drew Gibson

Principal
photographer
Lorenzo Bellanca/LAT
Agency photographers
LAT, Getty Images,
xpb.cc
Production controller
Helen Watkins
Editorial secretary
Emma Tully
Editorial tel
+44 (0)20 8267 5806
Editorial fax
+44 (0)20 8267 5022

PUBLISHING

Publishing director
Andrew Golby
Publishing manager
Nairn Miller
Commercial director
Ian Burrows
Account director
Ben Guyan
Sales manager
Neil Mallett
Senior sales
Nicola Amery

Subscriptions manager
Chris Hayes
Licensing director
Tim Bulley
Licensing manager
Alastair Lewis
Advertising tel
+44 (0)20 8267 5179
Advertising fax
+44 (0)20 8267 5079

SUBSCRIPTIONS ENQUIRIES

Email f1racing.subs@qss-uk.com Fax +44 (0)8456 775555 Back issues +44 (0)8456 777818 Customer hotline +44 (0)8456 777818

Yes, Lewis recalls a Hunt double

Just do the math, as they say in the States. In the seven grands prix of the year so far, Lewis Hamilton has won twice, and scored four second places and one third. That little lot amounts to 58 world championship points from a possible 70 – an average of 8.28 points per start.

The last time a British driver won the Canadian and US Grands Prix consecutively, in a McLaren, he went on to win the world drivers' championship. The year was 1976, the driver was James Hunt, and, although James and Lewis could hardly be more different, I for one wouldn't now be remotely surprised if history were to repeat itself this year.

Among Formula 1 fans, Hunt was and remains a big name – a legend, no less. But, although in his glory days he was a regular presence on the front pages of such as *Autosport* and *Motoring News*, it wasn't until he finally became champion, at a rain-soaked Fuji in late October, that the BBC and Fleet Street began to take notice of him.

Remember that, apart from the British and Monaco Grands Prix, to which the Beeb had allocated air time for a generation, F1 was only televised live in the UK from 1978 onwards. And in the papers, F1 was reported on a results-only basis, in small print, along with the likes of croquet, fives and real tennis. As such, until he became world champion, Hunt was just a footnote.

Things could hardly be more different for Hamilton, who now rates front-page splashes as well as back-page race reports, and who is rapidly staking a claim to the title of Most Famous Living Englishman. At the moment he lags a little behind Prince Charles, Tony Blair, Paul McCartney and David Beckham – but give him time.

Bish reflects on the Hamilton bandwagon – and how much has changed since James Hunt



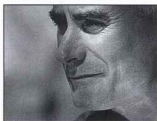
Heaven knows how much he'll have achieved, and how famous he'll have become, by the time he finally hangs up his helmet in the early 2020s.

MATT BISHOP
EDITOR IN CHIEF

Contributors

Geoff Willis

The first aerodynamicist to bring computational fluid dynamics to F1 design, Geoff has since worked for Williams and Honda, where he was technical director. So he's well set to report on how the '07 cars are progressing (p40)



Stéphane Sanson

A familiar name to long-term readers of *F1 Racing*, Stéphane has recently been running GP2's press and PR office. Now he's a happy freelance again, and has a particular talent for winning the co-operation of Renault F1 (p66)



Stuart Codling

Features ed, Stuart, has been keeping an eye on Formula 1's Austro-German connection this month – interviewing Nick Heidfeld (p54), Ralf Schumacher in his capacity as GPDA chairman (p78), and Gerhard Berger (p86)



Will Hings

After claiming a first in philosophy, Will was a knock-out on a work-experience gig here at *F1 Racing*. He was the first to interview Lewis Hamilton after he joined McLaren, and now works for Eurosport. He sums up Lewis (p48) and Kimi (p60)



John Lilly

Stirling Moss was first into the deluge when the British-era dam burst upon F1 in the late '50s, almost drowning the Italians. Well, chief sub, John, was a scrawny kid in those far-off days, and on p98 he reminisces with the great Moss



Glenn Dunbar

An LAT photo agency snapper whose presence in *F1 Racing* grows stronger by the issue, Glenn faced a pretty harrowing assignment this month – messing in boats on Monaco harbour with Toro Rosso's Scott and Tonia (p82)



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Green Brook, NJ 08812. Tel: +1 732 424 7811. Fax: +1 732 424 7814. Email: ew@ewnews.com

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Lewis bookies' favourite for title
Pre-season, Ladbrokes ran odds at 25-1 for Lewis to win the championship. He's now 4-5 odds-on. One \$11,900 bet placed near his home town of Stevenage at 20-1 could net \$238,000



The variety, the colour and the technological challenge – how will this change if Mosley's new thinking becomes law?

F1 RACING EXCLUSIVE

MOVEABLE AERO TO RETURN?

As exclusively predicted in *F1 Racing* last month, the FIA have now communicated their 'standard chassis' idea to the teams. Will it happen? No. But actively flexi wings could...

ON JUNE 5 2007, FIA president Max Mosley sent a fax to all Formula 1 team principals, copied to FOM president Bernie Ecclestone, entitled 'Future Formula 1 Technical Regulations'.

As exclusively predicted by *F1 Racing Pitpass* last month, Mosley's fax set out powerful and polemical arguments in favour of introducing a standard chassis for F1 for 2011. Mosley wrote as follows: "It is clear that if any freedom is allowed, no matter how small, F1 is now so technically competitive that a search for advantage will result, even if this involves great expense and technical sophistication. "It follows that if we want

to achieve real cost savings on the chassis, one answer is an absolutely standard chassis. This would mean: everything fixed, with drivetrains fitted in such a way that all chassis have identical aerodynamic characteristics. Even the cooling systems, for example, would have to be identical insofar as they affected airflow, each team using the system internally to the degree necessary for their particular drivetrain. "Identical chassis would also make it easier to design

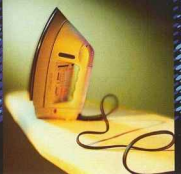
Last month (right) we chronicled the flap about flexi wings; since it's a hard area to police, the solution may be to allow them after all

a car to be faster when following another car. This is a condition precedent to good racing. We don't just need cars which are easier to overtake; we need the overtaken car to gain an advantage from being

behind. This would mean that, with cars that are reasonably well matched, the one behind could re-overtake the car in front. The result would be the return of wheel-to-wheel racing and an improvement to the show."

But that's not all. Mosley's fax went on to recommend the abandonment of the 'no moveable aerodynamic devices' rule: "Arguably, the safety problems of 40 years ago no longer exist [moveable aero devices were notoriously unreliable in late-1960s F1, and caused many accidents – ed]. Modern





Lewis's clean (and ironed) lines

Notice the difference in colour between Fernando's and Lewis's overalls in the US GP press conference? Lewis is wearing his sponsor-pleasing, plastic-enhanced TV-only racelit top. Fernando wasn't



Lewis snubbed by US chat show

Lewis may be the key to F1 cracking the US market, but not yet. David Letterman (left) said no to a pre-Indy slot for Lewis on his show fearing racing overkill after Indy 500 winner Dario Franchitti was on

F1 technology is sufficiently mature to eliminate the risks of both passive and active aero devices. Moreover, the FIA are already confronted with ever-more sophisticated moving bodywork. Engineers appreciate that, when subjected to a force, everything moves – it is just a question of how much. Immense time and effort is currently going into making bodywork which moves enough to enhance performance, however slightly, but not enough to excite the interest of the regulator or rival teams. This is not satisfactory; it is wasteful, expensive, ultimately pointless and contrary to sporting fairness.

"With moveable aero devices, both active and passive, designers would have an incentive to build a car which the driver could adjust to optimise performance when following another car. This would facilitate wheel-to-wheel racing."

So what will happen? It's still too early to say, but F1 Racing is of the opinion that moveable aerodynamic devices may well return to F1. Standard chassis? Probably not; when mooted, the idea, neat though it is, has been too unpopular, among fans and team insiders alike.

As ever, Mosley is probably doing what he does best: issuing a barrage of highly attractive, or deeply unattractive but compelling, if confusing, possibilities, the better, ultimately, to present

Moveable aero may well return. But standard chassis? Probably not

what he and Ecclestone want as a fait accompli, when inevitably the team principals have failed to agree with one another on an alternative. Plus ça change...

The overtaking riddle, p32 →

F1 RACING EXCLUSIVE

MUSICAL CHAIRS FOR '09

Here's why the driver market will be quiet in 2008 and probably go berserk in 2009

FOUR AMBITIOUS and extremely well-funded midfield teams each have a hugely experienced 30-something driver whose contract expires at the end of this year.

They are: Red Bull's David Coulthard (aged 36; 218 GP starts); Honda's Rubens Barrichello (aged 35; 239 GP starts); Renault's Giancarlo Fisichella (aged 34; 184 GP starts); Toyota's Ralf Schumacher (aged 31; 170 GP starts).

All except Schumacher – whose lacklustre 2007 form is causing increasing concern in Toyota Motorsport's Cologne HQ as well as the company's main boardroom in Tokyo – look set to be re-signed, albeit probably on one-plus-one contracts (ie, one fixed year plus an option year, the option being the team's to take up if they see fit). Ralf, by contrast, is driving for his career right now, and it's well known that Toyota would like to replace him with a cheap young gun for 2008: Spyker's Adrian Sutil and BMW's Timo Glock are both in the running.

But why are Renault, Honda and Red Bull likely to continue with their old stagers, instead of bleeding a youngster? The reason is that all three are hopeful of bagging one of the 'big four' for 2009: Kimi Räikkönen, Felipe Massa, Fernando Alonso or Lewis Hamilton, and none will be available until 2009 at the earliest. So Fisichella, Barrichello and Coulthard will get one more year each, at

least, pending colossal behind-the-scenes efforts by their teams to hire one of the big four.

Massa is unlikely to move – simply because he's managed by Nicolas Todt, son of Ferrari team principal Jean Todt, and seems almost umbilically attached to Ferrari. But the

Ron Dennis will fight tooth and nail to retain Alonso and Hamilton

Indy paddock was awash with rumours that Räikkönen is likely to be targeted by Honda.

Clearly, McLaren's Ron Dennis will fight tooth and nail to retain Alonso and Hamilton, undoubtedly F1's premier driver pairing. But prior to the US Grand Prix, Alonso allowed himself to be quoted on Spanish radio, saying that he didn't yet feel fully comfortable at McLaren.

Perhaps both drivers will remain at McLaren for many years to come. And, lest we forget, the McLaren MP4-22 is the fastest car in F1 right now. As such, McLaren aren't a team a sensible driver would be eager to leave. But, behind the scenes, corporate chequebooks are doubtless already being waved.

The old stagers on the grid – Fisi, DC, Rubens and Ralf – are all (except Ralf) likely to be re-signed for 2008. But in 2009 the teams they drive for are hell-bent on unscrewing Alonso or Hamilton from McLaren



WINNERS & SPINNERS

GOOD MONTH...

...for late nights on the Riviera. Johnnie Walker: arranged free taxi rides the night before the Monaco GP – did anyone give Mika a tip?



...for bicep-curlingly huge watches. You won't miss Adrian Sutil's Paccioni Estrella. He'd better remove it before Magny-Cours qualifying or completely mess up his Spyker's weight and balance



...for bad-tempered Frenchmen – Zinedine Zidane is to be whizzed around Magny-Cours during French GP week in a Ferrari driven by one Michael Schumacher



BAD MONTH...

...for getting a refund. A US appeals court has found against ticket holders who've been trying to get their money back after only six cars started the 2005 US GP. Sounds like a bum legal steer to us



...for F1 comebacks. "Nothing in the world could make me return," Juan Pablo Montoya told the Colombian newspaper *El Tiempo*



...for punctuality. Ralf Schumacher, Alex Wurz (right) and Williams technical director Sam Michael all had their ears boxed for arriving late for FIA press conferences at the Canadian GP





Was the ambulance driver John Todd?

The doctor who treated Robert Kubica at Montreal's Hospital du Sacre Coeur had a reassuringly familiar name – Dr Ronald Denis. We hear he did a fantastic job of optimising Robert's recovery strategy

SAFETY FAST

ONLY A DECADE AGO THIS WOULD HAVE BEEN FATAL. WHAT'S CHANGED?



Kubica's car barrel-rolls across the track after its initial impact with a concrete wall at 143mph. New nose protection did its job

Appalling though the Kubica shunt was, it provided proof-positive of F1's survivability

AT SOME AS YET unspecified time, a full analysis of the FIA Accident Data Recorder (ADR, or 'black box') will reveal exactly what happened during Robert Kubica's dramatic crash in the Canadian Grand Prix.

Although the wheels of his BMW-Sauber F1.07 were off the ground when he hit the wall, the various FIA sensors allowed the car's motion to be tracked. F1 Racing understands that Kubica lost control of the car at 174mph before hitting the retaining wall at almost 143mph.

To understand what happened and, more important, what saved Kubica's life, the FIA

will be reconstructing the accident using all available data (including ADR, impact damage to car and safety equipment, and video and circuit data).

So what saved Kubica's life? "If you asked me to list the

"The car performed as we'd hoped"

Charlie Whiting

factors that had a direct influence on Robert's accident," said Peter Wright, president of the FIA's safety commission, "I'd

say the following: the extremely strong survival cell, the restraint system, the side impact structure, the high cockpit sides with padded head rest, the new high-spec carbon helmet and the HANS device. Without any one of those, the accident would have been much worse."

Crash tests were introduced in 1985, since when the strength and impact absorption qualities of the materials used have improved dramatically. Only last winter the FIA instituted three new developments, all of which had a bearing on the severity of Kubica's injuries – sprained ankle and concussion – in Montreal.

First, the front impact crash test was increased from 14 to 15 metres per second, which required the teams to find new methods of energy absorption in the nosecone. Second, a six-millimetre coat of Zylon was added to prevent side-impact penetration, and to stop the chassis split-lines from breaking in the event of a high-speed frontal accident (as they did in Michael Schumacher's shunt at Silverstone in 1999). Third, the strength of wheel tethers

was increased to 6kJ (kilojoules).

"The car performed exactly as we'd hoped," said the FIA's race director, Charlie Whiting. "There were no obvious weak points, which was satisfying. However, we may see some changes to the Circuit Gilles Villeneuve prior to next year's race."

Canadian GP report, p110 →

VETTEL'S MAIDEN DRIVE

Mario Theissen had a nervous twitch after first practice on Saturday at Indy. Sebastian Vettel, Robert Kubica's replacement at BMW-Sauber, had just finished second quickest to Fernando Alonso and the world wondered if Vettel might race on post-Indy.

"Absolutely not," was the terse reply from BMW's motorsport director. Vettel went on to qualify seventh, 0.7sec slower than team-mate Nick Heidfeld, and finished eighth, which made him the youngest points-scorer in F1 history.

It was a pretty impressive effort.



You can just see Kubica's exposed feet, but all it cost him was a sprained ankle





Bernie agrees new Indianapolis deal
As F1 Racing went to press, rumours were emerging of a new seven-year deal for the US GP between Bernie Ecclestone and Indy's Tony George, which includes a speeded-up and extended infield

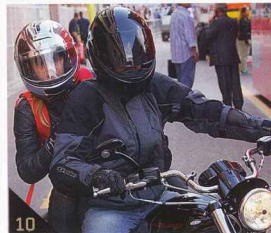
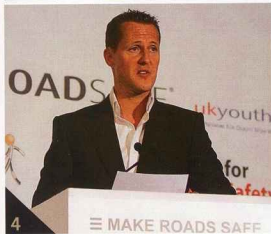
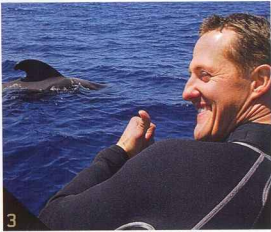
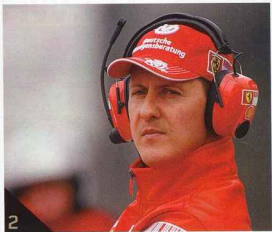


The perils of billionairehood
As Bernie Ecclestone passed a beggar in downtown Indy, a race fan told the beggar: "That guy's a freakin' billionaire, dude." He then chased Bernie, shouting, "Hey, billionaire!" How we laughed...



PADDOCK SPY

HE'S A STRANGER TO THE GRID THIS YEAR, BUT LIFE FOR SCHUMI HASN'T SLOWED DOWN



1 At Dubai Golf Classic Schumi and Roger Federer discuss a gentler sport **2 Pre-season testing, Barcelona** Headphones and mic and, for sure, it's Felipe, not "I want to be alone" Kimi, he's chatting to **3 Spotting dolphins** In Tenerife waters, a preamble to swimming with whales **4 Make Roads Safe** At the London campaign **5 A1 GP Gala awards** With winner Nico Hülkenberg **6 America's Cup** As guest crew on the Emirates Team New Zealand yacht **7 Spain 2007** With winner Felipe and Jean Todt: **8, 9, 10 Monaco '07** Schumi fails to wipe the grin off Fernando's face, then escapes, post-race, with wife Corinna in tow **11 Winning smile** Rossi does the biz in Italy

F1 RACING READER PANEL

ALONSO AND LEWIS PICKLE

FERNANDO ALONSO'S days at McLaren are numbered, say the *F1 Racing* reader panel. In the latest poll, 70 per cent of respondents reckon he'll be gone by 2010; 31 per cent say 2008 will be his final season at the team. In contrast, 51 per cent say McLaren protégé Lewis Hamilton will be there for five years or more – but only 26 per cent reckon he'll be there for life.

Meanwhile, in the aftermath of Monaco, 72 per cent said Lewis shouldn't have to drive in support of the world champ this season. The rest said he should.

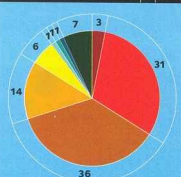
HOW LONG WILL MCLAREN'S DRIVERS STAY WITH THE TEAM?



(figures are percentages)



Hamilton: Macca for life is popular



Alonso: Two or three years at most

Join the *F1 Racing* Reader Panel. It's free and easy. Go to our website at www.f1racing.co.uk and click on the 'Have Your Say' link, along with 1500 others



CHRISTIJAN ALBERS
Dutch courage

1922 – the Double 12. And Spyker made the first planes for the Dutch air force
Correct, but no bonus points

I'm guessing – 1906? Their new road car celebrates the anniversary. So... 1907?
Wrong, but we're impressed

Nice question, man! I dunno, maybe jeans? [Told answer] What? The question is crazy!
Wrong

F8–VII
Correct

Vanina Ickx and Adam Carroll
Correct

Ah, I was only born in 1979. I dunno – twice? [Told answer] Good job!
Wrong

An Audi V8, 4.2 litres, 400-ish horsepower, and about four seconds to 100km/h...
Okay, you can stop now

He was the mechanic, and he operated the front jack. How come I don't get extra points?
'Cos you don't. Correct

Tyrrell. [Told answer] Okay, but his career really started at Tyrrell: he had more freedom
Wrong

It isn't Jordan any more! There was Fischella in Brazil, Damon Hill in Spa... so it was two
Wrong – how could he forget the heroics of Heinz-Harald Frentzen?

Spyker's clever clogs

Winner 5.5/10



WHEEL TO WHEEL

Spyker's Dutch/German pairing may be struggling in the lower reaches in 2007, but the company history is proud



ADRIAN SUTIL
German cool

[Nearly gags on his water as the question is asked] Ooh. Maybe in the 1930s?
Wrong

A race car? 1930s? '40s? '35? [Told answer] '03?!
Wrong

I don't know. [Told answer] They do what? Really?
Wrong

F8–VII
Correct

Adam Carroll and Vanina Ickx
Correct

I'd say – two times. [Told answer] Whoah! Sorry, Jacky
Wrong

Audi V8
Correct

I never asked him. Ahh, somebody told me. He was a mechanic
Correct

The first was... Prost? No... Come on, give me a clue [Told year] '89? Don't know
Wrong

Three [Told answer] Ah, four! I forgot the one in Brazil
Wrong

Spyker's clog dancer

Loser 4/10



Q1: When did a Spyker last win a motor race?

A: 1922 – Brooklands

Q2: Spyker built the world's first six-cylinder, four-wheel-drive race car. What was the year?

A: 1903

Q3: There's also a company called Spyker in America. What products do they make?

A: Seed/fertiliser spreaders for lawns

Q4: What's the official designation of this year's Spyker F1 car?

A: F8–VII

Q5: Colin Kolles also owns a DTM team. Who drives for him?

A: Adam Carroll and Vanina Ickx

Q6: How many times did Vanina's father, Jacky, win Le Mans?

A: Six

Q7: What sort of engine would you find in the Spyker C8 road car?

A: Audi V8

Q8: What was Spyker team manager Andy Stevenson's first job with the team?

A: Mechanic

Q9: What was the first F1 team Mike Gascoyne worked for?

A: McLaren

Q10: How many grands prix did your team win as Jordan?

A: Four

This month's result

Christijan keeps the Dutch flag flying high. Adrian should study Spyker heritage a little more closely



F1 Racing man hits a popularity high
The excellent post-race F1 Show by F1 Racing editor at large and Radio Five Live voice Maurice Hamilton, is the second most popular sports podcast on iTunes and in the top 25 of all podcasts

YOU'VE BEEN TUBED

YouTube™

"MICHAEL, YOU ARE HORRENDOUSLY IMPRESSIVE..."

An unguarded exchange between Michael Schumacher and McLaren's Ron Dennis during Schumi's Benetton years was caught on camera, and reveals the Dennis chat-up line

Ron Dennis Talks to M. Schumacher



IT'S JUST TWO minutes and two seconds long, but a recently unearthed archive video clip reveals more about Michael Schumacher's formative F1 career – and Ron Dennis's attempts to lure him to McLaren – than ever before.

In a polite but formal conversation captured by an eavesdropping camera crew filming a documentary at a Hugo Boss fashion show ahead of the 1994 season, Ron and Michael sniff each other out

"Sometimes you are on the limit... just look after yourself"



Schumi (Benetton) leads Brundle (McLaren), to win the '94 Pacific GP

and chat tentatively about working together. In the background, Michael's manager, Willi Weber, looks on.

We now know, from Ron Dennis's exclusive long interview in last month's F1 Racing, that Michael came close to jumping ship from Ferrari to McLaren "in 1998, 1999 or 2000" – ie, before his period of unprecedented

success at Ferrari really kicked off. But this little natter is where the 'will-they, won't-they' relationship with Ron all began. Read it and ponder what might have been.

Note, too, Ron's unique driver handling technique. You can imagine similar fatherly chats today with Fernando Alonso and, particularly, Lewis Hamilton.

Ron Dennis: The thing to do is to come and talk privately one day, away from everything. See how I think.

Michael Schumacher: I believe, really, next year, we see what is our team worth. If they're really a team to go for the world championship or not. This year it's all develop,

develop. Now is the situation where something big has to happen to be better. If we can do this then it is fine. If not, then after this period then I think I'm in the right time to leave. I have a contract. As long as the team has not changed to me I don't want to change the situation. I want to respect the contract.

RD: Absolutely the way to be but, at the right time...

MS: Yeah.

RD: [A pause] Come and see, come and feel.

MS: That's right. I'm sure I'm gonna do this.

RD: Look after yourself. Sometimes you are on the limit... there's one thing you can't replace... just look after yourself. You are horrendously impressive.

MS: You think there are some problem coming up for me?

RD: No, I didn't say a problem.

MS: Does it look like it?

RD: No, just look after yourself. Because when you are in the car you are controlling your own destiny and there's only you that knows where the limit is. Sometimes, from the outside, it just looks right on the limit. You only get one chance sometimes, so just look after yourself.

THE BEST OF F1 ON YouTube™
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Rare colour highlights from the race, exactly 50 years ago; Fangio's second Monaco win. *Jane Baker, Cirencester*



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Murray Walker claims Ukyo is the best GP driver of all. James Donald, Folkestone



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Elio playing piano on TV, while other F1 drivers file in for a photocall. Bizarre. Sergio Flores, Mexico



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Red Bull F1 car driven on only partially closed São Paulo streets, with pedestrians and traffic. Derek Nije, Boston



Keep your YouTube suggestions coming to the usual address: letters.f1racing@haymarket.com, putting 'YouTube' in the subject heading



Scott to speed off to NASCAR?

Scott Speed may be thinking beyond F1. "A few years ago I wouldn't have considered NASCAR," he said in Canada, "but now I'd look at it if the right team made the right offer"



Fisi's academy will train engineers

Giancarlo Fisichella has launched a motorsport academy at the Vallelunga circuit near Rome. The first of its kind, it will be dedicated to training students in all disciplines related to motor racing

TESTING TIMES

LIMITS ON TESTING IS STARVING F1 OF TALENT

JUST AS FORMULA 1 hopes to embrace new talent in a big way thanks to Lewis Hamilton's paradigm-shifting rookie season, a problem has arisen: young drivers with the necessary experience are in short supply.

In the days of tyre wars and unlimited testing, making sure a youngster got enough mileage was relatively easy. But now, thanks to the new-for-2007 testing agreement between all the teams, cockpit time is at a premium.

The agreement has saved millions for the teams and for Bridgestone. But limiting teams to 300 sets of tyres and 30,000km (18,640 miles) means that running a young driver detracts from precious 'proper testing' time. That squeezes a valuable revenue stream for smaller teams for whom selling test days to hopefuls is part of the business.

Not only is it now harder for young drivers to run sufficient miles (190 over two days) in an F1 car to earn an FIA superlicence – mandatory for all drivers taking part in a grand prix weekend – but there is increasingly little running even for established test drivers.

"Last year I did over 20,000km [12,500 miles]," says Honda tester and former Jaguar/Red Bull racer Christian Klien. "This year I'll do 6000

to 7000 (3700 to 4300 miles) at most." In fact, the mid-May decision to move James Rossiter from Honda to Super Aguri was in part prompted by the lack of available running for two testers at the same team.


Rossiter, too, like other testers, has little chance to shine in the public eye, now that Friday sessions at GP weekends are limited to two cars per team per session. As a result, the two 90min sessions are now hugely more entertaining because race drivers are mostly turning the laps. But the crowds – and the



Rossiter (left) has been crowded out of Honda by tester Klien (right)

paddock – aren't getting a chance to ogle young talent.

The solution? How about a one-hour open session on Friday, after second practice, for non-race drivers? Of course, some would use it as an extra data-gathering session using old testing hands such as Pedro de la Rosa. But at least they'd also provide a yardstick for fresh young things like Rossiter.



This much I know...

Eddie Jordan
speaks out

Instead of digging themselves into an ever-bigger hole, Toyota F1 should up sticks and move to the UK

winning drivers we're talking about. Good drivers, like leopards, don't change their spots. They can't get bad overnight. They can do the job and build a team into a competitive outfit. If they do lack confidence, that's something very different.

I'm the first to recognise that the arrival of Toyota gave the sport huge kudos: the world's second biggest car maker, a leader in hybrids and corporate environmental responsibility – Toyota would be in front if F1 went electric! It was bold to enter with no F1 experience, and to start from scratch instead of buying existing facilities and experience.

Toyota produce great F1 engines and I was grateful when they supplied Jordan, at a time when nobody else would. There was no need for them to do it, either. It was sporting and honourable, and therefore I take no pleasure in their current plight.

Nevertheless, something needs to change. The question is not whether they have a future in F1, it's where that future lies. So I urge Toyota to consider moving to the UK

"I'm the first to recognise that the arrival of Toyota gave Formula 1 huge kudos"

where they would have access to the latest technologies and suppliers, and be able to recruit the best staff, who wouldn't need international relocation.

Sure, keep the manufacturing in Germany, but move the race team to Britain. Their record proves the Cologne experiment has been unsuccessful, and to stand a chance of saving face in the motor industry's cut-throat world, I say now's the time to bite that bullet. Just wait and you'll see the results arrive.



Now with Super Aguri, Rossiter can at least rack up a few testing miles

BEST OF THE BEST

THE ULTIMATE BRITISH GP LINE UP

Our sums reveal the most successful drivers in 57 years of the British Grand Prix

ON JULY 8, THE 22 best drivers in the world will line up on the grid at Silverstone for the British Grand Prix. But who would make it onto the all-time greatest British GP grid?

To find out, *F1 Racing* and statistics website www.forix.com took every British GP result since the world championship began in 1950 and applied today's 10-8-6-5-4-3-2-1 points system. Our illustration (right) shows how the top 22 British GP performers would line up on the classic, old Woodcote grid.

Seven-time world champion Michael Schumacher is fittingly on pole position as the most successful driver in British GPs, just ahead of Alain Prost (who, with one less start, does have a marginally better average). Nigel Mansell, who produced so many memorable British GP performances, is next up, and is top of the seven Brits who make our grid.

The highest placed British driver who did not qualify for our grid is John Watson, whose 28 *F1 Racing* points put him 24th, while the great but sometimes unlucky Stirling Moss is down in 31st. World champions James Hunt and Damon Hill are 37th and 44th respectively, while Jenson Button – in contrast to fellow current driver David Coulthard – is down in 52nd with just 14 *F1 Racing* points.

Button's British GP p44, Race preview p124

LOOKY-LIKEY NO 86

The looks, the blond locks, the cuteness, a certain woodenness: Joe's head and Kimi's conversation... These heroes in scarlet have so much in common



JOE 90

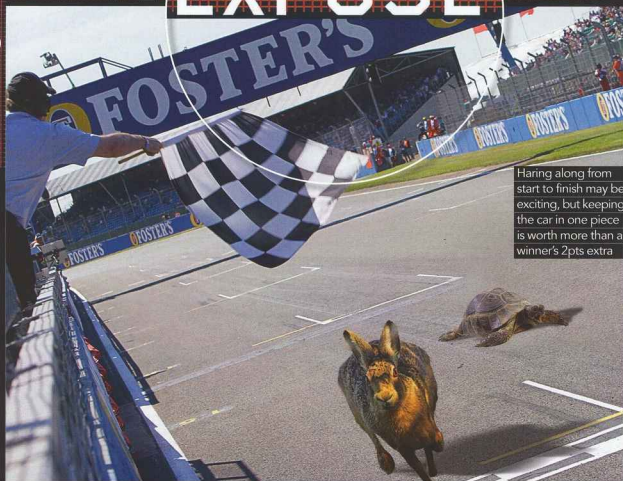
KIMI RÄIKKÖNEN





Hockenheim mix use of 'German GP'
For the first time since 1960, there will be no German GP in '07. Hockenheim's promoter won't let the Nürburgring use that title, so next month's shindig in the Eifel will be known as the European GP

F1 EXPOSE



Haring along from start to finish may be exciting, but keeping the car in one piece is worth more than a winner's 2pts extra

the 2003 change has not been successful in its ultimate goal. But, on the face of it, it has given the impression of having produced tighter championship finishes: the 2003 and 2006 title races both went down to the final race and 2005 was still up for grabs with three out of 19 races to go. The exception is 2004, in which Michael Schumacher was so dominant that no amount of points-related tinkering could have slowed his romp to his seventh crown.

Dig a little deeper, though, and it turns out that the points system has nothing to do with any of this. Even under the old rules, the championships in 2003 and 2006 would still have gone to the wire, and in 2005 Fernando Alonso wouldn't have secured his maiden title until the penultimate race – meaning the championship would in fact have been active for one more round under the old rules.

In terms of points, in 2003 and 2004 Kimi Räikkönen and Rubens Barrichello got closer to Michael Schumacher than they otherwise would have done under the old system. For the past two seasons, however, the old rules would have produced tighter finishes.

SMART GUYS FINISH SECOND

The championship points system is suffocating winning drives, so are long-life engines, and so is in-fuel qualifying. So... time for a rethink

DOES FORMULA 1's points system need changing? Bernie Ecclestone certainly thinks so. "With second place getting eight points it isn't right that the winner takes only 10," Ecclestone said at the start of this season. "For 2008 I'll propose a change. The guy who wins more races should be champion."

If Ecclestone simply wants to guarantee that the driver who wins the most races wins the championship, there's no need for any further tinkering: the "winningest" driver (or joint-winningest) has won the title every year since 1990.

The deeper problem of the points system, however, and the one that concerns Ecclestone, is

one of reduced incentive, and therefore motivation, to go for the win, and the impact this may be having on the F1 show. Could that be the reason an uncomfortable number of grands prix prove exciting until two-thirds distance, only to fizzle-out in the final stint as the second-placed driver settles for eight points rather than risk going all-out for the win?

IF IT AIN'T BROKE...

Yet it was Ecclestone who allowed the current system to come into being in 2003. After Michael Schumacher romped away with the 2002 title by a massive 67 points from Ferrari

team-mate Rubens Barrichello, Formula 1 replaced the 10-6-4-3-2-1 system from first to sixth with 10-8-6-5-4-3-2-1.

While the idea of awarding points down to eighth position was to give teams towards the back of the grid something more to fight for (something that has undoubtedly worked), the actual scoring method was specifically designed to make things tighter at the top, increasing the likelihood of title battles going down to the wire and thus improving the show over a full season.

The fact that Ecclestone is proposing another change on the grounds of improving the show, however, suggests that

SLOW AND SURE

So, the current points system has: (a) failed to produce more or better championship showdowns than the old points system, (b) failed to produce mathematically tighter championships and (c) on Bernie's own admission de-incentivised risk-taking, ostensibly to the point of encouraging drivers to settle for second place.

On its own, the effect of (c)

"The deeper points problem is one of reduced incentive and motivation to go for the win"



At 77, Stirling returns to Le Mans

Stirling Moss (see p98) took the wheel again for the historic race supporting the Le Mans 24 Hours. Moss shared the 1959 Le Mans-winning Aston Martin DBR1 with Aston chairman Ulrich Bez



Davidson's unhappy groundhog day

Ant Davidson hit a groundhog during the Canadian GP, causing the pit stop that ruined his race: "The crew had to pull bits out of the front wing," he said. "Gutted." You, Ant, or the groundhog?

might not have been enough to affect the outcome of races regularly. But, combined with the simultaneous shift towards long-life engines (they now have to last for two races), and the consequent engine-conservation practices that are now commonplace, drivers running in second are now more likely than ever to back off the leader in the closing stages of a grand prix. And that doesn't exactly make for thrilling TV.

Indeed, it has emerged recently that teams are now taking every opportunity to turn down their engines. If a driver finds himself stuck behind another car and unable to pass for a few laps, it is now routine to turn the engine down to prolong its life rather than continue to attempt to overtake. Long-life engines are therefore, in effect, threatening to neuter racing at every stage of the race, not just towards the end.

THE FUTURE

These three factors – the points system, long-life engines and fuel-in qualifying – may unwittingly be conspiring to neuter on-track action. So, what to do?

Long-life engines have saved the manufacturers hundreds of millions of dollars so, as FIA president Max Mosley continues to drive towards his dream of \$150 million budgets (as opposed to \$400 million plus), the idea of two-race engines – and possibly even longer – seems to be here to stay.

However, there is no logical reason to keep fuel-in qualifying in Q3. After all, since the concept was justified on the grounds of increased unpredictability, it seems odd to stick with it when it appears to have exactly the opposite effect. Surely, allowing the entire grid to choose their strategies in private is by

definition more unpredictable?

However, the FIA may be reluctant to change the quali format yet again, having finally stumbled on a popular and genuinely entertaining approach. Knockout qualifying need not disappear, though – simply make the final session low fuel, just like the first two. Mosley's increasingly green agenda would provide the perfect excuse to scrap the peculiar fuel-burn lapping of Q3.

As for the points system, a return to the old rules would bring back the days when the top three teams locked out the points-scoring positions, which wouldn't be popular. The obvious alternative is to award 12 points to the winner, eight to second, six to third and so on.

Or there's Bernie's idea. Either way, at a stroke, F1 could reincentivise that fundamental pillar on which its entire premise of racing is built: winning.



"LOST IN TRANSLATION"
KIMI RÄIKKÖNEN

"I lacked a bit of speed today compared to our closest rivals. However, before getting upset about it, we must wait and see how the race goes. We'll do our utmost to get the best result possible."

Kimi Räikkönen, Ferrari (Canada, post-qualifying)

TRANSLATION:

"Everyone knows I'm not the most eloquent of chaps, so the use of 'however' and 'utmost' in this written press release quote rather suggests I might not actually have said any of it. After all, I've got better things to do."

FUEL FOR THOUGHT

There is a third element also working against on-track risk-taking, and that is fuel-in qualifying. This year, the pace is so tight across the grid – on average, around two-and-a-half seconds per lap covers the field from quickest car (usually McLaren) to slowest (invariably Spyker) – that even the top teams are running low fuel in qualifying two (Q2), to avoid any risk of not making it into the final fuel-in top-10 qualifying session (Q3).

That means Q2 discloses each team's ultimate pace on 'empty' tanks. This can be used in conjunction with the fuel-in pace of Q3 to calculate rivals' exact first pit-stop lap. It's easy to see how this kind of knowledge of rival strategies – a simple calculation done by every team – can lead to drivers being advised to avoid the risk of unnecessary overtaking.

The consequence? The new quali has served to increase the number of pit-stop overtakes to a higher proportion than ever.

HOW CHAMPS WOULD CHANGE IF WINNINGEST DRIVERS WON

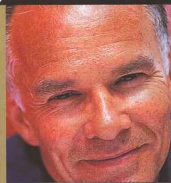
Bernie Ecclestone's idea of awarding the championship, first, on number of race wins, and second, on points (ie, the opposite of present practice) would rewrite the F1 history books had it been the method used since 1950. Mike Hawthorn, Jody Scheckter, Denny Hulme and Keke Rosberg would never have been champion, and Niki Lauda and Nelson Piquet would both be single, rather than triple, world champions. On the flip side, Stirling Moss and Didier Pironi would have won the titles many say they deserved; Nigel Mansell would have been a triple instead of a single champion; Jim Clark a triple instead of a double; Mario Andretti and Alan Jones doubles instead of singles; and Ayrton Senna a four-time champ.

Below are the years where Bernie's system would have produced a different result:

CHAMPION BY RACE WINS v ACTUAL CHAMPION

Year	'Wins' champion	(wins)	Actual champion	(wins)
1958	Stirling Moss	(4)	Mike Hawthorn	(1)
1967	Jim Clark	(4)	Denny Hulme	(2)
1977	Mario Andretti	(4)	Niki Lauda	(3)
1979	Alan Jones	(4)	Jody Scheckter	(3)
1982	Didier Pironi	(2)	Keke Rosberg	(1)
1983	Alain Prost	(4)	Nelson Piquet	(3)
1984	Alain Prost	(7)	Niki Lauda	(5)
1986	Nigel Mansell	(5)	Alain Prost	(4)
1987	Nigel Mansell	(6)	Nelson Piquet	(3)
1989	Ayrton Senna	(6)	Alain Prost	(4)

Note: Where winningest drivers tied for both number of wins and points, the number of second places, thirds and so on is also taken into account



The Friction Circle

Peter Windsor speaks out

It's a question Windsor wished he'd asked Jim Clark, and now asks Lewis: when did he know he was this good?

I always think of Jim Clark – or Jimmy, as he was better known in the States – when I travel to Indy, but in 2007 it was different: there were reminders wherever I turned. Maybe it was because Dario Franchitti had only recently won the Indy 500 and because his wife, Ashley, had replied “he’ll be thinking of the great Jimmy Clark” when asked by a reporter what this win would mean to her husband. Maybe it was because the weekend of the Indy F1 race marked the 45th anniversary of Jim’s first F1 win (at Spa, 1962, in a works Lotus 55).

Or, maybe, it was because of the rise and rise of Lewis Hamilton. I often wonder what Jim Clark was like when he was 23 or 24 – when he was already an artist, one of the few ‘perfect manipulative’ drivers of the 20th century, and also the young guy you see in the black-and-white photos in the boxy Lotus 18. Did he know how good he was? Did he have a sense of his own genius? And, if so, how did he manage it?

I – we – will never know. We can talk to the people who worked with him, or knew him, and they’ll say such things as, “Oh, Jimmy. He was a lovely guy. Easy to work with. Loyal. Interested in everyone.” At best, they’ll paint a faint picture. At worst, they’ll be... just words.

I chatted to Dario at Indy. Ashley didn’t want all the clutter around and so he has created a special ‘Jim Clark Room’ in his house. Pictures. Books. And, I guess, some interesting memorabilia. This is Dario’s way of keeping the faith – of touching his heritage.

And I watch Lewis Hamilton, watch the same fluidity that I saw in Clark long ago. The same, amazing confidence – make that transformation – as he turns from relatively normal person to very abnormal racing driver.

I watch him as he walks from paddock area to pits at Monaco – as he walks the long walk beneath the packed hill and beside the luxury suites. He waves, he smiles – and then a marshal asks him to sign an autograph. He stops. He signs. And then he stops to sign some more. He looks over to chat to Philippe Streiff, the ex-Ligier driver confined to a wheelchair since his accident at Rio, 1989. He spends time with him, joking and laughing and showing him that he cares. And then, just like that, he climbs into his McLaren and becomes the fastest thing around Monte-Carlo.

At Indy I was lucky to be able to interview Lewis on stage for Speed TV in front of an audience of about 300 people. He was relaxed, witty, patient and interested. So I couldn’t resist it. I had to ask him the burning question I’d have asked Jim Clark had I ever had the chance.

“When was the moment,” I asked Lewis, slightly nervous, “when you first knew that you had this talent? How did you recognise it? What did you feel?”

Lewis smiled and talked a bit about karts, and about enjoying the

“When you have a natural talent you have to nurture it. You need to work hard to preserve it.” Lewis Hamilton

sensation of knowing that he could brake where he wanted to brake and use the throttle the way he knew he wanted to use the throttle – and then he paused and looked into the middle distance and he said, “Look. I know I have a talent and that I’ve been blessed by God. When you have a natural ability you have to nurture it. You need to work hard

to preserve it. That’s why this has been with me all the way. I never take it off.”

With that, he pulled a gold cross on a chain from beneath his T-shirt and displayed it to the audience. This wasn’t Lewis playing the crowd. This was Lewis Hamilton, grand prix winner at the age of 22, baring his soul.

Right then I grasped what I’d always tried to understand about Jimmy: like Lewis, he had so much talent that he had no doubts or hesitations. He saw with absolute clarity what he must do, the path he must travel.

United States GP report, p116 →

Hamilton and Clark: Brits with much in common – in and out of a car – an accessibility and confidence born of irresistible talent



FORCED INDUCTION

RENAULT'S 30TH B'DAY

THE BRITISH GP marks the 30th anniversary of Renault's entry into Formula 1. In that race, in 1977, Frenchman Jean-Pierre Jabouille drove the RS01, the first-ever turbocharged F1 car. He retired after 16 laps with turbo problems – but the car went on to redefine F1 engine technology, ushering in the turbo era which lasted until the end of the 1988 season.

To mark the occasion, the Renault team will be welcoming Jabouille back to their garage at Silverstone. At the French GP, an original RS01 will be on display along with a selection of other historic Renault F1 cars.

Tickets for both the British and French GPs are selling out fast. See www.silverstone.co.uk and www.gpfrance1.com for details.

Jabouille's turbo car lasted 16 laps on its first outing, Silverstone 1977



F1'S SWEET LIFE

COME TO THE CHARITY BALL

THE ANNUAL pre-Silverstone La Dolce Vita Grand Prix Ball is set to be the biggest yet – with a move this year to the Royal Albert Hall in London – and you can be there.

Tickets are on offer to the public for this money-raising extravaganza in support of F1 Racing's nominated charity, CLIC Sargent, of which Eddie Jordan is a patron. The money will help children diagnosed with cancer.

The event, to be held on the Friday before the British GP (July 6), will feature an array of sports stars and celebrities. After a gourmet dinner there will be performances – on either side of an auction – from pop acts Mica Paris, Lemar, Beverley Knight and Ronan Keating.

For tickets, call: 01753 821 600



Liverpool boss eyes up Formula 1
George Gillett, Liverpool FC's US co-owner, is keeping a keen eye on F1's investment potential. "It stands out as an opportunity and/or challenge, but isn't high on our priority list" he said

THE BUSINESS OF F1

ECCLESTONE FIGHTS YOUTUBE ON COPYRIGHT

YOU MAY HAVE noticed, recently, that it's becoming harder to find modern F1 footage on user-generated internet sites such as YouTube. That's because Bernie Ecclestone's Formula One Management (FOM) own the rights to all F1 race weekend footage since 1981, and are vigorously policing their copyright.

So uncompromising are FOM that, through internet consultancy Net Result, they're engaged in a daily battle to stop users

posting captured F1 footage. The day after the Canadian GP, for example, clips of Robert Kubica's crash were already up, and being viewed by as many as 50,000 people.

By Wednesday, virtually all had been removed at the insistence of Net Result. But, by Thursday, fresh content had been posted.

FOM talk in terms of piracy. They want to protect their rights so they can make deals with individual broadcasters to broadcast internet clips legally in certain territories (as they

have done in certain cases), but only if those territories use geo-blocking technology to make it impossible, say, for a UK user to view clips on a German website.

FOM declined to comment to *F1 Racing*, but are not alone in taking a dim view. The rights holders of Premiership football, the Premier League, are suing YouTube, as are entertainment giants Viacom Media, who have launched a \$1bn lawsuit against YouTube's new owners, Google. "YouTube's strategy has been to avoid taking proactive steps to curtail infringements on their site," said Viacom in March. "Their business model, based on building traffic and selling advertising off unlicensed content, is clearly illegal."

Google responded: "YouTube

is great for users and offers real opportunities to rights holders – the opportunity to interact with users; to promote their content to a young and growing audience; and to tap into the online advertising market."

Some sports rights holders have embraced the free internet video culture, setting up official YouTube 'channels' for a share in advertising revenue. America's NBA basketball channel has had more than 22 million hits in the year it's been in existence; the NHL ice-hockey YouTube channel has had more than 12 million views in its seven months.

As a global sport, F1's power in a legitimised market could be huge – but until the pirate clip situation is sorted out, FOM are unlikely to push ahead with official plans.



Formula 1 racing is forbidden territory to YouTube, and FOM will play hard ball over their rights

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F1 sponsorship is going for broke
Renault title sponsors ING are also title sponsors of this year's Belgian GP. They backed this year's Australian GP as well, as they will for two more seasons. ING are now one of F1's most visible brands



Honda ahead of the (virtual) game
Check out Honda's genre-redefining F1 website: www.hondaracingf1.com. The groundbreaking design, featuring video race previews and tech features, is the work of London agency Fingal

WHO THE HELL ARE...

Your spot-the-sponsor guide SS UNITED

Pronounced As you'd expect.

For those of you still having problems, think of that great 19th-century iron-hulled steam ship the SS *Great Britain*.

Where?

Everywhere. The logos are all over the Super Aguri SA07s – on the rear wing, the sidepods, the airbox and the nose. And the drivers' overalls, natch.

When? The two-year deal, believed to have been negotiated as a one-plus-one (year two is optional), was announced on the Thursday of Melbourne. The logos had to be on the car in time for the Far Eastern races at the start of the



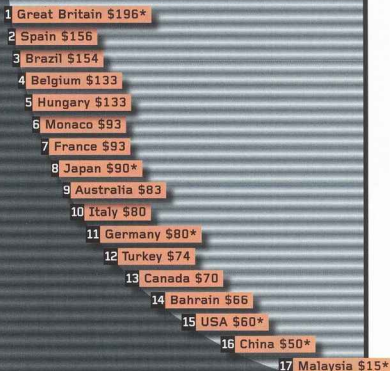
season because the SS United Group Oil & Gas Company Ltd (SUG) are based in Hong Kong and have business interests in China, Russia, Japan, Thailand and Malaysia.

Why? SUG hope to become a global energy supplier and view F1 as a suitable platform. And, when it comes to logo size, they get the biggest bang for their buck in the pit lane with SAF1.

How much? Paddock estimates put the deal at \$15 million pa. A good deal, you'll agree, for the smallest team in the pit lane. Trouble is, say Super Aguri, they have defaulted on their payments recently – although SAF1 are confident that they'll pay up soon.

THE EARNING CURVE

Cheapest ticket prices for 2007 grands prix



Note: Prices are in US dollars, based on a GP's cheapest general access race-day ticket in 2007. Where three-day tickets are mandatory, denoted by an * (eg, Great Britain), that is the price quoted. Brazil, alone, is a two-day ticket



Made to move

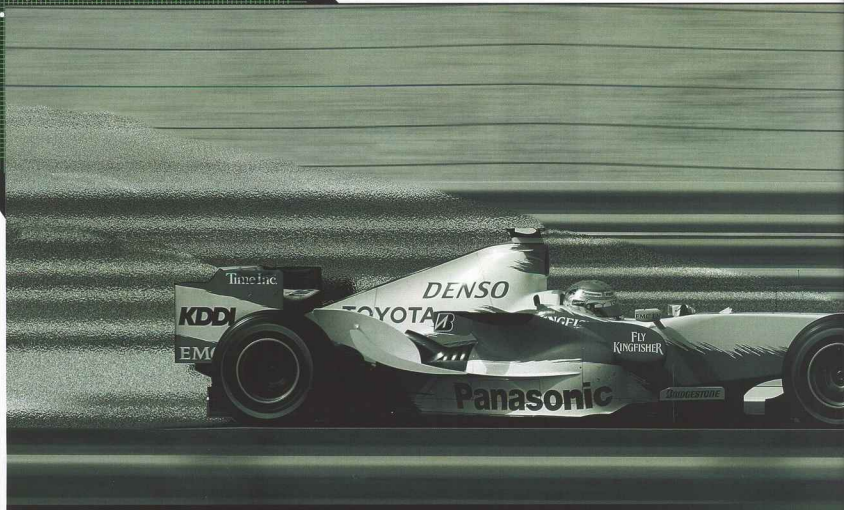




Williams tech bosses stay at factory

Neither Williams technical director, Sam Michael (near left), nor their director of engineering, Patrick Head (far left), was at the US GP. Chief operations engineer Rod Nelson took charge in their absence

THE SCIENCE OF F1



THE OVERTAKING RIDDLE

Great aero makes cars fast, but it also hurts overtaking. How come, and what can be done?

Overtaking. According to last year's FIA/AMD/F1 Racing fan survey, most of us want to see more of it. But you, the *F1 Racing* reader, didn't need to study a survey to know that. You can see, in your mind's eye, the thrilling opportunistic first-corner swoop (Lewis Hamilton v Felipe Massa and Kimi Räikkönen at Melbourne, 2007); the exquisite move you could barely believe was happening (Mika Häkkinen v Michael Schumacher, Spa, 2000); and the long wheel-to-wheel slog (Nigel Mansell v Ayrton Senna, Barcelona, 1991). Overtaking is part of what

draws us to F1, yet there's lamentably little of it these days. A number of disparate factors – including the immutable laws of physics – combine to frustrate overtaking moves. The FIA have a committee of technical experts working on the problem, but it's proving bafflingly tough to unpick. So let's look at a few of those factors, in detail.

SLIPPY FOLLOW

When one car follows another on a straight, it has an advantage because aerodynamic drag on its wings is reduced. But that assumes it can get close enough before the straight to take

advantage of such a benefit.

"The main difficulty in F1 is that you've got a high degree of upwash from the back of the car," says Williams technical

director Sam Michael, "because it produces a lot of its downforce through the rear wing. When you get that high an angle of upwash, the car behind loses downforce – in total, but principally from the front. And that gives it a very understeery balance, so the driver loses grip and can't stay close enough through corners."

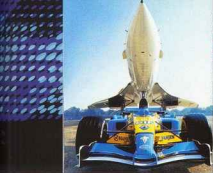
"The bottom line," says Spyker chief technical officer Mike Gascoyne, "is that when one car is following another, it is, in effect, in a slower freestream velocity – therefore it produces less drag and less downforce. And you can't change that. The laws of physics won't change."

↑↑

A car loses 25-30 per cent of its front downforce when it follows another car – about 2.5s a lap

↓↓

MAIN: STEVE ENTERNOSTRADE/INSETS: STEVEN TEEGART



Expanding on Michelin technology

Turns out Michelin's F1 tyres used the same Near Zero Growth technology of Concorde's tyres, to resist expansion at speed. Michelin runners had to adjust ride heights on switching to Bridgestone



Technical reg deadline is looming

The 2011 technical regs will be finalised by the end of 2007. "Manufacturers have six months to present their ideas," Max Mosley told *Welt Am Sonntag*. "We'll discuss everything in an objective way"



sported by modern F1 cars (flow conditioners and such) are compromised more by following in the tow of another car. But it isn't a myth that some cars have a 'dirtier' wake than others. The main problem, it seems, has arisen from (well-intentioned) attempts to reduce overall downforce – thereby slowing the cars down – by raising the minimum height of the front wings.

"We've done things in the past few years that have made the situation worse," says Gascoyne. "It's become clear that the higher the wing, the more it's affected by the car in front; therefore you get a much bigger balance shift. These cars are much harder to overtake with than they were a few years ago. I think it's good that proper wind-tunnel studies are being done by the FIA to improve the situation. We're definitely getting a handle on it."

The focus is on finding ways to improve the performance of the following car – or reducing the harmful effect of the car in front – in order to make passing easier. A design study of a CDG (Centreline Downwash Generating) wing was circulated in 2005 to a mixed response. Some would like to do away with wings entirely and rely on mechanical grip and 1970s-style fat tyres. That is unlikely.

"Whatever rules come into force, we'll produce a tyre that



Queues of cars are visual proof that overtaking is now harder than it was

suits," says Bridgestone's Kees van der Grint. "But we don't want to be in a position where the tyres play too big a role in determining who wins and who loses. That should be up to the drivers – who's going to brake the latest. Our job is to provide a level playing field."

"At the moment," says Michael, "for the 2009 regulations we're considering having a greater percentage of the downforce generated by the floor – ground effect. If you do that, you maintain the upwash at a much lower angle and have less effect on the car behind. You can see it happening in GP2 – they can follow each other through corners."

CIRCUIT CHANGES

Another, albeit costly, way to promote overtaking is to change the circuits. In slower sections the cars produce less downforce, so when they're following they

lose proportionately less.

"Improving overtaking should probably be achieved 50/50 between the cars and the circuits," says Michael. "If a slow corner leads onto a long straight, followed by another slow corner with lots of tarmac run-off, you create the conditions in which a driver can have a good go – and if the pass doesn't come off, he won't end up in the gravel trap."

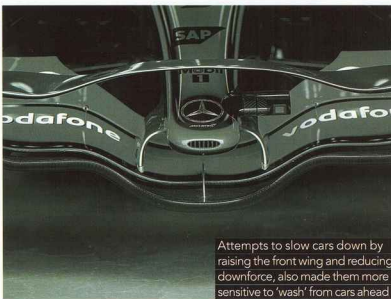
The problem with slow corners, though, is that drivers deride them as 'Mickey Mouse' – a case in point being the final section of the revised Fuji Speedway. But, since that leads onto F1's longest straight, we may see more overtaking there.

PHILOSOPHY CHANGES

Ultimately, the different performance levels of the cars on the F1 grid mean that if they start where they qualify, they'll inevitably spread out during the race. And the fastest driver in the fastest car will usually win.

"Aerodynamically, there's lots you could do to promote overtaking," says the executive director of engineering at Renault, Pat Symonds. "You can make cars less sensitive to an aggressive wake; you can make them produce a more benign wake. But it isn't necessarily easy to achieve. Perhaps of more interest are philosophical changes. All our efforts are based on making our cars faster, especially in qualifying, because that's the way we win races."

"Imagine if the way to win races was to overtake rather than simply to go quickly: the emphasis of your research wouldn't just be on producing downforce – but on producing downforce in a wake. I'm speaking hypothetically – I'm not advocating a GP2-style reverse grid – but if you knew, having qualified fastest, that you were going to start seventh, you'd be very focused on your total performance – on overtaking. At the moment F1 teams spend zero wind-tunnel hours on overtaking."



Attempts to slow cars down by raising the front wing and reducing downforce, also made them more sensitive to 'wash' from cars ahead

Since the front wings are operating on the very margins of stalling, they lose efficiency if the air flow isn't arriving parallel to the ground. A car loses 25-30 per cent of its front downforce when it's following another car. Now, if it has 25 per cent more than the car in front to start off with, then it can follow and pass. That equates to about 2.5sec a lap – the difference between a McLaren and a Spyker, say. Obviously, this is an undesirable performance differential unless, for example, the faster cars start behind the slower ones.

There's a school of thought – wrong, it turns out – that the plethora of aero appendages

SALON PRIVÉ

F1 RACING TACKLES RON

THE MAN WITH the answers to the really big questions of 2007 – Is Lewis quicker than Fernando? What really happened at Monaco? What's really going on with Kimi? – is Ron Dennis.

For that reason, everyone wants an audience with Dennis right now, and *F1 Racing's* editor in chief, Matt Bishop, will have exactly that. On Wednesday July 11, the Bish hosts 'An audience with Ron Dennis' at Salon Privé.

Better still, *F1 Racing* readers are invited. Salon Privé, a glamorous three-day event to be held at the Hurlingham, one of London's most exclusive clubs, from July 11-13, will also feature one of the most sensational collections of modern and classic cars ever seen. The event will also include a charity dinner on the Thursday and *concours d'élegance* awards on the Friday.

So, not only will you get to see the Bish grilling Ron, but it'll be against a backdrop of such stunning new cars as the \$600,000 Rolls-Royce drophead coupé, the \$670,000 Mercedes SLR McLaren, the ravishing \$155,000 Maserati Gran Turismo,

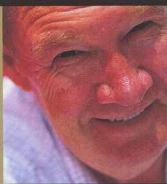


Dennis is enjoying a season to die for, and Bish will grill him on details

and such rare classics as the Aston DB35, Mercedes 300SL Gullwing and Porsche 911 GT1. And, to top it all off, there will also be a charity auction.

For details and ticket sales, visit www.salonprivelondon.com/cart-event-11-07-evening.asp.

But do hurry – the first 50 tickets sold will be subject to a 20 per cent reduction if you insert the code SPF1R into the 'promotional code' box on the Ticket Reservations section of the website. Tickets are limited and subject to availability.



The Rumble Strip

Alan Henry speaks out

Nothing would have been dumber at the Monaco GP than Ron inviting his drivers to attack each other

I was chatting to a middle-ranking FIA functionary in those tense days immediately after the Monaco Grand Prix. It was a time when boiling in oil seemed to be the minimum some of my journalistic colleagues reckoned Ron Dennis should be subjected to for being beastly to our Lewis and not letting him win the most famous race on the calendar at his first attempt.

"So what happens next?" I inquired of the functionary. He replied, "Well, we'll review the evidence and if anything needs to be taken further then those involved will probably be invited to Paris to put their point of view." I felt a shiver run down my spine. There is no other organisation on earth – in my experience, at least – capable of investing the word 'invited' with such a sense of foreboding as the FIA. Happily, the gibbet was duly packed away, Ron breathed again, and the governing body shrewdly decided on 'no case to answer' long before any QCs were required to don their finery. And quite right, too.

Yet the vexed issue of team orders remains a grey area, capable of wide and flexible interpretation for a correspondingly broad range of circumstances. And, in my view, that makes it an unsatisfactory law. At one end of the spectrum you have Rubens Barrichello being told to gift the 2002 Austrian GP to Michael Schumacher in a blatant display of high-octane match fixing; at the other, you have the McLaren pit crew telling Hamilton to cool it in order to preserve the team's one-two. Who's right? And who's wrong? And why?

I think many F1 insiders, me included, have been pressing their noses too close to the window pane in recent years. I remember being disgusted that Barrichello was deprived of that Austria win. But I should have been equally outraged when Dennis came up with an utterly specious justification for forcing David Coulthard to hand Mika Häkkinen the win in the 1997 European GP at Jerez. Was it simply that Dennis was an old mate whom I didn't want to offend? Or was it the sledgehammer lack of subtlety – or interest in what we thought of it all – displayed by Ferrari's team chief, Jean Todt, that got up my nose? A bit of both, perhaps.

Truth be told, what I'm trying to get at is that we were probably all labouring under the misapprehension that F1 is a sport. It isn't, of course; it's a gladiatorial contest fought out between 22 unforgiving athletes with precious little concept of the notion of the 'gallant loser'.

"The more I think about it, the more I don't think there should be any team orders, or constraints on anything"

They're backed up, in the top teams at least, by armies of similarly qualified and equally committed technicians who, like the drivers, would be prepared willingly to run over their grandmothers if it would earn them one-tenth of a second a lap. Sporting contest? Yeah, right. An adrenaline-fuelled street fight, more like, with a few

loose rules on hand to ensure that nobody launches a rival into the fourth row of the grandstand. Not deliberately, anyway.

Now, think of F1 team orders in this context. I reckon you should be able to deploy any strategic tactics you like to defeat your rivals. The FIA, admittedly with the best of intentions, introduced the ban to prevent tactics that influence the outcome of the race. The more I think about it, the more I don't think there should be any such constraints on anything unless it is deliberately hazardous. Racing is about team tactics – which by definition means team orders – every bit as much as it's about individual endeavour.



Illegitimate team orders or sensible team tactics? Hamilton chases, but doesn't engage with, Alonso at Monaco in 2007

Lewis's A-Z, p48; Monaco GP, p104



Has F1 finally outgrown Monaco? And is the crowd there for the wrong reason? Bob Matthews wins a classy Panasonic TZ3 camera for provoking such thoughts

STAR LETTER

TIME FOR MONACO TO GO

Much as I love F1, and as a big fan of the historic circuits – I'm gritting my teeth as I write this – after watching this year's Monaco procession, it occurs to me that the moment has come to call time on this storied track.

The cars are simply too powerful and too fast for the tight confines of the circuit – they've outgrown it. There's no room even to try a pass, so the teams are reliant on rain, mayhem or pit strategy or any combination of the three for a look-in if they don't qualify well – and that's not really racing, is it?

Let's face it, the only reason F1 still goes to Monaco is to allow the poseurs, faux fans and FOBs (Friends of Bernie) a close-up look at something they're only interested in once a year for the ego-boost. More Spas, Monzas and Silverstones, please, and fewer go-kart tracks if F1 is to retain its role as the pinnacle of motorsport.

Bob Matthews
Hamilton, Ontario, Canada



Panasonic

Every month, the writer of our star letter will win a prize from the Panasonic range of products

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LET'S HEAR IT FOR FELIPE

Three cheers for Felipe Massa, for bouncing back from his Malaysian embarrassment to stake a strong claim to this year's title. Never have I seen a driver so slated for simply doing his job – perhaps there is some truth to Juan Pablo Montoya's oft-repeated rant that in F1, the driver who has a go and comes a cropper quickly becomes public enemy No.1. So it was in Malaysia, when Lewis Hamilton very publicly got the better of Massa.

In all the media nonsense that followed, one important thing seems to have been forgotten: having a go is what a grand prix driver does. The real danger is that by expecting Massa, or any driver, to settle just for podium or points, we close off F1 to all but the most robotic of drivers. Where would our sport be without the passions of Senna, Alesi, Montoya and both Villeneuve's? The races since Sepang have proven that Massa has the skill to be counted among them.

Ruraidh Conlon O'Reilly
Dublin, Ireland



A dominant drive from pole to the flag in Bahrain put Massa's championship charge back on track

MUZZA'S NUVOLARI SOUVENIR

I'm really enjoying *The Day I Met...* column – congratulations on such a great back-page. The best so far, in my opinion, has been *The Day I Met Tazio Nuvolari* by Murray Walker (*F1 Racing*, May): great stuff.

Murray said, "I'd give my eye teeth" for a replacement Tazio Nuvolari lucky tortoise that he lost. Well, he can get one at Museo Tazio Nuvolari, Mantova, Italy, phone +39 0376 327929. It's €100 for a gold one. So, no need to pawn any body parts, Murray.

Mauro Braunsapahn
St Helier, Jersey

PIQUE OVER NELSON PIQUET?

Why is Nelson Piquet not referred to with any affection by F1 commentators? All other F1 champs since 1980 are spoken of at least with admiration. Jones's muscle, Rosberg's qualifying lap at Silverstone, Lauda's willness, Mansell's heart, Senna's talent, Prost's intelligence, Häkkinen's speed, Hill's determination, Villeneuve's quirkiness, and Schumacher's completeness. Yet a Brazilian triple champion who raced Gordon Murray-designed cars is rarely mentioned. Bizarre. Maybe he didn't have the best personality, but, so what? He clearly knew how to drive.

Lawrence Lavery
Belfast, Northern Ireland

HONESTY IS THE TAMBAY POLICY

I'm not old enough to have seen Gilles Villeneuve when he was racing, and know him only through archive footage and the many articles written about him. But I can honestly say that I've never read a piece



Tambay (left) was a mate of Villeneuve's in the '70s; Patrick joined Ferrari after Gilles was killed

quite like Patrick Tambay's in *F1 Racing*, May. I was fascinated by his honesty and the respect that Tambay had for his friend.

I'm now a fan of Villeneuve and Tambay.
Alex Cooper
Sheffield, South Yorkshire

LEWIS HAS BECOME STIRLING

Following the Bish's question (Up Front, June: "If Lewis Hamilton has become Jensen Button, etc, who has Jackie Stewart become?"), surely Stewart has become Stirling Moss. F1's elder statesman is always worth listening to when he speaks, but no one is quite clear what he actually does any more.

Luckily, though, Stirling will always be Stirling. In fact, wasn't he once also the new kid, impressing everyone with his skills and attitude and adored by the public? So maybe Lewis has simply completed the circle, becoming Stirling Moss 56 years on, and everyone else is simply clicking into place.

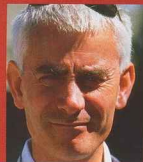
Andy Graham
Redhill, Surrey



McLaren-Mercedes have found substantially more power than their rivals

MID-SEASON

TECH REPORT



The dust has settled after the opening salvoes of the world championship and, come the Monaco GP at the end of May, the teams had begun introducing new waves of technical solutions to the car designs. So, once the street race was over, we asked ex-Honda tech director **Geoff Willis** to cast judgement on all the teams' cars and their progress to date

McLAREN 10/10

Top of the class – at least as we write. The McLaren was certainly very quick from day one. While the chassis package looks tidy and they appear quickly to have got to grips with the Bridgestones, a sizeable factor in their improvement is in their engine performance.

In the engine homologation process they found a substantial gain, as opposed to the small loss that most other teams

experienced. Some rumours put this gain, relative to other teams, as high as 30bhp. In early testing their long-run performance was noticeably superior to others, both in pace and consistency.

Judging from the rear wings they run, the car has excellent aero efficiency and clearly very neutral balance characteristics. They've also continued to develop the car, with small aero modifications, at most races. The final and crucial

point is that McLaren appear to have conquered the reliability problems they suffered in recent seasons, only Renault matching their 100 per cent finishing record, over the first five races, in 2007.

FERRARI 9/10

The pre-season favourites had only one small cloud of concern: would the change of technical management lead to a slow backwards slide. In the event, the 2007 car, with clear evidence of fresh thinking, looked strong. It had a zero-keel chassis, a longer wheelbase and a new aero package incorporating a number of the devices fashionable on the 2006 grid. The F2007 appears to

have been designed close to the limit on cooling capacity, which forced them to run lower revs in Malaysia. If the cooling is intrinsically marginal then it can take up a distracting amount of effort to rectify the design. It has been a busy start, with updates, at most races, for suspension, brakes and bodywork, all of which have appeared to add real performance. Technical directives designed further to limit bodywork flexibility, which the FIA issued both before and after Malaysia, may have been aimed directly at them; however, to the disappointment of their competitors, their revised underbody has proved equally effective.

At this interim time, Ferrari's

"To the disappointment of their rivals, Ferrari's underbody has proved effective"

WILLIS'S VERDICT

only major concerns are atypical lapses in reliability, perhaps a shadow of a process management issue rather than a design issue. The Monaco race clearly shocked them, but the team looks, on the surface, to have no shortage of technical drive and skill. They need to take control now if they're to win the championship because McLaren are looking very strong.

BMW 7/10

The F1.07 started well, the car's pre-season testing pace immediately converting to top-three qualifying in Australia. With a reasonably straightforward car, the team have done well to maintain development, and introduce new aero parts and new mechanical systems at most races. Given the rapid rate

of growth of the new team, their early third place in the championship has been impressive, the more so because they're the first of the true works teams. Qualifying in the top six for each of the first four races, they also racked up points finishes in the first five races, despite a few operational problems (to be expected at this stage). Their task now is to maintain their development rate.

RENAULT 6/10

After using their Michelin tyres so effectively last year, the current world champions faced a tough challenge adapting to the 2007 Bridgestones. The significant weight distribution change they've had to make in response to the different tyre characteristics also forced them out of their comfort zone of low aerodynamic balance; the resulting aero characteristics from the more heavily loaded front wing dented driver ▶

BMW, best of the true works teams, qualified in the top six in the first four races



Ferrari have confounded rivals who thought team changes would hurt them



Renault are starting to find their way, thanks to their experienced technical group

confidence. There were also suggestions that the changes they made for engine homologation to meet the new 19,000rpm limit may have hurt them. New technology in the form of a quick-shift gearbox should have helped them to keep ahead, but the early signs were that their performance wasn't up to their usual standards, and the first races saw them fighting with BMW for the places behind the two leaders. Despite front-wing endplate changes, small sidepod developments and wheel-rim shields, the first signs of a noticeable improvement were found with a new front wing they ran at Monaco.

The technical group are

very experienced and, having accepted quickly that they had a problem, the signs are that they understand it and are following a logical path to a solution – so, expect a stronger season from now on.

WILLIAMS 5/10

This hugely experienced team, frankly, have had a mediocre start to the season. With the engine homologation regs removing any penalty attaching to customer engines, Williams's experience and resources should have lifted them into third place, ready to pounce on any weakness of the leaders.

The car is reasonably tidy if conventional. They introduced a number of small detail changes up to Monaco, where their revised high-downforce package gave them their best qualifying up until then. The team need strong leadership to identify the

"There were signs that the engine homologation changes Renault made, hurt them"

key performance developments if they're to compete with BMW and Renault.

RED BULL RACING 5/10

With Adrian Newey on board, RBR were expected to make an early impact, despite pre-season concerns with slipping schedules and shortages of parts.

The car has all the usual refinement of Adrian's designs, and the technical group have taken on the challenge of introducing their own quick-shift gearbox design.

Reasonable qualifying pace has not, however, been turned into results, their finishing record being jointly the worst, along with RBR's sister team, Toro Rosso. The signs of poor

organisational control – repeat faults leading to poor reliability – are clear. There's plenty of technical skill, but they need to put mechanisms in place to ensure that the design team's efforts are not squandered.

In-car footage of their rear wing bending during the Barcelona GP led to the latest technical directive from the FIA imposing stricter rear bodywork load tests. But all teams have been game-playing over rear-wing flexibility.

SUPER AGURI 5/10

With a chassis as close to the 2006 Honda's as the regs allow, and technical support from Brackley and Honda R&D in Japan, it seemed likely that

Customer Toyota engines should have lifted Williams closer to the top table





The Red Bull is a fine-looking Newey job, but repeat faults hurt reliability

proven reliability would help the team take some early points. The race team, still in their learning phase, have benefited from the advice of experienced staff seconded from Brackley, and it brought them (and Honda's!) first point of the season, at Barcelona. While they want to add performance with home-based developments, their hope of making further independent progress is unlikely to be fulfilled, and for next year the team should revert to a much smaller, genuine, Honda B-team running a customer car.

TOYOTA 4/10

A lacklustre start to pre-season testing from an untidy car suggested another disappointing season. There is little to suggest that they'll make any serious impact on the championship this year. While their early race performance

was rather better than expected, they're now being left behind as the grid improves. It's surprising that the world's number one car maker have yet to discover how to make an F1 team work. Their detailed engineering is at a high level, yet there's little evidence that the performance challenge of F1 has been understood.

TORO ROSSO 4/10

A team that are dancing around the edge of the definition of 'constructor', Toro Rosso should have benefited from the injection of technical talent at RBR. But their present track performance is underwhelming; perhaps their mid-term report should read, "Must try harder".

HONDA 3/10

Oh dear! What should have been a development of the competent 2006 car has turned into a nightmare. It looks as

though most of the lessons of 2005-2006 have either been forgotten or ignored, and the development momentum of the last races of 2006 lost. Poor corner-entry performance coupled with poor straight-line speed suggests a car that's difficult to drive unless the rear-wing level is excessive. Blame has been directed at the aero department and new tunnel; however the aerodynamicists, like all designers, need direction and guidance through the maze of performance trade-offs.

Early development parts failed to secure improvements, but a return to launch specification, followed by new bodywork tested at Paul Ricard, produced

the first small but worthwhile improvements. Calm and clear technical leadership is now needed, and, with luck, saner voices will hold sway.

But the world's number one engine manufacturer must start to realise that F1 isn't a place for management by committee, however well intentioned.

SPYKER 3/10

Despite its leadership being notable for their high-profile presence, the Spyker has made little impact on the 2007 championship, save only to protect Honda from the ignominy of ending up in absolutely last position. A fairly extensive aero update arrived in Malaysia and another big update was promised post-Monaco, but, as the smallest independent team, they have a massive task if they're to make any headway. **FO**

So far, Honda (right) have been overshadowed by their junior team, Super Aguri (left); the lessons of 2005-2006 have not been acted on at Honda



ANDREW FERRARO/LAT; GLENN DUNBAR/LAT; BRYN LENNON/GETTY IMAGES



No race like home

Very rock 'n' roll, very post-Mansell. Jenson soaks up the home-crowd vibe each year, as he counts down to the British Grand Prix

Interview Tom Alexander



Fan-tastic (top); cross of St George figured large on JB's '04 British GP helmet

An oil-smeared paradise, unfettered by chain-link fencing, burly security guards or electronic swipe gates. That was the Silverstone of yore, a place where drivers and spectators mingled as one, the latter proffering an occasional autograph book but mostly leaving their idols sufficient time and space in which to focus.

That all changed during the 1980s, when television's pulling

power and Nigel Mansell's magnetism turned the British Grand Prix from an aficionados' weekend out into a national happening. Cars and drivers became ever more protected from close scrutiny until, finally, they were shielded from all but team members and VIP guests.

By the 1990s, Damon Hill – Mansell's successor in the public's affections – found the best way in and out of his home race was to use a motorcycle, and wear a plain white crash-helmet

that stayed on his head until he was safely ensconced within the paddock. Anonymity was the best antidote to the intensity.

Talk to Jenson Button about coping with the modern-day British GP, though, and one of the words that most peppers his conversation is "chill". It has nothing to do with the immeasurably improved access roads that have been installed in the relatively recent past: rather, he passes his weekend within the circuit's inner sanctum and

sleeps in a discreetly parked motorhome, just a scooter's jaunt from the paddock.

Eight years have passed since Button was just another face in the crowd. On July 10 1999 he started the ninth round of the British F3 championship from pole position at Silverstone, but finished second in the race to eventual champion Marc Hynes. After 15 laps they were only 0.393s apart.

The following day Button returned and stood with the throng on the outside of Copse Corner to watch the grand prix in which Michael Schumacher broke his right leg and David Coulthard headed Eddie Irvine in a British one-two – although the biggest cheer was reserved for Hill, who finished a distant fifth in his last F1 race on home soil. Within 12 months, though, Button had been promoted from onlooker to icon as BMW-Williams's thrilling newcomer and the fans' new darling.

"Eight years," he says, with a shake of the head, "feels like about five minutes. A lot has changed – and mostly in a

positive way. I'm a much better driver now and I've been lucky to enjoy a lot of good experiences, the kind of things I was still dreaming about in 1999."

Is a driver's home race necessarily his most frenetic?

"I think the British GP is pretty busy for everybody," he says, "because a lot of the teams and sponsors are based in the UK and have major functions organised during the weekend. I suppose it's particularly hectic for the British drivers, though, because there's a lot of stuff

to do in the Paddock Club and there are so many people coming through the gates. I consider Silverstone to be very special. I love the circuit layout and the atmosphere – especially when the weather is good. Racing at home doesn't make you any faster, but it's still a nice feeling."

From his motorhome retreat, Button can feel the public's enthusiasm. "I usually arrive on Wednesday evening," he says, "and my motorhome is within earshot of some of the main campsites. It isn't too noisy – it's quite chilled, but there's a great buzz, a fantastic feeling about camping at Silverstone."

His programme commences in earnest on Thursday. "I'll do media stuff for a couple of hours," he says, "and after lunch I'll meet with the engineers to run through the weekend's plans.

"My motorhome is within earshot of some campsites. There's a fantastic feeling about camping at Silverstone"

Then, in the evening, there's bound to be a dinner – there almost always is during the British GP weekend. The evenings tend to be busier at Silverstone than elsewhere. But I still turn in by about nine o'clock, though... unlike my dad, who doesn't have to work the next day." >



A media-mobbed Jenson came fifth in his first British GP, in 2000 for Williams

Silverstone 2006 quali, where Button managed only 19th on the starting grid



Friday kicks off with a motorhome breakfast; then he hooks up with Honda's engineers for an 0900hrs briefing. "After that, I'll have a massage before free practice begins. That's absolutely part of the routine before every session – just to make sure all my muscles are properly warmed up when I go out. Things are a bit simpler when I get out



13th in Bahrain 2007 (above) wasn't a patch on Silverstone '03

RUBENS'S SILVERSTONE HIGH

JB's team-mate, Rubens Barrichello, had one glorious British GP

Robert Sehli and Cornelius Horan: two footnotes in F1 history – and both with a direct link to Rubens Barrichello.

Sehli is the disgruntled former Mercedes employee who wandered onto the Hockenheim track to protest his sacking during the 2000 German GP, where Barrichello drove from 18th on the grid to his maiden F1 victory.

And Horan is the killed ex-priest who strolled down Hangar Straight during the 2003 British GP at Silverstone. Rubens started from pole that day, but Safety Car interruptions –

one prompted by Horan – twice jumbled the field, forcing Rubens to pull off a string of passing moves to maintain his 100 per cent record of winning races marred by track invasions.

"Silverstone has always held a special place in my heart," he says. "Even when I was a youngster, in F3 and F3000, I loved racing there.

The Hockenheim win stands out because it was my first in a grand prix, but Silverstone 2003 remains one of my career highlights."

After passing Kimi Räikkönen around

the outside of Abbey on lap 11, Barrichello slumped from second to eighth following the Horan Safety Car period, but he eventually regained second, behind Kimi, on lap 31. Räikkönen pitted four laps later, handing the lead to Rubens, who slipped to second again after his final stop on lap 39.

Barrichello then forced Räikkönen into a small error at Bridge – scarcely a normal passing spot – on lap 42. Rubens nailed his adversary in an instant and sped away.

"After passing Kimi at Abbey quite early in the race," he says, "I think he was expecting me to try something similar again. I pulled quite a few satisfying moves during that race, but the second on Kimi, at Bridge, was the best."

And Horan? "I saw something on the track," says Rubens, "but had absolutely no idea what it was."



For these 2005 fans, there was a lot of Bond in Button and his B.A.R.-Honda 007

of the car – I just do a few stretches, mainly for my neck."

The second free practice session ends at 1530hrs, but Button remains in the paddock until about 2000hrs. "We go through various debriefs. Once we've run through all our potential strategies, we sit and discuss the possibilities and decide which way we want to go for the balance of the weekend.

"Things get a little more serious on Saturday, because of qualifying, but apart from that the schedule is pretty similar through to about 1700. After that I'll usually attend some kind of media or sponsor dinner."

Security barriers have proliferated as fans and drivers are kept well apart



"Sunday's traditional half-hour warm-up was abolished at the end of '02"

"The British GP starts at 1300, an hour earlier than most European events, and finishes at about 1445. Usually, I'd be away at about 1700 – but not if I win or finish on the podium, obviously."

There's just one other small detail. To check his reactions before he gets in the car, Button and his physio, Phil Young, engage in a spot of boxing. Is that wise? "There are certain rules," says Button. "He can't punch me, but I can punch him." **FO**

Silverstone '03 win was a career highlight



A to Z

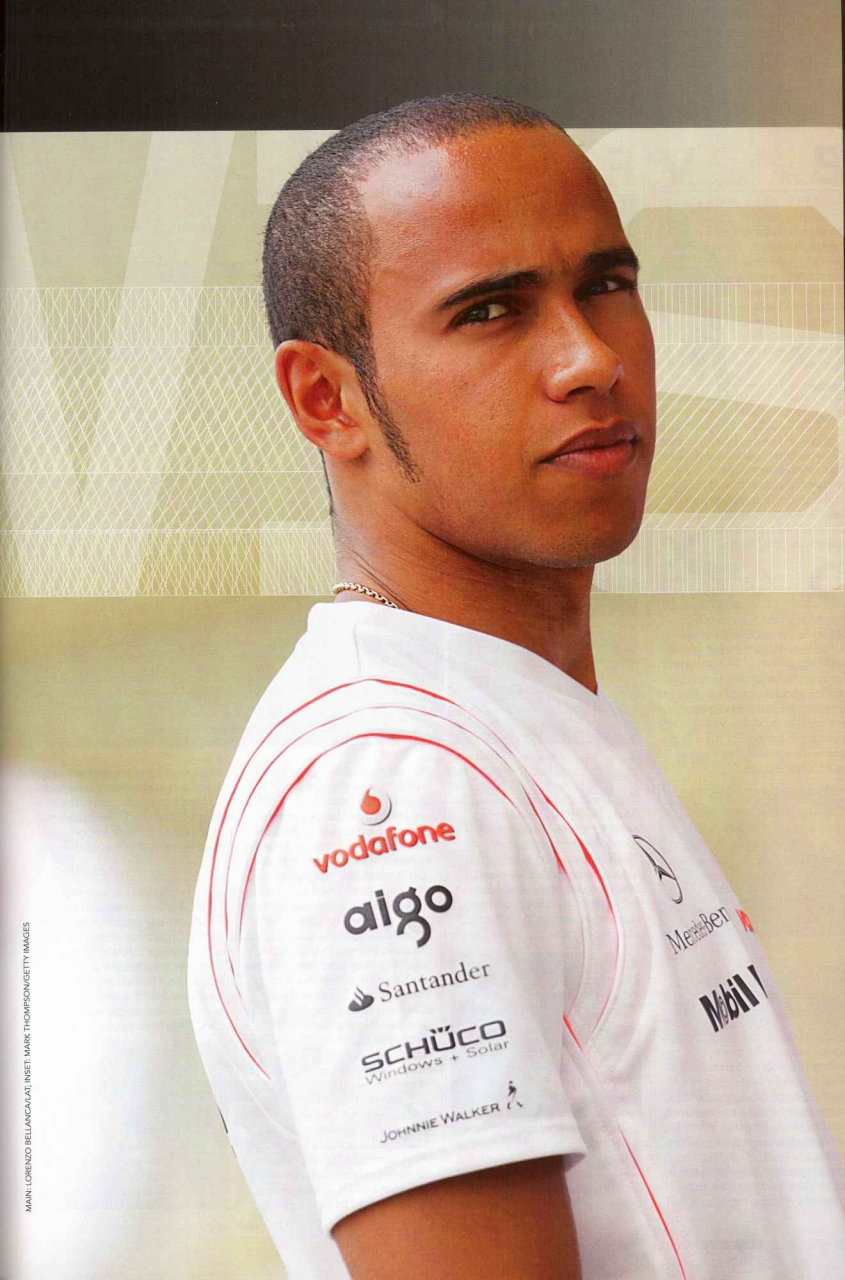
Compiled by **Will Hings**

Lewis Hamilton has taken F1 by storm, making it look as easy as ABC. Time, then, for *F1 Racing* to issue a quickfire guide to McLaren's boy wonder



Anthony

The archetypal racing dad, doubling as manager and keeping Lewis on the straight and narrow. "Not only do I owe everything to my dad," says Lewis, "but also to the rest of my family who have had to sacrifice a lot. They've had to jump in and out of jobs to make as much money as possible to keep my racing going." ▶



Blue

As in Peter, the kids' TV show where six-year-old Lewis dazzled on his TV debut, winning a remote-control car race. "It was a big day out. I think I was at least 20 years younger than the other contestants, but I won."

**C**arl

That's Carl Lewis, the American sprint legend, whom Lewis Carl Hamilton is named after. Carl was winning everything in sight in the mid-80s and dad was a fan. "He was an awesome athlete." As names go, it's as speedy as they come.

Dennis

As in Ron, mentor and quasi-father figure, who signed up 12-year-old Lewis for his *My Fair Lady* experiment. As punts go, Ron hit the jackpot. "I went up to Ron and told him I wanted to drive for McLaren and become world champion. He wrote in my autograph book, 'Try me in nine years.' But two or three years later he called me."

**E**mootional

There's nothing explosive about his emotions and he won't throw his toys out of the pram, but he's a sensitive soul and passionate about racing. "I was nine when Ayrton Senna died, and he was my hero. It hit me hard. I never liked to show emotion in front of my dad, so I went behind the trailer and cried. That was the turning point of my life. It made me understand I needed to make the most of my talent."

Fernando

That's Alonso, of course, the champ, whose cage is getting well and truly rattled. "For sure, he's very competitive and extremely quick, so I just have to improve my game and learn as much as I can from him. We're in the same car, so we're going to be close no matter what happens."

Grenada

The Caribbean island that tops his list of favourite holiday destinations. That's where grandpapa Hamilton comes from, you see – he emigrated to the UK post-war to work on the railways. "My family are from Grenada and I love visiting the island. Maybe someday I'll visit some of the other beautiful islands of the Caribbean but, for now, Grenada is the place."

**H**ype

As in, believe it. Lewis arrived amid a fanfare of superlatives, touted as the chosen one. "Before, I was just seen as the rookie coming into the sport. Now they've seen what I can do, they know it isn't just hype. Everyone can see that I can actually drive."

**I**stanbul

A defining GP2 drive propelled Lewis into public consciousness.



He was mighty, bringing the paddock to a standstill with an overtaking masterclass. "Before my grand prix debut, I'd have said my best race was the GP2 event in Turkey last year. I started seventh, spun, then fought my way back to second place."

Jodia

His college sweetheart, Jodia Ma. "The only problem with my job is that I don't see her enough. She's my best friend and we speak every day." So F1 grid girls are off limits, then? "I'm so busy at races I don't even notice them – I swear."

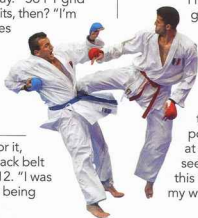
Karate

Lewis is mad for it, becoming a black belt by the age of 12. "I was about five and being

bullied at school. It was a horrible time, so I told my dad I wanted to start karate so I could learn to protect myself. The bullying stopped and, more importantly, it gave me real self-confidence."

Lessons

That's driving lessons – six to be exact. "I paid for lessons in the end because I didn't think my dad was the best person to teach me. He thinks he's the best driver and even now when I'm at the wheel I still get instructions on how to do it."

**M**elbourne

Where the fairy tale began. A podium on his debut at a track he'd never seen before. "I think this is probably beyond my wildest dreams. To

Quick

A no-brainer, this one. He's on it, all the time. "The rush you get, the feeling of speed, the force that your body is under, all of that coming together gives the biggest adrenalin buzz and it's something you can't experience anywhere else."

"Me being the first black man in F1 probably means quite a lot for the sport"

be in Formula 1 is a dream, but to go into your first race and get a third is something that you don't expect."

Nicolas

His little bro' and best bud who suffers from cerebral palsy. "I'm seven years older than Nicolas: we're very close, and we talk all the time. He's an inspiration. He never complains, always smiles, keeps his chin up, and gets on with life. There's a strong message there which has influenced my approach to life."



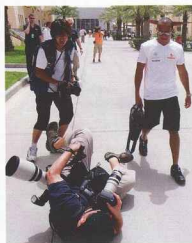
Opportunism

Aka racing nous. What Lewis has in spades, nabbing places when he really shouldn't, leaving his rivals red-faced. That's the bit you can't teach; it's instinct. His miraculous starts, in Australia and Malaysia, are already part of F1 folklore. "I saw an opportunity so I just stuck in there and came out ahead. It may have been a ballsy move, but I pulled it off."

Paparazzi

A tabloid favourite already, Lewis enjoys the trimmings of British celebrity culture, and that includes the paps, who are out in force. "It's strange being described as a celebrity. There are photographers outside my house and that has been the weirdest thing. They're there from eight in the morning until six at night just sitting in their cars." Hold tight, Lewis, the

tabloid roller-coaster has only just begun.



Rookie

Few rookies have made such a splash. In fact, make that none. He's a record breaker, the best rookie ever. "I'm a rookie and there's a lot to learn. I need to improve in a lot of areas. I don't think there's a limit; any driver can improve. I think even Michael Schumacher was improving."

Spiders

He hates 'em. "I'm pretty relaxed by nature but I hate spiders. A lot of people have that sort of phobia." On track though, where it matters, he's fearless.

Tewin

Or Tewin Wood, to be precise, the family home in Hertfordshire – a nest that Lewis has recently flown. But... "I like to nip home at the weekend and take my washing with me."

Universal appeal

The Tiger Woods effect – an inevitable comparison. Like Tiger, Lewis transcends cultural boundaries. "I'm proud of who I am and where I came from. When I was growing up, it was difficult to find someone in this sport to relate to. There will be a lot more people able to relate to me. Being the first black man in F1 doesn't much matter to me, personally, but for the sport itself it probably means quite a lot."

Video games

Lewis is pretty handy in the virtual world. "We recently bought a PS3 and new F1 game. I have to be Kimi, as there isn't a game with me in it yet. My brother is very competitive – and, yes, sometimes he wins, but I'm very competitive too, so he has to win fair and square."

Woking

That's where he's set up digs. Okay, it isn't Monte-Carlo exactly, but it is McLaren territory. "I've relocated to be close to the team. I train every day in the gym and prepare in the simulator." It should suit him, too, tucked away from the playboy lifestyle.

X-factor

Yup, he has it – something you can't quite pin down. The aura that tells you the boy Hamilton is headed for gigastardom. "You can say it, but I don't feel it. I feel like an F1 driver. So that means I'm a superstar, then so be it. I just feel great to be here. I'm living the dream."

Yellow

His helmet colour, chosen so dad could spot young Lewis in the karting pack. "Dad wanted me to have a bright-coloured helmet because he was so nervous when I was on track."



Zip

As in karts, in which Lewis cut his teeth. "I don't think my parents knew how dangerous it could be. I had one big crash, bashed my head and had a nosebleed, but just told dad to fix the kart. The next day I raced and won." **FO**

F1 to One

Fernando Alonso Driver: McLaren-Mercedes

On his team-mate; on his start to the season; on Ferrari without Schumi

Sum up the start to your championship.

It's been great. I'm extremely happy with the performance of the car. Also, I'm very, very happy to be winning races, because my personal target for the whole season was to win a race. It came very early, so I'm happy about that.

How has the MP4-22 improved since the start of the year?

It's improved a lot, with the biggest jump coming between the races in Bahrain and Barcelona. But right from the very first moment I drove it in Australia its performance surprised me a little bit, but in a good way.

Giancarlo Fisichella believes you were lucky to move to McLaren at the right time. Was it a question of luck?

I don't know. I've been lucky all my career and I hope I keep it with me for many years to come. Last year McLaren were not so competitive and I thought I'd have a tough time when I came here. Maybe it's lucky or maybe it's just a good job from everybody in the team to be so competitive in such a short time.

Are you enjoying F1 again?

Yes. In fact, I enjoy it more now. One of the reasons I swapped teams was that I wanted to increase my motivation and have a fresh approach to the races. I like the races now; I like to be in the car every day.

What do you think of Lewis Hamilton's performances?

He's done a very good job so far, for sure. But I've been pushed very hard all my career, especially at the start

of the season. With Jarno [Trulli] in 2004, I was nine points behind after 10 races, and with Giancarlo [Fisichella] it was a similar thing. He won one of the first two races and we were very close in the points.

It's always been a very close fight between me and my team-mates, and this year it's the same with Lewis. I think it helps the team to improve and develop the car because it creates a good atmosphere in the place. We can both fight for big things – not only one driver.

How do you see the championship battle?

We're entering a crucial phase of the championship, and it's important for me to finish on the podium as many times as possible. I've said all year that you'll only see my full potential in the second half of the season, once I've got the car to my liking.

Do you think the title battle will go down to the wire?

Anything can happen. There are 17 races in the season, and we saw in the last two years that a big gap in the middle of the season can disappear by the end. If you do a good last part of the championship you can be in a position to win, as was the case with Michael [Schumacher] last year. He was 25 points behind me after Canada, but we were equal when we got to Japan.

How do you rate the challenge from Ferrari?

They're a very strong team and have a good car although, as I say, anything can happen. But Kimi is entering a risk zone. He made a mistake in Monaco, and if he makes many more, it'll leave him

out of the championship fight. He's still in the battle now, but he risks losing touch.

Felipe has scored more points early on, but I'd prefer to fight for the title with Lewis because then we'll be fighting in equal conditions.

How strong are Ferrari without Michael?

To beat Ferrari is so difficult. Michael was a fast driver, but so are Kimi and Felipe. Early on they were showing a pace that we didn't have in a race situation and it was very difficult to beat them. When they have a mechanical problem, as Kimi had in Barcelona or Felipe had in Australia in qualifying, it's a big opportunity for us to gain points.

Are you surprised by Renault's lack of pace this year?

I didn't expect it to be so much. In F1 you're up and down depending on how things are going. After winning the drivers' and constructors' championships twice running, Renault are going down at the moment. It's quite normal and it happens to everybody at some stage. It's happening this year to them, and they're not able to fight so much in front. Things are like this in F1.

Who were your F1 heroes?

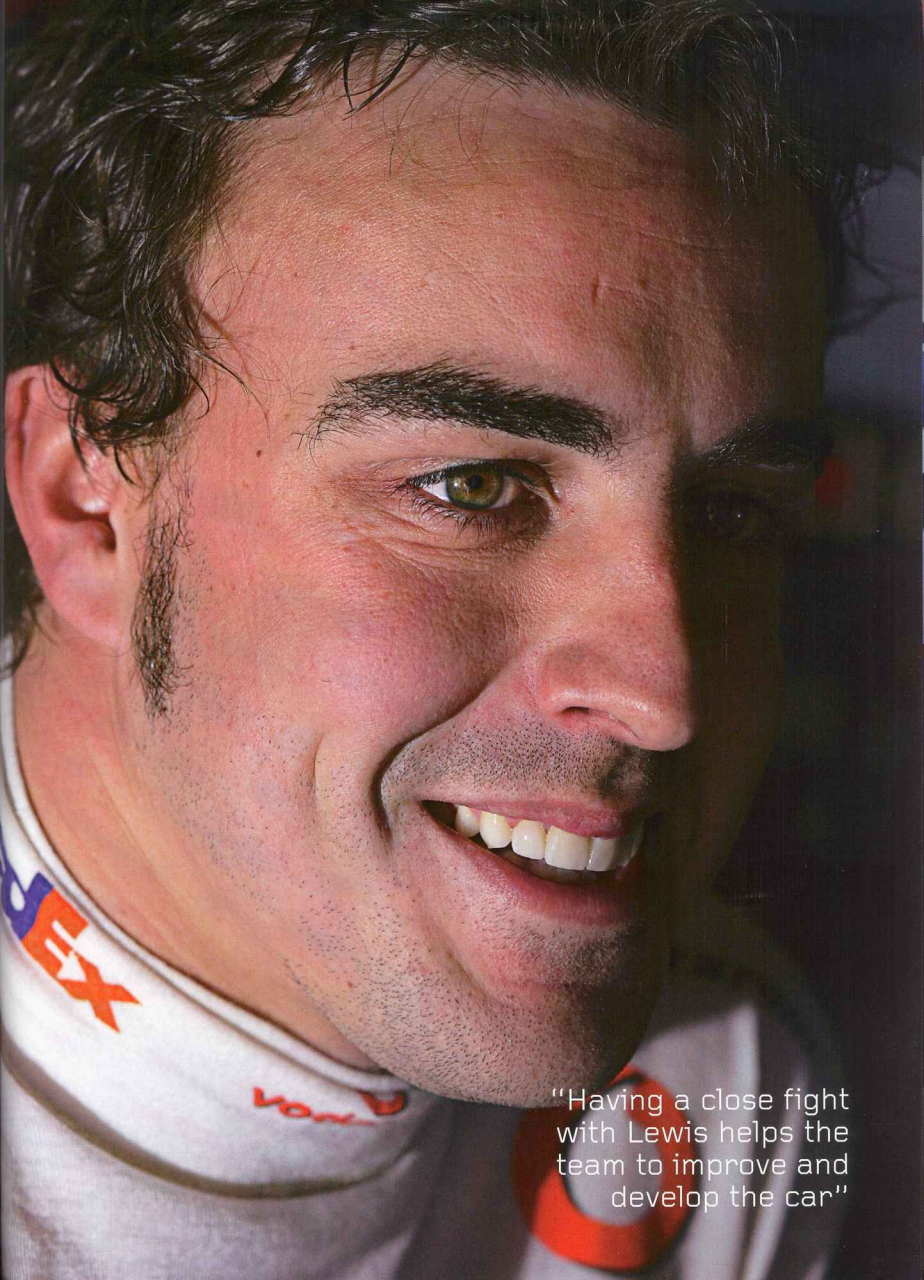
Ayrton Senna was my favourite driver. I always remember seeing that white and red car and his yellow helmet. His best years at McLaren were 1988 and '89 and I loved finding out about his races. F1 wasn't on TV in Spain when I was a kid, so my father and I had to try hard to find out the news after the races. **FO**

+5 fast facts

- 1 Your favourite music?** Spanish pop and the Red Hot Chili Peppers
- 2 Which football team do you support?** Real Madrid. I love the team and I love football. I try to play whenever I can, even in the paddock
- 3 The best road car on the market?** The Mercedes-Benz SLR McLaren
- 4 Hobbies?** Cycling, football and doing card tricks that my grandfather taught me
- 5 Favourite film?** I like all racing movies



Family affair – Fernando wants to fight with Lewis for the title



"Having a close fight with Lewis helps the team to improve and develop the car"

NICK HEIDFELD

NICK TURNS

UP

Has Kubica made Heidfeld faster? Truth is, F1's quiet man is looking tastier now, but, as for the reasons...

THE WICK

Interview Stuart Codling



Self-advertising is not a Heidfeld strength – does that explain his relatively low speed 'rating'?



EVERYONE HAS BEEN TALKING ABOUT HOW FELIPE MASSA IS GETTING THE BETTER OF KIMI RÄIKKÖNEN, AND HOW LEWIS HAMILTON IS PUTTING ONE OVER FERNANDO ALONSO. BUT, HAVE YOU NOTICED, A SIMILAR STATE OF AFFAIRS HAS EMERGED WITHIN FORMULA 1'S THIRD TEAM?

Nick Heidfeld has been quietly becoming ever-so-slightly quicker than his well-regarded team-mate, Robert Kubica. It's as if Nick, having served one of the longest F1 apprenticeships ever, is finally coming into his own.

Which is – *partly* – nonsense. There's a belief that Heidfeld was on automatic pilot for the first half of last

season, content to be on a par with, or slightly faster than, Jacques Villeneuve – until JV was replaced by Kubica, whereupon Nick promptly found about half-a-second a lap. It's possible: whoever you walk with alters what you see.

But if you've ever stood trackside and watched Heidfeld wringing the neck of some of the appalling machinery he's had the misfortune to pedal, you'd know that he *isn't* a cruise-and-collect journeyman. I remember standing at the Esses behind the pits at Suzuka – not only a barometer of who's on it and who isn't, but also a great stylistic showcase. It was 2004 >

NICK HEIDFELD

and Typhoon Ma-On had just spared a beating. Qualifying had been shoehorned into Sunday morning, the track was drying, the ground still soggy. In the final session the Minardis came out first, one at a time, and were drearily circumspect. Ditto Giorgio Pantano in the second Jordan. Then Heidfeld's Jordan arrived; he was spectacularly quick by comparison, hands a blur of motion at the wheel, the ill-sorted car dancing and spitting

"Heidfeld arrived, and the ill-sorted car slithered its way up the hill"

and slithering its way up the hill. To my left, photographer Patrick Gosling looked up from his camera and nodded in appreciation; to my right, *Autosport's* Mark Hughes tapped his pen on his notebook and did the same. Behind us came a murmur from the crowd and a ripple of applause.

That is why I've never accepted the idea of Journeyman Nick, even if at times it may have seemed that the fire was dwindling.

For the casual viewer he has been easy to miss in seven full seasons of F1, many spent in a tawdry assortment of middling machinery. After winning the Formula 3000 title in 1999 he spurned the role for which he had been cast: that of the next Michael Schumacher. He enjoys being able to flit through the paddock unmolested and almost unnoticed. But such invisibility hasn't always served him well. Twice before he's had to >

Q&A: Robert Kubica

Heidfeld's team-mate keeps him honest

Q: What have you learned from your first full year of F1?

A: Many things! Last year I was new to F1 and the team, so I had to figure out not only how F1 works, but how an F1 team works. Then there was the car – but, thanks to all the testing, I gained a lot of experience.

Q: David Coulthard said there was an immediate difference when he went from test driver to race driver – team people who used to say, "David – do this, do that," would now be saying, "David, would you mind doing this?"

A: Sure – but that's bound to happen. Being a race driver means more responsibility and brings more attention.

Q: Lack of experience doesn't seem to have hindered you too much.

A: Well, there have been a few things, set-up, for instance, where maybe we'd have gone in a different direction if I'd had more experience. But generally it's been positive, and these things come with time in the car.

Q: How's it going with the tyres?

A: It's been a big change and a lot of people have had to change their driving style. I'd say... I'm happy where I am. The first races didn't go quite how I'd have liked, but you always have problems during grands prix.

Q: What about the pressure back home?

A: I don't know about pressure, but there's a lot of attention: I'm the first Polish driver in F1, and F1 is new for Polish people. When you have someone from your country in any sport, naturally the attention is greater.



Nick (foreground) and Robert in Spain

Suggestions that he'd be the next Schumi preceded Nick's arrival in F1 – but it was a role he spurned



Jubilant Nick finishes fourth in Malaysia. Better still, he also came fourth in Oz and Bahrain



look on while the media got more excited about team-mates he's beaten – Kimi Räikkönen in 2001 (12 points to nine, and Räikkönen then got the McLaren seat that Heidfeld had at one time been expecting to occupy himself) and Felipe Massa in 2002 (seven points to four). And he has a reputation for being temperamental, the most recent public display coming after the 2006 Chinese Grand Prix, when he felt Takuma Sato had blocked him. His finger-jabbing tirade at the wrong man (a confused Sakon Yamamoto) was caught on camera, and necessitated a humbling apology.

But when I catch up with him, at Barcelona, his disposition is sunnier, and he has reasons to be cheerful.

"It's been a great start to the year," he says, with a broad grin. "Fourth place in the first three grands prix. Some people might say it's disappointing not to have got on the podium in those races, but I really think we achieved the maximum possible. Maybe even more than we could have hoped for before the start of the season."

He has a point. Although BMW were properly quick on race fuel weights in pre-season testing, they're still third-quickest behind Ferrari and McLaren, in which case fifth and sixth places should be their natural finishing positions if the frontrunners don't fall off. But, then again, BMW's aim – as

Mario Theissen makes clear – is to achieve podium finishes through their own merit this year rather than by luck. Heidfeld, though, remains studiously cautious.

"We're the third-strongest team at the moment, which is fantastic," he says. "During the winter I expected Renault to be stronger than they are at the moment. I thought we'd be fighting with them, but they're behind us – for now."

"At the moment we're ahead of schedule, which is great – but we shouldn't always expect it to go as smoothly as it has done. We need to stabilise. A lot of people ask us when we're going to take the next step, and attack McLaren and Ferrari. We're in a different ballpark now from where we were. The speed of development is good compared with the teams behind us; last year it was okay, but we weren't going at the same pace as the front-runners. So it'll be interesting to see if we can keep it up. I'd like to think we can."

He's being excessively modest, and very much the company guy. He *was* able to catch and pass Fernando Alonso's McLaren in

"People ask when we're going to attack McLaren and Ferrari"

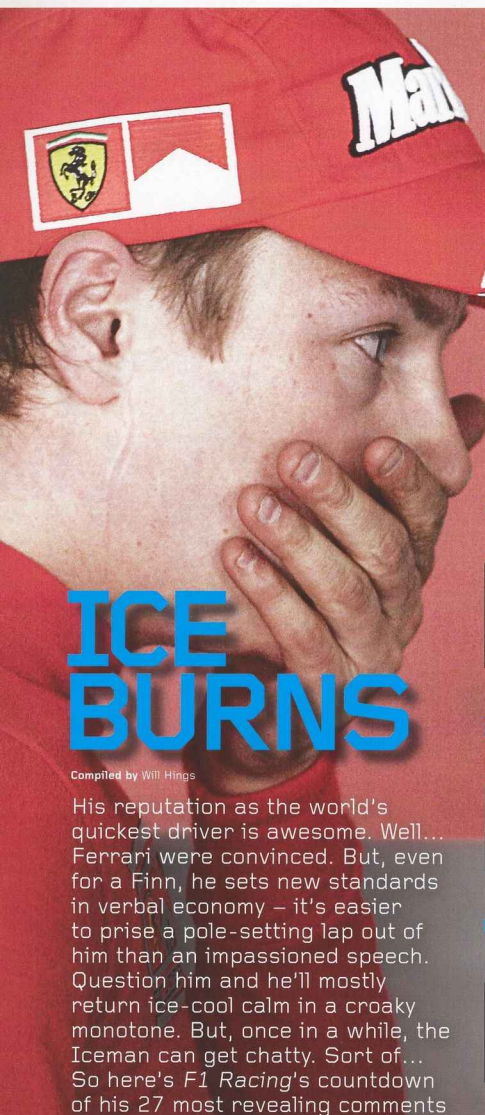
Bahrain, and might have finished at least fourth in Spain if it hadn't been for a pit-stop blunder that left him exiting the pits minus a wheelnut.

"It was very nice to pass Alonso," Heidfeld says. "I've overtaken him before – at Monaco [2005], on my way to my first-ever second place – but he was struggling with his tyres then. This time it was on pretty even ground; we had equal speed – so it was nice, yeah."

So how has he managed to outshine Kubica thus far? Determination, perhaps, just as he raised his game after Villeneuve's departure. But there is more to it. Kubica's aggressive turn-in style worked with the sharp performance peak of the Michelin tyres – he could feel that peak, drive to the understeer, then correct the oversteer when it came. He's a reactive driver in the Alonso mould. But the Bridgestones are much more progressive, the peak harder to pick in a broad plateau of grip. He just needs more time to find it – to feel it. Heidfeld, though, has driven on Bridgestones before – most recently in 2004 – and the 2007 batch have similar (if not identical) characteristics.

The gap between the two will continue to narrow. Kubica (see panel, p54) will learn. Heidfeld? 'Quick Nick' will carry on being quick, carry on enjoying himself... and do his utmost to avoid megastar status.

"I don't know anybody who wants to be the next Michael Schumacher," he says. "I know people who want to achieve similar results, myself included, but I'm not in F1 to be famous. I'm here to enjoy it. Fighting against Alonso and Massa, having a competitive car – it's so much more fun. So far, this is my best year – ever." 🇩🇪



ICE BURNS

Compiled by Will Hings

His reputation as the world's quickest driver is awesome. Well... Ferrari were convinced. But, even for a Finn, he sets new standards in verbal economy – it's easier to prise a pole-setting lap out of him than an impassioned speech. Question him and he'll mostly return ice-cool calm in a croaky monotone. But, once in a while, the Iceman can get chatty. Sort of... So here's *F1 Racing's* countdown of his 27 most revealing comments

27 So, Kimi, where does all that talent come from?

"Dunno, really. It's hard to tell. It just comes from... somewhere."

Kimi keeps shooed about his powers. Protecting secrets? Maybe. Or not wasting time thinking about it.

26

"I got fed up with ice-hockey and packed it in because you had to get up very early in the morning to practise."

Kimi likes his eight hours. Karting allowed a more civilised routine. Even now he squeezes a nap in before a race.



Kimi took to karting because ice-hockey could be a pain

25

"It's stupid to spend money on a yacht if you don't have time to use it. Why buy one and keep it floating in the harbour when you have only two weeks time in the year to use it? If I want to use a yacht I could rent a much larger one for less money."

He's frugal with his millions and logical to boot.

24

"Okay, Michael Schumacher wins all the time. But he has a mega package. He's not so special that he can't be beaten. I'm not scared of him. Good driver, yes, but if you have the right package you can beat him. Easy."

That's told him, then.

23

Kimi did his national service when he was 20.

"It was a pain! There was all this marching in the forest and camping and the normal stuff. They're always shouting at you, so it's not nice to be there."

22

"I don't keep track of scary things I've done. I don't take dangerous risks."

Okay, so keeping your foot flat through an Eau Rouge clouded in smoke isn't risky? Apparently not.

21

"It makes things a lot easier when you want to win, when you can start from the front."

F1 for dummies by Kimi Räikkönen. Thanks for clearing that up, Kimbo.

20

Kimi's hard partying is good tabloid fodder.

"My life isn't what the papers make it out to be. I still do things that I like and if the papers choose to write about them, well, let them. I'm not going to quit going out just because someone wants to write about it. But sometimes I wish no one would recognise me."

19

"I dunno really. You can't race in F1 if you don't think you're the best, otherwise you'll never beat anybody. But it's fine to believe that, because you can't be proved wrong until we're all in the same car. And that's never going to happen."

Kimi spells it out: self-belief is everything. There ain't even a flicker of self-doubt.

18

"I lived in England for almost two years, but only went to a nightclub once in all that time."

A shy home-boy, indeed... At least now he's getting out a bit more these days



Kimi and wife Jenni have been married since 2004



17

Kimi lives in Switzerland these days. Wonder why.

"It's very relaxing. I don't like big cities – too much damn' hassle. And Switzerland is a bit like Finland: lots of snow. And, of course, it's good for tax."

Ah, yes, tax. Reading you loud and clear.

16

What about big-bro Mika Häkkinen?

"We speak on the phone sometimes. Just for a chat. Not for advice: he can't give me advice. It isn't possible."

Hmm...

15

"Suddenly the steering wheel was in my hands. I tried to put it back on, but it was too late. I was just wondering where I was going to end up."

An undaunted Kimi shrugs off his Imola shunt in his maiden season of 2001.

14

Kimi wants to be alone.

"I get frustrated not being able to go any place with my wife without being interrupted. But there's no way out; it's the price I pay to be an F1 driver."

13

Is the Iceman in love?

"Yeah. Sure. You need love, don't you? I dunno what else to say about it."

Another trademark 'dunno' as Kimi refuses to elaborate. Then again, who knows what love is? Kimi's no expert, but we'll forgive him on this one.

12

Any heroes from the past you'd like to have raced?

"I don't know. I don't have any idols, and I never had any when I was younger. It's silly to think you can race against them – I'm happy to race against the people I'm racing now."

Kimi ain't one for sentimental nostalgia, then. >

11

"Had a big one in testing at Mugello last year [2001]. Fast corner. Lost it. Hit a concrete wall. Felt a bit bad. They took me to hospital. It was okay."

You don't get more matter-of-fact laid-back than that.

10

What about those drinking sprees, then, Kimi?

"How I live, what I do, off the track, I still think is up to me. I don't really mind what people think about me as a person. I don't think I'm a bad guy; I'm just a racing driver trying to drive as well as I can."

9

"You can't learn from somebody else how to drive the car; you have to do it yourself. If you're not good enough, you shouldn't be in Formula 1."

So, no, he didn't pick Mika's brains. He's just an effortlessly quick natural. You can't really teach that.

8

After Kimi's first win for Ferrari, Jean Todt passes him the phone. So who was it?

"I think it was Michael, but the line went dead."

Of course it did, Kimi.

7

"If I changed my style, it wouldn't have changed the results at McLaren. My training or private life wasn't the problem; it was to do with the car not lasting or being quick enough."

Kimi fires a parting shot towards Woking.

6

"People call me the Iceman. It's nice, but I never think like that. I don't want to sound like I'm full of bullshit."

The Iceman label may be corny, but, trust us, Kimi, it works.

5

"I never really think about what I'm doing. I just do it. It's automatic."

So that's why debriefs are optional...

4

Ever been scared?

"Danger? I never worry about it. Okay, you know it's there. But you don't think about it. That's it."

The obligatory answer, of course – but the Iceman really does think like this.

3

Kimi's often described as a robot. Here's why.

"For me, there's no adrenalin or anything – you just want to make sure you're ready when the lights go off, and have a good reaction."

Clinical as ever, Kimi denies a basic human response. What else did you expect?

2

Where was Kimi during Schumi's farewell presentation in Brazil?

"I was having a shit."

Martin Brundle and a live TV audience take the brunt of Kimi's mischievous wit on the Brazilian grid, as drivers gathered for Michael's big send-off by Pele.

1

What do Finns get up to in their down time?

"Well, in summer there's fishing and screwing. And in winter... the fishing is bad."

Kimi gets down to basics one more time. **F1**

F1 to one

Felipe Massa Driver: Ferrari

On the changes to the team; on his first podium at Monaco; on Hamilton

How do you feel the year has gone so far?

We've had some very strong races, such as my wins in Bahrain and Barcelona. Obviously, the car is good, but we must continue to work hard and improve at every race. I think it's clear that the world championship is going to be between ourselves and McLaren. They were very strong in Monaco, but there are plenty of races left this season and the world championship is still completely wide open.

What did it feel like to score your first Monaco podium?

I can't deny that it was nice to stand on the podium at such a famous race, but we finished too far behind the McLarens for me to get too much satisfaction from the result. They were very strong there and, in the end, it was just impossible for me to finish any higher than third. Having said that, Monaco is a very special place. It's like a home race for me because Monaco is my base when I'm in Europe, and the track is very challenging to drive.

How have you upped your game this year?

I haven't changed anything deliberately. What I will say is that I have a fantastic team around me and I drive a great car. All I can promise the team every day is that I will work hard and give my best every time I drive.

Where do you think it is that Kimi has been struggling compared with you?

Kimi is a quick driver and he's done a good job so far. But there's a long way to go in this year's championship and

I have no doubt that he can still go on to fight for the title. Early on, it certainly did seem as if Kimi had a few more problems than me but, to be honest, I haven't looked in detail to see what he's been doing. His telemetry is there, though, if I want to look at it, because everything is open in the team.

How different do Ferrari feel this year without Michael Schumacher?

In one way, it's different because he isn't driving the car any more and Kimi has a different character. But, on the other hand, Michael still plays an active role in the team: he was in Monaco and Barcelona and it was great to have him around. He gave the whole team an extra boost and more enthusiasm. Personally, I owe a lot to Michael because I learned a lot from him in the year that we were together.

Are you pleased with the new technical structure that's been put in place in the team?

There were quite a few changes within the team over the winter, but everyone has done a fantastic job. Of course it's sad that people like Ross [Brawn] and Rory [Byrne] aren't with us this season, but we still have a lot of good people in the team and they all see their new positions as a great opportunity.

How does the F2007 compare with last year's car?

There's no doubt it's a very good car, and it's a better car. But it's difficult to make direct comparisons between the two because of the big differences in the tyres. The compounds we're using in 2007 behave in a completely different way

from last year's, and you need to change your driving style as a result.

Recently you received the Trofeo Lorenzo Bandini. What does that award mean to you?

It's a very important and prestigious award to me because so many great drivers have won it in the past, including Michael Schumacher, Fernando Alonso, Kimi Räikkönen and Jacques Villeneuve. It's awarded to drivers who have done well the previous year, and I was extremely happy to accept it. I was given a very warm reception by the people of Brisighella, near Imola, where the presentation ceremony was held.

What do you think of Lewis Hamilton's performances for McLaren this year?

He's definitely strong and he doesn't seem to be bothered by pressure. At the moment you can't really say whether Fernando or he is the better driver, and, if the situation continues as it is, maybe Lewis will actually end up being more dangerous than Fernando. Lewis certainly seems more comfortable in the car, and we need to keep an eye on that because he can be a dangerous threat.

Who were your inspirations where you were growing up?

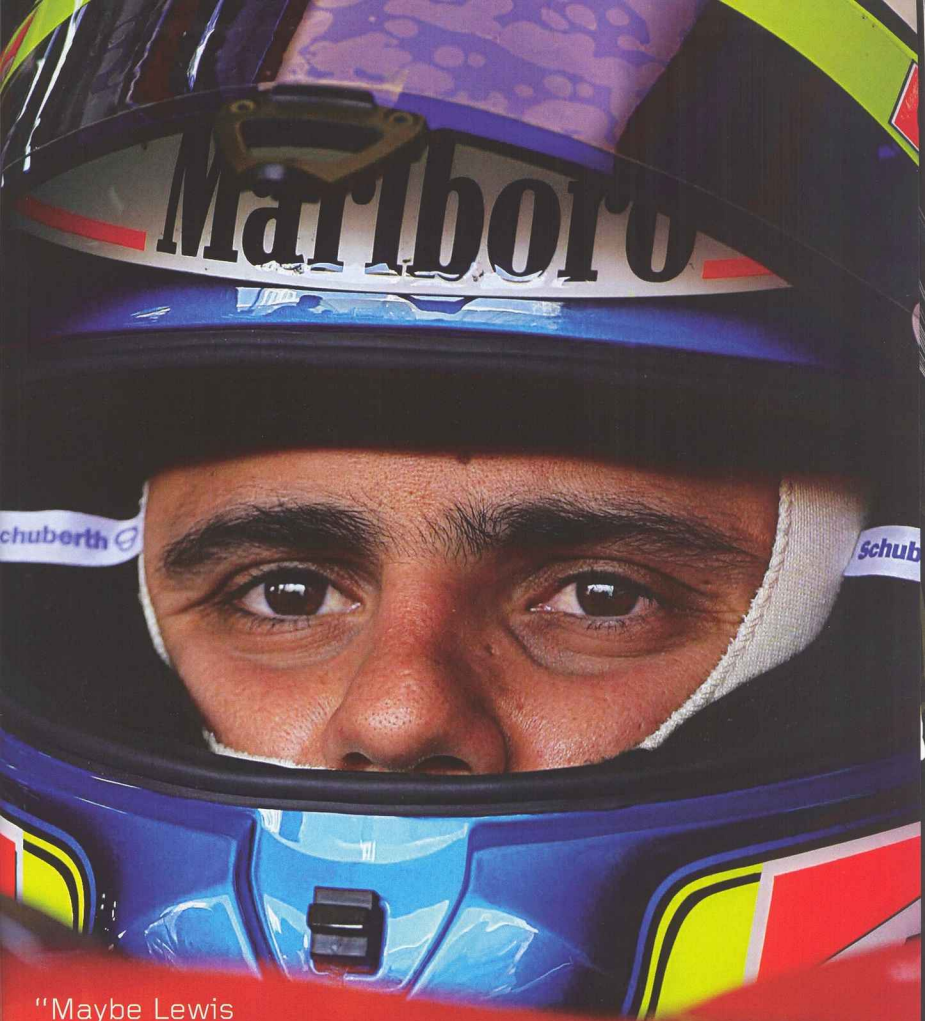
More than anything, I was a big fan of Ayrton Senna. He was particularly good on the track at Monaco and it would have been nice to have had him there just for five minutes, and to ask him exactly what it was he was doing there – just to help me a little bit! **FO**

+5 fast facts

- 1 Best career move?**
To test for Ferrari in 2003. It was a fantastic experience to drive for the best team and to learn from Michael [Schumacher] and Rubens [Barrichello]
- 2 Music taste?**
I don't have a favourite kind of music. I like lots of different styles, but I keep it for my leisure time
- 3 Favorite actor?**
Robert de Niro. The guy is just amazing and I'm a fan of all his movies
- 4 Favorite gadget?**
PlayStation. I use the track simulator a lot, but I'm not sure how useful it is
- 5 Hobbies?**
I love playing sport, especially football and water sports. One of my craziest hobbies is to go shopping. I like to buy clothes and I love watches



Schumi may not be driving, but he still gives the team a big lift



"Maybe Lewis
will end up being
more dangerous
than Fernando"

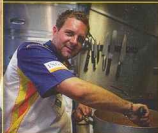
PULSES RACING

When you stop to think what's involved – keeping a car on song throughout a race without screwing up – it's hardly surprising that stress levels rise. But by how much? *F1 Racing* rigged up six Renault F1 volunteers at the Spanish Grand Prix to find out



THE CHEF

Name: Daniel Bell
Average heart-rate:
97bpm



THE ENGINEER

Name: Denis Chevrier
Average heart-rate:
110bpm



THE DRIVER

Name: Heikki Kovalainen
Average heart-rate:
170bpm



Parc Ferme

Words Stéphane Samson Photographs Bernard Asset, Charles Coates/LAT

More than a technical challenge, more than a physical trial or big-bucks investment, F1 is about people. From the transporter drivers and midnight-oil-burning mechanics to star drivers and team principals, everyone lives on a diet of adrenalin and morale. It's the emotion of the enterprise that pushes all

11 teams to the extremity of their talent, year in, year out. Win or lose, they do it together.

All of which means that, although they may not show it, they *are* feeling it. "Just because you don't show your emotions, that doesn't mean you don't have any," Michael Schumacher often said when forced to justify his apparently thick defensive skin.

So, what are the tell-tale signs of the inner turmoil that individuals suffer during the stresses of a grand prix? To find out, F1 Racing fitted six volunteers from the Renault team with monitors during the Spanish GP, to measure their heart beats – all 9000 of them. As a check on the pressures involved, the results couldn't have been clearer. ▶



THE TACTICIAN

Name: Alan Permane
Average heart-rate:
73bpm



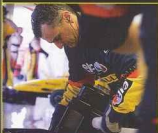
THE MECHANIC

Name: Gavin Hudson
Average heart-rate:
116bpm



THE FUEL MAN

Name: Piero Pallavicini
Average heart-rate:
119bpm





ALAN PERMANE, CHIEF ENGINEER

Average heart-rate: 73bpm

Alan watches the grand prix from the pit wall. Along with Pat Symonds, he keeps an eye on team strategy and keeps in constant contact with the chassis engineers. His heart-rate remains very stable and very low at about 60 beats per minute (bpm).

The two early peaks of about 100bpm are a reflection of the physical effort involved in getting to the grid and back to the garage (see 1 on graph below) at a steady pace; then there's the jitters (2) the race start and early laps bring. The rhythm moves up a notch a third of the way through (3), reflecting the stress related to Renault's pit-stop problems.

"In my job, panic is public enemy No. 1," says Permane. "You've always got to keep a certain distance from the way the race is going for the team – and for our rivals, too, and be able to make quick decisions without

flinching. The more experience you have, the better you get at stress management." Giancarlo Fisichella's final stop coincides with Permane's peak (4) of 90bpm.



Gabriele Polcari, Renault F1 physio:

"Alan demonstrates remarkable calm. Which doesn't mean a lack of interest. Quite the contrary – it reflects the self-control that Alan needs. Adapting strategies mid-race requires constant cool-headedness."



DANIEL BELL, CHEF

Average heart-rate: 97bpm

Danny's timetable during a race is a bit special. "I work things out so I can see the start and the first few laps, then I get down to work," he says. "I actually need to prepare the meal for the end of the race in the motor home and I start sorting out all the equipment before the race is over."

At 80bpm, the team chef enjoys low stress at the race start (1) the rhythm climbs to 120-130bpm (2, 3, 4) when he's carrying pretty heavy crates. But look how the chef's heartbeat increases at the end of the race.

The meal has to be ready on time – stress plus physical activity – and his heart goes up to 150bpm (5).



Gabriele Polcari:

"This data combines restful activity [watching the start and first few laps] with sustained physical exertion [preparing the crates for departure]. Even so, Danny's average heart-rate is lower during the race than that of some engineers."

"Panic is public enemy No. 1. You've got to keep a certain distance" Alan Permane



DENIS CHEVRIER, IN CHARGE OF TRACKSIDE ENGINE OPERATIONS

Average heart-rate: 110bpm

"The two important moments for me are the start and pit stops,"

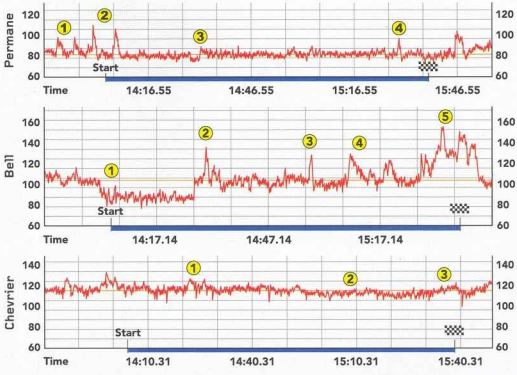
says Denis. "Plus, in Barcelona, it was the engines' second race. The slightest hint of something wrong in the telemetry might have been reflected in high stress-levels. There was a bit of tension." The engineer's heart-rate, averaging 100bpm over the race is very linear. It climbs to 120 at the first pit stop (1). Once that has passed, the rhythm falls noticeably (2), and then increases slightly before the end of the race (3). Mark Webber's retirement in the Renault-engined Red Bull at the start provokes no particular reaction. "You always have to try to keep the situation calm," says Chevrier. "My job is principally technical, and my own emotions mustn't have a negative effect. Experience really helps you keep calm but it's still easy to get excited if something wonderful happens in the race."



Gabriele Polcari:

"Basically, heart-rates should be fairly low. Although Denis isn't on the grid, and isn't physically active during the race – he sits in front of a computer screen – his levels of concentration mean that his bpm remains high. His adrenaline levels are high, and he uses huge amounts of energy making sure he does his job properly." ▶

HEART-RATE VARIATIONS Mapping the stress levels



Fisi's fitness workout

Renault's physical training is managed by Formula Medicine, near Pisa, Italy. For almost 20 years they have analysed the stresses of the F1 driver's job. They also fine-tune training routines, covering stamina, strength and psychology.

"Those are the three things that ensure you're balanced in the car," says Giancarlo Fisichella. "If your cardiovascular system is healthy, you can be competitive for the whole race and maintain your concentration. Muscular strength helps you make short, intense exertions, and a good mental balance is an anti-panic guarantee. Your thoughts must stay clear."

But the data here reveals more than just state of health. "As well as perfect physical preparation, the driver must not limit his approach to focusing on himself," says Fisi. "He isn't the only one out there fighting in the race. Dozens of people in the garage and in the factory are buzzing with him."

HEART OF THE MATTER



GAVIN HUDSON, CHIEF MECHANIC

Average heart-rate: 116bpm

Gavin isn't just Renault's chief mechanic, he's also the lollipop man during pit stops. "The most stressful moment for me is waiting for the car to come in for a pit stop. As soon as we get the order, 30 seconds

before the stop, I can feel the tension mounting. Normally, the first stop makes you most nervous. If it goes well, then I relax a bit."

At Barcelona, Gavin dealt with six pit stops, marking the six distinct peaks of 160bpm a minute on the graph (2 to 7). The increased rhythm before the start marks the run back to the garage from the grid (1). Note the peak from 90 to 130bpm (8) before Si's final stop.

"There isn't any specific physical training," says Gavin. "I think the results show individual character more than anything else – having calm mechanics who don't panic is our priority."



Gabriele Polcari: "Gavin's work doesn't entail strenuous physical exercise – the lollipop isn't very heavy! But emotional stress increases his heart-rate to 160bpm during the pit stops. His graph shows the commitment and mental stress he feels."



PIERO PALLAVICINI, REFUELLER

Average heart-rate: 119bpm

"My job is basically physical," Piero says. "The hose and valve, plus fuel, weigh 40 kilos.

That's heavy and you need to be really accurate. As for everything else, I've been in this job for nine years, so I think I'm emotion-proof now. I'm very calm apart from during the stops." And he's right – during the stops (1 to 6), his heart beats wildly, while, at other times, the rhythm



drops to about 120bpm. The scale of the peaks mirrors Gavin's, but the causes differ – brain-work for the former, physical work for Piero.

Gabriele Polcari: "Unforeseen team strategy changes might have bothered Piero. But his heart-rate is the same for each pit stop – so he managed to concentrate without letting problems throw him off his stride."

"The heart-rate reflects emotion tied to physical effort" Heikki Kovalainen



HEIKKI KOVALAINEN, DRIVER

Average heart-rate: 170bpm

Heikki's heart-rate is very consistent. Notice how it rises from 100 to 120bpm on the grid and then shoots up for the 10 minutes before the warm-up lap (1). As you'd obviously expect, the first peak occurs just as the race starts (2). That's when Kovalainen's heart-rate peaks above 180bpm for the first time. For two-thirds of the race, his steady-state speed stabilises at about 175bpm (3). It only increases as he's about to pit, when the entry and exit laps need to be driven at a qualifying rhythm (4).

The reading over the final third of the race provides evidence of Kovalainen's self-control – his team-mate is coming back strongly, but Heikki doesn't panic (5). He knows he isn't threatened and that he has made all his stops – as long as he doesn't suffer any mechanical failure, he knows that seventh place is his for the taking.

"We do a lot of physical training, and cardiovascular exercises are the main part of it," says Heikki. "The heart-rate reflects an emotional situation tied in with physical effort. In spite of an unforeseen strategy and

a three-stop race – which meant I had to go all out from the first lap to the last – it's nice to see that, at Barcelona, my heart-rate stayed under control."



Gabriele Polcari: "This graph is typical for a driver in form – a peak at the start, then real consistency during the race and a pretty quick recovery time once he's crossed the finishing line. We work with the drivers a lot to try to get graphs that look like these."

HEART-RATE VARIATIONS Mapping the stress levels



THE MERCHANT OF FINESSE

Interview Peter Windsor
Portraits Lorenzo
Bellanca/LAT

Here's good news – once again Jarno Trulli is on it, the miseries of 2006 behind him, his talent no longer smothered by graining tyres

You don't interview Jarno Trulli; you chat to him – about life, the universe, karting and understeer. He laughs a lot; and he speaks with both enthusiasm and passion. He is a real person, a fallible human being. There's no PR-speak with Jarno, no image manipulation. If he feels like – I don't know – crying, then he'll cry real tears. If the mood suggests that he should walk away... then walk he will. For Jarno is a racing driver, not a Professional Formula 1 Driver. He'll still be racing karts at Pescara long after his peers have grown fat on fame and success.

You say "Hi", then, and the conversation quickly takes hold: I ask him about being a star and about what has driven him all these years.

"I concentrate mainly on what I love," he says after a pause, "which is motor sport, of course, and personal interests – family and friends. I have my vineyard, and I love the wine business, but mainly I like everything to be quiet around me. I don't like to be in the limelight, to be on top of the newspapers. I like to live my life with personal satisfaction: I think this is the most important thing for anyone. Personal satisfaction – or being at peace with yourself – is what should motivate you to make you do something. It should not be because you want to be 'a star', or to make a fortune. When you are living the life of 'a star' you are only watching the world, not *living* it."

"What about racing?" I ask. "When you say, 'I love motor sport', what do you actually mean by that? What do you love most about F1?"

"In the end," he says, again after a pause, "what you love is the challenge – the contest between yourself and your car. The set-up, the challenge always to

be a little bit faster. It's basically about pushing yourself further to the limit or over the limit. This is the main challenge any one of us has: the racing, preparing for the racing and getting into the racing with the knowledge of being quick in one stint and slow in one stint because of hard tyres, or soft tyres. These are the sorts of thing you need to figure out, and putting all this together is a huge challenge. Without it, I'd probably miss quite a lot of my life. At the moment I can't think of life without it."

A bit different, then, from Michael Schumacher's "I just like winning" philosophy – but then you expect this from Jarno, the artist, the perfectionist. Finding the right set-up and driving the perfect lap is, for him, about as rewarding as... winning.

Thus Bahrain 2007, where he finished seventh by out-racing both Renault drivers, the Red Bulls and both Williams drivers. By his own admission, it was one of the most enjoyable races of his career.

"Not only the most enjoyable. Probably my best race ever. When I got home a few days later I felt – how you say – completely in another world. Honestly, already when I was driving I was feeling... great – great, unbelievable.

Windsor (left)
teases out the
world of Jarno –
his driving, his life

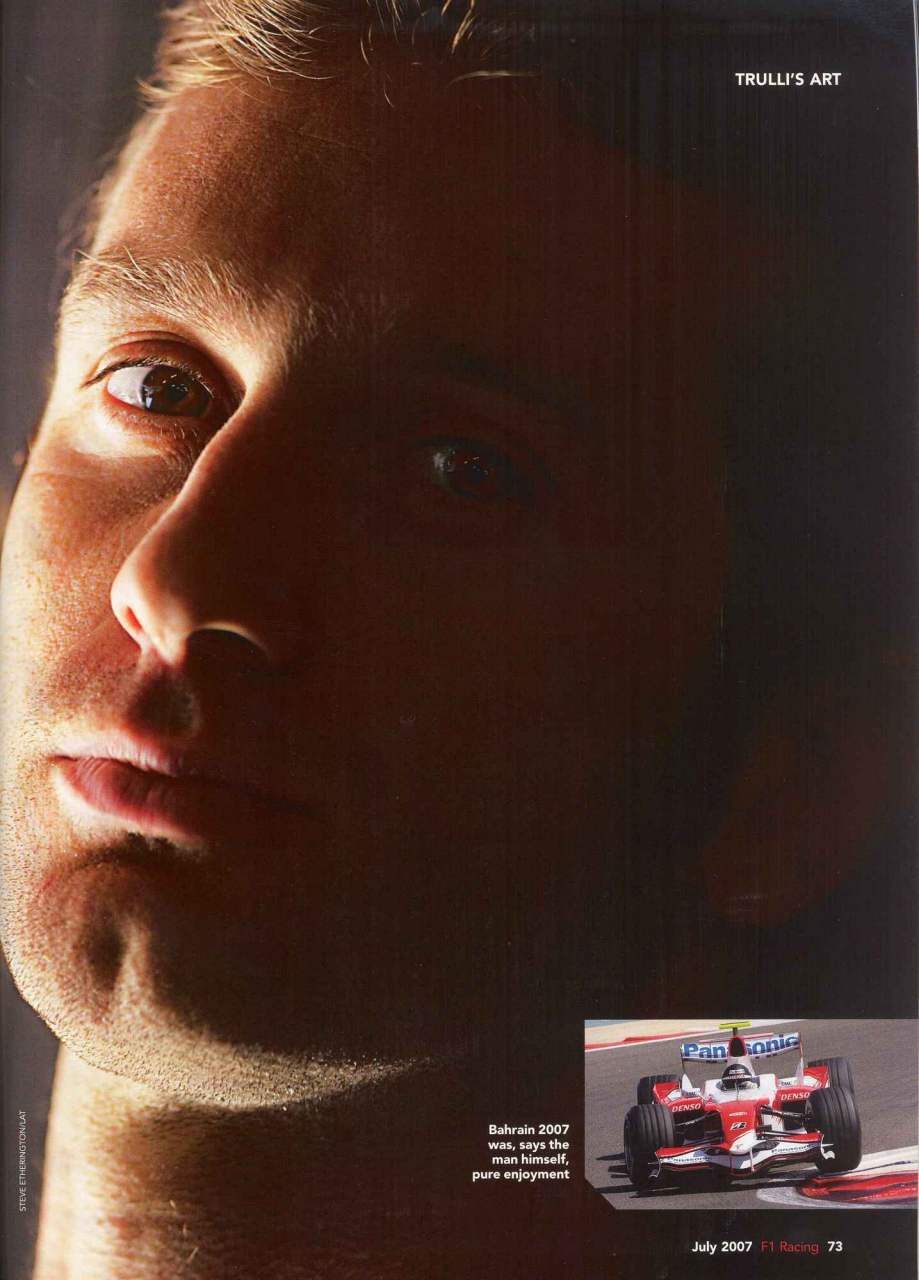


And when I was home it seemed for a day or two as though that race was almost like a dream. Then – just like that – the feeling was gone. Finished. Bahrain was over. That is the strange thing about this life. We are all conditioned to look forwards. The past is history. That's why it doesn't matter to me when people come up and say, 'Hey, Jarno, it's been three years or whatever since you won at Monaco.' For me, my win at Monaco lasted about a day. Then it was over."

I sense it's time to ask the thorny question – the one about Jarno being as quick as anyone in the world over a single lap but not being a 'racer' – an improviser, a fighter in all types of condition. Is he aware of this perception? How does he rationalise it?

His answer is surprising. "To be honest," he says, "I have analysed all this – and something stands out for me. I have normally been always very strong in difficult conditions – in the wet, on cold tyres – but when I look back now I realise that the one thing that really killed me in the last eight years of Formula 1 was the way the grooved tyres so easily went off due to graining. Graining for me has nothing to do with driving. It is just a complete loss of grip, almost for no reason – and then there is nothing you can do about it except slow right down and let the tyres come back. I hate this. I tried everything I knew, but I could never really solve the problem. Too often, I was just a passenger in the car, having to drive in such a strange way that I never understood or have been able to understand. I found this very hard for too many years.

"Now, though – this year – we suddenly don't have graining any more and I can drive around the problems as I used to be able to do. Bahrain was a >



STEVE ETHERINGTON/LAT

Bahrain 2007
was, says the
man himself,
pure enjoyment



good example. We were really slow in a straight line so I had to do some special things to keep those guys behind me – and then to pass the Renaults.”

This is an interesting point, well-made and, in part, seems to be tied to the advent of grooved tyres in F1 (1998). Even so, it has been the same for everyone...

“I think I suffered more than anyone else with the graining because I use the front end of the car a lot. In my case, it wasn’t something you could calculate, or set-up the car for.”

And it wasn’t, obviously, something for which it was worth deconstructing his driving style. When you’re a classic manipulative driver of the purest kind – when you drive racing cars as they are *supposed* to be driven, with the pauses on the throttle and steering as significant as the applications – someone like Jarno Trulli was about as likely to throw his weight into his inputs as Yehudi Menuhin was to play an electric guitar.

His face grows longer and longer. “Last year was a disaster just about every time I climbed into the car. I would start the race and after five laps the graining would begin and from being competitive I became a passenger. The graining would last 10 laps, I’d lose a second a lap and then the race would basically be

over. We also used to have it at Renault – especially over the last years. It was very bad and I always hated it. Fernando [Alonso], on the other hand, seemed to be able to cope with it much better. He has this very strong initial turn-in and somehow, for some reason, it meant that he was much less exposed to the graining. I tried that – I really did – but I couldn’t do it. I just can’t drive in such an exaggerated way.”

Eyes ablaze, now, he continues: “I don’t expect anyone to understand this, and I’m not even looking for excuses. That’s the way it was. I had to adjust myself as best I could. I can say I was probably not good enough for that kind of driving style, and that it was difficult for me to understand. The good news is that the 2007 Bridgestones, because they are harder, are now much less likely to grain.”

Time for a subject change. Does Jarno believe in luck?

“You know, when you talk to people

you can say it’s luck or you can say that a particular event is a complement of something, that there is always a reason behind it. You look further, and the reason is a mistake, or an unusual event. What is this if it has nothing to do with you? It has a cause and effect but in the end you can call it ‘bad luck’, so, yes, I guess I believe in it.

“Well then,” I continue, “in that case, do you believe in God?”

“Yes,” says Jarno. “I go to church and my children will grow up the same way. I cannot say I am the best Catholic person in the world but I do believe in God.”

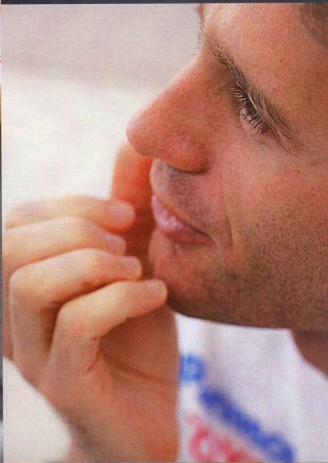
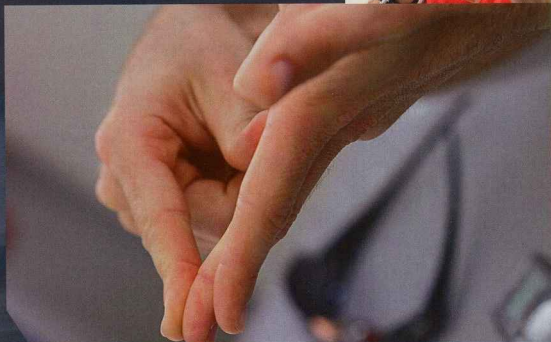
“I ask this,” I say, “because I read recently that, family aside, you nominated the Pope as the most important person in your world.”

“Yes. At the time I was thinking about the previous Pope... not that I have anything against the current one. The old one was a very charismatic person, someone who was able to do some great things.”

“If you could invite five people to dinner from any period in time,” I say, “with whom you could talk and relax, who would they be?”

“This is a good question, which I have never been able to answer because I am interested in so many things. Let’s just ▶

Malaysia 2007
(main), and Trulli
out-qualified then
out-raced Toyota
team-mate Ralf
Schumacher



"Last year, after five laps the graining would begin, and from being competitive I became a passenger, losing a second a lap"





Bahrain 2007 (above) and Trulli finds his tyres after behaving; Jarno gets it right, too, in Monaco 2004

JARNO'S FINEST HOUR



confine it to motor sport."

"Okay. Five from motor sport."

"More than that. I want to see them doing what they do rather than just have dinner with them."

"Okay. Action replays."

"Good. I would love to see Terry Fullerton, the kart racer, in action. Fullerton and also Ayrton Senna. In karts. I would love to see Senna in karts. Then I would like to see Fangio driving – maybe a Maserati at the Nürburgring, so that I could try to understand what it was like for him then. And, also, I would like to spend much more time with Bernie Ecclestone. Whether you like him or not, you have to admit that he has been able to create a world-wide event, which no one else around the world could ever do."

"So, if you could drop in on Bernie's life, which moment would you choose? When he's pulling off a big deal or when he's at home with his family?"

"Just follow him through a normal day. I mean at 76 he's still putting in exactly the same effort and passion. I'm sure, 100 per cent, that he isn't doing it for the money, because he probably has so much already. I'm sure he's doing it because, just like driving for me, he has to do it. It's something that belongs to him, it's in his blood, the business, the Formula 1 promotions, the Formula 1 world, which is going on around him. I also have a lot of respect for people who start with nothing and then produce something very special."

"Fine. Choose, though, a non-racing person for your last 'guest'. Anyone, from any period. Anyone except the Pope."

"I'd love to see: Senna in karts, Fangio at the Nürburgring"

MONACO 2004

We'd seen it so many times. When would Jarno's pole evaporate? When would he fall off the pace? When would he make an ominously early pit stop? This day was different, however, a day when a couple of Safety Cars would quash the onset of Michelin graining; when Ross Brawn and Michael Schumacher would fail to take advantage of a Safety Car to stop for fuel and tyres; this was when Brawn would be warning Schumi to watch Juan Pablo Montoya, when bang! Michael would be out of the race. This was when Fernando Alonso, edged wide by Ralf Schumacher, would lose it. This was when Jarno Trulli would win the Monaco Grand Prix.

A clean start from the pole was followed by no mistakes, clean pit stops and the chequered flag. In reality, this was the win that so many of Jarno's stunning qualifying laps had promised for so long. On this day, in this Renault, he was the fastest driver in the fastest car stringing together a race distance's worth of fingertip-perfect qualifying laps.

Afterwards, typically, Jarno could think only of his seriously ill friend, Dino Toso, and he wept in the press conferences. The pleasure, as always, was bittersweet.

"This is very difficult, because there are so many..." Jarno stops and thinks – looks far beyond us, into the middle distance. And then: "Maybe Martin Luther King. It would be really interesting to have a chat with him, to see his point of view on what was happening, what he's done and why – what is, let's say, his passion."

With that, it is time to for Jarno to slip into his Alpinestars and go to work. Sorry. Make that "...time to continue to



do what he loves". Empty track or full. Wet or dry. Fast circuits or slow.

A pure, brilliant, classic front-end driver; his own man; an F1 person who knows the difference between Martin Luther King and Nelson Mandela. Jarno Trulli may not want to be a star... but he's exactly that in the most genuine sense of the word. The universal sense – the one well beyond the paddocks, and the lives, of the tiny world that is Formula 1. **FO**



The conciliatory Ralf Schumacher may well make an ideal GPDA chairman, because he carries no baggage and has been at the centre of safety scares

Nascent political force or old ladies' knitting circle? The Grand Prix Drivers' Association could be either. Or both – at the same time.

Since their formation in 1961, the GPDA have been dormant for long periods – generally (and this is an ongoing problem) owing to lack of interest. At times, members have refused to race because of safety worries (Belgium '69 and Germany '70), and gone on strike over licensing (South Africa '82). Would this happen now, in modern F1? It's unthinkable – partly because the financial consequences would be onerous for all concerned, but mostly because F1 is much safer than it used to be.

Many of those safety improvements have come about because the drivers have demanded them – after Michael Schumacher and David Coulthard re-formed the GPDA in 1994. Many – some may say most – have come through regulatory changes instigated by F1's governing body, the FIA, after rigorous technical consultation. And although the two bodies share a pro-safety agenda, they haven't always agreed on the methods. As recently as last year they waged a very public war of words over run-off areas at Monza; and Schumacher's on-track behaviour, particularly during qualifying at Monaco in 2006, sullied his credibility as a safety campaigner and caused other drivers to resign.

In the wake of Monza, and the departure of Schumacher, *F1 Racing* speculated (in November 2006) that the GPDA might now exhibit a feistiness that would never have occurred in Schumi's day. That may well be true, long-term, but, for now, the chastened GPDA are keeping it tucked in their pants.

HE KNOWS HIS UNIONS

What – exactly – is the Grand Prix Drivers' Association? And why – exactly – is Ralf Schumacher their new(ish) chairman?

Interview Stuart Cadling

"You have to be able to step outside your daily life as a driver and see that the GPDA are a tradition," says Alex Wurz, a former GPDA director. "Many drivers have been members. The GPDA were dissolved many times down the decades, then re-formed because people died [which created a new sense of urgency]. They've done a lot of good things, will do a lot of good things, with the FIA, to move forward on safety."

"There was never a question of expelling Michael. In the end, it was many drivers – including me – being disappointed with the behaviour of another driver. It wasn't anything to do with safety measures. I was angry, sure. Some people said things in the heat of the moment. We discussed it in the GPDA meeting and agreed not to air it in public. But, in the end, someone leaked the story."

"Michael was always available on the phone, between races, to discuss matters. And he'd think about what you'd said and get back. Sometimes I accused him of using the GPDA to further his own interests. Well, in hindsight, everyone does that. Prime ministers do it. And at the end

of the day, he gave the GPDA a lot."

Following Schumacher's departure, the other directors – Coulthard and Jarno Trulli – decided it was time for a change, and stood down. As has often been the case during the GPDA's existence, few of the other drivers were keen to step up to the responsibility. In the end, Michael's brother, Ralf, was elected chairman, while the other positions were filled by Mark Webber and Fernando Alonso (who was not quite dragged kicking and screaming to the board-election meeting – but almost, we hear).

Apathy and enmity are the GPDA's enemies within. According to Jacques Villeneuve, interviewed in *F1 Racing* last year, during the Silverstone meeting in which Schumi was due to be brought to account

The remains of Nico Rosberg's almighty off in testing at Barcelona earlier this year. The FIA ensured that, within a week, a tyre barrier was installed



"The GPDA were dissolved many times down the decades, then re-formed because people died"



MAIN: STEVEN TEE/LAR; INSERTS: STEVE ETHINGTON/LAT:XPB:CC

Michelin tyre failure put Ralf into a concrete wall at Indy in 2005. The safety implications were such that only six (Bridgestone-shod) cars started the race

(for blocking the track in qualifying at Monaco), hardly anyone spoke up and several drivers drifted away early to watch the World Cup final. Jacques then quit the organisation entirely.

I ask Ralf how many current F1 drivers are members. "It's most of them," he says, guardedly. "All except, I think, two. Two or three."

Which ones are they, then? "I don't want to name them," he says. And, just as interesting, neither did any other driver I've spoken to.

You may think, on the face of it, that Ralf is an odd choice for GPDA figurehead: a man who has long seemed uninterested in any F1

business that's outside his purview. But perhaps that makes him the right man for the job. He's credible on safety issues, having injured his back at Indianapolis in 2004 (and shunting there heavily, again, the following year), but apolitical. Indeed, under Ralf, the GPDA have steered a conciliatory, low-profile course.

"After those horrible accidents [Imola 1994, he means] the GPDA achieved a lot – with the FIA as well," he says. "A lot of the rule changes have helped safety. Today, maybe, most recently with medical cover at tests, we've made a big step forward. Since we cleared up the >

UNION DUES



The first chicane at Monza gets very crowded, and the handling of run-off arrangements produced a rare public spat between the GPDA and the FIA

issue of test safety there's been very little for us to do, because in terms of on-track safety at grands prix the FIA are very supportive.

"Charlie [Whiting, FIA safety delegate] takes care of us. If we report something, it's acted upon. But often there's no need. Take Nico's [Rosberg] accident [at a Barcelona test this year] – at the grand prix a week later a tyre barrier had been installed there. Tracks are as safe as they can be; there's always going to be some unfortunate accidents that you can't predict, such as Nico's – or the first one I had at Indianapolis, when I missed the safety barrier by three metres."

So, how come the GPDA and the FIA fell out at Monza?
"Monza is a fast track with little run-off," he says, "and drivers didn't feel comfortable with some run-off areas. There was a disagreement, and I suppose there will always be instances where we don't agree."

He's being economical with the facts rather than with the truth: what happened was that members of the GPDA played leak 'n' spin to get their agenda into the public domain, an approach derided by FIA president Max Mosley as "amateurish". So, is it Ralf's mission as chairman to be more diplomatic – to avoid public spats.

"No," he says. "There's no need to [be more diplomatic]. We'll have different opinions on some matters and the FIA will express theirs, like Max did. I think we've always been very professional. But, yes, I also think our differences are better resolved by talking to Max in private rather than doing it through the press."

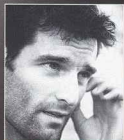
"At the races everything is fine, but at testing it really was a

"I think our differences with the FIA are better resolved in private"

disaster." Not my words, but those of Jarno Trulli, in reference to medical cover at Formula 1 circuits. And they were spoken this year, 2007 – almost 21 years after Elio de Angelis crashed his Brabham BT55 at a Paul Ricard test and died of oxygen starvation before the marshals reached him. If the drivers hadn't joined forces as the GPDA, and pushed hard – chivvied, cajoled and, yes, *briefed* – some of them reckon they may still be waiting for proper medical support at tests.

So, despite the FIA's, Mosley's and Bernie Ecclestone's excellent record on safety, there'll always be a need for the GPDA. As Mark Webber says, "The curve balls are out there waiting for us – things you can't predict..." **FO**

WEBBER & WURZ: WHY THE GPDA MATTERS



Mark Webber is no-nonsense, persuasive

ALL ORGANISATIONS have their awkward squad, and in the GPDA that role has often been filled by chums and ex-team-mates Mark Webber and Alex Wurz. But Webber quit the board of the GPDA back in 2005; an on-track clash with Michael Schumacher in the Turkish Grand Prix continued off-track, at the next GPDA meeting, and Webber handed in his cards. He returned to the fold last year when the board was 'refreshed' following Schumacher's retirement.

As for Wurz, he has probably driven as many testing miles as anyone in the history of F1 – and, as such, has seen the odd slip-up at first hand.

"Yes, and I'm still a member of the GPDA," he says. "And yes, I've been outspoken in the past – about other members, other drivers – but we're all entitled to our

opinions. With all the fighting – verbally as well as on-track – one thing remains: we're together in this organisation and there is sometimes one thing that unites us. So everyone should be a member. It's very silly and narrow-minded to say you're stepping out of the GPDA. If you do you're admitting that you're weak, that you can't influence things in a meeting."

And that's why the GPDA needed the persuasive, no-nonsense Webber – and, presumably, why he's taken on one of the directorships again. But this time he's determined to avoid controversy.

"Fernando [Alonso] and I basically decided we'd have another crack at it," says Webber. "Running the GPDA isn't earth-shattering stuff; but basically no one else wanted to do it. So I said, 'I guess I'll have to...'"



Alex Wurz: the GPDA must be supported

HANGIN' IN THE HARBOUR

Everyone's got a top tip for Monaco. Here's mine: don't get in a boat with Tonio Liuzzi and/or Scott Speed. It'll be a disaster. Sure, they can both drive a bit, but water's rather more slippery than asphalt. They should stick to the harbour front, if you know what I mean.

It feels ominous from the moment Tonio drops the mooring rope in the drink. We'd pushed off from the pontoon at the back of the floating club that is the Red Bull Energy Station, when old butter fingers also realised we didn't have the keys to the boat we were on.

"I guess we pushed off a bit too soon!" he says, with the comic timing of a *Carry On* film. "Sorry guys! I'll sort it out." At this point it isn't too big a deal – all Tonio has to do is chuck a rope back to shore, where a helpful Red Bull girl will haul us in. But Toro Rosso's finest makes a mess of it, and the rope splashes pathetically into the sea.

Needless to say his buddy, Scott, finds it all hilarious. "You idiot!" he squeals with affectionate glee, as Tonio leans over the side of the RIB to rescue the now soggy painter. "Don't fall in!" yells Scott. Then he changes his mind. "Actually, do. It'll be funny." But a second rethink immediately follows: "Actually don't, 'cause then I'll be late for this fashion show and my girlfriend will kill me."

It's Friday evening of the GP weekend. The idea of this trip is for Tonio to ferry Scott across the harbour to the Beach Plaza Hotel, for a charity fashion show starring, among other F1 better-halves, Scott's girlfriend, Valentina Neuhäuser. Hence Scott's nervous clock-watching.

F1 Racing comes along for the ride. A spirit of journalistic inquiry has encouraged us to hang out with a driver or two at the most glamorous GP of all. So a merry little boat trip seemed like a good idea... Now, though, as we helplessly begin drifting out to sea, we find ourselves in the middle of something more chaotic and stressful than any qualifying session around the streets of Monte-Carlo.

Thankfully, at that point, another boat almost identical to the one we're in pulls up alongside. "Vous voulez assistance?" says the smug-looking driver, while a Toro Rosso girl shouting from the shore tells us that *that* is our ride, not the one we were in. Whoops.

We tie up our first boat – wonder whose it was? – and jump in the right one. At last, we're off, much to Scott's relief. So we can all relax, and ▶



Oh dear, Tonio drops his rope (right); Tonio and Scott (main) finally get in the speedboat groove

Life isn't a total slog in Monaco. There's time for a little R&R, so Red Bull's Tonio Liuzzi and *F1 Racing*/LAT snapper Glenn Dunbar took Scott Speed to a fashion show – by speedboat





THE GLAMOUR SET: MONACO-STYLE

enjoy blingtastic views of Monaco.

"I love this place," says Scott as we head towards a point beyond the tunnel. "It's such a buzz. The people are gorgeous, the atmosphere is like nothing else. Last year, I found myself on a roof terrace with Bono from U2. I mean, how ridiculous is that?"

Does Tonio agree? "Yeah, of course," he says, from behind the wheel of the RIB, having replaced the proper driver as soon as he could. "The whole weekend is so much fun. But you never forget what you're really here to do, and that's race. It's such a challenging circuit – like the atmosphere, there's nowhere else quite like it."

We get Scott ashore on time. And after dropping him off, Tonio reveals his inner boy-racer, opening up the outboard's throttle as we turn and burn back to the Energy Station. "Not bad for 200 horsepower," he says. "But give me 750bhp and four wheels any day!" **FO**

Now free from the perils of the deep, Scott gets acquainted with a fan (right); so does Tonio (main)



GLAMMED-UP CHARITY



If you fancied a bit of Monaco glam, the place to be was the Beach Plaza Hotel on Friday evening as F1 wags (wives and girlfriends) of Rubens Barrichello, Giancarlo Fisichella, Anthony Davidson, Felipe Massa, Pedro de la Rosa, Alex Wurz, Scott Speed and Heikki Kovalainen took to the catwalk for charity, modelling the 2007 couture collection of designer Isabell Kristensen.

Were the wags nervous? "Yes, terrified," said Carrie Davidson. Did they enjoy it once they were on-stage? "Oh, sure," said Silvana Barrichello. Will they do it again? "You'll have to wait and see," said Maria de la Rosa.



An auction in aid of the Tereza Maxova Foundation, which helps abandoned children in the Czech Republic, then raised \$465,000.

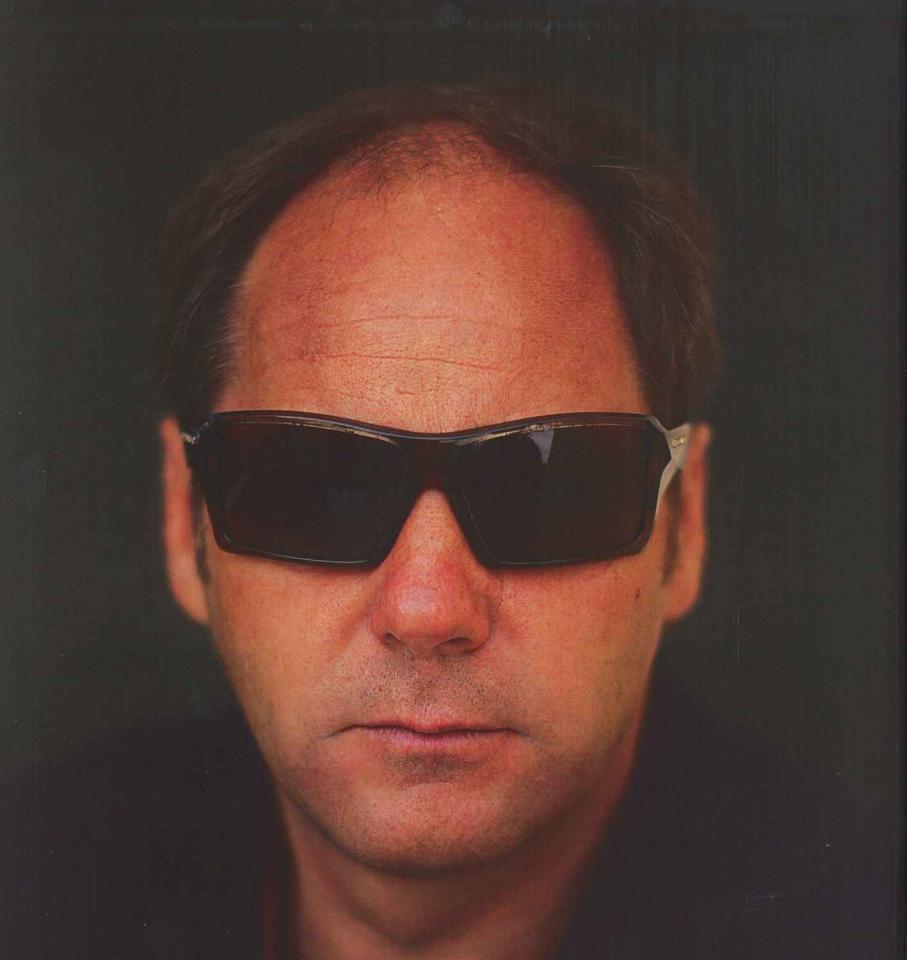
"We're delighted with the way it all went," said event organiser Julia Wurz. "Thank you to everyone who helped make it happen."

Biggest laugh of the evening came at the expense of supermodel Petra Nemcova. Over the PA she dropped two clangers: first she asked Bernie Ecclestone who he was, before enquiring of three-time race winner Heinz-Harald Frentzen, "Are you a fan of F1?"

No, she won't be given a mic next year. **Tom Clarkson**

Former Miss Sweden Victoria Silvstedt (far left) was among the models; Prince Albert joined the fashion line-up (above) which also included Bernie's daughter Petra Ecclestone (left)





TIP OF THE PRICE-BERG

Is Toro Rosso's Gerhard Berger chafing at the back of the grid? Is a tight budget constricting his ambition? Is he ready to sell up?



Interview Stuart Codling

Scarcely more than a year after Gerhard Berger bought half of Scuderia Toro Rosso (and, in exchange, Red Bull GmbH took 50 per cent of his haulage business, Berger Logistik), people are forever asking him, "When are you going to sell your team?"

The question has become so wearily predictable that his pat answer unspools from his mouth like a ticket from a vending machine: "The time isn't right. It's not on our page at the moment. What counts is what works for Red Bull."

Perhaps it's because something doesn't seem *right* about an ambitious, ultra-competitive, big-balls, 10-time grand prix winner part-owning a team that always make a virtue of being friendly but are slightly lo-fi. And I say "always" advisedly – because one thing that hasn't changed with the ownership is the team's personality. It's as if STR don't yet know what they want to be: Minardi under a different name, or something bigger, more focused, more... corporate.

Red Bull have form when it comes to dithering: witness the millions spent funding Christian Klien's path into F1, only for them vaguely to undermine him in favour of the next golden boy, Vitantonio Liuzzi, prior to letting him go entirely. And now Liuzzi and Scott Speed seem, perhaps, to be heading the same way. But Berger? No, he *does* have a game plan. You could see it in the way he sat tight through the chassis-sharing imbroglio earlier this year. So I recast that regular question, and ask him where he sees himself in the longer term – in three years, let's say.

"The next two years are going to be very difficult," he says. "I don't see yet that we're going to jump from zero to 100 [per cent]. Zero to 50, perhaps. Maybe being a private team among the manufacturers is going to be a big achievement. But when I was driving I was usually a contender for *winning* races, so if I achieve 50 I'm still not happy. I want to go further.

"A lot of things have to come together: you get a better car, you get a better result, which gives you a better budget, which gives you a better car. It's like a spiral. Although it >

Berger has been part of a winning package himself, at Ferrari and McLaren; debrief with Liuzzi (top)



Both cars finished at Sepang (main), Speed (below right) coming 14th, and Liuzzi (below left) 17th

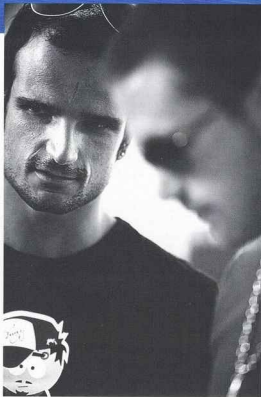
can work the other way around, you know."

As team owners go, Berger is unusually high-profile. While his cars are on track he normally resides in the box on the pit wall – in a meaningful rather than honorary fashion. During an open interview session in Bahrain he pointed out that, "What I really like is to get my hands dirty. If you're wrong then you're wrong – if you're right, then great." It's rare for a team owner (unless they're Ron Dennis or Frank Williams) to be quite so involved – and in Franz Tost he has a very capable team principal. So I ask him what he meant by that statement.

"Well, I don't mean I'm going to start changing the wheels, or get too deep in the operative side," he says. "If you try to support with the right decisions, you have to be close and know what the problems are – deep inside. Problems, especially in this business, always look different if you're just looking at the surface. It's very tricky, and my experience as a driver and in other motorsport roles helps to give me a feeling for details. And to give good advice."

And, of course, he's a grand prix winner, not some schmuck with a fat wallet, so you could say very reasonably that he has every right to be hands-on and that his presence – his grand prix-winning savvy – has value. Still, the question remains: where does his role end and Tost's begin?

"That's a good question," says Berger. "We put our efforts together to move the team forward; we knew we had to catch up a lot.



"The right people are in place. There's a vision to take us from the back of the grid to the middle"

But now the right people are in place in many positions, we have the right structure, and I think it's totally up to Franz to make it successful. There's a vision to take us from the back of the grid to the middle."

What STR lack is a tangible, coherent brand image that potential sponsors can engage with. Such branding as they have is insufficiently differentiated from the senior team's – in that sense, they're too Red Bull. Which means, of course, that anyone seeking a commercial arrangement with Red Bull would want to run with Red Bull Racing themselves rather than the junior team, wouldn't they? On the other hand, the problem is compounded by STR not being Red Bull enough to justify a full budget from the parent company. In short, STR need an outside revenue stream.

Over the winter there was talk that Berger wanted to bring in drivers with a budget (a notion he describes as "bullshit"); my view is that if he has been hard on his drivers, it's because a person who once modulated 1400bhp through his right foot without recourse to pacifying gizmos, must find it hard to respect the electronically cosseted youth of today).

What he did do was engage the services of Jim Wright, one of F1's most respected commercial operators. But thus far the pickings have been slim. Where else is the money to come from? A slice of the TV revenue would help, but for that they need championship points... which may explain >



Berger confers with Horner, Red Bull's team principal – now there's a job he may end up in

Berger on Berger's best

"My greatest race, with the greatest feeling, was Hockenheim '97 (below). The reasons you know, I think – there were problems with the team, I'd been ill, I'd missed three races, and my father had just died in a plane crash. Everything was against me. I took pole position, fastest lap and I won the race, so it was fantastic.



"No2 is Adelaide '87 (below) – a hot day and a hard race. I was on pole but had a very hard fight with Ayrton [Senna]. He kept pushing. We were playing little games with each other, with the turbo boost. He'd be catching me and I'd feel I couldn't go any faster, then I'd find speed like a qualifying lap. It was like that, backwards and forwards, until the last lap. Physically and mentally, that was my hardest race ever. And it came at a good time, because I was in negotiation with Mr Ferrari about a contract!"



"Of course, it's possible for Red Bull to have a bad race and for us to finish in front of them"

why they've been pushing so hard of late. A telling detail came in a press release at the Spanish Grand Prix where they attributed mechanical failures during practice to "aggressive development".

So what, then, are Berger's ambitions? Surely a man who willed himself to superhuman GP wins (see panel, left) must be singularly unenthused by the prospect of running in the midfield, at best – and of playing second-fiddle to Red Bull Racing.

"Of course we're *allowed* to beat the main team," he says, "but theoretically we can't, because they're big and competitive, and we're a small team coming from the back of the grid. We're aiming to go from the back to the midfield whereas Red Bull Racing's goal is to go from the midfield to winning. Even if we use Adrian [Newey] and his people for their technology, they're always going to be a step ahead. That's speaking theoretically – practically, of course, it's possible for them to have a bad race and us to finish in front

of them. That's good for the system because it keeps everybody honest."

This is Gerhard Berger: successful businessman; grand prix winner; last of the late brakings; team-mate to Ayrton Senna; essayer of some of the most devastating laps ever aboard a turbocharged F1 car. Do you suppose for a nanosecond that he's about to throw in the towel and sell his team for a cent less than he thinks it's worth? Of course not. But, equally, he cannot be content for too long, footling around in the back half of the grid. The time will come when he's added enough value to turn a profit, and then he'll be wanting to make his next move.

There's talk of Nicolas Todt, recently enriched by selling a stake in his ART GP2 team, buying Red Bull's stake in Toro Rosso. Commercially it may make sense to set STR free from the stifling embrace of the Red Bull brand. But would STR – or whatever it would then be called – ever become the race-winning proposition that Berger wants?

It's possible that Berger covets the top job at Red Bull Racing, a plausible destination given the Austrian connection (and, come 2008, it won't seem such a conflict of interest for the team principal of the A-team to be part-owner of the B-team – assuming the relationship between the two remains as it is). For a person of his winning-focused mindset it's the place to be in the medium-to-long term. But, given the determined ambition of Christian Horner, the present incumbent, he may be waiting a while yet. **FO**

F1 to One

David Coulthard Driver: Red Bull Racing

On the RB3; on Mark Webber and Adrian Newey; on the Red Bull team

Sum up your season so far.

I'm happy with the way things are progressing. We're still a bit marginal on reliability, but there's no question that we've taken a massive step forward with performance since the beginning of 2007. And I think I'm driving well; I don't think I could have got more out of the car than I did in Bahrain and Spain, for example.

How has the RB3 evolved since Australia?

It's significantly different, the biggest changes being aerodynamic and the addition of the seamless-shift gearbox in Spain. I'd say that the car is about 0.5sec per lap quicker than it was at the start of 2007. We've made more progress than any other team since the start of the season.

Do you and Mark Webber complement each other as drivers?

Mark is another driver and he brings other opinions and other experiences to the team. He has a bit more experience than Christian [Klien] and the other drivers who preceded him, and that has value and merit.

Do you and Mark drive in a similar way?

Our driving styles are quite similar, which is good. It's not like it was at Renault last year, where you had [Fernando] Alonso with his vicious turn-in and [Giancarlo] Fisichella, who was smoother. Mark and I set up our cars in a similar way, although there are always small differences because they're so aero-dependent.

Are you enjoying working with Adrian Newey again?

I'm really enjoying it because Adrian is a racer. Technically,

he doesn't have to prove anything to anyone, and the only things that interest him are those that make us go quicker. He understands that it's the emotion of the driver that unleashes the potential of the car on a race track, and we've worked together long enough for him to understand my way of describing things.

How has the technical side of the team been improved through Adrian's input?

It's our first year with Renault and with Adrian, so it's still early days. We now have a lot of good people and we've taken a huge step forward with this package. We've gone straight into battle with the works Renaults, and we're in front of Toyota and Honda.

Looking at the team as a whole, how have they changed since you arrived in 2005?

The staff at the factory and the race team remain pretty much the same because they're good, capable people. But in terms of technical infrastructure the team have changed a great deal because Red Bull have invested a lot of money. We have more simulation tools and gearbox dynos than we had before, and that takes lots of commitment.

It's been proved many times that you can't buy success in F1...

It's a misunderstanding that we're a monied team. I can guarantee that our budget is not one of the top five on the grid, but we have the budget that we asked for. Adrian decided how much money he needed to build a fast car and it was given to him. It was the same with every other department too.

In other words, we don't

have a bottomless pit, but do have the money we need to do the job. Anyway, Red Bull get an amazing return on their investment in F1. They've bought two GP teams relatively cheaply and are getting a lot of publicity.

How much contact do you have with Dietrich Mateschitz?

I have weekly contact with him. We get on well.

Do you worry about your long-term future in F1?

I don't know exactly how many more years I have left, but I feel as motivated, now, as I've always done. A lot of people go on about my age, and all I'm prepared to say on the subject is that I have a multi-year contract with Red Bull.

Are you pleased that traction control will be banned in 2008?

I'm disappointed that it's taken so long to ban it. It should have gone years ago. But I don't expect the change to make a massive difference to the racing because drivers will drive to the maximum grip level available. After all, you don't see GP2 cars power-sliding everywhere and it will be the same in F1. But the cars will be more challenging to drive and you'll see less consistency as a result.

Are you still as fit as ever?

My fitness programme has changed because I do less cardio work and more strength-related work than I used to do 10 years ago. I do it because I think I gain more from having increased strength in the car, than from a lower heart rate. It also means that I carry more ballast on the car because I'm only 73 kilos, which is two kilos less than I was in 2000. **FO**

+5 fast facts

- 1 When did you last go to church?**
It was probably a wedding or funeral. It must have been Jacques's [Villeneuve] wedding last year
- 2 What's on your iPod?**
Everything because my office loads it for me. I don't like to waste time doing that. There's everything from Café del Mar and the Red Hot Chili Peppers to Queen
- 3 What would you never leave home without?**
Testicles, spectacles, wallet and watch
- 4 Favourite cereal?**
Muesli. It must be put in the fridge the night before with some vanilla soya milk and honey. It swells overnight, so you don't feel bloated after you've eaten it
- 5 The last book you read?**
Edward de Bono's *Six Thinking Hats*. It helps you compartmentalise your thoughts



"What's that nasty smell?" DC and Newey sniff out a problem



"We've made more progress than any other team since the start of the season"

KNOWING ME KNOWING YOU

A fresh new pairing at Super Aguri, maybe, but Anthony Davidson and Takuma Sato have been team-mates for longer than any other drivers on the F1 grid. So, who better to interview them than themselves?

Portraits Lorenzo Bellanca/LAT

Takuma Sato: Well, Ant, do you remember the first time we met?

Anthony Davidson: It was at the end of 2000, at Pembrey in Wales. I was testing Carlin's

Class B Formula 3 car.

TS: You sure? My first memory of you is at Snetterton in early 2001, when we tested together at Carlin for the first time. Why did you choose to race with Carlin?

AD: Because you were there – seriously! You always have to put yourself up against the best. I had enough money to do two years badly or one year very well, so I thought I'd do the latter. If you're going to be good in this game you've got to beat the best and I've never run away from competition. Did Trevor [Carlin] ever speak to you about me? ▶



Rivals and good buddies at Super Aguri – Ant and Taku were teammates at Honda for four years, and at Carlin in 2001

TS: Actually, he did. I'd heard about you and knew that you were really committed, but had no F3 experience. That's how we started and that takes us back to the Snetterton test. You had a really strong day.

AD: How weird that I don't remember it.

TS: I didn't feel comfortable with my car that day and you were so quick! I knew then that I'd have to focus if I was to beat you.

AD: Ah... that's where I went wrong. If I'd chilled out early on, you wouldn't have dug so deep!

TS: Ha! Actually, I thought it worked really well between us.

AD: So did I. But I remember the first official practice session of the year at Silverstone. It was a little bit damp and confidence was the key. You were a second-and-a-half ahead of everyone. I knew then that I had a lot of learning to do.

TS: British F3 is a great formula because you learn so much.

AD: Actually, it's very similar to F1. My year with you was my first year with slicks and wings and I learned a lot about how to get the speed from the cars. The same principles apply in F1.

TS: Do you remember how we both did some F1 testing during the year?

AD: You did more than me. I do remember an F3 test at Thruxton after we'd driven the F1 car. We both came in and said there was something wrong with the engine. There was nothing wrong – it was simply a matter of us doing 10,000rpm less than in F1.

TS: Yes, I do remember that.

AD: And do you remember how we put lead weights on our helmets during F3 testing to prepare our necks for F1? My neck still fell over after five laps in the F1 car. When you look back it seems like a long time ago, but it doesn't feel like we've changed at all.

TS: No.

AD: Back then we were doing the same thing, with the same competitive spirit that we have now. We're still just trying to beat each other.

TS: Do you feel different having a race drive this year? You know F1 very well, but it wasn't like racing.

AD: It's weird because I don't feel like a rookie, but there are so many areas where I am still a rookie. I know the cars well and the speed comes easier than it did in F3. But the details of the races are still new to me.

TS: You have to absorb a lot. It certainly felt like a big jump when I went straight into F1 from F3.

AD: This year's Spanish GP was a good example of what I mean. Although I've done thousands of laps in testing around Barcelona, it felt like a completely new track when I was racing people.

TS: How have you found the media?

AD: Not too bad, but I was introduced to it slowly through F1 testing [for B.A.R and Honda from 2002 to 2006]. Unlike you, who jumped straight into F1 racing from F3.

TS: There was lots of media interest when I came into F1 in '02, and there was less time for media work because there was more engineering work to do. You could change the car between qualifying and the race, and we still had a Sunday morning warm-up.

AD: Even now I just want to focus on driving the car and don't want other distractions.

TS: What has been your career high point?

AD: That's a tough one because I started

racing when I was eight. Winning the Formula Ford Festival wasn't the highest point, but it was the best moment I've had in racing. I didn't have the quickest car and the final was all about defending and not letting anyone by. How about you?

TS: Winning races is always great, isn't it? I could pick Indy in 2004 as my high point because it was F1 [and Taku came third]. Suzuka '02 was also very special [he finished fifth], and the sixth in Canada this year was for sure one of my best races. But winning Macau in F3 is the race that I'd pick.

AD: I'm surprised by that.

TS: The thing about Macau was that I didn't have to do it. I'd won the British F3 title and I already had a contract with Jordan for '02, and EJ didn't want me to do it. But I told Andrew [Gilbert-Scott, Taku's manager] that I wouldn't sign for Jordan unless Eddie let me do Macau. For me, it was one of the things that you have to go through en route to F1. It's the graduation race for F3 drivers.

AD: When people say to me, "Wow, Monaco must be so tough in an F1 car", I say the track's nothing compared to Macau. It's a walk in the park. Macau prepares you for any street circuit in the world.

TS: How have you changed your training programme since F3? I think you've changed a lot in terms of body weight and muscle.

You used to be Little Ant!

AD: I still am!

TS: You used to be what... 52 kilos in F3?

AD: That's right. I put on a bit of weight while doing F1 testing and have generally got a bit heavier. I'm now 59 kilos.

TS: I've put on a bit of weight since F3,

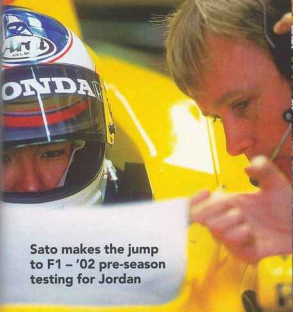
maybe a kilo-and-a-half. I'm 61 kilos.

AD: You're so lucky to have the hills around Monaco to train on. The last time I went cycling in England the weather started off

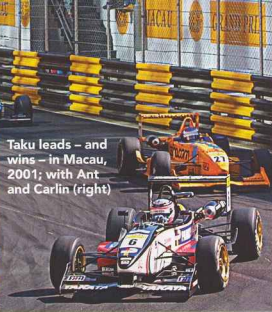


Ant and Taku chew over old times (left); Davidson (main) found racing in F1 in Spain a totally new experience





Sato makes the jump to F1 - '02 pre-season testing for Jordan



Taku leads - and wins - in Macau, 2001; with Ant and Carlin (right)

"I was too scared to tell the team I'd made a mistake, and thought it'd be all right"

F3 team-mates for Carlin: Davidson chases Sato at Thruxton in 2001



nice, but it began to pee down halfway through and I fell off and almost broke my finger! I also have a neck machine in my garage, but I use that only in the winter break. I'm sure these cars aren't as physical to drive as they were a few years ago.

TS: But we've been in F1 for a good chunk of time now and training's cumulative.

AD: I remember doing a Champ Car test at Elkhart Lake in '02. The mechanics told me that my neck was going to ache, but after the F1 stuff it was like driving a Formula Ford. When we started in F1, I remember days at Mugello that were really tough, physically. Your helmet was loose the first time we tested, wasn't it?

TS: Back then I didn't like being squashed in my helmet, so it was very loose around my face. You could get away with it in F3, but

can add, and only a couple of people know about it - until now. It was at a B.A.R test at Mugello, and it was really hot weather. In between sessions I experimented with ways to keep cool because we didn't have a driver fan in those days and the team wanted me to stay in the car. I took my helmet off, but left my balaclava on so I could hear the radio. Suddenly I had the call to get ready. It was all a bit hurried, so I put my helmet on and forgot to do it up.

TS: No!

AD: It was only when they started the engine that I realised I hadn't done it up. I was too scared to tell the team that I'd made such a stupid mistake and thought it might be all right. But, as soon as I went down the pit lane, I realised it wasn't. So I came on the radio and told the team that there was a

2001 BRITISH FORMULA 3 CHAMPIONSHIP



Taku v Ant

Event	Qual		Race	
	TS	AD	TS	AD
Silverstone 1	3	7	12	7
Silverstone 2	4	16	4	11
Snetterton 1	4	9	R	8
Snetterton 2	3	12	2	13
Donington 1	2	6	1	8
Donington 2	3	5	R	R
Oulton Park 1	1	2	1	3
Oulton Park 2	4	1	1	3
Croft 1	2	3	4	1
Croft 2	3	2	1	12
Rockingham 1	2	3	1	4
Rockingham 2	2	1	1	2
Castle Combe 1	1	2	2	1
Castle Combe 2	4	1	2	1
Brands Hatch 1	1	9	9	5
Brands Hatch 2	4	2	1	19
Donington Park 1	1	2	12	R
Donington Park 2	1	3	12	5
Knockhill 1	2	4	1	2
Knockhill 2	3	1	1	2
Thruxton 1	2	1	2	1
Thruxton 2	3	1	8	1
Brands Hatch 1	2	1	2	1
Brands Hatch 2	2	3	1	3
Silverstone 1	2	3	18	2
Silverstone 2	1	3	1	2

British championship positions:
Takuma Sato 1st, 355pts
Anthony Davidson 2nd, 273pts

OTHER F3 RACES

Event	Qual		Race	
	TS	AD	TS	AD
Pau	4	1	R	1
Silverstone GP	1	3	1	2
Zandvoort Masters	1	10	1	3
Spa Masters	2	3	3	1
Macau GP	2	13	1	DNS

2007 FORMULA 1

Super Aguri team-mates



The chequered flag drops and a British team defeat the best of Ferrari and Maserati for the first time



BIRTH OF THE COOL

Cool Britannia wasn't born with Oasis and Blur. It started with Formula 1's greatest Brit, Stirling Moss, and a great British team win. *F1 Racing* marks the moment with the man himself

Interview John Lillley

We arrive with the morning mail, and Sir Stirling Moss, knight of the realm, opens the door while stooping to gather up the fat bundle of bills, letters, invitations, requests, confirmations and so forth that press upon his still-hecktic life. By crisply combining the gathering-up process with door-opening duties – two hands simultaneously attending to both tasks – the great man has saved about two seconds on the first lap of this interview. You get the impression that such economy of effort has been a life-long habit; time isn't to be wasted, and it isn't long before we're studying his day's schedule.

Once he's kissed-off *F1 Racing* he'll be working through about half-a-dozen pleasures and chores, including a courtesy call on the Australian High Commission to meet the organisers of the Classic Adelaide rally, "because we'd done it before [meaning he and his wife, Susie] and it's a really good event". He won't be entering this November, though. Later in the day he'll be calling on a tenant (much of Moss's income comes from property rentals these days). The tenant wants to paint his flat, and Stirling needs to discuss his ideas.

Tomorrow, he's being whisked to Goodwood to see Lord March and attend a press party. The next day it's Silverstone and a refresher run in an Aston DBR1 – the car he drove to glory in '58 and '59 in the Nürburgring 1000km and the Tourist Trophy at Goodwood – to see if he still has it in him, at 77, to share a gritty drive with Aston Martin boss Ulrich Bez in a Le Mans support race this summer. (Latest news: he does have it in him, and he will race.)


So, life is busy, busy, busy for British motor sport's most heroic individual, and, for me, still a nervous fan whose school days were punctuated by tales of Moss's sublime achievements – even as they were happening – this little trip to his Mayfair home is quite a pilgrimage. No better time, either, to knock on his door because the 2007 British Grand Prix marks the 50th anniversary of the day a British team first joined the F1 grand prix-winning elite. A Vanwall driven by Moss and Tony Brooks overhauled or broke the Italian cars at Aintree in 1957; Moss also took pole and fastest lap. Then, later in the season, he steered his Vanwall to victory in the Pescara Grand Prix and the Italian Grand Prix at Monza. Two *grande epreuve* wins – Moss insists on the correct formal term for a world championship 'grand prix' – in Italy. *In Italy*, the nation that *owned* Formula 1. Ferrari and Maserati were not amused.

Except, perhaps, for Juan Manuel Fangio, Moss was by then F1's pre-eminent driver. For the final seven seasons of his F1 career, he came either second or third in the championship, never winning it and, in the end, actually not wanting to – better no titles than a mere one or two. In truth, following Fangio's retirement in 1958, Moss's exploits mocked the world championship; his presence diminished it; it needed him more than he needed it. Only when Jim Clark won the title in 1963 was a convincing pecking order re-established.

"Moss was the best, in my time," Fangio once said, reducing everyone within earshot to an awed silence. Such words, such huge little words from such a man. Enzo Ferrari was another useful barometer. In 1951 he invited Moss to Bari to try a car, but when he showed up, Ferrari rebuffed him, scarcely giving him the time of day, let alone a car. But by 1961 he couldn't have been more reverential if he'd been addressing the Pope himself. "Tell me what you want," Ferrari told Moss, "and you shall have it. If you drive for me, I will have no team; just you and a reserve driver. With Moss, I will need no team." ▶



Lilly and Moss compare diary notes on the 1962 New Zealand GP (see panel, p101). Brooks/Moss celebrate (top)



The birth of cool, or what?
Moss, never more relaxed,
never more in control,
blitzes the field at Aintree

**"Motor racing is now more
interesting than exciting –
and it shouldn't be like that"**

50TH ANNIVERSARY FIRST F1 WIN BY A BRITISH TEAM

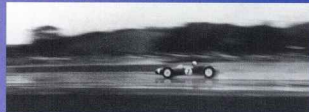


The race is on – Moss leaps into the cockpit of the car of ailing Brooks, before lighting out to claim the British GP



Respect: Fangio and Moss had been both team-mates and rivals in the '50s, and each saw greatness in the other

THE MOSS MASTERCLASS OF 1962



On January 5 1962, when I was a 16-year-old schoolboy, a friend and I took the overnight train 400 miles from Wellington to Auckland to see the New Zealand GP at Ardmore. Moss was the draw, a creature barely more than a fantasy figure – the innocent idealism of Dan Dare meets the irresistible rakishness of James Bond (before Sean Connery had even been invented).

We lived by the glorious strokes he pulled both on track and with the girls. He was a fit object, in every sense, for our adulation. And we hoped he wouldn't disappoint us.

Well, the script was perfect. He'd arrived late in NZ, so missed qualifying. That put him at the back of the 33-car grid in his 2.5-litre Lotus 21. Up front were Bruce McLaren, Jack Brabham, John Surtees, Lorenzo

Bandini and Roy Salvadori. We were stationed well around the track, so didn't see the start in a blinding downpour that lasted all race. But by the time he reached us, less than two miles from the start, he was fifth. By the end of the second lap he took the lead (above), and in a race cut from 150 miles to 100 he lapped the field twice (except for Surtees, whom Moss lapped only once before readmitting him to the winner's lap at the end).

It was a crushing, outrageous display of superiority as other cars aquaplaned off in all directions. Dan Dare meets James Bond? Now we were looking at Superman. Surtees spoke for us all at the end: "He's just not normal."

We didn't know it then, of course, but we'd just seen the third-to-last win of Moss's career. Tragic.

"So I asked Fangio what I should do," Moss says today, "and he said, 'Drive for him, but don't sign with him.' So I told Ferrari: 'I'd like to drive the 156, the one they were giving the British Racing Partnership [established in 1958 by Moss's father, Alfred, and his manager, Ken Gregory], but it'd be our entry.' I wanted it painted Rob Walker blue [Moss was driving for Walker at the time]. And he actually made the car. Then I had my accident on Easter Monday at Goodwood. If I'd had the Ferrari, I reckon I wouldn't have crashed."

Right now, though, Moss is less concerned with the past than with a press clipping he has about the Alonso/Hamilton one-two ruckus at Monaco the previous weekend. "Ron Dennis says: 'Team strategy is what you bring to win; team orders are what you bring to manipulate a grand prix,'" Moss reads approvingly. "Personally, I'm all for team orders. I don't think they should be as blatant as they were when they slowed Barrichello in Austria in 2002 – I think that was bad for the sport. But it is a team sport. Whether Ron was right or wrong is irrelevant – if he feels he should do this or that, it really is his prerogative."

That's the way Formula 1 has always been, Moss implies, and that's the way he likes it. And he's unembarrassed about his unreconstructed views. Take safety. "Safety has its place, but I don't think it has a place in motor racing, other than for the public. One of the reasons I raced when I was 17 or 18 was because the danger was there." Are we talking about courage here? "No, because courage and stupidity are closely related. We're talking about the safety margin you're prepared to run with. A line of disaster is there, and it's those people who run right along the line – just under it – who are really fast. If a guy comes up near it, then goes right down, his average is low. I'd always drive myself harder. I loved it. Any circuit that was difficult or dangerous I enjoyed. It's like bull-fighting. If the bull has no horns, it isn't as exciting as it is when he has."

As for the deaths of fellow drivers: "One had to accept that there was no alternative. The way you accepted it was by saying, 'Well, I'm sure that if I'd been at that point I wouldn't have done what that person did.'"

Today you don't have to leave that safety margin, do you?

"No," he says glumly, "it doesn't exist."

Did he grasp the significance of the 1957 British Grand Prix at the time – the dawn of the British era? "No, because if you raced as I did, 50 races a year, the most important race I ever did in my life was the one today. The British GP with Vanwall was interesting because poor old Tony Brooks had had an accident at Le Mans and wasn't in good condition." (Moss, who'd retired from the race, took over Brooks's car, to Brooks's relief, after 26 of 90 laps. Then, from ninth place, he mounted a classic charge and reeled in the field.)

Today, Moss is content to leave the sentimentality and significance-digging to the rest of us. So, how about the 2007 race? "It'll be between Alonso, Hamilton and Massa. Hamilton is extraordinary, but you mustn't forget that he's won an awful lot already – in karts and GP2. But driving a modern car is a lot more... I don't want to say easier – I don't think it is easier – but a lot of things have been removed. You don't get wheelspin, however hard you try. Getting rid of traction control next year is an important step. Racing cars should always have more power than their chassis can handle; it should be up to the driver to feel-out when he can use it. Then, if we can get rid of downforce, which is freaky, unnatural... But that's development. It's interesting, and motor racing is now more interesting than exciting – and it shouldn't be like that."

With that thought marinating quietly, we bundle out the door. Not a second to lose. The Australian High Commission awaits. On the street, Moss pulls on a deeply anonymous silver helmet and leaps aboard the only vehicle he now owns (apart from an Osca 372 he's preparing), a three-wheel Honda Gyro scooter. On its rear end a cheeky legend – 'Speedy delivery' – is emblazoned. "It enables me to park somewhere for longer than five minutes," is his parting shot.

With his trademark wave, Moss then leaves us trailing, as ever, in his wake. **FO**

RACE REPORT

by Peter Windsor

McLaren were almost ominously quick, and the only challenger Alonso (left) faced was his team-mate



Alonso bounces back

The Monaco Grand Prix was a story of McLaren domination, Fernando Alonso taking his second win of the season and the team securing their second one-two finish

A minute is a long time in motor racing, particularly when you're all on the same tyres. It's one team celebrating, drivers waving to the marshals, as the others still address the last corners of their race. It's walking from the pit wall to the podium, the better to see the trophies, while the others are still face-down in laptops and now-meaningless data.

At Monaco, it's what divided Vodafone McLaren Mercedes from Scuderia Ferrari Marlboro. How? Why?

They arrived evenly poised. Lewis Hamilton had dominated the pre-Monaco Paul Ricard test for McLaren... but Ferrari had convincingly won in Spain. Ferrari had taken four poles in a row... but Hamilton had finished on the podium in all four races.

Both, then, attacked Monaco with surgical precision. For Ferrari this was a key 'Marlboro' race – and thus they celebrated with a new shade of (darker, chrome-based) racing red. Their beautifully functional new motorhome sat four storeys high near the outside of La Rascasse... Just to be sure, you might have said, in 2007 they watched the infamous corner from all angles.

McLaren, in addition to the racing, faced

endless immaculate, *nouvelle cuisine*, diamond-edged dinners – and renewed onslaughts from the press. Lewis this. Lewis that. Fernando crisis here. Fernando crisis there. Ron Dennis, much more amenable than of late, for the moment stayed quiet.

Thus it began: Thursday. Sunny and hot. A few rabbits emerged onto the green track – then out they came. First it was Jarno Trulli, lapping in the low 1m20s. Next it was Fernando – quickly down to the low 1m18s (and, ultimately, the high 1m16s). Felipe

As well as the win in Monaco, Alonso celebrated moving back to the top of the drivers' standings



Massa, over a second slower, seemed oddly Rubens-like in the Ferrari, turning in later than he was, say, in Bahrain, looking all-of-a-piece with his car; Kimi, sharper than he's been all year, and already extending the straights with his Michael-like turn-in, was for once a little quicker than his team-mate.

And then there was Lewis – assuming you didn't blink or wander away to buy a sandwich *jambon*. Lewis drove only 14 laps on Thursday morning because part of the starter motor jammed in the back of the gearbox; the boys then had to remove the chassis floor to clear the problem. Even so, in the short time that he ran, Lewis was again simply devastating. Accurate, precise, gentle-firm, flat-car, super-smooth, rhythmic: no adjectives, or combination of adjectives, did him justice. He was immediately into the mid-1m17s... on the harder Bridgestones.

As they walked the walk to the pits for the second session, the body language said it all: Lewis, all smiles and bouncy strides, waved to the crowds, Stewart-like, before pausing to sign autographs for marshals or to talk to the wheelchaired Philippe Streiff; Fernando, smiling only when he had to, covered the same distance in half the time.

RACING LINES 1

WURZ IN SEVENTH HEAVEN

Monaco marked a welcome return to points-scoring form for Alex Wurz. He maximised his one-stop strategy to move from 12th on the grid to seventh at the flag. And it was pressure all the way: first he had to pass the two Hondas, and then he had to keep Kimi Räikkönen's hard-charging Ferrari at bay for the last 15 laps of the race.

"I'm a bit sad that the race is over," he said. "I love it here and you want the race to go on forever. I did my bit behind the wheel today."

As he had all weekend, Alex honed the set-up of his FW29 during Thursday practice and, in qualifying, only a small mistake at Ste Devote in Q2 stopped him getting into Q3 for the first time this year.

Tom Clarkson

After fine-tuning his car during practice, Wurz crowned a good weekend with seventh position

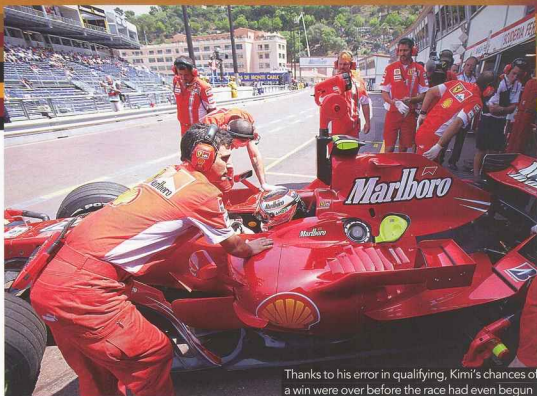


Felipe Massa strolled in late (as part of his "let's not rush things at Monaco" routine); and Kimi, surrounded by Ferrari people, was expressionless, already in another world.

His McLaren now rebuilt (under the watchful eyes of co-designers Neil Oatley and Paddy Lowe), Lewis continued to follow near-perfect lap with near-perfect lap. If he glanced guardrails, he glanced them square, so that it didn't matter; if he entered a corner a fraction too quickly he instantly softened his hand and foot movements, squaring the car and giving himself room. Fernando would say much later that this McLaren at Monaco was maybe the best, most enjoyable car he had ever raced. If so, you can imagine how Lewis was feeling at this point, on his first F1 day out at Monaco, heading the times, touching the sky.

Thus he began a new run on the softer

"Kimi had lost his first chance of beating Massa in a while. The impact could be huge"



Thanks to his error in qualifying, Kimi's chances of a win were over before the race had even begun

tyre, and braked a fraction later for Ste Devote. It wasn't the extra lateness that did it: it was the position. The lightened outside rear caught a new bump, was airborne for a millisecond, then back again, square on the road but on the marbles, where there wasn't much grip – and, worse, no bale-out opportunity, for the jump had committed him to a line well past the escape road.

There was nothing for it but to hit the straw bales – left front, hard. It was a quick driver's shunt – to Monaco shaver's shunt.

Fernando maximised the moment, of course – because there is nothing more confidence-inspiring than seeing your teammate in the wall at Monte-Carlo. It was his first break since... since Malaysia. He put on a new set of super-softs, found a free lap and finished the session, and thus the next 48 hours, as the fastest man in Monaco, Kimi, looking like Kimi, was second, three-tenths away; Lewis third, despite his shunt; and Jarno Trulli fourth. Massa, still determined, above all, not to hit anything, was a lowly sixth.

Despite rain on Saturday morning, it was dry for Monaco qualifying – for the hour that would effectively decide the race. Ferrari were third and fifth in Q1 (to McLaren's one-two) but – amazingly and astonishingly – Kimi made a fundamental mistake early in Q2. Turning in early, but too abruptly, to the slow Swimming Pool exit, he suddenly lost the back end. He released the steering and brakes, tried to straight-line the car, but still caught the apex a glancing blow. Into Rascasse, eerily, his Ferrari, steering broken, gaunched lightly into the barrier.

Kimi was beside himself. Helmet on in the garage, he desperately tried to persuade his guys to repair the damage. They looked up, shaking their heads. "No! Work! Change the steering arm!" Senior Ferrari officials came in to calm their driver. Kimi pushed them away. "Look at the bottom wishbone. Kimi! It's broken, too! There's no chance!"

Walking back, Kimi also spoke to no one. Not only had he made an error on the sort of corner on which you can only lose time, not gain it, but he had also lost his first chance in a while of beating Massa. The impact from this could be huge.

Lewis carried more fuel than Fernando

into Q3 (a penalty that would pay off should Safety Cars blight the race) but still felt that he could have won the pole. He lost about half-a-second on his quickest lap behind Mark Webber (and on a self-induced late-braking error into the hairpin), yet lost the pole by only 0.3sec. Fernando, on the other hand, probably lost 0.1sec behind Nico Rosberg. I asked Lewis afterwards how quickly he'd gone into Ste Devote on his first flying lap in the dry. "Quicker," he ▶

RACING LINES 2

KUBICA ON TOP – AGAIN

For the second successive race Robert Kubica put one over his BMW-Sauber teammate, Nick Heidfeld. And the manner in which he out-paced Heidfeld in Monaco was very impressive.

Kubica qualified eighth, just 0.1s behind Heidfeld, but went 13 laps longer than he did before making his one and only pit stop of the race.

His run to fifth place wasn't without its troubles, either. Soon after the start his F1.07 developed a brake problem that required him to pump the pedal between corners, and in the latter stages he had to make do without traction control.

"All things considered," he said, "I'm happy to finish fifth. Had there been a Safety Car period, it might have been even better. But fifth is okay."

Matt Bishop

Despite problems with his car, Kubica secured fifth place, outdoing Heidfeld for the second race



MONACO Grand Prix

RACE REPORT



Qualifying dictated the outcome of the race, everyone trailing in the wake of the two McLarens

said with a smile, "than I went on Thursday..."

Bottom line? An all-McLaren front row.

RACING LINES 3

RENAULT UP THEIR PACE

Giancarlo Fisichella's fourth place gave Renault their best result of the year so far. A new front wing gave the team's R27 more front-end grip and greater consistency. Fisi's only hiccup over the course of the weekend being a small crash at Ste Devote on Thursday morning.

At the start he converted his fourth position on the grid and the team pulled a tactical masterstroke by pitting him on lap 23 as he approached traffic. He stopped again on lap 55 and came home 20sec clear of the one-stopping BMW-Sauber of Robert Kubica.

Renault undoubtedly made a step forward in performance at Monaco. The R27's aero efficiency was proven by Fisi setting the third-highest speed through the trap in the race, which bodes well for Canada, a favourite Fisi track...

Robert Holmes



The R27 was obviously quicker at Monaco, but tactics also played a part in Fisi's fourth place

Kimi nowhere. Felipe P3 – and, today, not in the same class as Fernando or Lewis, even with a Fernando-light fuel load. Lewis was braking deeper than both of them towards his slowest points, delaying his moment of load until he could achieve a straight-line exit. Felipe here, with his poor history at Monaco, was beginning the corners earlier, applying the power earlier... leaving jabbing-throttle margins to the apex... and so making the corners go on for too long.

The race was thus defined: Fernando and Lewis won the start and Felipe quickly fell away. As early as half-distance, Ron Dennis was telling his boys not to do anything that

“They were not team orders; they were instructions to preserve the car”

would jeopardise their current positions – and why not? He was winning by a huge, preposterous, margin. He felt pensive about it on the podium – and was unafraid to admit it later. They were not team orders; they were instructions to preserve the cars. Brakes were always an issue – and Lewis's car, too, had had a minor exhaust problem. Lewis ran Fernando as close as he dared – then finally backed away, disappointed (that there were no Safety Cars!) but later happy to have achieved all that he could on this most daunting of playgrounds.

Don't believe them, then, when they say that drivers no longer count at Monte-Carlo: Kimi made a basic error at the wrong time, and Felipe, looking to survive, was never in it. The Ferrari F2007s, by contrast, looked reliable, fast and capable of winning.

Like the McLaren-Mercedes – and the men who drove them. **FO**

THE MOVE OF THE RACE BROUGHT TO YOU BY Shell V-Power



They say you can't overtake at Monaco, yet Kimi passed four cars in just 200 metres

KIMI THE FLYING FINN

The start-finish straight at Monaco curves round to the right. As a result, Kimi Räikkönen couldn't even see the first corner from where he started in 16th position on the grid. Instead, all he could do was focus on the cars around him: Toyota's Jarno Trulli directly ahead and Heikki Kovalainen in the Renault to his right.

Kimi's reaction time to the start lights going out was better than that of everyone nearby. He immediately dived to the inside to get ahead of Kovalainen. One down. He then out-dragged Trulli on the short run towards Ste Devote, the first corner. Two down. Next, David Coulthard tangled with Vitantonio Liuzzi under braking and Kimi jinked left to whip around the outside of both of them. Four down.

As the field accelerated out of Ste Devote, Kimi pulled level with Jenson Button, but the Brit cut him off, forcing the Ferrari star to lift. Still, going from 16th to 12th in the space of 200 metres was an outstanding start to Kimi's race – and on a track where it's notoriously difficult to overtake. Unless, that is, your name just happens to be Kimi Räikkönen.

Shell
V-Power

Made to move



MONACO Grand Prix

RACE STATS

All the facts from Round 5



Did you know?

This was McLaren's 150th grand prix win and the team's 14th at Monaco. With two wins each, Alonso and Coulthard are the most successful current drivers at Monaco. At 2.075 miles Monaco is the shortest track on the F1 calendar by 0.530 miles from Indianapolis

STARTING GRID

QUALIFYING TIMES	FIRST PIT STOP ON LAP	ENGINE: 1ST OR 2ND RACE	DRIVER STARTING POSITION
1m15.726s (set in Q3)	26	1st	Fernando Alonso
1m15.905s Q3	29	1st	Lewis Hamilton
1m15.967s Q3	26	1st	Felipe Massa
1m16.285s Q3	23	1st	Giancarlo Fisichella
1m16.439s Q3	23	1st	Nico Rosberg
1m16.784s Q3	-	1st	Mark Webber
1m16.832s Q3	32	1st	Nick Heidfeld
1m16.955s Q3	45	1st	Robert Kubica
1m17.498s Q3	37	1st	Rubens Barrichello
1m17.939s Q3	41	1st	Jenson Button
1m16.662s Q2	44	1st	Alex Wurz
1m16.703s Q2	-	1st	Vitantonio Luzzi
1m16.319s Q2	42	2nd	David Coulthard*
1m16.988s Q2	47	1st	Jarno Trulli
1m17.125s Q2	44	1st	Heikki Kovalainen
no time Q2	47	1st	Kimi Räikkönen
1m18.250s Q1	36	2nd	Anthony Davidson
1m18.390s Q1	45	1st	Scott Speed
1m18.418s Q1	44	1st	Adrian Sutil
1m18.539s Q1	49	1st	Ralf Schumacher
1m18.554s Q1	24	2nd	Takuma Sato
no time Q1	24	1st	Christijan Albers

* Banned from Q3 and demoted two places

RACE RESULT

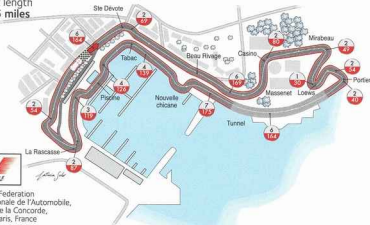
DRIVER FINAL POSITION	PLACE AFTER LAP 1	TOTAL RACE TIME
Fernando Alonso McLaren-Mercedes MP4-22	1	1h40m29.329s
Lewis Hamilton McLaren-Mercedes MP4-22	2	+4.095s
Felipe Massa Ferrari F2007	3	+69.114s
Giancarlo Fisichella Renault R27	4	+1 lap
Robert Kubica BMW-Sauber F1.07	5	+1 lap
Nick Heidfeld BMW-Sauber F1.07	6	+1 lap
Alex Wurz Williams-Toyota FW29	7	+1 lap
Kimi Räikkönen Ferrari F2007	8	+1 lap
Scott Speed Toro Rosso-Ferrari STR02	9	+1 lap
Rubens Barrichello Honda RA107	10	+1 lap
Jenson Button Honda RA107	11	+1 lap
Nico Rosberg Williams-Toyota FW29	12	+1 lap
Heikki Kovalainen Renault R27	13	+2 laps
David Coulthard Red Bull-Renault RB3	14	+2 laps
Jarno Trulli Toyota TF107	15	+2 laps
Ralf Schumacher Toyota TF107	16	+2 laps
Takuma Sato Super Aguri-Honda SA07	17	+2 laps
Anthony Davidson Super Aguri-Honda SA07	18	+2 laps
Christijan Albers Spyker-Ferrari FB-VII	19	DNF* - 70 laps
NOT CLASSIFIED	20	CAUSE OF RETIREMENT
Adrian Sutil Spyker-Ferrari FB-VII	20	accident - 53 laps
Mark Webber Red Bull-Renault RB3	18	gearbox - 17 laps
Vitantonio Luzzi Toro Rosso-Ferrari STR02	13	accident - 1 lap

MONACO GRAND PRIX

Date May 27 2007 Weather Dry/sunny 24C Track temp 35C Attendance 120,000 Number of laps 78

MONTE-CARLO

Circuit length 2.075 miles



MONACO LAP BY LAP

START Alonso gets away cleanly from pole position, Hamilton slots into second. Further back, Coulthard and Luzzi make contact

LAP 1 Räikkönen drives a banzai lap to jump from 16th to 12th. At the end of the lap Alonso leads Hamilton, Massa, Fisichella and Heidfeld

LAP 2 Luzzi crashes out at Massenet. The status quo remains at the front until lap 19, when Webber retires from eighth with gearbox problems

LAP 23 Fisichella is the first to pit

LAP 26 Alonso and Massa pit, handing the lead to Hamilton

LAP 29 Hamilton pits, rejoining second

LAP 51 Alonso makes his second stop, giving his team-mate the lead once again

LAP 53 Hamilton stops, rejoining 6.0sec behind Alonso

LAP 55 Alonso loses lots of time behind Trulli and they spend the rest of the race within sight of each other

LAP 71 Alonso laps fourth-placed Fisichella

LAP 78 Alonso crosses the line 4.0sec ahead of Hamilton and 69sec ahead of Massa

SPEEDS AND PIT STOPS

Fastest lap Fernando Alonso 1m15.284s on lap 44 (99.263mph)
Fastest pit stop Lewis Hamilton 23.297s
Slowest pit stop Giancarlo Fisichella 29.057s
Fastest through speed trap Lewis Hamilton 181.608mph
Slowest through speed trap Vitantonio Luzzi 170.108mph

RACES TO DATE

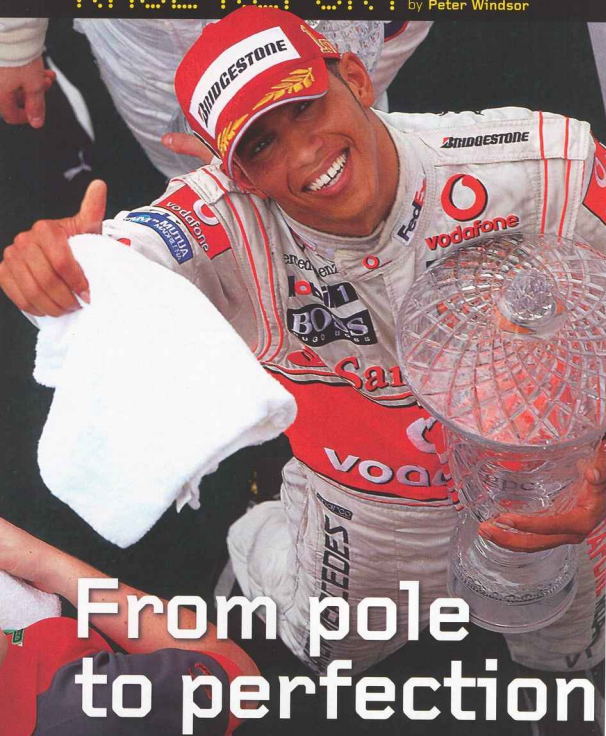
DRIVER	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fernando Alonso	2	1	5	3	1														
Lewis Hamilton	3	2	2	2	2														
Giancarlo Fisichella	5	6	8	9	4														
Heikki Kovalainen	10	8	9	7	13														
Felipe Massa	6	5	1	1	3														
Kimi Räikkönen	1	3	3	8	8														
Jenson Button	15	12	8	12	11														
Rubens Barrichello	11	11	13	10	10														
Nick Heidfeld	4	4	4	6	6														
Robert Kubica	8	18	6	4	5														
Ralf Schumacher	8	15	12	8	16														
Jarno Trulli	9	7	7	15	15														
David Coulthard	R	R	R	5	14														
Mark Webber	13	10	R	R	R														
Nico Rosberg	7	R	10	6	12														
Alex Wurz	R	9	11	R	7														
Vitantonio Luzzi	14	17	R	R	R														
Scott Speed	R	14	R	9															
Christijan Albers	R	R	14	19	R														
Adrian Sutil	17	R	15	13	R														
Takuma Sato	12	13	R	8	17														
Anthony Davidson	16	16	11	18															

KEY: R Retired



RACE REPORT

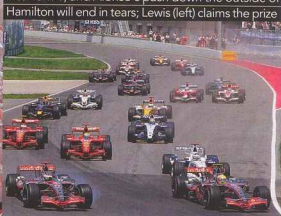
by Peter Windsor



Normally they use Brembos; now, with having to adapt to an altogether different pedal feel.

The McLaren drivers, though – the McLarens with their regular CI brakes and smaller, beautiful, low-downforce wings and holes and scoops, were just fantastic. Fast, confident, ultra-smooth yet ultra-aggressive. When the McLaren drivers used the kerbs they... used the kerbs. When anyone else did (except maybe the Ferrari boys) it was

Into Turn 1, and Alonso's push down the outside of



Hamilton will end in tears; Lewis (left) claims the prize

From pole to perfection

The momentum of McLaren's Monaco triumph carries through to Montreal – an utterly different circuit – but this time Lewis is in the absolute ascendancy, claiming his maiden victory as Fernando fumbles his opportunity

It was the closing minutes of Montreal's Q3. The sun was a furnace, the sky a powdery blue. The track, while still green, was at its quickest. A capacity crowd awaited the pole.

Lewis Hamilton was ahead of Fernando Alonso on track, and both, until then, had smoothly adapted to the vagaries of the weekend. No moments. No spins. No Heikki Kovalainen-like signatures on the wall. Just clean, pure McLaren Motoring,

with Fernando sometimes on top of the times, or Lewis, the Montreal rookie, again underlining his genius: 1m36.296s, 1m21.633s, 1m19.104s, 1m18.413s, 1m18.055s – five laps. Five laps were all it took on Friday to be right there, on the pace, looking to improve his car. After five laps he was quicker than both Ferraris.

Maybe it was the Carbone Industrie discs that Felipe Massa and Kimi Räikkönen were running on this hardest of hard-braking circuits.

fasten-your-belts-and-please-adopt-the-brace-position.

Which brings us back to the bottom of Q3. Maybe the Ferrari drivers would be in the fight; the signs were that they would not. Whatever, 100,000 pairs of eyes were on Lewis and Fernando this day in Montreal – on the next round of F1's latest, and maybe greatest, intra-team battle.

Lewis, new Bridgestone super-softs beneath him, was fastest in sectors one and two. This was Senna stuff, perfectly formed on a traffic-free road. Down towards the hairpin he again braked with that lovely gentle-then-firm feel with which he was born. The car responded as if on rails. He made it look easy. There was time. There was space. The nose of the car then tucked in tight, manipulated as if by magic but in physical reality by a little-turn/big-turn of the wheel against decreasing brake pressure. At exactly the right millisecond. There remained the finishing straight and last corner – the S-bend by the wall. "Don't blow it!" the voice said. "Don't brake too late!"

Lewis did not. Nor did he brake early. He braked as Lewis always brakes – gentle-firm, letting the car absorb the brakes and tell him what was going to happen next. If there was excess grip, use it with an earlier brake release. 1m15.707s! The time flashed up on a thousand monitors and on Lewis's on-board display. The pole! Maybe...

Fernando, too, was purple through sectors one and two – quicker than Lewis – despite (for once!) a slightly heavier fuel load. (After Monaco, and the flak that flew, this was, of course, entirely predictable:

McLaren were always going to swing things the other way, particularly as we now know that Fernando gained a lap there in his first stint through good, efficient, use of the brakes and throttle.)

Towards him rushed the hairpin. Brake half a metre later? Fernando did... then immediately regretted it. He regretted it because, for the hundredth time this year, he felt the back end jink a little and knew he was in trouble.

He saved the moment, of course: Fernando was born to save moments on the marbles. Down on the McLaren's steering display, however, as he unwound the opposite lock, the numbers told the story. He was 0.3s down on his previous best. The lap was over. The pole had gone.

Lewis – 35 years on from Mosport, Canada, where Peter Revson had taken McLaren's first pole – had taken one of his own.

Of course, it wasn't as simple as that. Fernando has always hit the brakes (and steering!) hard with his initial pedal (and hand) movement. The American Hitco



When he nerfed team-mate Massa, Räikkönen's chances of a winning run were over on lap one

brakes he used at Renault massaged the impact jolt and flattered rear-end stability. The McLaren's CIs, while in theory generating more stopping-power, let Fernando's left-foot braking do the talking – but the speech was rushed when the pressure was on, when Fernando was approaching a sector three with two quick sectors behind him, for instance; or at a

RACING LINES 1

ALONSO'S LITANY OF WOES

Fernando Alonso had struggled through sector three during practice and, as Peter Windsor details in the main report, when he made a mistake at the hairpin on his final lap in Q3, you got a feeling that this wasn't going to be his weekend.

At the race start he made that all-or-nothing lunge around the outside at Turn 1 – and got nothing, running wide onto the grass and dropping to third behind Heidfeld. From there his race went from bad to worse.

A 10-second stop-go penalty for pitting at the start of the first Safety Car period ruined his chances of a podium, and his charge through the field to seventh place was littered with mistakes.

When your team-mate is as good as Lewis, mistakes will be punished – hard. **Robert Holmes**

Bouncy, bouncy – Fernando ran wide four times at Turn 1, damaging his undertray – and his race



“Fernando was faster off the line than Lewis, hoping to unsettle him into giving a little room”

loaded Turn 1 in Montreal when he had to do some overtaking. Then Fernando's brake jab became a stab. Then he had a less stable platform on which to operate than did Lewis Carl Hamilton.

Which was why, basically, the Star from Stevenage won the Canadian Grand Prix. The grip was crazy off-line; tyre temperatures and pressures went up and down with the four different appearances of the Safety Car and the Safety Car sub (when main man Bernd Maylander was busy with accidents); the softer option tyre was difficult unless (like the diligent Alex Wurz) you ran it for so long that you put it through a couple of heat cycles and basically transformed it into a harder tyre; there was debris all over the place; but, through it all, Lewis's silky-smooth touch enabled him, from the pole, to sustain his concentration and minimise the dramas.

His major opposition, meanwhile, cancelled themselves out: the two Ferrari drivers (who, ultimately, couldn't use quite as much qualifying kerb as the McLaren boys) also managed to run into each other at the first corner. Super Aguri's Taku Sato gave a lesson in management and driving to people who should know better by running his Bridgestone super-softs either side of the Safety Cars, and thus, in effect, raced most of the distance on the (much more effective) harder tyre. When back-markers such as Räikkönen and Alonso were struggling late-

RACING LINES 2

WURZ'S STEALTH ATTACK

When Alex Wurz (or 'Al Wurz', as he is known in North America) qualified 19th, no one at Williams – and least of all 'Al' himself – expected him to finish on the podium. And that's what made the result so sweet.

Alex was the only driver on a one-stop strategy and he used all of his considerable experience to nurse his set of super-soft tyres through the last 40 laps. Adding to his difficulties, he had to cope with a broken rear wing from lap eight following a scrape with Scott Speed.

“On the 10th anniversary of my F1 debut this result is a dream,” Alex said afterwards.

His progress through the field had been spectacular. He made up four places on lap one, he was eighth by lap 25 and when Barrichello pitted on lap 63 he took third.

Tom Clarkson

Alex started 19th, but clever running to take advantage of his one-stopper lifted him to third



race with grained super-softs, in other words, Taku just went on motoring by.

Besides that, Fernando also went quickly sideways. He was faster off the line than Lewis, and tried for the outside into Turn 1, hoping perhaps to unsettle his team-mate into giving him a little room. Lewis, of course, stayed right where he was, thank >



BMW-Sauber – and Heidfeld – are beginning to turn in ever-more convincing challenges

you very much, and turned left when finally he decided he wanted to turn left. From his right peripheral he would then probably have seen Fernando boonying off into a dusty run-off area and rejoining somewhere in the middle distance. Fernando's left foot then went on to create three other such moments on the same corner in the course of the race – which wasn't a surprise because Turn 1 rewards a 'flat' car and gentle-firm pedal application. In short, rewards guys like Lewis, as if you didn't know.

Car for car, lap for lap, Lewis and Fernando might have been on different planets as they braked and turned into Montreal's Turn 1.

“Lewis and Fernando might have been on different planets as they braked into Turn 1”

The difference was staggering.

And so we'll never know, exactly, how much of this great, complete first grand prix win was Lewis, and how much McLaren-Mercedes – the car, naturally – and also the boys: Phil Prew, Paul James, Lee Hart and the other guys. What we do know is that this Canadian GP was difficult for Fernando. He said afterwards that he was unlucky to run short of fuel when the pit lane was closed (for a Safety Car period) and that, predictably, he had a few wild moments after that because he was always stuck in traffic.

Not so. Lewis won this race because he won the pole; and then, from a slowish start, won it at the first corner – when Fernando blew it. He won it, in short, with a display of perfect braking, feel and balance on a torrid day. He won it with consistent precision at the big braking areas – at the hairpin and into Turn 1. He won it with a confidence

RACING LINES 3

TAKUMA'S DAY OF DAYS

Takuma Sato owed his sixth position to a tactical masterstroke by Super Aguri. The team brought him in twice during the third Safety Car period, ensuring that he spent only three laps on Bridgestone's super-soft tyre, on which he'd had graining problems throughout the weekend.

As a result, Taku put in a late-race charge on his new set of harder tyres. First he disposed of Ralf Schumacher for seventh place on lap 66, before driving around the outside of Fernando Alonso into the final corner to take sixth on lap 68. It was his second points finish in three races.

“I got a great feeling in the last few laps,” said Taku, “because I was able to race with the front-runners. This has to be the most beautiful day of my F1 racing career.”
Matt Bishop



Not only did Taku finish in the points – in sixth place – but he also overtook the world champ

level about which most drivers can only dream – with a quick trip to the circus on Saturday evening, followed by an early night, then a satisfying day at the races. It was simple. He made it look ridiculously simple.

Such is his stature. **FO**

THE MOVE OF THE RACE BROUGHT TO YOU BY Shell V-Power



Massa's beautifully timed pass on Alonso punished yet another excursion on Turn 1

MASSA STEALS THIRD PLACE

Felipe Massa knew his major chance in the Canadian Grand Prix had arrived. He'd made a brilliantly fast exit from the final corner and was sitting squarely under Fernando Alonso's rear wing as they accelerated towards Turn 1 at the start of lap 19.

The cars were separated by just 0.8s as they flashed through the timing beams. But that gap was reducing all the time. As they approached the braking area into Turn 1, Alonso moved to the inside to protect his line. So Felipe jinked to the outside.

They stayed off the brakes as long as possible and Alonso – who was initially on the dirty side of the track – locked up his front-left wheel and ran wide onto the grass. But Felipe wasn't through yet. He had to negotiate the second part of the corner, while Alonso shot across the grass.

The McLaren rejoined the track alongside Felipe, but the Ferrari star was through. He had the better line, he had more momentum; and third place was his.

Shell
V-Power

Made to move



CANADIAN Grand Prix

RACE STATS

All the facts from **Round 6**



Did you know?

This was McLaren-Mercedes's 150th podium, and Williams's first since the Nürburgring in 2005. The race marked the 10th anniversary of Alex Wurz's GP debut – with Benetton – and the 40th anniversary of the Canadian Grand Prix, first held at Mosport Park in 1967.

STARTING GRID

QUALIFYING TIMES	FIRST PIT STOP ON LAP	ENGINE: 1ST OR 2ND RACE	DRIVER STARTING POSITION
1m15.207s (set in Q3)	22	2nd	Lewis Hamilton
1m16.163s Q3	23	2nd	Fernando Alonso
1m16.266s Q3	20	2nd	Nick Heidfeld
1m16.411s Q3	25	2nd	Kimi Räikkönen
1m16.570s Q3	25	2nd	Felipe Massa
1m16.913s Q3	22	2nd	Mark Webber
1m16.919s Q3	23	2nd	Nico Rosberg
1m16.993s Q3	25	2nd	Robert Kubica
1m17.229s Q3	25	2nd	Giancarlo Fisichella
1m17.747s Q3	25	2nd	Jarno Trulli
1m16.743s Q2	25	1st	Takuma Sato
1m16.760s Q2	25	2nd	Vitantonio Luzzi
1m17.116s Q2	30	2nd	Rubens Barrichello
1m17.304s Q2	27	1st	David Coulthard
1m17.541s Q2	–	2nd	Jenson Button
1m17.571s Q2	–	2nd	Scott Speed
1m17.542s Q1	37	1st	Anthony Davidson
1m17.634s Q1	40	2nd	Ralf Schumacher
1m18.089s Q1	30	2nd	Alex Wurz
1m18.536s Q1	–	2nd	Adrian Sutil
1m19.196s Q1	25	2nd	Christijan Albers*
1m17.806s Q1	27	1st	Heikki Kovalainen**

* Started from pit lane; ** Engine penalty

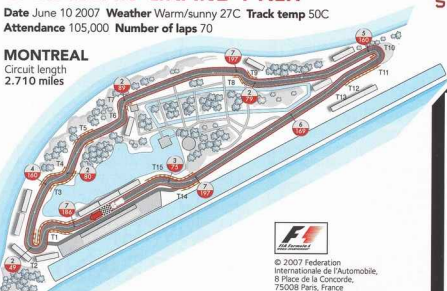
RACE RESULT

DRIVER FINAL POSITION	PLACE AFTER LAP 1	TOTAL RACE TIME
Lewis Hamilton McLaren-Mercedes MP4-22	1	1h44m11.292s
Nick Heidfeld BMW Sauber F1.07	2	+4.343s
Alex Wurz Williams-Toyota FW29	3	+5.325s
Heikki Kovalainen Renault R27	15	+6.729s
Kimi Räikkönen Ferrari F2007	6	+13.007s
Takuma Sato Super Aguri-Honda SA07	10	+16.698s
Fernando Alonso McLaren-Mercedes MP4-22	3	+21.936s
Ralf Schumacher Toyota TF107	19	+22.888s
Mark Webber Red Bull-Renault RB3	9	+22.960s
Nico Rosberg Williams-Toyota FW29	5	+23.984s
Anthony Davidson Super Aguri-Honda SA07	17	+24.318s
Rubens Barrichello Honda RA107	13	+30.439s
NOT CLASSIFIED	CAUSE OF RETIREMENT	
Jarno Trulli Toyota TF107	11	accident – 58 laps
Vitantonio Luzzi Toro Rosso-Ferrari STR02	12	accident – 54 laps
Christijan Albers Spyker-Ferrari FB-VII	21	accident – 47 laps
David Coulthard Red Bull-Renault RB3	14	gearbox – 36 laps
Robert Kubica BMW Sauber F1.07	8	accident – 26 laps
Adrian Sutil Spyker-Ferrari FB-VII	20	accident – 21 laps
Scott Speed Toro Rosso-Ferrari STR02	16	accident – 8 laps
Jenson Button Honda RA107	–	gearbox – 0 laps
Felipe Massa Ferrari F2007	4	disqualified – 51 laps
Giancarlo Fisichella Renault R27	7	disqualified – 51 laps

CANADIAN GRAND PRIX

Date June 10 2007 Weather Warm/sunny 27C Track temp 50C
Attendance 105,000 Number of laps 70

MONTREAL
Circuit length
2.710 miles



© 2007 Federation Internationale de l'Automobile, 8 Place de la Concorde, 75008 Paris, France

SPEEDS AND PIT STOPS

Fastest lap Fernando Alonso 1m16.367s on lap 46 (127.750mph)
Fastest pit stop Anthony Davidson 25.834s
Slowest pit stop Anthony Davidson 55.663s
Fastest through speed trap Heikki Kovalainen 203.690mph
Slowest through speed trap Jarno Trulli 196.050mph

RACES TO DATE

DRIVER	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fernando Alonso	2	1	5	3	1	7												
Lewis Hamilton	3	2	2	2	2	1												
Giancarlo Fisichella	5	6	8	9	4	D												
Heikki Kovalainen	10	8	9	7	13	4												
Felipe Massa	6	5	1	1	3	D												
Kimi Räikkönen	1	3	3	R	8	5												
Jenson Button	15	12	R	12	11	R												
Rubens Barrichello	11	11	13	10	10	12												
Nick Heidfeld	4	4	R	6	2													
Robert Kubica	R	18	6	4	5	R												
Ralf Schumacher	8	15	12	R	16	8												
Jarno Trulli	9	7	7	R	15	R												
David Coulthard	R	R	8	5	14	R												
Mark Webber	13	10	R	R	9													
Nico Rosberg	7	R	10	6	12	10												
Alex Wurz	R	9	11	R	7	R												
Vitantonio Luzzi	14	17	R	7	3													
Scott Speed	R	14	R	R	9	R												
Christijan Albers	R	R	14	14	19	R												
Adrian Sutil	17	R	15	13	R	R												
Takuma Sato	12	13	R	8	17	6												
Anthony Davidson	16	16	16	11	18	11												

KEY: R Retired; D Disqualified

MONTREAL LAP BY LAP

START Hamilton is almost beaten away by Alonso, but Spaniard runs wide at Turn 1 and drops behind Heidfeld. Button fails to start

LAP 1 Hamilton leads Heidfeld, Alonso, Massa, Rosberg and Räikkönen

LAP 15 Alonso onto the grass at Turn 1

LAP 19 Alonso again runs wide at Turn 1, dropping to fourth behind Massa

LAP 20 Heidfeld makes the first scheduled pit stop of the race

LAP 22 Hamilton pits; the Safety Car is deployed when Sutil shunts

LAP 23 Alonso and Rosberg pit, incurring stop/go penalties

LAP 27 Race restarts. Kubica accident brings out the Safety Car again

LAP 48 Hamilton pits

LAP 50 Safety Car deployed for third time following Albers shunt on lap 48

LAP 51 Massa and Fisichella are black flagged for jumping the red light at pit-lane exit earlier in the race

LAP 55 Race restarts

LAP 56 Alonso revisits grass at Turn 1. Safety Car out again after Luzzi crashes

LAP 61 Race restarts

LAP 63 Barrichello pits from third

LAP 68 Sato passes Alonso for sixth

LAP 70 Hamilton wins by 4.3s



RACE REPORT

by Peter Windsor

With his second win in seven days, Hamilton forged further ahead of his team-mate in the race for this year's title



DRIVERS' STANDINGS after 7 of 17 rounds

1	Lewis Hamilton	58
2	Fernando Alonso	48
3	Felipe Massa	39
4	Kimi Räikkönen	32
5	Nick Heidfeld	26
6	Giancarlo Fisichella	13
7=	Robert Kubica	12
7=	Heikki Kovalainen	12
9	Alex Wurz	8
10	Jarno Trulli	7
11	Nico Rosberg	5
12=	David Coulthard	4
12=	Takuma Sato	4
14=	Mark Webber	2
14=	Ralf Schumacher	2
16	Sebastian Vettel	1
17=	Scott Speed	0
17=	Rubens Barrichello	0
17=	Anthony Davidson	0
17=	Jenson Button	0
17=	Adrian Sutil	0
17=	Christijan Albers	0
17=	Vitantonio Liuzzi	0

CONSTRUCTORS' STANDINGS

after 7 of 17 rounds		
1	McLaren-Mercedes	106
2	Ferrari	71
3	BMW-Sauber	39
4	Renault	25
5	Williams	13
6	Toyota	9
7=	Red Bull	6
7=	Super Aguri	4
9=	Honda	0
9=	Spyker	0
9=	Scuderia Toro Rosso	0

American dream

Lewis Hamilton's first race at Indianapolis was everything he hoped for – a win after massive pressure from his team-mate

It's getting closer...

And I'm not only talking about that 200mph moment on lap 38 of the US Grand Prix at Indianapolis, when the number one McLaren MP4/22 was only about two inches away from the number two (sic) orange-and-pewter car; or that muscle-to-muscle square-off into the first corner of the race, when Lewis was on the inside and Fernando was on his left.

No, I'm referring to the sort of crucial decisions that are now having to be made in the back of the McLaren-Mercedes garage – as to who should have the extra 2.5 litres of fuel, for instance, as they head into Q3. Or who should stop first for stint two. Nasty little things like that. Things that define a race – and, perhaps, a championship.

Lewis had the slightly lighter car going into final qualifying at Indy – 2.5kg is not a huge penalty around a lap of Indianapolis; but, when you've got to out-drive Lewis Hamilton, and you're talking about milliseconds of brake pedal pressure, minute steering inputs, or a few tiny marbles off-line, 2.5kg can be something – something

that does make a difference... or something that you think will make a difference.

And Lewis, as we know, won the pole. He won it with his last two sets of Bridgestone softs – two near-perfect Lewis laps, of the type with which we have quickly become familiar. Fernando, by implication, therefore lost the pole – and you have to say it this way because Fernando was quickest in every practice and qualifying session at

Indy except the one that finally counted. Here, on a relatively straightforward circuit – on a track on which he has never been particularly effective – Fernando definitely looked to be a softer, more compliant driver, a guy totally committed to rebounding after Canada. He filed Montreal away as a "Safety Car" race, and was quick at Indy early on Friday, when Lewis was fast, but a bit distracted owing to lack of sleep. Indy's air

Alonso challenged for the lead on lap 38, but he was behind into Turn 1, and never as close again



“Fernando stayed there, stayed there... but finally gave way. Lewis had the lead”

conditioning was getting to him; his allergies were playing up.

By now, Fernando had already worked out a clear pattern of tyre performance. More than at most circuits, it seemed, both Bridgestones were prone to graining in the wake of other cars. Fernando spent about four laps behind a Williams during a 10-lap run and by the end of it the tyres were fully grained. At Indy, clearly, you were going to need as much free road as you could get.

And yet – and yet... It was a difficult decision. Lewis was a tad slower, it seemed, so where was the downside in giving him the slightly lighter car for Q3? About the only other thing that McLaren could have done was to ask for Fernando's input and get him to make the decision. That, I think, is what Fernando would have wanted, given



Deputising for the injured Kubica, the teenage Vettel finished in the points in his first grand prix

his status, given his experience. McLaren, though, took the other route – the ‘let's play it fair’ route. Fair, as in ‘there's no downside’. Fernando could win, given the right breaks; and so could Lewis. In that case, giving Lewis the lighter car came under the heading of being logical for the situation, as distinct from being logical for Fernando.

The start, then, was defined. Fernando was beautifully quick away from the line – but so was Lewis. Fernando braked superlate – but so did Lewis, on the inside. Fernando stayed there... stayed there... but then, finally, gave way. Lewis had the lead.

The first stint was tense. Fernando ran about two seconds behind Lewis, looking for a slot. His temperatures began to climb; carbon from the brakes, debris and general guffon began to blacken his helmet and upper body. It was a hot day – in the high 30s. The race already seemed long and fast.

Lewis, though, drove impeccably. Made no mistakes. Left no room. Ahead: free road.

The pit stops brought them closer. Now they were in traffic. The splashes of vermilion orange seared into the mirrors of the slower cars. Fernando dissected the rabble, Senna-like. Fernando, absolutely for sure convinced that this was the moment to strike – now, in the traffic, before he had to spend too much more time in Lewis's wake – took advantage of a slight Lewis ‘bobble’ near the end of the 37th lap. Tyres momentarily dirty, Lewis lost some speed onto the straight. Fernando tucked in behind him.

Lewis dominated the right-centre of the road. No room on the inside. Choose the outside if you wish, but do not even think about turning right until I, Lewis, turn right.

And so it began. Fernando flicked his car to the left, short and sharp. He was there. Right alongside Lewis. The moment of truth. Senna v Mansell, Barcelona, 1991. You can bet Ron Dennis could hardly watch.

Three things could happen, of course: Lewis could brake a tad too late under the pressure. Alternatively, Fernando could do the same. Thirdly, they could both be the ultra-pros that make McLaren strong.

It was the last. Lewis very smoothly eased his car back towards centre-left as Turn 1

loomed (the rules state that you can make one move on the straight before lining your car up for the corner) and braked late but without drama, using his trademark gentlemanly applications to perfection. Despite the pressure. Despite Fernando.

Fernando, for his part, flicked back behind him again, pushing him hard.

He knew it was over, however. There are so few places to overtake. On the infield, ▶

RACING LINES 1

A GAME OF TWO HALVES

Ralf Schumacher qualified his Toyota 12th, while team-mate Jarno Trulli lined up eighth – the seventh consecutive race in which he'd out-qualified Schumi Jnr, albeit by the smallest margin since Malaysia. “Qualifying went pretty well,” said Ralf afterwards, surprisingly, “and it's a long race.”

As it turned out, it wasn't – not for Ralf, anyway. He had a first-corner accident with Rubens Barrichello and David Coulthard, taking all three cars out. By contrast, Jarno optimised a longish first stint, rising to third place before pitting on lap 31.

He next stopped on lap 57, rejoining in seventh, rising to sixth when Nico Rosberg retired. “It was a good weekend for me,” said Jarno. Better than for Ralf, anyway. **Matt Bishop**

Schumacher didn't make it past the first corner, but his team-mate went on to finish in sixth place



RACING LINES 2

HEIKKI ON TOP – AT LAST

Heikki Kovalainen arrived at Indianapolis with renewed confidence following his fourth place in Canada the previous weekend, and it showed in his performance. He out-performed his Renault team-mate Giancarlo Fisichella on all three days of the US GP, and took home a fifth place.

His pace was consistent throughout the race and he showed controlled aggression in traffic for the first time this year. He overtook Kimi Räikkönen into Turn 1 and went on to lead the race for five laps prior to his first pit stop on lap 27.

“This was a great race from Heikki,” said Renault team boss Flavio Briatore. “He did a fantastic job at the end of a perfect weekend. He put pressure on BMW and was very competitive in every stint.” **Robert Holmes**

Kovalainen's confidence was obvious; he passed Räikkönen, later going into the lead for five laps





Davidson had a fine race, passing fellow Brit Button in the closing stages to finish in 11th place

RACING LINES 3

SO NEAR YET SO FAR

A weekend of fluctuating fortunes ended in disappointment for Nico Rosberg. He was upbeat after Friday practice, claiming that his Williams FW29 handled better at Indy than at any previous track this year. But he glazed his brakes in Q2 and lined up only 14th, his worst starting position of the year so far.

A brilliant opening lap of the race saw him gain four places almost immediately, and his one-stop strategy was working a treat until his Toyota engine blew on lap 69 of 73. He was running sixth.

"I was having a really solid race and was happy because I thought sixth place was in the bag," said Nico. "I can't be angry because I drove really well. It will go my way another day, I'm sure of that."

Tom Clarkson



Rosberg was in sixth, when an engine failure sent his hopes of a points finish up in smoke

Fernando could feel the graining again. He was forced to back off a tad, to give himself some free air. On the long pit straight, he broke his pattern and swooped down by the pit wall, spraying dust. What was he saying? "I wanted to just breathe some cool air," he would explain later. Translation: can't you guys try to do something about this?

"Lewis drove as if he had a hundred grands prix and three world titles behind him"

Fernando doesn't want to be given a win; what he's trying to say is that he's been the quicker guy all weekend and that he's faster on the track now except for the simple matter of not being able to find a way past.

There was no response, though – and in the closing stages there was the obvious point: engine revs must be reduced. The French Grand Prix lies awaiting.

So Lewis did it again, driving as if he had a hundred grands prix and three world titles behind him. He was tired after this one – very tired; but he did it. Tiger at Hoylake. Jimmy at Spa (exactly 45 years to the day).

And so what is the solution, with two guys like that, and a reg that says that you have to qualify with race fuel? Give them both identical fuel loads and stack them in the pits at the end of stint one? Too risky. Flip a coin? Too trite. Base it on Practice 1, 2 and 3?

For the moment – yes, of course. **F1**

THE MOVE OF THE RACE

BROUGHT TO YOU BY

Shell V-Power



KIMI HOLDS HIS NERVE

The cars are on full-throttle for 22 seconds along the pit straight at Indianapolis, generating a very high top speed and a powerful slipstream.

Kimi Räikkönen knew this as he stamped onto his fly-by-wire throttle at the exit of Turn 11 on lap 27.

Nick Heidfeld's BMW-Sauber was 10 metres ahead and, as the cars accelerated, the gap slowly shrunk.

They came onto the banking nose-to-tail, with Kimi steering as little as possible so as not to scrub off any speed. He missed the wall on the exit of the final corner by millimetres and knew that a move was on into Turn 1.

Heidfeld drifted right to defend the inside line; Kimi followed. Coming to the braking area for Turn 1, Kimi jinked further right and dived down the inside. Through Turns 1 and 2, they were side-by-side, but Kimi held his ground.

As Heidfeld tried to defend his position, Kimi dived inside to steal seventh place



Shell
V-Power

Made to move



UNITED STATES Grand Prix

RACE STATS

All the facts from Round 7



Did you know?

Lewis Hamilton is the first rookie to win the US GP at Indianapolis – Emerson Fittipaldi's rookie-year US GP win in 1970 was at Watkins Glen; Sebastian Vettel, at 19 years 11 months and 14 days became the youngest F1 points scorer ever, beating Jenson Button's 20 years, 2 months and 7 days

STARTING GRID

QUALIFYING TIMES	FIRST PIT STOP ON LAP	ENGINE: 1ST OR 2ND RACE	DRIVER STARTING POSITION	
1m12.331s (set in Q3)	21	1st	Lewis Hamilton	1
1m12.500s Q3	22	1st	Fernando Alonso	2
1m12.703s Q3	21	1st	Felipe Massa	3
1m12.839s Q3	24	1st	Kimi Räikkönen	4
1m12.847s Q3	21	1st	Nick Heidfeld	5
1m13.308s Q3	27	2nd	Heikki Kovalainen	6
1m13.513s Q3	24	1st	Sebastian Vettel	7
1m13.789s Q3	31	1st	Jarno Trulli	8
1m13.871s Q3	30	1st	Mark Webber	9
1m13.953s Q3	36	1st	Giancarlo Fisichella	10
1m12.873s Q2	–	2nd	David Coulthard	11
1m12.920s Q2	–	1st	Ralf Schumacher	12
1m12.998s Q2	43	1st	Jenson Button	13
1m13.060s Q2	40	1st	Nico Rosberg	14
1m13.201s Q2	–	1st	Rubens Barrichello	15
1m13.259s Q2	41	2nd	Anthony Davidson	16
1m13.441s Q1	43	1st	Alex Wurz	17
1m13.477s Q1	–	2nd	Takuma Sato	18
1m13.484s Q1	37	1st	Vitantonio Luzzi	19
1m13.712s Q1	36	1st	Scott Speed	20
1m14.122s Q1	28	1st	Adrian Sutil	21
1m14.597s Q1	38	1st	Christijan Albers	22

RACE RESULT

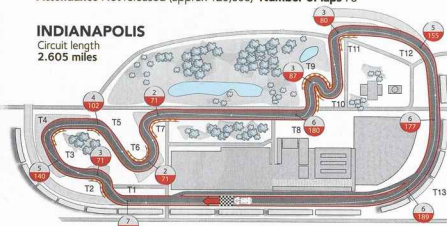
DRIVER FINAL POSITION	DRIVER FINAL POSITION	PLACE AFTER LAP 1	TOTAL RACE TIME
1	Lewis Hamilton McLaren-Mercedes MP4-22	1	1h31m09.965s
2	Fernando Alonso McLaren-Mercedes MP4-22	2	+1.518s
3	Felipe Massa Ferrari F2007	3	+12.842s
4	Kimi Räikkönen Ferrari F2007	6	+15.422s
5	Heikki Kovalainen Renault R27	5	+14.402s
6	Jarno Trulli Toyota TF107	7	+66.703s
7	Mark Webber Red Bull-Renault RB3	9	+67.331s
8	Sebastian Vettel BMW-Sauber F1.07	11	+67.783s
9	Giancarlo Fisichella Renault R27	8	+1 lap
10	Alex Wurz Williams-Toyota FW29	13	+1 lap
11	Anthony Davidson Super Aguri-Honda SA07	19	+1 lap
12	Jenson Button Honda RA107	17	+1 lap
13	Scott Speed Toro Rosso-Ferrari STR02	15	+2 laps
14	Adrian Sutil Spyker-Ferrari FB-VII	14	+2 laps
15	Christian Albers Spyker-Ferrari FB-VII	18	+3 laps
16	Nico Rosberg Williams-Toyota FW29	10	+5 laps – engine
17	Vitantonio Luzzi Toro Rosso-Ferrari STR02	12	+5 laps – cooling
18	NOT CLASSIFIED		CAUSE OF RETIREMENT
19	Nick Heidfeld BMW-Sauber F1.07	4	hydraulics – 55 laps
20	Takuma Sato Super Aguri-Honda SA07	16	spin – 13 laps
21	David Coulthard Red Bull-Renault RB3	–	accident – 0 laps
22	Rubens Barrichello Honda RA107	–	accident – 0 laps
–	Ralf Schumacher Toyota TF107	–	accident – 0 laps

US GRAND PRIX

Date June 17 2007 Weather Hot/humid 35C Track temp 45C Attendance Not released (approx 120,000) Number of laps 73

INDIANAPOLIS

Circuit length 2.605 miles



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INDIANAPOLIS LAP BY LAP

START Pole-sitter Hamilton beats Alonso to Turn 1. Massa grabs third from Heidfeld. Räikkönen slips to sixth
LAP 1 Schumacher, Barrichello and Coulthard tangle at Turn 1. At the end of the lap Hamilton leads Alonso, Massa, Heidfeld, Kovalainen, Räikkönen, Trulli and Fisichella
LAP 2 Fisichella spins at Turn 4 and drops to 19th
LAP 10 Hamilton leads Alonso by 2.2s with Massa a further 2.0s adrift in third
LAP 21 Hamilton, Massa and Heidfeld are the first to pit
LAP 22 Alonso pits and rejoins behind

Hamilton and Trulli
LAP 24 Alonso passes Trulli
LAP 32 Alonso closes to within 0.6s
LAP 38 Alonso attacks on the pit straight; Hamilton defends successfully
LAP 50 Alonso pits
LAP 51 Hamilton pits, rejoining just ahead of Alonso
LAP 52 Temporary leader Massa pits
LAP 64 Räikkönen closes to within 0.4s of third-placed Massa
LAP 69 Rosberg, sixth, retires with a blown engine
LAP 73 Hamilton scores his second straight win by 1.5s from Alonso

SPEEDS AND PIT STOPS

Fastest lap Kimi Räikkönen 1m13.117s on lap 49 (128.250mph)
Fastest pit stop Mark Webber 24.272s
Slowest pit stop Vitantonio Luzzi 37.649s
Fastest through speed trap Scott Speed 208.600mph
Slowest through speed trap David Coulthard 179.710mph

RACES TO DATE

	2002	2003	2004	2005	2006	2007	
Fernando Alonso	2	1	5	3	1	7	2
Lewis Hamilton	3	2	2	2	1	1	
Giancarlo Fisichella	5	6	8	9	4	D	9
Heikki Kovalainen	10	8	9	7	13	4	5
Felipe Massa	6	5	1	1	3	D	3
Kimi Räikkönen	1	3	3	R	8	5	4
Jenson Button	15	12	R	12	11	R	12
Rubens Barrichello	11	11	13	10	10	12	R
Nick Heidfeld	4	4	4	R	6	2	R
Robert Kubica	R	18	6	4	5	R	-
Sebastian Vettel	-	-	-	-	-	-	8
Ralf Schumacher	8	15	12	R	16	8	R
Jarno Trulli	9	7	7	R	15	R	6
David Coulthard	R	R	R	5	14	R	R
Mark Webber	13	10	R	R	9	7	
Nico Rosberg	7	R	10	6	12	10	6
Alex Wurz	9	R	11	R	7	3	10
Vitantonio Luzzi	14	17	R	R	R	R	17
Scott Speed	R	14	R	R	R	9	13
Christijan Albers	R	R	14	14	19	R	15
Adrian Sutil	17	R	15	13	R	R	14
Takuma Sato	12	13	R	8	17	6	R
Anthony Davidson	16	16	16	11	18	11	11

KEY: R Retired; D Disqualified

FRENCH GRAND PRIX

Round 8

Magny-Cours 01.07.07

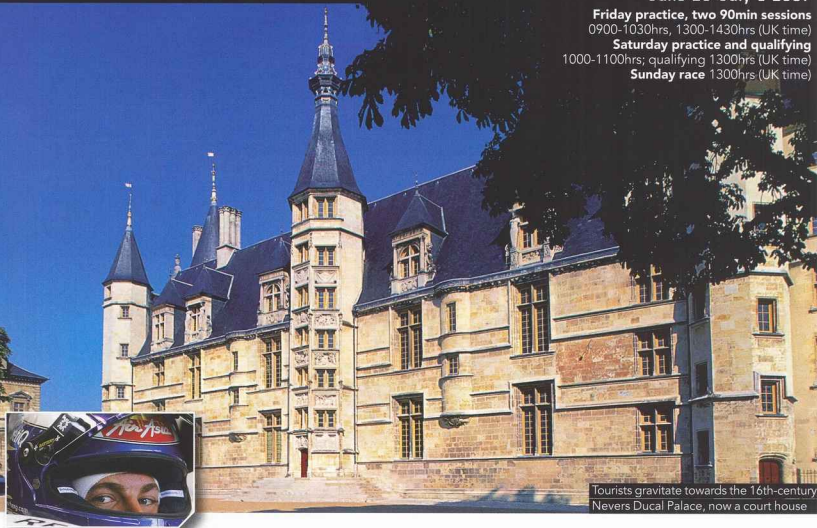
PREVIEW

SET YOUR WATCH
June 29-July 1 2007

Friday practice, two 90min sessions
0900-1030hrs, 1300-1430hrs (UK time)

Saturday practice and qualifying
1000-1100hrs; qualifying 1300hrs (UK time)

Sunday race 1300hrs (UK time)



Tourists gravitate towards the 16th-century Nevers Ducal Palace, now a court house

THE DRIVER'S EYE

France's rural ruckus

Nico Rosberg really enjoys the challenges – and the overtaking – at Magny-Cours

I like Magny-Cours because the track is really good fun. It has challenging corners and there's usually good racing because it's possible to overtake. For me, the key corner is Estoril, a long right-hander. It's a high-speed corner so the aero glues the car to the ground, and it's vital to get the power down early. If you're slow out you'll lose time all the way down the next straight and probably be overtaken under braking into the Adelaide Hairpin.

The high-speed chicanes – Nürburgring and Imola – are good fun, too, and pretty spectacular, but they aren't places where you can make up a lot of time.

Away from the track, some people don't like the French Grand Prix's rural location. Well, I'm not one of them. The layout of the paddock creates a good atmosphere and I stay in my motorhome, so it feels just like another European race.

I sleep in my normal bed and have my



Massa and Alonso plunge into Estoril, the long right-hand sweeper that's the key to a quick lap

favourite things around me, like my surround-sound music system.

The organisers do a good job, too. Last year they put on a Pink Floyd concert on the Friday night, which I heard was fantastic. I'm sure they'll lay on something special this year.

It's also nice not to get on a plane. Last year I drove to the race from my father Keke's country house in the south of France, and I think I'll do the same this year. It's an easy journey and I can average a good speed – inside the speed limit, of course!

Circuit de Nevers

No of laps 70

Circuit length 2.741 miles

Race distance 191.870 miles

2006 winner

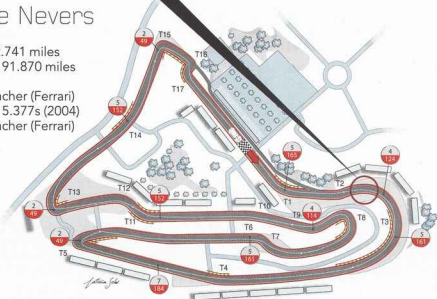
Michael Schumacher (Ferrari)

Lap record 1m15.377s (2004)

Michael Schumacher (Ferrari)

KEY

2 = Gear
49 = Mph



THE GREATEST EVER... FRENCH GP

Place Reims

Date 5.753

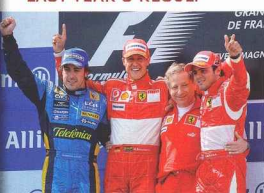
Action F1 racing at its most sublime. Hawthorn and Fangio were this close for the majority of the race

WHAT'S THE FORM?

DRIVER	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fernando Alonso	-	-	7	R	1	2	1	1	3	2								
Lewis Hamilton	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	-	-	17	R	15	12	6	6	7	6								
Heikki Kovalainen	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Felipe Massa	12	R	-	-	16	13	9	R	2	3								
Kimi Räikkönen	4	2	4	4	9	7	13	2	6	5								
Jenson Button	7	6	14	R	4	5	7	4	17	R								
Rubens Barrichello	3	R	8	7	7	2	5	9	13	R								
Nick Heidfeld	10	2	15	13	17	16	14	14	11	8								
Robert Kubica	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ralf Schumacher	5	5	1	-	-	-	11	7	5	4								
Jarno Trulli	8	R	6	R	5	4	2	5	4	R								
David Coulthard	6	3	5	5	3	6	15	10	9	R								
Mark Webber	18	8	9	6	12	9	12	12	10	R								
Nico Rosberg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alex Wurz	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vitantonio Liuzzi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Scott Speed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Christijan Albers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Adrian Sutil	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Takuma Sato	14	R	-	-	-	7	R	4	11	21	R							
Anthony Davidson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

R: Retired

LAST YEAR'S RESULT



- 1 Michael Schumacher**
Ferrari 248 1h32m07.803s (124.714mph)
- 2 Fernando Alonso**
Renault R26 +10.131s
- 3 Felipe Massa**
Ferrari 248 +22.546s
- 4 Ralf Schumacher**
Toyota TF106 +27.212s
- 5 Kimi Räikkönen**
McLaren-Mercedes MP4-21 +33.006s
- 6 Giancarlo Fisichella**
Renault R26 +45.265s
- 7 Pedro de la Rosa**
McLaren-Mercedes MP4-21 +49.407s
- 8 Nick Heidfeld**
BMW-Sauber F1.06 +1 lap



Hawthorn squeezes out Fangio at the finish

The 1953 French Grand Prix was a white-knuckle ride that no one who saw it will ever forget. It defined Formula 1

Reims 1953 or Dijon 1979? Who can forget the wheel-to-wheel shenanigans of René Arnoux and Gilles Villeneuve over the closing laps at Dijon, the high point of an otherwise forgettable grand prix – and 'only' a battle for second place. So the choice for the best French GP ever has to be the 1953 event at Reims. Tagged the 'race of the century' at the time, the scrap between Mike Hawthorn and Juan Manuel Fangio was just as hard-fought as the Arnoux/Villeneuve one and lasted for more than half of the 60 laps.

José Froilán González's Maserati actually led the opening 28-lap stint before pitting for fuel while, behind him, six cars – the Ferraris of Alberto Ascari, Hawthorn and Luigi Villolosi, and the Maseratis of Fangio, Giuseppe Farina and Onofre Marimón – were all trying to hold down second. Such was the ferocity of the tussle that even the respective Ferrari and Maserati mechanics were shaken by it.

As González pitted, so Fangio made his move and thus began the true battle for the lead, and the Argentine, along with Ascari and Hawthorn, pulled away from the rest.

By lap 38 Ascari had been dropped and

"Hawthorn had to take to the grass to get past the weaving Fangio, with four to go"

was rapidly being caught by a recovering González. After a number of new lap records, Hawthorn pulled two seconds clear of Fangio, who fought back and, going into the final five laps, the pair could not be separated. The Ferrari and Maserati traded places many times, Hawthorn having to take to the grass in front of the timekeepers' box with four to go to try to get past a weaving Fangio.

With three to go there was nothing in it as they crossed the line, and the cars dead-

heated yet again – for the 10th time in the race – as they started the last lap. González and Ascari were just as close to each other in third and fourth with Farina now running fifth.

The last lap was just as fraught. For most of it, predicting the winner was still all-but-impossible, but Hawthorn managed to pull ahead, just, at Thillois corner. That better exit gave him the edge, and he finally took the flag 40m and one second ahead of Fangio. González, now safe in third, almost caught him on the line and, after 2h45m of racing, only 7.6sec covered the first five cars.

Stewart Williams

Where to hang out at Magny-Cours...

Well, nowhere, really – Magny-Cours isn't that kind of place. Put it this way: the farm labourers toiling in the sort of sun-drenched farmscapes you find in Van Gogh oils, weren't exactly 'hanging out', were they? And such farmscapes are what the area around the current home of the French GP looks like. Buzzlein', it ain't.

So if you want to go star-spotting, there's only one place to do it: the Hotel La Renaissance, bang in the middle of Magny-Cours village. It has only nine rooms, and they're permanently booked by Ferrari's drivers and senior people.

But its fine Michelin-starred restaurant is always full of F1 bigwigs, chewing the (goose) fat.
Matt Bishop



BRITISH GRAND PRIX



Round 9

Silverstone 08.07.07

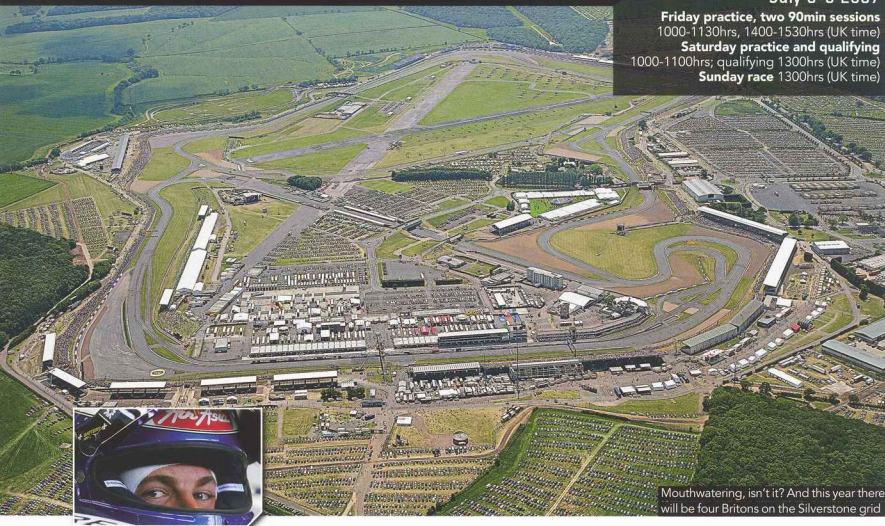
PREVIEW

SET YOUR WATCH July 6-8 2007

Friday practice, two 90min sessions
1000-1130hrs, 1400-1530hrs (UK time)

Saturday practice and qualifying
1000-1100hrs, qualifying 1300hrs (UK time)

Sunday race 1300hrs (UK time)



Mouthwatering, isn't it? And this year there will be four Britons on the Silverstone grid



THE DRIVER'S EYE Silver-surfing in Britain

Nico Rosberg on a track of two halves – a hugely quick opener and a technical finish

Ever since my father set a 160mph qualifying lap at Silverstone in 1985, the Rosberg name has enjoyed a special link with the track. People still seem to talk about that lap, but I wasn't there – I'd only just been born! – so my experiences of the place are limited to my GP2 and F1 races.

It's a very enjoyable circuit to drive because it has some very quick corners. The first part of the lap is very challenging, with lots of high-speed switches of direction. You have to be very accurate with your line, or you'll lose a lot of time. A small mistake at the exit of Becketts, for example, can cost you a lot of speed down Hangar Straight.

There are slow corners at the end of the lap, which makes Silverstone very technical from a set-up point of view. You need to be quick through the fast corners because they are followed by straights, but you mustn't lose any time through the slow corners because you spend so much time in them.



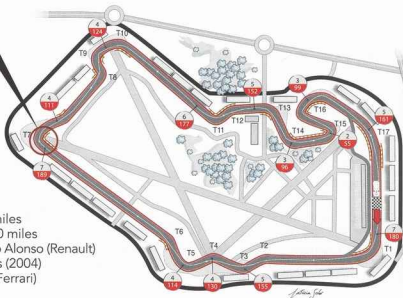
Button gives it some through Stowe in 2006; he started 19th, rising to 12th, only to retire on lap 8

British spectators are very knowledgeable and give all the drivers a lot of support, which creates a good atmosphere. Driving for Williams, an English team, means that Alex [Wurz] and I will get a lot of support from the grandstands because, I think, Frank [Williams] is very popular in the UK. A lot of guys from the factory will also be at the race because Grove is only a short distance from the track. They all work so hard behind-the-scenes that it will be great to give them something to cheer about in the race.

KEY
2 Gear
55 Mph

Silverstone

No of laps 60
Circuit length 3.194 miles
Race distance 191.640 miles
2006 winner Fernando Alonso (Renault)
Lap record 1m18.739s (2004)
Michael Schumacher (Ferrari)



THE GREATEST EVER... BRITISH GP

Place Brands Hatch | Date 18.7.76

Action All that sweat, then plenty of tears when Hunt had his win on the day denied



WHAT'S THE FORM?

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Fernando Alonso	-	8	R	5	R	1	2	1	1							
Lewis Hamilton	-	-	-	-	-	-	-	-	-							
Giancarlo Fisichella	17	7	15	R	20	6	6	4	5	4						
Heikki Kovalainen	-	-	-	-	-	-	-	-	-							
Felipe Massa	11	9	-	-	10	9	16	10	4	5						
Kimi Räikkönen	5	R	3	3	1	2	12	3	2	3						
Jenson Button	12	12	20	8	3	4	2	5	19	5						
Rubens Barrichello	2	2	1	1	2	3	5	7	6	10						
Nick Heidfeld	10	6	16	17	15	15	14	12	9	7						
Robert Kubica	-	-	-	-	-	-	-	-	-							
Ralf Schumacher	4	8	4	9	-	-	8	8	7	R						
Jarno Trulli	7	R	2	6	5	R	3	9	22	11						
David Coulthard	6	10	12	5	6	7	13	13	11	12						
Mark Webber	20	R	11	14	9	8	11	11	17	R						
Nico Rosberg	-	-	-	-	-	-	-	-	-							
Alex Wurz	-	-	-	-	-	-	-	-	-							
Alex Wurbs	-	-	-	-	-	-	-	-	-							
Vitantonio Liuzzi	-	-	-	-	-	-	-	-	-							
Scott Speed	-	-	-	-	-	-	-	-	-							
Christian Albers	-	-	-	-	-	-	-	-	-							
Adrian Sutil	-	-	-	-	-	-	-	-	-							
Takuma Sato	14	R	-	-	8	11	7	16	20	17						
Anthony Davidson	-	-	-	-	-	-	-	-	-							

R: Retired; DQ: Disqualified

LAST YEAR'S RESULT



- Fernando Alonso**
Renault R26 1h25m51.927s (133.892mph)
- Michael Schumacher**
Ferrari 248 +13.951s
- Kimi Räikkönen**
McLaren-Mercedes MP4-21 +18.672s
- Giancarlo Fisichella**
Renault R26 +19.976s
- Felipe Massa**
Ferrari 248 +31.559s
- Juan Pablo Montoya**
McLaren-Mercedes MP4-21 +64.769s
- Nick Heidfeld**
BMW-Sauber F1.06 +51.759s
- Jacques Villeneuve**
BMW-Sauber F1.06 +78.299s

You win, then you lose, then you wait, then you...

...get utterly confused, just as the crowd must have been at Brands in '76. But the race did produce a classic chase

The drama surrounding the 1976 British Grand Prix at Brands Hatch has gone down in folklore. The first-lap shunt, James Hunt's initial exclusion from the restart, the barely disguised disapproval and slow handclasp from the 77,000 crowd, Hunt's reinstatement and subsequent victory and then, months later, his disqualification, reads like a soap opera. But, don't forget, besides all the hoo-ha, the race wasn't half-bad either.

After the shunt – at Paddock Hill Bend following the original start – that brought out the red flag, and Hunt, who was involved in it, was finally allowed to take the restart, the GP finally got underway good and proper.

Hunt immediately dived into second, his McLaren sandwiched between the Ferraris of Niki Lauda and Clay Regazzoni. Even the restart wasn't incident free: Bob Evans and Guy Edwards tangled at Paddock, and Ronnie Peterson and Patrick Depailler at Druids.

Initially, the race was quiet. Lauda and Hunt were quick at the front, trading fastest laps, but behind them the field was shrinking as one-by-one the other challengers fell aside with myriad mechanical problems.

"The McLaren made a couple of feints before diving up the inside of the Ferrari"

The gap between Lauda and Hunt was fairly consistent at around six seconds coming up to half distance but, amazingly, the gap then started to shrink. Lauda quickly lost ground and, by lap 45, Hunt was right on his tail. The McLaren then made a couple of feints before diving up the inside of the Ferrari into Druids. It wasn't that calculated, though; Hunt later remarked: "I just shut my eyes and went."

He made it through and did, thereafter, have a relatively untroubled run to the flag,

becoming the first Englishman to win the British Grand Prix since Peter Collins back in 1958. Jody Scheckter was third in the six-wheeled Tyrrell, while John Watson missed out on a podium on the day (see below) after a great drive to fourth in the Penske.

Ferrari, Tyrrell and Fittipaldi unsurprisingly protested after the race that Hunt should not have been allowed to take the restart, but this was rejected. It was, however, successful on appeal, but then the result of the race wasn't finally confirmed until September when Hunt's disqualification became official.

Stewart Williams

Where to hang out at Silverstone...

The Silverstone countryside is a bit like the *campagne* around Magny-Cours – pretty, tranquil, but without the sunshine or good food and wine. So I tend to 'hang out' at home in London SE1... and commute.

Other than that, the place to be at British GP time is Whittlebury Hall Hotel, within walking distance of the circuit. So why not book tickets for one (or both) of F1 Racing's two parties, both of which will be held at Whittlebury Hall: on Friday, you can hear F1 Racing journalists interview F1 'slebs' on stage (book on www.gptours.com/f1drivercast/silverstone.html);

on Saturday you can compete in F1 Racing's quiz night (book on 01327 850071 [for F1 Racing subscribers only]).

Matt Bishop



PREVIEW

SET YOUR WATCH
July 20-22 2007

Friday practice, two 90min sessions
0900-1030hrs, 1300-1430hrs (UK time)

Saturday practice and qualifying
1000-1100hrs; qualifying 1300hrs (UK time)

Sunday race 1300hrs (UK time)



For post-race peace and quiet, visit Satzvey Castle, near Mechenich, Eifel mountains



THE DRIVER'S EYE

A track with rhythm

Nico Rosberg's home race has a fine flow and should offer some good overtaking

To me, the Nürburgring, like Monaco, is a home race. I know the track well, having raced there in junior formulas, and it's where I've enjoyed a lot of success.

It'll be interesting to see how many German fans turn up to watch this year because it's the first time in ages that Michael Schumacher won't be on the grid. However, I expect the grandstands to be full because Germany gets only one round of the world championship this year and I think plenty of people are more Formula 1 fans than just Schumacher fans. And there will still be four German drivers on the grid in 2007, and I see it as my job to give the fans something to shout about.

As for the track, it has a really nice flow. The start of the lap is a bit stop-start, but it's still possible to find a good rhythm. The races there are usually good because it's possible to overtake at several places. Turn 1 probably offers the best opportunity

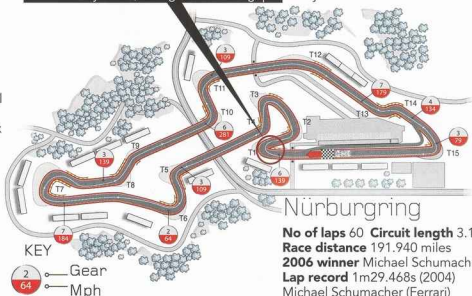


Schumi locks up going into Turn 1 in '06; it's easy to out-brake yourself, but a good overtaking spot

because it's easy to out-brake yourself on the downhill approach to the corner.

The chicane also provides a good passing chance because it's preceded by a long straight, along which you can get a good tow from the car in front. The only problem is that the chicane is narrow so you can end up touching the other car if you aren't careful.

But the Williams FW29 is a good 'un, so I hope to use some of my experience of the circuit to get a great result in front of my home crowd.



THE GREATEST EVER... EUROPEAN GP

Place Nürburgring

Date 4.8.68

Action "I cannot remember being more frightened in a racing car," Stewart said



WHAT'S THE FORM?

	2002 RACE	2002 GRID	2003 RACE	2003 GRID	2004 RACE	2004 GRID	2005 RACE	2005 GRID	2006 RACE	2006 GRID
Fernando Alonso	-	-	8	4	6	5	6	1	1	2
Lewis Hamilton	-	-	-	-	-	-	-	-	-	-
Giancarlo Fisichella	18	R	13	12	18	6	9	6	11	6
Heikki Kovalainen	-	-	-	-	-	-	-	-	-	-
Felipe Massa	11	6	-	-	16	9	11	14	3	3
Kimi Räikkönen	6	3	1	R	4	R	2	11	5	4
Jenson Button	8	5	12	7	5	3	13	10	6	R
Rubens Barrichello	4	1	5	3	7	2	7	3	4	5
Nick Heidfeld	9	7	20	8	13	10	1	2	13	10
Robert Kubica	-	-	-	-	-	-	-	-	-	-
Ralf Schumacher	2	4	3	1	9	R	8	R	10	R
Jarno Trulli	7	8	6	R	3	4	4	8	7	9
David Coulthard	5	R	9	15	20	R	12	4	12	R
Mark Webber	20	15	11	6	14	7	3	R	19	21
Nico Rosberg	-	-	-	-	-	-	-	-	22	7
Alex Wurz	-	-	-	-	-	-	-	-	-	-
Vitantonio Liuzzi	-	-	-	-	-	-	14	9	14	R
Scott Speed	-	-	-	-	-	-	-	-	17	11
Christijan Albers	-	-	-	-	-	-	20	17	16	13
Adrian Sutil	-	-	-	-	-	-	-	-	-	-
Takuma Sato	14	16	-	-	2	R	16	12	20	17
Anthony Davidson	-	-	-	-	-	-	-	-	-	-

R: Retired

LAST YEAR'S RESULT



- 1 Michael Schumacher**
Ferrari 248. 1h35m58.765s (119.981mph)
- 2 Fernando Alonso**
Renault R26 +3.751s
- 3 Felipe Massa**
Ferrari 248 +4.447s
- 4 Kimi Räikkönen**
McLaren-Mercedes MP4-21 +4.879s
- 5 Rubens Barrichello**
Honda RA106 +72.586s
- 6 Giancarlo Fisichella**
Renault R26 +74.116s
- 7 Nico Rosberg**
Williams-Cosworth FW28 +74.565s
- 8 Jacques Villeneuve**
BMW-Sauber F1.06 +89.364s

Wet, wet, wet – for one of the riskiest GPs ever

On the old, proper Nürburgring, in fog and rain and a '60s death-trap car, JYS produced one of the great brave drives

That Jackie Stewart would win the 1968 German (and European) GP wasn't in much doubt after the first lap: it was the manner of his victory and the conditions in which it was achieved that made it great. Stewart was never a fan of the 14-mile Nürburgring circuit, even in the best of conditions, but, come race morning, the fog and rain were so bad that the marshals could barely see one another, and rivers of water two to three-feet wide were running across huge parts of the track.

The race should never have been started, yet out of a huge plume of spray emerged Graham Hill (Lotus), Chris Amon (Ferrari) and Stewart's Matra; poleman Jacky Ickx was already slipping down the order.

Stewart was more than a little worried about his safety: "I cannot remember being more frightened in a racing car. The spray from Graham and Chris was just absolutely impossible to see through. On any other circuit these conditions are hellish but on the Nürburgring you cannot imagine how bad they are."

He took the only option available to him.

"Stewart won by four minutes, the biggest-ever margin in grand prix history"

By Adenau Crossing the Matra was up to second and by Schwalbenschwanz Stewart led, stretching that lead to eight seconds by the end of the first lap. Not that this improved matters much. With no wind and the hedges on large parts of the circuit keeping it in, the spray was staying at track level for what seemed like an age, mixing with the rain and fog.

Stewart just ploughed on, extending his lead lap by lap. His performance was all the

more impressive as he was still suffering from damaged ligaments in his left wrist, the result of an F2 shunt earlier that season.

When he crossed the line Stewart was over four minutes clear of second-placed Hill, the biggest-ever winning margin in Formula 1 history. Yet he was just relieved that all the drivers had emerged unharmed from a race that shouldn't have been run: "The track was in no condition to be raced on and I think all the drivers deserve tremendous praise since, throughout the entire race, not one went off the track seriously enough to be injured."

Stewart Williams

Where to hang out at Nürburgring...

Set in the middle of the Eifel Mountains, 37 miles from Cologne, the 'Ring isn't renowned for its nightlife. Unless, of course, you like singing around camp fires.

There are a few bars in the nearby villages of Herschbroich, Adenau and Nürburg (a Weissbier, anyone?), but F1's big players tend not to leave the track over the race weekend. They hang out in the F1 paddock by day and in the Dorint Hotel – which overlooks the start/finish straight – by night.

All 209 rooms at the hotel are filled by F1 megas, from Bernie Ecclestone, drivers and team bosses down. That has to make its lobby an autograph hunters' paradise. Go for it, there's nowt else to do.

Tom Clarkson



LAT ARCHIVE

Every month we present an unseen gem from the pre-digital era of *F1 Racing's* LAT photo archive

WHAT ARE YOU LOOKING AT?

FOR A MOMENT, Elio de Angelis's Lotus 91 is not the centre of attention for the Team Lotus mechanics at Montreal. Rather, it's Elio's number one mechanic, Nigel Stepney (now Ferrari's head of performance development), the man showing the bird. From left to right, the Lotus mechanics are: Bernie Grant; Steve Davey; Paul Simpson, who later had a long career at McLaren; Stepney; and Tim Densham, now the chief designer at Renault. In the background is Tyrrell's Brian Lisle, now general manager of Newman/Haas/Lanigan Racing.

Want a chance to win one of three prints of this photo?

Email your answer to the question below (including your name, address and daytime telephone number) to f1racing.competitions@haynet.com. Please write 'Black Books' in the subject line of your email. The winners will be the first three correct entries drawn.

Which of these drivers never raced for Team Lotus?

- A) Nelson Piquet
- B) Derek Warwick
- C) Riccardo Patrese

The closing date is July 24 2007. For full competition terms and conditions please refer to the Contents page - p4



LOTUS TEAM

Canadian Grand Prix, 1982



Nigel Stepney lightens the tone leading up to the 1982 Canadian GP

Well, at least the women are enjoying the goal: Delia cheers on Norwich City from the terraces



The day I met... **DELIA SMITH**

by **MIKE GASCOYNE**

I m told that, when asked to contribute to *F1 Racing's* new-for-2007 back-page column, "The day I met...", most authors tend to stick to the motor-racing script. Patrick Head talked about "The day I met Frank Williams", Stefan Johansson discussed "The day I met Enzo Ferrari", and so on. So, just to mix things up a bit, I thought I'd break the mould – as you can see.

But just in case you think I've abandoned the sporting arena altogether, don't worry: I haven't. Delia may be most famous for being Britain's most popular TV chef, but she's also the majority shareholder in Norwich City Football Club, with her husband, the publisher Michael Wynn-Jones. So how do I know her? Well, I was born and raised just north of Norwich. I was never a great football supporter as a lad; but, after I'd left home, gone to university and started work, I finally did become a Norwich City fan. And the longer I've stayed away from my old home town, the more ardent a fan I've become.

They're a frustrating team to support. They tend to beat good teams and lose to average ones. They were hammered six-nil by Fulham two years ago, for example, which was gutting because it resulted in relegation. But I'm a lucky talisman: whenever I go to a game, they win it. Obviously, travelling the world with Spyker as I do, I don't manage to get to as many matches as I'd like. The last was the Leeds game at Carrow Road on February 3 this year. We went 1-0 down, but came back to win 2-1 thanks to second-half goals from Dion Dublin and Darren Huckerby. Fantastic, it was.

Anyway, getting back to how I met Delia... About four or five years ago, one of BBC Radio 5's then F1 commentators, Peter Slater, who loves his footie, came up to me and said, "I've got a mate who works for BBC Radio Norfolk, David Clayton, and Radio Norfolk do the local radio coverage for all Norwich City games. David is an F1 fan, too, and he'd love you to come along to a game as his guest."

So I went, and I've been going to matches as David's guest, on and off, ever since. And at one match I was making a speech, for David's other guests, in one of the excellent new restaurants that Delia has installed at Carrow Road, when Delia strolled over and said hello. We chatted for a bit and, opportunist that I am, I



"Delia strolled over and I couldn't resist asking her for a bit of professional advice"

couldn't resist asking her for a bit of professional advice. You see, I'm a keen amateur chef – but I never could get my Sunday roast right. So I asked Delia for a few tips. And now, thanks to what she told me and what I've subsequently learned from watching her videos, I do a cracking Sunday roast. My gravy is top-notch!

I'm hoping Delia will be at Silverstone this year, as a guest of the Spyker team. She's a great girl, and I have a lot of respect for her. She's been very successful as a TV chef, and is doubtless financially very secure as a result – so, for someone in that position to buy a

football club, and plough her own money into it, I have to say, "Fair play to her." She and her husband have taken on Norwich City, warts 'n' all, even though it isn't, and never will be, the most profitable football club in the UK. And she's at every game, not in the directors' box but on the terraces with the fans.

But, if Delia is reading this, she needn't worry: I'm not planning to ask her to cook for the Spyker team at Silverstone – I wouldn't be that cheeky. But, just maybe, I could get stuck in to the old cooking sherry and make dinner for the British press at Silverstone – with her guidance. Now there's an idea! **FO**



IN NEXT MONTH'S ISSUE

IN-DEPTH INTERVIEW WITH FERRARI'S FELIPE MASSA
He just keeps getting better and better – so what's the secret of the driver many thought would remain No2?

**DON'T miss the August issue of
F1 Racing. On sale: Tuesday July 24**

Contents subject to change

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